UNITED STATES Coast Pilot®

7

Pacific Coast: California, Oregon, Washington, Hawaii and Pacific Islands

2017 (49th) Edition

This edition cancels the 48th Edition and includes all previously published corrections.

Weekly updates to this edition are available at:
www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
They are also published in the National Geospatial-Intelligence Agency (NGA) U.S. Notice to Mariners.

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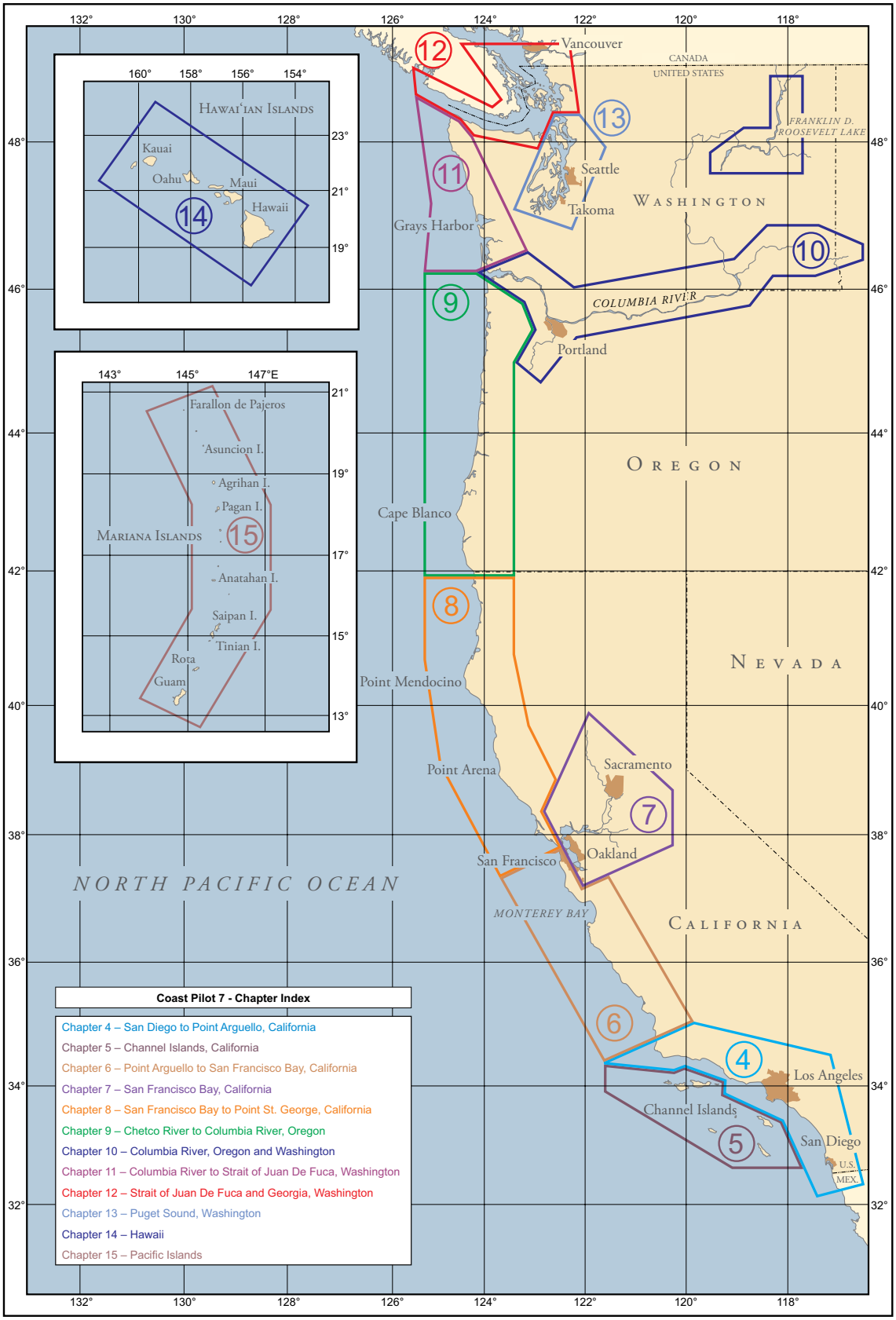
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Preface

The United States Coast Pilot is published by the National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), pursuant to the Act of 6 August 1947 (33 U.S.C. 883a and b), and the Act of 22 October 1968 (44 U.S.C. 1310).

The Coast Pilot supplements the navigational information shown on NOAA nautical charts. The Coast Pilot is continually updated and maintained from inspections conducted by NOAA survey vessels and field parties, corrections published in Notices to Mariners, information from other Federal agencies, State and local governments, maritime and pilots' associations, port authorities, and concerned mariners.

NOAA's Office of Coast Survey encourages public feedback regarding its suite of nautical charting products and services through the Nautical Inquiry/Discrepancy Reporting System. This system allows comments, inquiries and chart discrepancies to be submitted directly to NOAA's nautical charting program. Inquiries are typically acknowledged by email within one day, and ninety percent are answered or resolved within five days.

General comments or inquiries can be made at *nauticalcharts.noaa.gov/inquiry*.
Nautical chart or Coast Pilot discrepancies can be reported at *nauticalcharts.noaa.gov/discrepancy*.

Coast Survey also maintains a toll free phone line for public comments or inquiries.
Customers may contact the charting program by telephone on weekdays from 8:00 a.m. to 4:00 p.m. (Eastern Time) at 888–990–6622.

Update your Coast Pilot

Check for weekly critical updates for this edition at
nauticalcharts.noaa.gov/nsd/cpdownload.htm
(See **33 CFR 164.33 Charts and Publications**, chapter 2, for regulations.)

You may print the specifically affected paragraphs to revise this book, or download an updated .pdf of the entire volume.

A *Weekly Record of Updates* is provided for your convenience directly preceding the index.

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General Information

(1)

UNITED STATES COAST PILOT®

(2) The United States Coast Pilot, published by the National Oceanic and Atmospheric Administration (NOAA), is a series of nine nautical books (volumes) that encompasses a wide variety of information important to navigators of U.S. coastal/intracoastal waters and the waters of the Great Lakes. The Coast Pilot is intended to be used as a supplement to NOAA nautical charts. Much of the content cannot be shown graphically on the charts and is not readily available elsewhere. Topics which are covered include environmental factors of weather, climate, ice conditions, tides, water levels, currents, prominent coastal features and landmarks. Specific information on vertical clearances, wharf descriptions, small-craft facilities, hazards, dredged channels and depths are also provided. Navigation services and regulations are also identified including pilotage, towing, anchorages, routes and traffic separation schemes, environmental protection, and other Federal laws.

(3) New editions of each volume are issued annually. Fully updated files are posted weekly on the Internet, and are also available for Print on Demand sales (see Appendix A).

(4) **Amendments** to this publication are available at *nauticalcharts.noaa.gov/nsd/cpdownload.htm.*

(5) National Geospatial-Intelligence Agency (NGA) U.S. Notice to Mariners: *msi.nga.mil*

(6)

Using the Coast Pilot

(7) **Chapter 1** contains definitions of general and standard terms used throughout the volume, discussions of NOAA charting products and services, descriptions of maritime services by various U.S. Government agencies, Notices to Mariners and other information pertinent to safe navigation.

(8) **Chapter 2** contains selected extracts from the Code of Federal Regulations (CFR) that affect mariners.

(9) **Chapter 3** contains general information that is peculiar to the region covered by a particular Coast Pilot volume. For example, practical information regarding offshore currents and dangers, coastal aids to navigation, prominent landmarks and the general character of the coast and depths helpful in approaching the region.

(10) In **Chapter 4 and the remaining numbered chapters**, the detailed description of the region begins. A map precedes each chapter and outlines the nautical charts used in the area to be discussed. In these chapters, as much as possible, the coastal description is in geographic sequence, north to south on the east coast, east to west on the gulf coast, clockwise around each of the Great Lakes and south to north on the west coast and Alaskan coast. Features are described as they appear on the largest scale chart, with that chart number prominently shown in blue.

(11) **Appendix A** contains contact information regarding the various products, services and agencies detailed throughout the volume.

(12) **Appendix B** contains useful reference tables regarding climate, meteorology, unit of measure conversions, abbreviations, etc.

(13) The **Weekly Record of Updates** is intended as a log for critical updates applied to this volume.

(14) The **Index** contains geographic names mentioned throughout a Coast Pilot volume. These names are boldfaced and indexed along with the number of the largest scale chart on which the entire feature appears.

(15)

Bearings

(16) Bearings and courses are in degrees true and are measured clockwise from **000°** (north) to **359°**. The bearings of an aid to navigation (e.g., directional light, light sector, range) are given as viewed from the bridge of a vessel toward the light.

(17)

Bridges and Cables

(18) Vertical clearances of bridges and overhead cables are in feet above mean high water unless otherwise stated; clearances in Coast Pilot 6 are in feet above Low Water Datum unless otherwise stated. When the water level is above Low Water Datum, the bridge and overhead cable clearances given in the Coast Pilot and shown on the charts should be reduced accordingly. Clearances of drawbridges are for the closed position, although the open clearances are also given for vertical-lift bridges. Whenever a bridge span over a channel does not open fully to an unlimited clearance position, a minimum clearance for the sections over the channel is given; the same applies to swing and pontoon bridges with openings less than 50 feet horizontally. Clearances given in the Coast Pilot are those approved for nautical charting and are supplied by the U.S. Coast Guard (bridges) and U.S. Army Corps of Engineers (cables). See charts for horizontal clearances of bridges, as these are generally given in the Coast Pilot only when they are less than 50 feet (15 meters). Tables listing structures across waterways, found in some Coast Pilots, show both horizontal and vertical clearances. Submarine cables are rarely mentioned.

(19)

Cable ferries

(20) Cable ferries are guided by cables fastened to shore and sometimes propelled by a cable rig attached to the shore. Generally, the cables are suspended during crossings and dropped to the bottom when the ferries dock. Where specific operating procedures are known they are mentioned in the text. Since operating procedures vary, mariners are advised to exercise extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(21)

Courses

(22) These are true and are given in degrees clockwise from **000°** (north) to **359°**. The courses given are the courses to be made good.

(23)

Currents

(24) Stated current velocities are the averages at strength. Velocities are in knots, which are nautical miles per hour. Directions are the true directions to which the currents set (see Chapter 3, this book).

(25)

Depths

(26) Depth is the vertical distance from the chart datum to the bottom and is expressed in the same units (feet, meters or fathoms) as those soundings found on the chart. (See Chart Datum, this chapter, for further detail.) The **controlling depth** is the least known depth of a channel. This depth is determined by periodic hydrographic surveys and restricts use of the channel to drafts less than that depth. The **centerline controlling depth** applies only to the channel centerline or close proximity; lesser depths may exist in the remainder of the channel. The **midchannel controlling depth** is the controlling depth of only the middle half of the channel. **Federal project depth** is the original design dredging depth of a channel planned by the U.S. Army Corps of Engineers (USACE) and may be deeper than current conditions. For this reason, project depth must not be confused with controlling depth. **Depths alongside** wharves usually have been reported by owners and/or operators of the waterfront facilities and have not been verified by Government surveys. Since these depths may be subject to change, local authorities should be consulted for the latest controlling depths.

(27) For all maintained channels with controlling depths detailed on charts in tabular form, the Coast Pilot usually states only the project depths. For all other channels which may be depicted on charts with depth legends, notes or soundings, the Coast Pilot will strive to list the corresponding controlling depths with the dates of the latest known surveys. **Depths may vary considerably between maintenance dredging; consult the Notices to Mariners for latest controlling depths**.

(28)

Under-keel clearances

(29) It is becoming increasingly evident that economic pressures are causing mariners to navigate through waters of barely adequate depth, with under-keel clearances being finely assessed from the charted depths, predicted tide levels and depths recorded by echo sounders.

(30) It cannot be too strongly emphasized that even charts based on modern surveys may not show all sea-bed obstructions or the shoalest depths, and actual tide levels may be appreciably lower than those predicted.

(31) In many ships an appreciable correction must be applied to shoal soundings recorded by echo sounders due to the horizontal distance between the transducers. This separation correction, which is the amount by which recorded depths therefore exceed true depths, increases with decreasing depths to a maximum equal to half the distance apart of the transducers; at this maximum the transducers are aground. Ships whose transducers are more than 6 feet (1.8 meters) apart should construct a table of true and recorded depths using the Traverse Tables. (Refer to the topic on echo soundings elsewhere in Chapter 1.)

(32) Other appreciable corrections, which must be applied to many ships, are for settlement and squat. These corrections depend on the depth of water below the keel, the hull form and the speed of the ship.

(33) Settlement causes the water level around the ship to be lower than would otherwise be the case. It will always cause echo soundings to be less than they would otherwise be. Settlement is appreciable when the depth is less than seven times the draft of the ship and increases as the depth decreases and the speed increases.

(34) Squat denotes a change in trim of a ship underway, relative to her trim when stopped. It usually causes the stern of a vessel to sit deeper in the water. However, it is reported that in the case of mammoth ships, squat causes the bow to sit deeper. Depending on the location of the echo sounding transducers, this may cause the recorded depth to be greater or less than it ought to be. **Caution and common sense are continuing requirements for safe navigation.**

(35)

Distances

(36) These are in nautical miles unless otherwise stated. A nautical mile is one minute of latitude, or approximately 2,000 yards, and is about 1.15 statute miles.

(37) Coast Pilot 6 is in statute miles unless otherwise stated. A statute mile is 5,280 feet or about 0.87 nautical mile.

(38)

Geographic Coordinates

(39) Geographic coordinates listed in the Coast Pilot are referred to North American Datum of 1983 (NAD 83) unless otherwise noted for certain CFR extracts in Chapter 2.

(40)

Heights

(41) These are in feet (meters) above the tidal datum used for that purpose on the charts, usually mean high water. However, the heights of the decks of piers and wharves are given in feet (meters) above the chart datum for depths.

(42) Coast Pilot 6 is in feet (meters) above the chart datum used for that purpose on the charts, usually Low Water Datum.

(43)

Light and Sound Signal Characteristics

(44) These are not described in the Coast Pilot. Also, light sectors and visible ranges are generally not fully described. This information can be found in U.S. Coast Guard Light Lists.

(45)

Obstructions

(46) Wrecks and other obstructions are mentioned only if they are relatively permanent and in or near normal traffic routes.

(47)

Radio Navigational Aids

(48) For detailed information on Radio Navigation Aids see the **United States Coast Guard Light Lists** and the National Geospatial-Intelligence Agency's **Radio Navigational Aids, Publication 117**.

(49)

Ranges

(50) These are not fully described. "**A 339°** Range" means that the rear structure bears **339°** from the front structure. (See United States Coast Guard Light Lists.)

(51)

Reported information

(52) Information received by NOAA from various sources concerning depths, dangers, currents, facilities, and other topics, which has not been verified by Government surveys or inspections, is often included in the Coast Pilot; such **unverified information** is qualified as "reported" and should be regarded with caution.

(53)

Tides

(54) Tidal information, including real-time water levels, tide predictions and tidal current predictions are available at *tidesandcurrents.noaa.gov*.

(55)

Time

(56) Unless otherwise stated, all times are given in local standard time in the 24-hour system. (Noon is 1200, 2:00 p.m. is 1400 and midnight is 0000.)

(57)

Winds

(58) Directions are the true directions from which the winds blow; however, sometimes (rarely) compass points are used. Unless otherwise indicated, speeds are given in knots, which are nautical miles per hour.

(59)

NAUTICAL CHARTS

(60) NOAA produces and maintains a suite of over 1,000 nautical charts that cover the U.S. coastal waters, the Great Lakes and U.S. territories. These charts provide a graphic representation of water depths, the shoreline, prominent topographic and man-made features, aids to navigation and other navigational information useful to the mariner. NOAA's charts are available in a variety of digital formats designed to meet the specific requirements of all mariners. Paper copies may also be obtained through one of NOAA's Print-on-Demand partners.

(61)

Paper Print on Demand Nautical Charts

(62) The content of Print-On-Demand (POD) charts is updated weekly by NOAA with the most current U.S. Coast Guard Local Notice to Mariners, National Geospatial-Intelligence Agency Notice to Mariners and other critical safety information. POD charts are printed under the authority of NOAA and shipped through partnerships between NOAA and commercial providers. POD information and a list of participating POD chart agents can be found at *nauticalcharts.noaa.gov/staff/print_agents.html*.

(63)

Portable Document Format (PDF) Nautical Charts

(64) Almost all of NOAA's nautical charts may be downloaded for free as Portable Document Format (PDF) files at *nauticalcharts.noaa.gov/pdfcharts*. The PDF nautical charts are exact replicas of the images used to produce POD and Raster Navigational Charts (RNC). As such, they also have all the latest updates based on U.S. Coast Guard Local Notices to Mariners, National Geospatial-Intelligence Agency Notices to Mariners and other critical safety information.

(65) Most PDF charts can be printed at the proper scale from any plotter accommodating a 36-inch paper width. When printed properly, PDF charts and POD charts are very similar, but PDF charts have not yet been approved to meet Federal regulations for paper chart carriage requirements as POD charts have.

(66)

BookletCharts

(67) The NOAA BookletChart™ is a product that can be printed by the users for free. They are made to help recreational boaters locate themselves on the water. BookletCharts are reduced in scale and divided into pages for convenience but otherwise contain all the information of the full-scale nautical charts and are updated weekly. For more information visit *nauticalcharts.noaa.gov/staff/BookletChart.html*.

(68)

Raster Navigational Charts (NOAA RNC®)

(69) NOAA Raster Navigational Charts (NOAA RNC®) are geo-referenced digital images of NOAA's entire suite of paper charts. NOAA RNCs are official data that can be used in many types of electronic charting systems (ECS), including Raster Chart Display Systems (RCDS) and some Electronic Chart Display and Information Systems (ECDIS). Current regulations support the use of RNCs as a primary means of navigation when ENCs are not available, but they require an accompanying minimal set of up-to-date paper charts. They can integrate position information from the Global Positioning System (GPS) and other navigational sensors, such as radar and automatic identification systems (AIS) to show a vessel's track, waypoints, and planned routes. NOAA RNCs and their weekly updates are available free of charge at *nauticalcharts.noaa.gov/mcd/Raster/index.htm*.

(70)

Electronic Navigational Charts (NOAA ENC®)

(71) NOAA Electronic Navigational Charts (NOAA ENC®) are databases of charted objects and their attributes with standardized content, structure and format. They comply with International Hydrographic Organization (IHO) specifications stated in IHO Publication S-57. They may be used as an alternative to paper charts required on SOLAS class vessels.

(72) ENCs are intended for use in electronic charting systems (ECS) as well as Electronic Chart Display and Information Systems (ECDIS). ECDIS are programmable to show as much or as little data as the user requires. They can integrate position information from the Global Positioning System (GPS) and other navigational sensors, such as radar and automatic identification systems (AIS) to show a vessel's track, waypoints and planned routes. Using this information ECDIS can use ENCs to give warning of impending danger in relation to the vessel's position and movement. NOAA ENCs and their updates are available free of charge at *nauticalcharts.noaa.gov/mcd/enc/index.htm*.

(73)

Chart Corrections

(74) It is essential for navigators to keep charts corrected through information published in the Notices to Mariners.

(75) NOAA's "Nautical Chart Update" website allows mariners to update their nautical charts from one database that includes information from NOAA, NGA U.S. Notice to Mariners, U.S. Coast Guard Local Notices to Mariners and the Canadian Coast Guard Notices to Mariners at: *nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html*.

(76)

Nautical Chart Numbering System

(77) This chart numbering system, adopted by NOAA and National Geospatial-Intelligence Agency (NGA), provides for a uniform method of identifying charts published by both agencies. Nautical charts published by NGA and by the Canadian Hydrographic Service are identified in the Coast Pilot by an asterisk preceding the chart number.

(78)

Chart Scale

(79) The scale of a chart is the ratio of a given distance on the chart to the actual distance that it represents on the earth. For example, one unit of measurement on a 1:10,000 scale chart is equal to 10,000 of the same unit on the earth's surface. Large scale charts show greater detail of a relatively small area. Small scale charts show less detail but cover a larger area. Certain hydrographic information may be omitted on smaller scale charts. **Mariners should always obtain the largest scale coverage for near shore navigation**.

(80) The scales of nautical charts range from 1:2,500 to about 1:5,000,000. Graphic scales are generally shown on charts with scales of 1:80,000 or larger, and numerical scales are given on smaller scale charts. NOAA charts are classified according to scale as follows:

(81) **Sailing charts**, scales 1:600,000 and smaller, are for use in fixing the mariner's position approaching the coast from the open ocean or for sailing between distant coastwise ports. On such charts the shoreline and topography are generalized and only offshore soundings, principal lights, outer buoys and landmarks visible at considerable distances are shown.

(82) **General charts**, scales 1:150,000 to 1:600,000, are for coastwise navigation outside of outlying reefs and shoals.

(83) **Coast charts**, scales 1:50,000 to 1:150,000, are for inshore navigation leading to bays and harbors of considerable width and for navigating large inland waterways.

(84) **Harbor charts**, scales larger than 1:50,000, are for harbors, anchorage areas and the smaller waterways.

(85) **Special charts**, at various scales, cover the Intracoastal waterway and miscellaneous small-craft areas.

(86)

Chart Projections

(87) The **Mercator projection** used on most nautical charts has straight-line meridians and parallels that intersect at right angles. On any particular chart the distances between meridians are equal throughout, but distances between parallels increase progressively from the equator toward the poles so that a straight line between any two points is a rhumb line. This unique property of the Mercator projection is one of the main reasons why it is preferred by the mariner.

(88) The **Polyconic projection** is used on most U.S. nautical charts of the Great Lakes. On this projection, parallels of latitude appear as non-concentric circles, and meridians appear as curved lines converging toward the pole and concave to the central meridian. The scale is correct along any parallel and along the central meridian of the projection. Along other meridians the scale

(101)

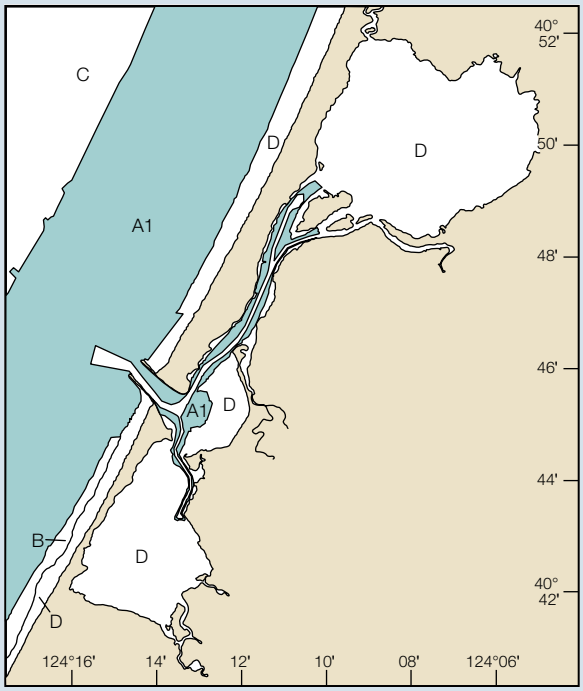
Source Diagrams and Zone of Confidence (ZOC) Diagrams

The age and accuracy of hydrographic survey data that support nautical charts can vary. Depth information on nautical charts, paper or digital, is based on data from the latest available hydrographic survey, which in many cases may be quite old. Diagrams are provided on nautical charts to assist mariners in assessing hydrographic survey data and the associated level of risk to navigate in a particular area. There are currently two types of diagrams shown on NOAA paper and raster navigational charts (RNCs) of 1:500,000 scale and larger—Zone of Confidence (ZOC) diagrams and source diagrams. ZOC information (designated CATZOC) is also found on electronic navigational charts (ENCs). This provides consistency in the display of source data between ENCs and newer paper charts.

Both source and ZOC diagrams consist of a graphic representation of the extents of hydrographic surveys within the chart and accompanying table of related survey quality categories. CATZOC information on an ENC, unlike the diagrams on a paper chart or RNC, is displayed over the ENC data using symbols rather than letters. These symbols are displayed on a separate layer, which can be viewed when planning a route, then switched off until needed again at another time.

On ZOC diagrams, the quality of the hydrographic data is assessed according to six categories; five quality categories for assessed data (A1, A2, B, C and D) and a sixth category (U) for data that has not yet been assessed. On the ENC, the categories are shown using a rating system of stars—the higher the quality, the greater the number of stars. Assessment of hydrographic data quality and classification into zones of confidence is based on a combination of: survey date, position accuracy, depth accuracy and sea floor coverage (the survey's ability to detect objects on the seafloor.)

Source diagrams will be replaced with ZOC diagrams as new editions are created. Similar to the ZOC diagram, they provide the mariner with additional information about the density and adequacy of the sounding data depicted on the chart. The adequacy with which sounding data reflects the configuration of the bottom depends on the following factors: survey technology employed (sounding and navigation equipment), survey specifications in effect (prescribed survey line spacing and sounding interval) and type of bottom (e.g., rocky with existence of submerged pinnacles, flat sandy, coastal deposits subject to frequent episodes of deposition and erosion).



ZOC CATEGORIES
(Refer to Chapter 1, United States Coast Pilot)

ZOC	DATE	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1	2008–2009	± 16 ft	= 1.6 ft + 1% depth	All significant seafloor features detected
B	1949	± 160 ft	= 3.2 ft + 2% depth	Uncharted features hazardous to surface navigation are not expected but may exist
C	1949	± 1600 ft	= 6.5 ft + 2% depth	Depth anomalies may be expected
D	–	Worse than ZOC C	Worse than ZOC C	Large depth anomolies may be expected

increases with increased difference of longitude from the central meridian.

(89)

Chart Datum, Tidal Waters

(90) Chart Datum is the particular tidal level to which soundings and depth curves on a nautical chart or bathymetric map are referred. The tidal datum of **Mean Lower Low Water** is used on all NOAA charts, except for charts in the Great Lakes and non-tidal inland waterways. (For information on Great Lakes Datum, see Coast Pilot 6.)

(91)

Horizontal Datum

(92) Nautical charts are constructed based on one of a number of horizontal datums which are adopted to best represent individual regions around the world. Note that the terms horizontal datum, horizontal geodetic datum, and horizontal control datum are synonymous.

(93) The exact placement of lines of latitude and longitude on a nautical chart is dependent on the referenced horizontal datum. Charts of the United States are currently referenced primarily to the North American Datum of 1983 (NAD 83), and the World Geodetic System 1984

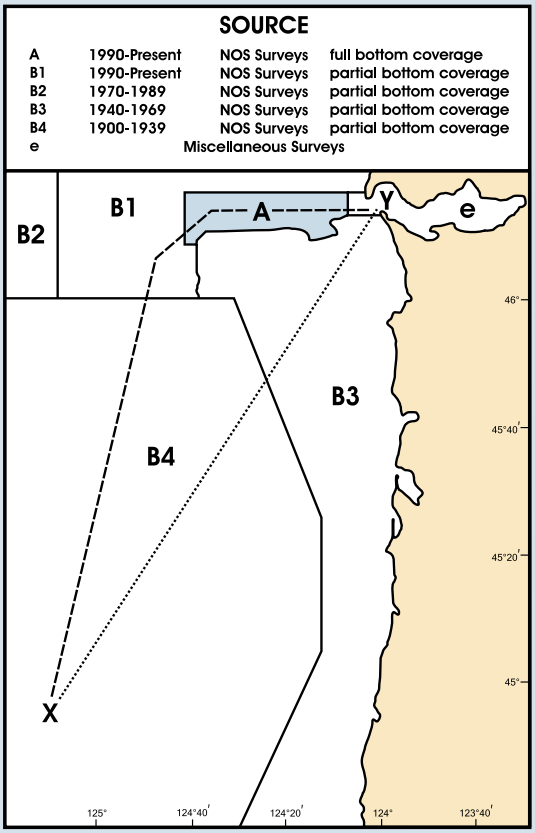
(102)

Source Diagrams

Referring to the accompanying sample Source Diagram below and the previous discussion of survey methods over time, transiting from Point X to Point Y, along the track indicated by the dotted line, would have the following information available about the relative quality of the depth information shown on the chart.

Point X lies in an area surveyed by NOAA within the 1900-1939 time period. The sounding data would have been collected by leadline. Depths between sounding points can only be inferred, and undetected features might exist between the sounding points in areas of irregular relief. Caution should be exercised.

The transit then crosses an area surveyed by NOAA within the 1940-1969 time period. The sounding data would have been collected by continuous recording single beam echo sounder. It is possible that features could have been missed between sounding lines, although echo sounders record all depths along a sounding line with varying beam widths.



The transit ends in an area charted from miscellaneous surveys. These surveys may be too numerous to depict or may vary in age, reliability, origin or technology used. No inferences about the fitness of the data can be made in this area from the diagram.

Referring again to the accompanying sample Source Diagram, and the previous discussion of survey methods over time, a mariner could choose to transit from Point X to Point Y, along the track shown with a dashed line.

The transit starts again in an area surveyed by NOAA within the 1900-1939 time period. The sounding data would have been collected by leadline. Depths between sounding points can only be inferred, and undetected features might still exist between the sounding points in areas of irregular relief. Caution should be exercised.

The transit then crosses an area surveyed by NOAA within the 1990 - present time period, with partial bottom coverage. The data is collected in metric units and acquired by continuous recording single beam echo sounder. It is possible that features could have been missed between the sounding lines, although echo sounders record all depths along a sounding line with varying beam widths.

The transit then crosses into an area surveyed by NOAA within the 1990 - present time period, having full bottom coverage. This area of the charted diagram is shaded with a blue screen to draw attention to the fact that full bottom coverage has been achieved. The data would have been collected in metric units and acquired by side scan sonar or multibeam sonar technology. Undetected features in this area, at the time of the survey, would be unlikely.

The transit ends in an area charted from miscellaneous surveys. These surveys may be too numerous to depict or may vary in age, reliability, origin or technology used. No inferences about the fitness of the data can be made in this area from the diagram. By choosing to transit along the track shown by the dashed line, the mariner would elect to take advantage of survey information that is more recent and collected with modern technology.

(103)

Bottom Coverage and Survey Methods

Prior to 1940, most survey data was acquired by lead line, and soundings were positioned using horizontal sextant angles. This positioning method is considered to be accurate for near shore surveys. However, lead line surveys only collect discrete single-point depths. The depths between the soundings can only be inferred and undetected shoals and other uncharted features may exist in these areas, especially in areas of irregular relief.

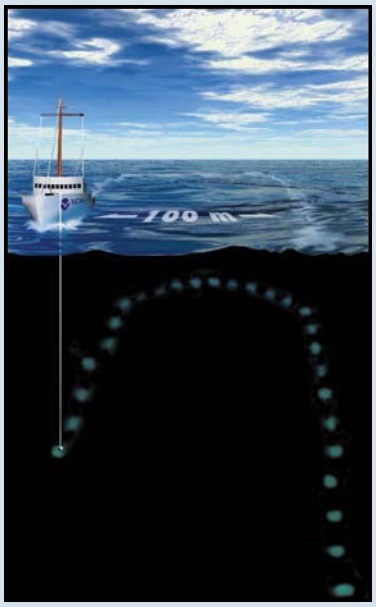
From 1940 to 1990, sounding data acquisition typically used continuous-recording single beam echo sounders as stand-alone survey systems, which resulted in partial bottom sounding coverage. Although the sampling is continuous along the track of the sounding vessel, features such as discrete objects or small area shoals between sounding lines may not have been detected. Positioning of the sounding vessel in this period progressed from horizontal sextant angles, through land based electronic positioning systems, to differentially corrected Global Positioning System (DGPS) satellite fixes.

From 1990 to the present, most surveys have been conducted using either multi-beam sonar systems or a combination of side scan sonar and single beam echo sounder systems to achieve full bottom coverage. The term full bottom coverage refers to survey areas in which the field party has acquired continuously recorded, high-resolution sonar data in overlapping swaths. This sonar data, either multi-beam bathymetry or side scan imagery, has been analyzed in an attempt to locate all hazards to navigation within the survey's limits; all position data has been determined using DGPS. NOAA began utilizing airborne light detection and ranging systems (LIDAR) for near shore bathymetric surveying in the late 1990s. This type of survey method provided sounding data at a lower resolution than sonar systems, thus making small obstructions and hazards difficult to identify. Although LIDAR systems provide continuously recorded swath data, the resulting sounding resolution is not dense enough for the survey to be considered full bottom coverage. However, LIDAR surveys in which significant anomalies have been further investigated using multi-beam sonar are considered adequate for the full bottom coverage designation. Stand-alone LIDAR surveys are depicted on the source diagram as partial bottom coverage areas.

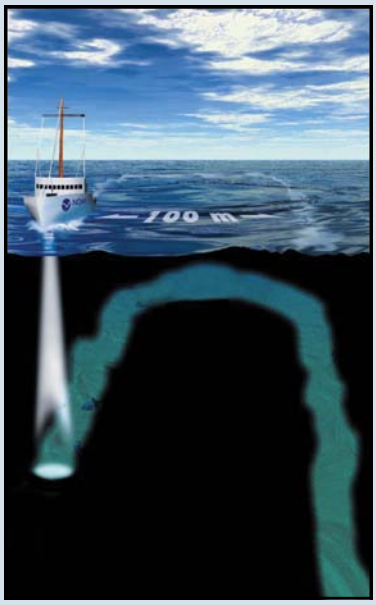
Although full bottom coverage surveys are not feasible in all areas, this method is typically preferred over lead line, single beam echo sounder, and LIDAR technologies. Full bottom coverage surveys typically extend inshore to depths of 4-8 meters (13-26 feet). Due to scaling factors, a full bottom coverage survey area may appear to extend further inshore once depicted on the source diagram. Generally, sounding data in depths of 6 meters (20 feet) and shoaler – 8 meters (26 feet) and shoaler in Alaskan waters – has been acquired using a partial bottom coverage method. Caution and prudent seamanship should be used when transiting these near shore areas.

The spacing of sounding lines required to survey an area using a single beam echo sounder depends on several factors such as water depths, bottom configuration, survey scale, general nature of the area and the purpose of the survey. For example, a 1:10,000-scale survey conducted in an estuary will typically have 100-meter line spacing requirements but may be reduced to 50 meters or less to adequately develop an irregular bottom, shoal or some other feature that may present a hazard to navigation. Also, hydrographic project instructions for surveys may have required line spacing that deviates from these general specifications.

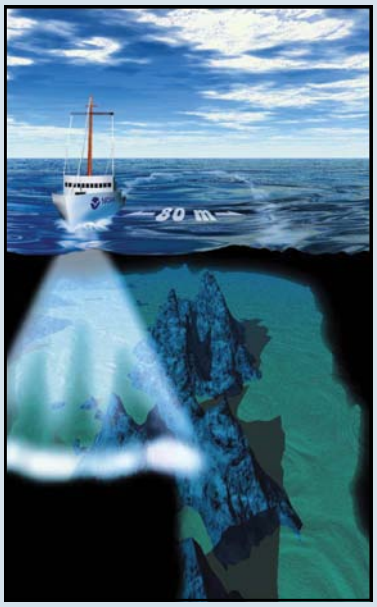
Leadline (pre 1940)



Single Beam (1940's - 1980's)



Multibeam (1990's - present)



(WGS 84). WGS 84 is equivalent to the NAD 83 for charting purposes.

(94) NAD 83 and WGS 84 have replaced the North American Datum of 1927 and other regional datums as the primary horizontal datum to which NOAA charts are referenced. Since some geographic positions may still be referenced to the older datums, NOAA has included notes on charts which show the amount to shift those positions in latitude and longitude to fit the chart's NAD 83 or WGS 84 projection.

(95) It should be noted that the physical shift between positions on older datums and NAD 83/WGS 84 was significant. Mariners should always be certain the positions they are plotting on a nautical chart are on the same datum as the chart.

(96)

Chart Accuracy

(97) The value of a nautical chart depends upon the accuracy of the surveys on which it is based. The chart reflects what was found by field surveys and what has been reported to NOAA. It also represents general conditions at the time of surveys or reports and does not necessarily portray present conditions. Significant changes may have taken place since the date of the last survey or report.

(98) Each sounding represents an actual measure of depth and location at the time the survey was made, and each bottom characteristic represents a sampling of the surface layer of the sea bottom at the time of the sampling. Areas where sand and mud prevail, especially the entrances and approaches to bays and rivers exposed to strong tidal current and heavy seas, are subject to continual change.

(99) In coral regions and where rocks and boulders abound, it is always possible that surveys may have failed to find every obstruction. Thus, when navigating such waters, customary routes and channels should be followed, and areas where irregular and sudden changes in depth indicate conditions associated with pinnacle rocks, coral heads, or boulders should be avoided..

(100) Information charted as "reported" should be treated with caution when navigating the area, because the actual conditions have not been verified by government surveys.

(104)

Chart Symbols, Abbreviations and Terms

(105) The standard symbols and abbreviations approved for use on nautical charts produced by the U.S. Government are described in **U.S. Chart No. 1: Symbols, Abbreviations and Terms used on Paper and Electronic Navigational Charts.** This reference, jointly maintained by the National Geospatial-Intelligence Agency (NGA) and NOAA, is available at *nauticalcharts.noaa.gov/mcd/chartno1.htm*.

(106) The publication **Chart 1: Symbols, Abbreviations and Terms** published by the Canadian Hydrographic Service, is available online at *charts.gc.ca/publications/chart1-carte1/index-eng.asp.*

(107) Some symbols and abbreviations used on foreign charts, including reproductions of foreign charts made by NGA, are different than those used on U.S. charts. It is recommended that mariners who use foreign charts also obtain the symbol sheet or Chart No. 1 produced by the appropriate foreign agency.

(108) Mariners are warned that the buoyage systems, shapes and colors used by other countries often have a different significance than the U.S. system.

(109)

Areas with Blue Tint

(110) A blue tint is shown in water areas on many charts to accentuate shoals and other areas considered dangerous for navigation when using that particular chart. Since the danger curve varies with the intended purpose of a chart a careful inspection should be made to determine the contour depth of the blue tint areas.

(111)

Bridge and Cable Clearances

(112) For bascule bridges whose spans do not open to a full vertical position, unlimited overhead clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclination of the drawspans over the channel.

(113) Charted in black text, vertical clearances of overhead cables are for the lowest wires at mean high water as authorized and permitted by the U.S. Army Corps of Engineers (USACE). Reported clearances received from sources other than the USACE are labeled as such. When provided, safe vertical clearances are shown in magenta text and indicate the highest points of a ship that can pass under an overhead power cable without risk of electrical discharge from the cable to the ship or without making contact with a bridge. **Vessels with masts, stacks, booms or antennas should allow sufficient clearance under power cables to avoid arcing.**

(114)

Submarine Cables and Submerged Pipelines

(115) **Submarine cables** and **submerged pipelines** cross many waterways used by both large and small vessels, but all of them may not be charted. For inshore areas, they usually are buried beneath the seabed, but for offshore areas they may lie on the ocean floor. Warning signs are often posted to warn mariners of their existence.

(116) The installation of submarine cables or pipelines in U.S. waters or the Continental Shelf of the United States is under the jurisdiction of one or more Federal agencies, depending on the nature of the installation. They are shown on the charts when the necessary information is reported to NOAA and they have been recommended for charting by the responsible agency. The chart symbols for submarine cable and pipeline areas are usually shown for inshore areas, whereas chart symbols for submarine cable and pipeline routes may be shown for offshore

areas. Submarine cables and pipelines are not described in the Coast Pilots.

(117) In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing or engaging in underwater operations near areas where these cables or pipelines may exist or have been reported to exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.

(118) Certain cables carry high voltage, while many pipelines carry natural gas under high pressure or petroleum products. Electrocution, fire or explosion with injury, loss of life or a serious pollution incident could occur if they are broached.

(119) Vessels fouling a submarine cable or pipeline should attempt to clear without undue strain. Anchors or gear that cannot be cleared should be slipped, but no attempt should be made to cut a cable or a pipeline.

(120)

Artificial Obstructions to Navigation

(121) **Disposal areas** are designated by the U.S. Army Corps of Engineers for depositing dredged material where there is sufficient depth not to cause shoaling or create a danger to surface navigation. The areas are charted without blue tint, and soundings and depth curves are retained.

(122) **Disposal sites** are areas established by Federal regulation (**40 CFR 220 through 229**) in which dumping of dredged and fill material and other nonbuoyant objects is allowed with the issuance of a permit. Dumping of dredged and fill material is supervised by the U.S. Army Corps of Engineers and all other dumping by the Environmental Protection Agency (EPA). (See U.S. Army Corps of Engineers and Environmental Protection Agency, this chapter, and Appendix A for office addresses.)

(123) **Dumping grounds** are also areas that were established by Federal regulation (**33 CFR 205**). However, these regulations have been revoked and the use of the areas discontinued. These areas will continue to be shown on nautical charts until such time as they are no longer considered to be a danger to navigation.

(124) Disposal Sites and Dumping Grounds are rarely mentioned in the Coast Pilot, but are shown on nautical charts. **Mariners are advised to exercise caution in the vicinity of all dumping areas.**

(125) **Spoil areas** are for the purpose of depositing dredged material, usually near and parallel to dredged channels. Spoil areas are usually charted from survey drawings from U.S. Army Corps of Engineers after-dredging surveys, though they may originate from private or other Government agency surveys. On nautical charts, spoil areas are tinted blue, labeled and have all soundings and depth curves omitted from within their boundaries. Spoil areas present a hazard to navigation and even the smallest craft should avoid crossing them.

(126) **Fish havens** are artificial shelters constructed of various materials including rocks, rubble, derelict barges/oil rigs and specially designed precast structures. This material is placed on the sea floor to simulate natural reefs and attract fish. Fish havens are often located near fishing ports or major coastal inlets and are usually considered hazards to shipping. Before such a reef may be built, the U.S Army Corps of Engineers must issue a permit specifying the location and depth over the reef. Constructed of rigid material and projecting above the bottom, they can impede surface navigation and therefore represent an important feature for charting. Fish havens may be periodically altered by the addition of new material, thereby possibly increasing the hazard. They are outlined and labeled on charts and show the minimum authorized depth when known. Fish havens are tinted blue if they have a minimum authorized depth of 11 fathoms or less. If the minimum authorized depth is unknown and they are in depths greater than 11 fathoms, they are considered a danger to navigation. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

(127) **Fishtrap areas** are areas established by the U.S. Army Corps of Engineers, or State or local authority, in which traps may be built and maintained according to established regulations. The fish stakes that may exist in these areas are obstructions to navigation and may be dangerous. The limits of fishtrap areas and a cautionary note are usually charted. Navigators should avoid these areas.

(128)

Local Magnetic Disturbances

(129) If measured values of magnetic variation differ from the expected (charted) values by several degrees, a magnetic disturbance note will be printed on the chart. The note will indicate the location and magnitude of the disturbance, but the indicated magnitude should not be considered as the largest possible value that may be encountered. Large disturbances are more frequently detected in the shallow waters near land masses than on the deep sea. Generally, the effect of a local magnetic disturbance diminishes rapidly with distance, but in some locations there are multiple sources of disturbances and the effects may be distributed for many miles.

(130)

Compass Roses

(131) Each compass rose shows the date, magnetic variation and the annual change in variation. Prior to the new edition of a nautical chart, the compass roses are reviewed. Corrections for annual change and other revisions may be made as a result of newer and more accurate information. On some general and sailing charts, the magnetic variation is shown by isogonic lines in addition to the compass roses.

(132)

Echo Soundings

(133) The echo sounder on a ship may indicate small variations from charted soundings; this may be due to the fact that various corrections (instrument corrections, settlement and squat, draft and velocity corrections) are made to echo soundings in surveying which are not normally made in ordinary navigation, or to observational errors in reading the echo sounder. Instrument errors vary between different equipment and must be determined by calibration aboard ship. Most types of echo sounders are factory calibrated for a velocity of sound in water of 800 fathoms per second, but the actual velocity may differ from the calibrated velocity by as much as 5 percent, depending upon the temperature and salinity of the waters in which the vessel is operating; the highest velocities are found in warm, highly saline water and the lowest in icy freshwater. Velocity corrections for these variations are determined and applied to echo soundings during hydrographic surveys. All echo soundings must be corrected for the vessel's draft, unless the draft observation has been set on the echo sounder.

(134) Observational errors include misinterpreting false echoes from schools of fish, seaweed, etc., but the most serious error that commonly occurs is where the depth is greater than the scale range of the instrument; a 400–fathom scale indicates 15 fathoms when the depth is 415 fathoms. Caution in navigation should be exercised when wide variations from charted depths are observed.

(135)

NOTICES TO MARINERS

(136) **Notices to Mariners** are published to advise operators of marine information affecting the safety of navigation. The notices include changes in aids to navigation, depths in channels, bridge and overhead cable clearances, reported dangers and other useful marine information. They should be used routinely for updating the latest editions of nautical charts and related publications.

(137) **Local Notices to Mariners** are issued by each Coast Guard District Commander for the waters under their jurisdiction. (See Appendix A for Coast Guard district(s) covered by this volume.) These notices are usually published weekly and are available at *navcen.uscg.gov*.

(138) **U.S. Notice to Mariners**, published weekly by the National Geospatial-Intelligence Agency, are prepared jointly with NOAA and the Coast Guard. These notices contain selected items from the Local Notices to Mariners and other reported marine information required by oceangoing vessels operating in both foreign and domestic waters. Special items covering a variety of subjects and generally not discussed in the Coast Pilot or shown on nautical charts are published annually in Notice to Mariners No. 1. These items are important to the mariner and should be read for future reference. These notices are available at *msi.nga.mil/NGAPortal/MSI.portal*.

(139) All active Notices to Mariners affecting Tide and/or Tidal Current Predictions at the date of printing are published in the Tide Table and the Tidal Current Tables annually.

(140) **Broadcast Notices to Mariners** are made by the Coast Guard to report deficiencies and important changes in aids to navigation. (See Navigational Warnings, Information and Weather, this chapter.)

(141) The **Special Notice to Mariners** is an annual publication containing important information for mariners on a variety of subjects which supplements information not usually found on charts and in navigational publications. It includes excerpts from various Federal laws and regulations regarding marine pollution reporting, aids to navigation and Vessel Traffic Service (VTS) procedures. There are tips for trip planning, updates to the Rules of the Road and information on local hazards. Also included are points of contact, phone numbers and email addresses for various subject matter experts to assist the mariner in locating further information.

(142) Vessels operating within the limits of the Coast Guard districts can obtain information affecting NOAA charts and related publications from the Local Notices to Mariners. Small craft using the Intracoastal Waterway and other waterways and small harbors within the United States that are not normally used by oceangoing vessels will require the Local Notices to Mariners to keep charts and related publications up to date.

(143)

AIDS TO NAVIGATION

(144)

U.S. Aids to Navigation System

(145) The navigable waters of the United States are marked to assist navigation using the U.S. Aids to Navigation System, a system consistent with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Maritime Buoyage System. The **IALA Maritime Buoyage System** is followed by most of the world's maritime nations and will improve maritime safety by encouraging conformity in buoyage systems worldwide. IALA buoyage is divided into two regions made up of Region A and Region B. All navigable waters of the United States follow IALA Region B, except U.S. possessions west of the International Date Line and south of 10° north latitude, which follow IALA Region A. Lateral aids to navigation in Region A vary from those located within Region B. Nonlateral aids to navigation are the same as those used in Region B. Appropriate nautical charts and publications should be consulted to determine whether the Region A or Region B marking schemes are in effect for a given area.

(146)

Reporting Defects in Aids to Navigation

(147) Promptly notify the nearest Coast Guard District Commander if an aid to navigation is observed to be missing, sunk, capsized, out of position, damaged, extinguished or showing improper characteristics.

(148) **Aids to navigation** in United States waters of the Great Lakes and their connecting waters, except for the St. Lawrence River, are maintained by the U.S. Coast Guard. Local jurisdiction for the region is assigned to the Commander, Ninth Coast Guard District. The Lake Champlain region and the Hudson River are under the jurisdiction of the Commander, First Coast Guard District. (See Appendix A for the addresses.)

(149) It is unlawful to establish or maintain any aid similar to those maintained by the U.S. Coast Guard without first obtaining permission from the Coast Guard District Commander. The licensed officer in command of a vessel which collides with any aid must report the fact promptly to the nearest U.S. Coast Guard Sector.

(150)

Lights

(151) The range of visibility of lights as given in the U.S. Coast Guard Light Lists and as shown on the charts is the **nominal range**, which is the maximum distance at which a light may be seen in clear weather (meteorological visibility of 10 nautical miles) expressed in nautical miles. The Light Lists give the nominal ranges for all U.S. Coast Guard lighted aids except range and directional lights.

(152) **Luminous range** is the maximum distance at which a light may be seen under the existing visibility conditions. By use of the diagram in the Light Lists, luminous range may be determined from the known nominal range, and the existing visibility conditions. Neither the nominal nor the luminous ranges do not take into account elevation, observer's height of eye, or the curvature of the earth.

(153) **Geographic range** is a function of only the curvature of the earth and is determined solely from the heights above sea level of the light and the observer's eye; therefore, to determine the actual geographic range for a height of eye, the geographic range must be corrected by a distance corresponding to the height difference, the distance correction being determined from a table of "distances of visibility for various heights above sea level." (See Light List or Appendix B.)

(154) The maximum distances at which lights can be seen may at times be increased by abnormal atmospheric refraction and may be greatly decreased by unfavorable weather conditions such as fog, rain, haze or smoke. All except the most powerful lights are easily obscured by such conditions. In some conditions of the atmosphere white lights may have a reddish hue. During weather conditions which tend to reduce visibility, colored lights are more quickly lost to sight than white lights. Navigational lights should be used with caution because of the following conditions that may exist.

(155) A light may be extinguished and the fact not reported to the Coast Guard for correction, or a light may be located in an isolated area where it will take time to correct.

(156) In regions where ice conditions prevail the lantern panes of unattended lights may become covered with ice or snow, which will greatly reduce the visibility and may also cause colored lights to appear white.

(157) Brilliant shore lights used for advertising and other purposes, particularly those in densely populated areas, make it difficult to identify a navigational light.

(158) At short distances flashing lights may show a faint continuous light between flashes.

(159) The distance of an observer from a light cannot be estimated by its apparent intensity. The characteristics of lights in an area should always be checked in order that powerful lights visible in the distance not be mistaken for nearby lights showing similar characteristics at low intensity such as those on lighted buoys.

(160) The apparent characteristic of a complex light may change with the distance of the observer, due to color and intensity variations among the different lights of the group. The characteristic as charted and shown in the Light List may not be recognized until nearer the light.

(161) Motion of a vessel in a heavy sea may cause a light to alternately appear and disappear, and thus give a false characteristic.

(162) Where lights have different colored sectors, be guided by the correct bearing of the light; do not rely on being able to accurately observe the point at which the color changes. On either side of the line of demarcation of colored sectors there is always a small arc of uncertain color.

(163) On some bearings from the light, the range of visibility of the light may be reduced by obstructions. In such cases, the obstructed arc might differ with height of eye and distance. When a light is cut off by adjoining land and the arc of visibility is given, the bearing on which the light disappears may vary with the distance of the vessel from which observed and with the height of eye. When the light is cut off by a sloping hill or point of land, the light may be seen over a wider arc by a ship far off than by one closer.

(164) Arcs of circles drawn on charts around a light are not intended to give information as to the distance at which it can be seen, but solely to indicate, in the case of lights which do not show equally in all directions, the bearings between which the variation of visibility or obscuration of the light occurs.

(165) Lights of equal candlepower but of different colors may be seen at different distances. This fact should be considered not only in predicting the distance at which a light can be seen, but also in identifying it.

(166) Lights should not be passed close aboard, because in many cases riprap mounds are maintained to protect the structure against ice damage and scouring action.

(167) Many prominent towers, tanks, smokestacks, buildings and other similar structures, charted as landmarks, display flashing and/or fixed red aircraft

obstruction lights. Lights shown from landmarks are charted only when they have distinctive characteristics to enable the mariner to positively identify the location of the charted structure.

(168)

Articulated Lights

(169) An articulated light is a vertical pipe structure supported by a submerged buoyancy chamber and attached by a universal coupling to a weighted sinker on the seafloor. The light, allowed to move about by the universal coupling, is not as precise as a fixed aid. However, it has a much smaller watch circle than a conventional buoy, because the buoyancy chamber tends to force the pipe back to a vertical position when it heels over under the effects of wind, wave or current.

(170) Articulated lights are primarily designed to mark narrow channels with greater precision than conventional buoys.

(171)

Daybeacons

(172) Daybeacons are unlighted aids affixed to stationary structures. They are marked with dayboards for daytime identification. The dayboards aid navigation by presenting one of several standard shapes and colors which have navigational significance. Dayboards are sometimes referred to as daymarks.

(173) Daybeacons are found on-shore and in shallow water. They are frequently used to mark channel edges.

(174)

Articulated Daybeacons

(175) Articulated daybeacons are similar to articulated lights, described above, except they are unlighted.

(176)

Buoys

(177) The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.

(178) The approximate position of a buoy is represented by the dot or circle associated with the buoy symbol. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain and the fact that buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside of the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as a result of ice, running ice or other natural causes, collisions or other accidents.

(179) For the foregoing reasons, a prudent mariner must not rely completely upon the charted position or operation of floating aids to navigation but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

(180) Buoys may not always properly mark shoals or other obstructions due to shifting of the shoals or of the buoys. Buoys marking wrecks or other obstructions are usually placed on the seaward or channelward side and not directly over a wreck. Since buoys may be located some distance from a wreck they are intended to mark, and since sunken wrecks are not always static, extreme caution should be exercised when operating in the vicinity of such buoys.

(181)

Automatic Identification System (AIS) Aids to Navigation

(182) AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

(183) The AIS message may represent an aid to navigation that physically exists (physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

(184) Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal are not charted. See U.S. Chart No. 1, Section S, for additional information and examples.

(185)

Examples of Charted AIS Aids to Navigation

Physical AIS Aid to Navigation

Virtual AIS Aid to Navigation

(186)

Bridge Lights and Clearance Gages

(187) The Coast Guard regulates marine obstruction lights and clearance gages on bridges across navigable waters. Where installed, clearance gages are generally vertical numerical scales, reading from top to bottom, and show the actual vertical clearance between the existing water level and the lowest point of the bridge over the channel; the gages are normally on the right-hand pier or abutment of the bridge, on both the upstream and downstream sides.

(188) Bridge lights are fixed red or green and are privately maintained; they are generally not charted or described in the text of the Coast Pilot. All bridge piers (and their protective fenders) and abutments that are in or adjacent to a navigation channel are marked on all channel sides by red lights. On each channel span of a fixed bridge, there is a range of two green lights marking the center of the channel and a red light marking both edges of the channel, except that when the margins of the channel are confined by bridge piers, the red lights on the span are omitted, since the pier lights then mark the channel edges. For multiplespan fixed bridges, the main-channel span may also be marked by three white lights in a vertical line above the green range lights.

(189) On all types of drawbridges, one or more red lights are shown from the drawspan (higher than the pier lights) when the span is closed; when the span is open, the higher red lights are obscured and one or two green lights are shown from the drawspan, higher than the pier lights. The number and location of the red and green lights depend upon the type of drawbridge.

(190) Bridges and their lighting, construction and maintenance are set forth in **33 CFR 114, 115, 116, and 118** (not carried in this Coast Pilot). Aircraft obstruction lights prescribed by the Federal Aviation Administration may operate at certain bridges.

(191)

Sound Signals

(192) Caution should be exercised in the use of sound signals for navigation purposes. They should be considered solely as warning devices.

(193) Sound travels through the air in a variable manner, even without the effects of wind, and, therefore the hearing of sound signals cannot be implicitly relied upon.

(194) Experience indicates that distances must not be judged only by the intensity of the sound; that occasionally there may be areas close to a sound signal in which it is not heard; and that fog may exist not far from a station, yet not be seen from it, so the signal may not be operating. It is not always possible to start a sound signal immediately when fog is observed.

(195)

Channel Markers

(196) Lights, daybeacons, and buoys along dredged channels do not always mark the bottom edges. Due to local conditions, aids may be located inside or outside the channel limits shown by dashed lines on a chart. The Light List tabulates the offset distances for these aids in many instances.

(197) Aids may be moved, discontinued or replaced by other types to facilitate dredging operations. Mariners should exercise caution when navigating areas where dredges with auxiliary equipment are working.

(198) Temporary changes in aids are not included on the charts.

(199)

Light Lists

(200) Light Lists, published by the Coast Guard, describe aids to navigation, consisting of lights, sound signals, buoys, daybeacons and electronic aids, in the United States (including Puerto Rico and U.S. Virgin Islands) and contiguous Canadian waters. Light Lists are updated weekly and available at *navcen.uscg.gov*. Mariners should refer to these publications for detailed information regarding the characteristics and visibility of lights, and the description of light structures, buoys, sound signals and electronic aids.

(201)

ELECTRONIC POSITIONING SYSTEMS

(202) **Global Positioning System (GPS)** permits land, sea, and airborne users to determine their three-dimensional position, velocity and time 24 hours a day, in all weather, anywhere in the world. The basic system is defined as a constellation of satellites, the navigation payloads which produce the GPS signals, ground stations, data links and associated command and control facilities, that are operated and maintained by the Department of Defense. Please report GPS problems or anomalies at *navcen.uscg.gov* or contact the USCG Navigation Information Service at 703–313–5900.

(203) The U.S. Coast Guard Navigation Center (NAVCEN) operates the Coast Guard Maritime **Differential GPS (DGPS)** Service. The Service broadcasts correction signals on marine radiobeacon frequencies to improve the accuracy of and integrity to GPS-derived positions. Typically, the positional error of a DGPS position is 1 to 3 meters, greatly enhancing harbor entrance and approach navigation. The Service provides service for coastal coverage of the continental U.S., the Great Lakes, Puerto Rico, portions of Alaska and Hawaii and a greater part of the Mississippi River Basin.

(204)

LORAN-C

(205) LORAN, an acronym for LOng RAnge Navigation, was an electronic aid to navigation consisting of shore-based radio transmitters. In accordance with the Department of Homeland Security Appropriations Act, the U.S. Coast Guard terminated the transmission of all LORAN-C signals as of August 2010, rendering them unusable and permanently discontinued. For more details, visit *navcen.uscg.gov*. The Coast Guard strongly urges mariners accustomed to using LORAN-C for navigation

to shift to a GPS navigation system and become familiar with its operation. NOAA is removing LORAN-C lines of position from all of its charts as new editions are published.

(206)

SEARCH AND RESCUE

(207)

Coast Guard Search and Rescue

(208) The Coast Guard conducts and/or coordinates search and rescue operations for surface vessels or aircraft that are in distress or overdue. Search and rescue vessels and aircraft have special markings, including a wide slash of red-orange and a small slash of blue on the forward portion of the hull or fuselage. Other parts of aircraft, normally painted white, may have other areas painted red to facilitate observation. The cooperation of vessel operators with Coast Guard helicopters, fixed-wing aircraft, and vessels may mean the difference between life and death for some seaman or aviator; such cooperation is greatly facilitated by the prior knowledge on the part of vessel operators of the operational requirements of Coast Guard equipment and personnel, of the international distress signals and procedures and of good seamanship.

(209)

Search and Rescue Great Lakes

(210) The United States Coast Guard has established a toll-free search and rescue telephone number for the Great Lakes. The number is intended for use when the telephone number of the nearest Coast Guard station is unknown or when that station cannot be contacted. The toll-free number should not be used without first attempting to contact the nearest Coast Guard station. In all Great Lakes States the telephone number is 800-321-4400. This number is to be used for public reports of distress incidents, suspicious sightings, pollution or other maritime concerns.

(211)

Radiotelephone Distress Message

(212) Distress calls indicate a vessel or aircraft is threatened by grave and imminent danger and requests immediate assistance. They have absolute priority over all other transmissions. All stations which hear a distress call must immediately cease any transmission capable of interfering with the distress traffic and continue to listen on the frequency used for the emission of the distress call. This call should not be addressed to a particular station, and acknowledgment of receipt should not be given before the distress message which follows it is sent.

(213) Distress calls are made on VHF-FM channel 16 (MAYDAY). For less serious situations than warrant the distress procedure, the radiotelephone urgency signal consisting of three repetitions of the word PAN-PAN (pronounced PAWN-PAWN), or the safety signal SECURITE (pronounced SECURITAY) spoken three times, are used as appropriate. For complete information on emergency radio procedures, see **47 CFR 80** or **Radio Navigational Aids, Pub. 117**.

(214)

Global Maritime Distress and Safety System (GMDSS)

(215) This international system, developed by the International Maritime Organization (IMO), is based on a combination of satellite and terrestrial radio services and has changed international distress communications from being primarily ship-to-ship based to primarily ship-to-shore (Rescue Coordination Center) based. Prior to the GMDSS, the number and types of radio safety equipment required to be carried by vessels depended upon the tonnage. Under GMDSS, the number and type of radio safety equipment vessels are required to carry depend on the areas in which they travel; GMDSS sea areas are defined by governments. All GMDSS-regulated ships must carry a satellite Emergency Position Indicating Radio Beacon (EPIRB), a NAVTEX receiver (if they travel in any areas served by NAVTEX), an Inmarsat-C SafetyNET receiver (if they travel in any areas not served by NAVTEX), a DSC-equipped VHF radiotelephone, two or more VHF handhelds and a search and rescue radar transponder (SART).

(216)

Automated Mutual Assistance Vessel Rescue System (AMVER)

(217) AMVER is a worldwide voluntary ship reporting system operated by the United States Coast Guard to promote safety of life and property at sea. AMVER's mission is to quickly provide search and rescue (SAR) authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress. Any merchant vessel anywhere on the globe, on a voyage of greater than 24 hours duration, is welcome in the AMVER system and family. International participation is voluntary regardless of the vessel's flag of registry, the nationality of the owner or company or ports of call.

(218) According to U.S. Maritime Administration (MARAD) regulations, U.S. flag merchant vessels of 1,000 gross tons or more operating in foreign commerce and foreign flag vessels of 1,000 gross tons or more for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936, must report and regularly update their voyages and positions to AMVER in accordance with instructions set forth in the AMVER Ship Reporting System Manual. For more information contact AMVER Maritime Relations U.S. Coast Guard, 1 South Street Battery Park Building, New York, NY 10004; Phone: 212–668–7764, Fax: 212-668-7684, Telex: 127594-AMVER NYK, or go to *amver.com*.

(219)

COSPAS-SARSAT

(220) COSPAS: Space System for Search of Distress Vessels - SARSAT: Search and Rescue Satellite-Aided

Tracking. COSPAS-SARSAT is an international satellite system designed to provide distress alert and location data to assist search and rescue operations using satellites and ground facilities to detect and locate the signals of distress beacons operating on 406 MHz. For more information on the Cospas-Sarsat System go to *cospas-sarsat.int*.

(221)

Digital Selective Calling (DSC)

(222) The U.S. Coast Guard offers VHF and MF/HF radiotelephone service to mariners as part of the Global Maritime Distress and Safety System. This service, called digital selective calling (DSC), allows mariners to instantly send an automatically formatted distress alert to the Coast Guard or other rescue authority anywhere in the world. Digital selective calling also allows mariners to initiate or receive distress, urgency, safety and routine radiotelephone calls to or from any similarly equipped vessel or shore station, without requiring either party to be near a radio loudspeaker. Each ship or shore station equipped with a DSC terminal has a unique Maritime Mobile Station Identity (MMSI). This is a nine-digit number that specifically identifies a ship, coast station, or group of stations. The DSC system alerts an operator when a distress call is received. It will provide the operator with a pre-formatted message that can include the distressed vessel's nine-digit MMSI, location, nature of distress, desired mode of communication and preferred working frequency.

(223)

Emergency Position Indicating Radiobeacons (EPIRB)

(224) EPIRBs emit a radio signal that can be used to locate mariners in distress. SARSAT satellites can locate the position of a 406 MHz EPIRB which greatly increases a mariner's chances of survival. While orbiting the earth, the satellites continuously monitor EPIRB frequencies. When SARSAT receives an EPIRB signal, it determines the beacon's position that is ultimately relayed to the nearest Coast Guard Rescue Coordination Center where rescue units are dispatched to the scene.

(225) Mariners should ensure that their EPIRB is in working condition and stowed properly at all times to avoid non-distress emissions. Mariners are required to register their 406 MHz EPIRBs for improved search and rescue response and keep the registration current at all times. Registration can be accomplished online at *beaconregistration.noaa.gov*.

(226)

EPIRB Types

Type	Frequency	Description
Cat I	406 MHz	Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world. Recognized by the Global Maritime and Distress Safety System (GMDSS).
Cat II	406 MHz	Similar to Category I, except is manually activated. Some models are also water activated.

(227)

Medical Advice

(228) Ships at sea with no medical personnel embarked and experiencing a medical emergency onboard can receive medical advice via radiotelex, radiotelephony or Inmarsat. Messages are generally addressed RADIOMEDICAL followed by the name of the coast station to which the message is sent. The priority of the message should depend on the severity of the ailment. In extreme emergency, the urgency signal (PAN-PAN) should precede the address. Messages are sent using distress and safety frequencies.

(229)

Vessel Identification

(230) Coast Guard search and rescue aircraft and surface craft use radar to assist in locating disabled vessels. Wooden and fiberglass vessels are often poor radar targets. Operators of disabled craft that are the object of a search are requested to hoist, as high above the waterline as possible, a radar-reflecting device. If no special radar-reflecting device is aboard, an improvised device can be used. This should consist of metallic objects of irregular shape. The more irregular the shape, the better will be the radar-reflective quality. For quick identification at night, shine spotlights straight up. If aircraft are involved, once you are identified, turn lights away so as not to blind aircraft crew.

(231)

Float Plan

(232) Small craft operators should prepare a float plan before starting a trip and leave it ashore with a yacht club, marina, friend or relative. It is advisable to regularly use a checking-in procedure by radio or telephone for each point specified in the float plan. A float plan is vital for determining if a boat is overdue and will assist in locating a missing vessel in the event search and rescue operations become necessary.

(233)

NAVIGATIONAL WARNINGS, INFORMATION AND WEATHER

(234) Marine radio warnings and weather are disseminated by many sources and through several types of transmissions. For complete information on radio warnings and weather, see **Radio Navigational Aids, Pub. 117** and the National Weather Service (NWS) publication **Worldwide Marine Radiofacsimile Broadcast Schedules**.

(235) Radio navigational warning broadcasts are designed to provide the mariner with up-to-date marine information vital to safe navigation. There are three types of broadcasts: coastal and local, long range and worldwide.

(236) Coastal and local warnings are generally restricted to ports, harbors and coastal waters and involve items of local interest. Usually, local or short-range warnings are broadcast from a single coastal station, frequently by voice

(238)

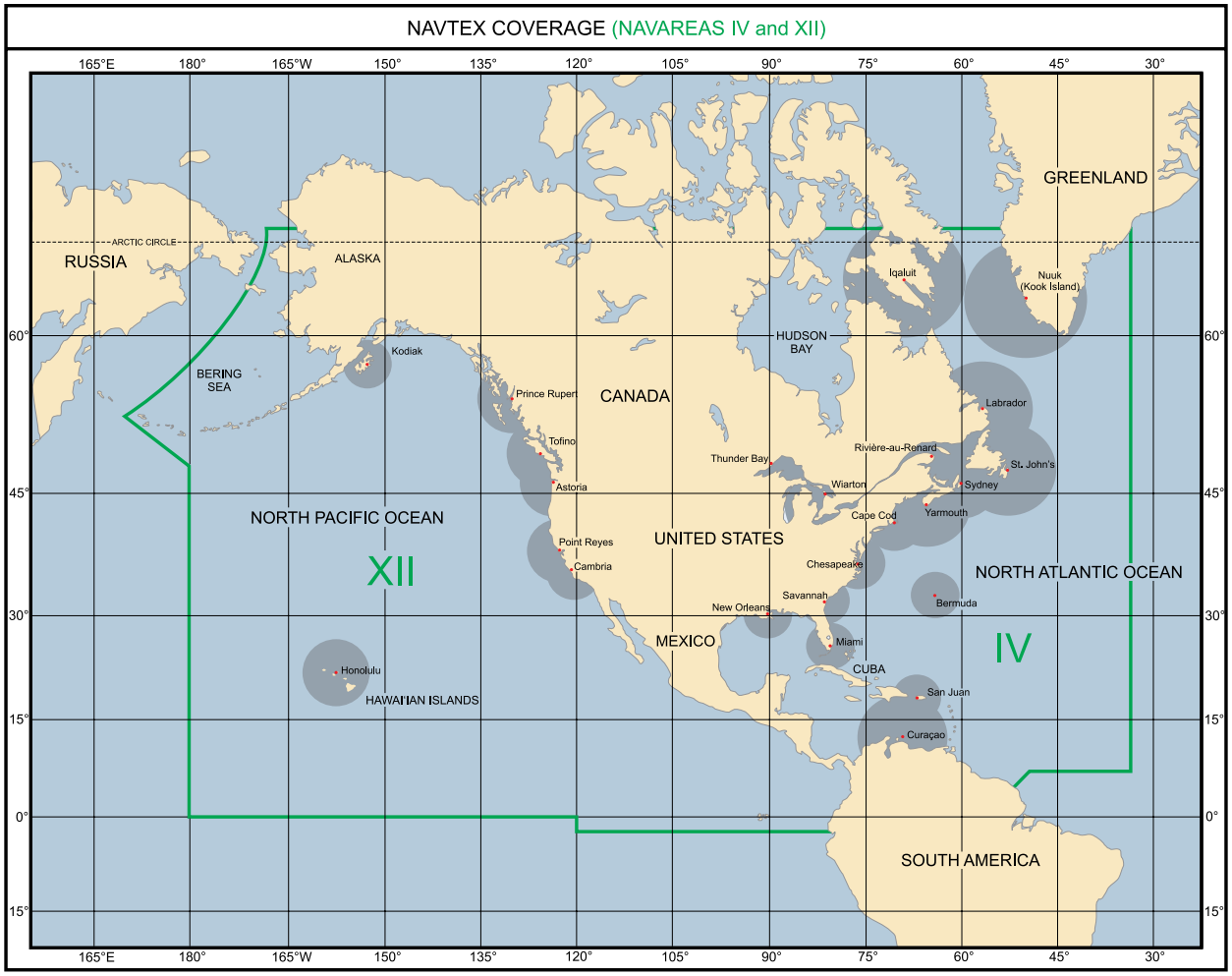
U.S. VHF Channels

Channel	Ship Frequency (MHz) Transmit	Ship Frequency (MHz) Receive	Channel Usage
01A	156.050	156.050	Port Operations and Commercial, VTS (Available only in New Orleans/Lower Mississippi area)
05A	156.250	156.250	Port Operations or VTS in the Houston, New Orleans and Seattle areas
06	156.300	156.300	Intership Safety
07A	156.350	156.350	Commercial
08	156.400	156.400	Commercial (Intership only)
09	156.450	156.450	Boater Calling; Commercial and Non-commercial
10	156.500	156.500	Commercial
11	156.550	156.550	Commercial; VTS in selected areas
12	156.600	156.600	Port Operations; VTS in selected areas
13	156.650	156.650	Intership Navigation Safety (bridge-to-bridge) Ships greater than 20m maintain a listening watch on this channel in US waters.
14	156.700	156.700	Port Operations; VTS in selected areas
15	–	156.750	Environmental (Receive only) Used by Class C EPIRBs
16	156.800	156.800	International Distress, Safety and Calling. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.
17	156.850	156.850	State and local government maritime control
18A	156.900	156.900	Commercial
19A	156.950	156.950	Commercial
20	157.000	161.600	Port Operations (duplex)
20A	157.000	157.000	Port Operations
21A	157.050	157.050	U.S. Coast Guard only
22A	157.100	157.100	Coast Guard Liaison and Maritime Safety Information Broadcasts (Broadcasts announced on channel 16)
23A	157.150	157.150	U.S. Coast Guard only
24	157.200	161.800	Public Correspondence (Marine Operator)
25	157.250	161.850	Public Correspondence (Marine Operator)
26	157.300	161.900	Public Correspondence (Marine Operator)
27	157.350	161.950	Public Correspondence (Marine Operator)
28	157.400	162.000	Public Correspondence (Marine Operator)
63A	156.175	156.175	Port Operations and Commercial, VTS (Available only in New Orleans/Lower Mississippi area)
65A	156.275	156.275	Port Operations
66A	156.325	156.325	Port Operations
67	156.375	156.375	Commercial. Used for bridge-to-bridge communications in lower Mississippi River (Intership only.)
68	156.425	156.425	Non-Commercial
69	156.475	156.475	Non-Commercial
70	156.525	156.525	Digital Selective Calling (voice communications not allowed)
71	156.575	156.575	Non-Commercial
72	156.625	156.625	Non-Commercial (Intership only)
73	156.675	156.675	Port Operations
74	156.725	156.725	Port Operations
77	156.875	156.875	Port Operations (Intership only)
78A	156.925	156.925	Non-Commercial
79A	156.975	156.975	Commercial (Non-commercial in Great Lakes only)
80A	157.025	157.025	Commercial (Non-commercial in Great Lakes only)
81A	157.075	157.075	U.S. Government only (environmental protection operations)
82A	157.125	157.125	U.S. Government only
83A	157.175	157.175	U.S. Coast Guard only
84	157.225	161.825	Public Correspondence (Marine Operator)
85	157.275	161.875	Public Correspondence (Marine Operator)
86	157.325	161.925	Public Correspondence (Marine Operator)
87	157.375	157.375	Public Correspondence (Marine Operator)
88A	157.425	157.425	Commercial (Intership only)
AIS 1	161.975	161.975	Automatic Identification System (AIS)
AIS 2	162.025	162.025	Automatic Identification System (AIS)

Boaters should normally use channels listed as Non-Commercial. Channel 16 is used for calling other stations or for distress alerting. Channel 13 should be used to contact a ship when there is danger of collision. All ships of length 20m or greater are required to guard VHF-FM channel 13, in addition to VHF-FM channel 16, when operating within U.S. territorial waters.

Note that the letter “A” indicates simplex use of the ship station transmit side of an international duplex channel, and that operations are different than international operations on that channel. Some VHF transceivers are equipped with an *International - U.S.* switch for that purpose. “A” channels are generally only used in the United States, and use is normally not recognized or allowed outside the U.S. The letter “B” indicates simplex use of the coast station transmit side of an international duplex channel. The U.S. does not currently use “B” channels for simplex communications in this band.

(244)



and also radiotelegraph, to assist small craft operators in the area. The information is often quite detailed. Foreign area broadcasts are frequently in English as well as the native language. In the United States, short-range radio navigational warnings are broadcast by the U.S. Coast Guard Districts via NAVTEX and subordinate coastal radio stations.

(237) Long range warnings are intended primarily to assist mariners on the high seas by promulgating navigational safety information concerning port and harbor approaches, coastlines and major ocean areas. Long-range radio navigational warnings are usually broadcast by means of radiotelegraphy and in many instances by radio-teletypewriter. A NAVAREA system of navigational warning areas has been developed providing worldwide coverage using standard format and procedures. The U.S. participates as Area Coordinator for both NAVAREA IV (Western North Atlantic) and NAVAREA XII (Eastern North Pacific).

(239) The United States also maintains worldwide coverage using the HYDROLANT/HYDROPAC Navigational Warning System outside of NAVAREAs IV and XII.

(240)

NAVTEX

(241) NAVTEX is a standard international method of broadcasting notices to mariners and marine weather forecasts using small, low cost receivers designed to be installed in the pilothouse of a vessel. NAVTEX receivers screen incoming messages, inhibiting those which had been previously received or are of a category not of interest to the user, and print the rest on adding machine-size paper. NAVTEX not only provides marine information previously available only to those knowledgeable in Morse code but also allows any mariner who cannot man a radio full time to receive safety information at any hour. All NAVTEX transmissions are made on 518 kHz. Mariners who do not have NAVTEX receivers but have Simplex Teletype Over Radio (SITOR) radio equipment can also receive these broadcasts by operating it in the Forward Error Correction (FEC) mode and tuning to 518 kHz.

(242) Information broadcast over NAVTEX includes offshore weather forecasts, offshore marine advisory warnings, search and rescue information and navigational information that applies to waters from the line of demarcation (separating Inland Rules from COLREG Rule waters) to 200 miles offshore. Navigational

information that affects the safety of navigation of deep draft (15 feet or more) vessels within the U.S. Inland Rules waters will also be included. Gulf Stream location is also included from Miami and Portsmouth. Coastal and high seas weather forecasts are not being broadcast over NAVTEX. The Safety of Life at Sea Convention, as amended in 1988, requires vessels regulated by that convention to carry NAVTEX receivers.

(243) See Appendix A, U.S. NAVTEX Transmitting Stations, for a list of NAVTEX broadcast stations and message content covered by this Coast Pilot.

(245)

Broadcast Notice to Mariners

(246) The U.S. Coast Guard broadcasts marine safety information on VHF-FM Channel 22A (157.1 MHz). These safety broadcasts contain information such as notices to mariners, storm warnings, distress warnings and other pertinent information that is vital for safe navigation. Following a preliminary call on VHF-FM Channel 16 (156.8 MHz), mariners are instructed to shift to VHF-FM Channel 22A simplex (157.1 MHz). Operators of vessels who plan to transit U.S. waters and who do not have VHF radios tunable to U.S. Channel 22A are urged to obtain the necessary equipment.

(247)

NOAA Weather Radio Broadcasts

(248) NOAA Weather Radio provides continuous broadcasts of the latest weather information directly from (NWS) offices. In addition to general weather information, marine weather is provided by stations along the sea coasts and the Great Lakes. During severe weather, NWS forecasters can interrupt the regular broadcasts and substitute special warning messages. The stations operate 24 hours daily, and messages are repeated every 4 to 6 minutes and are routinely revised every 1 to 3 hours or more frequently if necessary. The broadcasts are made on seven VHF-FM frequencies, 162.40 to 162.55 MHz. The 162.475 MHz frequency is only used in special cases where needed to avoid channel interference. They can usually be heard as far as 40 miles from the antenna site, sometimes more. The effective range depends on many factors, including the height of the broadcast antenna, terrain, quality of the receiver and the type of receiving antenna. As a general rule, listeners close to or perhaps beyond the 40 mile range should have a good quality receiver system to get reliable reception. (See Appendix A for a list of these stations in the area covered by this Coast Pilot.)

(249)

Commercial Maritime Coast Stations and Weather Nets

(250) Commercial maritime coast stations, which provide communications services, broadcast weather information to ships at sea as a public service, or make forecast information available on demand, either free or for a nominal fee. These transmissions are most commonly performed using HF SITOR and Pactor/E-Mail; however, several of these stations also offer services via Inmarsat satellite and other means.

(251) There are also a number of maritime weather *nets* operating on commercial marine VHF, MF and HF, where weather information is exchanged. These *nets* are extremely popular in areas of the world that have a large yachting population and where weather is dynamic, such as in the Caribbean, and typically incorporate volunteers ashore.

(252) Information on commercial maritime coast stations, including schedules and frequencies, is available in the **Radio Navigational Aids, Pub. 117**. (See Appendix A, Radio Weather Broadcasts, for additional information.)

(253)

Standard Abbreviations for Broadcasts

(254) A listing of Standard Abbreviations for Textual Maritime Safety Broadcasts is contained in Appendix B. These abbreviations were jointly approved by the U.S. Coast Guard, National Weather Service, National Geospatial-Intelligence Agency and the Radio Technical Commission for Maritime Services. In addition to appearing in radio broadcasts of the U.S. Coast Guard and National Weather Service, they appear in Notices to Mariners of the U.S. Coast Guard and National Geospatial-Intelligence Agency and in NAVTEX.

(255)

Voluntary Observing Ship Program (VOS)

(256) The Voluntary Observing Ship program is organized for the purpose of obtaining weather and oceanographic observations from moving ships. An international program under World Meteorological Organization auspices, the VOS has over 5000 vessels participating from 23 countries. Any vessel willing to take and transmit observations in marine areas can join the program. Weather observations are essential to meteorologists preparing weather forecasts for coastal, offshore and high seas areas. For more information on the VOS, including a comprehensive observing handbook, visit *vos.noaa.gov*.

(257)

National Institute of Standards and Technology (NIST)

(258) The National Institute of Standards and Technology maintains the standards for time and frequency for most users in the United States. NIST provides a variety of services designed to deliver time and frequency signals to the people who need them. The signals are broadcast via several mediums, including high and low frequency radio, the Internet and telephone lines. Broadcasts of time and frequency signals are made by stations operating in the part of the radio spectrum that is properly known as high frequency (HF) but is commonly called shortwave. Station WWV is located just north of Fort Collins, Colorado, and station WWVH is located on the island of Kaua‘i, Hawaii. Both stations broadcast continuous time and frequency signals on 2.5, 5, 10 and 15 MHz; WWV also broadcasts on 20 MHz.

(259) **NIST Time and Frequency Services, Special Publication 432** gives a detailed description of the signals and services offered by NIST, how they work and how you can use them. The publication is available for download at *nist.gov/pml/div688/generalpubs.cfm*.

(260)

CAUTIONARY INFORMATION

(261)

Hurricanes and Tropical Storms

(262) Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the U.S. Coast Guard.

(263)

Destructive Waves

(264) Unusual sudden changes in water level can be caused by tsunamis or violent storms. These two types of destructive waves have become commonly known as **tidal waves,** a name which is technically incorrect as they are not the result of tide-producing forces.

(265) **Tsunamis** (seismic sea waves) are ocean waves generated by any rapid large-scale disturbance of the sea water. Most tsunamis are generated by earthquakes, but they may also be caused by volcanic eruptions, landslides, undersea slumps or meteor impacts.

(266) The waves radiate outward in all directions from the disturbance and can propagate across entire ocean basins. Tsunami waves are distinguished from ordinary ocean waves by their great length between peaks, often exceeding 100 miles in the deep ocean, and by the long interval of time between these peaks, ranging from five minutes to an hour. The speed at which tsunamis travel depends on the ocean depth. A tsunami can exceed 500 knots in the deep ocean but slows to 20 or 30 knots in the shallow water near land. In less than 24 hours, a tsunami can cross the entire Pacific Ocean.

(267) In the deep ocean, a tsunami is barely noticeable and will only cause a small and slow rising and falling of the sea surface as it passes. Only as it approaches land does a tsunami become a hazard. As the tsunami approaches land and shallow water, the waves slow down and become compressed, causing them to grow in height. In the best of cases, the tsunami comes onshore like a quickly rising tide and causes a gentle flooding of low-lying coastal areas. In the worst of cases, a bore will form.

(268) A bore is a wall of turbulent water that can exceed several yards in height and can rush onshore with great destructive power. Behind the bore is a deep and fast-moving flood that can pick up and sweep away almost anything in its path. Minutes later, the water will drain away as the trough of the tsunami wave arrives, sometimes exposing great patches of the sea floor, then the water will rush in again as before, causing additional damage. This destructive cycle may repeat many times before the hazard finally passes. Sometimes the first noticeable part of the wave is the trough, which causes a recession of the water from shore, and people who have gone out to investigate this unusual exposure of the beach have been engulfed by the oncoming crest. Such an unexplained withdrawal of the sea should be considered as nature's warning of an approaching wave.

(269) Tsunamis do not have a season and do not occur regularly or frequently. Yet they pose a major threat to the coastal populations of the Pacific and other world oceans and seas. Nothing can be done to prevent them, but their adverse impact can be reduced with proper planning. The loss of life and property can be lessened if shipmasters and others acquaint themselves with the behavior of these waves so that intelligent action can be taken when they become imminent.

(270) NOAA oversees the U.S. Tsunami Program with its mission to provide a 24-hour detection and warning system and increase public awareness about the threat of tsunamis. The NOAA National Weather Service operates two tsunami warning centers The West Coast/Alaska Tsunami Warning Center in Palmer, Alaska (http://wcatwc.arh.noaa.gov/), and the Richard H. Hagemeyer Pacific Tsunami Warning Center in 'Ewa Beach, Hawaii (http://ptwc.weather.gov/ptwc/index.php). These centers continuously monitor data from seismological and tidal stations, evaluate earthquakes that have the potential to generate tsunamis and disseminate tsunami information and warning bulletins to government authorities and the public.

(271) A tsunami warning is issued when a potential tsunami with significant inundation is imminent or expected. Warnings alert the public that widespread, dangerous coastal flooding accompanied by powerful currents is possible and may continue for several hours after arrival of the initial wave. Warnings also alert emergency management officials to take action for the entire tsunami hazard zone. When a tsunami warning has been issued, use a NOAA Weather Radio or stay tuned to a Coast Guard emergency frequency station or a local radio or television station for updated emergency information.

(272)

Storm Surge

(273) A considerable rise or fall in the level of the sea along a particular coast may result from strong winds and sharp change in barometric pressure. In cases where

the water level is raised, higher waves can form with greater dept,h and the combination can be destructive to low regions, particularly at high stages of tide. Extreme low levels can result in depths which are considerably less than those shown on nautical charts. This type of wave occurs especially in coastal regions bordering on shallow waters which are subject to tropical storms.

(274) **Seiche** is a stationary vertical wave oscillation with a period varying from a few minutes to an hour or more but somewhat less than the tidal periods. It is usually attributed to external forces such as strong winds, changes in barometric pressure, swells or tsunamis disturbing the equilibrium of the water surface. Seiche is found both in enclosed bodies of water and superimposed upon the tides of the open ocean. When the external forces cause a short-period horizontal oscillation on the water, it is called **surge**.

(275) The combined effect of seiche and surge sometimes makes it difficult to maintain a ship in its position alongside a pier even though the water may appear to be completely undisturbed, and heavy mooring lines have been parted repeatedly under such conditions. Pilots advise taut lines to reduce the effect of the surge.

(276)

Immersion Hypothermia

(277) Immersion hypothermia is the loss of heat when a body is immersed in water. With few exceptions, humans die if their core temperature of approximately 99.7° F drops below 78.6° F. Cardiac arrest is the most common direct cause of death. During prolonged immersion, the main threat to life is cold or cold and drowning combined.

(278)

SURVIVAL TIME VERSUS WATER TEMPERATURE

Water Temperature (°F)	Exhaustion or Unconsciousness	Expected Time of Survival
32	15 minutes	15 to 45 minutes
32 to 41	15-30 minutes	30 to 90 minutes
41 to 50	30-60 minutes	1 to 3 hours
50 to 59	1-2 hours	1 to 6 hours
59 to 68	2-7 hours	2 to 40 hours
68 to 77	3-12 hours	3 hours to indefinite
77 and above	indefinite	indefinite

(279) The length of time that a human survives in water depends on the water temperature and to a lesser extent on the person's behavior and body type. The table shows approximate human survival time in the sea. Body type can cause deviations, as small people become hypothermic more rapidly than large people. The cooling rate can be slowed by the person's behavior and insulated gear. The Heat Escape Lessening Posture (HELP) was developed for those in the water alone and the huddle for small groups. Both require a PFD (personal flotation device), or life preserver. HELP involves holding the arms close to the body, keeping the thighs together, and raising the knees to protect the groin area. In the huddle, people face each other and keep their bodies as close together as possible. These positions improve survival time to approximately two times that of a swimmer and one and a half times that of a person in the passive position.

(280) Near-drowning victims in cold water (less than 70° F) are revivable for much longer periods than usual. Keys to a successful revival are immediate cardiopulmonary resuscitation (CPR) and administration of pure oxygen. Total re-warming is not necessary at first. The whole revival process may take hours and require medical help.

(281)

Wind Chill and Frostbite

(282) When the body is warmer than its surroundings, it begins to lose heat. The rate of loss depends on barriers such as clothing and insulation, the speed of air movement and air temperature. Heat loss increases dramatically in moving air that is colder than skin temperature (91.4° F). Even a light wind increases heat loss, and a strong wind can lower the body temperature if the rate of loss is greater than the body's heat replacement rate.

(283) When skin temperature drops below 50° F, there is a marked constriction of blood vessels, leading to vascular stagnation, oxygen want and cellular damage. The first indication that something is wrong is a painful tingling. Swelling of varying extent follows, provided freezing has not occurred. Excruciating pain may be felt if the skin temperature is lowered rapidly, but freezing of localized portions of the skin may be painless when the rate of change is slow. Possible effects of cold include cold allergy (welts), chilblains, which appear as reddened, warm, itching, swollen patches on the fingers and toes, and trench foot and immersion foot, which present essentially the same picture. Both result from exposure to cold and lack of circulation. Wetness can add to the problem as water and wind soften the tissues and accelerate heat loss.

(284) Frostbite usually begins when the skin temperature falls within the range of 14° to 4° F. Ice crystals form in the tissues and small blood vessels. The rate of heat loss determines the rate of freezing, which is accelerated by wind, wetness, extreme cold and poor blood circulation. Parts of the body susceptible to freezing are those with surfaces large in relation to their volume, such as toes, fingers, ears, nose, chin and cheeks.

(285) Injuries from the cold may, to a large extent, be prevented by maintaining natural warmth through the use of proper footgear and adequate, dry clothing, by avoiding cramped positions and constricting clothing and by active exercise of the hands, legs and feet.

(286)

MARINE POLLUTION

(287)

The Federal Water Pollution Control Act (Clean Water Act)

(288) The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and

maintain the chemical, physical and biological integrity of the waters within the United States..

(289)

No-Discharge Zones

(290) Section 312 of the FWPCA gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks and other flowing waters that support interstate navigation by vessels subject to regulation.

(291) Inside NDZ waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

(292) Discharge of sewage in waters not designated as NDZs is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

(293) Additional information concerning the regulations may be obtained from *water.epa.gov*.

(294)

Oil Spill Reporting

(295) Reporting requirements for any oil discharge, noxious liquid substance or harmful substance occurring in waters under U.S. jurisdiction are found in 33 CFR 153, Subpart B (not in this Coast Pilot.) Any person in charge of a vessel or an onshore/offshore facility must, as soon as they have knowledge of any discharge of oil or a hazardous substance, immediately notify the National Response Center (NRC) at 800-424-8802 or NRC@uscg.mil.

(296)

Ocean Dumping

(297) The Marine Protection Research and Sanctuaries Act of 1972, as amended (33 USC 1401 et seq.), regulates the dumping of all material, except fish waste, into ocean waters. Radiological, chemical and biological warfare agents and other high level radioactive wastes are expressly banned from ocean disposal. The USACE issues permits for the disposal of dredged spoils; the EPA is authorized to issue permits for all other dumping activities. Surveillance and enforcement to prevent unlawful transportation of material for dumping or unlawful dumping under the Act has been assigned to the U.S. Coast Guard. The Act provides civil penalties of up to $50,000 and criminal penalties of up to $50,000 and/or one year imprisonment.

(298)

SELECT NAVIGATION RULES

(299)

Improper use of searchlights

(300) No person shall flash or cause to be flashed the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel underway. The International Code Signal “PG2” may be made by a vessel inconvenienced by the glare of a searchlight in order to apprise the offending vessel of the fact.

(301)

Use of Radar

(302) Navigation Rules, International-Inland, Rule 7, states, in part, that every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist. Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(303) This rule places an additional responsibility on vessels that are equipped and manned to use radar to do so while underway during periods of reduced visibility without in any way relieving commanding officers of the responsibility of carrying out normal precautionary measures.

(304) Navigation Rules, International-Inland, Rules 6, 7, 8, and 19 apply to the use of radar.

(305)

Danger signal

(306) Navigation Rules, International-Inland, Rule 34(d), states that when vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.

(306) <Deleted Paragraph>

(307)

Narrow channels

(308) Navigation Rules, International-Inland, Rule 9(b) states that a vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

(309)

REGULATED WATERS

(310)

Traffic Separation Schemes (Traffic Lanes)

(311) To increase the safety of navigation, particularly in converging areas of high traffic density, routes incorporating traffic separation have been adopted by the IMO in certain areas of the world. In the interest of safe navigation, it is recommended that through traffic use these schemes, as far as circumstances permit, by day and by night and in all weather conditions.

(312) An area to be avoided (ATBA) is a routing measure comprising an area within defined limits, in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties, and which should be avoided by all ships, or certain classes of ships.

(313) The IMO is recognized as the only international body responsible for establishing and recommending measures on an international level concerning ships' routing. In deciding whether or not to adopt or amend a traffic separation scheme, IMO will consider whether the scheme complies with the design criteria for traffic separation schemes and with the established methods of routing. IMO also considers whether the aids to navigation proposed will enable mariners to determine their position with sufficient accuracy to navigate the scheme in accordance with Rule 10 of the International Regulations for Preventing Collisions at Sea (72 COLREGS).

(314) General principles for navigation in Traffic Separation Schemes are as follows:

(315) 1. A ship navigating in or near a traffic separation scheme adopted by IMO shall in particular comply with Rule 10 of the 72 COLREGS to minimize the development of risk of collisions with another ship. The other rules of the 72 COLREGS apply in all respects, particularly the steering and sailing rules if risk of collision with another ship is deemed to exist.

(316) 2. Traffic separation schemes are intended for use by day and by night in all weather, ice-free waters or under light ice conditions where no extraordinary maneuvers or assistance by icebreaker(s) is required.

(317) 3. Traffic separation schemes are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate underkeel clearance, a decision to use a traffic separation scheme must take into account the charted depth, the possibility of changes in the seabed since the time of last survey and the effects of meteorological and tidal conditions on water depths.

(318) 4. A deep water route is an allied routing measure primarily intended for use by ships that require the use of such a route because of their draft in relation to the available depth of water in the area concerned. Through traffic to which the above consideration does not apply should, if practicable, avoid following deep water routes. When using a deep water route mariners should be aware of possible changes in the indicated depth of water due to meteorological or other effects.

(319) 5. The arrows printed on charts merely indicate the general direction of traffic; ships should not set their courses strictly along the arrows.

(320) 6. Vessels should, so far as practicable, keep clear of a traffic separation line or separation zone.

(321) 7. Vessels should avoid anchoring in a traffic separation scheme or in the area near its termination.

(322) 8. The signal "YG" meaning "You appear not to be complying with the traffic separation scheme" is provided in the International Code of Signals for appropriate use.

(323) **Note**–Several governments administering Traffic Separation Schemes have expressed their concern to IMO about the large number of infringements of Rule 10 of the 72 COLREGS and the dangers of such contraventions to personnel, vessels and environment. Several governments have initiated surveillance of traffic separation schemes for which they are responsible and are providing documented reports of vessel violations to flag states. As in the past, the U.S. Coast Guard will investigate these reports and take appropriate action. Mariners are urged to comply at all times with the 72 COLREGS.

(324) 9. Notice of temporary adjustments to traffic separation schemes for emergencies or for accommodation of activities which would otherwise contravene Rule 10 or obstruct navigation may be made in Notices to Mariners. Temporary adjustments may be in the form of a precautionary area within a traffic lane or a shift in the location of a lane.

(325) 10. The IMO approved routing measures which affect shipping in or near U.S. waters are:

(326)

Traffic Separation Schemes

(327) In the approaches to Portland, ME

(328) In the approaches to Boston, MA

(329) In the approaches to Narragansett Bay, RI and Buzzards Bay, MA

(330) Off New York

(331) Off Delaware Bay

(332) In the approaches to the Chesapeake Bay, including a deep water route

(333) In the approaches to the Cape Fear River

(334) In the approaches to Galveston Bay

(335) Off San Francisco

(336) In the Santa Barbara Channel

(337) In the approaches to Los Angeles/Long Beach

(338) In the Strait of Juan de Fuca and its approaches

(339) In Puget Sound and its approaches

(340) In Haro Strait, Boundary Pass and the Strait of Georgia

(341) In Prince William Sound, AK

(342)

Areas to Be Avoided

(343) In the region of Nantucket Shoals

(364)

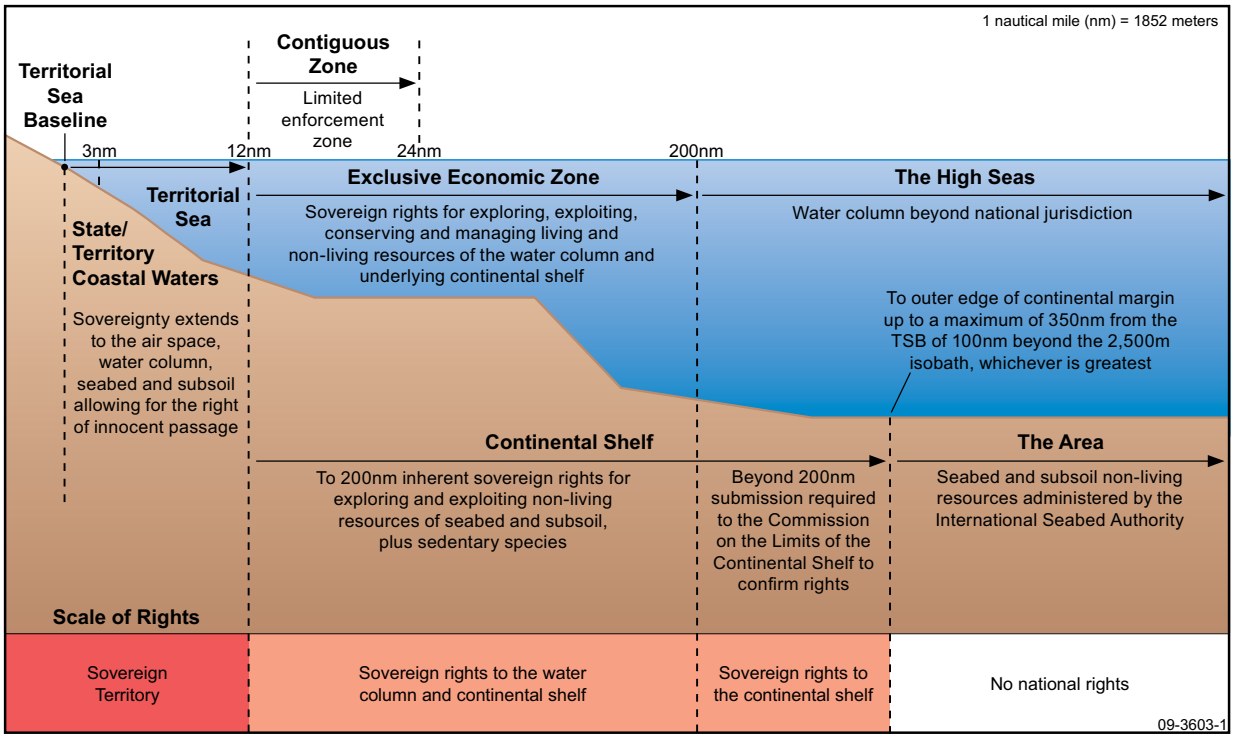


Figure 1: Offshore extent of the maritime zones recognized under international law

(344) In the vicinity of Northeast Gateway Energy Bridge Deepwater Port

(345) In the Great South Channel

(346) Off the Florida Coast (adjacent to the Florida Keys)

(347) At Louisiana Offshore Oil Port (LOOP) in the Gulf of Mexico

(348) Off the California Coast (In the region of the Channel Islands)

(349) Off the Washington Coast

(350) In the region of the Northwest Hawai‘ian Islands

(351)

No Anchoring Areas

(352) In the vicinity of Northeast Gateway Energy Bridge Deepwater Port

(353) In the vicinity of Neptune Deepwater Port

(354) Flower Garden Banks

(355) Tortugas Ecological Reserve and the Tortugas Bank in the Florida Keys

(356) West Cameron area of Northwestern Gulf of Mexico

(357)

Recommended Tracks

(358) Off the California Coast (off Monterey Bay for vessels 300 gross tons or more and vessels carrying hazardous cargo in bulk)

(359)

Two-way Route

(360) In the Strait of Juan de Fuca

(361) When approved or established, traffic separation scheme details are announced in Notice to Mariners and later depicted on appropriate charts and included in the U.S. Coast Pilot.

(362)

Maritime Zones

(363) The maritime zones recognized under international law include internal waters, territorial sea, contiguous zone, exclusive economic zone, continental shelf, the high seas and the Area (see Figure 1). The following zones are depicted on NOAA's nautical charts: internal waters, territorial sea, contiguous zone and exclusive economic zone. The limits of these zones are subject to modification as depicted on future charts; limits shown on the most recent chart edition take precedence.

(365)

Internal Waters

(366) Internal waters are the waters (harbors, bays and rivers) on the landward side of the baseline from which the breadth of the territorial sea is measured. The United States has full sovereignty over its internal waters and ports as if they were part of its land territory. NOAA's nautical charts depict the baseline from which the limits of the U.S. territorial sea, contiguous zone and exclusive economic zone are measured as well as the Three Nautical Mile Line and Natural Resources Boundary, as described below.

(367)

Territorial Sea

(368) The territorial sea of the United States extends beyond the land territory and internal waters and also includes the Commonwealth of Puerto Rico, Guam, American Samoa, the U.S. Virgin Islands, the Commonwealth of the Northern Mariana Islands and

any other territory or possession over which the United States exercises sovereignty. (Presidential Proclamation No. 5928. December 27, 1988.) The United States exercises sovereignty over the territorial sea that extends to the airspace over the area and to the bed and subsoil. Under customary international law as reflected in the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the territorial sea of the United States extends to 12 nautical miles (nm) from the baseline from which the breadth of the territorial sea is measured; determined in accordance with international law except as otherwise established in a maritime boundary treaty of the United States. While the United States may adopt certain laws and regulations, vessels of all countries navigating through the territorial sea enjoy the right of innocent passage; vessels and aircraft of all countries enjoy the right of transit passage through international straits.

(369)

Contiguous Zone

(370) The contiguous zone of the United States is a zone measured 24 nm from the territorial sea baseline and is contiguous to the territorial sea of the United States, including the Commonwealth of Puerto Rico, Guam, American Samoa, the U.S. Virgin Islands, the Commonwealth of the Northern Mariana Islands and any other territory or possession over which the United States exercises sovereignty. (Presidential Proclamation No. 7219. August 2, 1999.) Under customary law as reflected in UNCLOS, the U.S. may exercise the control necessary to prevent infringement of its customs, fiscal, immigration or sanitary laws and regulations within its territory or territorial sea and to punish infringement of these laws and regulations committed within its territory or territorial sea. The United States may also prescribe and enforce laws against foreign flagged vessels and nationals to protect the underwater cultural heritage to the outer boundary of the contiguous zone (24 nm).

(371)

Exclusive Economic Zone

(372) The exclusive economic zone of the United States extends no more than 200 nm from the territorial sea baseline and is adjacent to the 12 nm territorial sea of the United States, including the Commonwealth of Puerto Rico, Guam, American Samoa, the U.S. Virgin Islands, the Commonwealth of the Northern Mariana Islands and any other territory or possession over which the United States exercises sovereignty. (Presidential Proclamation No. 5030 of March 10, 1983 and Federal Register, volume 60 - number 163, August 23, 1995, "Exclusive Economic Zone and Maritime Boundaries: Notice of Limits") As such, the exclusive economic zone overlaps the 12 nm-24 nm contiguous zone.

(373) Within the EEZ, the U.S. has (a) sovereign rights for the purpose of exploring, exploiting, conserving and managing natural resources, whether living and nonliving, of the seabed and subsoil and the superjacent waters and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds; (b) jurisdiction as provided for in international and domestic laws with regard to the establishment and use of artificial islands, installations, and structures, marine scientific research, and the protection and preservation of the marine environment; and (c) other rights and duties provided for under international and domestic laws.

(374) Note: In certain U.S. fisheries laws, the term "exclusive economic zone" (EEZ) is used. While its outer limit is the same as the EEZ on NOAA charts, the inner limit generally extends landward to the seaward boundary of the coastal states of the U.S.

(375)

Three Nautical Mile Line

(376) The Three Nautical Mile Line, as measured from the territorial sea baseline and previously identified as the outer limit of the U.S. territorial sea, is retained on charts because it continues to be used in certain Federal laws.

(377) Note: Since the "coast line," a term used in the Submerged Lands Act, and the baseline are determined using the same criteria under international law, the Three Nautical Mile Line is generally the same as the seaward boundary of states under the Submerged Lands Act. There are exceptions; therefore, the Three Nautical Mile Line does not necessarily depict the seaward limit of states under the Submerged Lands Act.

(378)

Natural Resources Boundary

(379) The 9 nm Natural Resources Boundary is the seaward limit of the submerged lands of Puerto Rico, Texas and the Gulf coast of Florida. It coincides with the inner limit of the U.S. outer continental shelf under the Outer Continental Shelf Lands Act.

(380)

Notification of Arrival and Vessel Response Plans

(381) A **Notification of Arrival (NOA)** must be submitted by all U.S. and foreign vessels bound for or departing from ports or places in the United States. (See 33 CFR 160 – Subpart C, chapter 2). Additionally, tank vessels and non-tank vessels are required to submit an oil spill response plan. (See 33 CFR 155 – Subparts D and J, not contained in this Coast Pilot.)

(382)

Marine Protected Area (MPA)

(383) Marine Protected Areas (MPAs) are particular places in ocean, coastal and estuarine ecosystems where vital natural and cultural resources are given greater protection than in surrounding waters. MPAs have been established in the U.S. for more than a century. Currently, there are over 1,700 MPAs in U.S. marine waters and the Great Lakes, with levels of protection ranging from a few "no-take" areas that prohibit all extractive uses to the more common multiple use areas that allow vessel access, anchoring, fishing and non-consumptive activities. MPAs are managed by dozens of Federal, state, tribal and local

authorities. For detailed information on MPA locations, types, interactive map, purposes and legal restrictions, visit *marineprotectedareas.noaa.gov.*

(384)

Archaeological Resource Preservation

(385) Under Federal and state laws it is illegal to destroy, deface, collect, transport, sell or trade archaeological, cultural, submerged and historic resources without authorization. Applicable laws include, but are not limited to, the Historic Sites Act, the Archaeological Resource Protection Act, the National Historic Preservation Act the Abandoned Shipwreck Act, and the Sunken Military Craft Act. These laws protect archaeological resources on lands administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and National Marine Sanctuaries as well as state, private and Native lands.

(386)

DEPARTMENT OF AGRICULTURE

(387)

Animal and Plant Health Inspection Service

(388) The Animal and Plant Health Inspection Service is responsible for protecting the Nation's animal population, food and fiber crops and forests from invasion by foreign pests. They administer agricultural quarantine and restrictive orders issued under authority provided in various acts of Congress. The regulations prohibit or restrict the importation or interstate movement of live animals, meats, animal products, plants, plant products, soil, injurious insects, and associated items that may introduce or spread plant pests and animal diseases which may be new to or not widely distributed within the United States or its territories. Inspectors examine imports at ports of entry as well as the vessel, its stores and crew or passenger baggage.

(389) The Service also provides an inspection and certification service for exporters to assist them in meeting the quarantine requirements of foreign countries. (See Appendix A for a list of ports where agricultural inspectors are located and inspections conducted.)

(390)

DEPARTMENT OF COMMERCE

(391)

National Oceanic and Atmospheric Administration (NOAA)

(392) The National Oceanic and Atmospheric Administration (NOAA) conducts research and gathers data about the global oceans, atmosphere, space and sun, and applies this knowledge to improve our understanding and stewardship of the environment.

(393) NOAA provides services to the nation and the public through five major organizations: the National Ocean Service; the National Weather Service; the National Marine Fisheries Service; the National Environmental Satellite, Data and Information Service (NESDIS); and NOAA Research; and numerous special program units. In addition, NOAA research and operational activities are supported by the Nation's seventh uniformed service, the NOAA Corps, a commissioned officer corps of men and women who operate NOAA ships and aircraft and serve in scientific and administrative positions.

(394)

National Ocean Service (NOS)

(395) The National Ocean Service's primary concern is the health and safety of our Nation's coastal and oceanic environment. Within NOS, the **Office of Coast Survey** is responsible for producing and maintaining the suite of over 1000 nautical charts and the Coast Pilots that cover the coastal waters of the U.S. and its territories. Nautical charts are published primarily for the use of the mariner but serve the public interest in many other ways. Cartographers in Coast Survey receive and compile information from a variety of government and non-governmental sources for portrayal on nautical charts and the Coast Pilots. In addition, Coast Survey hydrographers, as well as private contractors, conduct new surveys that are used to update these products. The principal facilities of Coast Survey are located at NOAA headquarters in Silver Spring, MD; Norfolk, VA (Marine Operations Center Atlantic); and Seattle, WA (Western Regional Center).

(396) The **Center for Operational Oceanographic Products and Services (CO-OPS)** collects and distributes observations and predictions of water levels and currents to ensure safe, efficient and environmentally sound maritime commerce. Users can find a variety of information, including water level, tidal predictions, observed water levels and currents data, tides online (including a listing of all water level stations currently in storm surge mode), sea levels online, Great Lakes online and PORTS at *tidesandcurrents.noaa.gov*.

(397) **PORTS® (Physical Oceanographic Real-Time System)** is a centralized data acquisition and dissemination system that provides real-time water levels, currents and other oceanographic and meteorological data from bays and harbors. This information is provided via telephone voice response (for most ports) and the Internet. Accurate real-time water level information allows U.S. port authorities and maritime shippers to make sound decisions regarding loading of tonnage (based on available bottom clearance), maximizing loads, and limiting passage times, without compromising safety.

(398) There are PORTS in 22 areas of the United States. The table below lists the ports and the telephone number for voice access to the PORTS data.

(399)

Port or Waterway	Voice Access Phone Number
Anchorage, AK	907–428–4200
Charleston, SC	855–216–2137
Cherry Point, WA	888–817–7794

Port or Waterway	Voice Access Phone Number
Chesapeake Bay	866–247–6787
Columbia River, Lower	888–537–6787
Delaware River and Bay	866–307–6787
Houston/Galveston	866–447–6787
Humboldt Bay	855–876–5015
Lake Charles	888–817–7692
Los Angeles/Long Beach	not available
Mississippi River	888–817–7767
Mobile Bay, AL	877–847–6787
Narragansett Bay, RI	866–757–6787
New Haven, CT	888–807–6787
New London, CT	855–626–0509
New York/New Jersey Harbor	866–217–6787
Pascagoula, MS	888–257–1857
Sabine Neches	888–257–1859
San Francisco Bay	866–727–6787
Soo Locks, MI	301–713–9596 (toll)
Tacoma, WA	888–607–6787
Tampa Bay, FL	866–827–6787

(400) **Tide Tables** are computed annually by NOAA and published in October for the upcoming year. These tables include predicted times and heights of high and low waters for every day in the year for a number of reference stations and differences for obtaining similar predictions for numerous other places. They also include other useful information such as a method of obtaining heights of tide at any time, local mean time of sunrise and sunset for various latitudes, reduction of local mean time to standard time and time of moonrise and moonset for various ports.

(401) **Caution**–When using the Tide Tables, slack water should not be confused with high or low water. For ocean stations there is usually little difference between the time of high or low water and the beginning of ebb or flood currents, but for places in narrow channels, landlocked harbors or on tidal rivers, the time of slack current may differ by several hours from the time of high or low water. The relation of the times of high or low water to the turning of the current depends upon a number of factors, so that no simple general rule can be given. (To obtain the times of slack water, refer to the Tidal Current Tables.)

(402) **Tidal Current Tables** for the coasts of the United States are computed annually by NOAA and published in October for the upcoming year. These tables include daily predictions of the times of slack water and the times and velocities of strength of flood and ebb currents for a number of waterways, together with differences for obtaining predictions for numerous other places. Also included is other useful information such as a method for obtaining the velocity of current at any time, duration of slack, coastal tidal currents, wind currents, combination of currents and current diagrams. Some information on the Gulf Stream is included in the tables for the Atlantic coast.

(403) NOAA Tide Tables and Tidal Current Tables for U.S. waters contain the text of all active Notice to Mariners which affect the accuracy and use of tide and tidal current predictions they contain. (See Appendix A for list of NOAA Tide and Tidal Current Tables.)

(404) Many local publishers and printers throughout the country publish regional and localized tide and tidal current predictions in booklet, calendar and other formats. The data printed in these local and regional publications is, in many cases, obtained directly from NOAA. For availability of localized prediction tables consult marinas and marine supply companies in your area.

(405)

National Weather Service (NWS)

(406)

National Data Buoy Center Meteorological Buoys

(407) The National Data Buoy Center (NDBC) deploys moored meteorological buoys that provide weather data directly to the mariner as well as to marine forecasters.

(408) These buoys have a watch circle radius (WCR) of 2,000 to 4,000 yards from assigned position (AP). In addition, any mooring in waters deeper than 1,000 feet will have a floating "loop" or catenary that may be as little as 500 feet below the surface. This catenary could be anywhere within the buoy's WCR. Any underwater activity within this radius may contact the mooring, causing a failure.

(409) To avoid cutting or damaging a mooring, mariners are urged to exercise extreme caution when navigating in the vicinity of meteorological buoys and to remain well clear of the watch circle. If a mooring is accidentally contacted or cut, please notify NDBC at 228-688-2835 or 228-688-2436.

(410) For further information relating to these buoys visit *ndbc.noaa.gov*.

(411)

Marine Weather Forecasts

(412) The NWS provides marine weather forecasts and warnings for the U.S. coastal waters, the Great Lakes, offshore waters and high seas areas. Scheduled marine forecasts are issued four times daily from **National Weather Service Offices** with local areas of responsibility around the United States, Guam, American Samoa and Puerto Rico. (See Appendix A for NWS Offices located in the area covered by this Coast Pilot.)

(413) Typically, the forecasts contain information on wind speed and direction, wave heights, visibility, weather and a general synopsis of weather patterns affecting the region. The forecasts are supplemented with special marine warnings and statements, radar summaries, marine observations, small-craft advisories, gale warnings, storm warnings and various categories of tropical cyclone warnings, e.g., tropical depression, tropical storm and hurricane warnings. Specialized products such as coastal flood, seiche, and tsunami warnings, heavy surf advisories, low water statements, ice forecasts and outlooks and lake shore warnings and statements are issued as necessary.

(For further information, go to *nws.noaa.gov/om/marine/home.htm*.)

(414) The principal means of disseminating marine weather services and products in coastal areas is **NOAA Weather Radio**. This network of more than 900 transmitters, covering all 50 states, adjacent coastal waters, Puerto Rico, the U.S. Virgin Islands and the U.S. Pacific Territories, is operated by the NWS and provides continuous broadcasts of weather information for the general public. These broadcasts repeat recorded messages every 4 to 6 minutes. Messages are updated periodically, usually every 2-3 hours and amended as required to include the latest information. When severe weather threatens, routine transmissions are interrupted and the broadcast is devoted to emergency warnings. (See Appendix A for NOAA Weather Radio Stations covered by this Coast Pilot.)

(415) In coastal areas, the programming is tailored to the needs of the marine community. Each coastal marine forecast covers a specific area. For example, "Cape Henlopen to Virginia Beach, out 20 miles." The broadcast range is about 40 miles from the transmitting antenna site, depending on terrain and quality of the receiver used. When transmitting antennas are on high ground, the range is somewhat greater, reaching 60 miles or more. Some receivers are equipped with a warning alert device that can be turned on by means of a tone signal controlled by the NWS office concerned. This signal is transmitted for 13 seconds preceding an announcement of a severe weather warning.

(416) Marine weather warnings are displayed to small-craft operators and others within sight of the shore by the flags, pennants and lights of the **Coastal Warning Display** program. These displays are meant to warn the public of approaching storm conditions and visually communicate that citizens should take personal responsibility for individual safety in the face of an approaching storm. Anyone observing the signals displayed by the program is urged to tune to the NWS radio broadcasts for the latest information. (See **National Weather Service Coastal Warning Displays** illustration for additional information.)

(418) NWS marine weather products are also disseminated to marine users through the broadcast facilities of the Coast Guard, Navy and commercial marine radio stations. Details on these broadcasts including times, frequencies and broadcast content are listed on the NWS internet site, **Marine Product Dissemination Information**, *nws.noaa.gov/om/marine/home.htm.*

(419) Ships of all nations share equally in the effort to report weather observations. These reports enable meteorologists to create a detailed picture of wind, wave and weather patterns over the open waters that no other data source can provide and upon which marine forecasts are based. The effectiveness and reliability of these forecasts and warnings plus other services to the marine community are strongly linked to the observations received from mariners. There is an especially urgent need for ship observations in the coastal waters, and the NWS asks that these be made and transmitted whenever possible. Many storms originate and intensify in coastal areas. There may be a great difference in both wind direction and speed between the open sea, the offshore waters and on the coast itself.

(420) Information on how ships, commercial fishermen, offshore industries and others in the coastal zone may participate in the marine observation program is available from **National Weather Service Port Meteorological Officers (PMOs)**. PMOs are located in major U.S. port cities where they visit ships in port to assist masters and mates with the weather observation program, provide instruction on the interpretation of weather charts, calibrate barometers and other meteorological instruments and discuss marine weather communications and marine weather requirements affecting the ships' operations. (For further information on the Voluntary Observing Ship Program and PMOs, go to *vos.noaa.gov*.)

(421)

Space Weather Prediction Center (SWPC)

(422) The Space Weather Prediction Center provides real-time monitoring and forecasting of solar and geophysical events that impact satellites, power grids, communications, navigation and many other technological systems. (See Space Weather Prediction Center in Appendix A.)

(423)

National Environmental Satellite, Data, and Information Service (NESDIS)

(424) Among its functions, NESDIS archives, processes and disseminates the non-real-time meteorological and oceanographic data collected by government agencies and private institutions. Marine weather observations are collected from ships at sea on a voluntary basis. About one million observations are received annually at NESDIS's National Climatic Center. They come from vessels representing every maritime nation. These observations, along with land data, are returned to the mariners in the form of climatological summaries and atlases for coastal and ocean areas. They are available in such NOAA publications as the **U.S. Coast Pilot, Mariners Weather Log** and **Local Climatological Data, Annual Summary**. They also appear in the National Geospatial-Intelligence Agency's **Pilot Chart Atlases** and **Sailing Directions Planning Guides**.

(425)

DEPARTMENT OF DEFENSE

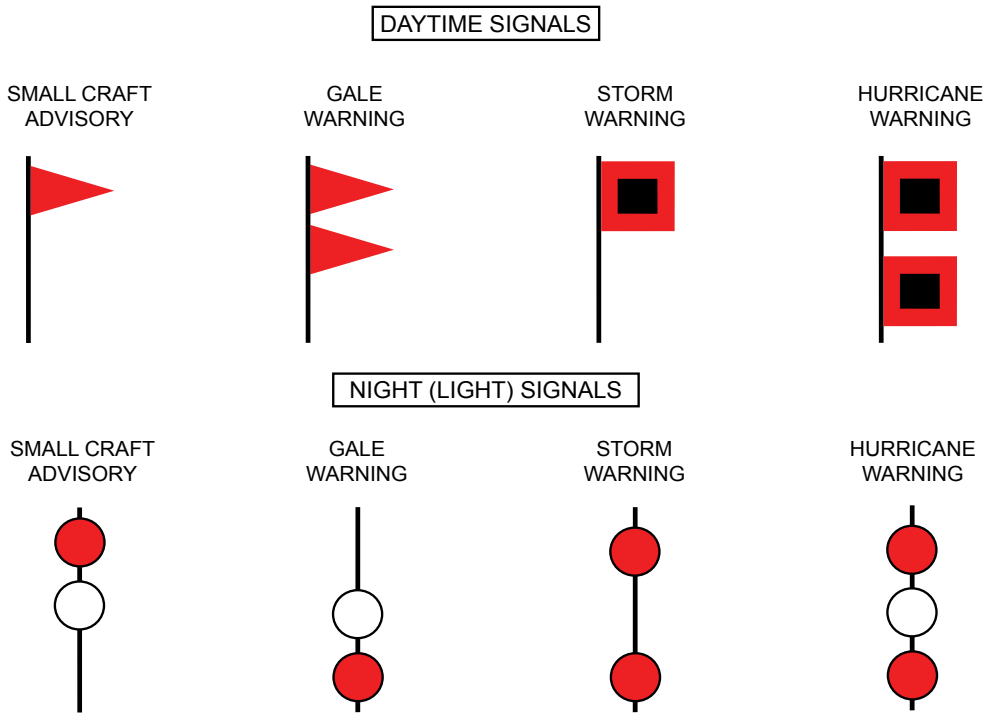
(426)

National Geospatial-Intelligence Agency (NGA)

(427) The National Geospatial-Intelligence Agency provides hydrographic, navigational, topographic, and geodetic data, charts, maps and related products and services to the Armed Forces, other Federal Agencies, the Merchant Marine and mariners in general. Publications include Sailing Directions, List of Lights,

(417)

NATIONAL WEATHER SERVICE COASTAL WARNING DISPLAYS



SMALL CRAFT ADVISORY: An advisory issued by coastal and Great Lakes Weather Forecast Offices (WFO) for areas included in the Coastal Waters Forecast or Nearshore Marine Forecast (NSH) products. Thresholds governing the issuance of small craft advisories are specific to geographic areas. A Small Craft Advisory may also be issued when sea or lake ice exists that could be hazardous to small boats. There is no precise definition of a small craft. Any vessel that may be adversely affected by Small Craft Advisory criteria should be considered a small craft. Other considerations include the experience of the vessel operator, and the type, overall size, and sea worthiness of the vessel. There is no legal definition of "small craft". The Small Craft Advisory is an advisory in Coastal Waters and Nearshore forecasts for sustained winds, frequent gusts, or sea/wave conditions, exceeding defined thresholds specific to geographic areas. A Small Craft Advisory may also be issued when sea or lake ice exists that could be hazardous to small boats.

Eastern (ME to SC, Lake Erie, Lake Ontario) – Sustained winds or frequent gusts ranging between 25 and 33 knots (except 20 to 25 knots, lower threshold area dependent, to 33 knots for harbors, bays, etc.) and/or seas or waves 5 to 7 feet and greater, area dependent.

Central (MN to OH) – Sustained winds or frequent gusts (on the Great Lakes) between 22 and 33 knots inclusive, and/or seas or waves greater than 4 feet.

Southern (GA to TX and Caribbean) – Sustained winds of 20 to 33 knots, and/or forecast seas 7 feet or greater that are expected for more than 2 hours.

Western (WA..CA) - Sustained winds of 21 to 33 knots, potentially in combination with wave heights exceeding 10 feet (or wave steepness values exceeding local thresholds).

Alaska (AK) – Sustained winds or frequent gusts of 23 to 33 knots. A small craft advisory for rough seas may be issued for sea/wave conditions deemed locally significant, based on user needs, and should be no lower than 8 feet.

Hawaii (HI), Samoa – Sustained winds 25 knots or greater and seas 10 feet or greater.

Guam and the Northern Mariana Islands – Sustained winds 22 to 33 knots and/or combined seas of 10 feet or more. "Frequent gusts"are typically long duration conditions (greater than 2 hours).

For a list of NWS Weather Offices by Region, refer to the following website: http://www.nws.noaa.gov/organization.php

GALE WARNING: To indicate winds within the range 34 to 47 knots are forecast for the area.

STORM WARNING: To indicate winds 48 knots and above, no matter how high the speed, are forecast for the area. However, if the winds are associated with a tropical cyclone (hurricane), the STORM WARNING indicates that winds within the range 48-63 knots are forecast.

HURRICANE WARNING: Issued only in connection with a tropical cyclone (hurricane) to indicate that winds 64 knots and above are forecast for the area.

NOTE: A "HURRICANE WATCH" is an announcement issued by the National Weather Service via press and television broadcasts whenever a tropical storm or hurricane becomes a threat to a coastal area. The "Hurricane Watch" announcement is not a warning, rather it indicates that the hurricane is near enough that everyone in the area covered by the "Watch" should listen to their radios for subsequent advisories and be ready to take precautionary action in case hurricane warnings are issued.

NOTE: A SPECIAL MARINE WARNING is issued whenever a severe local storm or strong wind of brief duration is imminent and is not covered by existing warnings or advisories. No visual displays will be used in connection with the Special Marine Warning Bulletin; boaters will be able to receive thesespecial warnings by keeping tuned to a NOAA Weather Radio station or to Coast Guard and commercial radio stations that transmit marine weather information.

Distances Between Ports, Radio Navigational Aids, International Code of Signals, American Practical Navigator (Bowditch) and Notice to Mariners. (See NGA Procurement Information in Appendix A.)

(428)

Army Corps of Engineers

(429) The U.S. Army Corps of Engineers has charge of the improvement of the rivers and harbors of the United States and of miscellaneous other civil works, which include the administration of certain Federal laws enacted for the protection and preservation of navigable waters of the United States; the establishment of regulations for the use, administration, and navigation of navigable waters; the establishment of harbor lines; the removal of sunken vessels obstructing or endangering navigation; and the granting of permits for structures or operations in navigable waters and for discharges and deposits of dredged and fill materials in these waters.

(430) **Restricted areas** in most places are defined and regulations governing them are established by the USACE. The regulations are enforced by the authority designated in the regulations, and the areas are shown on the large-scale charts of the National Ocean Service. Copies of the regulations may be obtained at the District offices of the USACE. The regulations also are included in the appropriate Coast Pilot.

(431) Information concerning the various ports, improvements, channel depths, navigable waters and the condition of the Intracoastal Waterways in the areas under their jurisdiction may be obtained direct from the District Engineer Offices. (See Appendix A for addresses.)

(432) The USACE has general supervision of location, construction and manner of maintenance of all **fishtraps,** weirs, pounds or other fishing structures in the navigable waters of the United States. Where state and/or local controls are sufficient to regulate these structures, including that they do not interfere with navigation, the USACE leaves such regulation to the state or local authority. (See **33 CFR 330** (not carried in this Pilot) for applicable Federal regulations.) Construction permits issued by the Engineers specify the lights and signals required for the safety of navigation.

(433) **Fish havens**, artificial reefs constructed to attract fish, can be established in U.S. coastal waters only as authorized by a USACE permit; the permit specifies the location, extent and depth over these mounds of rubble.

(434)

Naval Observatory

(435) The United States Naval Observatory (USNO) provides a wide range of astronomical data and products and serves as the official source of time for the U.S. Department of Defense and a standard of time for the entire United States. The USNO provides earth orientation products such as the latest 24-hour and 48-hour sets of GPS satellite orbits, the latest determinations and predictions for polar motion and information for GPS users. The USNO also maintains a reference for precise time (USNO Master Clock) and monitors the GPS constellation. For extensive information on the USNO products available, visit *www.usno.navy.mil* or contact by telephone at 202-762-1467.

(436)

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(437)

Food and Drug Administration (FDA)

(438) Under the provisions of the Control of Communicable Diseases Regulations (**21 CFR 1240**) and Interstate Conveyance Sanitation Regulations (**21 CFR 1250**), vessel companies operating in interstate traffic must obtain potable water for drinking and culinary purposes only at watering points found acceptable to the FDA. Water supplies used in watering point operations must also be inspected to determine compliance with applicable Interstate Quarantine Regulations (**42 CFR 72**). These regulations are based on authority contained in the Public Health Service Act (PL 78–410). Penalties for violation of any regulation prescribed under authority of the Act are provided for under Section 368 (42 USC 271) of the Act.

(439)

Vessel Watering Points

(440) FDA annually publishes a list of Acceptable Vessel Watering Points. This list is available from most FDA offices or from Interstate Travel Sanitation Subprogram Center for Food Safety and Applied Nutrition, FDA (HFF-312), 200 C Street SW, Washington, DC 20204. Current status of watering points can be ascertained by contacting any FDA office. (See Appendix A for addresses.)

(441)

Public Health Service

(442) The Public Health Service administers foreign quarantine procedures at U.S. ports of entry.

(443) All vessels arriving in the United States are subject to public health inspection. Vessels subject to routine boarding for quarantine inspection are only those which have had on board during the 15 days preceding the date of expected arrival or during the period since departure (whichever period of time is shorter) the occurrence of any death or ill person among passengers or crew (including those who have disembarked or have been removed). The master of a vessel must report such occurrences immediately by radio to the quarantine station at or nearest the port at which the vessel will arrive.

(444) In addition, the master of a vessel carrying 13 or more passengers must report by radio 24 hours before arrival the number of cases (including zero) of diarrhea in passengers and crew recorded in the ship's medical log during the current cruise. All cases that occur after the 24 hour report must also be reported not less than 4 hours before arrival.

(445) *Ill person* means a person who:

(446) 1. Has a temperature of 100°F (or 38°C) or greater, accompanied by a rash, glandular swelling or jaundice, or which has persisted for more than 48 hours; or

(447) 2. Has diarrhea, defined as the occurrence in a 24 hour period of three or more loose stools or of a greater than normal (for the person) amount of loose stools.

(448) Vessels arriving at ports under control of the United States are subject to sanitary inspection to determine whether measures should be applied to prevent the introduction, transmission or spread of communicable disease.

(449) Specific public health laws, regulations, policies and procedures may be obtained by contacting U.S. Quarantine Stations, U.S. Consulates or the Chief Program Operations, Division of Quarantine, Centers for Disease Control, Atlanta, GA 30333. (See Appendix A for addresses of U.S. Public Health Service Quarantine Stations.)

(450)

DEPARTMENT OF HOMELAND SECURITY

(451)

Citizenship and Immigration Services

(452) The Immigration and Naturalization Service administers the laws relating to admission, exclusion and deportation of aliens, the registration and fingerprinting of aliens and the naturalization of aliens lawfully resident in the United States.

(453) The designated ports of entry for aliens are divided into three classes. Class A is for all aliens. Class B is only for aliens who at the time of applying for admission are lawfully in possession of valid resident aliens' border-crossing identification cards or valid nonresident aliens' border-crossing identification cards or are admissible without documents under the documentary waivers contained in **8 CFR 212.1(a)**. Class C is only for aliens who are arriving in the United States as crewmen as that term is defined in Section 101(a) (10) of the Immigration and Nationality Act. (The term crewman means a person serving in any capacity on board a vessel or aircraft.) No person may enter the United States until he or she has been inspected by an immigration officer. A list of the offices covered by this Coast Pilot is given in Appendix A.

(454)

U.S. Coast Guard

(455) The U.S. Coast Guard has among its duties the enforcement of the laws of the United States on the high seas and in coastal and inland waters of the U.S. and its possessions; enforcement of navigation and neutrality laws and regulations; establishment and enforcement of navigational regulations upon the Inland Waters of the United States, including the establishment of a demarcation line separating the high seas from waters upon which U.S. navigational rules apply; administration of the Oil Pollution Act of 1990, as amended; establishment and administration of vessel anchorages; approval of bridge locations and clearances over navigable waters; administration of the alteration of obstructive bridges; regulation of drawbridge operations; inspection of vessels of the Merchant Marine; admeasurement of vessels; documentation of vessels; preparation and publication of merchant vessel registers; registration of stack insignia; port security; issuance of Merchant Marine licenses and documents; search and rescue operations; investigation of marine casualties and accidents and suspension and revocation proceedings; destruction of derelicts; operation of aids to navigation; publication of Light Lists and Local Notices to Mariners; and operation of ice-breaking facilities.

(456) Issuance of certificates of registry (more commonly referred to as Certificates of Documentation) with endorsements indicating eligibility of vessels that measure at least 5 net tons to engage in various trades for commercial vessels and certain recreational vessels that are numbered either by the Coast Guard or by a state having an approved numbering system (the latter is the most common) and the administration of the various laws pertaining thereto are functions of the Coast Guard and specifically the National Vessel Documentation Center. Owners of vessels may obtain the necessary information from the National Vessel Documentation Center either by mail to the National Vessel Documentation Center, 792 T.J. Jackson Drive, Falling Waters, WV 25419-9502; via toll free number: 800-799-8362; or via the Internet*:uscg.mil/hq/cg5/nvdc*.

(457)

U.S. Customs and Border Protection

(458) The U.S. Customs and Border Protection administers certain laws relating to:

(459) – entry and clearance of vessels and permits for certain vessel movements between points in the United States

(460) – prohibitions against coastwise transportation of passengers and merchandise

(461) – salvage

(462) – dredging and towing by foreign vessels

(463) – certain activities of vessels in the fishing trade

(464) – regular and special tonnage taxes on vessels

(465) – landing and delivery of foreign merchandise (including unlading, appraisement, lighterage, drayage, warehousing and shipment in bond)

(466) – collection of customs duties, including duty on imported pleasure boats and yachts and 50% duty on foreign repairs to American vessels engaged in trade

(467) – customs treatment of sea and ship's stores while in port and the baggage of crewmen and passengers

(468) – illegally imported merchandise

(469) – remission of penalties or forfeiture if customs or navigation laws have been violated.

(470) Customs and Border Protection also cooperates with many other Federal agencies in the enforcement of statutes for which they are responsible for. Customs

districts and ports of entry, including customs stations, are listed in Appendix A.

(471) The Customs and Border Protection office may issue, without charge, a **cruising license**, normally valid for one year, to a yacht of a foreign country that has a reciprocal agreement with the United States. A foreign yacht holding a cruising license is exempt from having to undergo formal entry and clearance procedures such as filing manifests and obtaining permits to proceed as well as from payment of tonnage tax and entry and clearance fees at all but the first port of entry. These vessels must not engage in trade, violate the laws of the United States or visit a vessel not yet inspected by a Customs Agent and does, within 24 hours of arrival at each port or place in the United States, report the fact of arrival to the nearest customhouse. Countries that have reciprocal agreements granting these privileges to U.S. yachts are:

(472)

Argentina	Honduras
Australia	Ireland
Austria	Italy
Bahama Islands	Jamaica
Belguim	Liberia
Bermuda	Marshall Islands
Canada	Netherlands
Denmark	New Zealand
Finland	Norway
France	Sweden
Germany	Switzerland
Great Britain	Turkey
Greece	

(473) Further information concerning cruising licenses may be obtained from the headquarters port for the customs district in which the license is desired or at *cbp.gov*. U.S. yacht owners planning cruises to foreign ports may contact the nearest customs district headquarters as to customs requirements.

(474)

ENVIRONMENTAL PROTECTION AGENCY (EPA)

(475) The U.S. EPA provides coordinated governmental action to ensure the protection of the environment by abating and controlling pollution on a systematic basis. The ocean dumping permit program of the EPA provides that except when authorized by permit, the dumping of any material into the ocean is prohibited by the "Marine Protection, Research, and Sanctuaries Act of 1972, Public Law 92–532," as amended (33 USC 1401 et seq.).

(476) Permits for the **dumping of dredged material** into waters of the United States, including the territorial sea, and into ocean waters are issued by the U.S. Army Corps of Engineers. Permits for the dumping of fill material into waters of the United States, including the territorial sea, are also issued by the U.S. Army Corps of Engineers. Permits for the dumping of other material in the territorial sea and ocean waters are issued by the EPA.

(477) U.S. Army Corps of Engineers regulations relating to the above are contained in **33 CFR 323 and 324**; EPA regulations are in **40 CFR 220-229**. (See Disposal Sites, this chapter.)

(478) Persons or organizations who want to file for an application for an ocean dumping permit should write the EPA Regional Office for the region in which the port of departure is located. (See Appendix A for addresses of regional offices and States in the EPA coastal regions.)

(479) The letter should contain the name and address of the applicant, name and address of person or firm, the name and usual location of the conveyance to be used in the transportation and dumping of the material involved, a physical description where appropriate, and the quantity to be dumped and proposed dumping site.

(480) Everyone who writes EPA will be sent information about a final application for a permit as soon as possible. This final application is expected to include questions about the description of the process or activity giving rise to the production of the dumping material, information on past activities of applicant or others with respect to the disposal of the type of material involved, and a description about available alternative means of disposal of the material with explanations about why an alternative is thought by the applicant to be inappropriate.

(481)

FEDERAL COMMUNICATIONS COMMISSION (FCC)

(482) The Federal Communications Commission controls non-government radio communications in the United States, Guam, Puerto Rico and the Virgin Islands. Commission inspectors have authority to board ships to determine whether their radio stations comply with international treaties, Federal laws and Commission regulations. The commission has field offices in the principal U.S. ports. (See Appendix A for addresses.) Information concerning ship radio regulations and service documents may be obtained from the Federal Communications Commission, Washington, DC 20554, or from any of the field offices.

Navigation Regulations

(1) This chapter contains extracts from **Code of Federal Regulations** (CFR) that are of importance to mariners in the area covered by this Coast Pilot. Sections of little value to the mariner are sometimes omitted. Omitted sections are signified by the following [...]

(2) Extracts from the following titles are contained in this chapter.

(3)

Title 15 (15 CFR): Commerce and Foreign Trade

(4) Part 922–National Marine Sanctuary Program Regulations

(5)

Title 33 (33 CFR): Navigation and Navigable Waters

(6) Part 26–Vessel Bridge-to-Bridge Radiotelephone Regulations

(7) Part 80–COLREGS Demarcation Lines

(8) Part 110–Anchorage Regulations

(9) Part 117–Drawbridge Operation Regulations

(10) Part 147–Safety Zones

(11) Part 157–Rules for the Protection of the Marine Environment Relating to Tank Vessels Carrying Oil in Bulk

(12) Part 160–Ports and Waterways Safety-General

(13) Part 161–Vessel Traffic Management

(14) Part 162–Inland Waterways Navigation Regulations

(15) Part 164–Navigation Safety Regulations (in part)

(16) Part 165–Regulated Navigation Areas and Limited Access Areas

(17) Part 166–Shipping Safety Fairways

(18) Part 167–Offshore Traffic Separation Schemes

(19) Part 168–Escort Requirements for Certain Tankers

(20) Part 169–Ship Reporting Systems

(21) Part 207–Navigation Regulations

(22) Part 334–Danger Zones and Restricted Area Regulations

(23)

Title 40 (40 CFR): Protection of Environment

(24) Part 140–Marine Sanitation Device Standard

(25)

Title 46 (46 CFR): Shipping

(26) Part 15–Manning Requirements

(27)

Title 50 (50 CFR): Wildlife and Fisheries

(28) Part 224–Endangered Marine and Anadromous Species

(29) Part 404–Papahānaumokuākea Marine National Monument

(30)

Note

(31) These regulations can only be amended by the enforcing agency or other authority cited in the regulations. Accordingly, requests for changes to these regulations should be directed to the appropriate agency for action. In those regulations where the enforcing agency is not cited or is unclear, recommendations for changes should be directed to the following Federal agencies for action:

(32) **National Oceanic and Atmospheric Administration:** (15 CFR 922);

(33) **U.S. Coast Guard:** (33 CFR 26, 80, 110, 117, 147, 157, 160, 161, 162, 164, 165, 166, 167, and 168; 46 CFR 15);

(34) **U.S. Army Corps of Engineers:** (33 CFR 207 and 334).

(35) **Environmental Protection Agency:** (40 CFR 140).

(36)

TITLE 15–COMMERCE AND FOREIGN TRADE

(37)

Part 922–National Marine Sanctuary Program Regulations

(38)

Subpart A–General

(39)

§922.1 Applicability of regulations.

(40) Unless noted otherwise, the regulations in subparts A, D and E apply to all thirteen National Marine Sanctuaries for which site-specific regulations appear in Subparts F through R, respectively. Subparts B and C apply to the site evaluation list and to the designation of future Sanctuaries.

(41)

§922.2 Mission, goals, and special policies.

(42) (a) In accordance with the standards set forth in title III of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended, also known as the National Marine Sanctuaries Act (Act) the mission of the National Marine Sanctuary program (Program) is to identify,

designate and manage areas of the marine environment of special national, and in some cases international, significance due to their conservation, recreational, ecological, historical, research, educational, or aesthetic qualities.

(43) (b) The goals of the Program are to carry out the mission to:

(44) (1) Identify and designate as National Marine Sanctuaries areas of the marine environment which are of special national significance;

(45) (2) Provide authority for comprehensive and coordinated conservation and management of these marine areas, and activities affecting them, in a manner which complements existing regulatory authorities;

(46) (3) Support, promote, and coordinate scientific research on, and monitoring of, the resources of these marine areas, especially long-term monitoring and research of these areas:

(47) (4) Enhance public awareness, understanding, appreciation, and wise use of the marine environment;

(48) (5) Facilitate to the extent compatible with the primary objective of resource protection, all public and private uses of the resources of these marine areas not prohibited pursuant to other authorities;

(49) (6) Develop and implement coordinated plans for the protection and management of these areas with appropriate Federal agencies, State and local governments, Native American tribes and organizations, international organizations, and other public and private interests concerned with the continuing health and resilience of these marine areas;

(50) (7) Create models of, and incentives for, ways to conserve and manage these areas;

(51) (8) Cooperate with global programs encouraging conservation of marine resources; and

(52) (9) Maintain, restore, and enhance living resources by providing places for species that depend upon these marine areas to survive and propagate.

(53) (c) To the extent consistent with the policies set forth in the Act, in carrying out the Program's mission and goals:

(54) (1) Particular attention will be given to the establishment and management of marine areas as National Marine Sanctuaries for the protection of the area's natural resource and ecosystem values; particularly for ecologically or economically important or threatened species or species assemblages, and for offshore areas where there are no existing special area protection mechanisms;

(55) (2) The size of a National Marine Sanctuary, while highly dependent on the nature of the site's resources, will be no larger than necessary to ensure effective management;

(56) (d) Management efforts will be coordinated to the extent practicable with other countries managing marine protected areas;

(57) (e) Program regulations, policies, standards, guidelines, and procedures under the Act concerning the identification, evaluation, registration, and treatment of historical resources shall be consistent, to the extent practicable, with the declared national policy for the protection and preservation of these resources as stated in the National Historic Preservation Act of 1966, 16 U.S.C. 470 et seq., the Archeological and Historical Preservation Act of 1974, 16 U.S.C. 469 et seq., and the Archeological Resources Protection Act of 1979 (ARPA), 16 U.S.C. 470aa et seq. The same degree of regulatory protection and preservation planning policy extended to historical resources on land shall be extended, to the extent practicable, to historical resources in the marine environment within the boundaries of designated National Marine Sanctuaries. The management of historical resources under the authority of the Act shall be consistent, to the extent practicable, with the Federal archeological program by consulting the Uniform Regulations, ARPA (43 CFR part 7) and other relevant Federal regulations. The Secretary of the Interior's Standards and Guidelines for Archeology may also be consulted for guidance. These guidelines are available from the Office of Ocean and Coastal Management at (301) 713–3125.

(58)

§922.3 Definitions.

(59) *Act* means title III of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended, 16 U.S.C. 1431 et seq., also known as the National Marine Sanctuaries Act.

(60) *Assistant Administrator* means the Assistant Administrator for Ocean Services and Coastal Zone Management, National Oceanic and Atmospheric Administration (NOAA), or designee.

(61) *Benthic community* means the assemblage of organisms, substrate, and structural formations found at or near the bottom that is periodically or permanently covered by water.

(62) *Commercial fishing* means any activity that results in the sale or trade for intended profit of fish, shellfish, algae, or corals.

(63) *Conventional hook and line gear* means any fishing apparatus operated aboard a vessel and composed of a single line terminated by a combination of sinkers and hooks or lures and spooled upon a reel that may be hand or electrically operated, hand-held or mounted. This term does not include bottom longlines.

(64) *Cultural resources* means any historical or cultural feature, including archaeological sites, historic structures, shipwrecks, and artifacts.

(65) *Director* means, except where otherwise specified, the Director of the Office of Ocean and Coastal Resource Management, NOAA, or designee.

(66) *Exclusive economic zone* means the exclusive economic zone as defined in the Magnuson Fishery Conservation and Management Act, 16 U.S. 1801 et seq.

(67) *Fish wastes* means waste materials resulting from commercial fish processing operations.

(68) *Historical resource* means a resource possessing historical, cultural, archaeological or paleontological significance, including sites, structures, districts, and objects significantly associated with or representative of earlier people, cultures and human activities and events. Historical resources also include "historical properties", as defined in the National Historic Preservation Act, as amended 16 U.S.C. 470 et seq., and its implementing regulations, as amended.

(69) *Indian tribe* means any American Indian tribe, band, group, or community recognized as such by the Secretary of the Interior.

(70) *Injure* means to change adversely, either in the long or short term, a chemical, biological or physical attribute of, or the viability of. This includes, but is not limited to, to cause the loss of or destroy.

(71) *Inventory* means a list of nominated areas selected by the Director as qualifying for future consideration of designation as a national marine sanctuary.

(72) *Lightering* means at-sea transfer of petroleum-based products, materials or other matter from vessel to vessel.

(73) *Marine* means those areas of coastal and ocean waters, the Great Lakes and their connecting waters, and submerged lands over which the United States exercises jurisdiction, including the exclusive economic zone, consistent with international law.

(74) *Mineral* means clay, stone, sand, gravel, metalliferous ore, non-metalliferous ore, or any other solid material or other matter of commercial value.

(75) *National historic landmark* means a district, site, building, structure or object designated as such by the Secretary of the Interior under the National Historic Landmarks Program (36 CFR part 65).

(76) *National Marine Sanctuary* means an area of the marine environment of special national significance due to its resource or human-use values, which is designated as such to ensure its conservation and management.

(77) Person means any private individual, partnership, corporation or other entity; or any officer, employee, agent, department, agency or instrumentality of the Federal Government, of any State or local unit of government, or of any foreign government.

(78) *Regional Fishery Management Council* means any fishery council established under section 302 of the Magnuson Fishery Conservation and Management Act, 16 U.S.C. 1801 *et seq*.

(79) *Sanctuary quality* means any particular and essential characteristic of a Sanctuary, including, but not limited to, water, sediment, and air quality.

(80) *Sanctuary resource* means any living or non-living resource of a National Marine Sanctuary that contributes to the conservation, recreational, ecological, historical, research, educational, or aesthetic value of the Sanctuary, including, but not limited to, the substratum of the area of the Sanctuary, other submerged features and the surrounding seabed, carbonate rock, corals and other bottom formations, coralline algae and other marine plants and algae, marine invertebrates, brine-seep biota, phytoplankton, zooplankton, fish, seabirds, sea turtles and other marine reptiles, marine mammals and historical resources.

(81) *Secretary* means the Secretary of the United States Department of Commerce, or designee.

(82) *Shunt* means to discharge expended drilling cuttings and fluids near the ocean seafloor.

(83) *State* means each of the several States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, the United States Virgin Islands, Guam, and any other commonwealth, territory, or possession of the United States.

(84) *Subsistence use* means the customary and traditional use by rural residents of areas near or in the marine environment for direct personal or family consumption as food, shelter, fuel, clothing, tools, or transportation; for the making and selling of handicraft articles; and for barter, if for food or non-edible items other than money, if the exchange is of a limited and non-commercial nature.

(85) *Take or taking* means:

(86) (1) For any marine mammal, sea turtle, or seabird listed as either endangered or threatened pursuant to the Endangered Species Act, to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect or injure, or to attempt to engage in any such conduct;

(87) (2) For any other marine mammal, sea turtle, or seabird, to harass, hunt, capture, kill, collect or injure, or to attempt to engage in any such conduct.

(88) For the purpose of both (1) and (2) of this definition, this includes, but is not limited to, to collect any dead or injured marine mammal, sea turtle or seabird, or any part thereof; to restrain or detain any marine mammal, sea turtle or seabird, or any part thereof, no matter how temporarily; to tag any sea turtle, marine mammal or seabird; to operate a vessel or aircraft or to do any other act that results in the disturbance or molestation of any marine mammal, sea turtle or seabird.

(89) *Tropical fish* means fish or minimal sport and food value, usually brightly colored, often used for aquaria purposes and which lives in a direct relationship with live bottom communities.

(90) *Vessel* means a watercraft of any description capable of being used as a means of transportation in/on the waters of the Sanctuary.

(91)

§922.4 Effect of National Marine Sanctuary designation.

(92) The designation of a National Marine Sanctuary, and the regulations implementing it, are binding on any person subject to the jurisdiction of the United States. Designation does not constitute any claim to territorial jurisdiction on the part of the United States for designated sites beyond the U.S. territorial sea, and the regulations implementing the designation shall be applied in accordance with generally recognized principles of international law, and in accordance with

treaties, conventions, and other agreements to which the United States is a party. No regulation shall apply to a person who is not a citizen, national, or resident alien of the United States, unless in accordance with:

(93) (a) Generally recognized principles of international law;

(94) (b) An agreement between the United States and the foreign state of which the person is a citizen; or

(95) (c) An agreement between the United States and the flag state of the foreign vessel, if the person is a crew member of the vessel.

(96)

Subpart D–Management Plan Development and Implementation

(97)

§922.30 General.

(98) (a) The Secretary shall implement each management plan, and applicable regulations, including carrying out surveillance and enforcement activities and conducting such research, monitoring, evaluation, and education programs as are necessary and reasonable to carry out the purposes and policies of the Act.

(99) (b) Consistent with Sanctuary management plans, the Secretary shall develop and implement site-specific contingency and emergency-response plans designed to protect Sanctuary resources. The plans shall contain alert procedures and actions to be taken in the event of an emergency such as a shipwreck or an oil spill.

(100)

§922.31 Promotion and coordination of Sanctuary use.

(101) The Secretary shall take such action as is necessary and reasonable to promote and coordinate the use of National Marine Sanctuaries for research, monitoring, and education purposes. Such action may include consulting with Federal agencies, or other persons to promote use of one or more Sanctuaries for research, monitoring and education, including coordination with the National Estuarine Research Reserve System.

(102)

Subpart E–Regulations of General Applicability

(103)

§922.40 Purpose.

(104) The purpose of the regulations in this Subpart and in Subparts F through R is to implement the designations of the thirteen National Marine Sanctuaries for which site specific regulations appear in Subparts F through R, respectively, by regulating activities affecting them, consistent with their respective terms of designation in order to protect, preserve and manage and thereby ensure the health, integrity and continued availability of the conservation, ecological, recreational, research, educational, historical and aesthetic resources and qualities of these areas. Additional purposes of the regulations implementing the designation of the Florida Keys and Hawai‘ian Islands Humpback Whale National Marine Sanctuaries are found at §§922.160, and 922.180, respectively.

(105)

§922.41 Boundaries.

(106) The boundary for each of the thirteen National Marine Sanctuaries covered by this part is described in Subparts F through R, respectively.

(107)

§922.42 Allowed Activities.

(108) All activities (e.g., fishing, boating, diving, research, education) may be conducted unless prohibited or otherwise regulated in Subparts F through R, subject to any emergency regulations promulgated pursuant to §§922.44, 922.111(c), 922.165, 922.186, or 922.196, subject to all prohibitions, regulations, restrictions, and conditions validly imposed by any Federal, State, or local authority of competent jurisdiction, including Federal and State fishery management authorities, and subject to the provisions of section 312 of the National Marine Sanctuaries Act (NMSA), (16 U.S.C. 1431 et seq.). The Assistant Administrator may only directly regulate fishing activities pursuant to the procedure set forth in section 304(a)(5) of the NMSA.

(109)

§922.43 Prohibited or otherwise regulated activities.

(110) Subparts F through R set forth site-specific regulations applicable to the activities specified therein.

(111)

§922.44 Emergency Regulations.

(112) Where necessary to prevent or minimize the destruction of, loss of, or injury to a Sanctuary resource or quality, or minimize the imminent risk of such destruction, loss, or injury, any and all such activities are subject to immediate temporary regulation, including prohibition. The provisions of this section do not apply to the Cordell Bank, Florida Keys, Hawai‘ian Islands Humpback Whale, and Thunder Bay National Marine Sanctuaries. See §§922.111(c), 922.165, 922.186, and 922.196, respectively, for the authority to issue emergency regulations with respect to those sanctuaries.

(113)

§922.45 Penalties.

(114) (a) Each violation of the NMSA or FKNMSPA, any regulation in this part, or any permit issued pursuant thereto, is subject to a civil penalty of not more than $100,000. Each day of a continuing violation constitutes a separate violation.

(115) (b) Regulations setting forth the procedures governing administrative proceedings for assessment of civil penalties, permit sanctions, and denials for enforcement reasons, issuance and use of written warnings, and release or forfeiture of seized property appear at 15 CFR part 904.

(116)

§922.46 Response costs and damages.

(117) Under section 312 of the Act, any person who destroys, causes the loss of, or injures any Sanctuary resource is liable to the United States for response costs and damages resulting from such destruction, loss or injury, and any vessel used to destroy, cause the loss of, or injure any Sanctuary resource is liable in rem to the United States for response costs and damages resulting from such destruction, loss or injury.

(118)

§922.47 Pre-existing authorizations or rights and certifications of pre-existing authorizations or rights.

(119) (a) Leases, permits, licenses, or rights of subsistence use or access in existence on the date of designation of any National Marine Sanctuary shall not be terminated by the Director. The Director may, however, regulate the exercise of such leases, permits, licenses, or rights consistent with the purposes for which the Sanctuary was designated.

(120) (b) The prohibitions listed in Subparts F through P, and Subpart R do not apply to any activity authorized by a valid lease, permit, license, approval or other authorization in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, and issued by any Federal, State or local authority of competent jurisdiction, or by any valid right of subsistence use or access in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, provided that the holder of such authorization or right complies with certification procedures and criteria promulgated at the time of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, and with any terms and conditions on the exercise of such authorization or right imposed by the Director as a condition of certification as the Director deems necessary to achieve the purposes for which the Sanctuary was designated.

(121)

§922.48 National Marine Sanctuary permits–application procedures and issuance criteria.

(122) (a) A person may conduct an activity prohibited by Subparts F through O, if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and Subparts F through O, as appropriate. For the Florida Keys National Marine Sanctuary, a person may conduct an activity prohibited by Subpart P if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under §922.166. For the Thunder Bay National Marine Sanctuary and Underwater Preserve, a person may conduct an activity prohibited by Subpart R in accordance with the scope, purpose, terms and conditions of a permit issued under §922.195.

(123) (b) Applications for permits to conduct activities otherwise prohibited by Subparts F through O should be addressed to the Director and sent to the address specified in Subparts F through O, or Subpart R, as appropriate. An application must include:

(124) (1) A detailed description of the proposed activity including a timetable for completion:

(125) (2) The equipment, personnel and methodology to be employed;

(126) (3) The qualifications and experience of all personnel;

(127) (4) The potential effects of the activity, if any, on Sanctuary resources and qualities; and

(128) (5) Copies of all other required licenses, permits, approvals or other authorizations.

(129) (c) Upon receipt of an application, the Director may request such additional information from the applicant as he or she deems necessary to act on the application and may seek the views of any persons or entity, within or outside the Federal government, and may hold a public hearing, as deemed appropriate.

(130) (d) The Director, at his or her discretion, may issue a permit, subject to such terms and conditions as he or she deems appropriate, to conduct a prohibited activity, in accordance with the criteria found in Subparts F through O, or Subpart R, as appropriate. The Director shall further impose, at a minimum, the conditions set forth in the relevant subpart.

(131) (e) A permit granted pursuant to this section is nontransferable.

(132) (f) The Director may amend, suspend, or revoke a permit issued pursuant to this section for good cause. The Director may deny a permit application pursuant to this section, in whole or in part, if it is determined that the permittee or applicant has acted in violation of the terms and conditions of a permit or of the regulations set forth in this section or Subparts F through O, Subpart R or for other good cause. Any such action shall be communicated in writing to the permittee or applicant by certified mail and shall set forth the reason(s) for the action taken. Procedures governing permit sanctions and denials for enforcement reasons are set forth in subpart D of 15 CFR part 904.

(133)

§922.49 Notification and review of applications for leases, licenses, permits, approvals or other authorizations to conduct a prohibited activity.

(134) (a) A person may conduct an activity prohibited by Subparts L through P, or Subpart R, if such activity is specifically authorized by any valid Federal, State, or local lease, permit, license, approval, or other authorization issued after the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary after the effective date of the regulations in Subpart P provided that:

(135) (1) The applicant notifies the Director, in writing, of the application for such authorization (and of any application for an amendment, renewal, or extension of such authorization) within fifteen (15) days of the date of filing of the application or the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P of this part, whichever is later;

(136) (2) The applicant complies with the other provisions of this §922.49;

(137) (3) The Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization (or amendment, renewal or extension); and

(138) (4) The applicant complies with any terms and conditions the Director deems reasonably necessary to protect Sanctuary resources and qualities.

(139) (b) Any potential applicant for an authorization described in Paragraph (a) of this section may request the Director to issue a finding as to whether the activity for which an application is intended to be made is prohibited by Subparts L through P, or Subpart R, as appropriate.

(140) (c) Notification of filings of applications should be sent to the Director, Office of Ocean and Coastal Resource Management at the address specified in Subparts L through P, or Subpart R as appropriate. A copy of the application must accompany the notification.

(141) (d) The Director may request additional information from the applicant as he or she deems reasonably necessary to determine whether to object to issuance of an authorization described in Paragraph (a) of this section, or what terms and conditions are reasonably necessary to protect Sanctuary resources and qualities. The information requested must be received by the Director within 45 days of the postmark date of the request. The Director may seek the views of any persons on the application.

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

(143) (f) The director may amend the terms and conditions deemed reasonably necessary to protect Sanctuary resources and qualities whenever additional information becomes available justifying such an amendment.

(144) (g) Any time limit prescribed in or established under this §922.49 may be extended by the Director for good cause.

(145) (h) The applicant may appeal any objection by or terms or conditions imposed by the Director, to the Assistant Administrator in accordance with the procedures set forth in §922.50.

(146)

§922.50 Appeals of administrative action.

(147) (a)(1) Except for permit actions taken for enforcement reasons (see subpart D of 15 CFR part 904 for applicable procedures), an applicant for, or a holder of, a National Marine Sanctuary permit; an applicant for, or a holder of, a Special Use permit pursuant to section 310 of the Act; a person requesting certification of an existing lease, permit, license or right of subsistence use or access under §922.47; or, for those Sanctuaries described in Subparts L through P and Subpart R, an applicant for a lease, permit, license or other authorization issued by any Federal, State, or local authority of competent jurisdiction (hereinafter appellant) may appeal to the Assistant Administrator:

(148) (i) The granting, denial, conditioning, amendment, suspension or revocation by the Director of a National Marine Sanctuary or Special Use permit;

(149) (ii) The conditioning, amendment, suspension or revocation of a certification under §922.47; or

(150) (iii) For those Sanctuaries described in Subparts L through P and Subpart R, the objection to issuance of the imposition of terms and conditions on a lease, permit, license or other authorization issued by any Federal, State, or local authority of competent jurisdiction.

(151) (2) For those National Marine Sanctuaries described in subparts F through K, any interested person may also appeal the same actions described in §922.50(a)(1)(i) and (ii). For appeals arising from actions taken with respect to these National Marine Sanctuaries, the term "appellant" includes any such interested persons.

(152) (b) An appeal under Paragraph (a) of this section must be in writing, state the action(s) by the Director appealed and the reason(s) for the appeal, and be received within 30 days of receipt of notice of the action by the Director. Appeals should be addressed to the Assistant Administrator for Ocean Services and Coastal Zone Management, NOAA 1305 East-West Highway, 13th Floor, Silver Spring, MD 20910.

(153) (c)(1) The Assistant Administrator may request the appellant to submit such information as the Assistant Administrator deems necessary in order for him or her to decide the appeal. The information requested must be received by the Assistant Administrator within 45 days of the postmark date of the request. The Assistant Administrator may seek the views of any other persons. For the Monitor National Marine Sanctuary, if the appellant has request a hearing, the Assistant Administrator shall grant an informal hearing. For all other National Marine Sanctuaries, the Assistant Administrator may determine whether to hold an informal hearing on the appeal. If the Assistant Administrator determines that an informal hearing should be held, the Assistant Administrator may designate an officer before whom the hearing shall be held.

(154) (2) The hearing officer shall give notice in the **Federal Register** of the time, place and subject matter of the hearing. The appellant and the Director may appear personally or by counsel at that hearing and submit

such material and present such arguments as deemed appropriate by the hearing officer. Within 60 days after the record for the hearing closes, the hearing officer shall recommend a decision in writing to the Assistant Administrator.

(155) (d) The Assistant Administrator shall decide the appeal using the same regulatory criteria as for the initial decision and shall base the appeal decision on the record before the Director and any information submitted regarding the appeal, and, if a hearing has been held, on the record before the hearing officer and the hearing officer's recommended decision. The Assistant Administrator shall notify the appellant of the final decision and the reason(s) therefore in writing. The Assistant Administrator's decision shall constitute final agency action for the purpose of the Administrative Procedure Act.

(156) (e) Any time limit prescribed in or established under this section other than the 30-day limit for filing an appeal may be extended by the Assistant Administrator or hearing office for good cause.

(157)

Subpart G–Channel Islands National Marine Sanctuary

(158)

§922.70 Boundary.

(159) The Channel Islands National Marine Sanctuary (Sanctuary) consists of an area of approximately 1,110 square nautical miles (nmi) of coastal and ocean waters, and the submerged lands thereunder, off the southern coast of California. The Sanctuary boundary begins at the Mean High Water Line of and extends seaward to a distance of approximately six nmi from the following islands and offshore rocks: San Miguel Island, Santa Cruz Island, Santa Rosa Island, Anacapa Island, Santa Barbara Island, Richardson Rock, and Castle Rock (the Islands). The seaward boundary coordinates are listed in Appendix A to this subpart.

(160)

§922.71 Definitions.

(161) In addition to those definitions found at 15 CFR 922.3, the following definitions apply to this subpart:

(162) *Cruise ship* means a vessel with 250 or more passenger berths for hire.

(163) *Graywater* means galley, bath or shower water.

(164) *Introduced species* means any species (including but not limited to any of its biological matter capable of propagation) that is non-native to the ecosystems of the Sanctuary; or any organism into which altered genetic matter, or genetic matter from another species, has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

(165) *Motorized personal watercraft* means a vessel, usually less than 16 feet in length, which uses an inboard, internal combustion engine powering a water jet pump as its primary source of propulsion. The vessel is intended to be operated by a person or persons sitting, standing or kneeling on the vessel, rather than within the confines of the hull. The length is measured from end to end over the deck excluding sheer, meaning a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline. Bow sprits, bumpkins, rudders, outboard motor brackets, and similar fittings or attachments, are not included in the measurement. Length is stated in feet and inches.

(166) *Oceangoing ship* means a private, commercial, government or military vessel of 300 gross registered tons or more, not including cruise ships.

(167) *Pelagic finfish* are defined as: Northern anchovy *(Engraulis mordax),* barracudas *(Sphyraena spp.),* billfishes (family*Istiophoridae),* dolphinfish *(Coryphaena hippurus),* Pacific herring *(Clupea pallasi),* jack mackerel *(Trachurus symmetricus),* Pacific mackerel *(Scomber japonicus),* salmon *(Oncorhynchus spp.),* Pacific sardine *(Sardinops sagax),* blue shark *(Prionace glauca),* salmon shark *(Lamna ditropis),* shortfin mako shark *(Isurus oxyrichus),* thresher sharks *(Alopias spp.),* swordfish *(Xiphias gladius),* tunas *(family Scombridae),* and yellowtail *(Seriola lalandi).*

(168) *Stowed and not available for immediate use* means not readily accessible for immediate use, e.g., by being securely covered and lashed to a deck or bulkhead, tied down, unbaited, unloaded, or partially disassembled (such as spear shafts being kept separate from spear guns).

(169)

§922.72 Prohibited or otherwise regulated activities–Sanctuary-wide.

(170) (a) Except as specified in paragraphs (b) through (e) of this section, the following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted:

(171) (1) Exploring for, developing, or producing hydrocarbons within the Sanctuary, except pursuant to leases executed prior to March 30, 1981, and except the laying of pipeline pursuant to exploring for, developing, or producing hydrocarbons.

(172) (2) Exploring for, developing, or producing minerals within the Sanctuary, except producing byproducts incidental to hydrocarbon production allowed by paragraph (a) (1) of this section.

(173) (3)(i) Discharging or depositing from within or into the Sanctuary any material or other matter except:

(174) (A) Fish, fish parts, or chumming materials (bait) used in or resulting from lawful fishing activity within the Sanctuary, provided that such discharge or deposit is during the conduct of lawful fishing activity within the Sanctuary;

(175) (B) For a vessel less than 300 gross registered tons (GRT), or an oceangoing ship without sufficient holding tank capacity to hold sewage while within the Sanctuary, biodegradable effluent generated incidental to vessel use

by an operable Type I or II marine sanitation device (U.S. Coast Guard classification) approved in accordance with section 312 of the Federal Water Pollution Control Act, as amended, (FWPCA), 33 U.S.C. 1321 et seq. Vessel operators must lock all marine sanitation devices in a manner that prevents discharge or deposit of untreated sewage;

(176) (C) Biodegradable matter from:

(177) (1) Vessel deck wash down;

(178) (2) Vessel engine cooling water;

(179) (3) Graywater from a vessel less than 300 gross registered tons;

(180) (4) Graywater from an oceangoing ship without sufficient holding tank capacity to hold graywater while within the Sanctuary;

(181) (D) Vessel engine or generator exhaust;

(182) (E) Effluent routinely and necessarily discharged or deposited incidental to hydrocarbon exploration, development, or production allowed by paragraph (a)(1) of this section; or

(183) (F) Discharge allowed under section 312(n) of the FWPCA.

(184) (ii) Discharging or depositing from beyond the boundary of the Sanctuary any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except those listed in paragraphs (a)(3)(i)(B) through (F) of this section and fish, fish parts, or chumming materials (bait) used in or resulting from lawful fishing activity there.

(185) (4) Drilling into, dredging, or otherwise altering the submerged lands of the Sanctuary, or constructing or placing any structure, material, or other matter on or in the submerged lands of the Sanctuary, except as incidental to and necessary to:

(186) (i) Anchor a vessel;

(187) (ii) Install an authorized navigational aid;

(188) (iii) Conduct lawful fishing activity;

(189) (iv) Lay pipeline pursuant to exploring for, developing or producing hydrocarbons; or

(190) (v) Explore for, develop, or produce hydrocarbons as allowed by paragraph (a)(1) of this section.

(191) (5) Abandoning any structure, material, or other matter on or in the submerged lands of the Sanctuary.

(192) (6) Except to transport persons or supplies to or from any Island, operating within one nmi of any Island any vessel engaged in the trade of carrying cargo, including, but not limited to, tankers and other bulk carriers and barges, any vessel engaged in the trade of servicing offshore installations, or any vessel of three hundred gross registered tons or more, except fishing or kelp harvesting vessels.

(193) (7) Disturbing marine mammals or seabirds by flying motorized aircraft at less than 1,000 feet over the waters within one nautical mile of any Island, except to engage in kelp bed surveys or to transport persons or supplies to or from an Island. Failure to maintain a minimum altitude of 1,000 feet above ground level over such waters is presumed to disturb marine mammals or seabirds.

(194) (8) Moving, removing, injuring, or possessing, or attempting to move, remove, injure, or possess a Sanctuary historical resource.

(195) (9) Taking any marine mammal, sea turtle, or sea bird within or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 et seq., Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 et seq., Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 et seq., or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(196) (10) Possessing within the Sanctuary (regardless of where taken from, moved, or removed from) any marine mammal, sea turtle, or seabird, except as authorized by the MMPA, ESA, MBTA, or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(197) (11) Marking, defacing, damaging, moving, removing, or tampering with any sign, notice, or placard, whether temporary or permanent, or any monument, stake, post, or other boundary marker related to the Sanctuary.

(198) (12) Introducing or otherwise releasing from within or into the Sanctuary an introduced species, except striped bass (Marone saxatilis) released during catch and release fishing activity.

(199) (13) Operating a motorized personal watercraft within waters of the Sanctuary that are coextensive with the Channel Islands National Park, established by 16 U.S.C. 410(ff).

(200) (b)(1) The prohibitions in paragraphs (a)(3) through (13) of this section and in §922.73 do not apply to military activities carried out by DOD as of the effective date of these regulations and specifically identified in section 3.5.9 (Department of Defense Activities) of the Final Channel Islands Marine Sanctuary Management Plan/ Final Environmental Impact Statement (FMP/FEIS), Volume II: Environmental Impact Statement, 2008, authored and published by NOAA ("pre-existing activities"). Copies of the document are available from the Channel Islands National Marine Sanctuary, 113 Harbor Way, Santa Barbara, CA 93109. Other military activities carried out by DOD may be exempted by the Director after consultation between the Director and DOD.

(201) (2) A military activity carried out by DOD as of the effective date of these regulations and specifically identified in the section entitled "Department of Defense Activities" of the FMP/FEIS is not considered a pre-existing activity if:

(202) (i) It is modified in such a way that requires the preparation of an environmental assessment or environmental impact statement under the National Environmental Policy Act, 42 U.S.C. 4321 et seq., relevant to a Sanctuary resource or quality;

(203) (ii) It is modified, including but not limited to changes in location or frequency, in such a way that its possible

adverse effects on Sanctuary resources or qualities are significantly greater than previously considered for the unmodified activity;

(204) (iii) It is modified, including but not limited to changes in location or frequency, in such a way that its possible adverse effects on Sanctuary resources or qualities are significantly different in manner than previously considered for the unmodified activity; or

(205) (iv) There are new circumstances or information relevant to a Sanctuary resource or quality that was not addressed in the FMP/FEIS.

(206) (3) In the event of destruction of, loss of, or injury to a Sanctuary resource or quality resulting from an incident, including, but not limited to, discharges, deposits, and groundings caused by a DOD activity, DOD, in coordination with the Director, must promptly prevent and mitigate further damage and must restore or replace the Sanctuary resource or quality in a manner approved by the Director.

(207) (4) All DOD activities must be carried out in a manner that avoids to the maximum extent practicable any adverse impacts on Sanctuary resources and qualities.

(208) (c) The prohibitions in paragraphs (a)(3) through (10), (a)(12), and (a)(13) of this section and in § 922.73 do not apply to any activity conducted under and in accordance with the scope, purpose, terms, and conditions of a National Marine Sanctuary permit issued pursuant to 15 CFR 922.48 and 922.74.

(209) (d) The prohibitions in paragraphs (a)(3) through (11) and (a)(13) of this section and in §922.73 do not apply to any activity necessary to respond to an emergency threatening life, property, or the environment.

(210) (e) The prohibitions in paragraphs (a)(3) through (11) and (a)(13) of this section and in § 922.73 do not apply to any activity necessary for valid law enforcement purposes in the Sanctuary.

(211)

§922.73 Additional prohibited or otherwise regulated activities–marine reserves and marine conservation area.

(212) (a) *Marine reserves*. The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted within a marine reserve, except as specified in paragraphs (b) through (e) of § 922.72:

(213) (1) Harvesting, removing, taking, injuring, destroying, collecting, moving, or causing the loss of any Sanctuary resource, or attempting any of these activities.

(214) (2) Possessing fishing gear on board a vessel unless such gear is stowed and not available for immediate use.

(215) (3) Possessing any Sanctuary resource, except legally harvested fish on board a vessel at anchor or in transit.

(216) (b) *Marine conservation area*. The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted within the marine conservation area as specified in paragraphs (b) through (e) of §922.72.

(217) (1) Harvesting, removing, taking, injuring, destroying, collecting, moving, or causing the loss of any Sanctuary resource, or attempting any of these activities, except:

(218) (i) Recreational fishing of pelagic finfish; or

(219) (ii) Commercial and recreational fishing for lobster.

(220) (2) Possessing fishing gear on board a vessel, except legal fishing gear used to fish for lobster or pelagic finfish unless such gear is stowed and not available for immediate use.

(221) (3) Possessing any Sanctuary resource except for legally harvested fish.

(222)

§922.74 Permit procedures and issuance criteria.

(223) (a) A person may conduct an activity prohibited by §922.72 (a)(3) through (10), (a)(12), and (a)(13), and §922.73, if such activity is specifically authorized by, and conducted in accordance with the scope, purpose, terms, and conditions of, a permit issued under §922.48 and this section.

(224) (b) The Director, at his or her sole discretion, may issue a permit, subject to terms and conditions as he or she deems appropriate, to conduct an activity prohibited by §922.72 (a)(3) through (10), (a)(12), and (a)(13), and §922.73, if the Director finds that the activity:

(225) (1) Is appropriate research designed to further understanding of Sanctuary resources and qualities;

(226) (2) Will further the educational value of the Sanctuary;

(227) (3) Will further salvage or recovery operations in or near the Sanctuary in connection with a recent air or marine casualty;

(228) (4) Will assist in managing the Sanctuary; or

(229) (5) Will further salvage or recovery operations in connection with an abandoned shipwreck in the Sanctuary title to which is held by the State of California.

(230) (c) The Director may not issue a permit under §922.48 and this section unless the Director also finds that:

(231) (1) The proposed activity will have at most short-term and negligible adverse effects on Sanctuary resources and qualities;

(232) (2) The applicant is professionally qualified to conduct and complete the proposed activity;

(233) (3) The applicant has adequate financial resources available to conduct and complete the proposed activity;

(234) (4) The duration of the proposed activity is no longer than necessary to achieve its stated purpose;

(235) (5) The methods and procedures proposed by the applicant are appropriate to achieve the goals of the proposed activity, especially in relation to the potential effects of the proposed activity on Sanctuary resources and qualities;

(236) (6) The proposed activity will be conducted in a manner compatible with the primary objective of protection of Sanctuary resources and qualities, considering the extent to which the conduct of the activity may diminish or

enhance Sanctuary resources and qualities, any potential indirect, secondary, or cumulative effects of the activity, and the duration of such effects;

(237) (7) The proposed activity will be conducted in a manner compatible with the value of the Sanctuary as a source of recreation and as a source of educational and scientific information, considering the extent to which the conduct of the activity may result in conflicts between different users of the Sanctuary and the duration of such effects;

(238) (8) It is necessary to conduct the proposed activity within the Sanctuary;

(239) (9) The reasonably expected end value of the proposed activity furthers Sanctuary goals and purposes and outweighs any potential adverse effects on Sanctuary resources and qualities from the conduct of the activity; and

(240) (10) Any other matters the Director deems appropriate do not make the issuance of a permit for the proposed activity inappropriate.

(241) (d) *Applications*. (1) Applications for permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Manager, Channel Islands National Marine Sanctuary, 113 Harbor Way, Santa Barbara, CA 93109.

(242) (2) In addition to the information listed in §922.48(b), all applications must include information the Director needs to make the findings in paragraphs (b) and (c) of this section.

(243) (e) In addition to any other terms and conditions that the Director deems appropriate, a permit issued pursuant to this section must require that the permittee agree to hold the United States harmless against any claims arising out of the conduct of the permitted activities.

(244)

Appendix A to Subpart G of Part 922 – Channel Islands National Marine Sanctuary Boundary Coordinates

(245)

[Coordinates listed in this Appendix are unprojected (Geographic) and based on the North American Datum of 1983.]

Point	Latitude	Longitude
1	33°56'28.9"N.	119°16'27.1"W.
2	33°58'03.9"N.	119°15'00.3"W.
3	34°01'33.8"N.	119°14'11.1"W.
4	34°04'24.2"N.	119°15'24.6"W.
5	34°06'06.6"N.	119°17'30.4"W.
6	34°06'54.8"N.	119°19'49.4"W.
7	34°06'57.9"N.	119°23'28.3"W.
8	34°06'51.6"N.	119°23'28.3"W.
9	34°07'01.6"N.	119°25'44.2"W.
10	34°06'59.9"N.	119°26'54.3"W.
11	34°08'02.0"N.	119°28'50.9"W.
12	34°08'17.7"N.	119°29'31.1"W.
13	34°08'52.2"N.	119°30'42.9"W.

[Coordinates listed in this Appendix are unprojected (Geographic) and based on the North American Datum of 1983.]

Point	Latitude	Longitude
14	34°09'03.0"N.	119°32'48.1"W.
15	34°09'16.2"N.	119°32'48.1"W.
16	34°09'16.2"N.	119°35'30.1"W.
17	34°09'05.1"N.	119°36'45.1"W.
18	34°08'02.7"N.	119°39'36.8"W.
19	34°08'46.8"N.	119°41'52.0"W.
20	34°09'35.5"N.	119°46'00.7"W.
21	34°09'32.6"N.	119°46'40.8"W.
22	34°09'33.4"N.	119°47'35.7"W.
23	34°09'43.6"N.	119°48'12.4"W.
24	34°10'10.6"N.	119°50'11.1"W.
25	34°10'21.5"N.	119°51'08.6"W.
26	34°10'33.1"N.	119°53'20.5"W.
27	34°10'36.5"N.	119°56'00.8"W.
28	34°10'21.2"N.	119°57'29.8"W.
29	34°08'07.2"N.	120°01'10.7"W.
30	34°08'13.1"N.	120°02'31.4"W.
31	34°07'47.7"N.	120°05'08.9"W.
32	34°07'29.3"N.	120°06'39.7"W.
33	34°07'30.6"N.	120°09'38.7"W.
34	34°06'36.2"N.	120°12'42.8"W.
35	34°06'40.6"N.	120°13'37.4"W.
36	34°08'10.7"N.	120°15'10.5"W.
37	34°09'12.2"N.	120°17'10.5"W.
38	34°09'50.6"N.	120°17'35.1"W.
39	34°10'37.3"N.	120°18'24.1"W.
40	34°12'17.7"N.	120°18'24.1"W.
41	34°12'17.7"N.	120°23'17.8"W.
42	34°12'25.4"N.	120°25'4.8"W.
43	34°12'18.7"N.	120°25'42.9"W.
44	34°11'33.1"N.	120°27'37.4"W.
45	34°12'19.4"N.	120°30'26.2"W.
46	34°12'17.4"N.	120°32'23.5"W.
47	34°10'54.5"N.	120°36'1.4"W.
48	34°06'07.4"N.	120°38'31.4"W.
49	34°04'53.4"N.	120°38'20.1"W.
50	34°03'30.5"N.	120°37'43.0"W.
51	34°01'09.8"N.	120°35'08.4"W.
52	34°00'48.5"N.	120°34'28.7"W.
53	33°59'13.1"N.	120°33'56.9"W.
54	33°57'01.4"N.	120°31'58.1"W.
55	33°55'36.9"N.	120°27'40.7"W.
56	33°55'30.0"N.	120°25'18.1"W.
57	33°54'50.5"N.	120°22'33.0"W.
58	33°55'01.6"N.	120°19'30.2"W.
59	33°54'34.4"N.	120°18'30.8"W.
60	33°53'23.1"N.	120°17'43.4"W.
61	33°50'39.9"N.	120°15'17.3"W.

[Coordinates listed in this Appendix are unprojected (Geographic) and based on the North American Datum of 1983.]

Point	Latitude	Longitude
62	33°49'53.2"N.	120°13'45.3"W.
63	33°49'03.4"N.	120°12'10.2"W.
64	33°48'36.1"N.	120°11'14.3"W.
65	33°47'39.3"N.	120°08'03.1"W.
66	33°47'37.6"N.	120°06'07.4"W.
67	33°47'59.3"N.	120°04'11.8"W.
68	33°48'38.7"N.	120°02'36.6"W.
69	33°48'52.2"N.	120°01'53.6"W.
70	33°50'28.5"N.	119°57'54.2"W.
71	33°50'55.1"N.	119°55'23.3"W.
72	33°52'11.7"N.	119°52'59.8"W.
73	33°51'43.0"N.	119°52'59.8"W.
74	33°51'43.0"N.	119°48'00.0"W.
75	33°51'39.9"N.	119°47'24.6"W.
76	33°51'48.6"N.	119°46'16.6"W.
77	33°51'35.8"N.	119°44'38.0"W.
78	33°51'44.3"N.	119°41'16.1"W.
79	33°52'23.8"N.	119°39'18.1"W.
80	33°53'09.3"N.	119°37'34.2"W.
81	33°53'12.7"N.	119°35'39.2"W.
82	33°53'17.1"N.,	119°34'58.0"W.
83	33°53'38.9"N.	119°32'54.9"W.
84	33°54'02.3"N.	119°31'09.6"W.
85	33°54'07.1"N.	119°30'57.9"W.
86	33°54'07.1"N.	119°25'59.1"W.
87	33°54'21.0"N.	119°25'59.1"W.
88	33°54'15.2"N.	119°25'27.1"W.
89	33°54'07.8"N.	119°24'26.2"W.
90	33°54'04.7"N.	119°23'01.4"W.
91	33°54'13.3"N.	119°21'47.9"W.
92	33°54'22.8"N.	119°21'12.4"W.
93	33°54'46.9"N.	119°19'58.0"W.
94	33°55'05.8"N.	119°19'19.4"W.
95	33°28'57.0"N.	119°10'07.4"W.
96	33°26'32.4"N.	119°10'04.6"W.
97	33°24'19.9"N.	119°08'55.6"W.
98	33°23'26.1"N.	119°07'58.1"W.
99	33°22'04.9"N.	119°05'20.0"W.
100	33°21'49.5"N.	119°04'04.9"W.
101	33°21'44.6"N.	119°02'53.2"W.
102	33°21'47.5"N.	119°02'12.1"W.
103	33°21'47.5"N.	118°54'31.6"W.
104	33°28'30.0"N.	118°54'31.6"W.
105	33°29'02.9"N.	118°54'25.6"W.
106	33°31'27.9"N.	118°54'53.7"W.
107	33°32'18.0"N.	118°55'21.7"W.
108	33°35'10.1"N.	118°59'43.4"W.
109	33°35'24.6"N.	119°01'25.4"W.

[Coordinates listed in this Appendix are unprojected (Geographic) and based on the North American Datum of 1983.]

Point	Latitude	Longitude
110	33°35'06.5"N.	119°04'02.8"W.
111	33°34'48.3"N.	119°05'06.7"W.
112	33°32'37.2"N.	119°08'40.5"W.
113	33°30'41.7"N.	119°09'49.2"W.

(246)

Subpart H–Greater Farallones National Marine Sanctuary

(247)

§922.80 Boundary.

(248) (a) Greater Farallones National Marine Sanctuary (Sanctuary) encompasses an area of approximately 2,488 square nautical miles (3,295 square miles) of coastal and ocean waters, and submerged lands thereunder, surrounding the Farallon Islands and Noonday Rock along the northern coast of California. The precise boundary coordinates are listed in appendix A to this subpart.

(249)

§922.81 Definitions.

(250) In addition to those definitions found at §922.3, the following definitions apply to this subpart:

(251) *Attract or attracting* means the conduct of any activity that lure or may lure any animal in the Sanctuary by using food, bait, chum, dyes, decoys (*e.g.*, surfboards or body boards used as decoys), acoustics or any other means, except the mere presence of human beings (*e.g.*, swimmers, divers, boaters, kayakers, surfers).

(252) *Clean* means not containing detectable levels of harmful matter.

(253) *Cruise ship* means a vessel with 250 or more passenger berths for hire.

(254) *Deserting* means leaving a vessel aground or adrift without notification to the Director of the vessel going aground or becoming adrift within 12 hours of its discovery and developing and presenting to the Director a preliminary salvage plan within 24 hours of such notification, after expressing or otherwise manifesting intention not to undertake or to cease salvage efforts, or when the owner/operator cannot after reasonable efforts by the Director be reached within 12 hours of the vessel's condition being reported to authorities; or leaving a vessel at anchor when its condition creates potential for a grounding, discharge, or deposit and the owner/operator fails to secure the vessel in a timely manner.

(255) *Harmful matter* means any substance, or combination of substances, that because of its quantity, concentration, or physical, chemical, or infectious characteristics may pose a present or potential threat to Sanctuary resources or qualities, including but not limited to: fishing nets, fishing line, hooks, fuel, oil, and those contaminants

(regardless of quantity) listed pursuant to 42 U.S.C. 101(14) of the Comprehensive Environmental Response, Compensation and Liability Act at 40 CFR 302.4.

(256) *Introduced species* means any species (including, but not limited to, any of its biological matter capable of propagation) that is non-native to the ecosystems of the Sanctuary; or any organism into which altered genetic matter, or genetic matter from another species, has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

(257) *Motorized personal watercraft* means a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner of sitting or standing inside the vessel.

(258) *Routine maintenance* means customary and standard procedures for maintaining docks or piers.

(259) *Seagrass* means any species of marine angiosperms (flowering plants) that inhabit portions of the submerged lands in the Sanctuary. Those species include, but are not limited to: *Zostera asiatica* and *Zostera marina*.

(260) *Special Wildlife Protection Zones* are areas surrounding or adjacent to high abundance of white sharks, breeding pinnipeds (seals and sea lions) or high abundance and high biological diversity of breeding birds that are susceptible to human caused disturbance, including federally listed and specially protected species. Coordinates for Special Wildlife Protection Zones are found in appendix C of this Subpart.

(261)

§922.82 Prohibited or otherwise regulated activities.

(262) (a) The following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within the Sanctuary:

(263) (1) Exploring for, developing, or producing oil, gas or minerals.

(264) (2) Discharging or depositing from within or into the Sanctuary, other than from a cruise ship, any material or other matter except:

(265) (i) Fish, fish parts, or chumming materials (bait) used in or resulting from lawful fishing activity within the Sanctuary, provided that such discharge or deposit is during the conduct of lawful fishing activity within the Sanctuary;

(266) (ii) For a vessel less than 300 gross registered tons (GRT), or a vessel 300 GRT or greater without sufficient holding tank capacity to hold sewage while within the Sanctuary, clean effluent generated incidental to vessel use by an operable Type I or II marine sanitation device (U.S. Coast Guard classification) that is approved in accordance with section 312 of the Federal Water Pollution Control Act, as amended (FWPCA), 33 U.S.C. 1322. Vessel operators must lock all marine sanitation devices in a manner that prevents discharge or deposit of untreated sewage;

(267) (iii) Clean vessel deck wash down, clean vessel engine cooling water, clean vessel generator cooling water, clean bilge water, or anchor wash;

(268) (iv) For a vessel less than 300 GRT or a vessel 300 GRT or greater without sufficient holding capacity to hold graywater while within the Sanctuary, clean graywater as defined by section 312 of the FWPCA; or

(269) (v) Vessel engine or generator exhaust.

(270) (3) Discharging or depositing from within or into the Sanctuary any material or other matter from a cruise ship except clean vessel engine cooling water, clean vessel generator cooling water, vessel engine or generator exhaust, clean bilge water, or anchor wash.

(271) (4) Discharging or depositing, from beyond the boundary of the Sanctuary, any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except for the material or other matter excepted in paragraphs (a)(2)(i) through (v) and (a)(3) of this section.

(272) (5) Constructing any structure other than a navigation aid on or in the submerged lands of the Sanctuary; placing or abandoning any structure on or in the submerged lands of the Sanctuary; or drilling into, dredging, or otherwise altering the submerged lands of the Sanctuary in any way, except:

(273) (i) By anchoring vessels (in a manner not otherwise prohibited by this part (see paragraph (a)(16) of this section);

(274) (ii) While conducting lawful fishing activities;

(275) (iii) Routine maintenance and construction of docks and piers on Tomales Bay; or

(276) (iv) Aquaculture activities conducted pursuant to a valid lease, permit, license or other authorization issued by the State of California.

(277) (6) Operating motorized personal watercraft (MPWC) anywhere in Bodega Bay and anywhere in the Sanctuary south of 38.29800 degrees North Latitude (the southernmost tip of Bodega Head), except for emergency search and rescue missions or law enforcement operations (other than routine training activities) carried out by the National Park Service, U.S. Coast Guard, Fire or Police Departments or other Federal, State or local jurisdictions.

(278) (7) Taking any marine mammal, sea turtle, or bird within or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 *et seq*., Endangered Species Act (ESA), as amended, 16 U.S.C. 1531 *et seq*., Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 *et seq*., or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(279) (8) Possessing within the Sanctuary (regardless of where taken, moved or removed from), any marine mammal, sea turtle, or bird taken, except as authorized by the MMPA, ESA, MBTA, by any regulation, as amended, promulgated under the MMPA, ESA, or MBTA, or as necessary for valid law enforcement purposes.

(280) (9) Possessing, moving, removing, or injuring, or attempting to possess, move, remove or injure, a Sanctuary historical resource.

(281) (10) Introducing or otherwise releasing from within or into the Sanctuary an introduced species, except:

(282) (i) Striped bass (*Morone saxatilis*) released during catch and release fishing activity; or

(283) (ii) Species cultivated by commercial shellfish aquaculture activities in Tomales Bay pursuant to a valid lease, permit, license or other authorization issued by the State of California. Tomales Bay is defined in §922.80. The coordinates for the northern terminus of Tomales Bay are listed in appendix C to this subpart.

(284) (11) Disturbing marine mammals or seabirds by flying motorized aircraft at less than 1,000 feet over the waters within any of the seven designated Special Wildlife Protection Zones described in appendix D to this subpart, except transiting Zone 6 to transport persons or supplies to or from Southeast Farallon Island authorized by the U.S. Fish and Wildlife Service, Farallon National Wildlife Refuge, or for enforcement purposes. Failure to maintain a minimum altitude of 1,000 feet above ground level over such waters is presumed to disturb marine mammals or seabirds.

(285) (12) Operating any vessel engaged in the trade of carrying cargo within any area designated Special Wildlife Protection Zone or within one nautical mile from these zones. The coordinates are listed in appendix E to this subpart. This includes but is not limited to tankers and other bulk carriers and barges, or any vessel engaged in the trade of servicing offshore installations, except to transport persons or supplies to or from the Farallon Islands. In no event shall this section be construed to limit access for fishing, recreational or research vessels.

(286) (13) Attracting a white shark anywhere in the Sanctuary; or approaching within 50 meters of any white shark within Special Wildlife Protection Zone 6 and 7 or within one nautical mile from these zones The coordinates are listed in appendix F to this subpart.

(287) (14) Deserting a vessel aground, at anchor, or adrift in the Sanctuary.

(288) (15) Leaving harmful matter aboard a grounded or deserted vessel in the Sanctuary.

(289) (16) Anchoring a vessel in a designated seagrass protection zone in Tomales Bay, except as necessary for aquaculture operations conducted pursuant to a valid lease, permit or license. The coordinates for the noanchoring seagrass protection zones are listed in Appendix B to this subpart.

(290) (17) Interfering with, obstructing, delaying, or preventing an investigation, search, seizure, or disposition of seized property in connection with enforcement of the Act or any regulation or permit issued under the Act.

(291) (b) All activities currently carried out by the Department of Defense within the Sanctuary are essential for the national defense and, therefore, not subject to the prohibitions in this section. The exemption of additional activities shall be determined in consultation between the Director and the Department of Defense.

(292) (c) The prohibitions in paragraph (a) of this section do not apply to activities necessary to respond to an emergency threatening life, property, or the environment.

(293) (d) The prohibitions in paragraphs (a)(2) through (9) and (a)(11) through (16) of this section do not apply to any activity executed in accordance with the scope, purpose, terms, and conditions of a National Marine Sanctuary permit issued pursuant to §§922.48 and 922.83 or a Special Use permit issued pursuant to section 310 of the Act.

(294)

§922.83 Permit procedures and issuance criteria.

(295) (a) A person may conduct an activity prohibited by §922.82(a)(2) through (9) and (a)(11) through (16) if such activity is specifically authorized by, and conducted in accordance with the scope, purpose, terms and conditions of, a permit issued under §922.48 and this section.

(296) (b) The Director, at his or her discretion, may issue a National Marine Sanctuary permit under this section, subject to terms and conditions as he or she deems appropriate, if the Director finds that the activity will:

(297) (1) Further research or monitoring related to Sanctuary resources and qualities;

(298) (2) Further the educational value of the Sanctuary;

(299) (3) Further salvage or recovery operations; or

(300) (4) Assist in managing the Sanctuary.

(301) (c) In deciding whether to issue a permit, the Director shall consider factors such as:

(302) (1) The applicant is qualified to conduct and complete the proposed activity;

(303) (2) The applicant has adequate financial resources available to conduct and complete the proposed activity;

(304) (3) The methods and procedures proposed by the applicant are appropriate to achieve the goals of the proposed activity, especially in relation to the potential effects of the proposed activity on Sanctuary resources and qualities;

(305) (4) The proposed activity will be conducted in a manner compatible with the primary objective of protection of Sanctuary resources and qualities, considering the extent to which the conduct of the activity may diminish or enhance Sanctuary resources and qualities, any potential indirect, secondary or cumulative effects of the activity, and the duration of such effects;

(306) (5) The proposed activity will be conducted in a manner compatible with the value of the Sanctuary, considering the extent to which the conduct of the activity may result in conflicts between different users of the Sanctuary, and the duration of such effects;

(307) (6) It is necessary to conduct the proposed activity within the Sanctuary;

(308) (7) The reasonably expected end value of the proposed activity to the furtherance of Sanctuary goals and purposes outweighs any potential adverse effects on

Sanctuary resources and qualities from the conduct of the activity; and

(309) (8) Any other factors as the Director deems appropriate.

(310) (d) *Applications*. (1) Applications for permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Superintendent, Greater Farallones National Marine Sanctuary, 991 Marine Dr., The Presidio, San Francisco, CA 94129.

(311) (2) In addition to the information listed in §922.48(b), all applications must include information to be considered by the Director in paragraph (b) and (c) of this section.

(312) (e) The permittee must agree to hold the United States harmless against any claims arising out of the conduct of the permitted activities.

(313)

§922.84 Certification of preexisting leases, licenses, permits, approvals, other authorizations, or rights to conduct a prohibited activity.

(314) (a) A person may conduct an activity prohibited by §922.82(a)(1) through (17) if such activity is specifically authorized by a valid Federal, State, or local lease, permit, license, approval, or other authorization in existence prior to the effective date of sanctuary expansion and within the sanctuary expansion area and complies with §922.47 and provided that the holder of the lease, permit, license, approval, or other authorization complies with the requirements of paragraph (e) of this section.

(315) (b) In considering whether to make the certifications called for in this section, the Director may seek and consider the views of any other person or entity, within or outside the Federal government, and may hold a public hearing as deemed appropriate.

(316) (c) The Director may amend, suspend, or revoke any certification made under this section whenever continued operation would otherwise be inconsistent with any terms or conditions of the certification. Any such action shall be forwarded in writing to both the holder of the certified permit, license, or other authorization and the issuing agency and shall set forth reason(s) for the action taken.

(317) (d) Requests for findings or certifications should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Sanctuary Superintendent, Greater Farallones National Marine Sanctuary, 991 Marine Drive, The Presidio, San Francisco, CA 94129. A copy of the lease, permit, license, approval, or other authorization must accompany the request.

(318) (e) For an activity described in paragraph (a) of this section, the holder of the authorization or right may conduct the activity prohibited by §922.82 (a)(1) through (17) provided that:

(319) (1) The holder of such authorization or right notifies the Director, in writing, within 90 days of the effective date of Sanctuary designation, of the existence of such authorization or right and requests certification of such authorization or right;

(320) (2) The holder complies with the other provisions of this section; and

(321) (3) The holder complies with any terms and conditions on the exercise of such authorization or right imposed as a condition of certification, by the Director, to achieve the purposes for which the Sanctuary was designated.

(322) (f) The holder of an authorization or right described in paragraph (a) of this section authorizing an activity prohibited by §922.82 may conduct the activity without being in violation of applicable provisions of §922.82, pending final agency action on his or her certification request, provided the holder is otherwise in compliance with this section.

(323) (g) The Director may request additional information from the certification requester as he or she deems reasonably necessary to condition appropriately the exercise of the certified authorization or right to achieve the purposes for which the Sanctuary was designated. The Director must receive the information requested within 45 days of the postmark date of the request. The Director may seek the views of any persons on the certification request.

(324) (h) The Director may amend any certification made under this section whenever additional information becomes available that he determines justifies such an amendment.

(325) (i) Upon completion of review of the authorization or right and information received with respect thereto, the Director shall communicate, in writing, any decision on a certification request or any action taken with respect to any certification made under this section, in writing, to both the holder of the certified lease, permit, license, approval, other authorization, or right, and the issuing agency, and shall set forth the reason(s) for the decision or action taken.

(326) (j) The holder may appeal any action conditioning, amending, suspending, or revoking any certification in accordance with the procedures set forth in §922.50.

(327) (k) Any time limit prescribed in or established under this section may be extended by the Director for good cause.

(328)

§922.85 Review of State permits and leases for certain aquaculture projects.

(329) NOAA has described in a Memorandum of Agreement (MOA) with the State of California how the State will consult and coordinate with NOAA to review any new, amended or expanded lease or permit application for aquaculture projects in Tomales Bay involving introduced species.

(330)

Appendix A to Subpart H of Part 922 – Greater

Farallones National Marine Sanctuary Boundary Coordinates

(331) Coordinates listed in this appendix are unprojected (Geographic) and based on the North American Datum of 1983.

(332)

Point	Latitude	Longitude
1	39.00000	-124.33350
2	38.29989	-123.99988
3	38.29989	-123.20005
4	38.26390	-123.18138
5	38.21001	-123.11913
6	38.16576	-123.09207
7	38.14072	-123.08237
8	38.12829	-123.08742
9	38.10215	-123.09804
10	38.09069	-123.10387
11	38.07898	-123.10924
12	38.06505	-123.11711
13	38.05202	-123.12827
14	37.99227	-123.14137
15	37.98947	-123.23615
16	37.95880	-123.32312
17	37.90464	-123.38958
18	37.83480	-123.42579
19	37.76687	-123.42694
20	37.75932	-123.42686
21	37.68892	-123.39274
22	37.63356	-123.32819
23	37.60123	-123.24292
24	37.59165	-123.22641
25	37.56305	-123.19859
26	37.52001	-123.12879
27	37.50819	-123.09617
28	37.49418	-123.00770
29	37.50948	-122.90614
30	37.52988	-122.85988
31	37.57147	-122.80399
32	37.61622	-122.76937
33	37.66641	-122.75105
34*	37.88225	-122.62753
35*	38.35045	-123.06711
36*	38.35665	-123.06724
37*	38.44575	-123.12602
38*	38.45531	-123.13469
39*	38.76231	-123.52957
40*	38.76941	-123.53541
41*	38.91136	-123.71061
42*	38.91766	-123.72568
43*	38.95404	-123.73405
44*	38.95944	-123.71820
45*	39.00000	-123.69710
46*	39.00000	-124.33350

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the sanctuary boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(333)

Appendix B to Subpart H of Part 922 – No Anchoring Seagrass Protection Zones in Tomales Bay

(334) Coordinates listed in this appendix are unprojected (Geographic) and based on the North American Datum of 1983.

(335) (1) No-Anchoring Seagrass Protection Zone 1 encompasses an area of approximately .11 square nautical miles (.15 square miles) offshore south of Millerton Point. The precise boundary coordinates are listed in the table following this description. The eastern boundary is a straight line arc that connects points 1 and 2 listed in the coordinate table below. The southern boundary is a straight line arc that connects points 2 and 3, the western boundary is a straight line arc that connects points 3 and 4 and the northern boundary is a straight line arc that connects point 4 to point 5.

(336)

Zone 1 Point ID	Latitude	Longitude
1	38.10571	-122.84565
2	38.09888	-122.83603
3	38.09878	-122.84431
4	38.10514	-122.84904
5	38.10571	-122.84565

(337) (2) No-Anchoring Seagrass Protection Zone 2 encompasses an area of approximately .15 square nautical miles (.19 square miles) that begins just south of Marconi and extends approximately 1.6 nautical miles (1.9 miles) south along the eastern shore of Tomales Bay. The precise boundary coordinates are listed in the table following this description. The western boundary is a series of straight line arcs that sequentially connect point 1 to point 5 listed in the coordinate table below. The southern boundary is a straight line arc that extends from point 5 towards point 6 until it intersects the Mean High Water Line. From this intersection the eastern boundary follows the Mean High Water Line north until it intersects the straight line arc that connects point 7 to point 8. From this intersection the northern boundary extends to point 8.

(338)

Zone 2 Point ID	Latitude	Longitude
1	38.13326	-122.87178
2	38.12724	-122.86488
3	38.12563	-122.86480
4	38.11899	-122.86731
5	38.11386	-122.85851
6*	38.11608	-122.85813
7*	38.14078	-122.87433

Zone 2 Point ID	Latitude	Longitude
8	38.13326	-122.87178

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(339) (3) No-Anchoring Seagrass Protection Zone 3 encompasses an area of approximately .01 square nautical miles (.02 square miles) that begins just south of Marshall and extends approximately .5 nautical miles (.6 miles) south along the eastern shore of Tomales Bay. The precise boundary coordinates are listed in the table following this description. The western boundary is a straight line arc that connects point 1 to point 2 listed in the coordinate table below. The southern boundary is a straight line arc that extends from point 2 towards point 3 until it intersects the Mean High Water Line. From this intersection the eastern boundary follows the Mean High Water Line northward until it intersects the straight line arc that connects point 4 to point 5. From this intersection the northern boundary extends westward along the straight line arc that connects point 4 to point 5.

(340)

Zone 3 Point ID	Latitude	Longitude
1	38.15956	-122.89573
2	38.15250	-122.89042
3*	38.15292	-122.88984
4*	38.16031	-122.89442
5	38.15956	-122.89573

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(341) (4) No-Anchoring Seagrass Protection Zone 4 is an area of approximately .18 square nautical miles (.21 square miles) that begins just north of Nicks Cove and extends approximately 2.7 nautical miles (3.1 miles) south along the eastern shore of Tomales Bay to just south of Cypress Grove. The precise boundary coordinates are listed in the table following this description. The western boundary is a series of straight line arcs that sequentially connect point 1 to point 8 listed in the coordinate table below. The southern boundary is a straight line arc that extends from point 8 towards point 9 until it intersects the Mean High Water Line. From this intersection the eastern boundary follows the Mean High Water Line north until it intersects the straight line arc that connects point 10 to point 11. From this intersection the northern boundary extends westward along the straight line arc that connects point 10 to point 11.

(342)

Zone 4 Point ID	Latitude	Longitude
1	38.20004	-122.92315
2	38.18881	-122.91740
3	38.18651	-122.91404
4	38.17919	-122.91021
5	38.17450	-122.90545
6	38.16869	-122.90475
7	38.16535	-122.90308
8	38.16227	-122.89650
9*	38.16266	-122.89620
10*	38.20080	-122.92174
11	38.20004	-122.92315

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(343) (5) No-Anchoring Seagrass Protection Zone 5 encompasses an area of approximately 1.3 square nautical miles (1.6 square miles) that begins east of Lawson's Landing and extends approximately 2.7 nautical miles (3.1 miles) east and south along the eastern shore of Tomales Bay but excludes areas adjacent (approximately .32 nautical miles or .37 miles) to the mouth of Walker Creek. The precise boundary coordinates are listed in the table following this description. The western boundary is a series of straight line arcs that sequentially connect point 1 to point 3 listed in the coordinate table below. From point 3 the southern boundary trends eastward along the straight line arc that connects point 3 to point 4 until it intersects the Mean High Water Line. From this intersection the boundary follows the Mean High Water Line northward until it intersects the straight line arc that connects point 5 to point 6. From this intersection the boundary extends westward along the straight line arc that connects point 5 to point 6. From point 6 the boundary follows the straight line arc that connects point 6 to point 7, and then extends along the straight line arc that connects point 7 to point 8 until it again intersects the Mean High Water Line. From this intersection the boundary follows the Mean High Water Line until it intersects the straight line arc that connects point 9 to point 10. From this intersection the boundary extends to point 10 along the straight line arc that connects point 9 to point 10.

(344)

Zone 5 Point ID	Latitude	Longitude
1	38.21825	-122.96041
2	38.20666	-122.94397
3	38.19431	-122.93431
4*	38.20080	-122.92174
5*	38.20522	-122.92446
6	38.20366	-122.93246
7	38.20938	-122.94153
8*	38.21599	-122.93742
9*	38.23129	-122.96293
10	38.21825	-122.96041

Zone 5 Point ID	Latitude	Longitude

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(345) (6) No-Anchoring Seagrass Protection Zone 6 encompasses an area of approximately .01 square nautical miles (.02 square miles) in the vicinity of Indian Beach along the western shore of Tomales Bay. The precise boundary coordinates are listed in the table following this description. The eastern boundary is a straight line arc that connects point 1 to point 2 listed in the coordinate table below. The southern boundary extends westward along the straight line arc that connects point 2 to point 3 until it intersects the Mean High Water Line. From this intersection the eastern boundary follows the Mean High Water Line northward until it intersects the straight line arc that connects point 3 to point 4. From this intersection the northern boundary extends eastward along the straight line arc that connects point 4 to point 5.

(346)

Zone 6 Point ID	Latitude	Longitude
1	38.14103	-122.89537
2	38.13919	-122.89391
3*	38.13804	-122.89610
4*	38.14033	-122.89683
5	38.14103	-122.89537

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(347) (7) No-Anchoring Seagrass Protection Zone 7 encompasses an area of approximately .09 square nautical miles (.12 square miles) that begins just south of Pebble Beach and extends approximately 1.6 nautical miles (1.9 miles) south along the western shore of Tomales Bay. The precise boundary coordinates are listed in the table following this description. The eastern boundary is a series of straight line arcs that sequentially connect point 1 to point 5 listed in the coordinate table below. The southern boundary extends along the straight line arc that connects point 5 to point 6 until it intersects the Mean High Water Line. From this intersection the western boundary extends north along the Mean High Water Line until it intersects the straight line arc that connects point 7 to point 8. From this intersection the northern boundary extends eastward along the straight line arc that connects point 7 to point 8.

(348)

Zone 7 Point ID	Latitude	Longitude
1	38.13067	-122.88620
2	38.12362	-122.87984
3	38.11916	-122.87491
4	38.11486	-122.86896
5	38.11096	-122.86468
6*	38.11027	-122.86551
7*	38.13001	-122.88749
8	38.13067	-122.88620

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(349)

Appendix C to Subpart H of Part 922 – Northern Extent of Tomales Bay

(350) For the purpose of §922.85(a)(10)(ii), NOAA is codifying the northern geographical extent of Tomales Bay via a line running from Avalis Beach (Point 1) east to Sand Point (Point 2). Coordinates listed in this Appendix are unprojected (geographic) and based on the North American Datum of 1983.

(351)

Point ID No. Tomales Bay Boundary	Latitude	Longitude
1	38.23165	-122.98148
2	38.23165	-122.96955

(352)

Appendix D to Subpart H of Part 922 – Special Wildlife Protection Zones Within the Sanctuary

(353) Coordinates listed in this appendix are unprojected (Geographic) and based on the North American Datum of 1983.

(354) (1) Special Wildlife Protection Zone 1 (SWPZ 1) encompasses an area of approximately 7.9 square nautical miles (10.5 square miles). The precise boundary coordinates are listed in the table following this description. The western boundary of SWPZ 1 extends south from Point 1, west of Haven's Neck in Mendocino County, to Point 2, west of Del Mar Point. The boundary then extends east from Point 2 along a straight line arc connecting Point 2 and Point 3 until it intersects the Mean High Water Line at Del Mar Point. The SWPZ 1 boundary then turns north to follow the Mean High Water Line towards Haven's Neck and continues until it intersects a straight line arc connecting Point 4 and Point 5. From this intersection the Sanctuary boundary continues west along its northernmost extent to Point 5.

(355)

Zone 1 Point ID	Latitude	Longitude
1	38.80865	-123.63227
2	38.74096	-123.54306
3*	38.74096	-123.51051
4*	38.80865	-123.60195
5	38.80865	-123.63227

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(356) (2) Special Wildlife Protection Zone 2 (SWPZ 2) encompasses an area of approximately 16.2 square nautical miles (21.4 square miles). The precise boundary coordinates are listed in the table following this description. The western boundary of SWPZ 2 extends south and east from Point 1, south of Windermere Point in Sonoma County, to Point 2 and then to Point 3 in sequence. Point 3 is west of Duncans Point in Sonoma County. The boundary then extends east from Point 3 along a straight line arc connecting Point 3 and Point 4 until it intersects the Mean High Water Line at Duncans Point. The boundary then turns north to follow the Mean High Water Line towards Windermere Point until it intersects a straight line arc connecting Point 5 and Point 6. From this intersection the boundary continues due south along a straight line arc to Point 6.

(357)

Zone 2 Point ID	Latitude	Longitude
1	38.49854	-123.26804
2	38.45095	-123.18564
3	38.39311	-123.12068
4*	38.39311	-123.09527
5*	38.52487	-123.26804
6	38.49854	-123.26804

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(358) (3) Special Wildlife Protection Zone 3 (SWPZ 3) encompasses an area of approximately 7 square nautical miles (9.3 square miles). The precise boundary coordinates are listed in the table following this description. The western boundary of SWPZ 3 extends south and east from Point 1, southwest of the Estero de San Antonio in Sonoma County, to Point 2, south of Tomales Point in Marin County. The boundary then extends north and east from Point 2 along a straight line arc connecting Point 2 and Point 3 until it intersects the boundary of the Point Reyes National Seashore. From this intersection the SWPZ 3 boundary follows the Point Reyes National Seashore boundary around Tomales Point into Tomales Bay and continues until it again intersects the straight line arc that connects Point 2 and Point 3. From this intersection the SWPZ 3 boundary follows the straight line arc north and east toward Point 3 until it intersects the Mean High Water Line at Toms Point in Tomales Bay. The SWPZ 3 boundary then follows the Mean High Water Line northward towards the Estero de San Antonio until it intersects the straight line arc that connects Point 4 and Point 5. From this intersection the Sanctuary boundary continues south and west to Point 5.

(359)

Zone 3 Point ID	Latitude	Longitude
1	38.24001	-123.02963
2	38.19249	-122.99523
3*	38.21544	-122.95286
4*	38.27011	-122.97840
5	38.24001	-123.02963

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(360) (4) Special Wildlife Protection Zone 4 (SWPZ 4) encompasses an area of approximately 10.2 square nautical miles (13.5 square miles). The precise boundary coordinates are list in the table following this description. The western boundary of SWPZ 4 extends south and west from Point 1, west of Point Reyes in Marin County, to Point 2, south and west of Point Reyes Lighthouse. The boundary then follows a straight line arc east and south from Point 2 to Point 3. From Point 3 the boundary follows a straight line arc north to Point 4. From Point 4 the SWPZ 4 boundary proceeds west along the straight line arc that connects Point 4 and Point 5 until it intersects the Point Reyes National Seashore boundary north of Chimney Rock. The SWPZ 4 boundary then follows the Point Reyes National Seashore boundary around Point Reyes until it again intersects the straight line arc that connects Point 4 and Point 5 north of the Point Reyes Lighthouse. From this intersection the SWPZ 4 boundary turns seaward and continues west to Point 5.

(361)

Zone 4 Point ID	Latitude	Longitude
1	38.01475	-123.05013
2	37.97536	-123.05482
3	37.96521	-122.93771
4	38.00555	-122.93504
5	38.01475	-123.05013

(362) (5) Special Wildlife Protection Zone 5 (SWPZ 5) encompasses an area of approximately 14.8 square nautical miles (19.6 square miles). The precise boundary coordinates are listed in the table following this description. The western boundary of SWPZ 5 extends south and east from Point 1, near Millers Point in Marin County, to Point 2, which is south and west of Bolinas Point. The SWPZ 5 boundary then follows a straight line arc east from Point 2 towards Point 3 until it intersects the Mean High Water Line at Rocky Point. From this intersection, the SWPZ 5 boundary follows the Sanctuary boundary north to Bolinas Point and Millers Point, respectively, including Bolinas Lagoon but not including Seadrift Lagoon, until it intersects the straight line arc that connects Point 4 and Point 5. From this intersection the SWPZ 5 boundary turns seaward and continues west and south along the straight line arc to Point 5.

(363)

Zone 5 Point ID	Latitude	Longitude
1	37.96579	-122.83284
2	37.88195	-122.73989
3*	37.88195	-122.62873

Zone 5 Point ID	Latitude	Longitude
4*	37.98234	-122.81513
5	37.96579	-122.83284

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(364) (6) Special Wildlife Protection Zone 6 (SWPZ 6) encompasses an area of approximately 6.8 square nautical miles (9 square miles) and extends from the Mean High Water Line seaward to the SWPZ 6 boundary. The precise boundary coordinates are listed in the table following this description. The boundary of SWPZ 6 extends south and west from Point 1, north of Southeast Farallon Island, along a straight line arc to Point 2, then south and east along a straight line arc to Point 3, then north and east along a straight line arc to Point 4, then north and west along a straight line arc to Point 5.

(365)

Zone 6 Point ID	Latitude	Longitude
1	37.72976	-123.00961
2	37.69697	-123.04374
3	37.66944	-123.00176
4	37.70246	-122.96608
5	37.72976	-123.00961

(366) (7) Special Wildlife Protection Zone 7 (SWPZ 7) encompasses an area of approximately 6 square nautical miles (7.9 square miles) and extends from the Mean High Water Line seaward to the SWPZ 7 boundary. The precise boundary coordinates are listed in the table following this description. The boundary of SWPZ 7 extends south and west from Point 1, north of North Farallon Island, along a straight line arc to Point 2, then south and east along a straight line arc to Point 3, then north and east along a straight line arc to Point 4, then north and west along a straight line arc to Point 5.

(367)

Zone 7 Point ID	Latitude	Longitude
1	37.79568	-123.10845
2	37.76746	-123.13869
3	37.73947	-123.09341
4	37.76687	-123.06330
5	37.79568	-123.10845

(368)

Appendix E to Subpart H of Part 922 – Cargo Vessel Prohibition Zones in the Sanctuary

(369) Coordinates listed in this appendix are unprojected (Geographic) and based on the North American Datum of 1983.

(370) (1) Cargo Vessel Prohibition Zone 1 (CVPZ 1) is an area of approximately 20 square nautical miles (26 square miles) immediately offshore of Anchor Bay. The precise boundary coordinates are listed in the table following this description. The western boundary of extends south and east from Point 1, north and west of Haven's Neck, to Point 2, west and south of Del Mar Point. The CVPZ 1 boundary then extends east from Point 2 along a straight line arc connecting Point 2 and Point 3 until it intersects the Sanctuary boundary. The CVPZ 1 boundary then turns north to follow the Sanctuary boundary past Haven's Neck and continues until it intersects the straight line arc connecting Point 4 and Point 5. From this intersection the CVPZ 1 boundary continues west along its northernmost extent to Point 5.

(371)

Zone 1 Point ID	Latitude	Longitude
1	38.82485	-123.68420
2	38.72330	-123.55145
3*	38.72330	-123.47658
4*	38.82485	-123.60953
5	38.82485	-123.68420

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(372) (2) Cargo Vessel Prohibition Zone 2 (CVPZ 2) encompasses an area of approximately 30 square nautical miles (40 square miles). The precise boundary coordinates are listed in the table following this description. The western CVPZ 2 boundary extends south and east from Point 1, west of Windermere Point in Sonoma County, to Point 2 and then to Point 3 in sequence. Point 3 is west of Duncans Point in Sonoma County. The CVPZ 2 boundary then extends east from Point 3 along a straight line arc connecting Point 3 and Point 4 until it intersects the Sanctuary boundary south of Duncans Point. The CVPZ 2 boundary then turns north to follow the Sanctuary boundary past Windermere Point until it intersects the straight line arc connecting Point 5 and Point 6. From this intersection the CVPZ 2 boundary continues due south along this straight line arc to Point 6.

(373)

Zone 2 Point ID	Latitude	Longitude
1	38.48995	-123.28994
2	38.43749	-123.19789
3	38.37614	-123.13153
4*	38.37614	-123.07843
5*	38.54099	-123.28994
6	38.48995	-123.28994

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(374) (3) Cargo Vessel Prohibition Zone 3 (CVPZ 3) encompasses an area of approximately 17 square nautical miles (22 square miles). The precise boundary coordinates are listed in the table following this description. The western CVPZ 3 boundary extends south and east from Point 1, west of the Estero de San Antonio in Sonoma

County, to Point 2, south of Tomales Point in Marin County. The CVPZ 3 boundary then extends north and east from Point 2 along a straight line arc connecting Point 2 and Point 3 until it intersects the Sanctuary boundary. From this intersection the CVPZ 3 boundary follows the Sanctuary boundary around Tomales Point into Tomales Bay and continues until it again intersects the straight line arc that connects Point 2 and Point 3. From this intersection the CVPZ 3 boundary follows the straight line arc north and east across Tomales Bay until it intersects the Sanctuary boundary south of Toms Point in Tomales Bay. The CVPZ 3 boundary then follows the Sanctuary boundary northward past the Estero de San Antonio until it intersects the straight line arc that connects Point 4 and Point 5. From this intersection the boundary continues south and west to Point 5.

(375)

Zone 3 Point ID	Latitude	Longitude
1	38.24496	-123.05698
2	38.16758	-123.00179
3*	38.21170	-122.92566
4*	38.28215	-122.99278
5	38.24496	-123.05698

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(376) (4) Cargo Vessel Prohibition Zone 4 (CVPZ 4) encompasses an area of approximately 28 square nautical miles (37 square miles). The precise boundary coordinates are listed in the table following this description. The western CVPZ 4 boundary extends south and west from Point 1, west and north of Point Reyes in Marin County, to Point 2, south and west of Point Reyes Lighthouse. The CVPZ 4 boundary then follows a straight line arc east and south from Point 2 to Point 3. From Point 3 the CVPZ 4 boundary follows a straight line arc north to Point 4. From Point 4 the CVPZ 4 boundary proceeds west along the straight line arc that connects Point 4 and Point 5 until it intersects the Sanctuary boundary at Drakes Beach. The CVPZ 4 boundary then follows the Sanctuary boundary around Point Reyes until it again intersects the straight line arc that connects Point 4 and Point 5, north of the Point Reyes Lighthouse. From this intersection the CVPZ 4 boundary turns seaward and continues west to Point 5 along this arc.

(377)

Zone 4 Point ID	Latitude	Longitude
1	38.03311	-123.06923
2	37.96053	-123.07801
3	37.94655	-122.91781
4	38.02026	-122.91261
5	38.03311	-123.06923

(378) (5) Cargo Vessel Prohibition Zone 5 (CVPZ 5) encompasses an area of approximately 29 square nautical miles (39 square miles). The precise boundary coordinates are listed in the table following this description. The western CVPZ 5 boundary extends south and east from Point 1, west of Millers Point in Marin County, to Point 2, south and west of Bolinas Point. The CVPZ 5 boundary then follows a straight line arc east from Point 2 towards Point 3 until it intersects the Sanctuary boundary. From this intersection, the CVPZ 5 boundary follows the Sanctuary boundary north towards Rocky Point and continues along the Sanctuary boundary past Bolinas Point and Millers Point, respectively, including Bolinas Lagoon but not including Seadrift Lagoon, until it intersects the straight line arc that connects Point 4 and Point 5. From this intersection the CVPZ 5 boundary turns seaward and continues west and south along the straight line arc to Point 5.

(379)

Zone 5 Point ID	Latitude	Longitude
1	37.96598	-122.85997
2	37.86532	-122.74797
3*	37.86532	-122.63720
4*	37.99449	-122.82841
5	37.96598	-122.85997

Note: The coordinates in the table above marked with an asterisk (*) are not a part of the zone boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline.

(380) (6) Cargo Vessel Prohibition Zone 6 (CVPZ 6) encompasses an area of approximately 21 square nautical miles (28 square miles) surrounding Southeast Farallon Island and extends from the Mean High Water Line to the CVPZ 6 boundary. The precise boundary coordinates are listed in the table following this description. The boundary extends south and west from Point 1, north of Southeast Farallon Island, along a straight line arc to Point 2, then south and east along a straight line arc to Point 3, then north and east along a straight line arc to Point 4, then north and west along a straight line arc to Point 5.

(381)

Zone 6 Point ID	Latitude	Longitude
1	37.75264	-123.01175
2	37.69461	-123.07333
3	37.64621	-122.99867
4	37.70538	-122.93567
5	37.75264	-123.01175

(382) (7) Cargo Vessel Prohibition Zone 7 (CVPZ 7) encompasses an area of approximately 20 square nautical miles (26 square miles) surrounding the North Farallon Islands and extends from the Mean High Water Line to the CVPZ 7 boundary. The precise boundary coordinates are listed in the table following this description. The boundary extends south and west from Point 1, north of North Farallon Island, along a straight line arc to Point 2, then south and east along a straight line arc to Point

3, then north and east along a straight line arc to Point 4, then north and west along a straight line arc to Point 5.

(383)

Zone 7 Point ID	Latitude	Longitude
1	37.81914	-123.11155
2	37.76497	-123.16939
3	37.71623	-123.09089
4	37.76872	-123.03359
5	37.81914	-123.11155

(384)

Appendix F to Subpart H of Part 922 – White Shark Approach Prohibition Zones in the Sanctuary

(385) Coordinates listed in this appendix are unprojected (Geographic) and based on the North American Datum of 1983.

(386) (1) White Shark Approach Prohibition Zone 1 (WSAPZ 1) encompasses an area of approximately 21 square nautical miles (28 square miles) surrounding Southeast Farallon Island and extends from the Mean High Water Line to the WSAPZ 1 boundary. The precise boundary coordinates are listed in the table following this description. The boundary extends south and west from Point 1, north of Southeast Farallon Island, along a straight line arc to Point 2, then south and east along a straight line arc to Point 3, then north and east along a straight line arc to Point 4, then north and west along a straight line arc to Point 5.

(387)

Zone 1 Point ID	Latitude	Longitude
1	37.75264	-123.01175
2	37.69461	-123.07333
3	37.64621	-122.99867
4	37.70538	-122.93567
5	37.75264	-123.01175

(388) (2) White Shark Approach Prohibition Zone 2 (WSAPZ 2) encompasses an area of approximately 20 square nautical miles (26 square miles) surrounding the North Farallon Islands and extends from the Mean High Water Line to the WSAPZ 2 boundary. The precise boundary coordinates are listed in the table following this description. The boundary extends south and west from Point 1, north of North Farallon Island, along a straight line arc to Point 2, then south and east along a straight line arc to Point 3, then north and east along a straight line arc to Point 4, then north and west along a straight line arc to Point 5.

(389)

Zone 2 Point ID	Latitude	Longitude
1	37.81914	-123.11155
2	37.76497	-123.16939
3	37.71623	-123.09089
4	37.76872	-123.03359
5	37.81914	-123.11155

(390)

Subpart J–National Marine Sanctuary of American Samoa

(391)

§922.100 Scope of regulations.

(392) The provisions of this subpart J apply only to the waters of the United States and the Territory of American Samoa that are located within the boundary of the National Marine Sanctuary of American Samoa (Sanctuary). Neither the provisions of this subpart J nor any permit issued under its authority shall be construed to relieve a person from any other requirements imposed by statute or regulation of the Territory of American Samoa or of the United States. In addition, no statute or regulation of the Territory of American Samoa shall be construed to relieve a person from the restrictions, conditions, and requirements contained in this subpart J.

(393)

§922.101 Boundary.

(394) The Sanctuary is comprised of six distinct units, forming a network of marine protected areas around the islands of the Territory of American Samoa. Tables containing the exact coordinates of each point described below can be found in Appendix to Subpart J—National Marine Sanctuary of American Samoa Boundary Coordinates.

(395) (a) *Fagatele Bay Unit*. The Fagatele Bay Unit is a 163-acre (0.25 sq. mi.) coastal embayment formed by a collapsed volcanic crater on the island of Tutuila, Territory of American Samoa, and includes Fagatele Bay in its entirety. The landward boundary is defined by the mean higher high water line of Fagatele Bay until the point at which it intersects the seaward boundary of the Sanctuary as defined by a straight line between Fagatele Point (–14.36527, –170.76932) and Steps Point (–14.37291, –170.76056) from the point at which it intersects the mean higher high water line seaward.

(396) (b) *Fagalua/Fogama'a Unit*. The landward boundary of the Fagalua/Fogama'a Unit is defined by the mean higher high water line of Fagalua/Fogama'a until the point at which it intersects the seaward boundary of the Fagalua/Fogama'a Unit as defined by a straight line between Steps Point (–14.37307, –170.75852) and Sail Rock Point (–14.36534, –170.74119) from the point at which it intersects the mean higher high water line seaward.

(397) (c) *Aunu'u Unit*. The Aunu'u Unit is comprised of two adjacent zones.

(398) (1) *Zone A*. The Aunu'u Unit boundary for Zone A is defined by the coordinates provided in Table 1 and the following textual description. The Zone A boundary extends from Point 1, the northwest corner of the unit,

southward to Point 2 along a straight line following the western boundary of the unit, which is aligned with Taugamalama Point on Tutuila. It then extends northeastward in a multi-part line along the deepest seaward edge of Nafanua Bank from Point 2 to Point 3 and then to Point 4, which lies on the southern boundary of Zone B. The boundary then follows a straight line westward towards Point 5 until it intersects the mean higher high water line at the southern tip of Ma'ama'a Cove. The landward boundary of Zone A is defined by the mean higher high water line from this intersection point at the southern tip of Ma'ama'a Cove to the intersection of the mean higher high water line and the straight line between Point 6 and Point 7 at Salevatia Point. From this intersection point at Salevatia Point, the boundary extends straight west to Point 7, which has the exact same coordinates as Point 1.

(399) (2) *Zone B*. The Aunu'u Unit boundary for Zone B is defined by the coordinates provided in Table 2 and the following textual description. The Zone B boundary extends from Point 1, the northeast corner of the unit, southward along a straight line following the eastern boundary of the unit to Point 2, which is on the southern boundary of the unit. The southern boundary then follows a line westward towards Point 3 until it intersects the mean higher high water line at the southern tip of Ma'ama'a Cove Point. The landward boundary of Zone B is defined by the mean higher high water line from this intersection point at the southern tip of Ma'ama'a Cove around the volcanic crater to the intersection of the mean higher high water line and the straight line between Point 4 and Point 5. From here, the boundary extends seaward straight north to Point 5. The northern border, the last straight line, is defined by connecting Point 5 and Point 6, along the northern boundary of the unit, which is aligned with Matuli Point on Tutuila. Point 6 has the exact same coordinates at Point 1.

(400) (d) *Swains Island Unit*. The Swains Island Unit boundary is defined by the coordinates in Table 3 and the following textual description. The seaward boundary of the Swains Island Unit approximates the three nautical mile territorial sea boundary from the mean higher high water line (shoreline) of the island. The seaward boundary begins south of the island at Point 1 and continues initially to the west in sequential order clockwise around the island to Point 33. The landward boundary of the Swains Island Unit is the mean higher high water line and begins on the northern shoreline of the island and follows the shoreline counterclockwise initially to the west until it intersects the line segment between Point 34 and 35. From this intersection the boundary continues offshore to the northwest to Point 35 and then to Point 36 and Point 37. From Point 37 the boundary continues eastnortheast towards Point 38 until it intersects the shoreline. From this intersection the boundary follows the shoreline southeast around the southernmost part of the island and then to the northeast until it intersects the line segment between Point 39 and Point 40. From this intersection the boundary continues offshore to the southeast to Point 40 and then to the northeast to Point 41. From Point 41 the boundary continues to the northwest towards Point 42 until it intersects the shoreline. From this intersection the boundary follows the shoreline initially to the northeast around the island counterclockwise and then to the northwest back to where it began on the northern shoreline.

(401) (e) *Muliava Unit*. The Muliava Unit boundary is defined by the coordinates provided in Table 4 and the following textual description. The landward boundary of the Muliava Unit is the extreme low water line, which adjoins the boundary of the Rose Atoll National Wildlife Refuge. The Muliava Unit seaward boundary extends from Point 1, the southwest corner of the unit, to Point 2 along a straight line northward following the western boundary of the unit. From Point 2, the line extends in a straight line westward to Point 3. It then extends along a straight line northward to Point 4. From Point 4, the line extends in a straight line eastward to Point 5. From Point 5, the line extends along a straight line northward to Point 6. It then extends along a straight line eastward from Point 6 to Point 7, which is on the eastern boundary of the unit. The boundary then follows a straight line southward until it intersects the line of the southern boundary of the unit at Point 8, the southeastern corner of the unit. The last straight line is defined by connecting Point 8 and Point 9, which has the exact same coordinates as Point 1, along the southern boundary of the unit.

(402) (f) *Ta'u Unit*. The Ta'u Unit boundary is defined by the coordinates provided in Table 5 and the following textual description. The Ta'u Unit boundary extends from Point 1, Vaita Point, along the mean higher high water line southward along the western coast to Point 2, Si'ufa'alele Point. From Point 2, the boundary extends offshore 0.25 miles to Point 3 to become conterminous with the offshore boundary of the National Park of American Samoa. From Point 3 the boundary continues to follow the coastline 0.25 miles offshore until it reaches Point 4, which is directly south of Si'u Point. From Point 4, the boundary extends due south to Point 5. From Point 5, the boundary extends due west to Point 6, forming the southern border of the unit. From Point 6, the boundary extends due north until it reaches Point 7, directly west and one mile offshore from Point 8, which is Point 1, also known as Vaita Point.

(403)

§922.102 Definitions.

(404) In addition to those definitions found at §922.3, the following definitions apply to this subpart:

(405) *Clean* means not containing detectable levels of harmful matter.

(406) *Fishing* means the catching, taking, or harvesting of marine species; the attempted catching, taking, or harvesting of marine species; any other activity which can reasonably be expected to result in the catching, taking, or harvesting of marine species; or any operation

at sea in support of, or in preparation for, any activity described in this definition.

(407) *Harmful matter* means any substance, or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may pose a present or potential threat to Sanctuary resources or qualities, including but not limited to: fishing nets, fishing line, hooks, fuel, oil, and those contaminants (regardless of quantity) listed at 40 CFR 302.4 pursuant to 42 U.S.C. 101(14) of the Comprehensive Environmental Response, Compensation, and Liability Act.

(408) *Introduced species* means any species (including, but not limited to, any of its biological matter capable of propagation) that is nonnative to the ecosystem(s) protected by the Sanctuary; or any organism into which altered genetic matter, or genetic matter from another species, has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

(409) *Live rock* means any Coral, basalt rock, or other natural structure with any living organisms growing in or on the Coral, basalt rock, or structure.

(410) *Stowed and not available for immediate use* means not readily accessible for immediate use, e.g., by being securely covered and lashed to a deck or bulkhead, tied down, unbaited, unloaded, or partially disassembled (such as spear shafts being kept separate from spear guns).

(411)

§922.103 Prohibited or otherwise regulated activities—Sanctuary-wide.

(412) (a) The following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within the Sanctuary:

(413) (1) Introducing or releasing introduced species from within or into the sanctuary.

(414) (2) Anchoring a vessel.

(415) (3) Deserting a vessel aground, adrift, or at anchor.

(416) (4) Leaving harmful matter on an abandoned or deserted vessel or structure.

(417) (5) Operating a vessel at a speed exceeding three knots when closer than 200 feet (60.96 meters) of another vessel displaying a dive flag.

(418) (6) Operating a vessel in a manner which causes the vessel to strike or otherwise cause damage to Sanctuary resources.

(419) (7) Diving, snorkeling, or conducting diving or snorkeling operations from a vessel not in compliance with applicable U.S. Coast Guard navigation rules governing the display of lights and signals, and not flying in a conspicuous manner the international code flag alpha "A" or the standard red-and-white U.S. "diver down" flag.

(420) (8) Discharging, or depositing from within or into the Sanctuary, any material or other matter, except clean vessel deck wash down, clean vessel engine cooling water, clean vessel generator cooling water, clean bilge water, anchor wash, or vessel engine or generator exhaust.

(421) (9) Discharging or depositing from beyond the boundary of the Sanctuary any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except those listed in paragraph (a)(8) of this section and §922.105(c).

(422) (10) Sand mining, dredging, filling, dynamiting, or otherwise disturbing or altering the seabed.

(423) (11) Removing, damaging, or tampering with any historical or cultural resource.

(424) (12) Taking any marine mammal, sea turtle, or seabird within or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 *et seq.,* Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 *et seq.,* Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 *et seq.,* or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(425) (13) Using or discharging explosives or weapons of any description. Distress signaling devices, necessary and proper for safe vessel operation, and knives generally used by fishermen and swimmers shall not be considered weapons for purposes of this section.

(426) (14) Marking, defacing, or damaging in any way, or displacing or removing or tampering with any signs, notices, or placards, whether temporary or permanent, or with any monuments, stakes, posts, or other boundary markers related to the Sanctuary.

(427) (15) Abandoning a structure, material, or other matter on or in the submerged lands of the Sanctuary.

(428) (b) The prohibitions in paragraphs (a)(1) through (15) of this section, §922.104, and §922.105 do not apply to any activity necessary for national defense.

(429) (c) The prohibitions in paragraphs (a)(2) through (15) of this section, §922.104, and §922.105 do not apply to any activity necessary to respond to an emergency threatening life, property, or the environment.

(430) (d) The prohibitions in paragraphs (a)(2) through (15) of this section, §922.104, and §922.105 do not apply to any activity necessary for valid law enforcement purposes in the Sanctuary.

(431) (e) The prohibitions in paragraphs (a)(2) through (15) of this section, §922.104, and §922.105 do not apply to any activity conducted under and in accordance with the scope, purpose, terms, and conditions of a National Marine Sanctuary permit issued pursuant to 15 CFR 922.48 and 922.107.

(432)

§922.104 Prohibited or otherwise regulated activities—Sanctuary-Wide except in the Muliava Unit.

(433) (a) The following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within any unit of the Sanctuary except the Muliava Unit:

(434) (1) Gathering, taking, breaking, cutting, damaging, destroying, or possessing any giant clam [*Tridacna spp*.],

live coral, bottom formation including live rock and crustose coralline algae.

(435) (2) Possessing or using poisons, electrical charges, explosives, or similar environmentally destructive methods of fishing or harvesting.

(436) (3) Possessing or using spearguns, including such devices known as Hawaiian slings, pole spears, arbalettes, pneumatic and spring-loaded spearguns, bows and arrows, bang sticks, or any similar taking device while utilizing SCUBA equipment.

(437) (4) Possessing or using a seine, trammel, drift gill net, or any type of fixed net.

(438) (5) Disturbing the benthic community by bottom trawling.

(439) (b) There shall be a rebuttable presumption that any items listed in paragraph (a) of this section found in the possession of a person within the Sanctuary have been used, collected, or removed within or from the Sanctuary.

(440)

§922.105 Prohibited or otherwise regulated activities—Unit-specific.

(441) In addition to the prohibitions set forth in §922.103 and §922.104, the following regulations apply to activities conducted within specified Sanctuary units described in the appendix to this subpart.

(442) (a) The following activities are prohibited in the Fagatele Bay Unit:

(443) (1) Harvesting, catching, removing, taking, injuring, destroying, collecting, moving, possessing or causing the loss of any Sanctuary resource, including but not limited to fishing, or attempting any of these activities.

(444) (2) Possessing fishing gear unless such gear is stowed and not available for immediate use.

(445) (b) The following activities are prohibited in the Aunu'u Unit:

(446) (1) In Zone A: Fishing from a vessel without providing notification to the Sanctuary Superintendent or his/her designee in the village of Aunu'u prior to each fishing trip.

(447) (2) In Zone B:

(448) (i) Fishing for bottom-dwelling species or otherwise harvesting, catching, removing, taking, injuring, destroying, collecting, moving, or causing the loss of any bottom-dwelling species, or attempting any of these activities. Surface fishing for pelagic species, including trolling, is allowed.

(449) (ii) Disturbing the benthic community.

(450) (iii) Possessing any Sanctuary resource, except legally harvested fish on board a vessel.

(451) (c) In the Muliava Unit:

(452) (1) The prohibitions in paragraphs (a)(2) through (7) and (a)(9) through (15) of §922.103 do not apply to scientific exploration or research activities conducted by or for the Department of Commerce or the Department of the Interior.

(453) (2) Notwithstanding the prohibition in §922.103(a)(8), the following vessels may discharge treated waste from a U.S. Coast Guard approved Type I, II, or III Marine Sanitation device 12 nautical miles seaward of the Rose Atoll National Wildlife Refuge:

(454) (i) Vessels engaged in scientific exploration or research activities conducted by or for the Department of Commerce or the Department of the Interior; or

(455) (ii) All other vessels engaged in scientific exploration or research activities, if authorized under a permit issued in consultation with the U.S. Fish and Wildlife Service and in accordance with §922.48 and §922.107.

(456)

§922.106 Management and enforcement.

(457) The National Oceanic and Atmospheric Administration (NOAA) has primary responsibility for the management of the Sanctuary pursuant to the Act. The American Samoa Department of Commerce (ASDOC) will assist NOAA in the administration of the Sanctuary, and act as the lead territorial agency, in conformance with the terms of designation, these regulations, and the terms and provisions of any grant or cooperative agreement.

(458)

§922.107 Permit procedures and criteria.

(459) (a) Any person in possession of a valid permit issued by the Director, in consultation with the ASDOC, in accordance with this section and §922.48, may conduct an activity otherwise prohibited by §922.103, §922.104, and §922.105 in the Sanctuary if such activity is judged not to cause long-term or irreparable harm to the resources of the Sanctuary, and is:

(460) (1) Related to research involving Sanctuary resources designed to enhance understanding of the Sanctuary environment or to improve resource management decision-making;

(461) (2) Intended to further the educational value of the Sanctuary and thereby enhance understanding of the Sanctuary environmental or improve resource management decision-making;

(462) (3) Intended to further the management of the Sanctuary; or

(463) (4) For salvage or recovery operations.

(464) (b) Permit applications shall be addressed to the Director, Office National Marine Sanctuaries; ATTN: Sanctuary Superintendent, American Samoa National Marine Sanctuary, P.O. Box 4318, Pago Pago, AS 96799.

(465) (c) In considering whether to grant a permit, the Director shall evaluate such matters as:

(466) (1) The general professional and financial responsibility of the applicant;

(467) (2) The appropriateness of the methods being proposed for the purpose(s) of the activity;

(468) (3) The extent to which the conduct of any permitted activity may diminish or enhance the value of the Sanctuary as a source of recreation, education, or scientific information; and

(469) (4) The end value of the activity.

(470) (d) In addition to meeting the criteria in this section and §922.48, the applicant also must demonstrate to the Director that:

(471) (1) The activity shall be conducted with adequate safeguards for the environment; and

(472) (2) The environment shall be returned to, or will regenerate to, the condition which existed before the activity occurred.

(473) (e) The Director may, at his or her discretion, grant a permit which has been applied for pursuant to this section, in whole or in part, and subject the permit to such condition(s) as he or she deems necessary.

(474)

Appendix to Subpart J of Part 922—American Samoa National Marine Sanctuary Boundary Coordinates

(475) [Coordinates listed in this Appendix are unprojected (Geographic) and based on the North American Datum of 1983.]

(476) (a) Fagatele Bay

(477) No coordinates are needed in addition to those described in §922.101(a).

(478) (b) Fagalua/Fogama'a

(479) No coordinates are needed in addition to those described in §922.101(b).

(480) (c) Aunu'u (Zones A, B)

(481) The Aunu'u Unit is comprised of two adjacent zones, described in §922.101(c), for which the point coordinates are provided in following tables 1 and 2.

(482)

Table 1 – Coordinates for the Aunu'u Unit, Zone A

Point ID	Latitude	Longitude
1	14.286 S	170.577 W
2	14.304 S	170.577 W
3	14.302 S	170.566 W
4	14.286 S	170.533 W
5	14.286 S	170.546 W
6	14.286 S	170.562 W
7	14.286 S	170.577 W

(483)

Table 2 – Coordinates for the Aunu'u Unit, Zone B

Point ID	Latitude	Longitude
1	14.270 S	170.496 W
2	14.286 S	170.496 W
3	14.286 S	170.546 W
4	14.280 S	170.550 W
5	14.270 S	170.550 W
6	14.270 S	170.496 W

(484) (d) Swains Island

(485) The Swains Island Unit boundary is defined by the coordinates provided in Table 3 and the textual description in §922.101(d).

(486)

Table 3 – Coordinates for the Swains Island Unit

Point ID	Latitude	Longitude
1	11.11457 S	171.06870 W
2	11.11565 S	171.07980 W
3	11.11422 S	171.09248 W
4	11.11005 S	171.10445 W
5	11.10388 S	171.11445 W
6	11.09533 S	171.12392 W
7	11.08375 S	171.13272 W
8	11.07268 S	171.13775 W
9	11.06112 S	171.14042 W
10	11.04880 S	171.14067 W
11	11.03618 S	171.13800 W
12	11.02673 S	171.13367 W
13	11.01853 S	171.12773 W
14	11.01010 S	171.11828 W
15	11.00402 S	171.10710 W
16	11.00083 S	171.09728 W
17	10.99817 S	171.08305 W
18	10.99783 S	171.06825 W
19	10.99983 S	171.05732 W
20	11.00373 S	171.04790 W
21	11.00955 S	171.03862 W
22	11.01752 S	171.02985 W
23	11.02703 S	171.02290 W
24	11.03763 S	171.01805 W
25	11.04812 S	171.01558 W
26	11.05860 S	171.01527 W
27	11.06860 S	171.01695 W
28	11.07957 S	171.02133 W
29	11.08850 S	171.02727 W
30	11.09637 S	171.03502 W
31	11.10637 S	171.04840 W
32	11.11122 S	171.05753 W
33	11.11457 S	171.06870 W
34	11.05188 S	171.08921 W
35	11.04856 S	171.09269 W
36	11.05487 S	171.09445 W
37	11.06024 S	171.09283 W
38	11.05848 S	171.08824 W
39	11.06369 S	171.07618 W
40	11.06741 S	171.07364 W
41	11.06217 S	171.06622 W
42	11.05836 S	171.06879 W

(487) (e) Muliāva

(488) The Muliāva Unit boundary is defined by the coordinates provided in Table 4 and the textual description in §922.101(e).

(489)

Table 4 – Coordinates for the Muliāva Unit		
Point ID	Latitude	Longitude
1	15.387 S	169.012 W
2	14.271 S	169.012 W
3	14.271 S	169.121 W
4	14.150 S	169.121 W
5	14.150 S	169.012 W
6	13.698 S	169.012 W
7	13.698 S	167.283 W
8	15.387 S	167.283 W
9	15.387 S	169.012 W

(490) (f) Ta‘ū Unit

(491) The Ta‘ū Unit boundary is defined by the coordinates provided in Table 5 and the textual description in §922.101(f).

(492)

Table 5 – Coordinates for the Ta‘ū Unit		
Point ID	Latitude	Longitude
1	14.24889 S	169.503056 W
2	14.273056 S	169.488056 W
3	14.277222 S	169.488056 W
4	14.261111 S	169.429167 W
5	14.293889 S	169.429167 W
6	14.293889 S	169.519722 W
7	14.24889 S	169.519722 W
8	14.24889 S	169.503056 W

(493)

Subpart K–Cordell Bank National Marine Sanctuary

(494)

§922.110 Boundary.

(495) The Cordell Bank National Marine Sanctuary (Sanctuary) boundary encompasses a total area of approximately 971 square nautical miles (1,286 square miles) of offshore ocean waters, and submerged lands thereunder, surrounding the submarine plateau known as Cordell Bank along the northern coast of California, approximately 45 nautical miles west-northwest of San Francisco, California. The precise boundary coordinates are listed in appendix A to this subpart. The northern boundary of the Sanctuary is a rhumb line that begins approximately 6 nautical miles (7 miles) west of Bodega Head in Sonoma County, California at Point 1 and extends west approximately 38 nautical miles (44 miles) to Point 2. This line is part of a shared boundary between the Sanctuary and Greater Farallones National Marine Sanctuary (GFNMS). The western boundary of the Sanctuary extends south from Point 2 approximately 34 nautical miles (39 miles) to Point 3. From Point 3 the Sanctuary boundary continues east 15 nautical miles (17 miles) to Point 4 where it intersects the GFNMS boundary again. The line from Point 3 to Point 4 forms the southernmost boundary of the Sanctuary. The eastern boundary of the Sanctuary is a series of straight lines connecting Points 4 through 20 in numerical sequence. The Sanctuary is coterminous with GFNMS along both its (the Sanctuary's) eastern and northern boundaries.

(496)

§922.111 Definitions.

(497) In addition to the definitions found in §922.3, the following definitions apply to this subpart:

(498) *Clean* means not containing detectable levels of harmful matter.

(499) *Cruise ship* means a vessel with 250 or more passenger berths for hire.

(500) *Harmful matter* means any substance, or combination of substances, that because of its quantity, concentration, or physical, chemical, or infectious characteristics may pose a present or potential threat to Sanctuary resources or qualities, including but not limited to: fishing nets, fishing line, hooks, fuel, oil, and those contaminants (regardless of quantity) listed pursuant to title 42 of the United States Code.

(501) *Introduced species* means any species (including, but not limited to, any of its biological matter capable of propagation) that is non-native to the ecosystems of the Sanctuary; or any organism into which altered genetic matter, or genetic matter from another species, has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

(502)

§922.112 Prohibited or otherwise regulated activities.

(503) (a) The following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within the Sanctuary:

(504) (1) Exploring for, developing, or producing oil, gas, or minerals.

(505) (2)(i) Discharging or depositing from within or into the Sanctuary, other than from a cruise ship, any material or other matter except:

(506) (A) Fish, fish parts, chumming materials, or bait used in or resulting from lawful fishing activities within the Sanctuary, provided that such discharge or deposit is during the conduct of lawful fishing activity within the Sanctuary;

(507) (B) For a vessel less than 300 gross registered tons (GRT), or a vessel 300 GRT or greater without sufficient holding tank capacity to hold sewage while within the Sanctuary, clean effluent generated incidental to vessel use and generated by an operable Type I or II marine sanitation device (U.S. Coast Guard classification) approved in accordance with section 312 of the Federal Water Pollution Control Act, as amended, (FWPCA), 33 U.S.C. 1322. Vessel operators must lock all marine sanitation devices in a manner that prevents discharge or deposit of untreated sewage;

(508) (C) Clean vessel deck wash down, clean vessel engine cooling water, clean vessel generator cooling water, clean bilge water, or anchor wash;

(509) (D) For a vessel less than 300 GRT or a vessel 300 GRT or greater without sufficient holding capacity to hold graywater while within the Sanctuary, clean graywater as defined by section 312 of the FWPCA; or

(510) (E) Vessel engine or generator exhaust.

(511) (ii) Discharging or depositing from within or into the Sanctuary any material or other matter from a cruise ship except clean vessel engine cooling water, clean vessel generator cooling water, vessel engine or generator exhaust, clean bilge water, or anchor wash.

(512) (iii) Discharging or depositing, from beyond the boundary of the Sanctuary, any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except as listed in paragraphs (a)(2)(i) and (ii) of this section.

(513) (3) On or within the line representing the 50-fathom isobath surrounding Cordell Bank, removing, taking, or injuring or attempting to remove, take, or injure benthic invertebrates or algae located on Cordell Bank. This prohibition does not apply to use of bottom contact gear used during fishing activities, which is prohibited pursuant to 50 CFR part 660 (Fisheries off West Coast States). The coordinates for the line representing the 50-fathom isobath are listed in appendix B to this subpart, and the 50-fathom isobath is approximated by connecting these coordinates with straight line arcs in numerical sequence from Point 1 to Point 15. There is a rebuttable presumption that any such resource found in the possession of a person within the Sanctuary was taken or removed by that person.

(514) (4)(i) On or within the line representing the 50-fathom isobath surrounding Cordell Bank, drilling into, dredging, or otherwise altering the submerged lands; or constructing, placing, or abandoning any structure, material or other matter on or in the submerged lands. This prohibition does not apply to use of bottom contact gear used during fishing activities, which is prohibited pursuant to 50 CFR part 660 (Fisheries off West Coast States). The coordinates for the line representing the 50-fathom isobath are listed in appendix B to this subpart, and the 50-fathom isobath is approximated by connecting these coordinates with straight line arcs in numerical sequence from Point 1 to Point 15.

(515) (ii) In the Sanctuary beyond the line representing the 50-fathom isobath surrounding Cordell Bank, drilling into, dredging, or otherwise altering the submerged lands; or constructing, placing, or abandoning any structure, material or matter on the submerged lands except as incidental and necessary for anchoring any vessel or lawful use of any fishing gear during normal fishing activities. The coordinates for the line representing the 50-fathom isobath are listed in Appendix B to this subpart, and the 50-fathom isobath is approximated by connecting these coordinates with straight line arcs in numerical sequence from Point 1 to Point 15.

(516) (5) Taking any marine mammal, sea turtle, or bird within or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 *et seq*., Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 *et seq*., Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 *et seq*., or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(517) (6) Possessing within the Sanctuary (regardless of where taken, moved or removed from), any marine mammal, sea turtle or bird taken, except as authorized by the MMPA, ESA, MBTA, by any regulation, as amended, promulgated under the MMPA, ESA, or MBTA, or as necessary for valid law enforcement purposes.

(518) (7) Possessing, moving, removing, or injuring, or attempting to possess, move, remove or injure, a Sanctuary historical resource.

(519) (8) Introducing or otherwise releasing from within or into the Sanctuary an introduced species, except striped bass (*Morone saxatilis*) released during catch and release fishing activity.

(520) (9) Interfering with, obstructing, delaying, or preventing an investigation, search, seizure, or disposition of seized property in connection with enforcement of the Act or any regulation or permit issued under the Act.

(521) (b) The prohibitions in paragraph (a) of this section do not apply to activities necessary to respond to an emergency threatening life, property or the environment.

(522) (c) All activities being carried out by the Department of Defense (DOD) within the Sanctuary on the effective date of designation or expansion of the Sanctuary that are necessary for national defense are exempt from the prohibitions contained in the regulations in this subpart. Additional DOD activities initiated after the effective date of designation or expansion that are necessary for national defense will be exempted by the Director after consultation between the Department of Commerce and DOD. DOD activities not necessary for national defense, such as routine exercises and vessel operations, are subject to all prohibitions contained in the regulations in this subpart.

(523) (d) The prohibitions in paragraphs (a)(2) through (7) of this section do not apply to any activity executed in accordance with the scope, purpose, terms, and conditions of a National Marine Sanctuary permit issued pursuant to §§922.48 and 922.113 or a Special Use permit issued pursuant to section 310 of the Act.

(524) (e) Where necessary to prevent immediate, serious, and irreversible damage to a Sanctuary resource, any activity may be regulated within the limits of the Act on an emergency basis for no more than 120 days.

(525)

§922.113 Permit procedures and issuance criteria.

(526) (a) A person may conduct an activity prohibited by §922.112(a)(2) through (7), if such activity is specifically authorized by, and conducted in accordance with the

scope, purpose, terms and conditions of, a permit issued under §922.48 and this section.

(527) (b) The Director, at his or her discretion, may issue a national marine sanctuary permit under this section, subject to terms and conditions, as he or she deems appropriate, if the Director finds that the activity will:

(528) (1) Further research or monitoring related to Sanctuary resources and qualities;

(529) (2) Further the educational value of the Sanctuary;

(530) (3) Further salvage or recovery operations in or near the Sanctuary in connection with a recent air or marine casualty; or

(531) (4) Assist in managing the Sanctuary.

(532) (c) In deciding whether to issue a permit, the Director shall consider such factors as:

(533) (1) The applicant is qualified to conduct and complete the proposed activity;

(534) (2) The applicant has adequate financial resources available to conduct and complete the proposed activity;

(535) (3) The methods and procedures proposed by the applicant are appropriate to achieve the goals of the proposed activity, especially in relation to the potential effects of the proposed activity on Sanctuary resources and qualities;

(536) (4) The proposed activity will be conducted in a manner compatible with the primary objective of protection of Sanctuary resources and qualities, considering the extent to which the conduct of the activity may diminish or enhance Sanctuary resources and qualities, any potential indirect, secondary or cumulative effects of the activity, and the duration of such effects;

(537) (5) The proposed activity will be conducted in a manner compatible with the value of the Sanctuary, considering the extent to which the conduct of the activity may result in conflicts between different users of the Sanctuary, and the duration of such effects;

(538) (6) It is necessary to conduct the proposed activity within the Sanctuary;

(539) (7) The reasonably expected end value of the proposed activity to the furtherance of Sanctuary goals and purposes outweighs any potential adverse effects on Sanctuary resources and qualities from the conduct of the activity; and

(540) (8) The Director may consider additional factors as he or she deems appropriate.

(541) (d) *Applications*. (1) Applications for permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Superintendent, Cordell Bank National Marine Sanctuary, P.O. Box 159, Olema, CA 94950.

(542) (2) In addition to the information listed in §922.48(b), all applications must include information to be considered by the Director in paragraph (b) and (c) of this section.

(543) (e) The permittee must agree to hold the United States harmless against any claims arising out of the conduct of the permitted activities.

(544)

Appendix A to Subpart K of Part 922–Cordell Bank National Marine Sanctuary Boundary Coordinates

(545) Coordinates listed in this Appendix are unprojected (Geographic Coordinate System) and based on the North American Datum of 1983 (NAD83).

(546)

Sanctuary Boundary Coordinates		
Point ID	Latitude	Longitude
1	38.29989	-123.20005
2	38.29989	-123.99988
3	37.76687	-123.75143
4	37.76687	-123.42694
5	37.83480	-123.42579
6	37.90464	-123.38958
7	37.95880	-123.32312
8	37.98947	-123.23615
9	37.99227	-123.14137
10	38.05202	-123.12827
11	38.06505	-123.11711
12	38.07898	-123.10924
13	38.09069	-123.10387
14	38.10215	-123.09804
15	38.12829	-123.08742
16	38.14072	-123.08237
17	38.16576	-123.09207
18	38.21001	-123.11913
19	38.26390	-123.18138
20	38.29989	-123.20005

(547)

Appendix B to Subpart K of Part 922–Line Representing the 50-Fathom Isobath Surrounding Cordell Bank

(548) Coordinates listed in this Appendix are unprojected (Geographic Coordinate System)and based on the North American Datum of 1983 (NAD83).

(549)

Cordell Bank Fifty Fathom Line		
Point ID	Latitude	Longitude
1	37.96034	-123.40371
2	37.96172	-123.42081
3	37.9911	-123.44379
4	38.00406	-123.46443
5	38.01637	-123.46076
6	38.04684	-123.47920
7	38.07106	-123.48754
8	38.07588	-123.47195
9	38.06451	-123.46146
10	38.07123	-123.44467
11	38.04446	-123.40286
12	38.01442	-123.38588
13	37.98859	-123.37533

Cordell Bank Fifty Fathom Line		
Point ID	Latitude	Longitude
14	37.97071	-123.38605
15	37.96034	-123.40371

(550)

Subpart M–Monterey Bay National Marine Sanctuary

(551)

§922.130 Boundary.

(552) The Monterey Bay National Marine Sanctuary (Sanctuary) consists of two separate areas.

(553) (a) The first area consists of an area of approximately 4,016 square nautical miles (nmi) of coastal and ocean waters, and submerged lands thereunder, in and surrounding Monterey Bay off the central coast of California. The northern terminus of the Sanctuary boundary is located along the southern boundary of the Greater Farallones National Marine Sanctuary (GFNMS) beginning at Rocky Point just south of Stinson Beach in Marin County. The Sanctuary boundary follows the GFNMS boundary westward to a point approximately 29 nmi offshore from Moss Beach in San Mateo County. The Sanctuary boundary then extends southward in a series of arcs, which generally follow the 500 fathom isobath, to a point approximately 27 nmi offshore of Cambria, in San Luis Obispo County. The Sanctuary boundary then extends eastward towards shore until it intersects the Mean High Water Line (MHWL) along the coast near Cambria. The Sanctuary boundary then follows the MHWL northward to the northern terminus at Rocky Point. The shoreward Sanctuary boundary excludes a small area between Point Bonita and Point San Pedro. Pillar Point Harbor, Santa Cruz Harbor, Monterey Harbor, and Moss Landing Harbor are all excluded from the Sanctuary except for Moss Landing Harbor, where all of Elkhorn Slough east of the Highway One bridge, and west of the tide gate at Elkhorn Road and toward the center channel from the MHWL is included within the Sanctuary, excluding areas within the Elkhorn Slough National Estuarine Research Reserve. Exact coordinates for the Davidson Seamount Management Zone boundary are provided in Appendix F to this subpart.

(554) (b) The Davidson Seamount Management Zone is also part of the Sanctuary. This area, bounded by geodetic lines connecting a rectangle centered on the top of the Davidson Seamount, consists of approximately 585 square nmi of ocean waters and the submerged lands thereunder. The shoreward boundary of this portion of the Sanctuary is located approximately 65 nmi off the coast of San Simeon in San Luis Obispo County. Exact coordinates for the Davidson Seamount Management Zone boundary are provided in Appendix F to this subpart.

(555)

§922.131 Definitions.

(556) In addition to those definitions found at 15 CFR 922.3, the following definitions apply to this subpart:

(557) *Attract or attracting* means the conduct of any activity that lures or may lure any animal by using food, bait, chum, dyes, decoys, acoustics, or any other means, except the mere presence of human beings (e.g., swimmers, divers, boaters, kayakers, surfers).

(558) *Clean* means not containing detectable levels of harmful matter.

(559) *Cruise ship* means a vessel with 250 or more passenger berths for hire.

(560) *Davidson Seamount Management Zone* means the area bounded by geodetic lines connecting a rectangle centered on the top of the Davidson Seamount, and consists of approximately 585 square nmi of ocean waters and the submerged lands thereunder. The shoreward boundary of this portion of the Sanctuary is located approximately 65 nmi off the coast of San Simeon in San Luis Obispo County. Exact coordinates for the Davidson Seamount Management Zone boundary are provided in Appendix F to this subpart.

(561) *Deserting* means leaving a vessel aground or adrift without notification to the Director of the vessel going aground or becoming adrift within 12 hours of its discovery and developing and presenting to the Director a preliminary salvage plan within 24 hours of such notification, after expressing or otherwise manifesting intention not to undertake or to cease salvage efforts, or when the owner/operator cannot after reasonable efforts by the Director be reached within 12 hours of the vessel's condition being reported to authorities; or leaving a vessel at anchor when its condition creates potential for a grounding, discharge, or deposit and the owner/operator fails to secure the vessel in a timely manner.

(562) *Federal Project* means any water resources development project conducted by the U.S. Army Corps of Engineers or operating under a permit or other authorization issued by the U.S. Army Corps of Engineers and authorized by Federal law.

(563) *Hand tool* means a hand-held implement, utilized for the collection of jade pursuant to 15 CFR 922.132(a)(1), that is no greater than 36 inches in length and has no moving parts (e.g., dive knife, pry bar, or abalone iron). Pneumatic, mechanical, electrical, hydraulic, or explosive tools are, therefore, examples of what does not meet this definition.

(564) *Harmful matter* means any substance, or combination of substances, that because of its quantity, concentration, or physical, chemical, or infectious characteristics may pose a present or potential threat to Sanctuary resources or qualities, including but not limited to: Fishing nets, fishing line, hooks, fuel, oil, and those contaminants (regardless of quantity) listed pursuant to 42 U.S.C. 9601(14) of the Comprehensive Environmental Response, Compensation and Liability Act at 40 CFR 302.4.

(565) *Introduced species* means: Any species (including but not limited to any of its biological matter capable of propagation) that is non-native to the ecosystems of the Sanctuary; or any organism into which altered genetic matter, or genetic matter from another species, has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

(566) *Motorized personal watercraft (MPWC)* means any vessel, propelled by machinery, that is designed to be operated by standing, sitting, or kneeling on, astride, or behind the vessel, in contrast to the conventional manner, where the operator stands or sits inside the vessel; any vessel less than 20 feet in length overall as manufactured and propelled by machinery and that has been exempted from compliance with the U.S. Coast Guard's Maximum Capacities Marking for Load Capacity regulation found at 33 CFR Parts 181 and 183, except submarines; or any other vessel that is less than 20 feet in length overall as manufactured, and is propelled by a water jet pump or drive.

(567)

§922.132 Prohibited or otherwise regulated activities.

(568) (a) Except as specified in paragraphs (b) through (e) of this section, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted:

(569) (1) Exploring for, developing, or producing oil, gas, or minerals within the Sanctuary, except: Jade may be collected (meaning removed) from the area bounded by the 35.92222 N latitude parallel (coastal reference point: Beach access stairway at south Sand Dollar Beach), the 35.88889 N latitude parallel (coastal reference point: Westernmost tip of Cape San Martin), and from the mean high tide line seaward to the 90-foot isobath (depth line) (the "authorized area") provided that:

(570) (i) Only jade already loose from the submerged lands of the Sanctuary may be collected;

(571) (ii) No tool may be used to collect jade except:

(572) (A) A hand tool (as defined at 15 CFR 922.131) to maneuver or lift the jade or scratch the surface of a stone as necessary to determine if it is jade;

(573) (B) A lift bag or multiple lift bags with a combined lift capacity of no more than two hundred pounds; or

(574) (C) A vessel (except for motorized personal watercraft) (see paragraph (a)(7) of this section) to provide access to the authorized area;

(575) (iii) Each person may collect only what that person individually carries; and

(576) (iv) For any loose piece of jade that cannot be collected under paragraphs (a)(1) (ii) and (iii) of this section, any person may apply for a permit to collect such a loose piece by following the procedures in 15 CFR 922.133.

(577) (2)(i) Discharging or depositing from within or into the Sanctuary, other than from a cruise ship, any material or other matter, except:

(578) (A) Fish, fish parts, chumming materials, or bait used in or resulting from lawful fishing activities within the Sanctuary, provided that such discharge or deposit is during the conduct of lawful fishing activities within the Sanctuary;

(579) (B) For a vessel less than 300 gross registered tons (GRT), or a vessel 300 GRT or greater without sufficient holding tank capacity to hold sewage while within the Sanctuary, clean effluent generated incidental to vessel use by an operable Type I or II marine sanitation device (U.S. Coast Guard classification) approved in accordance with section 312 of the Federal Water Pollution Control Act, as amended (FWPCA), 33 U.S.C. 1322. Vessel operators must lock all marine sanitation devices in a manner that prevents discharge or deposit of untreated sewage;

(580) (C) Clean vessel deck wash down, clean vessel engine cooling water, clean vessel generator cooling water, clean bilge water, or anchor wash;

(581) (D) For a vessel less than 300 gross registered tons (GRT), or a vessel 300 GRT or greater without sufficient holding capacity to hold graywater while within the Sanctuary, clean graywater as defined by section 312 of the FWPCA;

(582) (E) Vessel engine or generator exhaust; or

(583) (F) Dredged material deposited at disposal sites authorized by the U.S. Environmental Protection Agency (EPA) (in consultation with the U.S. Army Corps of Engineers (COE)) prior to the effective date of Sanctuary designation (January 1, 1993), provided that the activity is pursuant to, and complies with the terms and conditions of, a valid Federal permit or approval existing on January 1, 1993. Authorized disposal sites within the Sanctuary are described in Appendix C to this subpart.

(584) (ii) Discharging or depositing from within or into the Sanctuary any material or other matter from a cruise ship except clean vessel engine cooling water, clean vessel generator cooling water, vessel engine or generator exhaust, clean bilge water, or anchor wash.

(585) (iii) Discharging or depositing from beyond the boundary of the Sanctuary any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except those listed in paragraphs (a)(2)(i)(A) through (E) and (a)(2)(ii) of this section and dredged material deposited at the authorized disposal sites, described in Appendix D to this subpart, provided that the dredged material disposal is pursuant to, and complies with the terms and conditions of, a valid Federal permit or approval.

(586) (3) Possessing, moving, removing, or injuring, or attempting to possess, move, remove, or injure, a Sanctuary historical resource. This prohibition does not apply to, moving, removing, or injury resulting incidentally from kelp harvesting, aquaculture, or lawful fishing activities.

(587) (4) Drilling into, dredging, or otherwise altering the submerged lands of the Sanctuary; or constructing, placing, or abandoning any structure, material, or other

matter on or in the submerged lands of the Sanctuary, except as incidental and necessary to:

(588) (i) Conduct lawful fishing activities;

(589) (ii) Anchor a vessel;

(590) (iii) Conduct aquaculture or kelp harvesting;

(591) (iv) Install an authorized navigational aid;

(592) (v) Conduct harbor maintenance in an area necessarily associated with a Federal Project in existence on January 1, 1993, including dredging of entrance channels and repair, replacement, or rehabilitation of breakwaters and jetties;

(593) (vi) Construct, repair, replace, or rehabilitate a dock or pier; or

(594) (vii) Collect jade pursuant to paragraph (a)(1) of this section, provided that there is no constructing, placing, or abandoning any structure, material, or other matter on or in the submerged lands of the Sanctuary, other than temporary placement of an authorized hand tool as provided in paragraph (a)(1) of this section. The exceptions listed in paragraphs (a)(4)(ii) through (a)(4)(vii) of this section do not apply within the Davidson Seamount Management Zone.

(595) (5) Taking any marine mammal, sea turtle, or bird within or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 et seq., Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 et seq., Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 et seq., or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(596) (6) Disturbing marine mammals or seabirds by flying motorized aircraft, except as necessary for valid law enforcement purposes, at less than 1,000 feet above any of the four zones within the Sanctuary described in Appendix B to this subpart. Failure to maintain a minimum altitude of 1,000 feet above ground level above any such zone is presumed to disturb marine mammals or seabirds.

(597) (7) Operating motorized personal watercraft within the Sanctuary except within the five designated zones and access routes within the Sanctuary described in Appendix E to this subpart. Zone Five (at Pillar Point) exists only when a High Surf Warning has been issued by the National Weather Service and is in effect for San Mateo County, and only during December, January, and February.

(598) (8) Possessing within the Sanctuary (regardless of where taken, moved, or removed from), any marine mammal, sea turtle, or bird, except as authorized by the MMPA, ESA, MBTA, by any regulation, as amended, promulgated under the MMPA, ESA, or MBTA, or as necessary for valid law enforcement purposes.

(599) (9) Deserting a vessel aground, at anchor, or adrift in the Sanctuary.

(600) (10) Leaving harmful matter aboard a grounded or deserted vessel in the Sanctuary.

(601) (11)(i) Moving, removing, taking, collecting, catching, harvesting, disturbing, breaking, cutting, or otherwise injuring, or attempting to move, remove, take, collect, catch, harvest, disturb, break, cut, or otherwise injure, any Sanctuary resource located more than 3,000 feet below the sea surface within the Davidson Seamount Management Zone. This prohibition does not apply to fishing below 3,000 feet within the Davidson Seamount Management Zone, which is prohibited pursuant to 50 CFR part 660 (Fisheries off West Coast States).

(602) (ii) Possessing any Sanctuary resource the source of which is more than 3,000 feet below the sea surface within the Davidson Seamount Management Zone. This prohibition does not apply to possession of fish resulting from fishing below 3,000 feet within the Davidson Seamount Management Zone, which is prohibited pursuant to 50 CFR part 660 (Fisheries off West Coast States).

(603) (12) Introducing or otherwise releasing from within or into the Sanctuary an introduced species, except striped bass (Morone saxatilis) released during catch and release fishing activity.

(604) (13) Attracting any white shark within the Sanctuary.

(605) (14) Interfering with, obstructing, delaying, or preventing an investigation, search, seizure, or disposition of seized property in connection with enforcement of the Act or any regulation or permit issued under the Act.

(606) (b) The prohibitions in paragraphs (a)(2) through (11) of this section do not apply to an activity necessary to respond to an emergency threatening life, property, or the environment.

(607) (c)(1) All Department of Defense activities must be carried out in a manner that avoids to the maximum extent practicable any adverse impacts on Sanctuary resources and qualities. The prohibitions in paragraphs (a)(2) through (12) of this section do not apply to existing military activities carried out by the Department of Defense, as specifically identified in the Final Environmental Impact Statement and Management Plan for the Proposed Monterey Bay National Marine Sanctuary (NOAA, 1992). (Copies of the FEIS/MP are available from the Monterey Bay National Marine Sanctuary, 299 Foam Street, Monterey, CA 93940.) For purposes of the Davidson Seamount Management Zone, these activities are listed in the 2008 Final Environmental Impact Statement. New activities may be exempted from the prohibitions in paragraphs (a)(2) through (12) of this section by the Director after consultation between the Director and the Department of Defense.

(608) (2) In the event of destruction of, loss of, or injury to a Sanctuary resource or quality resulting from an incident, including but not limited to discharges, deposits, and groundings, caused by a Department of Defense activity, the Department of Defense, in coordination with the Director, must promptly prevent and mitigate further damage and must restore or replace the Sanctuary resource or quality in a manner approved by the Director.

(609) (d) The prohibitions in paragraph (a)(1) of this section as it pertains to jade collection in the Sanctuary, and paragraphs (a)(2) through (11) and (a)(13) of this

section, do not apply to any activity conducted under and in accordance with the scope, purpose, terms, and conditions of a National Marine Sanctuary permit issued pursuant to 15 CFR 922.48 and 922.133 or a Special Use permit issued pursuant to section 310 of the Act.

(610) (e) The prohibitions in paragraphs (a)(2) through (a)(8) of this section, and (a)(12) of this section regarding any introduced species of shellfish that NOAA and the State of California have determined is non-invasive and will not cause significant adverse effects to sanctuary resources or qualities, and that is cultivated in state waters as part of commercial shellfish aquaculture activities, do not apply to any activity authorized by any lease, permit, license, approval, or other authorization issued after the effective date of Sanctuary designation (January 1, 1993) and issued by any Federal, State, or local authority of competent jurisdiction, provided that the applicant complies with 15 CFR 922.49, the Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization, and the applicant complies with any terms and conditions the Director deems necessary to protect Sanctuary resources and qualities. Amendments, renewals, and extensions of authorizations in existence on the effective date of designation constitute authorizations issued after the effective date of Sanctuary designation.

(611) (f) Notwithstanding paragraphs (d) and (e) of this section, in no event may the Director issue a National Marine Sanctuary permit under 15 CFR 922.48 and 922.133 or a Special Use permit under section 310 of the Act authorizing, or otherwise approve: the exploration for, development, or production of oil, gas, or minerals within the Sanctuary, except for the collection of jade pursuant to paragraph (a)(1) of this section; the discharge of primary-treated sewage within the Sanctuary (except by certification, pursuant to 15 CFR 922.47, of valid authorizations in existence on January 1, 1993 and issued by other authorities of competent jurisdiction); or the disposal of dredged material within the Sanctuary other than at sites authorized by EPA (in consultation with COE) prior to January 1, 1993. Any purported authorizations issued by other authorities within the Sanctuary shall be invalid.

(612)

§922.133 Permit procedures and criteria.

(613) (a) A person may conduct an activity prohibited by §922.132(a)(1) as it pertains to jade collection in the Sanctuary, §922.132(a)(2) through (11), and §922.132(a)(13), if such activity is specifically authorized by, and conducted in accordance with the scope, purpose, terms, and conditions of, a permit issued under this section and 15 CFR 922.48.

(614) (b) The Director, at his or her sole discretion, may issue a permit, subject to terms and conditions as he or she deems appropriate, to conduct an activity prohibited by §922.132(a)(1) as it pertains to jade collection in the Sanctuary, §922.132(a)(2) through (11), and §922.132(a)(13), if the Director finds that the activity will have at most short-term and negligible adverse effects on Sanctuary resources and qualities and:

(615) (1) Is research designed to further understanding of Sanctuary resources and qualities;

(616) (2) Will further the educational, natural, or historical value of the Sanctuary;

(617) (3) Will further salvage or recovery operations within or near the Sanctuary in connection with a recent air or marine casualty;

(618) (4) Will assist in managing the Sanctuary;

(619) (5) Will further salvage or recovery operations in connection with an abandoned shipwreck in the Sanctuary title to which is held by the State of California; or

(620) (6) Will allow the removal, without the use of pneumatic, mechanical, electrical, hydraulic or explosive tools, of loose jade from the Jade Cove area under §922.132(a)(1)(iv).

(621) (c) In deciding whether to issue a permit, the Director shall consider such factors as:

(622) (1) Will the activity be conducted by an applicant that is professionally qualified to conduct and complete the activity;

(623) (2) Will the activity be conducted by an applicant with adequate financial resources available to conduct and complete the activity;

(624) (3) Is the activity proposed for no longer than necessary to achieve its stated purpose;

(625) (4) Must the activity be conducted within the Sanctuary;

(626) (5) Will the activity be conducted using methods and procedures that are appropriate to achieve the goals of the proposed activity, especially in relation to the potential effects of the proposed activity on Sanctuary resources and qualities;

(627) (6) Will the activity be conducted in a manner compatible with the primary objective of protection of Sanctuary resources and qualities, considering the extent to which the conduct of the activity may diminish or enhance Sanctuary resources and qualities, any potential indirect, secondary, or cumulative effects of the activity, and the duration of such effects;

(628) (7) Will the activity be conducted in a manner compatible with the value of the Sanctuary as a source of recreation and as a source of educational and scientific information, considering the extent to which the conduct of the activity may result in conflicts between different users of the Sanctuary and the duration of such effects; and

(629) (8) Does the reasonably expected end value of the activity to the furtherance of the Sanctuary goals and objectives outweigh any potential adverse effects on Sanctuary resources and qualities from the conduct of the activity.

(630) (d) For jade collection, preference will be given for applications proposing to collect loose pieces of jade for research or educational purposes.

(631) (e) The Director may consider such other factors as he or she deems appropriate.

(632) (f) *Applications*.

(633) (1) Applications for permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Superintendent, Monterey Bay National Marine Sanctuary, 299 Foam Street, Monterey, CA 93940.

(634) (2) In addition to the information listed in 15 CFR 922.48(b), all applications must include information the Director needs to make the findings in paragraph (b) of this section and information to be considered by the Director pursuant to paragraph (c) of this section.

(635) (g) In addition to any other terms and conditions that the Director deems appropriate, a permit issued pursuant to this section must require that the permittee agree to hold the United States harmless against any claims arising out of the conduct of the permitted activities.

(636)

§922.134 Review of certain State permits and leases.

(637) (a)(1) NOAA has described in a Memorandum of Agreement (MOA) with the State of California how NOAA will coordinate review of any introduction of non-invasive introduced species from a proposed shellfish aquaculture project when considering an authorization under §922.132(e).

(638) (2) The MOA specifies how the process of 15 CFR 922.49 will be administered within State waters within the sanctuary in coordination with State permit and lease programs as administered by the California Fish and Game Commission, the Department of Fish and Wildlife and the California Coastal Commission.

(639) (b)(1) NOAA has entered into a Memorandum of Agreement (MOA) with the State of California, EPA, and the Association of Monterey Bay Area Governments regarding the Sanctuary regulations relating to water quality within State waters within the Sanctuary.

(640) With regard to permits, the MOA encompasses:

(641) (i) National Pollutant Discharge Elimination System (NPDES) permits issued by the State of California under section 13377 of the California Water Code; and

(642) (ii) Waste Discharge Requirements issued by the State of California under section 13263 of the California Water Code.

(643) (2) The MOA specifies how the process of 15 CFR 922.49 will be administered within State waters within the Sanctuary in coordination with the State permit program.

(644)

Appendix A to Subpart M of Part 922–Monterey Bay National Marine Sanctuary Boundary Coordinates

(645) Coordinates listed in this Appendix are unprojected (Geographic) and based on the North American Datum of 1983.

(646)

Seaward Boundary		
Point ID	**Latitude**	**Longitude**
1	37°52'56.1"N.	122°37'39.1"W.
2	37°39'59.0"N.	122°45'03.7"W.
3	37°36'58.3"N.	122°46'09.7"W.
4	37°34'17.2"N.	122°48'14.3"W.
5	37°31'47.5"N.	122°51'35.5"W.
6	37°30'34.1"N.	122°54'22.1"W.
7	37°29'39.0"N.	123°00'27.7"W.
8	37°30'29.4"N.	123°05'46.2"W.
9	37°31'12.0"N.	123°07'43.6"W.
10	37°27'10.9"N.	123°08'24.3"W.
11	37°20'35.3"N.	123°07'54.1"W.
12	37°13'50.2"N.	123°06'15.5"W.
13	37°07'48.7"N.	123°01'43.1"W.
14	37°03'46.6"N.	122°54'45.3"W.
15	37°02'06.3"N.	122°46'35.0"W.
16	36°55'17.5"N.	122°48'21.4" W.
17	36°48'22.7"N.	122°48'56.3"W.
18	36°41'30.9"N.	122°48'19.4"W.
19	36°34'45.7"N.	122°46'26.9"W.
20	36°28'24.1"N.	122°43'32.4"W.
21	36°22'20.7"N.	122°39'28.4"W.
22	36°16'43.9"N.	122°34'26.7"W.
23	36°11'44.5"N.	122°28'37.1"W.
24	36°07'26.9"N.	122°21'54.9"W.
25	36°04'07.1"N.	122°14'39.7"W.
26	36°01'28.2"N.	122°07'00.1"W.
27	35°59'45.4"N.	121°58'56.3"W.
28	35°58'59.1"N.	121°50'26.4"W.
29	35°58'53.6"N.	121°45'22.8"W.
30	35°55'45.5"N.	121°42'40.2"W.
31	35°50'15.8"N.	121°43'09.1"W.
32	35°43'14.2"N.	121°42'43.7"W.
33	35°35'41.8"N.	121°41'25.0"W.
34	35°33'11.7"N.	121°37'49.7"W.
35	35°33'17.4"N.	121°06'14.4"W.
36	37°35'39.2"N.	122°31'12.0"W.
37	37°36'49.2"N.	122°37'00.2"W.
38	37°46'00.9"N.	122°39'00.3"W.
39	37°49'04.0"N.	122°31'48.3"W.
Harbor Exclusions		
40	37°29'38.9"N.	122°29'05.3"W.
41	37°29'43.4"N.	122°29'08.7"W.
42	36°57'38.9"N.	122°00'06.3"W.
43	36°57'41.1"N.	122°00'04.0"W.
44	36°48'24.6"N.	121°47'29.2"W.
45	36°48'04.7"N.	121°47'25.6"W.
46	36°36'30.1"N.	121°53'22.9"W.
47	36°36'20.8"N.	121°53'22.7"W.

(647)

Appendix B to Subpart M of Part 922–Zones Within the Sanctuary Where Overflights Below 1,000 Feet are Prohibited

(648) The four zones are:

(649) (1) From mean high water to 3 nautical miles (nmi) between a line extending from Point Santa Cruz on a southwesterly bearing of 220° true and a line extending from 2.0 nmi north of Pescadero Point on a southwesterly bearing of 240° true;

(650) (2) From mean high water to 3 nmi offshore between a line extending from the Carmel River mouth on a westerly bearing of 270° true and a line extending due west along latitude parallel 35°33'17.6"N off of Cambria;

(651) (3) From mean high water and within a 5 nmi seaward arc drawn from a center point of 36°48'04.6"N., 121°47'25.2"W. (the end of the Moss Landing ocean pier as it appeared on the most current NOAA nautical charts as of January 1, 1993); and

(652) (4) Over the Sanctuary's jurisdictional waters of Elkhorn Slough east of the Highway One bridge to Elkhorn Road.

(653)

Appendix C to Subpart M of Part 922–Dredged Material Disposal Sites within the Sanctuary

(654) [Coordinates in this appendix are unprojected (Geographic Coordinate System) and are calculated using the North American Datum of 1983]

(655)

Point ID	Latitude	Longitude
Santa Cruz Harbor/Twin Lakes Dredge Disposal Site		
1	36°57'45.0"N.	122°00'02.0"W.
2	36°57'45.0"N.	121°59'54.9"W.
3	36°57'41.0"N.	121°59'53.9"W.
4	36°57'41.0"N.	122°00'02.9"W.
SF-12 Dredge Disposal Site		
1	36°48'07.4"N.	121°47'31.4"W.
2	36°48'05.6"N.	121°47'31.8"W.
3	36°48'06.1"N.	121°47'35.7"W.
4	36°48'08.7"N.	121°47'34.6"W.
SF-14 Dredge Disposal Site (circle with 500 yard radius)		
1	36°47'52.8"N.	121°49'08.6"W.
Monterey Harbor/Wharf II Dredge Disposal Site		
1	36°36'10.7"N.	121°53'21.9"W.
2	36°36'10.2"N.	121°53'16.3"W.
3	36°36'03.3"N.	121°53'17.7"W.
4	36°36'04.3"N.	121°53'23.2"W.

(656)

Appendix D to Subpart M of Part 922–Dredged Material Disposal Sites Adjacent to the Monterey Bay National Marine Sanctuary

(657) [Coordinates in this appendix are unprojected (Geographic Coordinate System) and are calculated using the North American Datum of 1983]

(658) As of January 1, 1993, the U.S. Army Corps of Engineers operates the following dredged material disposal site adjacent to the Sanctuary off of the Golden Gate:

(659)

Point ID	Latitude	Longitude
1	37°45'52.4"N.	122°34'08.4"W.
2	37°44'58.6"N.	122°37'22.1"W.
3	37°44'29.4"N.	122°37'09.5"W.
4	37°45'24.3"N.	122°33'53.3"W.
5	37°45'52.4"N.	122°34'08.4"W.

(660)

Appendix E to Subpart M of Part 922–Motorized Personal Watercraft Zones and Access Routes within the Sanctuary

(661) [Coordinates in this appendix are unprojected (Geographic Coordinate System) and are calculated using the North American Datum of 1983]

(662) The five zones and access routes are:

(663) (1) The approximately one [1.0] nmi2 area off Pillar Point Harbor from harbor launch ramps, through the harbor entrance to the northern boundary of Zone One:

(664)

Point ID		Latitude	Longitude
1	(flashing 5-second breakwater entrance light and horn located at the seaward end of the outer west breakwater).	37°29'38.2"N.	122°29'05.1"W.
2	(bell buoy)	37°28'54.0"N.	122°28'59.9"W.
3		37°28'48.0"N.	122°28'00.0"W.
4		37°29'35.9"N.	122°28'00.0"W.

(665) (2) The approximately five [5.0] nmi2 area off of Santa Cruz Small Craft Harbor from harbor launch ramps, through the harbor entrance, and then along a 100-yard wide access route southwest along a bearing of approximately 196° true (180° magnetic) to the red and white whistle buoy at 36°56'17.9"N., 122°00'36.0"W. Zone Two is bounded by:

(666)

Point ID	Latitude	Longitude
1	36°55'00.0"N.	122°01'59.9"W.
2	36°55'00.0"N.	121°58'00.0"W.
3	36°56'30.0"N.	121°58'00.0"W.
4	36°56'30.0"N.	122°01'59.9"W.

(667) (3) The approximately six [6.0] nmi2 area off of Moss Landing Harbor from harbor launch ramps, through harbor entrance, and then along a 100-yard wide access

route southwest along a bearing of approximately **230°** true (**215°** magnetic) to the red and white bell buoy at the eastern boundary of Zone Three bounded by:

(668)

Point ID	Latitude	Longitude
1	36°49'59.9"N.	121°49'18.0"W.
2	36°49'59.9"N.	121°50'48.0"W.
3	36°46'41.9"N.	121°50'48.0"W.
4	36°46'41.9"N.	121°49'00.0"W.
5 (red and white bell buoy)	36°47'53.9"N.	121°48'06.0"W.
6	36°48'54.0"N.	121°48'11.9"W.

(669) (4) The approximately five [5.0] nmi2 area off of Monterey Harbor from harbor launch ramps to the seaward end of the U.S. Coast Guard Pier, and then along a 100-yard wide access route northeast along a bearing of approximately **15°** true (0° magnetic) to the southern boundary of Zone Four bounded by:

(670)

Point ID	Latitude	Longitude
1	36°38'42.0"N.	121°55'23.9"W.
2	36°36'54.0"N.	121°52'30.0"W.
3	36°38'17.9"N.	121°51'18.0"W.
4	36°40'00.0"N.	121°54'24.0"W.

(671) (5) The approximately one-tenth [0.10] nmi2 area near Pillar Point from the Pillar Point Harbor entrance along a 100-yard wide access route southeast along a bearing of approximately **174°** true (**159°** magnetic) to the green bell buoy (identified as "Buoy 3") at 37°28'53.5"N., 122°28'53.6"W. and then along a 100-yard wide access route northwest along a bearing of approximately **284°** true (**269°** magnetic) to the green gong buoy (identified as "Buoy 1") at 37°29'10.5"N., 122°30'21.7"W., the southwest boundary of Zone Five. Zone Five exists only when a High Surf Warning has been issued by the National Weather Service and is in effect for San Mateo County and only during December, January, and February. Zone Five is bounded by:

(672)

Point ID	Latitude	Longitude
1 (gong buoy identified as "Buoy 1").	37°29'10.5"N.	122°30'21.7"W.
2	37°29'34.9"N.	122°30'21.7"W.
3 (Sail Rock)	37°29'34.9"N.	122°30'03.7"W.
4	37°29'10.5"N.	122°30'03.7"W.

(673)

Appendix F to Subpart M of Part 922–Davidson Seamount Management Zone

(674) [Coordinates in this appendix are unprojected (Geographic Coordinate System) and are calculated using the North American Datum of 1983]

(675)

Point ID	Latitude	Longitude
1	35°54'00"N.	123°00'00"W.
2	35°54'00"N.	122°30'00"W.
3	35°30'00"N.	122°30'00"W.
4	35°30'00"N.	123°00'00"W.

(676)

Subpart O–Olympic Coast National Marine Sanctuary

(677)

§922.150 Boundary.

(678) (a) The Olympic Coast National Marine Sanctuary (Sanctuary) consists of an area of approximately 2,408 square nautical miles (nmi) of coastal and ocean waters, and the submerged lands thereunder, off the central and northern coast of the State of Washington.

(679) (b) The Sanctuary boundary extends from Koitlah Point due north to the United States/Canada international boundary. The Sanctuary boundary then follows the U.S./Canada international boundary seaward to the 100 fathom isobath. The seaward boundary of the Sanctuary approximates the 100 fathom isobath in a southerly direction from the U.S./Canada international boundary to a point due west of the mouth of the Copalis River cutting across the heads of Nitnat, Juan de Fuca and Quinault Canyons. The coastal boundary of the Sanctuary is the mean higher high water line when adjacent to Federally managed lands cutting across the mouths of all rivers and streams, except where adjacent to Indian reservations, State and county owned lands; in such case, the coastal boundary is the mean lower low water line. La Push harbor is excluded from the Sanctuary boundary shoreward of the International Collision at Sea regulation (Colreg.) demarcation lines. The boundary coordinates are listed in appendix A to this subpart.

(680)

§922.151 Definitions.

(681) In addition to those definitions found at §922.3, the following definitions apply to this subpart:

(682) *Clean* means not containing detectable levels of harmful matter.

(683) *Cruise ship* means a vessel with 250 or more passenger berths for hire.

(684) *Harmful matter* means any substance, or combination of substances, that because of its quantity, concentration, or physical, chemical, or infectious characteristics may pose a present or potential threat to Sanctuary resources or qualities, including but not limited to: Fishing nets, fishing line, hooks, fuel, oil, and those contaminants (regardless of quantity) listed pursuant to 42 U.S.C. 101(14) of the Comprehensive Environmental Response, Compensation and Liability Act at 40 CFR 302.4.

(685) *Indian reservation* means a tract of land set aside by the Federal Government for use by a federally recognized

American Indian tribe and includes, but is not limited to, the Makah, Quileute, Hoh, and Quinault Reservations.

(686) *Lawful fishing* means fishing authorized by a tribal, State or Federal entity with jurisdiction over the activity.

(687) *Treaty* means a formal agreement between the United States Government and an Indian tribe.

(688)

§922.152 Prohibited or otherwise regulated activities.

(689) (a) Except as specified in paragraphs (b) through (g) of this section, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted:

(690) (1) Exploring for, developing or producing oil, gas or minerals within the Sanctuary.

(691) (2)(i) Discharging or depositing, from within or into the Sanctuary, other than from a cruise ship, any material or other matter except:

(692) (A) Fish, fish parts, chumming materials or bait used in or resulting from lawful fishing operations in the Sanctuary;

(693) (B) Biodegradable effluent incidental to vessel use and generated by marine sanitation devices approved in accordance with section 312 of the Federal Water Pollution Control Act, as amended, (FWPCA), 33 U.S.C. 1322 *et seq*.;

(694) (C) Water generated by routine vessel operations (*e.g*., cooling water, deck wash down, and graywater as defined by section 312 of the FWPCA) excluding oily wastes from bilge pumping;

(695) (D) Engine exhaust; or

(696) (E) Dredge spoil in connection with beach nourishment projects related to the Quillayute River Navigation Project.

(697) (ii) Discharging or depositing, from beyond the boundary of the Sanctuary, any material or other matter, except those listed in paragraphs (a)(2)(i)(A) through (E) of this section, that subsequently enters the Sanctuary and injures a Sanctuary resource or quality.

(698) (3) Discharging or depositing, from within or into the Sanctuary, any materials or other matter from a cruise ship except clean vessel engine cooling water, clean vessel generator cooling water, clean bilge water, engine exhaust, or anchor wash.

(699) (4) Moving, removing or injuring, or attempting to move, remove or injure, a Sanctuary historical resource. This prohibition does not apply to moving, removing or injury resulting incidentally from lawful fishing operations.

(700) (5) Drilling into, dredging or otherwise altering the submerged lands of the Sanctuary; or constructing, placing or abandoning any structure, material or other matter on the submerged lands of the Sanctuary, except as an incidental result of:

(701) (i) Anchoring vessels;

(702) (ii) Lawful fishing operations;

(703) (iii) Installation of navigation aids;

(704) (iv) Harbor maintenance in the areas necessarily associated with the Quillayute River Navigation Project, including dredging of entrance channels and repair, replacement or rehabilitation of breakwaters and jetties, and related beach nourishment;

(705) (v) Construction, repair, replacement or rehabilitation of boat launches, docks or piers, and associated breakwaters and jetties; or

(706) (vi) Beach nourishment projects related to harbor maintenance activities.

(707) (6) Taking any marine mammal, sea turtle or seabird in or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 et seq., the Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 et seq., and the Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 et seq., or pursuant to any Indian treaty with an Indian tribe to which the United States is a party, provided that the Indian treaty right is exercised in accordance with the MMPA, ESA, and MBTA, to the extent that they apply.

(708) (7) Disturbing marine mammals or seabirds by flying motorized aircraft at less than 2,000 feet over the waters within one nautical mile of the Flattery Rocks, Quillayute Needles, or Copalis National Wildlife Refuges or within one nautical mile seaward from the coastal boundary of the Sanctuary, except for activities related to tribal timber operations conducted on reservation lands, or to transport persons or supplies to or from reservation lands as authorized by a governing body of an Indian tribe. Failure to maintain a minimum altitude of 2,000 feet above ground level over any such waters is presumed to disturb marine mammals or seabirds.

(709) (8) Possessing within the Sanctuary (regardless of where taken, moved or removed from) any historical resource, or any marine mammal, sea turtle, or seabird taken in violation of the MMPA, ESA, or MBTA, to the extent that they apply.

(710) (9) Interfering with, obstructing, delaying or preventing an investigation, search, seizure or disposition of seized property in connection with enforcement of the Act or any regulation or permit issued under the Act.

(711) (b) The prohibitions in paragraph (a)(2) through (5), (7), and (8) of this section do not apply to activities necessary to respond to emergencies threatening life, property, or the environment.

(712) (c) The prohibitions in paragraphs (a)(2) through (5), (7), and (8) of this section do not apply to activities necessary for valid law enforcement purposes.

(713) (d)(1) All Department of Defense military activities shall be carried out in a manner that avoids to the maximum extent practicable any adverse impacts on Sanctuary resources and qualities.

(714) (i) Except as provided in paragraph (d)(2) of this section, the prohibitions in paragraphs (a)(2) through (8) of this section do not apply to the following military activities performed by the Department of Defense in W–237A, W–237B, and Military Operating Areas Olympic A and B in the Sanctuary:

(715) (A) Hull integrity tests and other deep water tests;

(716) (B) Live firing of guns, missiles, torpedoes, and chaff;

(717) (C) Activities associated with the Quinault Range including the in-water testing of non-explosive torpedoes; and

(718) (D) Anti-submarine warfare operations.

(719) (ii) New activities may be exempted from the prohibitions in paragraphs (a) (2) through (7) of this section by the Director after consultation between the Director and the Department of Defense. If it is determined that an activity may be carried out, such activity shall be carried out in a manner that avoids to the maximum extent practicable any adverse impact on Sanctuary resources and qualities. Civil engineering and other civil works projects conducted by the U.S. Army Corps of Engineers are excluded from the scope of this Paragraph (d).

(720) (2) The Department of Defense is prohibited from conducting bombing activities within the Sanctuary.

(721) (3) In the event of threatened or actual destruction of, loss of, or injury to a Sanctuary resource or quality resulting from an untoward incident, including but not limited to spills and groundings caused by the Department of Defense, the Department of Defense shall promptly coordinate with the Director for the purpose of taking appropriate actions to respond to and mitigate the harm and, if possible, restore or replace the Sanctuary resource or quality.

(722) (e) The prohibitions in paragraphs (a)(2) through (8) of this section do not apply to any activity executed in accordance with the scope, purpose, terms and conditions of a National Marine Sanctuary permit issued pursuant to §§922.48 and 922.153 or a Special Use permit issued pursuant to section 310 of the Act.

(723) (f) Members of a federally recognized Indian tribe may exercise aboriginal and treaty-secured rights, subject to the requirements of other applicable law, without regard to the requirements of this part. The Director may consult with the governing body of a tribe regarding ways the tribe may exercise such rights consistent with the purposes of the Sanctuary.

(724) (g) The prohibitions in paragraphs (a)(2) through (8) of this section do not apply to any activity authorized by any lease, permit, license, or other authorization issued after July 22, 1994, and issued by any Federal, State or local authority of competent jurisdiction, provided that the applicant complies with § 922.49, the Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization, and the applicant complies with any terms and conditions the Director deems necessary to protect Sanctuary resources and qualities. Amendments, renewals and extensions of authorizations in existence on the effective date of designation constitute authorizations issued after the effective date.

(725) (h) Notwithstanding paragraphs (e) and (g) of this section, in no event may the Director issue a National Marine Sanctuary permit under §§922.48 and 922.153 or a Special Use permit under section 310 of the Act authorizing, or otherwise approve: The exploration for, development or production of oil, gas or minerals within the Sanctuary; the discharge of primary-treated sewage within the Sanctuary; the disposal of dredged material within the Sanctuary other than in connection with beach nourishment projects related to the Quillayute River Navigation Project; or bombing activities within the Sanctuary. Any purported authorizations issued by other authorities after July 22, 1994 for any of these activities within the Sanctuary shall be invalid.

(726)

§922.153 Permit procedures and criteria.

(727) (a) A person may conduct an activity prohibited by paragraphs (a)(2) through (8) of §922.152 if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and §922.48.

(728) (b) Applications for such permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Superintendent, Olympic Coast National Marine Sanctuary, 115 East Railroad Avenue, Suite 301, Port Angeles, WA 98362–2925.

(729) (c) The Director, at his or her discretion, may issue a permit, subject to such terms and conditions as he or she deems appropriate, to conduct an activity prohibited by paragraphs (a)(2) through (8) of §922.152, if the Director finds that the activity will not substantially injure Sanctuary resources and qualities and will: Further research related to Sanctuary resources and qualities; further the educational, natural or historical resource value of the Sanctuary; further salvage or recovery operations in or near the Sanctuary in connection with a recent air or marine casualty; assist in managing the Sanctuary; further salvage or recovery operations in connections with an abandoned shipwreck in the Sanctuary title to which is held by the State of Washington; or be issued to an American Indian tribe adjacent to the Sanctuary, and/or its designee as certified by the governing body of the tribe, to promote or enhance tribal self-determination, tribal government functions, the exercise of treaty rights, the economic development of the tribe, subsistence, ceremonial and spiritual activities, or the education or training of tribal members. For the purpose of this part, American Indian tribes adjacent to the sanctuary mean the Hoh, Makah, and Quileute Indian Tribes and the Quinault Indian Nation. In deciding whether to issue a permit, the Director may consider such factors as: The professional qualifications and financial ability of the applicant as related to the proposed activity; the duration of the activity and the duration of its effects; the appropriateness of the methods and procedures proposed by the applicant for the conduct of the activity; the extent to which the conduct of the activity may diminish or enhance Sanctuary resources and qualities; the cumulative effects of the activity; the end value of the activity; and the impacts of the activity on adjacent American Indian tribes. Where the issuance or denial of a permit is requested by the governing body

of an American Indian tribe, the Director shall consider and protect the interests of the tribe to the fullest extent practicable in keeping with the purposes of the Sanctuary and his or her fiduciary duties to the tribe. The Director may also deny a permit application pursuant to this section, in whole or in part, if it is determined that the permittee or applicant has acted in violation of the terms or conditions of a permit or of these regulations. In addition, the Director may consider such other factors as he or she deems appropriate.

(730) (d) It shall be a condition of any permit issued that the permit or a copy thereof be displayed on board all vessels or aircraft used in the conduct of the activity.

(731) (e) The Director may, inter alia, make it a condition of any permit issued that any data or information obtained under the permit be made available to the public.

(732) (f) The Director may, inter alia, make it a condition of any permit issued that a NOAA official be allowed to observe any activity conducted under the permit and/or that the permit holder submit one or more reports on the status, progress or results of any activity authorized by the permit.

(733) (g) The Director shall obtain the express written consent of the governing body of an Indian tribe prior to issuing a permit, if the proposed activity involves or affects resources of cultural or historical significance to the tribe.

(734) (h) Removal, or attempted removal of any Indian cultural resource or artifact may only occur with the express written consent of the governing body of the tribe or tribes to which such resource or artifact pertains, and certification by the Director that such activities occur in a manner that minimizes damage to the biological and archeological resources. Prior to permitting entry onto a significant cultural site designated by a tribal governing body, the Director shall require the express written consent of the governing body of the tribe or tribes to which such cultural site pertains.

(735)

§922.154 Consultation with the State of Washington, affected Indian tribes, and adjacent county governments.

(736) (a) The Director shall regularly consult with the State of Washington, the governing bodies of tribes with reservations adjacent to the Sanctuary, and adjacent county governments regarding areas of mutual concern, including Sanctuary programs, permitting, activities, development, and threats to Sanctuary resources.

(737) (b) The Director shall, when requested by such governments, enter into a memorandum of understanding regarding such consultations.

(738)

Appendix A to Subpart O of Part 922–Olympic Coast National Marine Sanctuary Boundary Coordinates

(739) [Based on North American Datum of 1983]

(740)

Point ID	Latitude	Longitude
1	47°07'45.0"N.	124°11'02.0"W.
2	47°07'45.0"N.	124°58'12.0"W.
3	47°35'05.0"N.	125°00'00.0"W.
4	47°40'05.0"N.	125°04'44.0"W.
5	47°50'01.0"N.	125°05'42.0"W.
6	47°57'13.0"N.	125°29'13.0"W.
7	48°07'33.0"N.	125°38'20.0"W.
8	48°15'00.0"N.	125°40'54.0"W.
9	48°18'21.2"N.	125°30'02.9"W.
10	48°20'15.2"N.	125°22'52.9"W.
11	48°26'46.2"N.	125°09'16.9"W.
12	48°27'09.2"N.	125°08'29.9"W.
13	48°28'08.2"N.	125°05'51.9"W.
14	48°29'43.2"N.	125°00'10.9"W.
15	48°29'56.2"N.	124°59'19.9"W.
16	48°30'13.2"N.	124°54'56.9"W.
17	48°30'21.2"N.	124°50'25.9"W.
18	48°30'10.2"N.	124°47'17.9"W.
19	48°29'36.4"N.	124°43'38.1"W.
20	48°28'08.0"N.	124°38'13.0"W.
21	48°23'17.0"N.	124°38'13.0"W.

(741)

Subpart Q–Hawai'ian Islands Humpback Whale National Marine Sanctuary

(742)

§922.180 Purpose.

(743) (a) The purpose of the regulations in this subpart is to implement the designation of the Hawai'ian Islands Humpback Whale National Marine Sanctuary by regulating activities affecting the resources of the Sanctuary or any of the qualities, values, or purposes for which the Sanctuary was designated, in order to protect, preserve, and manage the conservation, ecological, recreational, research, educational, historical, cultural, and aesthetic resources and qualities of the area. The regulations are intended to supplement and complement existing regulatory authorities; to facilitate to the extent compatible with the primary objective of protecting the humpback whale and its habitat, all public and private uses of the Sanctuary, including uses of Hawai'ian natives customarily and traditionally exercised for subsistence, cultural, and religious purposes, as well as education, research, recreation, commercial and military activities; to reduce conflicts between compatible uses; to maintain, restore, and enhance the humpback whale and its habitat; to contribute to the maintenance of natural assemblages of humpback whales for future generations; to provide a place for humpback whales that are dependent on their Hawai'ian Islands wintering habitat for reproductive activities, including breeding, calving, and nursing,

and for the long-term survival of their species; and to achieve the other purposes and policies of the HINMSA and NMSA.

(744) (b) These regulations may be modified to fulfill the Secretary's responsibilities for the Sanctuary, including the provision of additional protections for humpback whales and their habitat, if reasonably necessary, and the conservation and management of other marine resources, qualities and ecosystems of the Sanctuary determined to be of national significance. The Secretary shall consult with the Governor of the State of Hawaii on any modification to the regulations contained in this part. For any modification of the regulations contained in this part that would constitute a change in a term of the designation, as contained in the Designation Document for the Sanctuary, the Secretary shall follow the applicable requirements of section 303 and 304 of the NMSA, and sections 2305 and 2306 of the HINMSA.

(745) (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.

(746)

§922.181 Boundary.

(747) (a) Except for excluded areas described in Paragraph (b) of this section, the Hawai'ian Islands Humpback Whale National Marine Sanctuary consists of the submerged lands and waters off the coast of the Hawai'ian Islands seaward from the shoreline, cutting across the mouths of rivers and streams:

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

(749) (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;

(750) (3) To the 100-fathom (183 meter) isobath from Cape Halawa, Moloka'i, south and westward to Ilio Point, Moloka'i; 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;

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

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

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

(754)

Hawaii (Big Island)

Kawaihae Boat Harbor & Small Boat Basin

Lanai

Kaumalapau Harbor, Manele Harbor

Maui

Lahaina Boat Harbor, Maalaea Boat Harbor

Molokai

Hale o Lono Harbor, Kaunakakai Harbor

Oahu

Kuapa Pond (Hawaii Kai)

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

(756)

§922.182 Definitions.

(757) (a) *Acts* means the Hawai'ian Islands National Marine Sanctuary Act (HINMSA; sections 2301-2307 of Public Law 102-587), and the National Marine Sanctuaries Act (NMSA; also known as Title III of the Marine Protection, Research, and Sanctuaries Act (MPRSA), as amended, 16 U.S.C. 1431 *et seq*.).

(758) *Adverse impact* means an impact that independently or cumulatively damages, diminishes, degrades, impairs, destroys, or otherwise harms.

(759) *Alteration of the seabed* means drilling into, dredging, or otherwise altering a natural physical characteristic of the seabed of the Sanctuary; or constructing, placing, or abandoning any structure, material, or other matter on the seabed of the Sanctuary.

(760) *Habitat* means those areas that provide space for individual and population growth and normal behavior of humpback whales, and include sites used for reproductive activities, including breeding, calving and nursing.

(761) *Military activities* means those military activities conducted by or under the auspices of the Department of Defense and any combined military activities carried out by the Department of Defense and the military forces of a foreign nation.

(762) *Sanctuary* means the Hawai'ian Islands Humpback Whale National Marine Sanctuary.

(763) *Sanctuary resource* means any humpback whale, or the humpback whale's habitat within the Sanctuary.

(764) *Shoreline* means the upper reaches of the wash of the waves, other than storm or seismic waves, at high tide during the season of the year in which the highest wash of the waves occurs, usually evidenced by the edge of vegetation growth, or the upper limit of debris left by the wash of the waves.

(765) *Take or taking a humpback whale* means to harass, harm, pursue, hunt, shoot, wound, kill, capture, collect or injure a humpback whale, or to attempt to engage in any such conduct. The term includes, but is not limited

to, any of the following activities: collecting any dead or injured humpback whale, or any part thereof; restraining or detaining any humpback whale, or any part thereof, no matter how temporarily; tagging any humpback whale; operating a vessel or aircraft or doing any other act that results in the disturbing or molesting of any humpback whale.

(766) (b) Other terms appearing in the regulations in this subpart are defined at 15 CFR 922.3, and/or in the Marine Protection, Research, and Sanctuaries Act, as amended, 33 U.S.C. 1401 et seq., and 16 U.S.C. 1431 et seq.

(767)

§922.183 Allowed activities.

(768) (a) All activities except those prohibited by §922.184 may be undertaken in the Sanctuary subject to any emergency regulations promulgated pursuant to §922.185, subject to the interagency cooperation provisions of section 304(d) of the NMSA [16 U.S.C. 1434(d)] and §922.187 of this subpart, and subject to the liability established by section 312 of the NMSA and §922.46. All activities are also subject to all prohibitions, restrictions, and conditions validly imposed by any other Federal, State, or county authority of competent jurisdiction.

(769) (b) Included as activities allowed under the first sentence of Paragraph (a) of this section are all classes of military activities, internal or external to the Sanctuary, that are being or have been conducted before the effective date of the regulations in this subpart, as identified in the Final Environmental Impact Statement/Management Plan. Paragraphs (a) (1) through (5) of §922.184 do not apply to these classes of activities, nor are these activities subject to further consultation under section 304(d) of the NMSA.

(770) (c) Military activities proposed after the effective date of the regulations in this subpart, are also included as allowed activities under the first sentence of Paragraph (a) of this section. Paragraphs (a) (1) through (5) of §922.184 apply to these classes of activities unless–

(771) (1) They are not subject to consultation under section 304(d) of the NMSA and §922.187 of this subpart, or

(772) (2) Upon consultation under section 304(d) of the NMSA and §922.187 of this subpart, NOAA's findings and recommendations include a statement that paragraphs (a)(1) through (5) of §922.184 do not apply to the military activity.

(773) (d) If a military activity described in paragraphs (b) or (c)(2) of this section is modified such that it is likely to destroy, cause the loss of, or injure a Sanctuary resource in a manner significantly greater than was considered in a previous consultation under section 304(d) of the NMSA and §922.187 of this subpart, or if the modified activity is likely to destroy, cause the loss of, or injure any Sanctuary resource not considered in a previous consultation under section 304(d) of the NMSA and §922.187 of this subpart, the modified activity will be treated as a new military activity under Paragraph (c) of this section.

(774) (e) If a proposed military activity subject to section 304(d) of the NMSA and §922.187 of this subpart is necessary to respond to an emergency situation and the Secretary of Defense determines in writing that failure to undertake the proposed activity during the period of consultation would impair the national defense, the Secretary of the military department concerned may request the Director that the activity proceed during consultation. If the Director denies such a request, the Secretary of the military department concerned may decide to proceed with the activity. In such case, the Secretary of the military department concerned shall provide the Director with a written statement describing the effects of the activity on Sanctuary resources once the activity is completed.

(775)

§922.184 Prohibited activities.

(776) (a) The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted.

(777) (1) Approaching, or causing a vessel or other object to approach, within the Sanctuary, by any means, within 100 yards of any humpback whale except as authorized under the Marine Mammal Protection Act, as amended (MMPA), 16 U.S.C. 1361 et seq., and the Endangered Species Act, as amended (ESA), 16 U.S.C. 1531 et seq.;

(778) (2) Operating any aircraft above the Sanctuary within 1,000 feet of any humpback whale except as necessary for takeoff or landing from an airport or runaway, or as authorized under the MMPA and the ESA;

(779) (3) Taking any humpback whale in the Sanctuary except as authorized under the MMPA and the ESA;

(780) (4) Possessing within the Sanctuary (regardless of where taken) any living or dead humpback whale or part thereof taken in violation of the MMPA or the ESA;

(781) (5) Discharging or depositing any material or other matter in the Sanctuary; altering the seabed of the Sanctuary; or discharging or depositing any material or other matter outside the Sanctuary if the discharge or deposit subsequently enters and injures a humpback whale or humpback whale habitat, provided that such activity:

(782) (i) Requires a Federal or State permit, license, lease, or other authorization; and

(783) (ii) Is conducted:

(784) (A) Without such permit, license, lease, or other authorization, or

(785) (B) Not in compliance with the terms or conditions of such permit, license, lease, or other authorization.

(786) (6) Interfering with, obstructing, delaying or preventing an investigation, search, seizure or disposition of seized property in connection with enforcement of either of the Acts or any regulations issued under either of the Acts.

(787) (b) The prohibitions in paragraphs (a)(1) through (5) of this section do not apply to activities necessary to respond to emergencies threatening life, property or

the environment; or to activities necessary for valid law enforcement purposes. However, while such activities are not subject to paragraphs (a)(1) through (5) of this section, this Paragraph (b) does not exempt the activity from the underlying prohibition or restriction under other applicable laws and regulations (e.g., MMPA, ESA, and CWA).

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

(789)

§922.185 Emergency Regulations.

(790) Where necessary to prevent or minimize the destruction of, loss of, or injury to a Sanctuary resource, or to minimize the imminent risk of such destruction, loss, or injury, any and all activities are subject to immediate temporary regulation, including prohibition. Before issuance of such regulations the Director shall consult to the extent practicable with any relevant Federal 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.

(791)

§922.186 Penalties; appeals.

(792) (a) Pursuant to section 307 of the NMSA, each violation of either of the Acts, or regulation in this subpart is subject to a civil penalty of not more than $100,000. Each such violation is subject to forfeiture of property or Sanctuary resources seized in accordance with section 307 of the NMSA. Each day of a continuing violation constitutes a separate violation.

(793) (b) Regulations setting forth the procedures governing the administrative proceedings for assessment of civil penalties for enforcement reasons, issuance and use of written warnings, and release or forfeiture of seized property appear at 15 CFR part 904.

(794) (c) A person subject to an action taken for enforcement reasons for violation of the regulations in the subpart or either of the Acts may appeal pursuant to the applicable procedures in 15 CFR part 904.

(795)

§922.187 Interagency Cooperation.

(796) Under section 304(d) of the NMSA, Federal agency actions internal or external to a national marine sanctuary, including private activities authorized by licenses, leases, or permits, that are likely to destroy, cause the loss of, or injure any sanctuary resource are subject to consultation with the Director. The Federal agency proposing an action shall determine whether the activity is likely to destroy, cause the loss of, or injure a Sanctuary resource. To the extent practicable, consultation procedures under section 304(d) of the NMSA may be consolidated with interagency cooperation procedures required by other statutes, such as the ESA. The Director will attempt to provide coordinated review and analysis of all environmental requirements.

(797)

Appendix A to Subpart Q–Hawai'ian Islands Humpback Whale, National Marine Sanctuary Boundary Description and Coordinates of the Lateral Boundary Closures and Excluded Areas.

(798) 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 Hawai'ian 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:

(799) 19327–West Coast of Hawaii (9th ED, 4/29/89),

(800) 19347–Channels between Moloka'i, Maui, Lanai, and Kahoolawe (17th ED, 12/13/97),

(801) 19351–Channels between Oahu, Moloka'i, and Lanai (8th ED, 7/01/89),

(802) 19357–Island of Oahu (20th ED, 9/21/96), and

(803) 19381–Island of Kauai (8th ED, 7/17/1993).

(804) 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 (24th ED, 1/09/1993).

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

(808)

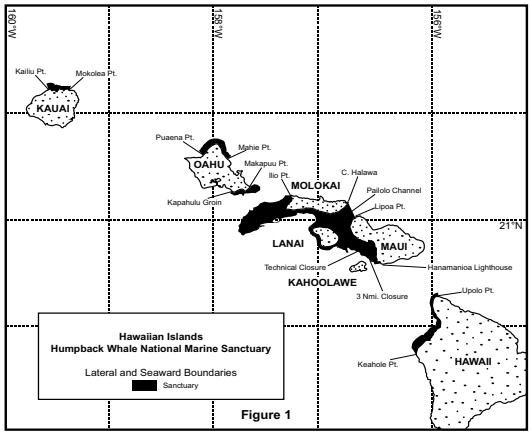


Figure 1

(806)

Sanctuary Boundary

(807) A. As defined by the specific lateral boundaries in B, and except for excluded areas described in Paragraph C of this section, the Hawai‘ian Islands Humpback Whale National Marine Sanctuary consists of the submerged lands and waters off the coast of the Hawai‘ian Islands seaward from the shoreline, cutting across the mouths of rivers and streams (see Figure 1):

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

(810) 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;

(811) 3. To the 100-fathom (183 meter) isobath from Cape Halawa, Moloka‘i, south and westward to Ilio Point, Moloka‘i; 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;

(812) 4. To the deep water area of Pailolo Channel from Cape Halawa, Moloka‘i, to Lipoa Point, Maui, and southward;

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

(814) B. Lateral Closure Bounds for the Hawai‘ian Islands Humpback Whale National Marine Sanctuary Boundary (see Figure 2).

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

(816)

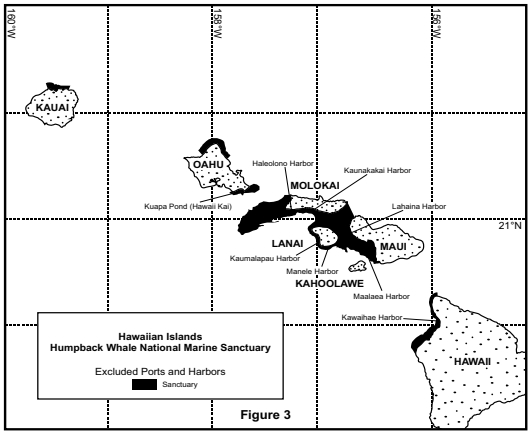


Figure 3

(819)

TITLE 33–NAVIGATION AND NAVIGABLE WATERS

(820)

Part 26–Vessel Bridge-to-Bridge Radiotelephone Regulations

(821)

§26.01 Purpose

(822) (a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part–

(823) (1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(824) (2) Provides the Coast Guard’s interpretation of the meaning of important terms in the Act;

(825) (3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(826) (b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

(827)

§26.02 Definitions.

(828) For the purpose of this part and interpreting the Act–

(829) *Secretary* means the Secretary of the Department in which the Coast Guard is operating;

(830) *Act* means the “Vessel Bridge-to-Bridge Radiotelephone Act”, 33 U.S.C. sections 1201–1208;

(831) *Length* is measured from end to end over the deck excluding sheer;

(832) *Power-driven vessel* means any vessel propelled by machinery; and

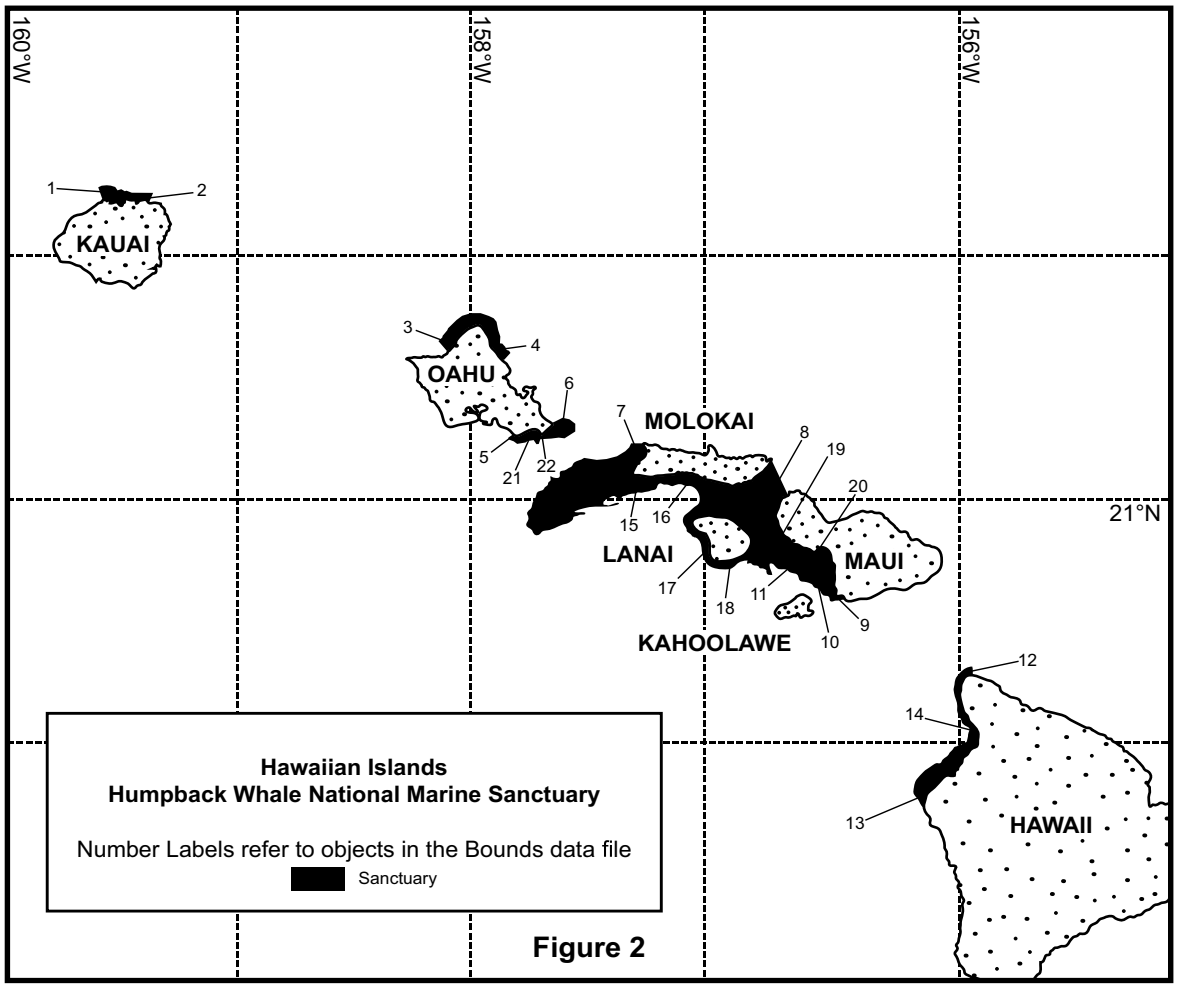
(833) *Towing vessel* means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

(834) *Vessel Traffic Services (VTS)* means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

(835) *Vessel Traffic Service Area or VTS Area* means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

(836) **Note:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry to report beyond this area to facilitate traffic management within the VTS area.

(817)


160°W
158°W
156°W
21°N
KAUAI
OAHU
MOLOKAI
LANAI
MAUI
KAHOOLAWE
HAWAII
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Hawaiian Islands
Humpback Whale National Marine Sanctuary
Number Labels refer to objects in the Bounds data file
Sanctuary

Figure 2

(818)

Bound No. (Fig. 2)	Geographic Name	No. of points	Latitude north	Longitude west
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°36'8.4"	158°8'26.0" 158°6'24.5"
4	Mahie Pt., N. Oahu	2	21°33'37.3" 21°35'32.2"	157°51'51.9" 157°50'5.5"
5	Kapahulu Groin, S. Oahu	3	21°15'5.7" 21°16'6.1" 21°16'6.2"	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°1'29.8" 21°9'29.5"	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"
10	3 Nmi. 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°36'59.0" 20°37'58.7" 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"

Bound No. (Fig. 2)	Geographic Name	No. of points	Latitude north	Longitude west
11	Technical Cosure	2	20°41'39.2" 20°41'45.0"	156°37'07.5" 156°38'03.6"
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"
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"

(837)

§26.03 Radiotelephone required.

(838) (a) Unless an exemption is granted under §26.09 and except as provided in Paragraph (a)(4) of this section, this part applies to:

(839) (1) Every power-driven vessel of 20 meters or over in length while navigating;

(840) (2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(841) (3) Every towing vessels of 26 feet or over in length while navigating; and

(842) (4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

(843) (b) Every vessel, dredge, or floating plant described in Paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

(844) (c) The radiotelephone required by Paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

(845) (d) The radiotelephone required by Paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(846) (e) While transiting any of the following waters, each vessel described in Paragraph (a) of this section also must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz):

(847) (1) The lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge;

(848) (2) The Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf outlet Safety Fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and

(849) (3) The full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(850) (f) In addition to the radiotelephone required by Paragraph (b) of this section each vessel described in Paragraph (a) of this section while transiting any waters within a Vessel Traffic Service Area, must have on board a radiotelephone capable of transmitting and receiving on the VTS designated frequency in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(851) **Note:** A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.

(852)

§26.04 Use of the designated frequency.

(853) (a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207 (a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(854) (b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(855) (c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

(856) (d) On the navigable waters of the United States, channel 13 (156.65 MHz) is the designated frequency required to be monitored in accordance with §26.05(a) except that in the area prescribed in §26.03(e), channel 67 (156.375 MHz) is the designated frequency.

(857) (e) On those navigable waters of the United States within a VTS area, the designated VTS frequency is an additional designated frequency required to be monitored in accordance with §26.05.

(858)

§26.05 Use of radiotelephone.

(859) Section 5 of the Act states that the radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this act.

(860)

§26.06 Maintenance of radiotelephone; failure of radiotelephone.

(861) Section 6 of the Act states – (a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

(862)

§26.07 Communications.

(863) No person may use the service of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language.

(864)

§26.08 Exemption procedures.

(865) (a) The Commandant has redelegated to the Assistant Commandant for Marine Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, with the reservation that this authority shall not be further redelegated, the authority to grant exemptions from provisions of the Vessel Bridge-to-Bridge Radiotelephone Act and this part.

(866) (b) Any person may petition for an exemption from any provision of the Act or this part;

(867) (c) Each petition must be submitted in writing to Commandant (CG–DCO–D), Attn: Deputy for Operations Policy and Capabilities, U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7318, and must state:

(868) (1) The provisions of the Act or this part from which an exemption is requested; and

(869) (2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

(870)

§26.09 List of exemptions.

(871) (a) All vessels navigating on those waters governed by the navigation rules for Great Lakes and their connecting and tributary waters (33 U.S.C. 241 et seq.) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975.

(872) (b) Each vessel navigating on the Great Lakes as defined in the Inland Navigation Rules Act of 1980 (33 U.S.C. 2001 et seq.) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1–9 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973."

(873)

Part 80–COLREGS Demarcation Lines

(874)

§80.01 General basis and purpose of demarcation lines.

(875) (a) The regulations in this part establish the lines of demarcation delineating those waters upon which mariners shall comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners shall comply with the Inland Navigation Rules.

(876) (b) The waters inside of the lines are Inland Rules waters. The waters outside the lines are COLREGS waters.

(877) (c) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(878)

§80.1102 Santa Catalina Island, CA.

(879) The 72 COLREGS shall apply to the harbors on Santa Catalina Island.

(880)

§80.1104 San Diego Harbor, CA.

(881) A line drawn from Zuniga Jetty Light "V" to Zuniga Jetty Light "Z"; thence to Point Loma Light.

(882)

§80.1106 Mission Bay, CA.

(883) A line drawn from Mission Bay South Jetty Light 2 to Mission Bay North Jetty Light 1.

(884)

§80.1108 Oceanside Harbor, CA.

(885) A line drawn from Oceanside South Jetty Light 4 to Oceanside Breakwater Light 3.

(886)

§80.1110 Dana Point Harbor, CA.

(887) A line drawn from Dana Point Jetty Light 4 to Dana Point Breakwater Light 3.

(888)

§80.1112 Newport Bay, CA.

(889) A line drawn from Newport Bay East Jetty Light 4 to Newport Bay West Jetty Light 3.

(890)

§80.1114 San Pedro Bay-Anaheim Bay, CA.

(891) (a) A line drawn across the seaward extremities of the Anaheim Bay Entrance Jetties; thence to Long Beach Breakwater East End Light 1.

(892) (b) A line drawn from Long Beach Channel Entrance Light 2 to Long Beach Light.

(893) (c) A line drawn from Los Angeles Main Entrance Channel Light 2 to Los Angeles Light.

(894)

§80.1116 Redondo Harbor, CA.

(895) A line drawn from Redondo Beach East Jetty Light 2 to Redondo Beach West Jetty Light 3.

(896)

§80.1118 Marina Del Rey, CA.

(897) (a) A line drawn from Marina Del Rey Breakwater South Light 1 to Marina Del Rey Light 4.

(898) (b) A line drawn from Marina Del Rey Breakwater North Light 2 to Marina Del Rey Light 3.

(899) (c) A line drawn from Marina Del Rey Light 4 to the seaward extremity of the Ballona Creek South Jetty.

(900)

§80.1120 Port Hueneme, CA.

(901) A line drawn from Port Hueneme East Jetty Light 4 to Port Hueneme West Jetty Light 3.

(902)

§80.1122 Channel Islands Harbor, CA.

(903) (a) A line drawn from Channel Islands Harbor South Jetty Light 2 to Channel Islands Harbor Breakwater South Light 1.

(904) (b) A line drawn from Channel Islands Harbor Breakwater North Light to Channel Islands Harbor North Jetty Light 5.

(905)

§80.1124 Ventura Marina, CA.

(906) A line drawn from Ventura Marina South Jetty Light 6 to Ventura Marina Breakwater South Light 3; thence to Ventura Marina North Jetty Light 7.

(907)

§80.1126 Santa Barbara Harbor, CA.

(908) A line drawn from Santa Barbara Harbor Light 4 to Santa Barbara Harbor Breakwater Light.

(909)

§80.1130 San Luis Obispo Bay, CA.

(910) A line drawn from the southernmost extremity of Fossil Point to the seaward extremity of Whaler Island Breakwater.

(911)

§80.1132 Estero-Morro Bay, CA.

(912) A line drawn from the seaward extremity of the Morro Bay East Breakwater to the Morro Bay West Breakwater Light.

(913)

§80.1134 Monterey Harbor, CA.

(914) A line drawn from Monterey Harbor Light 6 to the northern extremity of Monterey Municipal Wharf 2.

(915)

§80.1136 Moss Landing Harbor, CA.

(916) A line drawn from the seaward extremity of the pier located 0.3 mile south of Moss Landing Harbor Entrance to the seaward extremity of the Moss Landing Harbor North Breakwater.

(917)

§80.1138 Santa Cruz Harbor, CA.

(918) A line drawn from the seaward extremity of the Santa Cruz Harbor East Breakwater to Santa Cruz Harbor West Breakwater Light; thence to Santa Cruz Light.

(919)

§80.1140 Pillar Point Harbor, CA.

(920) A line drawn from Pillar Point Harbor Light 6 to Pillar Point Harbor Entrance Light.

(921)

§80.1142 San Francisco Harbor, CA.

(922) A straight line drawn from Point Bonita Light through Mile Rocks Light to the shore.

(923)

§80.1144 Bodega and Tomales Bay, CA.

(924) (a) An east-west line drawn from Sand Point to Avalis Beach.

(925) (b) A line drawn from the seaward extremity of Bodega Harbor North Breakwater to Bodega Harbor Entrance Light 1.

(926)

§80.1146 Albion River, CA.

(927) A line drawn on an axis of 030° true through Albion River Light 1 across Albion Cove.

(928)

§80.1148 Noyo River, CA.

(929) A line drawn from Noyo River Entrance Daybeacon 4 to Noyo River Entrance Light 5.

(930)

§80.1150 Arcata-Humboldt Bay, CA.

(931) A line drawn from Humboldt Bay Entrance Light 4 to Humboldt Bay Entrance Light 3.

(932)

§80.1152 Crescent City Harbor, CA.

(933) A line drawn from Crescent City Entrance Light to the southeasternmost extremity of Whaler Island.

(934)

§80.1305 Chetco River, OR.

(935) A line drawn across the seaward extremities of the Chetco River Entrance Jetties.

(936)

§80.1310 Rogue River, OR.

(937) A line drawn across the seaward extremities of the Rogue River Entrance Jetties.

(938)

§80.1315 Coquille River, OR.

(939) A line drawn across the seaward extremities of the Coquille River Entrance Jetties.

(940)

§80.1320 Coos Bay, OR.

(941) A line drawn across the seaward extremities of the Coos Bay Entrance Jetties.

(942)

§80.1325 Umpqua River, OR.

(943) A line drawn across the seaward extremities of the Umpqua River Entrance Jetties.

(944)

§80.1330 Siuslaw River, OR.

(945) A line drawn across the seaward extremities of the Siuslaw River Entrance Jetties.

(946)

§80.1335 Alsea Bay, OR.

(947) A line drawn from the seaward shoreline on the north of the Alsea Bay Entrance 165° true across the channel entrance.

(948)

§80.1340 Yaquina Bay, OR.

(949) A line drawn across the seaward extremities of the Yaquina Bay Entrance Jetties.

(950)

§80.1345 Depoe Bay, OR.

(951) A line drawn across the Depoe Bay Channel entrance parallel with the general trend of the highwater shoreline.

(952)

§80.1350 Netarts Bay, OR.

(953) A line drawn from the northernmost extremity of the shore on the south side of Netarts Bay north to the opposite shoreline.

(954)

§80.1355 Tillamook Bay, OR.

(955) A line drawn across the seaward extremities of the Tillamook Bay Entrance Jetties.

(956)

§80.1360 Nehalem River, OR.

(957) A line drawn approximately parallel with the general trend of the highwater shoreline across the Nehalem River Entrance.

(958)

§80.1365 Columbia River Entrance, OR./WA.

(959) A line drawn from the seaward extremity of the Columbia River North Jetty (above water) 155° true to the seaward extremity of the Columbia River South Jetty (above water).

(960)

§80.1370 Willapa Bay, WA.

(961) A line drawn from Willapa Bay Light 169.8° true to the westernmost tripod charted 1.6 miles south of Leadbetter Point.

(962)

§80.1375 Grays Harbor, WA.

(963) A line drawn from across the seaward extremities (above water) of the Grays Harbor Entrance Jetties.

(964)

§80.1380 Quillayute River, WA.

(965) A line drawn from the seaward extremity of the Quillayute River Entrance East Jetty to the overhead power cable tower charted on James Island; thence a

straight line through Quillayute River Entrance Light 3 to the shoreline.

(966)

§80.1385 Strait of Juan de Fuca.

(967) The 72 COLREGS shall apply on all waters of the Strait of Juan de Fuca.

(968)

§80.1390 Haro Strait and Strait of Georgia.

(969) The 72 COLREGS shall apply on all waters of the Haro Strait and the Strait of Georgia.

(970)

§80.1395 Puget Sound and Adjacent Waters.

(971) The 72 COLREGS shall apply on all waters of Puget Sound and adjacent waters, including Lake Union, Lake Washington, Hood Canal, and all tributaries.

(972)

§80.1410 Hawai'ian Island Exemption from General Rule.

(973) Except as provided elsewhere in this part for Mamala Bay and Kaneohe Bay on Oahu; Port Allen and Nawiliwili Bay on Kauai; Kahului Harbor on Maui; and Kawailae and Hilo Harbors on Hawaii, the 72 COLREGS shall apply on all other bays, harbors, and lagoons of the Hawai'ian Island (including Midway).

(974)

§80.1420 Mamala Bay, Oahu, HI.

(975) A line drawn from 21°17′46.9″N., 158°06′22.2′W. (Barbers Point Light) to 21°15′20.5″N., 157°48′34.3″W. (Diamond Head Light).

(976)

§80.1430 Kaneohe Bay, Oahu, HI.

(977) A line drawn from 21°27′44.1″N., 157°45′48.6″W. (Pyramid Rock Light), across Kaneohe Bay through the center of Mokolii Island to the shoreline.

(978)

§80.1440 Port Allen, Kauai, HI.

(979) A line drawn from 21°53′34.3″N., 159°36′15.6″W. (Puolo Point Light) to 21°53′49.0″N., 159°35′27.2″W. (Hanapepe Breakwater Light 2).

(980)

§80.1450 Nawiliwili Harbor, Kauai, HI.

(981) A line drawn from the seaward extremity of Nawiliwili Harbor Breakwater Light to 21°57′23.8″N., 159°20′52.7″W. (Kukii Point Light).

(982)

§80.1460 Kahului Harbor, Maui, HI.

(983) A line drawn from 20°54′04.1″N., 156°28′26.8″W. (Kahului Entrance Breakwater Light 4), to 20°54′02.3″N., 156°28′17.4″W. (Kahului Entrance Breakwater Light 3).

(984)

§80.1470 Kawaihae Harbor, HI.

(985) A line drawn from 20°02′29.1″N., 155°49′58.2″W. (Kawaihae Light), to the seaward extremity of the Kawaihae South Breakwater.

(986)

§80.1480 Hilo Harbor, HI.

(987) A line drawn from the seaward extremity of the Hilo Breakwater 265° true (as an extension of the seaward side of the breakwater) to the shoreline 0.2 nautical mile north of Alealea Point.

(988)

§80.1490 Apra Harbor, U.S. Territory of Guam.

(989) A line drawn from the westernmost extremity of Orote Island to the westernmost extremity of Glass Breakwater

(990)

§80.1495 U.S. Pacific Island Possessions.

(991) The 72 COLREGS shall apply on the bays, harbors, lagoons, and waters surrounding the U.S. Pacific Island of American Samoa, Baker, Howland, Jarvis, Johnson, Palmyra, Swains and Wake Islands.

(992)

Part 110–Anchorage Regulations

(993)

§110.1 General.

(994) (a) The areas described in subpart A of this part are designated as special anchorage areas for the purposes of rule 30 (33 CFR 83.30) and rule 35 (33 CFR 83.35) of the Inland Navigation Rules, 33 CFR Chapter I, Subchapter E. Vessels of less than 20 meters in length; and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules. Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules.

(995) (b) The anchorage grounds for vessels described in Subpart B of this part are established, and the rules and regulations in relation thereto adopted, pursuant to the authority contained in section 7 of the act of March 4, 1915, as amended (38 Stat. 1053; 33 U.S.C. 471).

(996) (c) All bearings in the part are referred to true meridian.

(997) (d) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(998)

Subpart A–Special Anchorage Areas

(999)

§110.90 San Diego Harbor, CA.

(1000) (a) *Area A–1.* In North San Diego Bay, the Shelter Island Yacht Basin Anchorage, the water area enclosed by a line beginning at 32°42'56.7"N., 117°13'47.1"W.;

thence southwesterly to 32°42'53.6"N., 117°13'51.3"W.; thence northwesterly to 32°43'01.3"N., 117°13'59.1"W.; thence northeasterly to 32°43'02.6"N., 117°13'55.5"W.; thence southeasterly to 32°42'59.8"N., 117°13'50.4"W.; thence southeasterly to the point of beginning.

(1001) (b) *Area A–1a*. In North San Diego Bay, the Shelter Island Roadstead Anchorage east of Shelter Island, the water area 55 feet either side of a line beginning at 32°42'33.6"N., 117°13'48.3"W.; thence northeasterly to 32°42'36.0"N., 117°13'45.1"W.

(1002) (c) *Area A–1b*. The water area off Shelter Island's eastern shore, 210 feet shoreward of a line beginning at 32°42'43.9"N., 117°13'34.3"W.; thence northeasterly to 32°42'52.8"N., 117°13'22.4"W.

(1003) (d) *Area A–1c*. The water area off Shelter Island's eastern shore, 210 feet shoreward of a line beginning at 32°42'55.0"N., 117°13'19.4"W.; thence northeasterly to 32°43'03.5"N., 117°13'07.6"W.

(1004) (e) *Area A–2*. In North San Diego Bay, the America's Cup Harbor Anchorage, the water area enclosed by a line beginning at 32°43'13.7"N., 117°13'23.8"W; thence northeasterly to 32°43'16.7"N., 117°13'16.4"W.; thence northeasterly to 32°43'22.6"N., 117°13'25.8"W.; thence westerly to 32°43'22.5"N., 117°13'29.6"W.; thence southwesterly to 32°43'19.0"N., 117°13'32.6"W.; thence southeasterly to the point of beginning.

(1005) (f) *Area A–3*. In North San Diego Bay, the Laurel Street Roadstead Anchorage, the water area enclosed by a line beginning at 32°43'30.5"N., 117°10'28.5"W.; thence southwesterly to 32°43'29.8"N., 117°10'34.2"W.; thence southwesterly to 32°43'25.8"N., 117°10'36.1"W.; thence southerly to 32°43'20.2"N., 117°10'36.1"W.; thence westerly to 32°43'20.2"N., 117°10'52.9"W.; thence northeasterly to 32°43'29.8"N., 117°10'48.0"W., thence northeasterly following a line parallel to, and 200 feet bayward of, the shoreline of San Diego Bay adjoining Harbor Drive to the point of beginning.

(1006) (g) *Area A–4*. In Central San Diego Bay, the Bay Bridge Roadstead Anchorage, the water area enclosed by a line beginning at 32°41'32.1"N., 117°09'43.1"W.; thence southwesterly to 32°41'19.1"N., 117°09'46.1"W.; thence southeasterly to 32°41'17.8"N., 117°09'44.3"W.; thence southeasterly to 32°41'14.9"N., 117°09'37.9"W.; thence northeasterly to 32°41'26.9"N., 117°09'35.1"W., thence southwesterly to the point of beginning.

(1007) (h) *Area A–5*. In Central San Diego Bay, the Glorietta Bay Anchorage, the water area enclosed by a line beginning at 32°40'42.2"N., 117°10'03.1"W.; thence southwesterly to 32°40'41.2"N., 117°10'06.6"W.; thence northwesterly to 32°40'46.2"N., 117°10'15.6"W.; thence northeasterly to 32°40'46.7"N., 117°10'14.1"W.; thence southeasterly the point of beginning.

(1008) (i) *Area A–6*. In Fiddler's Cove, the water enclosed by a line beginning at 32°39'10.4"N., 117°08'49.4"W.; thence northwesterly to 32°39'14.9"N., 117°08'51.8"W.; thence northeasterly to 32°39'17.6"N., 117°08'47.5"W.; thence northwesterly to 32°39'19.8"N., 117°08'48.8"W.; thence northeasterly to 32°39'24.4"N., 117°08'41.4"W.; thence southeasterly to 32°39'15.7"N., 117°08'36.0"W.; thence southwesterly to the point of beginning.

(1009) **Note:** This area is located on Federal property owned by the United States Navy, and it is reserved for active duty military, their dependents, retirees and DOD employees only.

(1010) (j) *Area A–8*. In South San Diego Bay, the Sweetwater Anchorage, the water enclosed by a line beginning at 32°39'12.2"N., 117°07'45.1"W.; thence easterly to 32°39'12.2"N., 117°07'30.1"W.; thence southerly to 32°38'45.2"N., 117°07'30.1"W.; thence westerly to 32°38'45.2"N., 117°07'45.1"W.; thence northerly to the point of beginning.

(1011) (k) *Area A–9*. In North San Diego Bay, the Cruiser Anchorage, the water enclosed by a line beginning at 32°43'35.9"N., 117°11'06.2"W.; thence southwesterly to 32°43'31.5"N., 117°11'13.2"W.; thence southeasterly to 32°43'28.9"N., 117°11'11.0"W.; thence southeasterly to 32°43'25.9"N., 117°11'07.7"W.; thence northeasterly to 32°43'34.8"N., 117°11'03.2"W.; thence northwesterly to the point of beginning. All coordinates in this section use Datum: NAD 83.

(1012) **Note:** Mariners anchoring in these anchorages, excluding Anchorage A–6, should consult applicable local ordinances of the San Diego Unified Port District. Temporary floats or buoys for marking anchors are allowed. Fixed moorings, piles or stakes are prohibited. All moorings shall be positioned so that no vessel, when anchored, shall at any time extend beyond the limits of the area. See Captain of the Port Notice 6–97, a copy of which can be obtained by calling (619) 683–6495.

(1013)

§110.91 Mission Bay, CA.

(1014) (a) *Area M–1*. In San Juan Cove, the entire water area west of a line drawn from 32°46'53.6"N., 117°14'52.5"W.; to El Carmel Point North Light; 32°46'48.0"N., 117°14'50.1"W.

(1015) **NOTE:** Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(1016) (b) *Area M–2*. In Santa Barbara Cove, the entire water area west of a line drawn from 32°46'40.0"N., 117°14'47.0"W.; to 32°46'33.5"N., 117°14'45.5"W.

(1017) **NOTE:** Control over the anchoring of vessels and the placing of temporary mooring in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(1018) (c) *Area M–3*. In Mariners Basin, the entire water area west of a line drawn from latitude 32°45'49.2"N., longitude 117°14'42.9"W.; to Mission Point Light; latitude 32°45'43.7"N., longitude 117°14'41.9"W.

(1019) **NOTE:** Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(1020) (d) *Area M–4*. In Quivira Basin, the water area enclosed by that portion of a circle of 45 yard radius from 32°45'42.8"N., 117°14'25.6"W.; through the arc from 354°T to 088°T.

(1021) **NOTE:** Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(1022)

§110.93 Dana Point Harbor, CA.

(1023) The area in Dana Point Harbor, CA commencing at a point at

(1024) 33°27'36.2"N., 117°42'20.4"W.; thence 016°20' True for 612 feet to a point at

(1025) 33°27'42.1"N., 117°42'18.4"W.; thence 106°20' True for 85 feet to a point at

(1026) 33°27'41.8"N., 117°42'17.7"W.; thence 196°20' True for 222 feet to a point at

(1027) 33°27'39.7"N., 117°42'18.2"W.; thence 182°20' True 234 feet to a point at

(1028) 33°27'37.4"N., 117°42'18.2"W.; thence 166°20' True for 499 feet to a point at

(1029) 33°27'32.6"N., 117°42'16.8"W.; thence 320° True for 470 feet to the point of origin.

(1030)

§110.95 Newport Bay Harbor, CA.

(1031) (a) *Area A–1*. The entire water area within beginning at

(1032) 33°36'09.3"N., 117°53'52.6"W.; thence to

(1033) 33°36'11.4"N., 117°53'51.2"W.; thence to

(1034) 33°36'04.0"N., 117°53'33.4"W.; thence to

(1035) 33°36'03.9"N., 117°53'20.4"W.; thence to

(1036) 33°36'01.1"N., 117°53'09.9"W.; thence to

(1037) 33°36'01.1"N., 117°53'32.7"W.; thence to

(1038) 33°36'03.9"N., 117°53'41.9"W.; returning to

(1039) 33°36'09.3"N., 117°53'52.6"W.

(1040) (b) *Area A–2*. The entire water area within beginning at

(1041) 33°36'12.9"N., 117°53'44.2"W; thence to

(1042) 33°36'14.2"N., 117°53'44.3"W.; thence to

(1043) 33°36'14.2"N., 117°53'20.6"W.; thence to

(1044) 33°36'10.8"N., 117°53'20.5"W.; thence to

(1045) 33°36'12.7"N., 117°53'29.9"W.; thence to

(1046) 33°36'12.7"N., 117°53'35.4"W.; thence to

(1047) 33°36'12.9"N., 117°53'37.0"W.; returning to

(1048) 33°36'12.9"N., 117°53'44.2"W.

(1049) (c) *Area A–3*. The entire water area within beginning at

(1050) 33°36'22.7"N., 117 54'12.6"W.; thence to

(1051) 33°36'24.9"N., 117°54'12.6"W.; thence to

(1052) 33°36'26.2"N., 117°54'11.3"W.; thence to

(1053) 33°36'18.7"N., 117°54'00.5"W.; thence to

(1054) 33°36'16.2"N., 117°54'02.9"W.; returning to

(1055) 33°36'22.7"N., 117°54'12.6"W.

(1056) (d) *Area A–4*. The entire water area within beginning at

(1057) 33°36' 32.7"N., 117°53'56.6"W.; thence to

(1058) 33°36'33.6"N., 117°53'56.6"W.; thence to

(1059) 33°36'33.5"N., 117°53'26.2"W.; thence to

(1060) 33°36'32.9"N., 117°53'26.2"W.; thence to

(1061) 33°36'32.6"N., 117°53'33.8"W.; thence to

(1062) 33°36'32.4"N., 117°53'36.7"W.; thence to

(1063) 33°36'31.7"N., 117°53'40.9"W.; thence to

(1064) 33°36'31.7"N., 117°53'46.3"W.; thence to

(1065) 33°36'32.6"N., 117°53'50.9"W.; returning to

(1066) 33°36' 32.7"N., 117°53'56.6"W.

(1067) (e) *Area A–5*. The entire water area within beginning at

(1068) 33°36'29.1"N., 117°54'55.3"W.; thence to

(1069) 33°36'27.8"N., 117°54'55.8"W.; thence to

(1070) 33°36'24.1"N., 117°54'41.8"W.; thence to

(1071) 33°36'26.7"N., 117°54'40.8"W.; thence to

(1072) 33°36'26.7"N., 117°54'46.3"W.; returning to

(1073) 33°36'29.1"N., 117°54'55.3" W.

(1074) (f) *Area A–6*. The entire water area within beginning at

(1075) 33°36'43.3"N., 117°54'26.4"W.; thence to

(1076) 33°36'51.7"N., 117°54'22.8"W.; thence to

(1077) 33°36'51.4"N., 117°54'21.5"W.; thence to

(1078) 33°36'42.9"N., 117°54'25.2"W.; returning to

(1079) 33°36'43.3"N., 117°54'26.4"W.

(1080) (g) *Area A–7*. The entire water area within beginning at

(1081) 33°36'32.1"N., 117°55'12.5"W.; thence to

(1082) 33°36'37.7"N., 117°55'11.0"W.; thence to

(1083) 33°36'35.1"N., 117°55'01.3"W.; thence to

(1084) 33°36'30.4"N., 117°55'02.6"W.; thence to

(1085) 33°36'31.2"N., 117°55'06.7"W.; returning to

(1086) 33°36'32.1"N., 117°55'12.5" W.

(1087) (h) *Area A–8*. The entire water area within beginning at

(1088) 33°36'34.2"N., 117°55'27.3"W.; thence to

(1089) 33°36'36.2"N., 117°55'26.7"W.; thence to

(1090) 33°36'39.5"N., 117°55'20.9" W.; thence to

(1091) 33°36'38.9"N., 117°55'15.4"W.; thence to

(1092) 33°36'37.9"N., 117°55'11.7"W.; thence to

(1093) 33°36'32.1"N., 117°55'13.3"W.; returning to

(1094) 33°36'34.2"N., 117°55'27.3"W.

(1095) (i) *Area A–9*. The entire water area within beginning at

(1096) 33°36'53.5"N., 117°55'28.2"W.; thence to

(1097) 33°36'54.0"N., 117°55'27.0"W.; thence to

(1098) 33°36'43.4"N., 117°55'20.4"W.; thence to

(1099) 33°36'42.9"N., 117°55'21.6"W.; returning to

(1100) 33°36'53.5"N., 117°55'28.2"W.

(1101) (j) *Area A–10*. The entire water area within beginning at

(1102) 33°36'07.4"N., 117°53'19.2"W.; thence to

(1103) 33°36'14.2"N., 117°53'19.4"W.; thence to

(1104) 33°36'14.2"N., 117°53'06.9"W.; thence to

(1105) 33°36'08.1"N., 117°53'04.9"W.; thence to

(1106) 33°36'06.5"N., 117°53'08.9"W.; thence to

(1107) 33°36'06.5"N., 117°53'16.3"W.; returning to

(1108) 33°36'07.4"N., 117°53'19.2"W.

(1109) (k) *Area A–11*. The entire water area within beginning at

(1110) 33°36'04.7"N., 117°53'01.9"W.; thence to

(1111) 33°36'06.1"N., 117°53'00.5"W.; thence to

(1112) 33°36'06.2"N., 117°52'59.0"W.; thence to

(1113) 33°35'59.4"N., 117°52'51.1"W.; thence to

(1114) 33°35'57.5"N., 117°52'50.9"W.; thence to

(1115) 33°36'01.9"N., 117°52'57.3"W.; thence to

(1116) 33°36'03.0"N., 117°53'00.4"W.; returning to

(1117) 33°36'04.7"N., 117°53'01.9"W.

(1118) (l) *Area A–12*. The entire water area within beginning at

(1119) 33°36'27.9"N., 117°54'40.4"W.; thence to

(1120) 33°36'23.9"N., 117°54'41.8"W.; thence to

(1121) 33°36'20.8"N., 117°54'29.9"W.; thence to

(1122) 33°36'28.5"N., 117°54'20.2"W.; returning to

(1123) 33°36'27.9"N., 117°54'40.4"W.

(1124) (m) *Area B–1*. The entire water area within beginning at

(1125) 33°36'35.1"N., 117°54'28.8"W.; thence to

(1126) 33°36'32.1"N., 117°54'22.1"W.; thence to

(1127) 33°36'30.6"N., 117°54'22.8"W; thence to

(1128) 33°36'30.5"N., 117°54'30.9"W.; returning to

(1129) 33°36'35.1"N., 117°54'28.8"W.

(1130) **Note to § 110.95:** These anchorage areas are reserved for recreational and other small craft. Local law, including the City of Newport Beach Municipal Code 17.25.020, may provide for fore and aft moorings for recreational and small craft of such size and alignment as permitted by the harbor master.

(1131)

§110.100 Los Angeles and Long Beach Harbors, CA.

(1132) (a) (Reserved)

(1133) (b) *Area A–2*. Consisting of two parts in the outer basin of Fish Harbor on the east and west sides of Fish Harbor Entrance Channel described as follows:

(1134) (1) *Part 1*. Beginning at a point at the intersection of westerly side of Fish Harbor Entrance Channel and the outer jetty; thence southwesterly along the jetty about 900 feet to the shore; thence northerly about 500 feet; thence northeasterly about 650 feet, on a line parallel to jetty; thence southeasterly about 500 feet, along the westerly side of Fish Harbor Entrance Channel to the point of beginning.

(1135) (2) *Part 2*. Beginning at a point at the intersection of the east side of Fish Harbor Entrance Channel and Fish Harbor mole (outer Fish Harbor); thence northwesterly along the channel line about 850 feet to the southerly side of the Fairway; thence northeasterly and easterly along the southerly side of the Fairway, about 478 and 565 feet respectively to its intersection with Fish Harbor mole; thence southerly and southwesterly along the mole to the point of beginning.

(1136) (c) *Area B–1*. Long Beach outer harbor along east side of Pier 400 beginning at 33°44'22.8"N., 118°13'51.0"W.; thence south to 33°43'54.5"N., 118°13'50.0"W.; thence southwesterly to 33°43'46.0"N., 118°14'13.6"W.; thence northwesterly to 33°44'15.3"N., 118°14'26.6"W.; thence northeasterly to 33°44'25.1"N., 118°14'15.6"W.; thence easterly to the beginning point.

(1137) (d) *Area C–1*. Long Beach outer harbor between Island Freeman and Island Chaffee beginning at 33°44'20.0"N., 118°08'26.2"W.; thence west to 33°44'23.5"N., 118°09'32.6"W.; thence north to 33°44'52.8"N., 118°09'33.2"W.; thence southeast to 33°44'25.5"N., 118°08'26.2"W.; thence south to the beginning point.

(1138) (e) *Area E–1*. Long Beach outer harbor northwest of Island Freeman beginning at 33°44'55.0"N., 118°09'40.0"W.; thence southwesterly to 33°44'37.0"N., 118°09'48.5"W.; thence northwesterly to 33°44'52.0"N., 118°10'32.0"W.; thence north to 33°45'11.0"N., 118°10'32.0"W.

(1139) (f) *Restrictions*. Special anchorage areas B–1, C–1, and E–1 are reserved for barges on mooring balls, unless otherwise authorized by the Captain of the Port Los Angeles-Long Beach

(1140)

§110.111 Marina del Rey Harbor, CA.

(1141) An area in the main channel within the following described boundaries:

(1142) Beginning at the most northeasterly corner at

(1143) 33°58'58", 118°26'46"; thence southerly to

(1144) 33°58'53", 118°26'46"; thence southeasterly to

(1145) 33°58'52", 118°26'45"; thence southerly to

(1146) 33°58'39", 118°26'45"; thence westerly to

(1147) 33°58'38", 118°26'55"; thence northerly to

(1148) 33°59'00", 118°26'55"; thence easterly to the point of beginning.

(1149) **NOTE:** This area is reserved for yachts and other recreational craft and for all types of small craft during storm, stress, or other emergency. Single and fore-and-aft moorings will be allowed in the area as permitted by the Director of the Department of Small Craft Harbors, Los Angeles County.

(1150)

§110.115 Santa Barbara Harbor, CA.

(1151) North of the Santa Barbara breakwater; seaward of the line of mean high water; and southwest of a line bearing 46°30' from the north corner of Bath Street and Cabrillo Boulevard to the end of the Santa Barbara breakwater; excluding a fairway 225 feet wide, 100 feet from each side of and parallel to the Navy pier.

(1152) **NOTE:** Fore and aft moorings will be allowed in this area conforming to the City of Santa Barbara Harbor Ordinance No. 2106 for yachts and small craft of such size and alignment as permitted by the harbor master.

(1153)

§110.120 San Luis Obispo Bay, CA.

(1154) (a) *Area A–1*. Area A–1 is the water area bounded by the San Luis Obispo County wharf, the shoreline, a line drawn from the southernmost point of Fossil Point to latitude 35°10'18.5"N., longitude 120°43'38.5"W.;

thence to the southeast corner of the San Luis Obispo County wharf.

(1155) (b) *Area A–2*. Area A–2 is the water area enclosed by a line drawn from the outer end of Whaler Island breakwater at latitude 35°09'22"N., longitude 120°44'56"W., to the Marre Chimney at latitude 35°10'56"N., longitude 120°44'31"W.

(1156) **NOTE:** The Port San Luis Harbor District prescribes local regulations for mooring and boating activities in these areas.

(1157)

§110.125 Morro Bay Harbor, CA.

(1158) (a) *Area A–1*. Opposite the City of Morro Bay, beginning 50 feet west of the intersection of the west channel line and the prolongation of the center line of Seventh Street; thence in a generally southeasterly direction and parallel to the channel line for a distance of 450 yards; thence 166° and parallel to the revetment for a distance of 1,025 yards; thence 270° for a distance of 200 yards; thence 346° for a distance of about 1,425 yards to meet the prolongation of the center line of Seventh Street; and thence to the point of beginning.

(1159) (b) *Area A–2*. Beginning at a point 322° and 150 feet from the high water line on the most westerly part of Fairbanks Point; thence continuing on this bearing for a distance of 1,346 feet; thence 052° for a distance of 450 feet and thence generally southeasterly parallel to and 150 feet from the mean high water line to the point of beginning.

(1160) **NOTE:** Moorings and boating activities will be allowed in these areas conforming to applicable City of Morro Bay ordinances and regulations adopted pursuant thereto.

(1161)

§110.126 Monterey Harbor, CA.

(1162) The waters of Monterey Harbor between the shoreline and the following coordinates: Beginning at a point on the shoreline at 36°36'27.5"N., 121°53'35.0"W.; thence to 36°36'32.4"N., 121°53'31.0"W., in an easterly direction to 36°36'28.8"N., 121°53'19.0"W.; thence south to 36°36'23.1"N., 121°53'19.0"W.; thence to the north end of Municipal Wharf No. 1 at 36°36'20.0"N., 121°53'28.0"W.

(1163)

§110.126a San Francisco Bay, CA.

(1164) *Richardson Bay Anchorage*. That portion of Richardson Bay, north of a line bearing 257° from Peninsula Point to the shore at Sausalito, except for federally-maintained channels, and all channels approved for private use therein.

(1165) **NOTE:** Mariners anchoring in the special anchorage area should consult applicable ordinances of the Richardson Bay Regional Agency and the County of Marin. These ordinances establish requirements on matters including the anchoring of vessels, placement of moorings, and use of anchored and moored vessels within the special anchorage area. Information on these local agency requirements may be obtained from the Richardson Bay Harbor Administrator.

(1166)

§110.127 Lake Mohave and Lake Mead, Nevada and Arizona.

(1167) (a) *Willow Beach, Ariz*. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1168) "a" 35°52'30"N., 114°39'35"W.

(1169) "b" 35°52'10"N., 114°39'35"W.

(1170) (b) *Katherine, Ariz*. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1171) "a" 35°13'33"N., 114°34'38"W.

(1172) "b" 35°13'05"N., 114°34'40"W.

(1173) (c) *El Dorado Canyon, Nev*. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 50-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1174) "a" 35°42'37"N., 114°42'21"W.

(1175) "b" 35°42'08"N., 114°42'10"W.

(1176) (d) *Cottonwood Cove, Nev*. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway extending northeasterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1177) "a" 35°29'46"N., 114°40'55"W.

(1178) "b" 35°29'33"N., 114°40'45"W.

(1179) (e) *Overton Beach, Nev*.–(1) *Area "A"*. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding two 300-foot-wide fairways, extending northwesterly and southwesterly from the launching ramps, as established by the Superintendent, Lake Mead Recreation Area:

(1180) "a" 36°27'05"N., 114°21'48"W.

(1181) "b" 36°27'15"N., 114°21'20"W.

(1182) "c" 36°26'32"N., 114°20'45"W.

(1183) "d" 36°25'49"N., 114°20'50"W.

(1184) "e" 36°25'00"N., 114°21'27"W.

(1185) "f" 36°25'19"N., 114°22'10"W.

(1186) (f) *Echo Bay, Nev*. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 100-foot-wide fairway, extending southwesterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1187) "a" 36°18'30"N., 114°25'10"W.

(1188) "b" 36°18'20"N., 114°24'00"W.

(1189) "c" 36°17'35"N., 114°24'05"W.

(1190) "d" 36°17'40"N., 114°24'27"W.

(1191) (g) *Callville Bay, Nev*. That portion of Lake Mead enclosed by the shore and lines connecting the following

points, excluding a 200-foot-wide fairway, extending southeasterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1192) "a" 36°09'00"N., 114°42'40"W.

(1193) "b" 36°08'10"N., 114°42'03"W.

(1194) "c" 36°08'06"N., 114°42'40"W.

(1195) (h) *Las Vegas Wash, Nev*. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1196) "a" 36°07'23"N., 114°49'45"W.

(1197) "b" 36°06'29"N., 114°49'45"W.

(1198) (i) *Hemenway Harbor, Nev*. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 100-foot-wide fairway, extending easterly from the launching ramp at Boulder Beach and a 600-foot-wide fairway, extending northeasterly from the launching ramp at Hemenway Harbor, both as established by the Superintendent, Lake Mead Recreation Area:

(1199) "a" 36°04'05"N., 114°48'15"W.

(1200) "b" 36°03'25"N., 114°48'10"W.

(1201) "c" 36°01'20"N., 114°45'15"W.

(1202) (j) *Kingman Wash, Ariz*. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1203) "a" 36°02'34"N., 114°42'50"W.

(1204) "b" 36°02'05"N., 114°43'05"W.

(1205) (k) *Temple Bar, Ariz*. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 200-foot-wide fairway, extending southwesterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1206) "a" 36°02'21"N., 114°19'29"W.

(1207) "b" 36°02'34"N., 114°18'46"W.

(1208) "c" 36°02'03"N., 114°18'13"W.

(1209) (l) *Greggs, Ariz*. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending northerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1210) "a" 36°00'35"N., 114°13'49"W.

(1211) "b" 36°00'35"N., 114°14'10"W.

(1212) (m) *Pierce Ferry, Ariz*. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1213) "a" 36°08'42"N., 113°59'24"W.

(1214) "b" 36°07'18"N., 113°58'32"W.

(1215) (n) *South Bay, Ariz*. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding one 100-foot wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(1216) "a" 36°06'26"N., 114°06'13"W.

(1217) "b" 36°05'00"N., 114°06'50"W.

(1218) "c" 36°05'00"N., 114°06'13"W.

(1219) **NOTE:** Fixed moorings, piles, or stakes are prohibited. Single and fore and aft temporary moorings will be allowed. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction and at the discretion of the Superintendent, Lake Mead Recreation Area, National Park Service.

(1220)

§110.127c Trinidad Bay, CA.

(1221) The waters of Trinidad Bay beginning at the southernmost point of Trinidad Head at 41°03'04"N., 124°08'56"W.; thence east to Prisoner Rock at 41°03'09"N., 124°08'37"W.; thence east to 41°03'09"N., 124°08'19"W.; thence north to 41°03'26"N., 124°08'21"W.; thence following the shoreline to Trinidad Bay in a westerly and southerly direction to the point of beginning.

(1222) **NOTE:** The area will be principally for use by sport and commercial fishing vessels. Temporary floats and buoys for anchoring will be allowed in the area. Fixed moorings, piles or stakes are prohibited. All moorings shall be placed so that no vessel when anchored or moored shall at any time extend beyond the limits of the area. The anchoring of all vessels and placing of all moorings will be under the supervision of the City of Trinidad or such other authority as may be designated by the City Council of the City of Trinidad, California.

(1223)

§110.128 Columbia River at Portland, OR.

(1224) The waters of the Columbia River between Sand Island and Government Island, bounded on the west by pile dike U.S. 5.75 and a line extending true north from the northerly end of the dike to the south shore of Sand Island and bounded on the east by a line bearing 339°15' true, from a point on Government Island at latitude 45°35'10", longitude 122°32'41", to the southerly shore of Sand Island.

(1225)

§110.128b Island of Hawaii, Hawaii.

(1226) (a) *Hilo Bay*. The waters of Hilo Bay enclosed by a line beginning at 19°43'55.5"N., 155°03'30"W. thence to 19°44'08.0"N., 155°04'19"W. thence to 19°43'51.0"N., 155°04'30"W. thence to 19°44'10.0"N., 155°05'29"W. thence along the shoreline to the beginning point. (Datum: OHD)

(1227)

Hilo Bay (33 CFR 110.128b)		
1	19°43'44.5"N	155°03'20.0"W
2	19°43'57.0"N	155°04'09.0"W
3	19°43'40.0"N	155°04'20.0"W
4	19°43'59.0"N	155°05'19.0"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1228) (b) *Kuhio Bay*. The waters of Kuhio Bay enclosed by a line beginning at 19°44'13.0"N., 155°03'25"W. thence to 19°44'15.0"N., 155°03'25"W. thence along the shoreline to the beginning point. (Datum: OHD)

(1229)

Kuhio Bay (33 CFR 110.128b)		
1	19°44'02.0"N	155°03'15.0"W
2	19°44'04.0"N	155°03'15.0"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1230)

§110.128c Island of Kauai, Hawaii

(1231) (a) *Nawiliwili Bay*. The waters of Nawiliwili Bay enclosed by a line beginning at 21°57'12.5"N., 159°21'38"W. thence to 21°57'26"N., 159°21'39.5"W. thence along the shoreline to the beginning point. (Datum: OHD)

(1232)

Nawiliwili Bay (33 CFR 110.128c)		
1	21°57'01.2"N	159°21'28.0"W
2	21°57'14.7"N	159°21'29.4"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1233) (b) [Reserved]

(1234)

§110.128d Island of Oahu, HI. (Datum: OHD)

(1235) (a) *Kaneohe Bay* (1). The waters of Kaneohe Bay enclosed by a line beginning at 21°26'28"N., 157°46'00"W. thence to 21°26'00"N., 157°46'14"W. thence to 21°26'20"N., 157°47'24"W. thence to 21°27'00"N., 157°48'25"W. thence to 21°26'46"N., 157°48'37"W. thence along the shoreline to the beginning point.

(1236)

Kaneohe Bay 1 (33 CFR 110.128d)		
1	21°26'16.6"N	157°45'50.1"W
2	21°25'48.6"N	157°46'04.1"W
3	21°26'08.6"N	157°47'14.1"W
4	21°26'48.6"N	157°48'15.1"W
5	21°26'34.6"N	157°48'27.1"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1237) (b) *Kaneohe Bay* (2). The waters of Kaneohe Bay enclosed by a line beginning at 21°27'28"N., 157°49'08"W.; thence to 21°28'10"N., 157°50'03"W.; thence to 21°29'10"N., 157°50'40"W.; thence to 21°30'46"N., 157°50'14"W.; thence along the shoreline to the beginning point.

(1238)

Kaneohe Bay 2 (33 CFR 110.128d)		
1	21°27'16.6"N	157°48'58.1"W
2	21°27'58.6"N	157°49'53.1"W
3	21°28'58.6"N	157°50'30.1"W
4	21°30'34.6"N	157°50'04.1"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1239) (c) *Keehi Lagoon*. The waters of Keehi Lagoon bounded by a line connecting the following points:

(1240) 21°19'35.0"N., 157°54'06.0"W.

(1241) 21°19'37.7"N., 157°53'58.0"W.

(1242) 21°19'06.4"N., 157°53'41.9"W.

(1243) 21°19'00.8"N., 157°53'44.1"W.

(1244) 21°18'59.9"N., 157°53'49.7"W.

(1245) 21°19'04.9"N., 157°53'50.0"W. and thence to the point of beginning.

(1246)

Keehi Lagoon (33 CFR 110.128d)		
1	21°19'23.6"N	157°53'56.1"W
2	21°19'26.3"N	157°53'48.1"W
3	21°18'55.0"N	157°53'32.0"W
4	21°18'49.4"N	157°53'34.2"W
5	21°18'48.6"N	157°53'39.8"W
6	21°18'53.5"N	157°53'40.1"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1247) (d) *Sans Souci Beach*. The waters of Sans Souci Beach enclosed by a line beginning at 21°15'49"N., 157°49'31"W.; thence to 21°15'49.2"N., 157°49'29"W.; thence to 21°15'56.2"N., 157°49'31"W.; thence to 21°15'56"N., 157°49'33"W.; thence to the beginning point.

(1248)

Sans Souci Beach (33 CFR 110.128d)		
1	21°15'37.6"N	157°49'21.1"W
2	21°15'37.8"N	157°49'19.1"W
3	21°15'44.8"N	157°49'21.1"W
4	21°15'44.6"N	157°49'23.1"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1249) (e) *Iroquois Point Lagoon*. The waters of Iroquois Point Lagoon enclosed by a line beginning at 21°19'53"N., 157°58'30"W.; thence to 21°19'56"N., 157°58'31"W.; thence along the shoreline to the beginning point.

(1250)

Iroquois Point Lagoon (33 CFR 110.128d)		
1	21°19'41.6"N	157°58'20.1"W

Iroquois Point Lagoon (33 CFR 110.128d)		
2	21°19'44.6"N	157°58'21.1"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1251) (f) *Hickam AFB Marina* (1) *a*. The waters of Hickam AFB Marina enclosed by a line beginning at 21°19'13"N., 157°57'40"W.; thence to 21°18'45"N., 157°57'40"W.; thence to 21°18'45"N., 157°57'28.5"W.; thence to 21°19'10"N., 157°57'28.5"W.; thence along the shoreline to the beginning point.

(1252)

Hickam AFB Marina 1 (33 CFR 110.128d)		
1	21°19'01.6"N	157°57'30.1"W
2	21°18'33.6"N	157°57'30.1"W
3	21°18'33.6"N	157°57'18.6"W
4	21°18'58.6"N	157°57'18.6"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1253) (g) *Hickam AFB Marina* (2). The waters of Hickam AFB Marina enclosed by a line beginning at 21°19'11"N., 157°57'10"W.; thence to 21°18'46.2"N., 157°57'20"W; thence to 21°18'46.2"N., 157°57'05.2"W.; thence along the shoreline to the beginning point.

(1254)

Hickam AFB Marina 2 (33 CFR 110.128d)		
1	21°19'00.0"N	157°57'00.1"W
2	21°18'34.8"N	157°57'10.1"W
3	21°18'34.8"N	157°56'55.3"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1255) (h) *Aiea Bay*. The waters of Aiea Bay enclosed by a line beginning at 21°22'20"N., 157°56'30"W.; thence to 21°22'27"N., 157°56'40.5"W; thence to 21°22'30"N., 157°56'40.5"W.; thence to 21°22'37"N., 157°56'22.5"W.; thence to 21°22'37"N., 157°56'19"W.; thence along the shoreline to the beginning point.

(1256)

Aiea Bay (33 CFR 110.128d)		
1	21°22'08.6"N	157°56'20.1"W
2	21°22'15.6"N	157°56'30.6"W
3	21°22'18.6"N	157°56'30.6"W
4	21°22'25.6"N	157°56'12.6"W
5	21°22'25.6"N	157°56'09.1"W

Note: The coordinates in the table above are referenced to North American Datum of 1983 (NAD83). They are converted from Old Hawaiian Datum (OHD) but are not part of the official text of the Code of Federal Regulations.

(1257)

§110.129a Apra Harbor, Guam. (Datum: WGS 84)

(1258) (a) The waters bounded by a line connecting the following points:

(1259) 13°27'45.5"N., 144°39'34.8"E.

(1260) 13°27'32.0"N., 144°39'36.3"E.; and thence along the shoreline to the point of beginning.

(1261) (b) The waters bounded by a line connecting the following points:

(1262) 13°26'53.6"N., 144°40'03.8"E.

(1263) 13°27'04.0"N., 144°40'04.8"E.

(1264) 13°27'04.0"N., 144°40'09.8"E.

(1265) 13°27'10.0"N., 144°40'09.8"E.

(1266) 13°27'10.0"N., 144°40'23.8"E.

(1267) 13°26'51.0"N., 144°40'23.8"E.

(1268) 13°26'51.0"N., 144°40'06.0"E.; and thence to the point of beginning.

(1269)

Subpart B–Anchorage Grounds

(1270)

§110.210 San Diego Harbor, CA.

(1271) (a) The anchorage grounds. (1) Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:

(1272) 32°42'13.2"N., 117°14'11.0"W.

(1273) 32°41'12.0"N., 117°14'00.3"W. and thence along the shoreline to the point of beginning.

(1274) (2) Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:

(1275) 32°43'25.6"N., 117°12'46.1"W.

(1276) 32°43'25.3"N., 117°12'52.0"W.

(1277) 32°43'08.2"N., 117°12'58.0"W.

(1278) 32°42'57.9"N., 117°12'54.0"W. and thence easterly along the northern boundary of the channel to:

(1279) 32°43'05.0"N., 117°11'30.5"W.

(1280) 32°43'27.2"N., 117°11'14.0"W. and thence along the shoreline of Harbor Island to the point of beginning.

(1281) (3) "B" Street Merchant Vessel Anchorage (NAD 83). The waters bounded by a line connecting the following points:

(1282) 32°43'00.8"N., 117°10'36.3"W.

(1283) 32°43'00.8"N., 117°11'23.0"W.

(1284) 32°43'05.0"N., 117°11'30.5"W.

(1285) 32°43'27.2"N., 117°11'14.0"W.

(1286) 32°43'20.2"N., 117°10'53.0"W. and thence due east to the shoreline, and thence along the shoreline and pier to the point of beginning.

(1287) (b) The regulations. (1) The anchorages described in paragraphs (a)(1) and (a)(2) of this section are reserved exclusively for the anchorage of vessels of the United States Government and of authorized harbor pilot boats. No other vessels shall anchor in this area except by special permission obtained in advance from the Commander, Naval Base, San Diego, CA. The administration of these

anchorages is exercised by the Commander, Naval Base, San Diego, CA.

(1288) (2) The area described in Paragraph (a)(3) of this section is reserved for the use of merchant vessels calling at the Port of San Diego while awaiting a berth. The administration of this anchorage is exercised by the Port Director, San Diego Unified Port District.

(1289) (3) Vessels anchoring in San Diego Harbor shall leave a free passage for other craft and shall not obstruct the approaches to the wharves in the harbor.

(1290)

§110.214 Los Angeles and Long Beach harbors, CA.

(1291) (a) *General Regulations*.

(1292) (1) *Anchorage Assignment*. (i) Unless otherwise directed by the Captain of the Port Los Angeles-Long Beach, the pilot stations for the Port of Long Beach and the Port of Los Angeles will assign the use of commercial anchorages within their jurisdictions (Long Beach and Los Angeles Harbors respectively). All anchorages outside (seaward) of the federal breakwater will be assigned by the Los Angeles-Long Beach Vessel Traffic Information Service (VTIS). The master, pilot, or person in charge of a vessel must notify the appropriate pilot station (for anchorages inside the federal breakwater) or the VTIS (for anchorages outside the federal breakwater) of their intention to anchor, upon anchoring, and at least fifteen minutes prior to departing an anchorage. All anchorage assignments will be made as described in this part unless modified by the Captain of the Port.

(1293) (ii) Radio communications for port entities governing anchorages are as follows: Los Angeles-Long Beach Vessel Traffic Information Service, call sign "LA-Long Beach Traffic", Channel 14 VHF–FM; Los Angeles Port Pilots, Channel 73 VHF–FM; Long Beach Port Pilots, Channel 74 VHF-FM.

(1294) (iii) The exact boundary separating the Port of Long Beach from the Port of Los Angeles is published in local Port Tariffs. For purposes of this rule, Long Beach waters are those east, and Los Angeles waters are those west, of the following locations:

(1295) (A) Inner Harbor: The Henry Ford (Badger Avenue) Bridge.

(1296) (B) Middle Harbor: The Pier 400 Transportation Corridor.

(1297) (C) Outer Harbor: The western boundary of Commercial Anchorage B.

(1298) (2) *Required approvals, permits and notifications*.

(1299) (i)(A) No vessel may anchor in deep draft sub-anchorages B–7, B–9, B–11, D–5, D–6 or D–7 within Los Angeles or Long Beach harbors for more than 48 consecutive hours unless extended anchorage permission is obtained from the Captain of the Port. These sub-anchorages are defined by the following coordinates and dimensions:

(1300)

Anchorage	Latitude	Longitude	Radius (yards)
B-7	33°43'52.0"N	118°12'47.9"W	450
B-9	33°43'28.5"N	118°13'10.5"W	500
B-11	33°43'44.5"N	118°12'17"W	450
D-5	33°43'40.5"N	118°10'30"W	450
D-6	33°43'40.5"N	118°9'57.5"W	450
D-7	33°43'40.5"N	118°9'25"W	450

(1301) (B) No vessel may anchor anywhere else within Los Angeles or Long Beach harbors for more than 10 consecutive days unless extended anchorage permission is obtained from the Captain of the Port. In determining whether extended anchorage permission will be granted, consideration will be given, but not necessarily limited to: The current and anticipated demands for anchorage space within the harbor, the requested duration, the condition of the vessel, and the reason for the request.

(1302) (ii) No vessel while carrying, loading, or unloading division 1.1 or 1.2 materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.202, may anchor without first obtaining a permit issued by the Captain of the Port.

(1303) (iii) Vessels requiring use of an explosives anchorage should contact the Captain of the Port at least 24 hours prior to the anticipated need for the explosives anchorage to allow for proper activation of that anchorage.

(1304) (iv) Except with the prior approval of the Captain of the Port, or, in the case of an emergency, with approval of the Captain of the Port immediately subsequent to anchoring, no commercial vessel greater than 1600 gross tons may anchor in Los Angeles-Long Beach Harbor unless it maintains the capability to get underway within 30 minutes. Any vessel unable to meet this requirement must immediately notify the Captain of the Port and make arrangements for an adequate number of tugs to respond to the vessel within 30 minutes notice.

(1305) (v) In anchorages where lightering is authorized, the Captain of the Port must be notified at least 4 hours in advance of a vessel conducting lightering operations (see 33 CFR 156.118).

(1306) (3) *Other General Requirements*.

(1307) (i) When at anchor, all commercial vessels greater than 1600 gross tons shall, at all times, have a licensed or credentialed deck officer on watch and maintain a continuous radio listening watch unless subject to one of the exemptions in this Paragraph. The radio watch must be on CH–13 VHF-FM when anchored inside the federal breakwater, and on CH–14 VHF–FM or on CH–16 VHF–FM when anchored outside the federal breakwater, except for unmanned barges; vessels which have less than 100 gallons of oil or fuel onboard regardless of how the fuel

is carried; and other vessels receiving advance approval from the Captain of the Port.

(1308) (ii) When sustained wind speeds exceed 40 knots, all anchored commercial vessels greater than 1600 gross tons shall ensure their propulsion plant is placed in immediate standby and a second anchor is made ready to let go. Vessels unable to comply with this requirement must immediately notify the Captain of the Port. In such case, the Captain of the Port may require the vessel to have one or more tugs standing by to render immediate assistance.

(1309) (4) *Prohibitions*. Within Los Angeles Harbor, Long Beach Harbor, and the Los Angeles-Long Beach Precautionary Area, except for emergency reasons, or with the prior approval of the Captain of the Port, vessels are prohibited from anchoring outside of designated anchorage areas. In the event a vessel anchors outside a designated anchorage area for emergency reasons, the master, pilot, or person in charge of the vessel shall:

(1310) (i) Position the vessel so as to minimize the danger to other vessels and facilities:

(1311) (ii) Immediately notify the Captain of the Port by the most expeditious means of the vessel's location and the reason(s) for the emergency anchoring; and

(1312) (iii) Move the vessel as soon as the emergency condition prompting anchoring outside a designated area abates, or as soon as ordered to move by the Captain of the Port, whichever occurs sooner.

(1313) (5) *Exemption from rules*. The Captain of the Port may, upon request, or whenever he/she deems appropriate, authorize a deviation from any rule in this section.

(1314) (b) *The anchorage grounds*. Locations of anchorage grounds are as described in this section. Specific requirements for individual anchorages are contained paragraphs (c) and (d) of this section. All coordinates referenced use datum: NAD 83.

(1315) [Reserved]

(1316) (2) *Commercial Anchorage B (Long Beach Harbor).* An area enclosed by a line joining the following coordinates: 33°44'37.0"N., 118°13'00.0"W.; thence south/southeast to 33°44'12.0"N., 118°12'36.2"W.; thence southeast to 33°43'38.2"N., 118°11'36.9"W.; thence southwest to 33°43'26.1"N., 118°11'47.2"W.; thence west to 33°43'26.1"N., 118°12'22.7"W.; thence west/southwest to 33°42'58.9"N., 118°13'53.0"W.; thence north/northwest to 33°43'46.0"N., 118°14'13.6"W.; thence east/northeast to 33°43'54.5"N., 118°13'50.0"W.; thence north to 33°44'22.8"N., 118°13'51.0"W.; thence east/northeast to the beginning point.

(1317) (3) *Commercial Anchorage C (Long Beach Harbor).* An area enclosed by a line joining the following coordinates: 33°44'20.0"N., 118°08'26.2"W.; thence west to 33°44'23.5"N., 118°09'32.6"W.; thence north to 33°44'52.8"N., 118°09'32.2"W.; thence southeast to 33°44'25.2"N., 118°08'26.2"W.; thence south to the beginning point.

(1318) (4) *Commercial Anchorage D (Long Beach Harbor).* An area enclosed by a line beginning near the east end of the Long Beach Breakwater and joining the following coordinates: 33°43'27.2"N.; 118°08'12.6"W.; thence west to 33°43'27.2"N.; 118°10'46.5"W.; thence north to 33°43'51.0"N.; 118°10'46.5"W.; thence northeast to 33°44'18.5"N.; 118°10'27.2"W.; thence east to 33°44'18.5"N.; 118°08'12.6"W.; thence south to the beginning point.

(1319) (5) *Commercial Anchorage E (Long Beach Harbor).* An area enclosed by a line joining the following coordinates: 33°44'37.0"N., 118°09'48.5"W.; thence southwest to 33°44'18.5"N., 118°09'56.8"W.; thence west to 33°44'18.5"N., 118°10'27.2"W.; thence northwest to 33°44'27.6"N., 118°10'41.0"W.; thence west/northwest to 33°44'29.0"N., 118°10'57.4"W.; thence north/northwest to 33°45'06.4"N., 118°11'09.5"W.; thence northeast to 33°45'15.2"N., 118°10'46.1"W.; thence southeast to 33°45'11.0"N., 118°10'32.0"W.; thence south to 33°44'52.0"N., 118°10'32.0"W.; thence southeast to the beginning point.

(1320) (6) *Commercial Anchorage F (outside of Long Beach Breakwater).* The waters southeast of the Long Beach Breakwater bounded by a line connecting the following coordinates: 33°43'05.1"N., 118°07'59.0"W.; thence west to 33°43'05.1"N., 118°10'36.5"W.; thence south/southeast to 33°38'17.5"N., 118°07'00.0"W.; thence north/northeast to 33°40'23.0"N., 118°06'03.0"W.; and thence north/ northwest to the beginning point.

(1321) (7) *Commercial Anchorage G (outside of the Middle Breakwater).* The waters south of the Middle Breakwater bounded by a line connecting the following coordinates: 33°43'05.4"N., 118°11'18.0"W.; thence west to 33°43'05.4"N., 118°12'18.7"W.; thence west/southwest to 33°42'25.9"N., 118°14'19.2"W.; thence southeast to 33°41'40.3"N., 118°13'05.2"W.; thence east/northeast to 33°42'08.8"N., 118°11'36.8"W.; and thence north/northeast to the beginning point.

(1322) (8) *General Anchorage N (Los Angeles Harbor).* The waters near Cabrillo Beach shoreward of a line connecting the following coordinates:

(1323) 33°42'55.9"N., 118°16'44.4"W.

(1324) 33°42'26.8"N., 118°16'33.9"W.

(1325) (9) *General Anchorage P (Long Beach Harbor).* The waters within an area beginning at Alamitos Bay West Jetty Light "1" and connecting the following coordinates 33°44'14.5"N., 118°07'19.2"W.; thence northwest to 33°44'20.6"N., 118°07'31.7"W.; thence northwest 33°45'06.5"N., 118°09'34.0"W.; thence along the eastern shoreline of Island White to the lighted marker at 33°45'13.5"N., 118°09'34.0"W.; thence northwest to 33°45'37.1"N., 118°10'38.5"W.; thence north/northwest to 33°45'49.4"N., 118°10'38.8"W.; and thence east/southeast along the Long Beach shoreline and the Alamitos Bay West Jetty to the beginning point.

(1326) (10) *General Anchorage Q (Long Beach Harbor/Alamitos Bay/Anaheim Bay).* The waters within an area described as follows: 33°44'36.0"N., 118°08'13.0"W.; thence east/southeast to 33°44'20.6"N., 118°07'31.7"W.; thence along a line described as an arc, radius of 460 meters

(approximately 1509 feet) centered on 33°44'12.5"N., 118°07'16.5"W.; to 33°44'04.8"N., 118°07'01.0"W.; thence northwest to 33°44'11.1"N., 118°07'13.0"W.; thence north/northeast to 33°44'24.0"N., 118°07'04.1"W.; thence east/southeast to 33°44'22.5"N., 118°06'57.0"W.; thence along the shoreline of Seal Beach and Anaheim Bay W. Jetty to 33°43'39.1"N., 118°06'06.8"W.; thence west/southwest to 33°43'27.8"N., 118°07'39.9"W.; thence northwest to 33°43'38.4"N., 118°07'48.2"W.; thence west to 33°43'38.4"N., 118°08'12.9"W.; and thence north to the beginning point.

(1327) (11) *Explosives Anchorage (Long Beach Harbor)*. A circular area with a radius of 1,909 yards (1,745 meters), centered in position 33°43'37.0"N., 118°09' 05.3"W.

(1328) (c) *Individual anchorage requirements*:

(1329) (1) Table 110.214(c) lists anchorage grounds, identifies the purpose of each anchorage, and contains specific regulations applicable to certain anchorages. Requirements for the explosives anchorage are contained in Paragraph (d) of this section.

(1330)

TABLE 110.214(c)

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

Notes

a. Bunkering and lightering are permitted.

b. West of 118°09′48″ W priority for use of the anchorage will be given to commercial vessels over 244 meters (approximately 800 feet). East of 118°09′48″ W priority for use of the anchorage will be given to Naval and Public vessels, vessels under Department of Defense charter, and vessels requiring use of the explosives anchorage.

c. Bunkering and lightering are prohibited.

d. This anchorage is within a Regulated Navigation Area and additional requirements apply as set forth in 33 CFR 165.1109(e).

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

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

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

(1331) (2) The geographic boundaries of each anchorage are contained in Paragraph (b) of this section.

(1332) (d) *Explosives Anchorage (Long Beach Harbor)*.

(1333) (1) Priority for use of this anchorage shall be given to vessels carrying, loading, or unloading division 1.1, 1.2, 1.3 or 1.4 (explosive) materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.202.

(1334) (2) Vessels requiring the use of this anchorage shall notify the Captain of the Port at least 24 hours in advance of their intentions including the estimated times of arrival, departure, net explosive weight, and whether the vessel will be loading or unloading. Vessels may not use this anchorage without first obtaining a permit issued by the Captain of the Port.

(1335) (3) No vessel containing more than 680 metric tons (approximately 749 tons) of net explosive weight (NEW) may anchor in this anchorage;

(1336) (4) Bunkering and lightering operations are permitted in the explosives anchorage, except that vessels engaged in the loading or unloading of explosives shall not simultaneously conduct bunkering or lightering operations.

(1337) (5) Each anchored vessels loading, unloading or laden with explosives, must display a red flag of a least 1.2 square meters (approximately 16 square feet) in size by day, and at night the flag must be illuminated by spotlight;

(1338) (6) When a vessel displaying the red flag occupies the explosive anchorage, no other vessel may anchor within the Explosives Anchorage.

(1339) **Note:** When the explosives anchorage is activated, portions of Anchorage "C", "D", "F" and "Q" are encompassed by the explosives anchorage.

(1340)

§110.215 Anaheim Bay Harbor, CA; U.S. Naval Weapons Station, Seal Beach, CA; Naval Explosives Anchorage.

(1341) (a) *The anchorage ground*. The waters of Anaheim Bay Harbor between the east side of the Entrance Channel and the East Jetty, and the West side of the Entrance Channel and the West Jetty as outlined in the following two sections:

(1342) (1) East Side:

(1343) 33°44'03.0"N., 118°05'35.0"W.

(1344) 33°43'53.0"N., 118°05'15.0"W.

(1345) 33°43'49.0"N., 118°05'18.0"W.

(1346) 33°43'36.5"N., 118°05'56.0"W.

(1347) 33°43'37.0"N., 118°05'57.0"W.

(1348) 33°44'03.0"N., 118°05'35.0"W.

(1349) (2) West Side:

(1350) 33°44'05.0"N., 118°05'40.0"W.

(1351) 33°44'06.0"N., 118°05'56.5"W.

(1352) 33°44'01.0"N., 118°06'01.0"W.

(1353) 33°43'40.5"N., 118°06'03.0"W.

(1354) 33°43'39.5"N., 118°06'02.0"W.

(1355) 33°44'05.0"N., 118°05'40.0"W.

(1356) (b) *The regulations*. (1) This area is reserved for use of naval vessels carrying or transferring ammunition

or explosives under standard military restrictions as established by the Safety Manual, Armed Service Explosives Board.

(1357) (2) No pleasure or commercial craft shall navigate or anchor within this area at any time without first obtaining permission from the Commanding officer, Naval Weapons Station, Seal Beach, California. This officer will extend full cooperation relating to public use of the area and will fully consider every reasonable request for the passage of small craft in light of requirements for national security and safety of persons and property.

(1358) (3) Nothing in this section shall be construed as relieving the owner or operator of any vessel from the regulations contained in Part 334.930 of Title 33, covering navigation in Anaheim Bay Harbor.

(1359) (4) The regulations in this section shall be administered by the Commanding Officer U.S. Naval Weapons Station, Seal Beach, California and by such agencies as he may designate, and enforced by the Captain of the Port, Los Angeles-Long Beach, California.

(1360)

§110.216 Pacific Ocean at Santa Catalina Island, CA.

(1361) (a) *The anchorage grounds*–(1) *Descanso Bay*. Shoreward of a line connecting the promontories known as White Rock and Casino Point.

(1362) (2) *Isthmus Cove*. All the waters bounded by a line connecting the following coordinates, beginning at 33°27'12"N., 118°30'05"W. (the promontory known as Lion Head); thence southeast to 33°26'55.5"N., 118°28'44"W.; thence west-southwest to 33°26'50"N., 118°29'08"W.; thence southwest to 33°26'39"N., 118°29'19"W.; thence along the shoreline returning to the point of origin, excluding the following-described non-anchorage area: an area 300 feet wide (170 feet west and 130 feet east of the centerline of the Catalina Island Steamship Line pier), extending 1600 feet from the foot of the pier, and an area 150 feet seaward of the shoreline extending approximately 1500 feet east and 1500 feet northwest of the centerline of said pier.

(1363) (3) *Avalon Bay*. (i) *Anchorage A*. The waters within an area described as follows: A circle of 1350 feet radius centered at 33°20'59.0"N., 118°18'56.2"W.

(1364) (ii) *Anchorage B*. The waters within an area described as follows: A circle of 1350 feet radius centered at 33°20'38.3"N., 118°18'35.8"W.

(1365) (iii) *Anchorage C*. The waters within an area described as follows: A circle of 1350 feet radius centered at 33°21'21.0"N., 118°19'16.7"W. Datum: NAD 83

(1366) (b) *The regulations*. (1) The Descanso Bay anchorage is reserved for yachts and other small craft. Floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

(1367) (2) The Isthmus Cove anchorage shall be available for anchorage of all types of craft. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

(1368) (3) The non-anchorage area described in Paragraph (a)(2) of this section shall be used only by commercial vessels. Commercial vessels of 15 feet draft or over may anchor in this area seaward of the Catalina Island Steamship Line pier during hours between sunrise and sunset. The use of this area for anchorage is forbidden to all other craft at all times. Fixed mooring piles or stakes and floats or buoys for marking anchors or moorings in place are prohibited.

(1369) (4) The instructions of the Captain of the Port requiring vessels to anchor bow and stern, or with two bow anchors, or requiring shifting the anchorage of any vessel within the anchorage grounds for the common safety or convenience, or for otherwise enforcing the regulations in this section, shall be promptly complied with by owners, masters, and persons in charge of vessels.

(1370) (5) Nothing in this section shall be construed as relieving the owner or person in charge of any vessels or plant from the penalties of law for obstructing navigation or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, or for otherwise violating law.

(1371) (6) The Avalon Bay anchorage is reserved for large passenger vessels of over 1600 gross tons, unless otherwise authorized by the Captain of the Port Los Angeles-Long Beach.

(1372)

§110.218 Pacific Ocean at San Clemente Island, CA; in vicinity of Wilson Cove.

(1373) (a) *The anchorage grounds*. Shoreward of a line beginning at a point on the beach bearing 153° true, 1,400 yards, from Wilson Cove Light; thence 062° true, 0.67 nautical mile, thence 332° true, 1.63 nautical miles; thence 241°31' true to the shore line.

(1374) (b) *The regulations*. (1) This area is reserved exclusively for anchorage of United State Government vessels or vessels temporarily operating under Government direction, and no vessel, except in an emergency, shall anchor in the area without first obtaining permission from the Commandant, Eleventh Naval District, or the Senior Naval Officer present who shall in turn notify the Commandant promptly.

(1375) (2) No vessel shall anchor in such a manner as to unreasonably obstruct the approach to the wharf.

(1376)

§110.220 Pacific Ocean at San Nicolas Island, CA; restricted anchorage areas.

(1377) (a) *The restricted area*. All waters within one-quarter nautical mile from the shoreline or manmade structures including mooring buoys, piers and jetties on the easterly end of San Nicolas Island between a point on the northeast shore at latitude 33°14'36"N, longitude 119°26'41"W and a point on the southeast shore at latitude 33°13'08"N, longitude 119°27'06"W.

(1378) (b) *The regulations*. (1) Except in an emergency, no vessel shall enter into or anchor in this restricted area without permission from the Commanding Officer, Naval Base Ventura County. Cargo and supply vessels or barges destined for San Nicolas Island may anchor in the area for unloading or loading. (2) Each person in a restricted anchorage shall obey the order or direction of the Commanding Officer, Naval Base Ventura County, Coast Guard Eleventh District Commander, or Coast Guard Captain of the Port, Los Angeles-Long Beach, when issued to carry out this section.

(1379) (c) *Enforcement*. The Coast Guard may be assisted in enforcing this rule by other Federal, state, or local agencies.

(1380)

§110.222 Pacific Ocean at Santa Barbara Island, CA.

(1381) (a) *The anchorage grounds*. Shoreward of a line beginning at the Santa Barbara Island Light on the northeast end of the island and bearing 23° true a distance of 1.515 nautical miles seaward from the beach; thence 140°30' true, 2.54 nautical miles; thence 212°30' true, 2.30 nautical miles; thence 296°30' true, 0.96 nautical mile; and thence 325° true to the beach.

(1382) (b) *The regulations*. The anchorage shall be available for anchorage of all types of craft. Temporary floats or buoys for marking anchors in place will be permitted in this area.

(1383)

§110.224 San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, San Joaquin River, and connecting waters, CA.

(1384) (a) *General Regulations*.

(1385) (1) Within the navigable waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, New York Slough, San Joaquin River Deep Water Channel, the Stockton Turning Basin, the Sacramento River Deep Water Ship Channel between Suisun Bay and the east end of the West Sacramento Turning Basin, and connecting waters, anchoring is prohibited outside of designated anchorages except when required for safety or with the written permission of the Captain of the Port. Each vessel anchoring outside an established anchorage area shall immediately notify the Captain of the Port of her position and reason for anchoring.

(1386) (2) No vessel may permanently moor in areas adjacent to the San Joaquin River Deep Water Channel except with the written permission of the Captain of the Port.

(1387) (3) Each vessel anchoring for safety reasons in the San Joaquin River Deep Water Channel, the Sacramento River Deep Water Ship Channel, or the Stockton or West Sacramento Turning Basins shall be positioned as near to the edge of the channel or turning basin as possible so as not to interfere with navigation, or obstruct the approach to any pier, wharf, slip, or boat harbor and shall move as soon as the reason for anchoring no longer exists or when notified to move by the Captain of the Port.

(1388) (4) No vessel may anchor within a tunnel, cable, or pipeline area shown on a Government chart.

(1389) (5) No vessel may moor, anchor, or tie up to any pier, wharf, or other vessel in such a manner as to extend into an adjacent channel or fairway.

(1390) (6) No vessel in such a condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels may occupy an anchorage, except when unforeseen circumstances create conditions of imminent peril to personnel and then only for such period as may be authorized by the Captain of the Port.

(1391) (7) Each vessel carrying explosives shall only anchor in an explosives anchorage except as authorized by Paragraph (a)(1) or (a)(17) of this section.

(1392) (8) No vessel other than a vessel under Federal supervision may go alongside or in any manner moor to any Government-owned vessel, mooring buoy, or pontoon boom, their anchor cables, or any of their appendages. No vessel other than a vessel under Federal supervision may obstruct or interfere in any manner with the mooring, unmooring, or servicing of vessels owned by the United States.

(1393) (9) The Captain of the Port may require any vessel in a designated anchorage area to moor with two or more anchors.

(1394) (10) Each vessel that will not have sufficient personnel on board to weigh anchor at any time shall anchor with two anchors with mooring swivel, unless otherwise authorized by the Captain of the Port.

(1395) (11) Deep-draft vessels shall take precedence over vessels of lighter draft in the deeper portions of all anchorages. Light-draft barges and vessels shall anchor away from the deeper portions of the anchorage so as not to interfere with the anchoring of deep-draft vessels. Should circumstances warrant, the Captain of the Port may require lighter draft vessels to move to provide safe anchorage, particularly in Anchorages 7 and 9, for deep-draft vessels.

(1396) (12) Barges towed in tandem to any anchorage shall nest together when anchoring.

(1397) (13) Each vessel that is notified by the Captain of the Port or his authorized representative to shift her position shall promptly shift her position.

(1398) (14) No person may use these anchorages for any purpose other than the purpose stated in these anchorage regulations.

(1399) (15) Where these regulations require that a vessel notify the Captain of the Port, the operator of the vessel shall transmit such report to the San Francisco Vessel Traffic Service.

(1400) **NOTE:** Vessel Traffic Service guards VHF-FM Channel 13 (156.65 MHz) and Channel 14 (156.70 MHz).

(1401) (16) Nothing in this section may be construed as relieving any vessel or the owner or person in charge of any vessel from the penalties of law for obstructing or interfering with range lights or for not complying with

the laws relating to lights, day signals, and fog signals and other navigation laws and regulations.

(1402) (17) The District Engineer, Corps of Engineers, may issue written permission for anchoring a single barge carrying explosives in quantities considered by the District Engineer as safe and necessary in the vicinity of work being done directly under the District Engineer supervision or under a Department of the Army permit. When issuing such a permit, the District Engineer shall prescribe the conditions under which the explosives must be stored and handled and shall furnish a copy of the permit and a copy of the rules and regulations for storing and handling to the Captain of the Port.

(1403) (18) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) at any anchorage other than in Anchorage 9 as specified in Table 110.224(d)(1) without prior approval of the Captain of the Port.

(1404) (b) *Naval Anchorages*. In addition to the General Regulations in Paragraph (a) of this section, the following regulations apply to each naval anchorage described in this section.

(1405) (1) Naval anchorages are intended for public vessels of the United States, but may be used by other vessels when not required for use by public vessels.

(1406) (2) Other vessels using a naval anchorage shall promptly notify the Captain of the Port upon anchoring and upon departure and shall be prepared to move within one hour upon notice should the anchorage be required for public vessels.

(1407) (c) *Explosive Anchorages*. In addition to the General Regulations in Paragraph (a) of this section, the following regulations apply to each explosives anchorage described in this section.

(1408) (1) Explosives anchorages and, where established, surrounding forbidden anchorage zones, are temporarily activated as needed by the Captain of the Port. When not activated, explosives anchorages and surrounding forbidden anchorage zones become part of the general anchorage which encompasses them or, if not located within the boundaries of a general anchorage, become available for general navigation.

(1409) (2) Notice of activation and deactivation of explosives anchorages will be disseminated by Coast Guard Broadcast Notice to Mariners.

(1410) (3) Each vessel which anchors in an explosives anchorage or surrounding forbidden anchorage zone while such anchorage is not activated shall be prepared to move within one hour if the anchorage is activated.

(1411) (4) Unless otherwise authorized by the Captain of the Port:

(1412) (i) No vessel may anchor in an activated explosives anchorage except vessels loaded with, loading, or unloading explosives.

(1413) (ii) No vessel may enter or remain in an activated explosives anchorage except (A) vessels loaded with, loading or unloading explosives, (B) lighters or barges delivering cargo to or from such vessels, or (c) a tug authorized by Paragraph (c)(7)(iii) of this section.

(1414) (iii) No vessel carrying explosives or on which explosives are to be loaded may enter or remain in an activated explosives anchorage without written permission from the Captain of the Port. Such a permit must be obtained before entering the anchorage and may be revoked at any time.

(1415) (iv) No vessel may anchor in the forbidden anchorage zone surrounding an activated explosives anchorage.

(1416) (5) Each vessel loaded with, loading, or unloading explosives, while within an explosives anchorage, shall display by day at her masthead, or at least 10 feet above the upper deck if the vessel has no mast, a red flag at least 16 square feet in area.

(1417) (6) Each passing vessel shall reduce speed as necessary so as to insure that its wake does not interfere with cargo transfer operations aboard any vessel displaying a red flag in an explosives anchorage.

(1418) (7) The Captain of the Port may:

(1419) (i) Issue permission to any vessel carrying flammable solids, oxidizing materials, corrosive liquids, flammable liquids, compressed gases, or poisonous substances to occupy a berth in an activated explosives anchorage. Such a permit must be obtained before entering the anchorage and may be revoked at any time.

(1420) (ii) Require any person having business on board a vessel which is loaded with, loading, or unloading explosives to have a document that is acceptable to the Coast Guard for identification purposes and to show that document to the Captain of the Port.

(1421) (iii) Require a non-self-propelled vessel, or a self-propelled vessel that is unable to maneuver under its own power, that occupies an activated explosives anchorage to be attended by a tug.

(1422) (d) *Anchorage Grounds*.

(1423) (1) Table 110.224(d)(1) lists anchorage grounds, identifies the purpose of each anchorage, and contains specific regulations applicable to certain anchorages.

(1424)

TABLE 110.224(d)(1)

Anchorage Number	General Location	Purpose	Specific Regulations
4	San Francisco Bay	General	Notes a, b.
5	do	do	Do.
6	do	do	Note a.
7	do	do	Notes a, b, c, d, e.
8	do	do	Notes a, b, c.
8A	do	do	Notes a, b, c, d, e, j, n.
9	do	do	Notes a, b, m.
10	do	Naval	Note a.
12	do	Explosives	Notes a, f.
13	do	do	Notes a, e, g.
14	do	do	Notes a, f, h.

TABLE 110.224(d)(1)

Anchorage Number	General Location	Purpose	Specific Regulations
18	San Pablo Bay	General	
19	do	do	Note b.
20	do	do	
21	do	Naval	
22	Carquinez Strait	General	
23	Benicia	General	Notes c, d, e, l.
24	Carquinez Strait	General	Note j.
26	Suisun Bay	do	Note k.
27	do	do	
28	San Joaquin River	do	
30	do	Explosives	

Notes

a. When sustained winds are in excess of 25 knots each vessel greater than 300 gross tons using this anchorage shall maintain a continuous radio watch on VHF channel 13 (156.65 MHz) and VHF channel 14 (156.70 MHz). This radio watch must be maintained by a person who fluently speaks the English language.

b. Each vessel using this anchorage may not project into adjacent channels or fairways.

c. This anchorage is primarily for use by vessels requiring a temporary anchorage waiting to proceed to pier facilities or other anchorage grounds. This anchorage may not be used by vessels for the purpose of loading any dangerous cargoes or combustible liquids unless authorized by the Captain of the Port.

d. Each vessel using this anchorage may not remain for more than 12 hours unless authorized by the Captain of the Port.

e. Each vessel using this anchorage shall be prepared to move within 1 hour upon notification by the Captain of the Port.

f. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 3,000 tons unless otherwise authorized with the written permission of the Captain of the Port.

g. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 50 tons except that, with the written permission of the Captain of the Port, each vessel in transit, loaded with explosives in excess of 50 tons, may anchor temporarily in this anchorage provided that the hatches to the holds containing explosives are not opened.

h. Each vessel using this anchorage will be assigned a berth by the Captain of the Port on the basis of the maximum quantity of explosives that will be on board the vessel.

i. [Reserved]

j. Each vessel using this anchorage shall promptly notify the Captain of the Port, upon anchoring and upon departure.

k. See §162.270 of this title establishing restricted areas in the vicinity of the Maritime Administration Reserve Fleet.

l. Vessels using this anchorage must exceed 15 feet draft, have engines on standby, and have a pilot on board.

m. Any vessel anchoring in a "dead-ship" status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 minute response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

n. This temporary anchorage will be activated by VTS San Francisco when Anchorages 8 and 9 are at capacity and additional anchorage capacity in the vicinity of Alameda is required. VTS will notify a vessel that this temporary anchorage is activated and available for use when Anchorages 8 and 9 are full, and a vessel requests permission from VTS to anchor in Anchorage 8 or 9.

(1425) (2) The geographic boundaries of each anchorage are contained in Paragraph (e) of this section.

(1426) (e) *Boundaries*—(1) *Anchorage No. 4.* Bounded by the west shore of San Francisco Bay and the following lines: Beginning on the shore southwest of Point San Quentin at 37°56'28"N., 122°28'54"W.; thence east-southeasterly to 37°55'55"N., 122°26'49"W.; thence southwesterly to 37°54'13"N., 122°27'24"W.; thence southeasterly to the shore of Tiburon Peninsula at Point Chauncey at 37°53'40.5"N., 122°26'55"W. When Explosives Anchorage No. 13 is activated by the Captain of the Port, it and the forbidden anchorage zone surrounding it are excluded from Anchorage No. 4.

(1427) (2) *Anchorage No. 5, Southampton Shoal*. In San Francisco Bay at Southampton Shoal bounded by a line connecting the following coordinates:

(1428) 37°55'48"N., 122°25'52"W; to

(1429) 37°55'50"N., 122°26'32"W; to

(1430) 37°54'49"N., 122°26'39"W; to

(1431) 37°54'03"N., 122°26'06"W; to

(1432) 37°53'25"N., 122°25'30"W; to

(1433) 37°53'23"N., 122°25'09"W; to

(1434) 37°55'19"N., 122°25'33"W; to

(1435) 37°55'42"N., 122°25'45"W; thence back to

(1436) 37°55'48"N., 122°25'52"W.

(1437) (3) *Anchorage No. 6.* Bounded by the east shore of San Francisco Bay and the following lines: Beginning at the shore of the southernmost extremity of Point Isabel at 37°53'46"N., 122°19'19"W.; thence westerly along the north shore of Brooks Island to the jetty extending westerly therefrom; thence westerly along the jetty to its bayward end at 37°54'13"N., 122°23'27"W.; thence south-southeasterly to 37°49'53"N., 122°21'39"W.; thence southeasterly to 37°49'32.5"N., 122°21'20.5"W.; thence easterly to 37°49.34"N., 122°20'13"W.; thence east-southeasterly to 37°49'30"N., 122°19'45.5"W.; thence east-northeasterly to the shore at Emeryville at 37°50'04"N., 122°17'41"W.; excluding from this area, however, the channel to Berkeley Marina delineated by lines joining the following points:

(1438) 37°52'08"N., 122°19'07"W.

(1439) 37°52'03"N., 122°19'17.5"W.

(1440) 37°52'00"N., 122°19'15.5"W.

(1441) 37°51'01"N., 122°22'07"W.

(1442) 37°50'43"N., 122°22'00"W.

(1443) 37°50'53"N., 122°21'32"W.

(1444) 37°51'47"N., 122°18'59"W.

(1445) (4) *Anchorage No. 7,Treasure Island*. In San Francisco Bay at Treasure Island bounded a line connecting the following coordinates:

(1446) 37°49'36"N., 122°22'40"W; to

(1447) 37°50'00"N., 122°22'57"W; to

(1448) 37°50'00"N., 122°23'44"W; to

(1449) 37°49'22.5"N., 122°23'44"W; to

(1450) 37°48'40.5"N., 122°22'38"W; to

(1451) 37°49'00.0"N., 122°22'16"W; thence along the shore to

(1452) 37°49'36"N., 122°22'40"W.

(1453) (5) *Anchorage No. 8*. In San Francisco Bay bounded by the west shore of Alameda Island and the following lines: Beginning at 37°47'52.0"N., 122°19'58.0"W.; thence west-northwesterly to 37°48'02.5"N., 122°21'01.5"W.; thence west-southwesterly to 37°47'51.5"N., 122°21'40.0"W.; thence south-southwesterly to

37°47'35.5"N., 122°21'50.0"W.; thence south-southeasterly to 37°46'40.0"N., 122°21'23.0"W.; thence easterly to 37°46'36.5"N., 122°19'52.0"W.; thence northerly to shore at 37°46'53.0"N., 122°19'53.5"W. (NAD 83).

(1454) (6) *Anchorage No. 8A*. In San Francisco Bay bounded by the following lines: Beginning at 37°47'35"N., 122°21'50"W.; thence south-southwesterly to 37°47'07"N., 122°22'09"W.; thence south-southeasterly to 37°46'30"N., 122°21'57"W.; thence easterly along the northern border of Anchorage 9 to 37°46'26"N., 122°20'42"W.; thence northerly to 37°46'38"N., 122°20'42"W.; thence westerly along the southern border of Anchorage 8 to 37°46'41"N., 122°21'23"W.; thence northwesterly along the southwestern border of Anchorage 8 back to the beginning point (NAD 83).

(1455) (7) *Anchorage No. 9*. In San Francisco Bay bounded on the east by the eastern shore of San Francisco Bay and on the north by the southern shore of Alameda Island and a line beginning at 37°46'21.5"N., 122°19'07.0"W.; thence westerly to 37°46'30.0"N., 122°21'56.0"W.; thence south-south easterly to 37°41'45.0"N., 122°20'22.0"W. (San Bruno Channel Light 1); thence south-southeasterly to 37°38'38.5"N., 122°18'48.5 "W. (San Bruno Channel Light 5); thence southeasterly to 37°36'05.0"N., 122°14'18.0"W.; thence northeasterly to shore at 37°37'38.5"N., 122°09'06.5"W. (NAD 83).

(1456) (8) *Anchorage No. 10*. In San Francisco Bay bounded by the east shore of Sausalito and the following lines: Beginning on the shore of Sausalito at 37°51'20"N., 122°28'38"W.; thence southeasterly to 37°50'57.5"N., 122°27'57"W.; thence southwesterly to the shore of Sausalito at 37°50'36"N., 122°28'34"W.

(1457) (9) *Anchorage No. 12*. In San Francisco Bay east of the city of San Francisco Bay east of the city of San Francisco a circular area having a radius of 500 yards centered at 37°44'32.5"N., 122°20'27.5"W. A 667-yard-wide forbidden anchorage zone surrounds this anchorage.

(1458) (10) *Anchorage No. 13*. In San Francisco Bay east of the Tiburon Peninsula a circular area having a radius of 333 yards centered at 37°55'26"N., 122°27'27"W. A 667-yard-wide forbidden anchorage zone surrounds this anchorage except where such zone would extend beyond the limits of Anchorage No. 4.

(1459) **NOTE:** see §110.224(e)(2) for a description of Anchorage No. 4.

(1460) (11) *Anchorage No. 14*. In San Francisco Bay east of Hunters Point an area 1,000 yards wide and 2,760 yards long, the end boundaries of which are semicircles, with a radii of 500 yards and center, respectively at 37°42'37"N., 122°19'48"W. and 37°43'29"N., 122°19'48"W. (NAD 83); and the side boundaries of which are parallel tangents joining the semicircles. A forbidden anchorage zone extends 667 yards out from the perimeter on each side.

(1461) (12) *Anchorage No. 18*. In San Pablo Bay bounded by the west shore of San Pablo Bay and the following lines: Beginning at the shore at Point San Pedro at 37°59'16"N., 122°26'47"W.; thence easterly to 37°59'16"N., 122°26'26"W.; thence northerly to 38°03'46"N., 122°25'52.5"W.; thence northwesterly to the shore south of the entrance to Novato Creek at 38°05'13.5"N., 122°29'04"W.; excluding from this area, however, the channel to Hamilton Field and the extension of this channel easterly to the boundary of the anchorage, and the pipeline area therein.

(1462) (13) *Anchorage No. 19*. In San Pablo Bay bounded by the northeast shore of San Pablo Bay and the following lines: Beginning at the shore of Tubbs Island at 38°07'39"N., 122°25'18"W.; thence southerly to 38°00'36"N., 122°25'20"W.; thence northeasterly to 38°03'13"N., 122°19'46"W.; thence east-northeasterly to 38°03'37"N., 122°17'13"W.; thence northerly to the long dike extending southwesterly from Mare Island at 38°03'52.5"N., 122°17'10"W.; thence along the long dike to the shore at Mare Island.

(1463) (14) *Anchorage No. 20*. In San Pablo Bay bounded by the southeast shore of San Pablo Bay and the following lines: Beginning at the northeast corner of Parr Terminal No. 4 at Point San Pablo at 37°57'59"N., 122°25'35"W.; thence northeasterly to 38°01'27.5"W., 122°21'33"W.; thence east-northeasterly to the Union Oil Co. pier at Oleum at 38°03'18"N., 122°15'37"W.; and thence along this pier to the shore.

(1464) (15) *Anchorage No. 21*. In San Pablo Bay south of Mare Island a rectangular area beginning at 38°03'56"N., 122°15'56"W.; thence easterly to 38°04'02"N., 122°15'20"W.; thence southerly to 38°03'48"N., 122°15'16"W.; thence westerly to 38°03'42"N., 122°15'52"W.; thence northerly to the point of beginning.

(1465) (16) *Anchorage No. 22,* Carquinez Strait. In Carquinez Strait an area bounded by a line connecting the following coordinates:

(1466) 38°02'36.8"N., 122°09'59"W.; to

(1467) 38°02'06.6"N., 122°09'46.7"W.; to

(1468) 38°01'53.8"N., 122°09'00"W.; to

(1469) 38°02'33.9"N., 122°09'00"W.; thence back to

(1470) 38°02'36.8"N., 122°09'59"W.

(1471) (17) *Anchorage No. 23, Benicia*. In Carquinez Strait an area bounded by a line connecting the following coordinates:

(1472) 38°02'33.9"N., 122°09'00"W.; to

(1473) 38°01'53.8"N., 122°09'00"W.; to

(1474) 38°01'57.4"N., 122°08'19.3"W.; to

(1475) 38°02'33.0"N., 122°08'18.6"W.; thence back to

(1476) 38°02'33.9"N., 122°09'00"W.

(1477) (18) *Anchorage No. 24*. Bounded by the north shore of Carquinez Strait and the following points:

(1478) Beginning on the shore at Dillon Point at

(1479) 38°03'44"N., 122°11'34"W.; thence southeasterly to

(1480) 38°03'21"N., 122°10'43"W.; thence southeasterly to

(1481) 38°02'36"N., 122°10'03"W. (Carquinez Strait Light 23); thence to the shore at the Benicia City Wharf at

(1482) 38°02'40"N., 122°09'55"W. (NAD 83).

(1483) (19) *Anchorage No. 26*. On the west side of Suisun Bay, adjacent to and northeast of the city of Benicia

within the following boundaries: Beginning on the shore northeast of Army Point at 38°02'54"N., 122°07'37"W.; thence south-southeasterly along the Southern Pacific bridge to 38°02'38"N., 122°07'24"W.; thence easterly to 38°02'42"N., 122°07'07.5"W.; thence northeasterly to 38°05'42"N., 122°04'06"W.; thence northwesterly to the shore at 38°05'58"N., 122°04'28"W.; thence along the shore to the point of beginning.

(1484) (20) *Anchorage No. 27*. In the northeast portion of Suisun Bay bounded by the north shore and the following lines: Beginning on the shore of Grizzly Island at 38°08'13"N., 122°02'42.5"W.; thence southerly to tripod at Preston Point on Roe Island at 38°04'16"N., 122°02'42"W.; thence along the south shore of Roe Island to 38°04'05"N., 122°01'35"W; thence east-southeasterly to 38°03'42.5"N., 121°58'54"W.; thence easterly to the shore of Chipps Island at 38°03'42.5"N., 121°55'05"W.

(1485) (21) *Anchorage No. 28*. The area bounded on the east by the shore of Lower Sherman Island and the following lines: Beginning at Point Sacramento on Lower Sherman Island at 38°03'45"N., 121°50'17.5"W.; thence southwesterly to 38°03'37.5"N., 121°50'31"W.; thence south-southeasterly to 38°02'11"N., 121°49'58"W.; thence to the shore of Lower Sherman Island at 38°02'23"N., 121°49'49"W.

(1486) (22) *Anchorage No. 30*. The portion of the Old San Joaquin River Channel bounded on the west by the shore of Mandeville Point and the following lines: Beginning on the shore of Mandeville Point at 38°04'01"N., 121°32'05"W.; thence northeasterly to 38°04'07.5"N., 121°31'58"W.; thence southeasterly to 38°03'47"N., 121°31'42.5"W.; thence westerly to the shore of Mandeville Point at 38°03'47.5"N., 121°31'56"W.

(1487)

§110.228 Columbia River, Oregon and Washington.

(1488) (a) *Anchorage grounds*—(1) *Astoria North Anchorage*. An area enclosed by a line beginning northeast of Astoria, Oregon, at 46°12'00.79"N., 123°49'55.40"W.; thence continuing easterly to 46°12'02.00"N., 123°49'40.09"W.; thence continuing east-northeasterly to 46°13'14.85"N., 123°46'27.89"W.; thence continuing south-southeasterly to 46°13'00.56"N., 123°46'16.65"W.; thence continuing southwesterly to 46°11'51.79"N., 123°49'18.08"W.; thence continuing west-southwesterly to 46°11'46.27"N, 123°49'43.48"W.; thence continuing west-southwesterly to 46°11'44.98"N, 123°49'49.44"W.; thence continuing westerly to 46°11'44.32"N., 123°49'58.88"W.; thence continuing northeasterly to the point of the beginning.

(1489) (2) *Astoria South Anchorage*. An area enclosed by a point beginning east-northeast of Astoria, Oregon, at 46°11'46.95"N., 123°49'13.04"W.; thence continuing northeasterly to 46°13'02.18"N., 123°45'54.55"W.; thence continuing easterly to 46°13'05.90"N., 123°45'41.55"W; thence continuing southeasterly to 46°12'55.16"N., 123°45'34.31"W; thence continuing southwesterly to 46°12'24.32"N., 123°46'34.70"W.; thence continuing west-southwesterly 46°11'37.32"N., 123°49'03.46"W.; thence continuing north-northwesterly to the point of the beginning.

(1490) (3) *Longview Anchorage*. An area enclosed by a line beginning southeast of Longview, Washington, at 46°06'28.69"N., 122°57'38.33"W.; thence continuing northwesterly to 46°06'41.71"N., 122°58'01.25"W.; thence continuing westerly to 46°07'22.55"N., 122°59'00.81"W; thence continuing westerly to 46°07'36.21"N., 122°59'19.29"W.; thence continuing southwesterly to 46°07'28.44"N., 122°59'31.18"W.; thence continuing easterly to 46°07'14.77"N., 122°59'12.70"W.; thence continuing easterly to 46°06'42.01"N., 122°58'28.41"W.; thence continuing northeasterly to 46°06'34.27"N., 122°58'14.21"W.; thence continuing northeasterly to 46°06'32.19"N., 122°58'08.77"W.; thence continuing northeasterly to 46°06'22.44"N., 122°57'43.27"W.; thence continuing northeasterly to the point of the beginning.

(1491) (4) *Kalama Anchorage*. An area to be enclosed by a line beginning north-northwesterly of Sandy Island at 46°01'20.48"N., 122°52'04.32"W.; thence continuing east-southeasterly to 46°00'57.73"N., 122°51'35.14"W.; thence continuing east-southeasterly to 46°00'53.95"N., 122°51'30.29"W.; thence continuing southeasterly to 46°00'35.10"N., 122°51'15.37"W.; thence continuing south-southeasterly to 45°59'41.48"N., 122°50'52.40"W; thence continuing southwesterly to 45°59'38.65"N., 122°51'05.97"W.; thence continuing north-northwesterly to 46°00'36.82"N., 122°51'30.90"W.; thence continuing west-northwesterly to 46°00'51.32"N., 122°51'45.44"W.; thence continuing west-northwesterly to 46°01'24.38"N., 122°52'21.20"W.; thence continuing northeasterly to the beginning.

(1492) (5) *Woodland Anchorage*. An area enclosed by a line beginning northeast of Columbia City, Oregon, at 45°53'55.31"N., 122°48'17.35"W.; thence continuing easterly to 45°53'57.11"N., 122°48'02.16"W.; thence continuing south-southeasterly to 45°53'27.16"N., 122°47'44.28"W.; thence continuing westerly to 45°53'20.16"N., 122°48'02.37"W.; thence continuing northwesterly to 45°53'41.50"N., 122°48'13.53"W.; thence continuing northerly to the point of beginning.

(1493) (6) *Henrici Bar Anchorage*. An area enclosed by a line beginning west-southwesterly of Bachelor Slough, Washington, at 45°47'24.68"N., 122°46'49.14"W.; thence continuing east-southeasterly to 45°46'44.95"N., 122°46'13.23W., thence continuing southeasterly to 45°46'25.67"N., 122°46'00.54"W.; thence continuing south-southeasterly to 45°46'02.69"N., 122°45'50.32"W; thence continuing southerly to 45°45'43.66"N., 122°45'45.33"W; thence continuing southerly to 45°45'37.52"N., 122°45'44.99"W; thence continuing westerly to 45°45'37.29"N., 122°45'53.06"W.; thence continuing north-northwesterly to 45°46'15.94"N., 122°46'10.25"W.; thence continuing west-northwesterly to 45°47'20.20"N., 122°46'59.28"W; thence continuing easterly to the point of beginning.

(1494) (7) *Lower Vancouver Anchorage*. An area enclosed by a line beginning north-northeast of Reeder Point at 45°43'39.18"N, 122°45'27.54"W; thence continuing south-southwesterly to 45°41'26.95"N., 122°46'13.83"W.; thence continuing southerly to 45°40'35.72"N, 122°46'09.98"W; thence continuing south-southeasterly to 45°40'23.95"N, 122°46'04.26"W; thence continuing west-southwesterly to 45°40'20.68"N., 122°46'16.07"W.; thence continuing northwesterly to 45°40'32.85"N., 122°46'21.98"W.; thence continuing north-northwesterly to 45°41'01.03"N, 122°46'26.85"W; thence continuing northerly to 45°41'29.07"N., 122°46'26.15"W; thence continuing north-northeasterly to 45°43'41.27"N., 122°45'39.87"W.; thence continuing easterly to the point of the beginning. The Vancouver lower anchorage will then resume slightly further upstream at an area north of Kelly point and will be enclosed by a line starting at 45°40'10.09"N., 122°45'57.53"W.; thence continuing southeasterly to 45°39'42.94"N., 122°45'44.34"W.; thence continuing west-southwesterly to 45°39'40.07"N., 122°45'56.34"W.; thence continuing northwesterly to 45°40'06.75"N., 122°46'09.30"W.; thence continuing east-northeasterly to the point of the beginning.

(1495) (8) *Kelly Point Anchorage*. An area enclosed by a line beginning northeast of Kelly Point, Oregon, at 45°39'10.32"N., 122°45'36.45"W.; thence continuing east-southeasterly to 45°39'02.10"N., 122°45'21.67"W.; thence continuing east-southeasterly to 45°38'59.15"N., 122°45'16.38"W.; thence continuing southwesterly to 45°38'51.03"N., 122°45'25.57"W; thence continuing westerly to 45°38'51.54"N., 122°45'26.35"W.; thence continuing northwesterly to 45°39'06.27"N., 122°45'40.50"W.; thence continuing north-northeasterly to the beginning point.

(1496) (9) *Upper Vancouver Anchorage*. An area enclosed by a line beginning north-northeast of Hayden Island at 45°38'43.44"N., 122°44'39.50"W.; thence continuing northeasterly to 45°38'26.98"N, 122°43'25.87"W.; thence continuing east-northeasterly to 45°38'17.31"N., 122°42'54.69"W.; thence continuing easterly to 45°38'12.40"N., 122°42'43.93"W.; thence continuing east-southeasterly to 45°37'40.53"N., 122°41'44.08"W.; thence south-southeasterly to 45°37'36.11"N., 122°41'48.86"W.; thence continuing west-southwesterly to 45°37'52.20"N., 122°42'19.50"W.; thence continuing west-southwesterly to 45°38'10.75"N, 122°43'08.89"W.; thence continuing southwesterly to 45°38'18.79"N., 122°43'44.83"W.; thence continuing westerly to 45°38'41.37"N, 122°44'40.44"W.; thence continuing northeasterly to the point of beginning.

(1497) (10) *Cottonwood Island Anchorage*. The waters of the Columbia River bounded by a line connecting the following points:

(1498) 46°05'56.88"N., 122°56'53.19"W.

(1499) 46°05'14.06"N., 122°54'45.71"W.

(1500) 46°04'57.12"N., 122°54'12.41"W.

(1501) 46°04'37.55"N, 122°53'45.80"W.

(1502) 46°04'13.72"N., 122°53'23.66"W.

(1503) 46°03'54.94"N., 122°53'11.81"W.

(1504) 46°03'34.96"N., 122°53'03.17"W.

(1505) 46°03′11.61″N., 122°52′56.29″W.

(1506) 46°03′10.94″N., 122°53′10.55″W.

(1507) 46°03'32.06"N., 122°53'19.69"W.

(1508) 46°03'50.84"N., 122°53'27.81"W.

(1509) 46°04'08.10"N., 122°53'38.70"W.

(1510) 46°04'29.41"N., 122°53'58.17"W.

(1511) 46°04'49.89"N., 122°54'21.57"W.

(1512) 46°05'06.95"N., 122°54'50.65"W.

(1513) 46°05'49.77"N., 122°56' 58.12"W.

(1514) (11) *Prescott Anchorage*. The waters of the Columbia River bounded by a line connecting the following points:

(1515) 46°02′47.01″N., 122°52′53.90″W.

(1516) 46°02′26.32″N., 122°52′51.89″W.

(1517) 46°02′25.92″N., 122°53′00.38″W.

(1518) 46°02′46.54″N., 122°53′03.87″W.

(1519) (b) Regulations.

(1520) (1) All designated anchorages are intended for the primary use of deep-draft vessels over 200 feet in length.

(1521) (2) If a vessel under 200 feet in length is anchored in a designated anchorage, the master or person in charge of the vessel shall:

(1522) (i) Ensure that the vessel is anchored so as to minimize conflict with large, deep-draft vessels utilizing or seeking to utilize the anchorage; and

(1523) (ii) Move the vessel out of the area if requested by the master of a large, deep-draft vessel seeking to enter or depart the area or if directed by the Captain of the Port.

(1524) (3) Vessels desiring to anchor in designated anchorages shall contact the pilot office that manages that anchorage to request an appropriate position to anchor. Columbia River Bar Pilots manage Astoria North Anchorage and Astoria South Anchorage. Columbia River Pilots manage all designated anchorages upriver from Astoria.

(1525) (4) No vessel may occupy a designated anchorage for more than 30 consecutive days without permission from the Captain of the Port.

(1526) (5) No vessel being laid-up or dismantled or undergoing major alterations or repairs may occupy a designated anchorage without permission from the Captain of the Port.

(1527) (6) No vessel carrying a Cargo of Particular Hazard listed in § 126.10 of this chapter may occupy a designated anchorage without permission from the Captain of the Port.

(1528) (7) No vessel in a condition such that it is likely to sink or otherwise become a hazard to the operation of other vessels shall occupy a designated anchorage except in an emergency and then only for such periods as may be authorized by the Captain of the Port.

(1529) (8) Vessels anchoring in Astoria North Anchorage should avoid placing their anchor in the charted cable area.

(1530)

§110.230 Anchorages, Captain of the Port Puget Sound Zone, WA.

(1531) (a) *Anchorage grounds*. All coordinates are expressed in North American Datum 1983.

(1532) (1) *Freshwater Bay Emergency Anchorage*. All waters of Freshwater Bay and adjacent waters shoreward of a line beginning at Observatory Point,

(1533) 48°09′03″N, 123°38′12″W; thence 000°T to

(1534) 48°09′36″N, 123°38′12″W; thence 090°T to

(1535) 48°09′36″N, 123°33′27″W; thence 180°T ending at Angeles Point, 48°09′00″N, 123°33′27″W.

(1536) (i) This anchorage may only be assigned to vessels experiencing an emergency that requires anchoring. Vessel emergencies include equipment failures, cargo securing, etc. Vessels requiring a customs inspection will not be allowed to anchor in this area.

(1537) (ii) [Reserved.]

(1538) (2) *Bellingham Bay Anchorages*—(i) *General Anchorage*. The waters of Bellingham Bay within a circular area with a radius of 2,000 yards, having its center at 48°44′14.39″N, 122°32′26.62″W.

(1539) (ii) *Explosives Anchorage*. The waters of Bellingham Bay within a circular area with a radius of 1,000 yards, having its center at 48°42′47.39″N, 122°33′41.62″W.

(1540) (3) *Port Townsend Anchorages*. (i) *Fair weather explosives anchorage area*. A circular area having a radius of 300 yards, whose center is at 48°06′25.30″N, 122°43′50.60″W.

(1541) (ii) *Foul weather explosives anchorage area*. A circular area having a radius of 300 yards, whose center is at 48°04′04.33″N, 122°44′56.60″W.

(1542) (4) *Holmes Harbor General Anchorage*. All waters of Holmes Harbor lying south of a line between 48°05′50″N, 122°31′24″W; thence 311°T to 48°07′03″N, 122°33′31″W.

(1543) (5) *Port Gardner General Anchorage*. All waters in a quadrilateral area bounded as follows: Beginning at

(1544) 47°58′57″N, 122°14′05″W; thence 302°T to

(1545) 47°59′21.5″N, 122°15′02″W; thence 229°T to

(1546) 47°58′57″N, 122°15′44″W; thence 122°T to

(1547) 47°58′32.5″N, 122°14′47″W; thence 048°T to point of origin.

(1548) (6) *Thorndike Bay Emergency Explosives Anchorage*. All waters in a quadrilateral area bounded as follows: Beginning at

(1549) 47°47′59″N, 122°43′30″W; thence 270°T to

(1550) 47°47′59″N, 122°44′30″W; thence 180°T to

(1551) 47°47′30″N, 122°44′30″W; thence 090°T to

(1552) 47°47′30″N, 122°43′30″W, thence 000°T to point of origin.

(1553) (7) *Elliott Bay Anchorages*—(i) *Smith Cove West General Anchorage*. All waters inside the area beginning at

(1554) 47°38′20.44″N, 122°24′48.56″W; thence 207T to

(1555) 47°37′51.6″N, 122°25′10.5″W; thence 124°T to

(1556) 47°36′56.2″N, 122°23′07″W; thence 000°T to

(1557) 47°37′59.5″N, 122°23′07″W; thence northwest along the shoreline to the point of origin.

(1558) (ii) *Smith Cove East General Anchorage*. All waters inside the area beginning at

(1559) 47°37′36.2″N, 122°22′43″W; thence 180°T to

(1560) 47°36′56.2″N, 122°22′43″W; thence 090°T to

(1561) 47°36′56.2″N, 122°21′22.5″W, thence northwest along the shoreline to the point of origin.

(1562) (iii) *Elliott Bay East General Anchorage*. All waters inside the area beginning at

(1563) 47°35′25.8″N, 122°20′45.5″W; thence 000°T to

(1564) 47°35′55.85″N, 122°20′45.5″W; thence 270°T to

(1565) 47°35′55.85″N, 122°21′30″W; thence 180°T to

(1566) 47°35′19.2″N, 122°21′30″W; thence east along the shoreline to the point of origin.

(1567) (iv) *Elliott Bay West General Anchorage*. All waters inside the area beginning at

(1568) 47°35′30″N, 122°21′41″W, thence 000°T to

(1569) 47°35′45.5″N, 122°21′41″W; thence 336°T to

(1570) 47°35′55.85″N, 122°21′48.5″W; thence 270°T to

(1571) 47°35′55.85″N, 122°23′16.46″W, thence 180°T to Duwamish Head thence southeast following the shoreline to 47°35′30″N, 122°22′54.5″W; thence 090°T to the point of origin.

(1572) (8) *Yukon Harbor General Anchorage*. All waters inside the area beginning at

(1573) 47°33′54.66″N, 122°31′54.68″W; thence 106°T to

(1574) 47°33′23″N, 122°29′05″W; thence 180°T to

(1575) 47°32′39.5″N, 122°29′05″W; thence south along the eastern shoreline of Blake Island to

(1576) 47°31′48″N, 122°29′21″W; thence 250°T to

(1577) 47°31′20.5″N, 122°31′10″W; thence west and north along the Kitsap Peninsula shoreline to the point of origin.

(1578) (9) *Cherry Point General Anchorage*. The waters within a circular area with a radius of 1600 yards, having its center at 48°48′29.39″N, 122°46’04.66″W.

(1579) (10) *Anacortes General Anchorages*. (i) *Anacortes East (ANE) Anchorage*. The waters within a circular area with a radius of 600 yards, having its center at 48°31′27″N., 122°33′45″W.

(1580) (ii) *Anacortes Center (ANC) Anchorage*. The waters within a circular area with a radius of 600 yards, having its center at 48°30′54″N, 122°34′06″W.

(1581) (iii) *Anacortes West (ANW) Anchorage*. The waters within a circular area with a radius of 600 yards, having its center at 48°31′09″N, 122°34′55″W.

(1582) (11) *Cap Sante Tug and Barge General Anchorage*. The Cap Sante Tug and Barge General Anchorage includes all waters enclosed by a line connecting the following points:

(1583) 48°31′16″N, 122°36′00″W, which is approximately the northeast tip of Cap Sante; then southeast to

(1584) 48°30′53″N, 122°35′28″W; then west southwest to

(1585) 48°30′45″N, 122°35′52″W, approximately the south tip of Cap Sante; then north along the shoreline to the point of origin.

(1586) (12) *Hat Island Tug and Barge General Anchorage*. The Hat Island Tug and Barge General Anchorage

includes all waters enclosed by a line connecting the following points:

(1587) 48°31′19″N, 122°33′04″W, near the west side of Hat Island; then southwest to

(1588) 48°30′37″N, 122°33′38″W; then east to

(1589) 48°30′37″N, 122°32′00″W; then northwest to the point of origin.

(1590) (13) *Commencement Bay General Anchorage*. A quadrilateral area bounded as follows: Beginning at 47°17′36.36″N, 122°26′04.45″W; thence due south to 47°17′18.36″N, 122°26′04.45″W; thence due east to 47°17′18.36″N, 122°25′04.45″W; thence due north to 47°17′32.36″N, 122°25′04.45″W; thence west northwest to the point of origin.

(1591) (14) *Non-anchorage area Port Angeles Harbor*. Beginning at a point on the shore at

(1592) 48°07′03.83″N, 123°24′20.67″W; thence to

(1593) 48°07′38.43″N, 123°24′04.67″W; thence to

(1594) 48°07′36.03″N, 123°23′50.67″W; thence to a point on the shoreline at 48°06′56.73″N, 123°24′08.67″W.

(1595) (i) No vessel may anchor in this nonanchorage area at any time.

(1596) (ii) Dragging, seining, fishing, or other activities which may foul underwater installations within this non-anchorage area are prohibited.

(1597) (iii) Vessels may transit this nonanchorage area, but must proceed by the most direct route and without unnecessary delay.

(1598) Note to paragraph (a)(14): The city of Port Angeles will mark this area with signs on the shoreline visible (during normal daylight) 1 mile to seaward reading, ‘‘Do not Anchor in This Area.’’

(1599) (b) *Regulations*. (1) No vessel shall anchor in any general anchorage described in paragraph (a) of this section without prior permission from the Captain of the Port (COTP), or his authorized representative. Vessel Traffic Service Puget Sound is designated as the COTP’s authorized representative. All vessels should seek permission at least 48 hours prior to arrival at the anchorage area in order to avoid unnecessary delays.

(1600) (i) Except for the Anacortes General Anchorages, a berth in a general anchorage, if available, may be assigned to any vessel by the Captain of the Port or his authorized representative upon application and he may grant revocable permits for the continuous use of the same berth. For the Anacortes General Anchorages, the following hierarchy will be applied for assignment of a berth; tankers conducting lightering operations, then loaded tankers, and then all other vessels.

(1601) (ii) Tugs and oil barges using the Cap Sante and Hat Island General Anchorages are exempt from the requirement to obtain the COTP’s permission.

(1602) (2) Except for the Anacortes General Anchorages, no vessel shall occupy any general anchorage for a period longer than 30 days unless a permit is obtained from the Captain of the Port for that purpose. There is a 10 days maximum stay at the Anacortes East and Anacortes Center general anchorages, and 6 day maximum stay at the Anacortes West general anchorage.

(1603) (3) The COTP or his authorized representative may require vessels to depart from the Anacortes General Anchorage before the expiration of the authorized or maximum stay. The COTP or his authorized representative will provide at least 24-hour notice to a vessel required to depart the Anacortes General Anchorage.

(1604) (4) No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy any general anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port.

(1605) (5) Within the Anacortes General Anchorages, lightering operations shall only be conducted in the Anacortes West and Anacortes Center anchorages.

(1606) (6) Tugs and barges using the Cap Sante and Hat Island Barge General Anchorages are required to ensure their vessels and barges do not project beyond the holding area’s boundaries. The tug must be manned, remain in attendance with the barge and maintain a communications guard with VTS on an appropriate VTS VHF radio working frequency, which is currently channel 5A.

(1607) (7) No vessel shall anchor in any general anchorage described in paragraph (a) of this section without prior permission from the Captain of the Port, or his authorized representative. No vessel shall occupy any general anchorage for a period longer than 30 days unless a permit is obtained from the Captain of the Port for that purpose. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy a general anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port. A berth in a general anchorage, if available, may be assigned to any vessel by the Captain of the Port upon application and he may grant revocable permits for the continuous use of the same berth.

(1608) (8) Explosive anchorages are reserved for vessels carrying explosives. All vessels carrying explosives shall be within these areas when anchored.

(1609) (9) Whenever any vessel not fitted with mechanical power, anchors in an explosive anchorage, the Captain of the Port may require the attendance of a tug upon such vessel, when, in his judgment, such action is necessary.

(1610) (10) Vessels carrying explosives shall comply with the general regulations in paragraph (b)(1) of this section, when applicable.

(1611) (11) Every vessel at anchor in an explosives anchorage shall display by day a red flag at least 16 square feet in area at its mast head or at least 10 feet above the upper deck if the vessel has no mast, and by night a red light in the same position specified for the flag. These signals shall be in addition to day signals and lights required to be shown by all vessels when at anchor.

(1612) (12) Every vessel constructed of wood shall, unless there are steel bulwarks or metallic cases or cargo on

board, be fitted with radar reflector screens of metal of sufficient size to permit target indication on the radar screen of commercial type radars.

(1613) (13) Fishing and navigation by pleasure and commercial craft are prohibited within the area at all times when vessels which are anchored in the area for the purpose of loading or unloading explosives display a red flag by day and a red light by night, unless special permission is granted by the Captain of the Port.

(1614) (14) No explosives handling in any explosive anchorage will be undertaken by any vessel unless personnel from the Captain of the Port are on board to supervise the handling of explosives.

(1615) (15) No vessel shall remain at anchor in any explosive anchorage unless there is on board such vessel a competent watchman or a tug in attendance.

(1616)

§110.235 Pacific Ocean (Mamala Bay), Honolulu Harbor, Hawaii (Datum: NAD 83).

(1617) (a) *The anchorage grounds*–(1) *Anchorage A*. The waters bounded by the arc of a circle with a radius of 350 yards with the center located at 21°16'57"N., 157°53'12"W.

(1618) (2) *Anchorage B*. The waters bounded by a line connecting the following coordinates:

(1619) 21°17'06"N., 157°54'40"W.; to

(1620) 21°17'22"N., 157°54'40"W.; to

(1621) 21°17'22"N., 157°54'19"W., to

(1622) 21°17'06"N., 157°54'19"W., and thence to

(1623) 21°17'06"N., 157°54'40"W.

(1624) (3) *Anchorage C*. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at 21°17'09"N., 157°54'55"W.

(1625) (4) *Anchorage D*. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at 21°17'21"N., 157°55'20"W.

(1626) (b) *The regulations*. (1) Anchors must be placed inside the anchorage areas.

(1627) (2) The anchorages are general anchorages for commercial vessels. Anchorage A should be used only if Anchorages B, C, and D are full.

(1628) (3) No bunkering operations or vessel to vessel transfer of oil in bulk of any kind is permitted within Anchorage A.

(1629) (4) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the rules of navigation and with safe navigation practice.

(1630) (c) Before entering into the anchorage grounds in this section you must first obtain permission from the Captain of the Port Honolulu.

(1631)

§110.236 Pacific Ocean Off Barbers Point, Island of Oahu, Hawaii: Offshore pipeline terminal anchorages.

(1632) (a) *The anchorage ground*–(1) *Anchorage A*. The waters within an area described as follows: A circle of 1,000 feet radius centered at 21°17'43.6"N., 158°07'36.1"W. (Datum NAD 83)

(1633) (2) *Nonanchorage area A*. The waters extending 300 feet on either side of a line bearing 059° from anchorage A to the shoreline at 21°18'10.6"N., 158°06'47.1"W. (Datum NAD 83)

(1634) (3) *Anchorage B*. The waters enclosed by a line beginning at

(1635) 21°16'20.1"N., 158°04'59.1"W.; thence to

(1636) 21°15'52.5"N., 158°05'07.0"W.; thence to

(1637) 21°15'59.7"N., 158°05'35.9"W.; thence to

(1638) 21°16'27.4"N., 158°05'28.0"W.; thence to the point of beginning. (Datum NAD 83)

(1639) (4) *Nonanchorage area B*. The waters extending 300 feet on either side of a line bearing 334.5° from anchorage B to the shoreline at 21°17'39.1"N., 158°06'03.2"W. (Datum NAD 83)

(1640) (5) *Anchorage C*. The waters enclosed by a line beginning at

(1641) 21°16'46.6"N., 158°04'29.1"W.; thence to

(1642) 21°16'46.6"N., 158°04'02.1"W.; thence to

(1643) 21°16'32.6"N., 158°04'02.1"W.; thence to

(1644) 21°16'32.6"N., 158°04'29.1"W.; thence to the point of beginning. (Datum NAD 83)

(1645) (6) *Nonanchorage area C*. The waters extending 300 feet on either side of a line bearing 306° from anchorage C to the shoreline at 21°17'42.6"N., 158°05'57.9"W. (Datum NAD 83)

(1646) (7) Anchorage D. The waters enclosed by a line beginning at

(1647) 21°17'48.6"N., 158°07'10.1"W.; thence to

(1648) 21°17'44.6"N., 158°07'06.1"W.; thence to

(1649) 21°17'37.6"N., 158°07'14.1"W.; thence to

(1650) 21°17'41.6"N., 158°07'18.1"W.; thence to the point of beginning. (Datum NAD 83)

(1651) (b) *The regulations*.–(1) No vessels may anchor, moor, or navigate in anchorages A, B, C, or D except–

(1652) (i) Vessels using the anchorages and their related pipelines for loading or unloading;

(1653) (ii) Commercial tugs, lighters, barges, launches, or other vessels engaged in servicing the anchorage facilities or vessels using them.

(1654) (iii) Public vessels of the United States.

(1655) (2) When vessels are conducting loading or unloading operations as indicated by the display of a red flag (international code flag B) at the masthead, passing vessels of over 100 gross tons shall not approach within 1,000 yards at a speed in excess of 6 knots.

(1656) (3) The owner of any vessel wanting to use an anchorage ground and use of the related pipeline facilities shall notify the captain of the port, Honolulu, Hawaii, and the Commanding Officer, U.S. Naval Air Station, Barbers Point, Hawaii, at least 24 hours in advance of desired occupancy of the anchorage ground by the vessel. Such notification must include the maximum height above the waterline of the uppermost portion of the vessel's mast and a description of the masts' lighting including height

of the highest anchor light and any aircraft warning lights to be displayed by the vessel at night.

(1657) (4) When, in the opinion of the Captain of the Port, or his authorized representative, oil transfer operations within these anchorages could jeopardize the safety of vessels or facilities in the area, or cause an undue risk of oil pollution, such oil transfer operations shall be immediately terminated until such time as the cognizant Coast Guard officer determines that the danger has subsided.

(1658) (5) Nonanchorage areas A, B, and C are established for the protection of submerged pipelines. Except for vessels servicing pipeline facilities, no anchoring, dragging, seining or other potential pipeline fouling activities are permitted within these areas.

(1659) (6) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the rules of the road and safe navigation practice.

(1660) (7) The regulations of this section are enforced by the captain of the port or his duly authorized representative.

(1661)

§110.237 Pacific Ocean at Waimea, Hawaii, Naval Anchorage.

(1662) (a) *The anchorage grounds*. All the waters within a circle having a radius of 300 yards centered at 21°56'50.7"N., 159°41'22.9"W. (Datum NAD 83).

(1663) (b) *The regulation*. Except in an emergency, no vessel except a Naval vessel may anchor or moor in this anchorage without permission of the Captain of the Port, Honolulu, HI.

(1664)

§110.238 Apra Harbor, Guam.

(1665) (a) *The anchorage grounds (Datum WGS 84)*. (1) *General Anchorage*. The waters bounded by a line connecting the following points:

(1666) 13°27'32.0"N., 144°39'36.8"E.

(1667) 13°27'21.0"N., 144°39'22.8"E.

(1668) 13°27'12.5"N., 144°37'25.4"E.

(1669) and thence along the shoreline to

(1670) 13°27'45.5"N., 144°39'34.8"E.

(1671) and thence to the point of beginning.

(1672) (2) *Explosives Anchorage 701*. The water in Naval Anchorage A bounded by the arc of a circle with a radius of 350 yards and located at 13°26'54.0"N., 144°37'53.5"E.

(1673) (3) *Naval Explosives Anchorage 702*. The waters in the General Anchorage bounded by the arc of a circle with a radius of 350 yards and with the center located at 13°27'29.9"N., 144°38'13.0"E.

(1674) (4) *Naval Anchorage A*. The waters bounded by a line connecting the following points:

(1675) 13°26'47.3"N., 144°37'42.6"E.

(1676) 13°27'02.0"N., 144°37'42.6"E.

(1677) 13°27'10.6"N., 144°39'00.8"E.

(1678) 13°26'59.6"N., 144°39'00.8"E.

(1679) 13°26'59.6"N., 144°39'08.6"E.

(1680) 13°26'54.3"N., 144°39'08.6"E.

(1681) 13°26'54.3"N., 144°39'24.2"E.

(1682) 13°26'42.2"N., 144°39'24.2"E.

(1683) 13°26'40.4"N., 144°38'01.8"E.

(1684) and thence to the point of beginning.

(1685) (5) *Naval Anchorage B*. The waters bounded by a line connecting the following points:

(1686) 13°26'43.7"N., 144°39'53.3"E.

(1687) 13°26'53.6"N., 144°40'03.8"E.

(1688) 13°26'51.0"N., 144°40'06.0"E.

(1689) 13°26'41.0"N., 144°39'56.0"E.

(1690) and thence along the shoreline to the point of beginning.

(1691) (b) *The regulations*–(1) *General Anchorage*. Any vessel may anchor in the General Anchorage except vessels carrying more than 25 tons of high explosives.

(1692) (2) *Explosives Anchorage 701*. Vessels carrying more than 25 tons of high explosives must use Anchorage 701, unless otherwise directed by the Captain of the Port.

(1693) (3) *Explosives Anchorage 702*. Except Naval vessels using the anchorage as directed by local Naval authorities, no vessel may anchor so that any part of the hull or rigging, or the anchor tackle may extend into Anchorage 702 at any time.

(1694) (4) *Naval Anchorages A and B*. (i) Except as provided in paragraph (b)(3)(ii) of this section, non-naval vessels may not anchor within these anchorages or use the mooring buoys therein without permission of the local Naval authorities obtained through the Captain of the Port. (There is a user charge for the use of these mooring buoys.)

(1695) (ii) Small craft that are continuously manned and capable of getting underway may anchor within these anchorages during daylight hours without prior approval of the Captain of the Port.

(1696) (5) *General regulations*. (i) Vessels may use the Naval mooring buoys in the General Anchorage without charge for a period up to 72 hours if authorized by the Captain of the Port. Vessels so moored shall promptly move at their own expense upon notification from the Captain of the Port.

(1697) (ii) Except for vessels not more than 65 feet in length, all vessels shall anchor in an anchorage ground.

(1698) (iii) Vessels anchored in an anchorage ground shall place their anchors within the anchorage ground so that no portion of the hull or rigging at any time extends outside the anchorage ground.

(1699) (iv) No vessel may anchor in the harbor for more than 30 consecutive days without permission of the Captain of the Port.

(1700)

§110.239 Island of Tinian, CNMI.

(1701) (a) The anchorage grounds (based on 1944 Saipan Datum):

(1702) (1) *Explosives Anchorage A*. A circular area intersecting the shoreline having a radius of 1,900 yards centered at 14°58'57.0"N., 145°35'40.8"E.

(1703) (2) *Explosives Anchorage B*. A circular area intersecting the shoreline having radius of 1,900 yards centered at 14°58'15.9"N., 145°35'54.8"E.

(1704) (b) The regulations: Explosives Anchorages A and B; with the exception of explosives laden naval vessels at explosives anchorage A and B, no vessel may anchor within these areas without permission of the Captain of the Port. No vessel of more than 500 gross tons displacement may enter these areas except for the purpose of anchoring in accordance with this section.

(1705)

Part 117–Drawbridge Operation Regulations

(1706)

Subpart A–General Requirements

(1707)

§117.1 Purpose.

(1708) (a) This part prescribes the general and special drawbridge operating regulations that apply to the drawbridges across the navigable waters of the United States and its territories. The authority to regulate drawbridges across the navigable waters of the United States is vested in the Secretary of Homeland Security.

(1709) (b) Subpart A contains the general operation requirements that apply to all drawbridges.

(1710) (c) Subpart B contains specific requirements for operation of individual drawbridges. These requirements are in addition to or vary from the general requirements in Subpart A. Specific sections in subpart B that vary from a general requirement in Subpart A supersede the general requirement. All other general requirements in Subpart A, that are not at variance, apply to the drawbridges and removable span bridges listed in Subpart B.

(1711)

§117.4 Definitions.

(1712) The following definitions apply to this part:

(1713) *Appurtenance* means an attachment or accessory extending beyond the hull or superstructure that is not an integral part of the vessel and is not needed for a vessel's piloting, propelling, controlling, or collision avoidance capabilities.

(1714) *Automated drawbridge* means a drawbridge that is operated by an automated mechanism, not a drawtender. An automated drawbridge is normally kept in the open to navigation position and closes when the mechanism is activated.

(1715) *Deviation* means a District Commander's action authorizing a drawbridge owner to temporarily not comply with the drawbridge opening requirements in this part.

(1716) *Drawbridge* means a bridge with an operational span that is intended to be opened for the passage of waterway traffic.

(1717) *Drawspan* means the operational span of a drawbridge.

(1718) *Lowerable* means a non-structural vessel appurtenance that is or can be made flexible, hinged, collapsible, or telescopic so that it can be mechanically or manually lowered.

(1719) *Nonstructural* means that the item is not rigidly fixed to the vessel and can be relocated or altered.

(1720) *Not essential to navigation* means that a nonstructural vessel appurtenance, when in the lowered position, would not adversely affect the vessel's piloting, propulsion, control, or collision-avoidance capabilities.

(1721) *Public vessel* means a vessel that is owned and operated by the United States Government and is not engaged in commercial service, as defined in 46 U.S.C. 2101.

(1722) *Remotely operated drawbridge* means a drawbridge that is operated by remote control from a location away from the drawbridge.

(1723) *Removable span bridge* means a bridge that requires the complete removal of a span by means other than machinery installed on the bridge to open the bridge to navigation.

(1724) *Untended* means that there is no drawtender at the drawbridge.

(1725)

§117.5 When the drawbridge must open.

(1726) Except as otherwise authorized or required by this part, drawbridges must open promptly and fully for the passage of vessels when a request or signal to open is given in accordance with this subpart.

(1727)

§117.7 General requirements of drawbridge owners.

(1728) Except for drawbridges that have been authorized, before January 3, 2007, to remain closed to navigation or as otherwise specified in subpart B, drawbridge owners must:

(1729) (a) Provide the necessary drawtender(s) for the safe and prompt opening of the drawbridge.

(1730) (b) Maintain the working machinery of the drawbridge in good operating condition.

(1731) (c) Cycle the drawspan(s) periodically to ensure operation of the drawbridge.

(1732) (d) Ensure that the drawbridge operates in accordance with the requirements of this part.

(1733) (e) Any drawbridge allowed to remain closed to navigation prior to January 3, 2007, when necessary, must be returned to operable condition within the designated time set forth by the District Commander and will become subject to the requirements of this part.

(1734)

§117.8 Permanent changes to drawbridge operation.

(1735) (a) Anyone may submit a written request to the District Commander for a permanent change to a drawbridge operating requirement. The request must include documentation supporting or justifying the requested change.

(1736) (b) If after evaluating the request, the District Commander determines that the requested change is not needed, he or she will respond to the request in writing and provide the reasons for denial of the requested change.

(1737) (c) If the District Commander decides that a change may be needed, he or she will begin a rulemaking to implement the change.

(1738)

§117.9 Delaying opening of a draw.

(1739) No person shall unreasonably delay the opening of a draw after the signals required by §117.15 have been given.

(1740) **NOTE:** Trains are usually controlled by the block method. That is, the track is divided into blocks or segments of a mile or more in length. When a train is in a block with a drawbridge, the draw may not be able to open until the train has passed out of the block and the yardmaster or other manager has "unlocked" the drawbridge controls. The maximum time permitted for delay is defined in Subpart B for each affected bridge. Land and water traffic should pass over or through the draw as soon as possible in order to prevent unnecessary delays in the opening and closure of the draw.

(1741)

§117.11 Unnecessary opening of the draw.

(1742) No vessel owner or operator shall –

(1743) (a) Signal a drawbridge to open if the vertical clearance is sufficient to allow the vessel, after all lowerable nonstructural vessel appurtenances that are not essential to navigation have been lowered, to safely pass under the drawbridge in the closed position; or

(1744) (b) Signal a drawbridge to open for any purpose other than to pass through the drawbridge opening.

(1745)

§117.15 Signals.

(1746) (a) *General*. (1) The operator of each vessel requesting a drawbridge to open shall signal the drawtender and the drawtender shall acknowledge that signal. The signal shall be repeated until acknowledged in some manner by the drawtender before proceeding.

(1747) (2) The signals used to request the opening of the draw and to acknowledge that request shall be sound signals, visual signals, or radiotelephone communications described in this subpart.

(1748) (3) Any of the means of signaling described in this subpart sufficient to alert the party being signaled may be used.

(1749) (b) *Sound signals*. (1) Sound signals shall be made by whistle, horn, megaphone, hailer, or other device capable of producing the described signals loud enough to be heard by the drawtender.

(1750) (2) As used in this section, "prolonged blast" means a blast of four to six seconds duration and "short blast" means a blast of approximately one second duration.

(1751) (3) The sound signal to request the opening of a draw is one prolonged blast followed by one short blast sounded not more than three seconds after the prolonged blast. For vessels authorized to be passed through a draw during a scheduled closure period, the sound signal to request the opening of the draw during that period is five short blasts sounded in rapid succession.

(1752) (4) When the draw can be opened immediately, the sound signal to acknowledge a request to open the draw is one prolonged blast followed by one short blast sounded not more than 30 seconds after the requesting signal.

(1753) (5) When the draw cannot be opened immediately, or is open and shall be closed promptly, the sound signal to acknowledge a request to open the draw is five short blasts sounded in rapid succession not more than 30 seconds after the vessel's opening signal. The signal shall be repeated until acknowledged in some manner by the requesting vessel.

(1754) (c) *Visual signals*. (1) The visual signal to request the opening of a draw is–

(1755) (i) A white flag raised and lowered vertically; or

(1756) (ii) A white, amber, or green light raised and lowered vertically.

(1757) (2) When the draw can be opened immediately, the visual signal to acknowledge a request to open the draw, given not more than 30 seconds after the vessel's opening signal, is–

(1758) (i) A white flag raised and lowered vertically;

(1759) (ii) A white, amber, or green light raised and lowered vertically, or

(1760) (iii) A fixed or flashing white, amber, or green light or lights.

(1761) (3) When the draw cannot be opened immediately, or is open and must be closed promptly, the visual signal to acknowledge a request to open the draw is–

(1762) (i) A red flag or red light swung back and forth horizontally in full sight of the vessel given not more than 30 seconds after the vessel's opening signal; or

(1763) (ii) A fixed or flashing red light or lights given not more than 30 seconds after the vessel's opening signal.

(1764) (4) The acknowledging signal when the draw cannot open immediately or is open and must be closed promptly shall be repeated until acknowledged in some manner by the requesting vessel.

(1765) (d) Radiotelephone communications. (1) Radiotelephones may be used to communicate the same information provided by sound and visual signals.

(1766) (2) The vessel and the drawtender shall monitor the frequency used until the vessel has cleared the draw.

(1767) (3) When radiotelephone contact cannot be initiated or maintained, sound or visual signals under this section shall be used.

(1768)

§117.17 Signaling for contiguous drawbridges.

(1769) When a vessel must pass two or more drawbridges close together, the opening signal is given for the first bridge. After acknowledgment from the first bridge that it will promptly open, the opening signal is given for the second bridge, and so on until all bridges that the vessel

must pass have been given the opening signal and have acknowledged that they will open promptly.

(1770)

§117.19 Signaling when two or more vessels are approaching a drawbridge.

(1771) When two or more vessels are approaching the same drawbridge at the same time, or nearly the same time, whether from the same or opposite directions, each vessel shall signal independently for the opening of the draw and the drawtender shall reply in turn to the signal of each vessel. The drawtender need not reply to signals by vessels accumulated at the bridge for passage during a scheduled open period.

(1772)

§117.21 Signaling for an opened drawbridge.

(1773) When a vessel approaches a drawbridge with the draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw.

(1774)

§117.23 Installation of radiotelephones.

(1775) (a) When the District Commander deems it necessary for reasons of safety of navigation, the District Commander may require the installation and operation of a radiotelephone on or near a drawbridge.

(1776) (b) The District Commander gives written notice of the proposed requirement to the bridge owner.

(1777) (c) All comments the owner wishes to submit shall be submitted to the District Commander within 30 days of receipt of the notice under Paragraph (b) of this section.

(1778) (d) If, upon consideration of the comments received, the District Commander determines that a radiotelephone is necessary, the District Commander notifies the bridge owner that a radiotelephone shall be installed and gives a reasonable time, not to exceed six months, to install the radiotelephone and commence operation.

(1779)

§117.24 Radiotelephone installation identification.

(1780) (a) The Coast Guard authorizes, and the District Commander may require the installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone in accordance with §117.23.

(1781) (b) The sign shall give notice of the radiotelephone and its calling and working channels–

(1782) (1) In plain language; or

(1783) (2) By a sign consisting of the outline of a telephone handset with the long axis placed horizontally and a vertical three-legged lightning slash superimposed over the handset. The slash shall be as long vertically as the handset is wide horizontally and normally not less than 27 inches and no more than 36 inches long. The preferred calling channel should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant.

(1784)

§117.31 Drawbridge operations for emergency vehicles and emergency vessels.

(1785) (a) Upon receiving notification that an emergency vehicle is responding to an emergency situation, a drawtender must make all reasonable efforts to have the drawspan closed at the time the emergency vehicle arrives.

(1786) (b) When a drawtender receives notice, or a proper signal as provided in §117.15 of this part, the drawtender shall take all reasonable measures to have the draw opened, regardless of the operating schedule of the draw, for passage of the following, provided this opening does not conflict with local emergency management procedures which have been approved by the cognizant Coast Guard Captain of the Port:

(1787) (1) Federal, State, and local government vessels used for public safety;

(1788) (2) vessels in distress where a delay would endanger life or property;

(1789) (3) commercial vessels engaged in rescue or emergency salvage operations; and

(1790) (4) vessels seeking shelter from severe weather.

(1791)

§117.33 Closure of draw for natural disasters or civil disorders.

(1792) Drawbridges need not open for the passage of vessels during periods of natural disasters or civil disorders declared by the appropriate authorities unless otherwise provided for in Subpart B or directed to do so by the District Commander.

(1793)

§117.35 Temporary change to a drawbridge operating schedule.

(1794) (a) For any temporary change to the operating schedule of a drawbridge, lasting less than or equal to 180 days, the District Commander may issue a deviation approval letter to the bridge owner and publish a "Notice of temporary deviation from regulations" in the **Federal Register**.

(1795) (b) If the time period for a temporary change to the operating schedule of a drawbridge will be greater then 180 days, the District Commander will follow appropriate rulemaking procedures and publish a temporary rule in the **Federal Register** prior to the start of the action.

(1796) (c) *Request for change*. (1) To temporarily change the drawbridge-operating requirements the bridge owner must submit a written request to the District Commander for approval of the change.

(1797) (2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.

(1798) (3) Requests should be submitted as early as possible, preferably 90 days before the start of the action. District Commanders have discretion to accept requests submitted less than 90 days before a needed change if

those requests can be processed before the date of the needed change.

(1799) (d) *Determination*. The District Commander's determination to allow the schedule change is normally forwarded to the bridge owner within ten working days after receipt of the request. If the request is denied, the reasons for the denial will be set out in the District Commander's decision letter.

(1800) (e) The drawbridge must return to its regular operating schedule immediately at the end of the designated time period.

(1801) (f) If the authorized deviation period for an event is broken into separate time periods on the same day or on consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.

(1802) (g) The District Commander will also announce the change to the operating schedule in the Local Notice to Mariners and other appropriate local media.

(1803)

§117.36 Closure of drawbridge for emergency repair.

(1804) (a) When a drawbridge unexpectedly becomes inoperable, or should be immediately rendered inoperable because of mechanical failure or structural defect, the drawbridge owner must notify the District Commander of the closure without delay and give the reason for the emergency closure of the drawbridge and an estimated time when the drawbridge will be returned to operating condition.

(1805) (b) The District Commander will notify mariners about the drawbridge status through Broadcast Notices to Mariners, Local Notice to Mariners and any other appropriate local media.

(1806) (c) Repair work under this section must be performed with all due speed in order to return the drawbridge to operation as soon as possible.

(1807)

§117.39 Authorized closure of drawbridge due to infrequent requests for openings.

(1808) (a) When there have been no requests for drawbridge openings for at least two years, a bridge owner may request in writing that the District Commander authorize the drawbridge to remain closed to navigation and to be untended.

(1809) (b) The District Commander may:

(1810) (1) Authorize the closure of the drawbridge;

(1811) (2) Set out any conditions in addition to the requirement in paragraph (d): and

(1812) (3) Revoke an authorization and order the drawbridge returned to operation when necessary.

(1813) (c) All drawbridges authorized to remain closed to navigation, under this section, must be maintained in operable condition.

(1814) (d) Authorization under this section does not:

(1815) (1) Authorize physical changes to the drawbridge structure, or

(1816) (2) Authorize removal of the operating machinery.

(1817) (e) Drawbridges authorized under this section to remain closed to navigation and to be untended are identified in subpart B of this part.

(1818)

§117.40 Advance notice for drawbridge opening.

(1819) (a) Upon written request by the owner of a drawbridge, the District Commander may authorize a drawbridge to operate under an advance notice for opening. The drawbridge tender, after receiving the advance notice, must open the drawbridge at the requested time and allow for a reasonable delay in arrival of the vessel giving the advance notice.

(1820) (b) If the request is approved, a description of the advanced notice for the drawbridge will be added to subpart B of this part.

(1821)

§117.41 Maintaining drawbridges in the fully open position.

(1822) (a) Drawbridges permanently maintained in the fully open to navigation position may discontinue drawtender service as long as the drawbridge remains fully open to navigation. The drawbridge must remain in the fully open position until drawtender service is restored.

(1823) (b) If a drawbridge is normally maintained in the fully open to navigation position, but closes to navigation for the passage of pedestrian, vehicular, rail, or other traffic, the drawbridge must be tended unless:

(1824) (1) Special operating requirements are established in subpart B of this part for that drawbridge; or

(1825) (2) The drawbridge is remotely operated or automated.

(1826)

§117.42 Remotely operated and automated drawbridges.

(1827) (a) Upon written request by the owner of a drawbridge, the District Commander may authorize a drawbridge to operate under an automated system or from a remote location.

(1828) (b) If the request is approved, a description of the full operation of the remotely operated or automated drawbridge will be added to subpart B of this part.

(1829)

§117.47 Clearance gauges.

(1830) (a) Clearance gauges are required for drawbridges across navigable waters of the United States discharging into the Atlantic Ocean south of Delaware Bay (including the Lewes and Rehoboth Canal, DE) or into the Gulf of Mexico (including coastal waterways contiguous thereto and tributaries to such waterways and the Lower Atchafalaya River, LA), except the Mississippi River and its tributaries and outlets.

(1831) (b) Except for provisions in this part which specify otherwise for particular drawbridges, clearance gauges shall be designed, installed, and maintained according to the provisions of 33 CFR 118.160 (not carried in this Coast Pilot).

(1832) **NOTE:** Clearance gauge requirements, if any, for drawbridges other than those referred to in this section are listed in Subpart B under the appropriate bridge.

(1833)

§117.49 Process of violations.

(1834) (a) Complaints of alleged violations under this part are submitted to the District Commander of the Coast Guard District in which the drawbridge is located.

(1835) (b) Penalties for violations under this part are assessed and collected under Subpart 1.07 of Part 1 of this chapter (not published in this Coast Pilot; see 33 CFR 1.07).

(1836)

Subpart B–Specific Requirements

(1837)

§117.51 General.

(1838) The drawbridges in this subpart are listed by the state in which they are located and by the waterway they cross. Waterways are arranged alphabetically by state. The drawbridges listed under a waterway are generally arranged in order from the mouth of the waterway moving upstream. The drawbridges on the Atlantic Intracoastal Waterway are listed from north to south and on the Gulf Intracoastal Waterway from east to west.

(1839)

§117.55 Posting of requirements.

(1840) (a) The owner of each drawbridge under this subpart, other than removable span bridges, must ensure that a sign summarizing the requirements in this subpart applicable to the drawbridge is posted both upstream and downstream of the drawbridge. The requirements to be posted need not include those in Subpart A or §§117.51 through 117.59 of this part.

(1841) (b) The signs shall be of sufficient size and so located as to be easily read at any time from an approaching vessel.

(1842) (c) If advance notice is required to open the draw, the signs shall also state the name, address, and telephone number of the person to be notified.

(1843)

§117.59 Special requirements due to hazards.

(1844) For the duration of occurrences hazardous to safety or navigation, such as floods, freshets, and damage to the bridge or fender system, the District Commander may require the owner of an operational drawbridge listed in this subpart to have the bridge attended full time and open on signal.

(1845)

California

(1846)

§117.140 General.

(1847) In California, when fog prevails by day or night, the drawtender, after sounding the opening signal, shall toll a bell continuously during the approach and passage of a vessel.

(1848)

§117.143 Bishop Cut.

(1849) The draw of the San Joaquin County (Eight Mile Road) Highway Bridge, mile 1.0 between King Island and Bishop Tract, must open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1850)

§117.147 Cerritos Channel.

(1851) (a) The draw of the Commodore Schuyler F. Heim highway bridge, mile 4.9 at Long Beach, shall open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 6 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels. The opening signal for the Commodore Schuyler Heim bridge is three prolonged blasts. The acknowledging signal is two prolonged blasts followed by one short blast when the draw will open immediately and five short blasts when the draw will not open immediately. Channel 13 (156.65 MHz) or other assigned frequencies may be used.

(1852) (b) The draw of the Henry Ford Avenue railroad bridge, mile 4.8 at Long Beach, shall be maintained in the fully open position except when a train is crossing or for maintenance. If the draw is in the closed position, the opening signal is two short blasts followed by one prolonged blast. The acknowledging signal is two prolonged blasts followed by one short blast when the draw will open immediately and five short blasts when the draw will not open immediately. Channel 13 (156.65 MHz) or other assigned frequencies may be used.

(1853)

§117.149 China Basin, Mission Creek.

(1854) The draws of the 3rd Street bridge, mile 0.0, and the 4th Street bridge, mile 0.2, both at San Francisco, shall open on signal if at least one hour notice is given.

(1855)

§117.150 Connection Slough.

(1856) The draw of the Reclamation District No. 2027 bridge between Mandeville and Bacon Islands, mile 2.5 near Stockton, from May 15 through September 15, shall open on signal between the hours of 9 a.m. and 5 p.m., and it shall open upon 12 hours advance notice between the hours of 5 p.m. and 9 a.m.; and from September 16 through May 14 the draw shall open upon 12 hours advance notice between the hours of 9 a.m. and 5 p.m., and it shall open upon 24 hours advance notice between the hours of 5 p.m. and 9 a.m. Advance notice shall be given to the drawbridge operator by telephone at (209) 464–2959 or (209) 464–7928 weekdays between 8 a.m. and 5 p.m., and (209) 993-8878 all other times.

(1857)

§117.151 Cordelia Slough (a tributary of Suisun Bay).

(1858) The draw of the Union Pacific railroad bridge, mile 1.5 at Suisun, shall open on signal if at least 24 hours notice is given.

(1859)

§117.153 Corte Madera Creek.

(1860) The draw of the Golden Gate Bridge, Highway and Transportation District bridge, mile 0.5 near Greenbrae, shall be maintained in the fully open position, except for the crossing of trains or for maintenance.

(1861)

§117.157 Georgiana Slough.

(1862) The draws of the Sacramento County highway bridges, mile 4.5 near Isleton, and mile 12.4 near Walnut Grove, shall open on signal from 6 a.m. to 10 p.m. from May 1 through October 31. The draws shall open on signal from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draws of these bridges shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1863)

§117.159 Grant Line Canal.

(1864) The draw of the San Joaquin County highway bridge, mile 5.5 at Tracy, shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1865)

§117.161 Honker Cut.

(1866) The draw of the San Joaquin County (Eightmile Road) bridge, mile 0.3 between Empire Tract and King Island at Stockton, shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1867)

§117.163 Islais Creek (Channel).

(1868) (a) The draw of the Illinois Street drawbridge, mile 0.3 at San Francisco, shall open on signal if least 72 hours advance notice is given to the Port of San Francisco.

(1869) (b) The draw of the 3rd Street drawbridge, mile 0.4 at San Francisco, shall open on signal if at least 72 hours advance notice is given to the San Francisco Department of Public Works.

(1870)

§117.165 Lindsey Slough.

(1871) The center drawspan of the Hastings Farms Highway Bridge, mile 2.0 between Egbert and Lower Hastings Tracts, must be removed for the passage of vessels if at least 72 hours notice is given to the Hastings Island Land Company office at Rio Vista.

(1872)

§117.167 Little Potato Slough.

(1873) The draw of the California Department of Transportation highway bridge, mile 0.1 at Terminus, shall open on signal if at least 4 hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1874)

§117.169 Mare Island Strait and the Napa River.

(1875) (a) The draw of the Mare Island Drawbridge, mile 2.8, at Vallejo shall open on signal between the hours of 9 a.m. and 7 p.m. daily, and upon two hours advance notice all other times. When the drawbridge operator is present, mariners may contact the drawbridge via marine radio or telephone at 707–648–4313 for drawspan operation. When the drawbridge operator is not present, mariners may contact the City of Vallejo via the same telephone number to schedule drawspan operation.

(1876) (b) The draw of the Northwestern Pacific railroad bridge, mile 10.6 at Brazos, shall be maintained in the fully open position, except for the crossing of trains or for maintenance. When the draw is closed and visibility at the drawtender's station is less than one mile, up or down the channel, the drawtender shall sound two prolonged blasts every minute. When the draw is opened, the drawtender shall sound three short blasts.

(1877)

§117.171 Middle River.

(1878) (a) The draw of the San Joaquin County (Bacon Island Road) highway bridge, mile 8.6 between Bacon Island and Lower Jones Tract, shall open on signal from May 15 through September 15 from 9 a.m. to 5 p.m. From September 16 through May 14, the draw shall open on signal from 9 a.m. to 5 p.m. from Thursday through Monday. At all other times, the draw shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1879) (b) The draw of the Burlington Northern Santa Fe railroad bridge, mile 9.8 near Middle River Station, shall open on signal if at least 12 hours notice is given to the Atchison, Topeka and Santa Fe Railway Manager of Structures at San Bernardino.

(1880) (c) The California Route 4 Bridge, mile 15.1, between Victoria Island and Drexler Tract need not open for the passage of vessels.

(1881)

§117.173 Miner Slough.

(1882) The draw of the California Department of Transportation highway bridge, mile 5.5 between the northerly end of Ryer Island and Holland Tract, shall open on signal if at least 12 hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1883)

§117.175 Mokelumne River.

(1884) (a) The draw of the California Department of Transportation highway bridge, the Mokelumne River Bridge, mile 3.0, at East Isleton shall open upon signal as follows:

(1885) (1) From November 1 through April 30 from 9 a.m. to 5 p.m.

(1886) (2) From May 1 through October 31 from 6 a.m. to 10 p.m., except that during the following periods the draw

need only open for recreational vessels on the hour, 20 minutes past the hour, and 40 minutes past the hour:

(1887) Saturdays 10 a.m. until 2 p.m.

(1888) Sundays 11 a.m. until 6 p.m.

(1889) Memorial Day; 4th of July and

(1890) Labor Day 11 a.m. until 6 p.m.

(1891) (3) At all other times the draw shall open on signal if at least 4 hours notice is given to the drawtender at Rio Vista bridge over the Sacramento River, mile 12.8.

(1892) (4) Emergency vessels of the United States, state or commercial vessels engaged in rescue or emergency salvage operations, and vessels in distress shall be passed as soon as possible but no later than one hour after notice is given.

(1893) (b) The draw of the Sacramento and San Joaquin Counties (Millers Ferry) highway bridge, mile 12.1 over the North Fork of the Mokelumne River near Walnut Grove, shall open on signal from May 1 through October 31 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1894) (c) The removable span of the San Joaquin County highway bridge over the South Fork of the Mokelumne River, mile 18.0 at New Hope Landing, shall be removed as soon as possible upon notification by the District Commander that an emergency exists which requires the removal.

(1895) (d) The draws of the bridges above New Hope Landing need not be opened for the passage of vessels.

(1896)

§117.177 Mud Slough.

(1897) The draw of the Union Pacific railroad bridge, mile 0.7 near Alviso, shall open on signal if at least 24 hours notice is given.

(1898)

§117.179 Newark Slough.

(1899) The draw of the San Mateo County Transportation Department railroad bridge, mile 0.5 near Newark, shall open on signal if at least 24 hours notice is given to the San Mateo Transportation Department, at San Carlos.

(1900)

§117.181 Oakland Inner Harbor Tidal Canal.

(1901) The draws of the Alameda County highway drawbridges at Park Street, mile 5.2; Fruitvale Avenue, mile 5.6; and High Street, mile 6.0; and the U.S. Army Corps of Engineers railroad drawbridge, mile 5.6 at Fruitvale Avenue, shall open on signal; except that, from 8 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels. However, the draws shall open during the above closed periods for vessels which must, for reasons of safety, move on a tide or slack water, if at least two hours notice is given.

(1902)

§117.183 Old River.

(1903) The draw of the California Department of Transportation (Route 4) highway bridge, mile 14.8 between Victoria Island and Byron Tract, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1904)

§117.185 Pacheco Creek.

(1905) The draw of the Contra Costa County highway bridge, mile 1.0, and Union Pacific railroad bridge, mile 1.1, both near Martinez, shall open on signal if at least 24 hours notice is given.

(1906)

§117.187 Petaluma River.

(1907) (a) The draws of the Northwestern Pacific railroad bridges, mile 0.8 at Blackpoint and mile 12.4 at Haystack Landing, shall be maintained in the fully open position, except for the crossing of trains or for maintenance. When the draw is closed and visibility from the drawtender's station is less than one mile up or down the channel, the drawtender shall sound two long blasts every minute. When the draw is reopened, the drawtender shall sound three short blasts.

(1908) (b) The draw of the Petaluma highway bridge at "D" Street, mile 13.7 at Petaluma, shall open on signal if at least four hours notice is given for openings from 6 a.m. to 6 p.m., and if at least 24 hours notice is given for openings from 6 p.m. to 6 a.m.

(1909)

§117.189 Sacramento River.

(1910) (a) The draws of each bridge from Isleton to the American River junction except for the Sacramento County highway bridge across the Sacramento River, mile 46.0 at Freeport, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draws shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1911) (b) The draw of the Sacramento County highway bridge, mile 46.0 at Freeport, shall open on signal from May 1 through September 30 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista Bridge across the Sacramento River, mile 12.8.

(1912) (c) The draws of the California Department of Transportation bridges, mile 90.1 at Knights Landing, and mile 135.5 at Meridian, shall open on signal if at least 12 hours notice is given to the California Department of Transportation at Marysville.

(1913) (d) The draws of the bridges above Meridian need not be opened for the passage of vessels.

(1914)

§117.191 San Joaquin River.

(1915) (a) The draw of the Port of Stockton railroad bridge, mile 39.7 at Stockton, shall open on signal if at least 12 hours notice is given to the Port Director.

(1916) (b) The draws of the U.S. Navy drawbridge, mile 39.8, Burlington Northern Santa Fe railroad bridge, mile 40.6, and California Highway 4 bridge (Garwood Bridge), mile 41.6, need not be opened for the passage of vessels. The owners or agencies controlling the bridges shall restore the draws to full operation within six months of notification to take such action from the District Commander.

(1917) (c) Drawbridges above the Old River junction need not open for the passage of vessels.

(1918)

§117.193 San Leandro Bay.

(1919) The drawspans of the California Department of Transportation Highway and Bicycle drawbridges, mile 0.0 and mile 0.1, between Alameda and Bay Farm Island, must open on signal; except that, from 5 a.m. to 8 a.m. and 5 p.m. to 9 p.m, the drawspans must open on signal if at least 12 hours notice is given. Notice must be given to the drawtender of the Bay Farm Island drawbridges from 8 a.m. to 5 p.m. and to the drawtender of the Park Street Drawbridge at Alameda at all other times. The drawspans need not be opened for the passage of vessels from 9 p.m. to 5 a.m.

(1920)

§117.195 Snodgrass Slough.

(1921) The draw of the Sacramento County bridge, mile 4.4 at Walnut Grove, shall open on signal if at least 72 hours notice is given to Sacramento County Transportation Operations and Maintenance office at Sacramento.

(1922)

§117.197 Sonoma Creek.

(1923) The draw of the Northwestern Pacific railroad bridge, mile 5.4 at Wingo, shall open on signal if at least 24 hours notice is given.

(1924)

§117.199 Steamboat Slough.

(1925) The draw of the California Department of Transportation highway bridge, mile 11.2 at the head of Grand Island, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1926)

§117.201 Sutter Slough.

(1927) The draw of the Sacramento County highway bridge, mile 6.4 near Courtland, need not be opened for the passage of vessels. However, the draw shall be returned to operable condition within six months after notification by the District Commander to do so.

(1928)

Idaho

(1929)

§117.381 Clearwater River.

(1930) The draws of the Camas Prairie railroad bridge, mile 0.6 at Lewiston, shall open on signal if at least three hours notice is given to the Camas Prairie Railroad in Lewiston.

(1931)

§117.383 Pend Oreille River.

(1932) The draw of the Burlington Northern railroad bridge, mile 111.3 near Sandpoint, need not be opened for the passage of vessels.

(1933)

§117.385 Snake River.

(1934) The drawspan of the U.S. 12 bridge, mile 140.0, between Lewiston, Idaho, and Clarkston, Washington, operates as follows:

(1935) (a) The draw need not open for the passage of vessels except at these hours:

(1936) (1) From March 15 through November 15 at 6 a.m., 10 a.m., 3 p.m., 7 p.m., and 9 p.m.

(1937) (2) From November 16 through March 14 at 9 a.m., 10 a.m., 2 p.m., and 3 p.m.

(1938) (b) Requests for openings shall be given to the Washington State Department of Transportation.

(1939) (1) Monday through Thursday of every week, except holidays, the draw shall open if at least two hours notice is given.

(1940) (2) Friday through Sunday of every week, except holidays, the draw shall open if notice is given by 5 p.m. of the preceding Wednesday.

(1941) (3) The draw shall open on holidays if notice is given by 5 p.m. two workdays, excluding Friday, preceding the holiday.

(1942) (4) The draw shall open at any time for the passage of vessels engaged in an emergency.

(1943)

Oregon

(1944)

§117.861 Blind Slough.

(1945) The draws of the Portland and Western railroad bridge, mile 1.1 at Knappa, shall open on signal if at least one hour notice is given. However, the draw shall open promptly on signal from four hours before to four hours after each day's authorized commercial fishing period established by the Columbia River Compact (Washington State Department of Fisheries and the Fish Commission of Oregon) for the Columbia River Fishery below Bonneville Dam.

(1946)

§117.865 Clatskanie River.

(1947) The draw of the Portland and Western railroad bridge, mile 0.7 at Clatskanie, shall open on signal if at least one hours notice is given. However, the draw shall open promptly on signal from four hours before to four hours after each day's authorized commercial fishing

period established by the Columbia River Compact (Washington State Department of Fisheries and the Fish Commission of Oregon) for the Columbia River Fishery below Bonneville Dam.

(1948)

§117.869 Columbia River.

(1949) (a) The draws of the Interstate 5 Bridges, mile 106.5, between Portland, OR, and Vancouver, WA, shall open on signal except that the draws need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday except federal holidays.

(1950) (b) The draw of the Port of Hood River bridge, mile 169.8 at Hood River, shall open on signal if at least 12 hours notice is given.

(1951) (c) The draw of the Burlington Northern Santa Fe railroad bridge, mile 201.2, between Celilo, Oregon, and Wishram, Washington, is automated and is normally maintained in the fully open-to-navigation position.

(1952) (1) Lights. All lights required for automated operation shall be visible to marine traffic for a distance of at least 2 miles and shall be displayed at all times, day and night.

(1953) (i) When the draw is fully open, a steady green light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1954) (ii) When the draw is not fully open, a steady red light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1955) (iii) When the draw is about to close, flashing yellow lights in the form of a down-pointing arrow shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1956) (2) Operation. When a train approaches the bridge, the yellow lights shall start flashing. After an 8-minute delay, the green lights shall change to red, the drawspan shall lower and lock, and the yellow lights shall be extinguished. Red lights shall continue to be displayed until the train has crossed and the drawspan is again in the fully open position. At that time, the red lights shall change to green.

(1957) (3) Vessels equipped with radiotelephones may contact Burlington Northern Santa Fe to obtain information on the status of the bridge. Bridge status information also may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.

(1958)

§117.871 Coos Bay.

(1959) The draw of the Port of Coos Bay railroad bridge, mile 9.0 at North Bend, shall be maintained in the fully open position, except for the crossing of trains or maintenance.

(1960)

§117.873 Coos River.

(1961) The draw of the Oregon State secondary highway bridge, mile 2.2 near Eastside, shall open on signal if at least 12 hours notice is given.

(1962)

§117.875 Coquille River.

(1963) The draws of the US 101 highway bridge, mile 3.5 at Bandon, Oregon, need not be opened for the passage of vessels; however, the draws shall be restored to operable condition within 6 months after notification by the District Commander to do so.

(1964)

§117.879 Isthmus Slough.

(1965) The draw of the Oregon State secondary highway bridge, mile 1.0 at Coos Bay, shall open on signal if at least 24 hours notice is given.

(1966)

§117.881 John Day River.

(1967) The draw of the Portland and Western railroad bridge, mile 0.0 near Astoria, shall open on signal if at least one hour notice is given. However, the draw shall open promptly on signal from four hours before to four hours after each day's authorized commercial fishing period established by the Columbia River Compact (Washington State Department of Fisheries and the Fish Commission of Oregon) for the Columbia River Fishery below Bonneville Dam.

(1968)

§117.887 North Portland Harbor (Oregon Slough).

(1969) The draw of the Burlington Northern Santa Fe railroad bridge, mile 3.2 at Portland, shall open on signal if at least one half hours notice is given.

(1970)

§117.889 Siuslaw River.

(1971) (a) The draw of the US 101 bridge, mile 5.0 at Florence, shall open on signal if at least two hours notice is given.

(1972) (b) The draw of the Central Oregon and Pacific railroad bridge, mile 8.0 near Cushman, shall open on signal if at least 24 hours notice is given.

(1973)

§117.892 South Slough.

(1974) The drawspan for the Oregon State Highway Drawbridge across South Slough at Charleston must open on signal for the passage of vessels, except that between the hours of 7 a.m. and 7 p.m., from June 1 through September 30, the drawspan need be opened only on the hour and half-hour. This exception does not apply to commercial tugs and/or tows or public vessels of the United States.

(1975)

§117.893 Umpqua River.

(1976) (a) Suspended.

(1977) (b) The draw of the Central Oregon and Pacific railroad bridge, mile 11.5 at Reedsport, shall be maintained in the fully open position, except for the crossing of trains or other railroad equipment or for maintenance. During foggy weather when the draw is closed and the channel is not clear for the passage of vessels, a fog horn with an audible range of one-half mile from the draw shall be

sounded. Two clear signals of approximately six seconds duration each, repeated at intervals of 60 seconds from completion of the second signal to commencement of the next signal, shall be sounded and repeated from commencement of closure to full opening of the draw. When the draw is again in the open position, the fog horn shall be stopped, indicating that the channel is clear for the passage of vessels.

(1978) (c) The draw of the US 101 bridge across the side channel of the Umpqua River, mile 11.1 near Reedsport, need not be opened for the passage of vessels.

(1979) (d) From 7 a.m. on December 1, 2013 to 11:59 p.m. on September 30, 2015, the draw of the US 101 Bridge, mile 11.1, at Reedsport, Oregon, shall open at 7 a.m. and 6 p.m. when at least 6 hours of advance notice is given.

(1980)

§117.895 Wallooskee River.

(1981) The draw of the Oregon State secondary highway bridge, mile 1.0 near Astoria, shall open on signal if at least 48 hours notice is given.

(1982)

§117.897 Willamette River.

(1983) (a) The draws of the Union Pacific railroad bridge, mile 119.6 at Albany; and mile 164.3 near Harrisburg, need not open for the passage of vessels. However the draws shall be returned to operable condition within six months after notification by the District Commander to do so.

(1984) (b) The draw of the Oregon State highway bridge, mile 132.1 at Corvallis, shall open on signal if at least seven days notice is given. However, the draw need not be opened on Saturdays, Sundays, and Federal Holidays.

(1985) (c) The draws of the bridges listed in paragraph (c)(3) of this section shall open on signal if appropriate advance notice is given to the drawtender of the Hawthorne Bridge subject to the following requirements and exceptions:

(1986) (1) The draws need not open for the passage of vessels from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. every Monday through Friday; except that on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day, the draws shall open in accordance with the notice requirements of paragraph (c)(3) below.

(1987) (2) During Rose Festival Week or when the water elevation reaches and remains above +12 feet, no advance notice is required to request opening, except during the normal closed periods in (c)(1) above.

(1988) (3)(i) Broadway Bridge, mile 11.7, from 8 a.m. to 5 p.m. Monday through Friday, one hour's notice shall be given for draw openings. At all other times, notice of at least two hours in advance is required.

(1989) (ii) Steel Bridge (upper deck only), Portland, mile 12.1. From 8 a.m. to 5 p.m. Monday through Friday, one hour's notice shall be given for draw openings. At all other times, two hours notice is required.

(1990) (iii) Burnside Bridge, 12.4, from 8 a.m to 5 p.m. Monday through Friday, one hour's notice shall be given for draw openings. At the times, two hours notice is required.

(1991) (iv) Morrison Bridge, Portland, mile 12.8, from 8 a.m. to 5 p.m. Monday through Friday, one hour's notice shall be given for draw openings. At all other times, two hours notice is required.

(1992) (v) Hawthorne Bridge, Portland, mile 13.1, no advance notice required.

(1993)

§117.899 Youngs Bay and Lewis and Clark River.

(1994) (a) The draw of the US101 (New Youngs Bay) highway bridge, mile 0.7, across Youngs Bay at Smith Point, shall open on signal for the passage of vessels if at least one half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 7 a.m. to 5 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times, including all Federal holidays but Columbus Day, at least a two-hour notice by telephone is required. The opening signal shall be two prolonged blasts followed by one short blast.

(1995) (b) [Suspended]

(1996) (c) The draw of the Oregon State (Lewis and Clark River) highway bridge, mile 1.0, across the Lewis and Clark River, shall open on signal for the passage of vessels if at least one half-hour notice is given by marine radio, telephone, or other suitable means from 7 a.m. to 5 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times, including all Federal holidays but Columbus Day, at least a two-hour notice by telephone is required. The opening signal is one prolonged blast followed by four short blasts.

(1997) (d) The draw of the Oregon State (Old Youngs Bay) highway bridge, mile 2.4, across Youngs Bay foot of Fifth Street, shall open half of the double bascule span on signal for the passage of vessels, if at least one half-hour notice is given to the drawtender, at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 7 a.m. to 5 p.m. Monday through Friday and from 8 a.m. to 4 p.m. Saturday and Sunday through October 31, 2016. At all other times, including all Federal holidays, but Columbus Day, at least a two-hour notice by telephone is required. The opening signal is two prolonged blasts followed by one short blast.

(1998)

Washington

(1999)

§117.1031 Chehalis River.

(2000) The draw of the U.S. 101 highway bridge, mile 0.1, at Aberdeen shall open on signal if at least one-hour notice is given at all times by telephone to the Washington State Department of Transportation.

(2001)

§117.1035 Columbia River.

(2002) (a) The term drawtender, as used in this section means the operator of the drawspan, whether that person

may be a train crew member, maintenance person, or an officially designated drawtender.

(2003) (b) The draw of the semi-automated Union Pacific railroad bridge (Kalan Bridge), mile 323.4, near Kennewick, Washington, is normally maintained in the fully open position with no drawtender in attendance. A radar beacon (RACON) is located at the center of the drawspan. The RACON operates only when the drawspan is fully open, by responding with the Morse letter "K" to X-band radar signals. When necessary to close the drawspan for the passage of a train or for maintenance, a drawtender shall be dispatched to operate the draw from either of the remote control stations located at the ends of the bridge. Operation of the bridge shall be as follows:

(2004) (1) The drawtender shall broadcast a radio message over Channel 16-VHF to all vessels in the vicinity that the Kalan Bridge will be closing in two minutes. If after two minutes no response is received, the drawtender shall broadcast a message over Channel 13-VHF that the Kalan Bridge is closing. Both messages shall be broadcast twice.

(2005) (2) Prior to activating the closing sequence the drawtender shall visually inspect the waterway for marine traffic approaching the bridge. The closing sequence shall not be activated until after marine traffic has cleared the bridge.

(2006) (3) When the closing sequence is activated, the following functions occur automatically: The RACON is deactivated, red strobe lights on the lift towers and on the channel piers start flashing, a downward pointing arrow consisting of amber colored lights is displayed from the center of the drawspan and a recorded message is broadcast over Channel 13-VHF advising that the Kalan Bridge is closed to river traffic. The radio message is repeated every five minutes, the red lights continue to flash and the downward pointing arrow is displayed, until the lift span returns to the up and locked position. At the end of the ten minutes, a horn sounds for 30 seconds, the span begins closing and the centerspan navigation lights turn from green to red. The horn sounds for 30 seconds at 10 minute intervals, until the lift span returns to the up and locked position.

(2007) (4) If for any reason during the closing sequence a danger is posed to marine traffic, the closing sequence shall be stopped and the bridge reopened until the threat of danger has passed.

(2008) (5) If the bridge is to be temporarily closed for maintenance or for purposes other than the passage of a train, the drawtender shall continually monitor Channels 13 and 16 for calls from approaching vessels, and respond to inquiries from vessels about the closure.

(2009) (6) After a train has cleared the bridge, the following functions occur automatically: The drawspan returns to the fully open and locked position, the RACON is reactivated, the arrow display and the red strobe lights are extinguished, the red centerspan navigation lights return to green and a recorded message is broadcast over Channel 13-VHF that the Kalan Bridge is open for marine traffic.

(2010) (7) Bridge status information may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.

(2011) (c) The draw of the Burlington Northern Santa Fe railroad bridge at mile 328.0, between Pasco and Kennewick, shall open on signal from 8 a.m. to 4 p.m. At all other times the draw shall open on signal if at least 2 hour's notice is given through the General Yardmaster, Pasco, Washington.

(2012)

§117.1037 Cowlitz River.

(2013) (a) The draw of the Burlington Northern Santa Fe railroad bridge, mile 1.5, shall operate as follows:

(2014) (1) The draw shall open on signal if at least 24 hours notice is given.

(2015) (2) In the event of an emergency declared by the Cowlitz County Department of Emergency Services, the bridge shall be capable of opening upon two hours notice. Notification of emergencies and requests for openings during emergencies are initiated through the Cowlitz County Department of Emergency Services.

(2016) (3) The operating machinery of the draw shall be maintained in a serviceable condition and the draw shall be opened and closed at intervals frequent enough to make certain that the machinery is in proper order for satisfactory operation.

(2017) (4) During periods of fog or similar periods of reduced visibility, the drawtender, after acknowledging the signal to open, shall toll a bell continuously during the approach and passage of the vessel.

(2018) (b) The draw of the Allen Street Bridge, mile 5.5, need not open for the passage of vessels.

(2019)

§117.1041 Duwamish Waterway.

(2020) (a) The draws of each bridge across the Duwamish Waterway shall open on signal, except as follows:

(2021) (1) From Monday through Friday, except all Federal holidays but Columbus Day, the draws of the First Avenue South Bridges, mile 2.5, need not be opened for the passage of vessels from 6 a.m. to 9 p.m. and 3 p.m. to 6 p.m., except: The draws shall be open at any time for a vessel of 5,000 gross tons and over, a vessel towing a vessel of 5,000 gross tons and over, and a vessel proceeding to pick up for towing a vessel of 5,000 gross tons and over.

(2022) (2) The draw of the South Park Bridge, mile 3.8, need not be opened for the passage of vessels from 6:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 5:30 p.m., Monday through Friday except, Federal holidays, other than Columbus Day.

(2023) (b) The following bridges shall open on the specified signals:

(2024) (1) Burlington Northern Santa Fe railroad bridge, mile 0.4, and Southwest Spokane Street bridge, mile

0.3, one prolonged blast followed quickly by three short blasts.

(2025) (2) Burlington Northern Santa Fe railroad bridge, mile 0.4, one prolonged blast followed quickly by one short blast.

(2026) (3) First Avenue South bridge, mile 2.5, three prolonged blasts.

(2027) (4) South Park highway bridge, mile 3.8, one prolonged blast followed quickly by one short blast and one prolonged blast.

(2028) (c) When fog prevails by day or by night, the drawtender of bridges listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(2029)

§117.1045 Hood Canal.

(2030) The draw of the Washington State pontoon highway bridge near Port Gamble operates as follows:

(2031) (a) The draw shall open on signal if at least one hour's notice is given. The draw shall be opened horizontally for 300 feet unless the maximum opening of 600 feet is requested.

(2032) (b) The draw of the Hood Canal Bridge, mile 5.0, need not open for vessel traffic from 3 p.m. to 6:15 p.m. daily from 3 p.m. May 22 to 6:16 p.m. September 30, except for commercial tug and tow vessels and vessels of the U.S. Navy or vessels attending the missions of the U.S. Navy and other public vessels of the United States. At all other times the bridge will operate in accordance with paragraph (a) of this section.

(2033) (c) Telephone requests for bridge openings may be directed as collect calls to the Toll Office at the bridge site. The call may also be made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radio telephone service.

(2034) (d) During unusual or emergency periods, the authorized representative of the owner of or agency controlling the bridge shall open the draw on a demand basis for specified periods of time, normally not exceeding 48 hours, when requested by the Department of the Navy. While on a demand basis, a drawtender shall be in attendance on the bridge with radio communication equipment in operation.

(2035)

§117.1047 Hoquiam River.

(2036) (a) When fog prevails by day or night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(2037) (b) The draw of the Puget Sound and Pacific railroad bridge, mile 0.3 at Hoquiam, shall be maintained in the fully open position except for the passage of trains or for maintenance. When the draw of the bridge is closed and the visibility at the drawtender's station is less than one mile up or down the channel, the drawtender shall sound two long blasts every minute. When the draw is reopened, the drawtender shall sound one long blast followed by one short blast.

(2038) (c) The draw of the Simpson Avenue bridge, mile 0.5 at Hoquiam, shall open on signal if at least a one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal is two prolonged blasts followed by one short blast.

(2039) (d) The draw of the Riverside Avenue Bridge, mile 0.9, Hoquiam, shall open on signal if at least one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal is two prolonged blasts followed by two short blasts.

(2040)

§117.1049 Lake Washington.

(2041) The draw of the Evergreen Point Floating Bridge between Seattle and Bellevue shall operate as follows:

(2042) (a) The draw shall open on signal if at least two hours notice is given.

(2043) (b) Telephone requests for bridge opening may be directed as collect calls to the Highway Radio or made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radiotelephone service.

(2044) (c) The draw need not be opened from 5 a.m. to 9 p.m. Monday through Friday, except for all Federal holidays other than Columbus Day.

(2045)

§117.1051 Lake Washington Ship Canal.

(2046) (a) When fog prevails by day or by night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(2047) (b) All non-self-propelled vessels, craft, or rafts navigating this waterway for which the opening of any draw is necessary shall be towed by a suitable self-propelled vessel while passing the draw.

(2048) (c) The draw of the Burlington Northern Santa Fe railroad bridge, mile 0.1, shall open on signal.

(2049) (d) The draws of the Ballard Bridge, mile 1.1, Fremont Bridge, mile 2.6, and University Bridge, mile 4.3, shall open on signal, except that:

(2050) (1) The draws need not be opened for a period of up to 10 minutes after receiving an opening request, if needed to pass accumulated vehicular traffic. However, the draws shall open without delay, when requested by vessels engaged in towing operations.

(2051) (2) The draws need not open from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Monday through Friday, except all Federal holidays but Columbus Day for any vessel of less than 1000 tons, unless the vessel has in tow a vessel of 1000 gross tons or over.

(2052) (3) Between the hours of 11 p.m. and 7 a.m. the draws shall open if at least one hour notice is given by telephone, radiotelephone, or otherwise to the drawtender at the Fremont Avenue Bridge.

(2053) (4) The draws of the Ballard and Fremont Bridges need not open from 7 a.m. to 10 a.m. and from 3:30

p.m. to 6:30 p.m., Monday through Friday, except on all Federal holidays, but Columbus Day, Martin Luther King Day, President's Day, and Veteran's Day. The draw of the University Bridge need not open from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays. A vessel of any size towing another vessel of 1000 gross tons or more shall receive an opening on signal at any of these draws at any time.

(2054) (e) The draw of the Montlake Bridge, mile 5.2 shall open on signal, except that:

(2055) (1) The draw need not open for a period of up to 10 minutes after receiving an opening request, if needed to pass accumulated vehicular traffic. However, the draw shall open without delay, when requested by vessels engaged in towing operations.

(2056) (2) For any vessel or watercraft of less than 1,000 gross tons, unless the vessel has in tow a vessel of 1,000 gross tons or over, from Monday through Friday, except Federal Holidays:

(2057) (i) The draw need not open from 7 a.m. to 9 a.m. and from 3:30 p.m. to 6:30 p.m. from April 30 to September 1 and from 7 a.m. to 10 a.m. and from 3:30 p.m. to 7 p.m. from September 1 to April 30.

(2058) (ii) The draw need open only on the hour and half hour from 12:30 to 3:30 p.m. and from 6 p.m. to 6:30 p.m.

(2059)

§117.1053 Lewis River.

(2060) The draw of the Burlington Northern Santa Fe railroad bridge, 2.0 at Woodland, need not be opened for the passage of vessels.

(2061)

§117.1055 Skagit River.

(2062) The draws of all bridges across the Skagit river need not be opened for the passage of vessels. However, the draws shall be returned to operable condition within one year after notification by the District Commander to do so.

(2063)

§117.1057 Skamokawa Creek.

(2064) The draw of the Washington State highway bridge at Skamokawa need not be opened for the passage of vessels.

(2065)

§117.1058 Snake River.

(2066) (a) The draw of the Burlington Northern Santa Fe railroad bridge across the Snake River at mile 1.5 between Pasco and Burbank is automated and is normally maintained in the fully open to navigation position.

(2067) (b) *Lights.* All lights required for automated operation shall be visible for a distance of at least 2 miles and shall be displayed at all times, day and night.

(2068) (1) When the draw is fully open, a steady green light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(2069) (2) When the draw is not fully open, a steady red light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(2070) (3) When the draw is about to close, flashing yellow lights in the form of a down-pointing arrow shall be displayed at the center of the drawspan on both upstream and downstream sides.

(2071) (4) A similar set of red, green, and yellow lights shall be displayed on a remote lighting panel located near the north end, upstream side, of the Washington State highway bridge at mile 2.2. These lights shall be synchronized with the lights on the railroad bridge and shall be visible to vessels traveling downstream throughout the passage of the channel adjacent to Strawberry Island.

(2072) (c) *Operation*. When a train approaches the bridge, the yellow lights shall start flashing. After an eight-minute delay, the green lights shall change to red, the drawspan shall lower and lock, and the yellow lights shall be extinguished. Red lights shall continue to be displayed until the train has crossed and the drawspan is again in the fully open position. At that time, the red lights shall change green.

(2073) (d) Vessels equipped with radiotelephones may contact Burlington Northern Santa Fe to obtain information on the status of the bridge. Bridge status information also may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.

(2074)

§117.1059 Snohomish River, Steamboat Slough, and Ebey Slough.

(2075) (a) Drawtenders of bridges listed in this section shall acknowledge sound signals as follows:

(2076) (1) When draw can be opened immediately, two prolonged blasts followed by one short blast or three loud and distinct strokes of a bell.

(2077) (2) When draw cannot be opened immediately, or when it is open and must be closed promptly, two prolonged blasts or two loud and distinct strokes of a bell. This signal may also be used by a vessel to countermand its call signal.

(2078) (b) When fog prevails by day or by night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(2079) (c) The draws of the twin, SR529, highway bridges across the Snohomish River, mile 3.6, at Everett, shall open on signal if at least one hour notice is given. On weekdays Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at the SR529 highway bridge across Ebey Slough, at Marysville, and at all other times to the drawtender at the twin SR529 bridges at Everett. One signal opens both draws. During freshets, a drawtender shall be in constant attendance and the draws shall open on signal when so ordered by the District Commander.

(2080) (d) The draw of the SR2 highway bridge across the Snohomish River, mile 6.9, at Everett, shall open on signal if at least four hours notice is given. During freshets, a drawtender shall be in constant attendance and

the draw shall open on signal when so ordered by the District Commander.

(2081) (e) The draw of the Burlington Northern Santa Fe railroad bridge across the Snohomish River, mile 15.5, at Snohomish, need not be opened for the passage of vessels.

(2082) (f) The draw of the Burlington Northern Santa Fe railroad bridge across Steamboat Slough, mile 1.0, near Marysville, shall open on signal if at least four hours notice is given. The opening signal is one prolonged blast followed by one short blast and one prolonged blast.

(2083) (g) The draws of the twin, SR529, highway bridges across Steamboat Slough, miles 1.1 and 1.2, near Marysville, shall open on signal if at least four-hours notice is given. On weekdays, Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at the SR529 highway bridge across Ebey Slough, at Marysville, and at all other times to the drawtender at the twin SR529 bridges at Everett. One signal opens both draws. During freshets, a drawtender shall be in constant attendance and the draws shall open on signal when so ordered by the District Commander.

(2084) (h) The draws of the SR529 highway bridge across Ebey Slough, mile 1.6, at Marysville, shall open on signal if at least one-hour notice is given. On weekdays, Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at this bridge, and at all other times to the drawtender at the SR529 bridges across the Snohomish River at Everett. During freshets, a drawtender shall be in constant attendance and the draws shall open on signal when so ordered by the District Commander.

(2085)

§117.1061 Tacoma Harbor.

(2086) (a) When fog prevails by day or night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(2087) (b) The draw of the Murray Morgan Bridge, also known as the South 11th Street Bridge, across Thea Foss Waterway, previously known as City Waterway, mile 0.6, at Tacoma, shall open on signal if at least two hours notice is given. However, to obtain a bridge opening between 10 p.m. and 8 a.m. notification must be made to the City of Tacoma by 8 p.m. In emergencies, openings shall be made as soon as possible upon notification to the City of Tacoma.

(2088)

§117.1063 Willapa River South Fork.

(2089) 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.

(2090)

§117.1065 Wishkah River.

(2091) (a) When fog prevails by day or by night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(2092) (b) The draw of the Puget Sound and Pacific railroad bridge, mile 0.1 at Aberdeen, shall be maintained in the fully open position, except for the passage of trains or for maintenance. When the draw of the bridge is closed and the visibility at the drawtender's station is less than one mile up or down the channel, the drawtender shall sound two prolonged blasts every minute. When the draw is reopened, the drawtender shall sound one prolonged blast followed by one short blast.

(2093) (c) The draws of the Heron Street Bridge, mile 0.2, and the Wishkah Street Bridge, mile 0.4, at Aberdeen, shall open on signal if at least one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal for both bridges is one prolonged blast followed by two short blasts.

(2094)

Part 147–Safety Zones

(2095)

§147.1 Purpose of safety zones.

(2096) Safety zones may be established around OCS facilities being constructed, maintained, or operated on the Outer Continental Shelf to promote the safety of life and property on the facilities, their appurtenances and attending vessels, and on the adjacent waters within the safety zones. Regulations adopted for safety zones may extend to the prevention or control of specific activities and access by vessels or persons, and include measures to protect the living resources of the sea from harmful agents. The regulations do not encompass the operating equipment or procedures used in the drilling for and production of oil, gas, or other minerals, or the transportation of oil, gas, or other minerals by pipeline except as they relate to the safety of life and property on OCS facilities and on the waters adjacent to OCS facilities or to the protection of the living resources of the sea within a safety zone from harmful agents.

(2097)

§147.5 Delegation of authority.

(2098) The authority to establish safety zones and to issue and enforce safety zone regulations in accordance with the provisions of this part is delegated to District Commanders

(2099)

§147.10 Establishment of safety zones.

(2100) (a) Whenever it comes to the attention of the District Commander that a safety zone and regulations may be required concerning any OCS facility being constructed, maintained, or operated on the Outer Continental Shelf or its appurtenances and attending vessels, or the adjacent

waters, the District Commander may initiate appropriate inquiry to determine whether a safety zone and regulations should be established. In making this determination, the District Commander considers all relevant safety factors, including existing or reasonably foreseeable congestion of vessels, the presence of unusually harmful or hazardous substances, and any obstructions within 500 meters of the OCS facility. If the District Commander determines that the circumstances warrant the establishment of a safety zone and regulations the District Commander takes action as necessary consistent with the provisions of this part.

(2101) (b) Except as provided in Paragraph (c) of this section, a safety zone and necessary regulations may be established concerning any OCS facility being constructed, maintained or operated on the Outer Continental Shelf, following publication of a notice of proposed rule making in the **FEDERAL REGISTER** and after interested parties have been given the opportunity to submit comments. A zone and necessary regulations may be in effect during any period when construction equipment and materials are within 500 meters of the construction site until the removal of all portions of the facility.

(2102) (c) A safety zone and necessary regulations may be established without public rule making procedures when the District Commander determined that imminent danger exists with respect to the safety of life and property of an OCS facility constructed, maintained, or operated on the Outer Continental Shelf, its appurtenances and attending vessels or adjacent waters. A safety zone and regulations may be made effective on the date the rule is published in the **FEDERAL REGISTER.** However, if circumstances require, they may be placed into effect immediately, followed promptly by publication in the **FEDERAL REGISTER**. The District Commander may utilize, in addition to broadcast Notices to Mariners, Local Notices to Mariners, and Notices to Mariners, newspapers, and broadcasting stations to disseminate information concerning a safety zone and regulations pertaining thereto. The public may comment concerning the establishment of a safety zone or regulations under this Paragraph. A safety zone or regulations may be modified or withdrawn, as appropriate, based on the comments received.

(2103) (d) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts reference to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(2104)

§147.15 Extent of safety zones.

(2105) A safety zone establishment under this part may extend to a maximum distance of 500 meters around the OCS facility measured from each point on its outer edge or from its construction site, but may not interfere with the use of recognized sea lanes essential to navigation.

(2106)

§147.20 Definitions.

(2107) Unless otherwise stated, the term “attending vessel” refers to any vessel which is operated by the owner or operator of an OCS facility located in the safety zone, which is used for the purpose of carrying supplies, equipment or personnel to or from the facility, which is engaged in construction, maintenance, alteration, or repair of the facility, or which is used for further exploration, production, transfer or storage of natural resources from the seabed beneath the safety zone.

(2108)

§147.1102 Platform GRACE safety zone.

(2109) (a) *Description:* The area within a line 500 meters from each point on the structure’s outer edge. The position of the center of the structure is 34°10'47"N., 119°28'05"W.

(2110) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2111)

§147.1103 Platform GINA safety zone.

(2112) (a) *Description:* The area within a line 500 meters from each point on the structure’s outer edge. The position of the center of the structure is 34°07'02"N., 119°16'35"W.

(2113) (b) *Regulations:*No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2114)

§147.1104 Platform ELLEN and ELLY safety zone.

(2115) (a) *Description:* The areas within a line 500 meters from each point on the outer edge of each structure. The structures are approximately 120 meters apart. The position of the center of each structure is: Platform Ellen, 33°34'57"N., 118°07'42"W.; and Platform Elly, 33°35'00"N., 118°07'40"W.

(2116) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel serving either structure, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2117)

§147.1105 Platform HONDO safety zone.

(2118) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°23'27"N., 120°07'14"W.

(2119) (b) *Regulations:* No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2120)

§147.1106 Exxon Santa Ynez offshore storage and treatment vessel mooring safety zone.

(2121) (a) *Description:* The area within a line 1108 meters from the center of the mooring. The position of the center of the mooring is 34°24'19"N., 120°06'00"W.

(2122) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2123)

§147.1107 Platform GILDA safety zone.

(2124) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°10'56"N., 119°25'07"W.

(2125) (b) *Regulations:* No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2126)

§147.1108 Platform EDITH safety zone.

(2127) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 33°35'45"N., 118°08'27"W.

(2128) (b) *Regulations:* No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2129)

§147.1109 Platform HERMOSA Safety Zone.

(2130) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°27'19"N., 120°38'47"W.

(2131) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2132)

§147.1110 Platform HARVEST Safety Zone.

(2133) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°28'09.5"N., 120°40'46.1"W.

(2134) (b) *Regulations:* No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2135)

§147.1111 Platform EUREKA Safety Zone.

(2136) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 33°33'50"N., 118°07'00"W.

(2137) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following: remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2138)

§147.1112 Platform HIDALGO Safety Zone.

(2139) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°29'42"N, 120°42'08"W.

(2140) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2141)

§147.1113 Platform GAIL Safety Zone.

(2142) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°07'30"N., 119°24'01"W.

(2143) (b) *Regulations:* No vessel may enter or remain in this safety zone except the following (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2144)

§147.1114 Platform HARMONY Safety Zone.

(2145) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°22'36"N., 120°10'03"W.

(2146) (b) *Regulation:* No vessel may enter or remain in this safety zone except the following: (1) an attending vessel; (2) a vessel under 100 feet in length overall not engaged in towing; or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2147)

§147.1115 Platform HERITAGE Safety Zone.

(2148) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°21'01"N., 120°16'45"W.

(2149) (b) *Regulation:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel; (2) a vessel under 100 feet in length overall not engaged in towing; or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2150)

§147.1116 Platform IRENE Safety Zone.

(2151) (a) *Description:* The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°36'37.5"N., 120°43'46"W.

(2152) (b) *Regulation:* No vessel may enter or remain in this safety zone except the following: (1) An attending vessel; (2) a vessel under 100 feet in length overall not engaged in towing; or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(2153)

Part 157–Rules for the Protection of the Marine Environment relating to Tank Vessels Carrying Oil in Bulk

(2154)

Subpart A–General

(2155)

§157.01 Applicability.

(2156) (a) Unless otherwise indicated, this part applies to each vessel that carries oil in bulk as cargo and that is:

(2157) (1) Documented under the laws of the United States (a U.S. vessel); or

(2158) (2) Any other vessel that enters or operates in the navigable waters of the United States, or that operates, conducts lightering under 46 U.S.C. 3715, or receives cargo from or transfers cargo to a deepwater port under 33 U.S.C. 1501 et seq., in the United States Exclusive Economic Zone, as defined in 33 U.S.C. 2701(8).

(2159) (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

(2160)

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

(2161) (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030 or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. Also, it is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG–ENG), Attn: Office of Design and Engineering Standards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509; telephone 202–372–1375. The material is also available from the sources indicated in this section.

(2162) (b) *International Maritime Organization (IMO)*—4 Albert Embankment, London SE1 7SR, United Kingdom.

(2163) (1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters ("A.393(x)"), incorporation by reference approved for §157.12.

(2164) (2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers ("A.496(XII)"), incorporation by reference approved for §157.12.

(2165) (3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers ("A.586(14)"), incorporation by reference approved for §157.12.

(2166) (4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof ("MEPC.13(19)"), incorporation by reference approved for §157.12.

(2167) (5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers ("MEPC.108(49)"), incorporation by reference approved for §157.12.

(2168) (6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 ("A.601(15)"), incorporation by reference approved for §157.450.

(2169) (7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 ("A.744(18)"), incorporation by reference approved for §157.430.

(2170) (8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994

("A.751(18)"), incorporation by reference approved for §157.445.

(2171) (9) MARPOL Consolidated Edition 2011, Annex I, Regulations for the prevention of pollution by oil, Chapter 4—Requirements for the cargo area of oil tankers, Part A—Construction, Regulation 22, "Pump-room bottom protection," (Annex I, Regulation 22) incorporation by reference approved for §157.14.

(2172) (10) MARPOL Consolidated Edition 2011, Annex I, Regulations for the prevention of pollution by oil, Chapter 4—Requirements for the cargo area of oil tankers, Part A—Construction, Regulation 23, "Accidental oil outflow performance," (Annex I, Regulation 23) incorporation by reference approved for §157.20.

(2173) (c) *Oil Companies International Marine Forum (OCIMF)* 27 Queen Anne's Gate, London, SW1H 9BU, England].

(2174) (1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

(2175) (2) [Reserved]

(2176)

§157.03 Definitions.

(2177) Except as otherwise stated in a subpart:

(2178) *Amidships* means the middle of the length.

(2179) *Animal fat* means a non-petroleum oil, fat, or grease derived from animals and not specifically identified elsewhere in this part.

(2180) *Ballast voyage* means the voyage that a tank vessel engages in after it leaves the port of final cargo discharge.

(2181) *Breadth or B* means the maximum molded breadth of a vessel in meters.

(2182) *Cargo tank length* means the length from the forward bulkhead of the forwardmost cargo tanks, to the after bulkhead of the aftermost cargo tanks.

(2183) *Center tank* means any tank inboard of a longitudinal bulkhead.

(2184) *Clean ballast* means ballast which:

(2185) (1) If discharged from a vessel that is stationary into clean, calm water on a clear day, would not–

(2186) (i) Produce visible traces of oil on the surface of the water or on adjoining shore lines; or

(2187) (ii) Cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shore lines; or

(2188) (2) If verified by an approved oil discharge monitoring and control system, has an oil content that does not exceed 15 p.m.

(2189) *Combination carrier* means a vessel designed to carry oil or solid cargoes in bulk.

(2190) *Crude oil* means any liquid hydrocarbon mixture occurring naturally in the earth, whether or not treated to render it suitable for transportation, and includes crude oil from which certain distillate fractions may have been removed, and crude oil to which certain distillate fractions may have been added.

(2191) *Deadweight or DWT* means the difference in metric tons between the lightweight displacement and the total displacement of a vessel measured in water of specific gravity 1.025 at the load waterline corresponding to the assigned summer freeboard.

(2192) *Dedicated clean ballast tank* means a cargo tank that is allocated solely for the carriage of clean ballast.

(2193) *Domestic trade* means trade between ports or places within the United States, its territories and possessions, either directly or via a foreign port including trade on the navigable rivers, lakes, and inland waters.

(2194) *Double bottom* means watertight protective spaces that do not carry any oil and which separate the bottom of tanks that hold any oil within the cargo tank length from the outer skin of the vessel.

(2195) *Double hull* means watertight protective spaces that do not carry any oil and which separate the sides, bottom, forward end, and aft end of tanks that hold any oil within the cargo tank length from the outer skin of the vessel as prescribed in §157.10d.

(2196) *Doubles sides* means watertight protective spaces that do not carry any oil and which separate the sides of tanks that hold any oil within the cargo tank length from the outer skin of the vessel.

(2197) *Existing vessel* means any vessel that is not a new vessel.

(2198) *Fleeting or assist towing vessel* means any commercial vessel engaged in towing astern, alongside, or pushing ahead, used solely within a limited geographic area, such as a particular barge fleeting area or commercial facility, and used solely for restricted service, such as making up or breaking up larger tows.

(2199) *Foreign trade* means any trade that is not domestic trade.

(2200) *From the nearest land* means from the baseline from which the territorial sea of the United States is established in accordance with international law.

(2201) *Fuel oil* means any oil used as fuel for machinery in the vessel in which it is carried.

(2202) *Inland vessel* means a vessel that is not oceangoing and that does not operate on the Great Lakes.

(2203) *Instantaneous rate of discharge of oil content* means the rate of discharge of oil in liters per hour at any instant, divided by the speed of the vessel in knots at the same instant.

(2204) *Integrated tug barge* means a tug and a tank barge with a mechanical system that allows the connection of the propulsion unit (the tug) to the stern of the cargo carrying unit (the tank barge) so that the two vessels function as a single self-propelled vessel.

(2205) *Large primary structural member* includes any of the following:

(2206) (1) Web frames.

(2207) (2) Girders.

(2208) (3) Webs.

(2209) (4) Main brackets.

(2210) (5) Transverses.

(2211) (6) Stringers.

(2212) (7) Struts in transverse web frames when there are 3 or more struts and the depth of each is more than 1/15 of the total depth of the tank.

(2213) *Length or L* means the distance in meters from the fore side of the stem to the axis of the rudder stock on a waterline at 85 percent of the least molded depth measured from the molded baseline, or 96 percent of the total length on that waterline, whichever is greater. In vessels designed with drag, the waterline is measured parallel to the designed waterline.

(2214) *Lightweight* means the displacement of a vessel in metric tons without cargo, fuel oil, lubricating oil, ballast water, fresh water, and feedwater in tanks, consumable stores, and any persons and their effects.

(2215) *Major conversion* means a conversion of an existing vessel that:

(2216) (1) Substantially alters the dimensions or carrying capacity of the vessel, except a conversion that includes only the installation of segregated ballast tanks, dedicated clean ballast tanks, a crude oil washing system, double sides, a double bottom, or a double hull;

(2217) (2) Changes the type of vessel;

(2218) (3) Substantially prolongs the vessel's service life; or

(2219) (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG–CVC).

(2220) *MARPOL 73/78* means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating to that Convention. A copy of MARPOL 73/78 is available from the International Maritime Organization, 4 Albert Embankment, London, SE1, 7SR, England.

(2221) *New vessel* means:

(2222) (1) A U.S. vessel in domestic trade that:

(2223) (i) Is constructed under a contract awarded after December 31, 1974;

(2224) (ii) In the absence of a building contract, has the keel laid or is at a similar stage of construction after June 30, 1975;

(2225) (iii) Is delivered after December 31, 1977; or

(2226) (iv) Has undergone a major conversion for which:

(2227) (A) The contract is awarded after December 31, 1974;

(2228) (B) In the absence of a contract, conversion is begun after June 30, 1975; or

(2229) (C) Conversion is completed after December 31, 1977; and

(2230) (2) A foreign vessel or a U.S. vessel in foreign trade that;

(2231) (i) Is constructed under a contract awarded after December 31, 1975;

(2232) (ii) In the absence of a building contract, has the keel laid or is at a similar stage of construction after June 30, 1976;

(2233) (iii) Is delivered after December 31, 1979; or

(2234) (iv) Has undergone a major conversion for which:

(2235) (A) The contract is awarded after December 31, 1975;

(2236) (B) In the absence of a contract, conversion is begun after June 30, 1976; or

(2237) (C) Conversion is completed after December 31, 1979.

(2238) *Non-petroleum oil* means oil of any kind that is not petroleum-based. It includes, but is not limited to, animal fat and vegetable oil.

(2239) *Oceangoing* has the same meaning as defined in §151.05 of this chapter.

(2240) *Officer in charge of a navigational watch* means any officer employed or engaged to be responsible for navigating or maneuvering the vessel and for maintaining a continuous vigilant watch during his or her periods of duty and following guidance set out by the master, international or national regulations, and company policies.

(2241) *Oil* means oil of any kind or in any form including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil. This includes liquid hydrocarbons as well as animal and vegetable oils.

(2242) *Oil cargo residue* means any residue of oil cargo whether in solid, semi-solid, emulsified, or liquid form from cargo tanks and cargo pump room bilges, including but not limited to, drainages, leakages, exhausted oil, muck, clingage, sludge, bottoms, paraffin (wax), and any constituent component of oil. The term "oil cargo residue" is also known as "cargo oil residue."

(2243) *Oil residue* means—

(2244) (1) Oil cargo residue; and

(2245) (2) Other residue of oil whether in solid, semi-solid, emulsified, or liquid form, resulting from drainages, leakages, exhausted oil, and other similar occurrences from machinery spaces.

(2246) *Oil spill response vessel* means a vessel that is exclusively dedicated to operations to prevent or mitigate environmental damage due to an actual or impending accidental oil spill. This includes a vessel that performs routine service as an escort for a tank vessel, but excludes a vessel that engages in any other commercial activity, such as the carriage of any type of cargo.

(2247) *Oil tanker* means a vessel that is constructed or adapted primarily to carry crude oil or products in bulk as cargo. This includes a tank barge, a tankship, and a combination carrier, as well as a vessel that is constructed or adapted primarily to carry noxious liquid substances in bulk as cargo and which also carries crude oil or products in bulk as cargo.

(2248) *Oily mixture* means a mixture, in any form, with any oil content. "Oily mixture" includes, but is not limited to–

(2249) (1) Slops from bilges;

(2250) (2) Slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse);

(2251) (3) Oil residue; and

(2252) (4) Oily ballast water from cargo or fuel oil tanks, including any oil cargo residue.

(2253) Oil residue means–

(2254) (1) Oil cargo residue; and

(2255) (2) Other residue of oil whether in solid, semi-solid, emulsified, or liquid form resulting from drainages, leakages, exhausted oil and other similar occurrences from machinery spaces.

(2256) *Other non-petroleum oil* means an oil of any kind that is not petroleum oil, an animal fat, or a vegetable oil.

(2257) *Permeability of a space* means the ratio of volume within a space that is assumed to be occupied by water to the total volume of that space.

(2258) *Petroleum oil* means petroleum in any form, including but not limited to, crude oil, fuel oil, sludge, oil residue, and refined products.

(2259) *Primary towing vessel* means any vessel engaged in towing astern, alongside, or pushing ahead and includes the tug in an integrated tug barge. It does not include fleeting or assist towing vessels.

(2260) *Product* means any liquid hydrocarbon mixture in any form, except crude oil, petrochemicals, and liquefied gases.

(2261) *Segregated ballast* means the ballast water introduced into a tank that is completely separated from the cargo oil and fuel oil system and that is permanently allocated to the carriage of ballast.

(2262) *Slop tank* means a tank specifically designated for the collection of cargo drainings, washings, and other oily mixtures.

(2263) *Tank* means an enclosed space that is formed by the permanent structure of a vessel, and designed for the carriage of liquid in bulk.

(2264) *Tank barge* means a tank vessel not equipped with a means of self-propulsion.

(2265) *Tank vessel* means a vessel that is constructed or adapted primarily to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that–

(2266) (1) Is a vessel of the United States;

(2267) (2) Operates on the navigable waters of the United States; or

(2268) (3) Transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States. This does not include an offshore supply vessel, or a fishing vessel or fish tender vessel of not more than 750 gross tons when engaged only in the fishing industry.

(2269) *Tankship* means a tank vessel propelled by mechanical power or sail.

(2270) *Vegetable oil* means a non-petroleum oil or fat not specifically identified elsewhere in this part that is derived from plant seeds, nuts, kernels, or fruits.

(2271) *Wing tank* means a tank that is located adjacent to the side shell plating.

(2272)

§157.04 Authorization of classification societies.

(2273) (a) The Coast Guard may authorize any classification society (CS) to perform certain plan reviews, certifications, and inspections required by this part on vessels classed by that CS except that only U.S. classification societies may be authorized to perform those plan reviews, inspections, and certifications for U.S. vessels.

(2274) (b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (CG-CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501, evidence from the governments concerned showing that they have authorized the CS to inspect and certify vessels on their behalf under the MARPOL 73/78.

(2275) (c) The Coast Guard notifies the CS in writing whether or not it is accepted as an authorized CS. If authorization is refused, reasons for the refusal are included.

(2276) (d) Acceptance as an authorized CS terminates unless the following are met:

(2277) (1) The authorized CS must have each Coast Guard regulation that is applicable to foreign vessels on the navigable waters of the United States.

(2278) (2) Each issue concerning equivalents to the regulations in this part must be referred to the Coast Guard for determination.

(2279) (3) Copies of any plans, calculations, records of inspections, or other documents relating to any plan review, inspection, or certification performed to meet this part must be made available to the Coast Guard.

(2280) (4) Each document certified under §§157.116(a)(2), 157.118(b)(1)(ii), and 157.216(b)(1)(11) must be marked with the name or seal of the authorized CS.

(2281) (5) A copy of the final documentation that is issued to each vessel that is certified under this part must be referred to the Commandant (CG-CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501.

(2282)

Subpart B–Design, Equipment, and Installation

(2283)

§157.08 Applicability of Subpart B.

(2284) **NOTE:** An "oil tanker" as defined in §157.03 includes barges as well as self-propelled vessels.

(2285) (a) Sections 157.10d and 157.11(g) apply to each vessel to which this part applies.

(2286) (b) Sections 157.11 (a) through (f), 157.12, 157.15, 157.19(b)(3), 157.33, and 157.37 apply to each vessel to which this part applies that carries 200 cubic meters or more of crude oil or products in bulk as cargo, as well as to each oceangoing oil tanker to which this part applies of 150 gross tons or more. These sections do not apply to a foreign vessel which remains beyond the navigable waters of the United States and does not transfer oil cargo at a port or place subject to the jurisdiction of the United States.

(2287) (c) Section 157.21 applies to each oil tanker to which this part applies of 150 gross tons or more that

is oceangoing or that operates on the Great Lakes. This section does not apply to a foreign vessel which remains beyond the navigable waters of the United States and does not transfer oil cargo at a port or place subject to the jurisdiction of the United States.

(2288) (d) Sections in subpart B of 33 CFR part 157 that are not specified in paragraphs (a) through (c) of this section apply to each oceangoing oil tanker to which this part applies of 150 gross tons or more, unless otherwise indicated in paragraphs (e) through (m) of this section. These sections do not apply to a foreign vessel which remains beyond the navigable waters of the United States and does not transfer oil cargo at a port or place subject to the jurisdiction of the United States.

(2289) (e) Sections 157.11 (a) through (f), 157.12, and 157.15 do not apply to a vessel, except an oil tanker, that carries less than 1,000 cubic meters of crude oil or products in bulk as cargo and which retains oil mixtures on board and discharges them to a reception facility.

(2290) (f) Sections 157.11 (a) through (f), 157.12, 157.13, and 157.15 do not apply to a tank vessel that carries only asphalt, carbon black feedstock, or other products with similar physical properties, such as specific gravity and cohesive and adhesive characteristics, that inhibit effective product/water separation and monitoring.

(2291) (g) Sections 157.11 (a) through (f), 157.12, 157.13, 157.15, and 157.23 do not apply to a tank barge that cannot ballast cargo tanks or wash cargo tanks while underway.

(2292) (h) Sections 157.19 and 157.21 do not apply to a tank barge that is certificated by the Coast Guard for limited short protected coastwise routes if the barge is otherwise constructed and certificated for service exclusively on inland routes.

(2293) (i) Section 157.09(d) does not apply to any:

(2294) (1) U.S. vessel in domestic trade that is constructed under a contract awarded before January 8, 1976;

(2295) (2) U.S. vessel in foreign trade that is constructed under a contract awarded before April 1, 1977; or

(2296) (3) Foreign vessel that is constructed under a contract awarded before April 1, 1977.

(2297) (j) Sections 157.09 and 157.10a do not apply to a new vessel that:

(2298) (1) Is constructed under a building contract awarded after June 1, 1979;

(2299) (2) In the absence of a building contract, has the keel laid or is at a similar stage of construction after January 1, 1980;

(2300) (3) Is delivered after June 1, 1982; or

(2301) (4) Has undergone a major conversion for which:

(2302) (i) The contract is awarded after June 1, 1979;

(2303) (ii) In the absence of a contract, conversion is begun after January 1, 1980; or

(2304) (iii) Conversion is completed after June 1, 1982.

(2305) (k) Sections 157.09(b)(3), 157.10(c)(3), 157.10a(d)(3), and 157.10b(b)(3) do not apply to tank barges.

(2306) (1) Section 157.10b does not apply to tank barges if they do not carry ballast while they are engaged in trade involving the transfer of crude oil from an offshore oil exploitation or production facility on the Outer Continental Shelf of the United States.

(2307) (m) Section 157.12 does not apply to a U.S. vessel that:

(2308) (1) Is granted an exemption under Subpart F of this part; or

(2309) (2) Is engaged solely in voyages that are:

(2310) (i) Between ports or places within the United States, its territories or possessions;

(2311) (ii) Of less than 72 hours in length; and

(2312) (iii) At all times within 50 nautical miles of the nearest land.

(2313) (n) Section 157.10d does not apply to:

(2314) (1) A vessel that operates exclusively beyond the navigable waters of the United States and the United States Exclusive Economic Zone, as defined in 33 U.S.C. 2701(8);

(2315) (2) An oil spill response vessel;

(2316) (3) Before January 1, 2015–

(2317) (i) A vessel unloading oil in bulk as cargo at a deepwater port licensed under the Deepwater Port Act of 1974 (33 U.S.C. 1501 et seq.); or

(2318) (ii) A delivering vessel that is offloading oil in bulk as cargo in lightering activities–

(2319) (A) Within a lightering zone established under 46 U.S.C. 3715(b)(5); and

(2320) (B) More than 60 miles from the territorial sea base line, as defined in 33 CFR 2.20.

(2321) (4) A vessel documented under 46 U.S.C., Chapter 121, that was equipped with a double hull before August 12, 1992;

(2322) (5) A barge of less than 1,500 gross tons as measured under 46 U.S.C., Chapter 145, carrying refined petroleum in bulk as cargo in or adjacent to waters of the Bering Sea, Chukchi Sea, and Arctic Ocean and waters tributary thereto and in the waters of the Aleutian Islands and the Alaskan Peninsula west of 155 degrees west longitude; or

(2323) (6) A vessel in the National Defense Reserve Fleet pursuant to 50 App. U.S.C. 1744.

(2324)

§157.10d Double hulls on tank vessels.

(2325) (a) With the exceptions stated in §157.08(n), this section applies to a tank vessel–

(2326) (1) For which the building contract is awarded after June 30, 1990; or

(2327) (2) That is delivered after December 31, 1993;

(2328) (3) That undergoes a major conversion for which;

(2329) (i) The contract is awarded after June 30, 1990; or

(2330) (ii) Conversion is completed after December 31, 1993; or

(2331) (4) That is otherwise required to have a double hull by 46 U.S.C. 3703a(c).

(2332) **NOTE:** 46 U.S.C. 3703a(c) is shown in appendix G to this part.

(2333) (b) Each vessel to which this section applies must be fitted with:

(2334) (1) A double hull in accordance with this section; and

(2335) (2) If §157.10 applies, segregated ballast tanks and a crude oil washing system in accordance with that section.

(2336) (c) Except on a vessel to which §157.10d(d) applies, tanks within the cargo tank length that carry any oil must be protected by double sides and a double bottom as follows:

(2337) (1) Double sides must extend for the full depth of the vessel's side or from the uppermost deck, disregarding a rounded gunwale where fitted, to the top of the double bottom. At any cross section, the molded width of the double side, measured at right angles to the side shell plating, from the side of tanks containing oil to the side shell plating, must not be less than the distance w as shown in Figure 157.10d(c) and specified as follows:

(2338) (i) For a vessel of 5,000 DWT and above: w=[0.5+(DWT/20,000)] meters; or, w=2.0 meters (79 in.), whichever is less, but in no case less than 1.0 meter (39 in.).

(2339) (ii) For a vessel of less than 5,000 DWT: w=[0.4+(2.4)(DWT/20,000)] meters, but in no case less than 0.76 meter (30 in.).

(2340) (iii) For a vessel to which Paragraph (a)(4) of this section applies: w=0.76 meter (30 in.), provided that the double side was fitted under a construction or conversion contract awarded prior to June 30, 1990.

(2341) (2) At any cross section, the molded depth of the double bottom, measured at right angles to the bottom shell plating, from the bottom of tanks containing oil to the bottom shell plating, must not be less than the distance h as shown in Figure 157.10d(c) and specified as follows:

(2342)

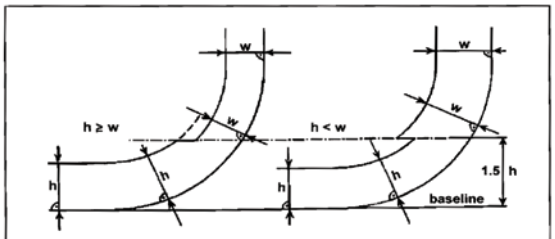


Figure 157.10d(c) Minimum Double Hull Dimensions

(2343) (i) For a vessel of 5,000 DWT and above: h=B/15; or, h=2.0 meters (79 in.), whichever is less, but in no case less than 1.0 meter (39 in.).

(2344) (ii) For a vessel of less than 5,000 DWT: h=B/15, but in no case less than 0.76 meter (30 in.).

(2345) (iii) For a vessel to which Paragraph (a)(4) of this section applies: h=B/15; or, h=2.0 meters (79 in.), whichever is the lesser, but in no case less than 0.76 meter (30 in.), provided that the double bottom was fitted under a construction or conversion contract awarded prior to June 30, 1990.

(2346) (3) For a vessel built under a contract awarded after September 11, 1992, within the turn of the bilge or at cross sections where the turn of the bilge is not clearly defined, tanks containing oil must be located inboard of the outer shell–

(2347) (i) For a vessel of 5,000 DWT and above: At levels up to 1.5h above the base line, not less than the distance h, as shown in Figure 157.10d(c) and specified in Paragraph (c)(2) of this section. At levels greater than 1.5h above the base line, not less than the distance w, as shown in Figure 157.10d(c) and specified in Paragraph (c)(1) of this section.

(2348) (ii) For a vessel of less than 5,000 DWT: Not less the distance h above the line of the mid-ship flat bottom, as shown in Figure 157.10d(c)(3)(ii) and specified in Paragraph (c)(2) of this section. At levels greater than h above the line of the mid-ship flat bottom, not less than the distance w, as shown in Figure 157.10d(c)(3)(ii) and specified in Paragraph (c)(1) of this section.

(2349)

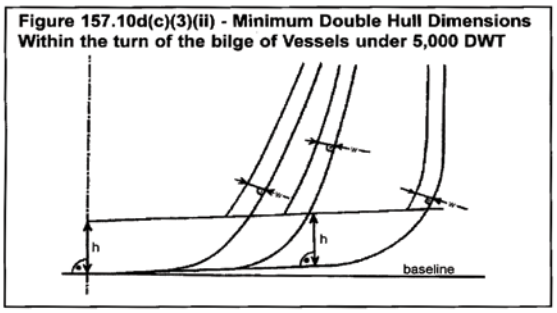


Figure 157.10d(c)(3)(ii) - Minimum Double Hull Dimensions Within the turn of the bilge of Vessels under 5,000 DWT

(2350) (4) For a vessel to which §157.10(b) applies that is built under a contract awarded after September 11, 1992.

(2351) (i) The aggregate volume of the double sides, double bottom, forepeak tanks, and afterpeak tanks must not be less than the capacity of segregated ballast tanks required under §157.10(b). Segregated ballast tanks that may be provided in addition to those required under §157.10(b) may be located anywhere within the vessel.

(2352) (ii) Double side and double bottom tanks used to meet the requirements of §157.10(b) must be located as uniformly as practicable along the cargo tank length. Large inboard extensions of individual double side and double bottom tanks, which result in a reduction of overall side or bottom protection, must be avoided.

(2353) (d) A vessel of less than 10,000 DWT that is constructed and certificated for service exclusively on inland or limited short protected coastwise routes must be fitted with double sides and a double bottom as follows:

(2354) (1) A minimum of 61 cm. (2 ft.) from the inboard side of the side shell plate, extending the full depth of the side or from the main deck to the top of the double bottom, measured at right angles to the side shell; and

(2355) (2) A minimum of 61 cm. (2 ft.) from the top of the bottom shell plating, along the full breadth of the vessel's bottom, measured at right angles to the bottom shell.

(2356) (3) For a vessel to which Paragraph (a)(4) of this section applies, the width of the double sides and the depth of the double bottom may be 38 cm. (15 in.), in lieu of the dimensions specified in paragraphs (d)(1) and

(d)(2) of this section, provided that the double side and double bottom tanks were fitted under a construction or conversion contract awarded prior to June 30, 1990.

(2357) (4) For a vessel built under a contract awarded after September 11, 1992, a minimum 46 cm. (18 in.) clearance for passage between framing must be maintained throughout the double sides and double bottom.

(2358) (e) Except as provided in Paragraph (e)(3) of this section, a vessel must not carry any oil in any tank extending forward of:

(2359) (1) The collision bulkhead; or

(2360) (2) In the absence of a collision bulkhead, the transverse plane perpendicular to the centerline through a point located:

(2361) (i) The lesser of 10 meters (32.8 ft.) or 5 percent of the vessel length, but in no case less than 1 meter (39 in.), aft of the forwarded perpendicular;

(2362) (ii) On a vessel of less than 10,000 DWT tons that is constructed and certificated for service exclusively on inland or limited short protected coastwise routes, the lesser of 7.62 meters (25 ft.) or 5 percent of the vessel length, but in no case less than 61 cm. (2 ft.), aft of the headlog or stem at the freeboard deck; or

(2363) (iii) On each vessel which operates exclusively as a box or trail barge, 61 cm. (2 ft.) aft of the headlog.

(2364) (3) This Paragraph does not apply to independent fuel oil tanks that must be located on or above the main deck within the areas described in paragraphs (e)(1) and (e)(2) of this section to serve adjacent deck equipment that cannot be located further aft. Such tanks must be as small and as far aft as is practicable.

(2365) (f) On each vessel, the cargo tank length must not extend aft to any point closer to the stern than the distance equal to the required width of the double side, as prescribed in §157.10d(c)(1) or §157.10d(d)(1).

(2366)

Subpart G–Interim Measures for Certain Tank Vessels Without Double Hulls Carrying Petroleum Oils

(2367)

§157.400 Purpose and applicability.

(2368) (a) The purpose of this subpart is to establish mandatory safety and operational requirements to reduce environmental damage resulting from petroleum oil spills.

(2369) (b) This subpart applies to each tank vessels specified in §157.01 of this part that–

(2370) (1) Is 5,000 gross tons or more;

(2371) (2) Carries petroleum oil in bulk as cargo or oil cargo residue; and

(2372) (3) Is not equipped with a double hull meeting §157.10d of this part, or an equivalent to the requirements of §157.10d, but required to be equipped with a double hull at a date set forth in 46 U.S.C. 3703a (b)(3) and (c)(3).

(2373)

§157.445 Maneuvering performance capability.

(2374) (a) A tankship owner or operator shall ensure that maneuvering tests in accordance with IMO Resolution A.751(18), sections 1.2, 2.3-2.4, 3-4.2, and 5 (with Explanatory Notes in MSC/Circ. 644) have been conducted by July 29, 1997. Completion of maneuvering performance tests must be shown by–

(2375) (1) For a foreign flag tankship, a letter from the flag administration or an authorized classification society, as described in §157.04 of this part, stating the requirements in Paragraph (a) of this section have been met; or

(2376) (2) For a U.S. flag tankship, results from the vessel owner confirming the completion of the tests or a letter from an authorized classification society, as described in §157.04 of this part, stating the requirements in Paragraph (a) of this section have been met.

(2377) (b) If a tankship undergoes a major conversion or alteration affecting the control systems, control surfaces, propulsion system, or other areas which may be expected to alter maneuvering performance, the tankship owner or operator shall ensure that new maneuvering tests are conducted as required by Paragraph (a) of this section.

(2378) (c) If a tankship is one of a class of vessels with identical propulsion, steering, hydrodynamic, and other relevant design characteristics, maneuvering performance test results for any tankship in the class may be used to satisfy the requirements of Paragraph (a) of this section.

(2379) (d) The tankship owner or operator shall ensure that the performance test results, recorded in the format of Appendix 6 of the Explanatory Notes in MSC/Circ. 644., are prominently displayed in the wheelhouse.

(2380) (e) Prior to entering the port or place of destination and prior to getting underway, the tankship master shall discuss the results of the performance tests with the pilot while reviewing the anticipated transit and the possible impact of the tankship's maneuvering capability on the transit.

(2381)

Part 160–Ports and Waterways Safety-General

(2382)

Subpart A–General

(2383)

§160.1 Purpose.

(2384) (a) This subchapter contains regulations implementing the Ports and Waterways Safety Act (33 U.S.C. 1221) and related statutes.

(2385)

§160.3 Definitions.

(2386) For the purposes of this subchapter:

(2387) *Bulk* means material in any quantity that is shipped, stored, or handled without the benefit of package, label, mark or count and carried in integral or fixed independent tanks.

(2388) *Captain of the Port* means the Coast Guard officer designated by the Commandant to command a Captain of the Port Zone as described in part 3 of this chapter.

(2389) *Commandant* means the Commandant of the United States Coast Guard.

(2390) *Deviation* means any departure from any rule in this subchapter.

(2391) *Director, Vessel Traffic Services* means the Coast Guard officer designated by the Commandant to command a Vessel Traffic Service (VTS) as described in part 161 of this chapter.

(2392) *District Commander* means the Coast Guard officer designated by the Commandant to command a Coast Guard District as described in part 3 of this chapter.

(2393) *ETA* means estimated time of arrival.

(2394) *Length of Tow* means, when towing with a hawser, the length in feet from the stern of the towing vessel to the stern of the last vessel in tow. When pushing ahead or towing alongside, length of tow means the tandem length in feet of the vessels in tow excluding the length of the towing vessel.

(2395) *Person* means an individual, firm, corporation, association, partnership, or governmental entity.

(2396) *State* means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Trust Territories of the Pacific Islands, the Commonwealth of the Northern Marianas Islands, and any other commonwealth, territory, or possession of the United States.

(2397) *Tanker* means a self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous materials in bulk in the cargo spaces.

(2398) *Tank Vessel* means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue.

(2399) *Vehicle* means every type of conveyance capable of being used as a means of transportation on land.

(2400) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

(2401) *Vessel Traffic Services (VTS)* means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

(2402) *Vessel Traffic Service Area or VTS Area* means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

(2403) **Note:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

(2404) *VTS Special Area* means a waterway within a VTS area in which special operating requirements apply.

(2405)

§160.5 Delegations.

(2406) (a) District Commanders and Captains of the Ports are delegated the authority to establish safety zones.

(2407) (b) Under the provisions of 33 CFR 6.04–1 and 6.04–6, District Commanders and Captains of the Ports have been delegated authority to establish security zones.

(2408) (c) Under the provisions 33 CFR §1.05–1, District Commanders have been delegated authority to establish regulated navigation areas.

(2409) (d) Subject to the supervision of the cognizant Captain of the Port and District Commander, Directors, Vessel Traffic Services are delegated authority under 33 CFR 1.01-30 to discharge the duties of the Captain of the Port that involve directing the operation, movement and anchorage of vessels within a Vessel Traffic Service area including management of vessel traffic within anchorages, regulated navigation areas and safety zones, and to enforce Vessel Traffic Service and ports and waterways safety regulations. This authority may be exercised by Vessel Traffic Center personnel. The Vessel Traffic Center may, within the Vessel Traffic Service area, provide information, make recommendations, or to a vessel required under Part 161 of this chapter to participate in a Vessel Traffic Service, issue an order, including an order to operate or anchor as directed; require the vessel to comply with orders issued; specify times of entry, movement or departure; restrict operations as necessary for safe operation under the circumstances; or take other action necessary for control of the vessel and the safety of the port or of the marine environment.

(2410)

§160.7 Appeals.

(2411) (a) Any person directly affected by a safety zone or an order or direction issued under this subchapter (33 CFR Subchapter P) may request reconsideration by the official who issued it or in whose name it was issued. This request may be made orally or in writing, and the decision of the official receiving the request may be rendered orally or in writing.

(2412) (b) Any person directly affected by the establishment of a safety zone or by an order or direction issued by, or on behalf of, a Captain of the Port may appeal to the District Commander through the Captain of the Port. The appeal must be in writing, except as allowed under paragraph (e) of this section, and shall contain complete supporting documentation and evidence which the appellant wishes to have considered. Upon receipt of the appeal, the District Commander may direct a representative to gather and submit documentation or other evidence which would be necessary or helpful to a resolution of the appeal. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working

days from the date of receipt to submit rebuttal materials. Following submission of all materials, the District Commander issues a ruling, in writing, on the appeal. Prior to issuing the ruling, the District Commander may, as a matter of discretion, allow oral presentation on the issues.

(2413) (c) Any person directly affected by the establishment of a safety zone or by an order or direction issued by, or on behalf of, a District Commander, or who receives an unfavorable ruling on an appeal taken under paragraph (b) of this section may appeal to the Area Commander through the District Commander. The appeal must be in writing, except as allowed under paragraph (e) of this section, and shall contain complete supporting documentation and evidence which the appellant wishes to have considered. Upon receipt of the appeal, the Area Commander may direct a representative to gather and submit documentation or other evidence which would be necessary or helpful to a resolution of the appeal. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials. Following submission of all materials, the Area Commander issues a ruling, in writing, on the appeal. Prior to issuing the ruling, the Area Commander may, as a matter of discretion, allow oral presentation on the issues.

(2414) (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG–5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

(2415) (e) If the delay in presenting a written appeal would have significant adverse impact on the appellant, the appeal under paragraphs (b) and (c) of this section may initially be presented orally. If an initial presentation of the appeal is made orally, the appellant must submit the appeal in writing within five days of the oral presentation to the Coast Guard official to whom the presentation was made. The written appeal must contain, at a minimum, the basis for the appeal and a summary of the material presented orally. If requested, the official to whom the appeal is directed may stay the effect of the action while the ruling is being appealed.

(2416)

Subpart B–Control of Vessel and Facility Operations

(2417)

§160.101 Purpose.

(2418) This subpart describes the authority exercised by District Commanders and Captains of the Ports to insure the safety of vessels and waterfront facilities, and the protection of the navigable waters and the resources therein. The controls described in this subpart are directed to specific situations and hazards.

(2419)

§160.103 Applicability.

(2420) (a) This subpart applies to any–

(2421) (1) Vessel on the navigable waters of the United States, except as provided in paragraphs (b) and (c) of this section;

(2422) (2) Bridge or other structure on or in the navigable waters of the United States; and

(2423) (3) Land structure or shore area immediately adjacent to the navigable waters of the United States.

(2424) (b) This subpart does not apply to any vessel on the Saint Lawrence Seaway.

(2425) (c) Except pursuant to international treaty, convention, or agreement, to which the United States is a party, this subpart does not apply to any foreign vessel that is not destined for, or departing from, a port or place subject to the jurisdiction of the United States and that is in:

(2426) (1) Innocent passage through the territorial sea of the United States;

(2427) (2) Transit through the navigable waters of the United States which form a part of an international strait.

(2428)

§160.105 Compliance with orders.

(2429) Each person who has notice of the terms of an order issued under this subpart must comply with that order.

(2430)

§160.107 Denial of entry.

(2431) Each District Commander or Captain of the Port, subject to recognized principles of international law, may deny entry into the navigable waters of the United States or to any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, to any vessel not in compliance with the provisions of the Port and Tanker Safety Act (33 U.S.C. 1221–1232) or the regulations issued thereunder.

(2432)

§160.109 Waterfront facility safety.

(2433) (a) To prevent damage to, or destruction of, any bridge or other structure on or in the navigable waters of the United States, or any land structure or shore area

immediately adjacent to those waters, and to protect the navigable waters and the resources therein from harm resulting from vessel or structure damage, destruction, or loss, each District Commander or Captain of the Port may–

(2434) (1) Direct the handling, loading, unloading, storage, stowage, and movement (including the emergency removal, control, and disposition) of explosives or other dangerous articles and substances, including oil or hazardous material as those terms are defined in 46 U.S.C. 2101 on any structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters; and

(2435) (2) Conduct examinations to assure compliance with the safety equipment requirements for structures.

(2436)

§160.111 Special orders applying to vessel operations.

(2437) Each District Commander or Captain of the Port may order a vessel to operate or anchor in the manner directed when–

(2438) (a) The District Commander or Captain of the Port has reasonable cause to believe that the vessel is not in compliance with any regulation, law or treaty;

(2439) (b) The District Commander or Captain of the Port determines that the vessel does not satisfy the conditions for vessel operation and cargo transfers specified in §160.113; or

(2440) (c) The District Commander or Captain of the Port has determined that such order is justified in the interest of safety by reason of weather, visibility, sea conditions, temporary port congestion, other temporary hazardous circumstances, or the condition of the vessel.

(2441)

§160.113 Prohibition of vessel operation and cargo transfers.

(2442) (a) Each District Commander or Captain of the Port may prohibit any vessel, subject to the provisions of chapter 37 of Title 46, U.S. Code, from operating in the navigable waters of the United States, or from transferring cargo or residue in any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, if the District Commander or the Captain of the Port determines that the vessel's history of accidents, pollution incidents, or serious repair problems creates reason to believe that the vessel may be unsafe or pose a threat to the marine environment.

(2443) (b) The authority to issue orders prohibiting operation of the vessels or transfer of cargo or residue under Paragraph (a) of this section also applies if the vessel:

(2444) (1) Fails to comply with any applicable regulation;

(2445) (2) Discharges oil or hazardous material in violation of any law or treaty of the United States;

(2446) (3) Does not comply with applicable vessel traffic service requirements;

(2447) (4) While underway, does not have at least one deck officer on the navigation bridge who is capable of communicating in the English language.

(2448) (c) When a vessel has been prohibited from operating in the navigable waters of the United States under paragraphs (a) or (b) of this section, the District Commander or Captain of the Port may allow provisional entry into the navigable waters of the United States, or into any port or place under the jurisdiction of the United States and within the district or zone of that District Commander or Captain of the Port, if the owner or operator of such vessel proves to the satisfaction of the District Commander or Captain of the Port, that the vessel is not unsafe or does not pose a threat to the marine environment, and that such entry is necessary for the safety of the vessel or the persons on board.

(2449) (d) A vessel which has been prohibited from operating in the navigable waters of the United States, or from transferring cargo or residue in a port or place under the jurisdiction of the United States under the provisions of Paragraph (a) or (b)(1), (2) or (3) of this section, may be allowed provisional entry if the owner or operator proves, to the satisfaction of the District Commander or Captain of the Port that has jurisdiction, that the vessel is no longer unsafe or a threat to the environment, and that the condition which gave rise to the prohibition no longer exists.

(2450)

§160.115 Withholding of clearance.

(2451) (a) Each District Commander or Captain of the Port may request the Secretary of the Treasury, or the authorized representative thereof, to withhold or revoke the clearance required by 46 U.S.C. App. 91 of any vessel, the owner or operator of which is subject to any penalties under 33 U.S.C. 1232.

(2452)

Subpart C–Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargoes

(2453)

§160.201 General.

(2454) This subpart contains requirements and procedures for submitting a notice of arrival (NOA), and a notice of hazardous condition. The sections in this subpart describe:

(2455) (a) Applicability and exemptions from requirements in this subpart;

(2456) (b) Required information in an NOA;

(2457) (c) Required updates to an NOA;

(2458) (d) Methods and times for submission of an NOA, and updates to an NOA;

(2459) (e) How to obtain a waiver; and

(2460) (f) Requirements for submission of the notice of hazardous condition.

(2461) **Note to §160.201.** For notice-of-arrival requirements for the U.S. Outer Continental Shelf, see 33 CFR part 146.

(2462)

§160.202 Definitions.

(2463) Terms in this subpart that are not defined in this section or in §160.3 have the same meaning as those terms in 46 U.S.C. 2101. As used in this subpart—

(2464) *Agent* means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

(2465) *Barge* means a non-self propelled vessel engaged in commerce.

(2466) *Boundary waters* mean the waters from main shore to main shore of the lakes and rivers and connecting waterways, or the portions thereof, along which the international boundary between the United States and the Dominion of Canada passes, including all bays, arms, and inlets thereof, but not including tributary waters which in their natural channels would flow into such lakes, rivers, and waterways, or waters flowing from such lakes, rivers, and waterways, or the waters of rivers flowing across the boundary.

(2467) *Carried in bulk* means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

(2468) *Certain dangerous cargo (CDC)* includes any of the following:

(2469) (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(2470) (2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(2471) (3) Division 2.3 "poisonous gas", as listed in 49 CFR 172.101 that is also a "material poisonous by inhalation" as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.

(2472) (4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(2473) (5) A liquid material that has a primary or subsidiary classification of Division 6.1 "poisonous material" as listed 49 CFR 172.101 that is also a "material poisonous by inhalation," as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.

(2474) (6) Class 7, "highway route controlled quantity" radioactive material or "fissile material, controlled shipment," as defined in 49 CFR 173.403.

(2475) (7) All bulk liquefied gas cargo carried under 46 CFR 151.50-31 or listed in 46 CFR 154.7 that is flammable and/or toxic and that is not carried as certain dangerous cargo residue (CDC residue).

(2476) (8) The following bulk liquids except when carried as CDC residue:

(2477) (i) Acetone cyanohydrin;

(2478) (ii) Allyl alcohol;

(2479) (iii) Chlorosulfonic acid;

(2480) (iv) Crotonaldehyde;

(2481) (v) Ethylene chlorohydrin;

(2482) (vi) Ethylene dibromide;

(2483) (vii) Methacrylonitrile;

(2484) (viii) Oleum (fuming sulfuric acid); and

(2485) (ix) Propylene oxide, alone or mixed with ethylene oxide.

(2486) (9) The following bulk solids:

(2487) (i) Ammonium nitrate listed as Division 5.1 (oxidizing) material in 49 CFR 172.101 except when carried as CDC residue; and

(2488) (ii) Ammonium nitrate based fertilizer listed as a Division 5.1 (oxidizing) material in 49 CFR 172.101 except when carried as CDC residue.

(2489) *Certain dangerous cargo residue (CDC residue)* includes any of the following:

(2490) (1) Ammonium nitrate in bulk or ammonium nitrate based fertilizer in bulk remaining after all saleable cargo is discharged, not exceeding 1,000 pounds in total and not individually accumulated in quantities exceeding two cubic feet.

(2491) (2) For bulk liquids and liquefied gases, the cargo that remains onboard in a cargo system after discharge that is not accessible through normal transfer procedures, with the exception of the following bulk liquefied gas cargoes carried under 46 CFR 151.50-31 or listed in 46 CFR 154.7:

(2492) (i) Ammonia, anhydrous;

(2493) (ii) Chlorine;

(2494) (iii) Ethane;

(2495) (iv) Ethylene oxide;

(2496) (v) Methane (LNG);

(2497) (vi) Methyl bromide;

(2498) (vii) Sulfur dioxide; and

(2499) (viii) Vinyl chloride.

(2500) *Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes "time charterers" and "voyage charterers."

(2501) *Crewmember* means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

(2502) *Embark* means when a crewmember or a person in addition to the crew joins the vessel.

(2503) *Ferry schedule* means a published document that:

(2504) (1) Identifies locations a ferry travels to and from;

(2505) (2) Lists the times of departures and arrivals; and

(2506) (3) Identifies the portion of the year in which the ferry maintains this schedule.

(2507) *Foreign vessel* means a vessel of foreign registry or operated under the authority of a country except the United States.

(2508) *Great Lakes* means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary

(2558)

Table 160.206 – NOA Information Items		
Required Information	**Vessels neither carrying CDC nor controlling another vessel carrying CDC**	**Vessels carrying CDC or controlling another vessel carrying CDC**
(1) Vessel Information		
(i) Name	X	X
(ii) Name of the registered owner	X	X
(iii) Country of registry	X	X
(iv) Call sign	X	X
(v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number	X	X
(vi) Name of the operator	X	X
(vii) Name of the charterer	X	X
(viii) Name of classification society or recognized organization	X	X
(ix) Maritime Mobile Service Identity (MMSI) number, if applicable	X	X
(x) Whether the vessel is 300 gross tons or less (yes or no)	X	X
(xi) USCG Vessel Response Plan Control Number, if applicable	X	X
(2) Voyage Information		
(i) Names of last five foreign ports or places visited	X	X
(ii) Dates of arrival and departure for last five foreign ports or places visited	X	X
(iii) For the port or place of the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state	X	X
(iv) For the port or place in the United States to be visited, the estimated date and time of arrival	X	X
(v) For the port or place in the United States to be visited, the estimated date and time of departure	X	X
(vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting	X	X
(vii) The name and telephone number of a 24-hour point of contact	X	X
(viii) Whether the vessel's voyage time is less than 24 hours (yes or no)	X	X
(ix) Last port or place of departure	X	X
(x) Dates of arrival and departure for last port or place of departure	X	X
(3) Cargo Information		
(i) A general description of cargo, other than CDC, on board the vessel (e.g. grain, container, oil, etc.)	X	X
(ii) Name of each CDC carried, including cargo UN number, if applicable	–	X
(iii) Amount of each CDC carried	–	X
(4) Information for each Crewmember On Board		
(i) Full name	X	X
(ii) Date of birth	X	X
(iii) Nationalitiy	X	X
(iv) Passport* or mariners document number (type of identification and number)	X	X
(v) Position or duties on the vessel	X	X
(vi) Where the crewmembers embarked (list port or place and country)	X	X
(5) Information for each Person On Board in Addition to Crew		
(i) Full name	X	X
(ii) Date of birth	X	X
(iii) Nationality	X	X
(iv) Passport number*	X	X
(v) Where the person embarked (list port or place and country)	X	X
(6) Operational condition of equipment required by 33 CFR part 164 of this chapter (see note to table)	X	X
(7) International Safety Management (ISM) Code Notice		
(i) The date of expiration for the company's Document of Compliance certificate that covers the vessel	X	X
(ii) The date of expiration for the vessel's Safety Management Certificate	X	X
(iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel Flag Administration, that issued those certificates	X	X
(8) International Ship and Port Facility Code (ISPS) Notice		
(i) The date of issuance for the vessel's International Ship Security Certificate (ISSC), if any	X	X
(ii) Whether the ISSC, if any, is an initial Interim ISSC, subsequent and consecutive Interim ISSC, or final ISSC	X	X
(iii) Declaration that the approved ship security plan, if any, is being implemented	X	X
(iv) If a subsequent and consecutive Interim ISSC, the reasons therefore	X	X
(v) The name and 24-hour contact information for the Company Security Officer	X	X
(vi) The name of the Flag Administration, or the recognized security organization(s) representing the vessel Flag Administration that issued the ISSC	X	X

Note to Table 160.206. For items with an asterisk (*), see paragraph (b) of this section. Submitting a response for item 6 indicating that navigation equipment is not operating properly does not serve as notice to the District Commander, Captain of the Port, or Vessel Traffic Center, under 33 CFR 164.53.

waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

(2509) *Gross tons* means the tonnage determined by the tonnage authorities of a vessel's flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 ("Convention"). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

(2510) *Hazardous condition* means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

(2511) *Nationality* means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

(2512) *Operating exclusively within a single Captain of the Port zone* refers to vessel movements within the boundaries of a single COTP zone, *e.g.*, from one dock to another, one berth to another, one anchorage to another, or any combination of such transits. Once a vessel has arrived in a port in a COPT zone, it would not be considered as departing from a port or place simply because of its movements within that specific port.

(2513) *Operator* means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

(2514) *Persons in addition to crewmembers* mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

(2515) *Port or place of departure* means any port or place in which a vessel is anchored or moored.

(2516) *Port or place of destination* means any port or place in which a vessel is bound to anchor or moor.

(2517) *Public vessel* means a vessel that is owned or demise-(bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

(2518) *Time charterer* means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

(2519) *Voyage charterer* means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

(2520)

§160.203 Applicability.

(2521) (a) This subpart applies to the following vessels that are bound for or departing from ports or places within the navigable waters of the United States, as defined in 33 CFR 2.36(a), which includes internal waters and the territorial seas of the United States, and any deepwater port as defined in 33 CFR 148.5:

(2522) (1) U.S. vessels in commercial service, and

(2523) (2) All foreign vessels.

(2524) (b) Unless otherwise specified in this subpart, the owner, agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.

(2525) (c) Towing vessels controlling a barge or barges required to submit an NOA under this subpart must submit only one NOA containing the information required for the towing vessel and each barge under its control.

(2526)

§160.204 Exemptions and exceptions.

(2527) (a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(2528) (1) A passenger or offshore supply vessel when employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.

(2529) (2) An oil spill response vessel (OSRV) when engaged in actual spill response operations or during spill response exercises.

(2530) (3) After December 31, 2015, a vessel required by 33 CFR 165.830 or 165.921 to report its movements, its cargo, or the cargo in barges it is towing.

(2531) (4) A United States or Canadian vessel engaged in the salving operations of any property wrecked, or rendering aid and assistance to any vessels wrecked, disabled, or in distress, in waters specified in Article II of the 1908 Treaty of Extradition, Wrecking and Salvage (35 Stat. 2035; Treaty Series 502).

(2532) (5) The following vessels neither carrying certain dangerous cargo nor controlling another vessel carrying certain dangerous cargo:

(2533) (i) A foreign vessel 300 gross tons or less not engaged in commercial service.

(2534) (ii) A vessel operating exclusively within a single Captain of the Port zone. Captain of the Port zones are defined in 33 CFR part 3.

(2535) (iii) A U.S. towing vessel and a U.S. barge operating solely between ports or places of the contiguous 48 states, Alaska, and the District of Columbia.

(2536) (iv) A public vessel.

(2537) (v) Except for a tank vessel, a U.S. vessel operating solely between ports or places of the United States on the Great Lakes.

(2538) (vi) A U.S. vessel 300 gross tons or less, engaged in commercial service not coming from a foreign port or place.

(2539) (vii) Each ferry on a fixed route that is described in an accurate schedule that is submitted by the ferry operator, along with information in paragraphs (a)(5)(vii)(A) through (J) of this section, to the Captain of the Port for each port or place of destination listed in the schedule at least 24 hours in advance of the first date

and time of arrival listed on the schedule. At least 24 hours before the first date and time of arrival listed on the ferry schedule, each ferry operator who submits a schedule under paragraph (a)(5)(vii) of this section must also provide the following information to the Captain of the Port for each port or place of destination listed in the schedule for the ferry, and if the schedule or the following submitted information changes, the ferry operator must submit an updated schedule at least 24 hours in advance of the first date and time of arrival listed on the new schedule and updates on the following items whenever the submitted information is no longer accurate:

(2540) (A) Name of the vessel;

(2541) (B) Country of registry of the vessel;

(2542) (C) Call sign of the vessel;

(2543) (D) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(2544) (E) Name of the registered owner of the vessel;

(2545) (F) Name of the operator of the vessel;

(2546) (G) Name of the vessel's classification society or recognized organization, if applicable;

(2547) (H) Each port or place of destination;

(2548) (I) Estimated dates and times of arrivals at and departures from these ports or places; and

(2549) (J) Name and telephone number of a 24-hour point of contact.

(2550) (6) From April 30, 2015 through December 31, 2015, vessels identified as being subject to 33 CFR 165.830 or 165.921.

(2551) (b) A vessel less than 500 gross tons is not required to submit the International Safety Management (ISM) Code Notice (Entry 7 in Table 160.206 of §160.206).

(2552) (c) A U.S. vessel is not required to submit the International Ship and Port Facility Security (ISPS) Code Notice information (Entry 8 in Table 160.206 of §160.206).

(2553)

§160.205 Notices of arrival.

(2554) The owner, agent, Master, operator, or person in charge of a vessel must submit notices of arrival consistent with the requirements in this subpart.

(2555)

§160.206 Information required in an NOA.

(2556) (a) Information required. With the exceptions noted in paragraph (b) of this section, each NOA must contain all of the information items specified in Table 160.206. Vessel owners and operators should protect any personal information they gather in preparing notices for transmittal to the National Vessel Movement Center (NVMC) to prevent unauthorized disclosure of that information.

(2557) (b) Exceptions. If a crewmember or person on board other than a crewmember is not required to carry a passport for travel, then passport information required in Table 160.206 by items (4)(iv) and (5)(iv) need not be provided for that person.

(2559)

§160.208 Updates to a submitted NOA.

(2560) (a) Unless otherwise specified in this section, whenever events cause NOA information submitted for a vessel to become inaccurate, or the submitter to realize that data submitted was inaccurate, the owner, agent, Master, operator, or person in charge of that vessel must submit an update within the times required in §160.212.

(2561) (b) Changes in the following information need not be reported:

(2562) (1) Changes in arrival or departure times that are less than six (6) hours;

(2563) (2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(2564) (3) Changes to crewmembers' position or duties on the vessel (entry (4)(vii) to Table 160.206).

(2565) (c) When reporting updates, revise and resubmit the NOA.

(2566)

§160.210 Methods for submitting an NOA.

(2567) (a) *National Vessel Movement Center (NVMC)*. Except as otherwise provided in this paragraph or paragraph (b) of this section, vessels must submit NOA information required by §160.206 to the NVMC using methods currently specified at *www.nvmc.uscg.gov*, which includes submission through the NVMC electronic Notice of Arrival and Departure (eNOAD) World Wide Web site, and XML, which includes the Excel Workbook format. These data may also be submitted using other methods that may be added as future options on *www.nvmc.uscg.gov*. XML spreadsheets may be submitted via email to *enoad@nvmc.uscg.gov*. If a vessel operator must submit an NOA or an update, for a vessel in an area without internet access or when experiencing technical difficulties with an onboard computer, and he or she has no shore-side support available, the vessel operator may fax or phone the submission to the NVMC. Fax at 1–800–547–8724 or 304–264–2684. Workbook available at *www.nvmc.uscg.gov*; or, telephone at 1–800–708–9823 or 304–264–2502.

(2568) (b) *Saint Lawrence Seaway*. Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada using methods specified at *www.nvmc.uscg.gov*.

(2569)

§160.212 When to submit an NOA.

(2570) (a) Submission of an NOA. (1) Except as set out in paragraphs (a)(2) and (a)(3) of this section, all vessels must submit NOAs within the times required in paragraph (a)(4) of this section.

(2571) (2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places of the contiguous 48 states, Alaska, and the District of Columbia, must submit an NOA before departure but at least 12 hours before arriving at the port or place of destination.

(2572) (3) U.S. vessels 300 gross tons or less, arriving from a foreign port or place, and whose voyage time is less than 24 hours must submit an NOA at least 60 minutes before departure from the foreign port or place. Also, Canadian vessels 300 gross tons or less, arriving directly from Canada, via boundary waters, to a United States port or place on the Great Lakes, whose voyage time is less than 24 hours must submit an NOA at least 60 minutes before departure from the Canadian port or place.

(2573) (4) Times for submitting NOAs are as follows:

(2574)

If your voyage time is –	Then you must submit an NOA –
(i) 96 hours or more; or	At least 96 hours before arriving at the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before arriving at the port or place of destination.

(2575) (b) Submission of updates to an NOA. (1) Except as set out in paragraphs (b)(2) and (b)(3) of this section, vessels must submit updates in NOA information within the times required in paragraph (b)(4) of this section.

(2576) (2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the contiguous 48 states, Alaska, and the District of Columbia, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(2577) (3) U.S. vessels 300 gross tons or less, arriving from a foreign port or place, whose voyage time is—

(2578) (i) Less than 24 hours but greater than 6 hours, must submit updates to an NOA as soon as practicable, but at least 6 hours before entering the port or place of destination.

(2579) (ii) Less than or equal to 6 hours, must submit updates to an NOA as soon as practicable, but at least 60 minutes before departure from the foreign port or place.

(2580) (4) Times for submitting updates to NOAs are as follows:

(2581)

If your remaining voyage time is –	Then you must submit updates to an NOA –
(i) 96 hours or more;	As soon as practicable, but at least 24 hours before arriving at the port or place of destination;
(ii) Less than 96 hours but not less than 24 hours; or	As soon as practicable, but at least 24 hours before arriving at the port or place of destination; or
(iii) Less than 24 hours	As soon as practicable, but at least 12 hours before arriving at the port or place of destination.

(2582)

§160.214 Waivers.

(2583) The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

(2584)

§160.215 Force majeure.

(2585) When a vessel is bound for a port or place of the United States under force majeure, it must comply with the requirements in this section, but not other sections of this subpart. The vessel must report the following information to the nearest Captain of the Port as soon as practicable:

(2586) (a) The vessel Master's intentions;

(2587) (b) Any hazardous conditions as defined in §160.202; and

(2588) (c) If the vessel is carrying certain dangerous cargo or controlling a vessel carrying certain dangerous cargo, the amount and name of each CDC carried, including cargo UN number if applicable.

(2589)

§160.216 Notice of hazardous conditions.

(2590) (a) Whenever there is a hazardous condition either on board a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge must immediately notify the nearest Coast Guard Sector Office or Group Office, and in addition submit any report required by 46 CFR 4.05-10.

(2591) (b) When the hazardous condition involves cargo loss or jettisoning as described in 33 CFR 97.115, the notification required by paragraph (a) of this section must include—

(2592) (1) What was lost, including a description of cargo, substances involved, and types of packages;

(2593) (2) How many were lost, including the number of packages and quantity of substances they represent;

(2594) (3) When the incident occurred, including the time of the incident or period of time over which the incident occurred;

(2595) (4) Where the incident occurred, including the exact or estimated location of the incident, the route the ship was taking, and the weather (wind and sea) conditions at the time or approximate time of the incident; and

(2596) (5) How the incident occurred, including the circumstances of the incident, the type of securing equipment that was used, and any other material failures that may have contributed to the incident.

(2597)

Part 161–Vessel Traffic Management

(2598)

Subpart A–Vessel Traffic Services

(2599)

General Rules

(2600)

§161.1 Purpose and Intent.

(2601) (a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.

(2602) (b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.

(2603) (c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(2604) (d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulations (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(2605)

§161.2 Definitions.

(2606) For the purposes of this part:

(2607) *Cooperative Vessel Traffic Services (CVTS)* means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

(2608) *Hazardous Vessel Operating Condition* means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(2609) (1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, automated dependent surveillance equipment, navigational lighting, sound signaling devices or similar equipment.

(2610) (2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.

(2611) (3) Vessel characteristics that affect or restrict maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.

(2612) *Precautionary Area* means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

(2613) *Navigable waters* means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

(2614) *Towing Vessel* means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

(2615) *Vessel Movement Center (VMC)* means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

(2616) *Vessel Movement Reporting System (VMRS)* means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(2617) *Vessel Movement Reporting System (VMRS) User* means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

(2618) *Vessel Traffic Center (VTC)* means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

(2619) *Vessel Traffic Services (VTS)* means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and

(2679)

TABLE 161.12(c)-VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

Center MMSI[1] Call Sign	Designated frequency (Channel designation)—purpose[2]	Monitoring Area [3, 4]
Berwick Bay 003669950 *Berwick Traffic*	156.550 MHz (Ch. 11)	The waters south of 29°45'N, west of 91°10'W, north of 29°37'N, and east of 91°18'W.
Buzzards Bay *Buzzards Bay Control*[5]	156.600 MHz (Ch. 12)	The waters east and north of a line drawn from the southern tangent of Sakonnet Point, Rhode Island, in approximate position latitude 41°27.20′ N., longitude 70°11.70′ W., to the Buzzards Bay Entrance Light in approximate position latitude 41°23.50′ N., longitude 71°02.00′ W., and then to the southwestern tangent of Cuttyhunk Island, Massachusetts, at approximate position latitude 41°24.60′ N., longitude 70°57.00′ W., and including all of the Cape Cod Canal to its eastern entrance, except that the area of New Bedford harbor within the confines (north of) the hurricane barrier, and the passages through the Elizabeth Islands, is not considered to be ''Buzzards Bay''.
Houston-Galveston 003669954		The navigable waters north of 29°00.00′ N., west of 94°20.00′ W., south of 29°49.00′ N., and east of 95°20.00′ W.
Houston Traffic	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A) —For sailing plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37' N, 95°01.27' W.)
Houston Traffic	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A) —For sailing plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (29°43.37' N, 95°01.27' W.).
Los Angeles/Long Beach 03660465 *San Pedro Traffic*	156.700 MHz (Ch. 14)	*Vessel Movement Reporting System Area*: The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.30' N, 118°17.60' W.).
Louisville 003669732 *Louisville Traffic*	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River 0036699952 *New Orleans Traffic*	156.550 MHz (Ch. 11)	The navigable waters of the Lower Mississippi River below 29°55.30' N, 89°55.60' W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.30' N, 89°25.70' W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.
New Orleans Traffic	156.600 MHz (Ch. 12)	The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55.50′ N., 90°12.77′ W. (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.30′ N., 89°55.60′ W. (Saxonholm Light) at 86.0 miles AHP.
New Orleans Traffic	156.250 MHz (Ch. 05A)	The navigable waters of the Lower Mississippi River below 30°38.70′ N., 91°17.50′ W. (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55.50′ N., 90°12.77′ W. (Upper Twelve Mile Point) at 109.0 miles AHP.
New York 003669951 *New York Traffic*	156.550 MHz (Ch. 11) —For sailing plans only 156.600 MHz (Ch. 12) —For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25.00′ N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.90′ N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.70′ N., longitude 74°01.60′ W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25.00′ N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40′ N. (Brooklyn Bridge) and 40°43.70′ N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25′ N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95′ N. (Lehigh Valley Draw Bridge).
New York Traffic	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26.00′ N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25′ N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40′ N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.

(2680)

TABLE 161.12(c)-VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

Center MMSI[1] Call Sign	Designated frequency (Channel designation)—purpose[2]	Monitoring Area [3, 4]
Port Arthur 003669955 *Port Arthur Traffic*	156.050 MHz (Ch. 01A)	The navigable waters of the Sabine-Neches Canal south of 29°52.70′ N.; Port Arthur Canal; Sabine Pass Channel; Sabine Bank Channel; Sabine Outer Bar Channel; the offshore safety fairway; and the ICW from High Island to its intersection with the Sabine-Neches Canal.
Port Arthur Traffic	156.275 MHz (Ch. 65A)	The navigable waters of the Neches River; Sabine River; and Sabine-Neches Waterway north of 29°52.70′ N.; and the ICW from its intersection with the Sabine River to MM 260.
Port Arthur Traffic	156.675 MHz (Ch. 73)[6]	The navigable waters of the Calcasieu Channel; Calcasieu River Channel; and the ICW from MM 260 to MM 191.
Prince William Sound 003669958 *Valdez Traffic*	156.650 MHz (Ch. 13)	The navigable waters south of 61°05.00′ N., east of 147°20.00′ W., north of 60°00.00′ N., and west of 146°30.00′ W.; and, all navigable waters in Port Valdez.
Puget Sound[7] *Seattle Traffic* 003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point and Bush Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Seattle Traffic 003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40.00′ W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52.00′ W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point and Bush Point and all waters east of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Tofino Traffic 003160012	156.725 MHz (Ch. 74)	The waters west of 124°40.00′ W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°00.00′ N., and east of 127°00.00′ W.
Victoria Traffic 003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52.00′ W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco 003669956 *San Francisco Traffic*	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.00′ W. and north of 37°40.00′ N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
San Francisco Traffic	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.80′ N., 122°34.60′ W.) west of 122°42.00′ W. and south of 37°40.00′ N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River 003669953 *Soo Traffic*	156.600 MHz (Ch. 12)	The waters of the St. Mary's River and lower Whitefish Bay from 45°57.00′ N. (De Tour Reef Light) to the south, to 46°38.70′ N. (Ile Parisienne Light) to the north, except the waters of the St. Mary's Falls Canal and to the east along a line from La Pointe to Sims Point, within Potagannissing Bay and Worsley Bay.

Notes:

[1] Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §161.21 of this subchapter apply in those areas denoted with an MMSI number, except for Louisville and Los Angeles/Long Beach.

[2] In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

[3] All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

[4] Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

[5] In addition to the vessels denoted in Section 161.16 of this chapter, requirements set forth in subpart B of 33 CFR part 161 also apply to any vessel transiting VMRS Buzzards Bay required to carry a bridge-to-bridge radiotelephone by part 26 of this chapter.

[6] Until otherwise directed, full VTS services will not be available in the Calcasieu Channel, Calcasieu River Channel, and the ICW from MM 260 to MM 191. Vessels may contact Port Arthur Traffic on the designated VTS frequency to request advisories, but are not required to monitor the VTS frequency in this sector.

[7] A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

(2620) *Vessel Traffic Service Area or VTS Area* means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

(2621) **Note:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

(2622) *VTS Special Area* means a waterway within a VTS area in which special operating requirements apply.

(2623) *VTS User* means a vessel or an owner, operator, charterer, Master, or person directing the movement of a vessel within a VTS area that is:

(2624) (1) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act;

(2625) (2) Required to participate in a VMRS; or

(2626) (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

(2627) *VTS User's Manual* means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

(2628)

§161.3 Applicability.

(2629) The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

(2630)

§161.4 Requirement to carry the rules.

(2631) Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

(2632) **Note:** These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

(2633)

§161.5 Deviations from the rules.

(2634) (a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(2635) (b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit may be made to the appropriate Vessel Traffic Center (VTC). Requests to deviate must be made as far in advance as practicable. Upon receipt of the request, the VTC may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

(2636)

§161.6 Preemption.

(2637) The regulations in this part have preemptive impact over State laws or regulations on the same subject matter. The Coast Guard has determined, after considering the factors developed by the Supreme Court in U.S. v. Locke, 529 U.S. 89 (2000), that by enacting Chapter 25 of the Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.), Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.

(2638)

Services, VTS Measures, and Operating Requirements

(2639)

§161.10 Services.

(2640) To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS area, such as:

(2641) (a) Hazardous conditions or circumstances;

(2642) (b) Vessel congestion;

(2643) (c) Traffic density;

(2644) (d) Environmental conditions;

(2645) (e) Aids to navigation status;

(2646) (f) Anticipated vessel encounters;

(2647) (g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;

(2648) (h) Temporary measures in effect;

(2649) (i) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;

(2650) (j) Anchorage availability; or

(2651) (k) Other information or special circumstances.

(2696)

TABLE 161.18(a) – The IMO Standard Ship Reporting System

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of events	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEM-BER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.
R	ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. [i.e., a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].

(2652)

§161.11 VTS measures.

(2653) (a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

(2654) (1) Designating temporary reporting points and procedures;

(2655) (2) Imposing vessel operating requirements; or

(2656) (3) Establishing vessel traffic routing schemes.

(2657) (b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

(2658)

§161.12 Vessel operating requirements.

(2659) (a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(2660) (b) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

(2661) (c) When not exchanging communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

(2662) **Note to §161.12(c):** As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(2663) (d) As soon as practicable, a VTS User shall notify the VTS of any of the following:

(2664) (1) A marine casualty as defined in 46 CFR 4.05-1;

(2665) (2) Involvement in the ramming of a fixed or floating object;

(2666) (3) A pollution incident as defined in §151.15 of this chapter:

(2667) (4) A defect or discrepancy in an aid to navigation;

(2668) (5) A hazardous condition as defined in §160.202 of this chapter;

(2669) (6) Improper operation of vessel equipment required by Part 164 of this chapter;

(2670) (7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and

(2671) (8) A hazardous vessel operating condition as defined in §161.2.

(2672)

§161.13 VTS Special Area Operating Requirements.

(2673) The following operating requirements apply within a VTS Special Area:

(2674) (a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.

(2675) (b) A VMRS User shall: (1) Not enter or get underway in the area without prior approval of the VTS;

(2676) (2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;

(2677) (3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and

(2678) (4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

(2681)

Subpart B–Vessel Movement Reporting System

(2682)

§161.15 Purpose and Intent.

(2683) (a) A Vessel Movement Reporting System (VMRS) is a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(2684) (b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

(2685)

§161.16 Applicability.

(2686) Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(2687) (a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;

(2688) (b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or

(2689) (c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

(2690)

§161.17 Definitions.

(2691) As used in the subpart:

(2692) *Center* means a Vessel Traffic Center or Vessel Movement Center.

(2693) *Published* means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

(2694)

§161.18 Reporting requirements.

(2695) (a) A Center may: (1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System);

(2697) (2) Establish other means of reporting for those vessels unable to report on the designated frequency; or

(2698) (3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

(2699) (b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(2700) (c) When not exchanging communications, a VMRS User must maintain a listening watch as described in §26.04(e) of this chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

(2701) **Note:** As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(2702) (d) A vessel must report:

(2703) (1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2704) (2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(2705) (e) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24-hour military clock system.

(2706)

§161.19 Sailing Plan (SP).

(2707) Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

(2708) (a) Vessel name and type;

(2709) (b) Position;

(2710) (c) Destination and ETA;

(2711) (d) Intended route;

(2712) (e) Time and point of entry; and

(2713) (f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter.

(2714)

§161.20 Position Report (PR).

(2715) A vessel must report its name and position:

(2716) (a) Upon point of entry into a VMRS area;

(2717) (b) At designated points as set forth in Subpart C; or

(2718) (c) When directed by the Center.

(2719)

§161.21 Automated reporting.

(2720) (a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(2721) (b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(2722) (1) Notify the Center;

(2723) (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(2724) (3) Make any other reports as directed by the Center.

(2725)

§161.22 Final Report (FR).

(2726) A vessel must report its name and position:

(2727) (a) On arrival at its destination; or

(2728) (b) When leaving a VTS area.

(2729)

§161.23 Reporting exemptions.

(2730) (a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

(2731) (1) Vessels on a published schedule and route;

(2732) (2) Vessels operating within an area of a radius of three nautical miles or less; or

(2733) (3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(2734) (b) A vessel described in Paragraph (a) of this section must:

(2735) (1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VMRS area; and

(2736) (2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

(2737)

Subpart C–Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

(2738) **Note:** All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

(2739)

§161.50 Vessel Traffic Service San Francisco.

(2740) The VTS area consists of all the navigable waters of San Francisco Bay Region south of the Mare Island Causeway Bridge and the Petaluma River Entrance Channel Daybeacon 19 and Petaluma River Entrance Channel Light 20 and north of the Dunbarton Bridge; its seaward approaches within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.); and its navigable tributaries as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.

(2741)

§161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

(2742) The Vessel Traffic Service Puget Sound area consists of the navigable waters of the United States bounded by a line drawn from the Washington State coastline at 48°23'08"N., 124°43'37"W. on Cape Flattery to the Cape Flattery Light at 48°23'30"N., 124°44'12"W. on Tatoosh Island, due west to the U.S. Territorial Sea Boundary; thence northward along the U.S. Territorial Sea Boundary to its intersection with the U.S./Canada International Boundary; thence east along the U.S./Canada International Boundary through the waters known as the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and the Strait of Georgia to the Washington State coastline at 49°00'06"N., 122°45'18"W. (International Boundary Range C Rear Light). This area includes: Puget Sound, Hood Canal, Possession Sound, the San Juan Island Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, the U.S. waters of the Strait of Juan de Fuca and the Strait of Georgia, and all waters adjacent to the above.

(2743) (a) Vessel Traffic Service Puget Sound participates in a U.S./Canadian Cooperative Vessel Traffic Service (CVTS) to jointly manage vessel traffic in the Juan de Fuca Region. The CVTS for the Juan de Fuca Region consists of all waters of the Strait of Juan de Fuca and its offshore approaches, southern Georgia Strait, the Gulf and San Juan Archipelagos, Rosario Strait, Boundary Pass and Haro Strait, bounded on the northwest by 48°35'45"N.; and on the southwest by 48°23'30"N.; and on the west by the rhumb line joining 48°35'45"N., 124°47'30"W. with 48°23'30"N., 124°48'37"W.; and on the northeast in the Strait of Georgia, by a line drawn along 49°N. from Vancouver Island to Semiahmoo Bay; and on the southeast, by a line drawn from McCurdy Point on the Quimper Peninsula to Point Partridge on

Whidbey Island. Canadian and United States Vessel Traffic Centers (Tofino, B.C., Canada, Vancouver, BC, Canada and Seattle, WA) manage traffic within the CVTS area irrespective of the International Boundary.

(2744) (b) VTS Special Area: The Eastern San Juan Island Archipelago VTS Special Area consists of all waters of the eastern San Juan Island Archipelago including: Rosario Strait bounded to the south by 48°26.40′N. (the center of the Precautionary Area "RB") extending from Lopez Island to Fidalgo Island, and to the north by 48°40.57′N. (the center of the Precautionary Area "C") extending from Orcas Island to Lummi Island; Guemes Channel; Bellingham Channel; Padilla Bay and southern Bellingham Bay (Samish Bay) south of 48°38.42′N.

(2745) **Note:** The center of precautionary area "RB" is not marked by a buoy. All precautionary areas are depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts.

(2746) (c) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Eastern San Juan Island Archipelago VTS Special Area:

(2747) (1) A vessel engaged in towing shall not impede the passage of a vessel of 40,000 dead weight tons or more.

(2748) (2) A vessel of less than 40,000 dead weight tons is exempt from the provision set forth in §161.13(b)(1) of this part.

(2749) (3) A vessel of 100 meters or more in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

(2750) (4) Approval will not be granted for:

(2751) (i) A vessel of 100 meters or more in length to meet or overtake a vessel of 40,000 dead weight tons or more;

(2752) (ii) A vessel of 40,000 dead weight tons or more to meet or overtake a vessel of 100 meters or more in length;

(2753) (iii) A vessel of 100 meters or more in length to cross or operate within 2,000 yards (except when crossing astern) of a vessel of 40,000 deadweight tons or more; or

(2754) (iv) A vessel of 40,000 dead weight tons or more to cross or operate within 2,000 yards (except when crossing astern) of a vessel of 100 meters or more in length.

(2755) (d) Reporting Point. Inbound vessels in the Strait of Juan de Fuca upon crossing 124°W.

(2756)

Part 162–Inland Waterways Navigation Regulations

(2757)

§162.1 General.

(2758) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(2759)

§162.5 Definitions.

(2760) The following definitions apply to this part:

(2761) *Merchant mariner credential or MMC* means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.

(2762)

§162.195 Santa Monica Bay, CA; restricted area.

(2763) (a) *The area*. The waters of the Pacific Ocean, Santa Monica Bay, in an area extending seaward from the shoreline a distance of about 5 nautical miles (normal to the shoreline) and basically outlined as follows:

(2764)

Station	Latitude North	Longitude West
A	33°54'59"	118°25'41"
B	33°54'59"	118°28'00"
C	33°53'59.5"	118°31'37"
D	33°56'19.5"	118°34'05"
E	33°56'25"	118°26'29"

(2765) (b) *The regulations*. (1) Vessels shall not anchor within the area at any time without permission.

(2766) (2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.

(2767) (3) All vessels entering the area, other than vessels operated by or for the United States, the State of California, the county of Los Angeles, or the city of Los Angeles, shall proceed across the area by the most direct route and without unnecessary delay. The area will be open and unrestricted to small recreational craft for recreational activities at all times.

(2768) (4) The placing of buoys, markers, or other devices requiring anchors will not be permitted.

(2769) (5) The city of Los Angeles will maintain a patrol of the area as needed.

(2770)

§162.200 Marina del Rey, CA; restricted area.

(2771) (a) *The area*. That portion of the Pacific Ocean lying shoreward of the offshore breakwater and the most seaward 1,000 feet of the entrance channel between the north and south jetties, and basically outlined as follows:

(2772)

Station	Latitude North	Longitude West
A	33°57'46.0"	118°27'39.5"
B	33°57'52.3"	118°27'43.6"
C	33°57'48.6"	118°27'48.8"

Station	Latitude North	Longitude West
D	33°57'29.8"	118°27'34.7"
E	33°57'30.9"	118°27'29.1"
F	33°57'37.4"	118°27'33.8"
G	33°57'42.4"	118°27'23.0"
H	33°57'50.6"	118°27'28.3"

(2773) (b) *The regulations*. (1) Vessels shall not anchor within the area at any time without permission except in an emergency.

(2774) (2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.

(2775) NOTE: Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

(2776)

§162.205 Suisun Bay, San Joaquin River, and connecting waters, CA.

(2777) (a) *San Joaquin River Deep Water Channel between Suisun Bay and the easterly end of the channel at Stockton; use, administration, and navigation*–

(2778) (1) *Maximum speed*. The maximum speed for all ocean-going craft shall not exceed 10 miles per hour above the lower end of New York Slough, seven miles per hour above Criminal Point, or five miles per hour while passing any wharf, dock, or moored craft. As used in this Paragraph, the speed of a vessel when navigating with the current shall be its rate of movement in excess of the velocity of the current.

(2779) (2) *Passing*. All craft passing other boats, barges, scows, etc., in motion, moored or anchored, shall slow down and take every necessary precaution to avoid damage.

(2780) (3) *Right of way*. (i) United States dredges, tugs, launches, derrick boats, and similar plant of contractors executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in 33 CFR 80, shall have the right of way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractors' plant, working the channel must, however, take special care to give ocean-going vessels sufficient room for passing, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided. Ocean-going vessels may show at the masthead a black ball not more than 20 inches in diameter as a signal to the dredge, and may also blow five long blasts of the whistle when within reasonable hearing distance of the dredge, such signal to be followed at the proper time by the passing signal described in the local pilot rules. The dredge shall promptly acknowledge both signals in the usual manner.

(2781) (ii) Light-draft vessels when meeting or being overtaken by ocean-going vessels, shall give the right of way to such vessels by making use of the shallower portions of the waterway.

(2782) (iii) Rafts and tows must promptly give the channel side demanded upon proper signal by a vessel, and must be handled in such a manner as not to obstruct or interfere with the free use of the waterway by other craft.

(2783) (4) *Collisions*. (i) Ocean-going vessels in collision in the channel or turning basin must, if still afloat and in a condition making anchorage necessary, be immediately removed to an approved anchorage ground, or if in such condition that beaching is necessary, they shall be temporarily beached on the northwest side of Mandeville Island or in the Old River.

(2784) (ii) Light-draft vessels suffering collision shall be disposed of as directed by the District Commander or his authorized representative.

(2785) (5) *Wrecks*. In no case following accidents of fire or collision will a vessel be allowed to remain either anchored or grounded in the channel, or beached at any place where it endangers other vessels, while settlement is pending with the underwriters.

(2786) (6) *Other laws and regulations*. In all other respects, the existing Federal laws and rules and regulations affecting navigable waters of the United States will govern in this channel.

(2787) (b) *Sacramento Deep Water Ship Channel between Suisun Bay and easterly end of Turning Basin at West Sacramento; use, administration, and navigation*–(1) *Maximum speed for all ocean-going craft*–(i) *Between Tolands Landing (Mile 6.2) and Rio Vista Bridge*. When going against a current of two knots or more, the maximum speed over the bottom shall not exceed 8 knots. When going with the current, in slack water, or against a current of two knots or less, the maximum speed through the water shall not exceed 10 knots.

(2788) (ii) *Between Rio Vista Bridge and Port of Sacramento*. When going against a current of two knots or more, the maximum speed over the bottom shall not exceed 5 knots. When going with the current, in slack water, or against a current of two knots or less, the maximum speed through the water shall not exceed 7 knots.

(2789) (iii) *Speed past docks or moored craft*. Within 550 feet of the centerline of the channel the speed shall be the minimum required to maintain steerageway; wind, tide, current, etc., being taken into consideration.

(2790) (iv) *Passing*. All craft passing other boats, barges, scows, etc., underway, moored or anchored, shall take every necessary precaution to avoid damage.

(2791) (v) *Speed, high-water precautions*. When passing another vessel (underway, anchored, or tied up); a wharf or other structure; work under construction; plant engaged in river and harbor improvement; levees withstanding flood waters; buildings partially or wholly submerged by high water; or any other structure liable to damage by collision, suction or wave action; vessels shall give as much leeway as circumstances permit and reduce their speed sufficiently to preclude causing damage to the vessel or structure being passed. As deemed necessary

for public safety during high river stages, floods, or other emergencies, the District Commander may prescribe, by navigation bulletins or other means, the limiting speed in knots or temporarily close the waterway or any reach of it to traffic. Since this subparagraph pertains directly to the manner in which vessels are operated, masters of vessels shall be held responsible for strict observance and full compliance herewith.

(2792) (2) *Right of way*. (i) Dredges, tugs, launches, derrick boats and other similar equipment, executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in 33 CFR 80, shall have the right-of-way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractor's plant, working the channel must however, take special care to give ocean-going vessels sufficient room for passing, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided.

(2793) (ii) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the inland pilot rules for vessels underway and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the plant.

(2794) (iii) When the pipeline from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around the pipeline or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipeline shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in Paragraph (c)(2)(ii) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(2795) (iv) When any pipeline or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

(2796) (v) Shallow draft vessels when meeting or being overtaken by ocean-going vessels, shall give the right-of-way to such vessels by making use of the shallower portions of the waterway, wherever possible.

(2797) (vi) Tows should promptly give the channel side requested by proper signal from a vessel, and should be handled in such a manner as not to obstruct or interfere with the free use of the waterway by other craft.

(2798) (3) *Obstruction of traffic*. (i) Except as provided in Paragraph (c)(2) of this section no person shall willfully or carelessly obstruct the free navigation of the waterway, or delay any vessel having the right to use the waterway.

(2799) (ii) No vessel shall anchor within the channel except in distress or under stress of weather. Any vessel so anchored shall be moved as quickly as possible to such anchorage as will leave the channel clear for the passage of vessels.

(2800) (iii) Motorboats, sailboats, rowboats, and other small craft shall not anchor or drift in the regular ship channel except under stress of weather or in case of breakdown. Such craft shall be so operated that they will not interfere with or endanger the movement of commercial or public vessels.

(2801) (4) *Collisions.* (i) Ocean-going vessels in collision in the channel or turning basin, must if still afloat and in a condition making anchorage necessary, be immediately removed to an approved anchorage ground, or if in such condition that beaching is necessary, they shall be temporarily beached on the southwest side of Ryer Island from Mile 15.0 to Mile 16.3 or in the Harbor and Turning Basin at West Sacramento.

(2802) (ii) Light-draft vessels suffering collision shall be disposed of as directed by the District Commander or his authorized representative.

(2803) (5) *Marine accidents*. Masters, mates, pilots, owners, or other persons using the waterway to which this Paragraph applies shall notify the District Commander, and in the case of undocumented vessels, the State Division of Small Craft Harbors also, by the most expeditious means available of all marine accidents, such as fire, collision, sinking or stranding, where there is possible obstruction of the channel or interference with navigation or where damage to Government property is involved, furnishing a clear statement as to the name, address, and ownership of the vessel or vessels involved, the time and place, and the action taken. In all cases, the owner of the sunken vessel shall take immediate steps to mark the wreck properly.

(2804) (6) *Other laws and regulations*. In all other respects, existing Federal laws and rules and regulations affecting navigable waters of the United States will govern in this channel.

(2805) **NOTE:** The Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

(2806)

§162.210 Lake Tahoe, CA; restricted areas along south shore.

(2807) (a) *The areas*—(1) *Baldwin Beach, under the control of the Forest Service, Department of Agriculture*. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west boundary line of Lot 2, Section 26, Township 13 North (Mount Diablo Base Line), Range 17 East (Mount Diablo Meridian); thence north 300 feet; thence southeasterly about 2,850 feet to the east line of Section 26 at a point 300 feet north of the high waterline;

thence northeasterly 1,740 feet to a point 300 feet north of the high waterline; thence southeasterly about 1,810 feet to the projected east line of the former Baldwin property at a point 300 feet north of the high waterline; and thence south 300 feet to the high waterline.

(2808) (2) *Camp Richardson, under the control of the Forest Service, Department of Agriculture.* The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the southeasterly corner of sec. 25, T. 13 N., R. 17 E., Mount Diablo Base and Meridan; thence north 410 feet along the east line of sec. 25; thence northwesterly 95 feet to the high waterline which is the true point of beginning; thence north 130 feet; thence southeasterly 565 feet; and thence south 130 feet to the high waterline.

(2809) (3) *Pope Beach, under the control of the Forest Service, Department of Agriculture*. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west line of the former Pope property, about 750 feet westerly of the west boundary line of Lot 2, Section 6, Township 12 North (Mount Diablo Base Line), Range 18 East (Mount Diablo Meridian); thence north 300 feet; thence southeasterly 4,200 feet to a point 300 feet north of the high waterline; and thence south 300 feet to the high waterline.

(2810) (4) *El Dorado County Beach*. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west boundary line of Lot 1, Section 32, Township 13 North (Mount Diablo Base Line), Range 18 East (Mount Diablo Meridian); thence north 500 feet; thence northeasterly about 1,350 feet to the projected east line of Lot 1 at a point 500 feet north of the high waterline; and thence south 500 feet to the high waterline.

(2811) (b) *The regulations*. No sail or machine-propelled watercraft, except vessels owned or controlled by the U.S. Coast Guard, shall navigate or anchor in the restricted area.

(2812)

§162.215 Lake Tahoe, Nev.; restricted area adjacent to Nevada Beach.

(2813) (a) *The restricted area*. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with a line projected in a general southerly direction 200 feet from a point lying 310 feet west of section corner common to section 15, 16, 21, and 22, Township 13 North (Mt. Diablo Base Line), Range 18 East (Mt. Diablo Meridian); thence 300 feet lakeward at right angles to the high waterline; thence southeasterly approximately 2,170 feet to the projected south boundary line of the Forest Service property at a point 300 feet west of the high waterline; and thence east 300 feet to the high waterline.

(2814) (b) *The regulations*. No sail or motor propelled water craft, except vessels owned or controlled by the United States Government and vessels duly authorized by the United States Coast Guard shall navigate or anchor in the restricted area.

(2815)

§162.220 Hoover Dam, Lake Mead, and Lake Mohave (Colorado River), Ariz.-Nev.

(2816) (a) *Lake Mead and Lake Mohave; restricted areas*– (1) *The areas*. That portion of Lake Mead extending 700 feet upstream of the axis of Hoover Dam and that portion of Lake Mohave (Colorado River) extending 4,500 feet downstream of the axis of Hoover Dam.

(2817) (2) *The regulations*. The restricted areas shall be closed to navigation and other use by the general public. Only vessels owned by or controlled by the U.S. Government and the States of Arizona and Nevada shall navigate or anchor in the restricted areas: Provided, however, The Regional Director, Region 3, U.S. Bureau of Reclamation, Boulder City, Nev., may authorize, by written permit, individuals or groups to navigate or anchor in the restricted areas when it is deemed in the public interest. Copies of said permits shall be furnished to the enforcing agencies.

(2818) (b) *Lake Mead; speed regulation*. In that portion of Lake Mead extending 300 feet upstream of the restricted area described in Paragraph (a) of this section, a maximum speed of 5 miles per hour shall not be exceeded.

(2819) (c) *Supervision*. The regulations in this section shall be supervised by the District Commander, Eleventh Coast Guard District.

(2820)

§162.225 Columbia and Willamette Rivers, Washington and Oregon; administration and navigation.

(2821) (a) *Supervision*. The District Commander, Thirteenth Coast Guard District, has certain administrative supervision over the Columbia and Willamette Rivers, and is charged with the enforcement under his direction of emergency regulations to govern navigation of these streams.

(2822) (b) *Speed*. During very high water stages (usually 25 feet or more on the Vancouver, Washington, gage) when lives, floating plant or major shore installations are endangered, the District Commander shall have authority to prescribe such temporary speed regulations as he may deem necessary for the public safety. During critical periods of freshets under 25 feet on the Vancouver, Washington, gage when construction is in progress, rehabilitation, or other unusual emergency makes a major shore installation susceptible to loss or major damage from wave action, the District Commander shall have authority to prescribe for a particular limited reach of the river as appropriate such temporary speed regulations as he may deem necessary to protect the integrity of such structure. All speed regulations prescribed by the District Commander shall be obeyed for the duration of the emergency and shall be terminated at the earliest practicable time that improved stream conditions permit.

(2823)

§162.230 Columbia River, WA.

(2824) (a) *Grand Coulee Dam discharge channel; restricted area*–(1) *The area*. That portion of the Columbia River between Grand Coulee Dam (situated at river mile 596.6) and river mile 593.7.

(2825) (2) *The regulations*. (i) No vessel shall enter or navigate within the area without permission from the enforcing agency.

(2826) (ii) The regulation in this section shall be enforced by the Chief, Power Field Division, Columbia Basin Project, U.S. Department of the Interior, Coulee Dam, Washington.

(2827)

§162.235 Puget Sound Area, WA.

(2828) (a) *Waterway connecting Port Townsend and Oak Bay; use, administration, and navigation*—(1) *Works to which regulations apply*. The "canal grounds" when used in this Paragraph shall mean that area between the south end of the jetties in Oak Bay and the northerly end of the dredge channel approximately 400 yards northwest of Port Townsend Canal Light. The "canal" is the water lying between these limits and the banks containing the same.

(2829) (2) *Speed. The* speed limit within the canal grounds shall not exceed five miles per hour.

(2830) (3) *Signals*. All boats desiring to use the canal shall give one long and one short whistle. Southbound boats shall sound the signal within 600 yards of Port Townsend Canal Light. Northbound boats shall sound this signal at least 500 feet south from the end of the jetties in Oak Bay. If no other boat answers the signal the first boat shall have the right of way through the canal. Any approaching boat that is in the canal shall answer by giving the same signal and the first boat shall not enter the canal until the second boat shall have passed through the canal. In the case of boats going in the same direction the boat which is in the canal shall not answer the signal of the boat desiring to enter.

(2831) (4) *Passing*. Steamers shall not under any circumstances attempt to pass each other in the canal, either when going in the same or opposite directions.

(2832) (5) *Anchoring*. No steamers or boats shall anchor or tie up within the canal grounds unless they are well over on the tide flats to the west of the dredged channel, and off the right of way belonging to the United States.

(2833) (6) *Tows*. No tow shall enter or pass through the canal with a towline more than 200 feet in length.

(2834) (7) *Delaying traffic*. No person shall cause or permit any vessel or boat of which he is in charge, or on which he is employed, to obstruct the canal in any way or delay in passing through it.

(2835) (b) *West Waterway, Seattle Harbor; navigation*. (1) The movement of vessels of 250 gross tons or over and all vessels with tows of any kind through the narrow section of West Waterway between the bend at Fisher's Flour Mill dock and the bend at the junction of East Waterway with Duwamish Waterway, and through the draws of the City of Seattle and Northern Pacific Railway Company bridges crossing this narrow section, shall be governed by red and green traffic signal lights mounted on the north and south sides of the west tower of the City Light power crossing at West Spokane Street.

(2836) (2) Two green lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is clear. Two red lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is not clear.

(2837) (3) A vessel approaching the narrow section and drawbridges from either end of the waterway shall give one long blast of a whistle and shall not enter the narrow section until green lights are displayed.

(2838) (4) One vessel may follow another vessel in either direction, but the channel shall not be kept open in the same direction for an unreasonable time if a vessel is waiting at the other end.

(2839) (5) Tugs, launches, and small craft shall keep close to one side of the channel when vessels or boats with tows are passing.

(2840) (6) All craft shall proceed with caution. The display of a green light is not a guarantee that the channel is clear of traffic, and neither the United States nor the City of Seattle will be responsible for any damage to vessels or other property which may be chargeable to mistakes in the operation of the signal lights or to their failure to operate.

(2841) **NOTE:** The U.S. Army Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

(2842)

§162.270 Restricted areas in vicinity of Maritime Administration Reserve Fleets.

(2843) (a) The regulations in this section shall govern the use and navigation of waters in the vicinity of the following National Defense Reserve Fleets of the Maritime Administration, Department of Transportation.

(2844) (1) James River Reserve Fleet, Fort Eustis, Virginia.

(2845) (2) Beaumont Reserve Fleet, Neches River near Beaumont, Texas.

(2846) (3) Suisun Bay Reserve Fleet near Benicia, California.

(2847) (b) No vessels or other watercraft, except those owned or controlled by the United States Government, shall cruise or anchor between Reserve Fleet units within 500 feet of the end vessels in each Reserve Fleet unit, or within 500 feet of the extreme units of the fleets, unless specific permission to do so has first been granted in each case by the enforcing agency.

(2848) (c) The regulations in this section shall be enforced by the respective Fleet Superintendents and such agencies as they may designate.

(2849)

Part 164–Navigation Safety Regulations (in part)

(2850)

§164.01 Applicability.

(2851) (a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in Paragraph (c) and (d) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(2852) (b) Sections 164.70 through 164.82 of this part apply to each towing vessel of 12 meters (39.4 feet) or more in length operating in the navigable waters of the United States other than the St. Lawrence Seaway; except that a towing vessel is exempt from the requirements of §164.72 if it is–

(2853) (1) Used solely within a limited geographic area, such as a fleeting-area for barges or a commercial facility, and used solely for restricted service, such as making up or breaking up larger tows;

(2854) (2) Used solely for assistance towing as defined by 46 CFR 10.103;

(2855) (3) Used solely for pollution response; or

(2856) (4) Any other vessel exempted by the Captain of the Port (COTP). The COTP, upon written request, may, in writing, exempt a vessel from §164.72 for a specified route if he or she decides that exempting it would not allow its unsafe navigation under anticipated conditions.

(2857) (c) Provisions of §164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(2858) (d) Provisions of §164.46 apply to some self-propelled vessels of less 1600 gross tonnage.

(2859)

§164.02 Applicability exception for foreign vessels.

(2860) (a) Except for §164.46(c), none of the requirements of this part apply to foreign vessels that:

(2861) (1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2862) (2) Are in:

(2863) (i) Innocent passage through the territorial sea of the United States; or

(2864) (ii) Transit through navigable waters of the United States which form a part of an international strait.

(2865)

§164.03 Incorporation by reference.

(2866) (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of the change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For more information on the availability of this material at NARA, call 202–741–6030, or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html*. Also, it is available for inspection at the Commandant (CG-NAV), U.S. Coast Guard Stop 7418, Attn: Office of Navigation Systems, 2703 Martin Luther King Jr. Ave. SE., Washington, DC 20593-7418, and is available from the sources listed below.

(2867) (b) American Petroleum Institute (API), 1220 L Street NW., Washington, DC 20005-4070, 202–682–8000, *www.api.org*:

(2868) (1) API Specification 9A, Specification for Wire Rope, Section 3, Properties and Tests for Wire and Wire Rope, May 28, 1984, IBR approved for §164.74.

(2869) (2) [Reserved]

(2870) (c) ASTM International, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959, 610–832–9585, *www.astm.org*:

(2871) (1) ASTM D4268-93, Standard Test Method for Testing Fiber Rope, IBR approved for §164.74.

(2872) (2) [Reserved]

(2873) (d) Cordage Institute, 350 Lincoln Street, Hingham, MA 02043.

(2874) (1) CIA-3, Standard Test Methods for Fiber Rope Including Standard Terminations, Revised, June 1980, IBR approved for §164.74.

(2875) (2) [Reserved]

(2876) (e) International Maritime Organization (IMO), 4 Albert Embankment, London SE1 7SR, United Kingdom, *www.imo.org*:

(2877) (1) IMO Resolution A342(IX), Recommendation on Performance Standards for Automatic Pilots, November 12, 1975, IBR approved for §164.13.

(2878) (2) IMO Resolution A.917(22), Guidelines for the Onboard Operational Use of Shipborne Automatic Identification System (AIS), January 25, 2002, IBR approved for §164.46.

(2879) (3) SN/Circ.227, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), January 6, 2003, IBR approved for §164.46.

(2880) (4) SN/Circ.244, Guidance on the Use of the UN/LOCODE in the Destination Field in AIS Messages, December 15, 2004, IBR approved for §164.46.

(2881) (5) SN/Circ.245, Amendments to the Guidelines for the Installation of a Shipborne Automatic Identification System (AIS)(SN/Circ.227), December 15, 2004, IBR approved for §164.46.

(2882) (6) SOLAS, International Convention for the Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments), IBR approved for §164.46.

(2883) (7) Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter

V of SOLAS 1974, adopted on December 12, 2002, IBR approved for §164.46.

(2884) (8) SN.1/Circ.289, Guidance on the Use of AIS Application-Specific Messages, June 2, 2010, IBR approved for §164.46.

(2885) (f) National Marine Electronics Association (NMEA), 7 Riggs Avenue, Severna Park, MD 21146, 800–808–6632, *www.nmea.org*:

(2886) (1) NMEA 0400, Installation Standard for Marine Electronic Equipment used on Moderate-Sized Vessels, Version 3.10, February 2012, IBR approved for §164.46.

(2887) (2) [Reserved]

(2888) (g) Radio Technical Commission for Maritime Services *(RTCM)*, 1611 N. Kent St., Suite 605, Arlington, VA 22209, 703–527–2000, *www.rtcm.org*:

(2889) (1) RTCM Paper 12-78/DO-100, Minimum Performance Standards, Loran C Receiving Equipment, 1977, IBR approved for §164.41.

(2890) (2) RTCM Paper 71-95/SC112-STD, RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, Version 1.1, October 10, 1995, IBR approved for §164.72.

(2891) (3) RTCM Paper 191-93/SC112-X, RTCM Recommended Standards for Maritime Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, Version 1.2, December 20, 1993, IBR approved for §164.72.

(2892)

§164.11 Navigation underway: General.

(2893) The owner, master, or person in charge of each vessel underway shall ensure that:

(2894) (a) The wheelhouse is constantly manned by persons who:

(2895) (1) Direct and control the movement of the vessel; and

(2896) (2) Fix the vessel's position;

(2897) (b) Each person performing a duty described in Paragraph (a) of this section is competent to perform that duty;

(2898) (c) The position of the vessel at each fix is plotted on a chart of the area and the person directing the movement of the vessel is informed of the vessel's position;

(2899) (d) Electronic and other navigational equipment, external fixed aids to navigation, geographic reference points, and hydrographic contours are used when fixing the vessel's position;

(2900) (e) Buoys alone are not used to fix the vessel's position;

(2901) **Note:** Buoys are aids to navigation placed in approximate positions to alert the mariner to hazards to navigation or to indicate the orientation of a channel. Buoys may not maintain an exact position because strong or varying currents, heavy seas, ice, and collisions with vessels can move or sink them or set them adrift. Although buoys may corroborate a position fixed by other means, buoys cannot be used to fix a position: however, if no other aids are available, buoys alone may be used to establish an estimated position.

(2902) (f) The danger of each closing visual or each closing radar contact is evaluated and the person directing the movement of the vessel knows the evaluation;

(2903) (g) Rudder orders are executed as given;

(2904) (h) Engine speed and direction orders are executed as given;

(2905) (i) Magnetic variation and deviation and gyrocompass errors are known and correctly applied by the person directing the movement of the vessel;

(2906) (j) A person whom he has determined is competent to steer the vessel is in the wheelhouse at all times (See also 46 U.S.C. 8702(d), which requires an able seaman at the wheel on U.S. vessels of 100 gross tons or more in narrow or crowded waters during low visibility);

(2907) (k) If a pilot other than a member of the vessel's crew is employed, the pilot is informed of the draft, maneuvering characteristics, and peculiarities of the vessel and of any abnormal circumstances on the vessel that may affect its safe navigation.

(2908) (1) Current velocity and direction for the area to be transited are known by the person directing the movement of the vessel;

(2909) (m) Predicted set and drift are known by the person directing movement of the vessel;

(2910) (n) Tidal state for the area to be transited is known by the person directing movement of the vessel;

(2911) (o) The vessel's anchors are ready for letting go;

(2912) (p) The person directing the movement of the vessel sets the vessel's speed with consideration for–

(2913) (1) The prevailing visibility and weather conditions;

(2914) (2) The proximity of the vessel to fixed shore and marine structures;

(2915) (3) The tendency of the vessel underway to squat and suffer impairment of maneuverability when there is small underkeel clearance;

(2916) (4) The comparative proportions of the vessel and the channel;

(2917) (5) The density of marine traffic;

(2918) (6) The damage that might be caused by the vessel's wake;

(2919) (7) The strength and direction of the current; and

(2920) (8) Any local vessel speed limit;

(2921) (q) The tests required by §164.25 are made and recorded in the vessel's log; and

(2922) (r) The equipment required by this part is maintained in operable condition.

(2923) (s) Upon entering U.S. waters, the steering wheel or lever on the navigating bridge is operated to determine if the steering equipment is operating properly under manual control, unless the vessel has been steered under manual control from the navigating bridge within the preceding 2 hours, except when operating on the Great Lakes and their connecting and tributary waters.

(2924) (t) At least two of the steering-gear power units on the vessel are in operation when such units are capable of simultaneous operation, except when the vessel is sailing

on the Great Lakes and their connecting and tributary waters, and except as required by Paragraph (u) of this section.

(2925) (u) On each passenger vessel meeting the requirements of the International Convention for the Safety of Life at Sea, 1960 (SOLAS 60) and on each cargo vessel meeting the requirements of SOLAS 74 as amended in 1981, the number of steering-gear power units necessary to move the rudder from 35° on either side to 30° on the other in not more than 28 seconds must be in simultaneous operation.

(2926)

§164.13 Navigation underway: tankers.

(2927) (a) As used in this section, "tanker" means a self-propelled tank vessel, including integrated tug barge combinations, constructed or adapted primarily to carry oil or hazardous material in bulk in the cargo spaces and inspected and certificated as a tanker.

(2928) (b) Each tanker must have an engineering watch capable of monitoring the propulsion system, communicating with the bridge, and implementing manual control measures immediately when necessary. The watch must be physically present in the machinery spaces or in the main control space and must consist of at least an engineer with an appropriately endorsed license or merchant mariner credential.

(2929) (c) Each tanker must navigate with at least two deck officers with an appropriately endoresed license or merchant mariner credential on watch on the bridge, one of whom may be a pilot. In waters where a pilot is required, the second officer, must be an individual holding an appropriately endorsed license or merchant mariner credential and assigned to the vessel as master, mate, or officer in charge of a navigational watch, who is separate and distinct from the pilot.

(2930) (d) Except as specified in Paragraph (e) of this section, a tanker may operate with an auto pilot engaged only if all of the following conditions exist:

(2931) (1) The operation and performance of the automatic pilot conforms with the standards recommended by the International Maritime Organization in IMO Resolution A.342(IX).

(2932) (2) A qualified helmsman is present at the helm and prepared at all times to assume manual control.

(2933) (3) The tanker is not operating in any of the following areas:

(2934) (i) The areas of the traffic separation schemes specified in subchapter P of this chapter.

(2935) (ii) The portions of a shipping safety fairway specified in part 166 of this chapter.

(2936) (iii) An anchorage ground specified in part 110 of this chapter.

(2937) (iv) An area within one-half nautical mile of any U.S. shore.

(2938)

§164.15 Navigation bridge visibility.

(2939) (a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(2940) (1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2941) (2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in Paragraph (a)(1) of this section.

(2942) (3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(2943) (4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(2944) (b) Clear view must be provided through at least two front windows at all times regardless of weather condition.

(2945)

§164.19 Requirements for vessels at anchor.

(2946) The master or person in charge of each vessel that is anchored shall ensure that–

(2947) (a) A proper anchor watch is maintained;

(2948) (b) Procedures are followed to detect a dragging anchor; and

(2949) (c) Whenever weather, tide, or current conditions are likely to cause the vessel's anchor to drag, action is taken to ensure the safety of the vessel, structures, and other vessels, such as being ready to veer chain, let go a second anchor, or get underway using the vessel's own propulsion or tug assistance.

(2950)

§164.25 Tests before entering or getting underway.

(2951) (a) Except as provided in paragraphs (b) and (c) of this section no person may cause a vessel to enter into or get underway on the navigable waters of the United States unless no more than 12 hours before entering or getting underway, the following equipment has been tested:

(2952) (1) Primary and secondary steering gear. The test procedure includes a visual inspection of the steering gear and its connecting linkage, and where applicable, the operation of the following:

(2953) (i) Each remote steering gear control system.

(2954) (ii) Each steering position located on the navigating bridge.

(2955) (iii) The main steering gear from the alternative power supply, if installed.

(2956) (iv) Each rudder angle indicator in relation to the actual position of the rudder.

(2957) (v) Each remote steering gear control system power failure alarm.

(2958) (vi) Each remote steering gear power unit failure alarm.

(2959) (vii) The full movement of the rudder to the required capabilities of the steering gear.

(2960) (2) All internal vessel control communications and vessel control alarms.

(2961) (3) Standby or emergency generator, for as long as necessary to show proper functioning, including steady state temperature and pressure readings.

(2962) (4) Storage batteries for emergency lighting and power systems in vessel control and propulsion machinery spaces.

(2963) (5) Main propulsion machinery, ahead and astern.

(2964) (b) Vessels navigating on the Great Lakes and their connecting and tributary waters, having once completed the test requirements of this sub-part, are considered to remain in compliance until arriving at the next port of call on the Great Lakes.

(2965) (c) Vessels entering the Great Lakes from the St. Lawrence Seaway are considered to be in compliance with this sub-part if the required tests are conducted preparatory to or during the passage of the St. Lawrence Seaway or within one hour of passing Wolfe Island.

(2966) (d) No vessel may enter, or be operated on the navigable waters of the United States unless the emergency steering drill described below has been conducted within 48 hours prior to entry and logged in the vessel logbook, unless the drill is conducted and logged on a regular basis at least once every three months. This drill must include at a minimum the following:

(2967) (1) Operation of the main steering gear from within the steering gear compartment.

(2968) (2) Operation of the means of communications between the navigating bridge and the steering compartment.

(2969) (3) Operation of the alternative power supply for the steering gear if the vessel is so equipped.

(2970)

§164.30 Charts, publications, and equipment: General.

(2971) No person may operate or cause the operation of a vessel unless the vessel has the marine charts, publications, and equipment as required by §§164.33 through 164.41 of this part.

(2972)

§164.33 Charts and publications.

(2973) (a) Each vessel must have the following:

(2974) (1) Marine charts of the area to be transited, published by the National Ocean Service, U.S. Army Corps of Engineers, or a river authority that–

(2975) (i) Are of a large enough scale and have enough detail to make safe navigation of the area possible; and

(2976) (ii) Are currently corrected.

(2977) (2) For the area to be transited, a currently corrected copy of, or applicable currently corrected extract from, each of the following publications:

(2978) (i) U.S. Coast Pilot.

(2979) (ii) Coast Guard Light List.

(2980) (3) For the area to be transited, the current edition of, or applicable current extract from:

(2981) (i) Tide tables published by private entities using data provided by the National Ocean Service.

(2982) (ii) Tidal current tables published by private entities using data provided by the National Ocean Service, or river current publication issued by the U.S. Army Corps of Engineers, or a river authority.

(2983) (b) As an alternative to the requirements for Paragraph (a) of this section, a marine chart or publication, or applicable extract, published by a foreign government may be substituted for a U.S. chart and publication required by this section. The chart must be of large enough scale and have enough detail to make safe navigation of the area possible, and must be currently corrected. The publication, or applicable extract, must singly or in combination contain similar information to the U.S. Government publication to make safe navigation of the area possible. The publication, or applicable extract must be currently corrected, with the exceptions of tide and tidal current tables, which must be the current editions.

(2984) (c) As used in this section, "currently corrected" means corrected with changes contained in all Notices to Mariners published by the National Geospatial-Intelligence Agency, or an equivalent foreign government publication, reasonably available to the vessel, and that is applicable to the vessel's transit.

(2985)

§164.35 Equipment: All vessels.

(2986) Each vessel must have the following:

(2987) (a) A marine radar system for surface navigation.

(2988) (b) An illuminated magnetic steering compass, mounted in a binnacle, that can be read at the vessel's main steering stand.

(2989) (c) A current magnetic compass deviation table or graph or compass comparison record for the steering compass, in the wheelhouse.

(2990) (d) A gyrocompass.

(2991) (e) An illuminated repeater for the gyrocompass required by Paragraph (d) of this section that is at the main steering stand, unless that gyrocompass is illuminated and is at the main steering stand.

(2992) (f) An illuminated rudder angle indicator in the wheelhouse.

(2993) (g) The following maneuvering information prominently displayed on a fact sheet in the wheelhouse:

(2994) (1) A turning circle diagram to port and starboard that shows the time and distance and advance and transfer required to alter course 90 degrees with maximum rudder angle and constant power settings, for either full or half speeds, or for full and slow speeds. For vessels whose turning circles are essentially the same for both directions, a diagram showing a turning circle in one direction, with a note on the diagram stating that turns to port and starboard are essentially the same, may be substituted.

(2995) (2) The time and distance to stop the vessel from either full and half speeds, or from full and slow speeds, while maintaining approximately the initial heading with minimum application of rudder.

(2996) (3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(2997) (4) For each vessel with a controllable pitch propeller, a table of control settings for a representative range of speeds.

(2998) (5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary device is effective in maneuvering the vessel.

(2999) (6) The maneuvering information for the normal load and normal ballast condition for–

(3000) (i) Calm weather-wind 10 knots or less, calm sea;

(3001) (ii) No current;

(3002) (iii) Deep water conditions-water depth twice the vessel's draft or greater; and

(3003) (iv) Clean hull.

(3004) (7) At the bottom of the fact sheet, the following statement:

(3005)

WARNING

The response of the (name of the vessel) may be different from that listed above if any of the following conditions, upon which the maneuvering information is based, are varied:
(1) Calm weather—wind 10 knots or less, calm sea;
(2) No current;
(3) Water depth twice the vessel's draft or greater;
(4) Clean hull; and
(5) Intermediate drafts or unusual trim.

(3006) (h) An echo depth sounding device.

(3007) (i) A device that can continuously record the depth readings of the vessel's echo depth sounding device, except when operating on the Great Lakes and their connecting and tributary waters.

(3008) (j) Equipment on the bridge for plotting relative motion.

(3009) (k) Simple operating instructions with a block diagram, showing the changeover procedures for remote steering gear control systems and steering gear power units, permanently displayed on the navigating bridge and in the steering gear compartment.

(3010) (1) An indicator readable from the centerline conning position showing the rate of revolution of each propeller, except when operating on the Great Lakes and their connecting and tributary waters.

(3011) (m) If fitted with controllable pitch propellers, an indicator readable from the centerline conning position showing the pitch and operational mode of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(3012) (n) If fitted with lateral thrust propellers, an indicator readable from the centerline conning position showing the direction and amount of thrust of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(3013) (o) A telephone or other means of communication for relaying headings to the emergency steering station. Also, each vessel of 500 gross tons and over and constructed on or after June 9, 1995 must be provided with arrangements for supplying visual compass-readings to the emergency steering station.

(3014)

§164.37 Equipment: Vessels of 10,000 gross tons or more.

(3015) (a) Each vessel of 10,000 gross tons or more must have, in addition to the radar system under §164.35(a), a second marine radar system that operates independently of the first.

(3016) **NOTE:** Independent operation means two completely separate systems, from separate branch power supply circuits or distribution panels to antennas, so that failure of any component of one system will not render the other system inoperative.

(3017) (b) On each tanker of 10,000 gross tons or more that is subject to 46 U.S.C. 3708, the dual radar system required by this part must have a short range capability and a long range capability; and each radar must have true north features consisting of a display that is stabilized in azimuth.

(3018)

§164.38 Automatic radar plotting aids (ARPA). (See 33 CFR 164.)

(3019)

§164.39 Steering gear; Foreign tankers.

(3020) (a) This section applies to each foreign tanker of 10,000 gross tons or more, except a public vessel, that–

(3021) (1) Transfers oil at a port or place subject to the jurisdiction of the United States; or

(3022) (2) Otherwise enters or operates in the navigable waters of the United States, except a vessel described by §164.02 of this part.

(3023) (b) *Definitions*. The terms used in this section are as follows:

(3024) *Constructed* means the same as in Chapter II-1, Regulationsn1.1.2 and 1.1.3.1, of SOLAS 74.

(3025) *Existing tanker* means a tanker–

(3026) (1) For which the building contract is placed on or after June 1, 1979;

(3027) (2) In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after January 1, 1980;

(3028) (3) The delivery of which occurs on or after June 1, 1982; or

(3029) (4) That has undergone a major conversion contracted for on or after June 1, 1979; or construction of which was begun on or after January 1, 1980, or completed on or after June 1, 1982.

(3030) *Public vessel, oil hazardous materials*, and *foreign vessel* mean the same as in 46 U.S.C. 2101.

(3031) *SOLAS 74* means the International Convention for the Safety of Life at Sea, 1974, as amended.

(3032) *Tanker* means a self-propelled vessel defined as a tanker by 46 U.S.C. 2101(38) or as a tank vessel by 46 U.S.C. 2101(39).

(3033) (c) Each tanker constructed on or after September 1, 1984, must meet the applicable requirements of Chapter II-1, Regulations 29 and 30, of SOLAS 74.

(3034) (d) Each tanker constructed before September 1, 1984, must meet the requirements of Chapter II-1, Regulation 29.19, of SOLAS 74.

(3035) (e) Each tanker of 40,000 gross tons or more, constructed before September 1, 1984, that does not meet the single-failure criterion of Chapter II-1, Regulation 29.16, of SOLAS 74, must meet the requirements of Chapter II-1, Regulation 29.20, of SOLAS 74.

(3036) (f) Each tanker constructed before September 1, 1984, must meet the applicable requirements of Chapter II-1, Regulations 29.14 and 29.15, of SOLAS 74.

(3037)

§164.40 Devices to indicate speed and distance.

(3038) (a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 of this part must be fitted with a device to indicate speed and distance of the vessel either through the water or over the ground.

(3039) (b) The device must meet the following specifications:

(3040) (1) The display must be easily readable on the bridge by day or night.

(3041) (2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3042) (3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(3043)

§164.41 Electronic position fixing devices.

(3044) (a) Each vessel calling at a port in the continental United States, including Alaska south of Cape Prince of Wales, except each vessel owned or bareboat chartered and operated by the United States, or by a state or its political subdivision, or by a foreign nation, and not engaged in commerce, must have a satellite navigation receiver with—

(3045) (1) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(3046) (2) Position updates derived from satellite information during each usable satellite pass.

(3047) (b) A system that is found by the Commandant to meet the intent of the statements of availability, coverage, and accuracy for the U.S. Coastal Confluence Zone (CCZ) contained in the U.S. "Federal Radionavigation Plan" (Report No. DOD-NO 4650.4-P, I or No. DOT-TSC-RSPA-80-16, I). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Commandant (CG-DCO-D), Attn: Deputy for Operations Policy and Capabilities, U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7318. After reviewing the application, the Commandant may request additional information to establish whether or not the device meets the intent of the Federal Radionavigation Plan. Note: The Federal Radionavigation Plan is available from the National Technical Information Service, Springfield, Va. 22161, with the following Government Accession Numbers:

(3048) Vol 1, ADA 116468

(3049) Vol 2, ADA 116469

(3050) Vol 3, ADA 116470

(3051) Vol 4, ADA 116471

(3052)

§164.42 Rate of turn indicator.

(3053) Each vessel of 100,000 gross tons or more constructed on or after September 1, 1984, shall be fitted with a rate of turn indicator.

(3054)

§164.43 [Removed]

(3055)

§164.46 Automatic Identification System.

(3056) (a) *Definitions*. As used in this section—*Automatic Identification Systems or AIS* means a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), adopted by the International Maritime Organization (IMO), that—

(3057) (1) Provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft;

(3058) (2) Receives automatically such information from similarly fitted ships, monitors and tracks ships; and

(3059) (3) Exchanges data with shore-based facilities.

(3060) *Gross tonnage* means tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(3061) *International voyage* means a voyage from a country to which the present International Convention for the Safety of Life at Sea applies to a port outside such country, or conversely.

(3062) *Properly installed, operational* means an Automatic Identification System (AIS) that is installed and operated using the guidelines set forth by the International Maritime Organization (IMO) Resolution A.917(22) and Safety of Navigation Circulars (SN/Circ.) 227, 244, 245, and SN.1/Circ.289; or National Marine Electronics Association (NMEA) Installation Standard 0400-3.10 in lieu of SN/Circ.227 and 245 (incorporated by reference, see §164.03).

(3063) (b) *AIS carriage*—(1) *AIS Class A device*. The following vessels must have on board a properly installed, operational Coast Guard type-approved AIS Class A device:

(3064) (i) A self-propelled vessel of 65 feet or more in length, engaged in commercial service.

(3065) (ii) A towing vessel of 26 feet or more in length and more than 600 horsepower, engaged in commercial service.

(3066) (iii) A self-propelled vessel that is certificated to carry more than 150 passengers.

(3067) (iv) A self-propelled vessel engaged in dredging operations in or near a commercial channel or shipping fairway in a manner likely to restrict or affect navigation of other vessels.

(3068) (v) A self-propelled vessel engaged in the movement of—

(3069) (A) Certain dangerous cargo as defined in subpart C of part 160 of this chapter, or

(3070) (B) Flammable or combustible liquid cargo in bulk that is listed in 46 CFR 30.25-1, Table 30.25-1.

(3071) (2) *AIS Class B device*. Use of a Coast Guard type-approved AIS Class B device in lieu of an AIS Class A device is permissible on the following vessels if they are not subject to pilotage by other than the vessel Master or crew:

(3072) (i) Fishing industry vessels;

(3073) (ii) Vessels identified in paragraph (b)(1)(i) of this section that are certificated to carry less than 150 passengers and that—

(3074) (A) Do not operate in a Vessel Traffic Service (VTS) or Vessel Movement Reporting System (VMRS) area defined in Table 161.12(c) of §161.12 of this chapter, and

(3075) (B) Do not operate at speeds in excess of 14 knots; and

(3076) (iii) Vessels identified in paragraph (b)(1)(iv) of this section engaged in dredging operations.

(3077) *Note to paragraph (b)*: Under 33 U.S.C. 1223(b)(3) and 33 CFR 160.111, a Coast Guard Captain of the Port (COTP) may restrict the operation of a vessel if he or she determines that by reason of weather, visibility, sea conditions, port congestion, other hazardous circumstances, or the condition of such vessel, the restriction is justified in the interest of safety. In certain circumstances, if a COTP is concerned that the operation of a vessel not subject to §164.46 would be unsafe, the COTP may determine that voluntary installation of AIS by the operator would mitigate that concern.

(3078) (c) *SOLAS provisions*. The following self-propelled vessels must comply with International Convention for Safety of Life at Sea (SOLAS), as amended, Chapter V, regulation 19.2.1.6 (Positioning System), 19.2.4 (AIS Class A), and 19.2.3.5 (Transmitting Heading Device) or 19.2.5.1 (Gyro Compass) as applicable (Incorporated by reference, see §164.03):

(3079) (1) A vessel of 300 gross tonnage or more, on an international voyage.

(3080) (2) A vessel of 150 gross tonnage or more, when carrying more than 12 passengers on an international voyage.

(3081) (d) *Operations*. The requirements in this paragraph are applicable to any vessel equipped with AIS.

(3082) (1) Use of AIS does not relieve the vessel of the requirements to sound whistle signals or display lights or shapes in accordance with the International Regulations for Preventing Collisions at Sea,1972 (72 COLREGS), 28 U.S.T. 3459, T.I.A.S. 8587, or Inland Navigation Rules, 33 CFR part 83; nor of the radio requirements of the Vessel Bridge-to-Bridge Radiotelephone Act, 33 U.S.C. 1201-1208, part 26 of this chapter, and 47 CFR part 80.

(3083) (2) AIS must be maintained in effective operating condition, which includes—

(3084) (i) The ability to reinitialize the AIS, which requires access to and knowledge of the AIS power source and password;

(3085) (ii) The ability to access AIS information from the primary conning position of the vessel;

(3086) (iii) The accurate broadcast of a properly assigned Maritime Mobile Service Identity (MMSI) number;

(3087) (iv) The accurate input and upkeep of all AIS data fields and system updates; and

(3088) (v) For those vessels denoted in paragraph (b) of this section, the continual operation of AIS and its associated devices (*e.g.*, positioning system, gyro, converters, displays) at all times while the vessel is underway or at anchor, and, if moored, at least 15 minutes prior to getting underway; except when its operation would compromise the safety or security of the vessel or a security incident is imminent. The AIS should be returned to continuous operation as soon as the compromise has been mitigated or the security incident has passed. The time and reason for the silent period should be recorded in the ship's official log and reported to the nearest Captain of the Port or Vessel Traffic Center (VTC).

(3089) (3) AIS safety-related text messaging must be conducted in English and solely to exchange or communicate pertinent navigation safety information (analogous to a SECURITE broadcast). Although not prohibited, AIS text messaging should not be relied upon as the primary means for broadcasting distress (MAYDAY) or urgent (PAN PAN) communications. (47 CFR 80.1109, Distress, urgency, and safety communications).

(3090) (4) AIS application-specific messaging (ASM) is permissible, but is limited to applications adopted by the International Maritime Organization (such as IMO SN.1/

Circ.289) or those denoted in the International Association of Marine Aids to Navigation and Lighthouse Authorities' (IALA) ASM Collection for use in the United States or Canada, and to no more than one ASM per minute.

(3091) *Note to paragraph (d)*: The Coast Guard has developed the "U.S. AIS Encoding Guide" to help ensure consistent and accurate data encoding (input) by AIS users. This Guide is available at our "AIS Frequently Asked Questions" (FAQ #2) World Wide Web page at *www.navcen.uscg.gov*. Although of great benefit, the interfacing or installation of other external devices or displays (*e.g.*, transmitting heading device, gyro, rate of turn indicator, electronic charting systems, and radar), is not currently required except as denoted in §164.46(c). Most application-specific messages require interfacing to an external system that is capable of their portrayal, such as equipment certified to meet Radio Technical Commission for Maritime Services (RTCM) electronic chart system (ECS) standard 10900 series.

(3092) (e) *Watchkeeping*. AIS is primarily intended for use by the Master or person in charge of the vessel, or by the person designated by the Master or person in charge to pilot or direct the movement of the vessel, who must maintain a periodic watch for AIS information.

(3093) (f) *Portable AIS*. The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS device may be transmitting on board a vessel at any one time.

(3094) (g) *AIS Pilot Plug*. The AIS Pilot Plug on any vessel subject to pilotage by other than the vessel Master or crew must be readily available and easily accessible from the primary conning position of the vessel and permanently affixed (not an extension cord) and adjacent (within 3 feet) to a 120-volt 50/60 Hz AC power receptacle (NEMA 5-15).

(3095) (h) *Exceptions*. The following vessels may seek up to a 5-year deviation from the AIS requirements of this section by requesting a deviation under §164.55.

(3096) (1) Vessels that operate solely within a very confined area (*e.g.*, less than a 1 nautical-mile radius, shipyard, or barge fleeting facility);

(3097) (2) Vessels that conduct only short voyages (less than 1 nautical mile) on a fixed schedule (*e.g.*, a bank-to-bank river ferry service or a tender vessel);

(3098) (3) Vessels that are not likely to encounter other AIS-equipped vessels;

(3099) (4) Vessels whose design or construction makes it impracticable to operate an AIS device (*e.g.*, those that lack electrical power, have an exposed or open cabin, or are submersible); or

(3100) (5) Vessels denoted in paragraph (b)(2) that seek a deviation from requirements in paragraphs (d)(2)(ii) and (e) of this section because their AIS Class B device lacks a display.

(3101) (i) *Prohibition*. Except for maritime support stations (see 47 CFR 80.5) licensed by the Federal Communications Commission (FCC), broadcasts from AIS Class A or B devices on aircraft, non-self propelled vessels or from land are prohibited.

(3102) (j) *Implementation date*. Those vessels identified in paragraphs (b) and (c) of this section that were not previously subject to AIS carriage must install AIS no later than March 1, 2016.

(3103)

§164.51 Deviations from rules: Emergency.

(3104) Except for the requirements of §164.53(b), in an emergency, any person may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment.

(3105)

§164.53 Deviations from rules and reporting: Non-operating equipment.

(3106) (a) If during a voyage any equipment required by this part stops operating properly, the person directing the movement of the vessel may continue to the next port of call, subject to the directions of the District Commander or the Captain of the Port, as provided by 33 CFR 160.

(3107) (b) If the vessel's automatic identification system (AIS), radar, radio navigation receivers, gyrocompass, echo depth sounding device, or primary steering gear stops operating properly, the person directing the movement of the vessel must report or cause to be reported that it is not operating properly to the nearest Captain of the Port, District Commander, or, if participating in a Vessel Traffic Service, to the Vessel Traffic Center, as soon as possible.

(3108)

§164.55 Deviations from rules: Continuing operation or period of time.

(3109) The Captain of the Port, upon written application, may authorize a deviation from any rule in this part if he determines that the deviation does not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The authorization may be issued for vessels operating in the waters under the jurisdiction of the Captain of the Port for any continuing operation or period of time the Captain of the Port specifies.

(3110)

§164.61 Marine casualty reporting and record retention.

(3111) When a vessel is involved in a marine casualty as defined in 46 CFR 4.03-1, the master or person in charge of the vessel shall:

(3112) (a) Ensure compliance with 46 CFR 4.05, "Notice of Marine Casualty and Voyage Records," and

(3113) (b) Ensure that the voyage records required by 46 CFR 4.05-15 are retained for:

(3114) (1) 30 days after the casualty if the vessel remains in the navigable waters of the United States; or

(3115) (2) 30 days after the return of the vessel to a United States port if the vessel departs the navigable waters of the United States within 30 days after the marine casualty.

(3116)

§164.70 Definitions.

(3117) For purposes of §§164.72 through 164.82, the term–

(3118) *Current edition* means the most recent published version of a publication, chart, or map required by §164.72.

(3119) *Currently corrected edition* means a current or previous edition of a publication required by §164.72, corrected with changes that come from Notice to Mariners (NTMs) or Notices to Navigation reasonably available and that apply to the vessel's transit. Hand-annotated river maps from U.S. Army Corps of Engineers (ACOE) are currently corrected editions if issued within the previous 5 years.

(3120) *Great Lakes* means the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between miles 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between miles 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock.

(3121) *Merchant mariner credential or MMC* means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.

(3122) *Swing-meter* means an electronic or electric device that indicates that rate of turn of the vessel on board which it is installed.

(3123) *Towing vessel* means a commercial vessel engaged in or intending to engage in pulling, pushing or hauling alongside, or any combination of pulling, pushing, or hauling alongside.

(3124) *Western Rivers* means the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational-demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternative Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternative Route including the Old River and the Red River and those waters specified by §§89.25 and 89.27 of this chapter, and such other, similar waters as are designated by the COTP.

(3125)

§164.72 Navigational-safety equipment, charts or maps, and publications required on towing vessels.

(3126) (a) Except as provided by §164.01(b), each towing vessel must be equipped with the following navigational-safety equipment:

(3127) (1) *Marine Radar.* By August 2, 1997, a marine radar that meets the following applicable requirements:

(3128) (i) For a vessel of less than 300 tons gross tonnage that engages in towing on navigable waters of the U.S., including Western Rivers, the radar must meet–

(3129) (A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR part 80; and

(3130) (B) RTCM Standard for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, RTCM Paper-71-95/SC112-STD, Version 1.1, display Category II and stabilization Category Bravo.

(3131) (ii) For a vessel of less than 300 tons gross tonnage that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet–

(3132) (A) The requirements of the FCC specified by 47 CFR part 80; and

(3133) (B) RTCM Standard for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, RTCM Paper 71-95/SC112-STD, Version 1.1, display Category I and stabilization Category Alpha.

(3134) (iii) For a vessel of 300 tons gross tonnage or more that engages in towing on navigable waters of the U.S., including Western rivers, the radar must meet–

(3135) (A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR part 80; and

(3136) (B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191–93/SC112–X, Version 1.2 except the requirements for azimuth stabilization in Paragraph 3.10.

(3137) (iv) For a vessel of 300 tons gross tonnage or more that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet–

(3138) (A) The requirements of the FCC specified by 47 CFR Part 80; and

(3139) (B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191–93/SC112–X, Version 1.2.

(3140) (v) A towing vessel with an existing radar must meet the applicable requirements of paragraphs (a)(1)(i) through (iv) of this section by August 2, 1998; except that a towing vessel with an existing radar must meet the display and stabilization requirements of Paragraph (a)(1)(ii)(B) of this section by August 2, 2001.

(3141) (2) *Searchlight*. A searchlight, directable from the vessel's main steering station and capable of illuminating objects at a distance of at least two times the length of the tow.

(3142) (3) *VHF-FM Radio*. An installation or multiple installations of VHF-FM radios as prescribed by part 26 of this chapter and 47 CFR part 80, to maintain a continuous listening watch on the designated calling channel, VHF-FM Channel 13 (except on portions of the Lower Mississippi River, where VHF-FM Channel 67 is the designated calling channel), and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16, except when transmitting or receiving traffic

(3167)

TABLE 164.72 – Equipment, Charts or Maps, and Publications of Towing Vessels for 12 Meters or More in Length

	Western Rivers	U.S. Navigable Waters (other than Western Rivers)	Waters seaward of Navigable Waters and 3 NM or more from shore on the Great Lakes
Marine Radar: Towing Vessels of less than 300 GT	RTCM Paper 71-95/SC112-STD Version 1.1 Display Category II[1] Stabilization Category BRAVO	RTCM Paper 71-95/SC112-STD Version 1.1 Display Category II[1] Stabilization Category BRAVO	RTCM Paper 71-95/SC112-STD Version 1.1 Display Category I[2] Stabilization Category ALPHA
Towing Vessels of 300 GT or more	RTCM Paper 191-93/SC112-X Version 1.2 (except the Azimuth stabilization requirement in paragraph 3.10)[1]	RTCM Paper 191-93/SC112-X Version 1.2 (except the Azimuth stabilization requirement in paragraph 3.10)[1]	RTCM Paper 191-93/SC112-X Version 1.2[1]
Searchlight	X	X	X
VHF-FM Radio	X	X	X
Magnetic Compass	X[3]	X	X
Swing Meter	X[3]		
Echo Depth-sounding Device		X	X
Electronic Position Fixing Device			X
Charts or Maps	(1) Large enough scale (2) Current edition or currently corrected edition	(1) Large enough scale (2) Current edition or currently corrected edition	(1) Large enough scale (2) Currently corrected edition
General Publications	(1) U.S. Coast Guard Light List (2) Notices to Navigation or Local Notices to Mariners (3) River-current Tables	(1) U.S. Coast Guard Light List (2) Local Notices to Mariners (3) Tidal-current Tables (4) Tide Tables (5) U.S. Coast Pilot	(1) U.S. Coast Guard Light List (2) Local Notices to Mariners (3) Tidal-current Tables (4) Tide Tables (5) U.S. Coast Pilot

Notes:
[1] Towing vessels with existing radar must meet this requirement by August 2, 1998.
[2] Towing vessels with existing radar must meet this requirement by August 2, 1998 but do not need to meet the display and stabilization requirements until August 2, 2001.
[3] A towing vessel may carry either a swing-meter or a magnetic compass.

on other VHF-FM channels or when participating in a Vessel Traffic Service (VTS) or monitoring a channel of a VTS. (Each U.S. towing vessel of 26 feet (about 8 meters) or more in length, except a public vessel, must hold a ship-radio-station license for radio transmitters (including radar and EPIRBs), and each operator must hold a restricted operator's license or higher. To get an application for either license, call (800) 418-FORM or (202) 418-FORM, or write to the FCC; Wireless Bureau, Licensing Division; 1270 Fairfield Road; Gettysburg, PA 17325-7245.)

(3143) (4) *Magnetic Compass*. Either–

(3144) (i) An illuminated swing-meter or an illuminated card-type magnetic steering compass readable from the vessel's main steering station, if the vessel engages in towing exclusively on Western Rivers; or

(3145) (ii) An illuminated card-type magnetic steering compass readable from the vessel's main steering station.

(3146) (5) *Echo Depth-Sounding Device*. By August 2, 2001, an echo depth-sounding device readable from the vessel's main steering station, unless the vessel engages in towing exclusively on Western Rivers.

(3147) (6) *Electronic Position-Fixing Device*. An electronic position-fixing device, satellite navigational system such as the Global Positioning System (GPS) as required by §164.41, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.

(3148) (b) Each towing vessel must carry on board and maintain the following:

(3149) (1) *Charts or maps*. Marine charts or maps of the areas to be transited, published by the National Ocean Service (NOS), the ACOE, or a river authority that satisfy the following requirements.

(3150) (i) The charts or maps must be of a large enough scale and have enough detail to make safe navigation of the areas possible.

(3151) (ii) The charts or maps must be either–

(3152) (A) Current editions or currently corrected editions, if the vessel engages in towing exclusively on navigable waters of the U.S., including Western Rivers; or

(3153) (B) Currently corrected editions, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.

(3154) (iii) The charts or maps may be, instead of charts or maps required by paragraphs (b)(1) (i) and (ii) of this section, currently corrected marine charts or maps, or applicable extracts, published by a foreign government. These charts or maps, or applicable extracts, must contain information similar to that on the charts or maps required by paragraphs (b)(1) (i) and (ii) of the section, be of large enough scale, and have enough detail to make safe navigation of the areas possible, and must be currently corrected.

(3155) (2) *General publications*. A currently corrected edition of, or an applicable currently corrected extract from, each of the following publications for the area to be transited:

(3156) (i) If the vessel is engaged in towing exclusively on Western Rivers–

(3157) (A) U.S. Coast Guard Light List;

(3158) (B) Applicable Notices to Navigation published by the ACOE, or Local Notices to Marines (LNMs) published by the Coast Guard, for the area to be transited, when available; and

(3159) (C) River-current tables published by the ACOE or a river authority, if available.

(3160) (ii) if the vessel is engaged other than in towing exclusively on Western Rivers–

(3161) (A) Coast Guard Light List;

(3162) (B) Notices to Mariners published by the National Geospatial-Intelligence Agency, or LNMs published by the Coast Guard;

(3163) (C) Tidal-current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;

(3164) (D) Tide tables published by private entities using data provided by the NOS; and

(3165) (E) U.S. Coast Pilot.

(3166) (c) Table 164.72, following, summarizes the navigational-safety equipment, charts or maps, and publications required for towing vessels of 12 meters or more in length:

(3168)

§164.74 Towline and terminal gear for towing astern.

(3169) (a) *Towline*. The owner, master, or operator of each vessel towing astern shall ensure that the strength of each towline is adequate for its intended service, considering at least the following factors:

(3170) (1) The size and material of each towline must be–

(3171) (i) Appropriate for the horsepower or bollard pull of the vessel;

(3172) (ii) Appropriate for the static loads and dynamic loads expected during the intended service;

(3173) (iii) Appropriate for the sea conditions expected during the intended service;

(3174) (iv) Appropriate for exposure to the marine environment and to any chemicals used or carried on board the vessel;

(3175) (v) Appropriate for the temperatures of normal stowage and service on board the vessel;

(3176) (vi) Compatible with associated navigational-safety equipment; and

(3177) (vii) Appropriate for the likelihood of mechanical damage.

(3178) (2) Each towline as rigged must be–

(3179) (i) Free of knots;

(3180) (ii) Spliced with a thimble, or have a poured socket at its end; and

(3181) (iii) Free of wire clips except for temporary repair, for which the towline must have a thimble and either five wire clips or as many wire clips as the manufacturer specifies for the nominal diameter and construction of the towline, whichever is more.

(3182) (3) The condition of each towline must be monitored through the–

(3183) (i) Keeping on board the towing vessel or in company files of a record of the towline's initial minimum breaking strength as determined by the manufacturer, by a classification ("class") society authorized in §157.04 of this chapter, or by a tensile test that meets API Specifications 9A, Specification for Wire Rope, Section 3; ASTM D 4268 (incorporated by reference, see §164.03), Standard Test Method for Testing Fiber Ropes; or Cordage Institute CIA 3, Standard Test Methods for Fiber Rope Including Standard Terminations;

(3184) (ii) If the towline is purchased from another owner, master, or operator of a vessel with the intent to use it as a towline or if it is retested for any reason, keeping on board the towing vessel or in company files of a record of each retest of the towline's minimum breaking strength as determined by a class society authorized in §157.04 of this chapter or by a tensile test that meets API Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute CIA 3, Standard Test Methods;

(3185) (iii) Conducting visual inspections of the towline in accordance with the manufacturer's recommendations, or at least monthly, and whenever the serviceability of the towline is in doubt (the inspections being conducted by the owner, master, or operator, or by a person on whom the owner, master, or operator confers the responsibility to take corrective measures appropriate for the use of the towline);

(3186) (iv) Evaluating the serviceability of the whole towline or any part of the towline, and removing the whole or part from service either as recommended by the manufacturer or a class society authorized in §157.04 of this chapter or in accordance with a replacement schedule developed by the owner, master, or operator that accounts for at least the–

(3187) (A) Nautical miles on, or time in service of, the towline;

(3188) (B) Operating conditions experienced by the towline;

(3189) (C) History of loading of the towline;

(3190) (D) Surface condition, including corrosion and discoloration, of the towline;

(3191) (E) Amount of visible damage to the towline;

(3192) (F) Amount of material deterioration indicated by measurements of diameter and, if applicable, measurements of lay extension of the towline; and

(3193) (G) Point at which a tensile test proves the minimum breaking strength of the towline inadequate by the standards of Paragraph (a)(1) of this section, if necessary; and

(3194) (v) Keeping on board the towing vessel or in company files of a record of the material condition of the towline when inspected under paragraphs (a)(3)(iii) and (iv) of this section. Once this record lapses for three months or more, except when a vessel is laid up or out of service or has not deployed its towline, the owner,

master, or operator shall retest the towline or remove it from service.

(3195) (b) *Terminal gear*. The owner, master, or operator of each vessel towing astern shall ensure that the gear used to control, protect, and connect each towline meets the following criteria:

(3196) (1) The material and size of the terminal gear are appropriate for the strength and anticipated loading of the towline and for the environment;

(3197) (2) Each connection is secured by at least one nut with at least one cotter pin or other means of preventing its failure;

(3198) (3) The lead of the towline is appropriate to prevent sharp bends in the towline from fairlead blocks, chocks, or tackle;

(3199) (4) There is provided a method, whether mechanical or non-mechanical, that does not endanger operating personnel but that easily releases the towline;

(3200) (5) The towline is protected from abrasion or chafing by chafing gear, lagging, or other means;

(3201) (6) Except on board a vessel towing in ice on Western Rivers or one using a towline of synthetic or natural fiber, there is fitted a winch that evenly spools and tightly winds the towline; and

(3202) (7) If a winch is fitted, there is attached to the main drum a brake that has holding power appropriate for the horsepower or bollard pull of the vessel and can be operated without power to the winch.

(3203)

§164.76 Towline and terminal gear for towing alongside and pushing ahead.

(3204) The owner, master, or operator of each vessel towing alongside or pushing ahead shall ensure the face wires, spring lines, and push gear used–

(3205) (a) Are appropriate for the vessel's horsepower;

(3206) (b) Are appropriate for the arrangement of the tow;

(3207) (c) Are frequently inspected; and

(3208) (d) Remain serviceable.

(3209)

§164.78 Navigation under way: Towing vessels.

(3210) (a) The owner, master, or operator of each vessel towing shall ensure that each person directing and controlling the movement of the vessel–

(3211) (1) Understands the arrangement of the tow and the effects of maneuvering on the vessel towing and on the vessel, barge, or object being towed;

(3212) (2) Can fix the position of the vessel using installed navigational equipment, aids to navigation, geographic reference-points, and hydrographic contours;

(3213) (3) Does not fix the position of the vessel using buoys alone (Buoys are aids to navigation placed in approximate positions either to alert mariners to hazards to navigation or to indicate the orientation of a channel. They may not maintain exact charted positions, because strong or varying currents, heavy seas, ice and collisions with vessels can move or sink them or set them adrift. Although they may corroborate a position fixed by other means, they cannot fix a position; however, if no other aids are available, buoys alone may establish an estimated position.);

(3214) (4) Evaluates the danger of each closing visual or radar contact;

(3215) (5) Knows and applies the variation and deviation, where a magnetic compass is fitted and where charts or maps have enough detail to enable this type of correction;

(3216) (6) Knows the speed and direction of the current, and the set, drift, and tidal state for the area to be transited;

(3217) (7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(3218) (8) Monitors the voyage plan required by §164.80.

(3219) (b) The owner, master, or operator of each vessel towing shall ensure that the tests and inspections required by §164.80 are conducted and that the results are entered in the log or other record carried on board.

(3220)

§164.80 Tests inspections, and voyage planning.

(3221) (a) The owner, master, or operator of each towing vessel of less than 1,600 GT shall ensure that the following tests and inspections of gear occur before the vessel embarks on a voyage of more than 24 hours or when each new master or operator assumes command:

(3222) (1) *Steering-systems*. A test of the steering-gear-control system; a test of the main steering gear from the alternative power supply, if installed; a verification of the rudder-angle indicator relative to the actual position of the rudder; and a visual inspection of the steering gear and its linkage.

(3223) (2) *Navigational equipment*. A test of all installed navigational equipment.

(3224) (3) *Communications*. Operation of all internal vessel control communications and vessel-control alarms, if installed.

(3225) (4) *Lights*. Operation of all navigational lights and all searchlights.

(3226) (5) *Terminal gear*. Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and the winch brake, if installed.

(3227) (6) *Propulsion systems*. Visual inspection of the spaces for main propulsion machinery, of machinery, and of devices for monitoring machinery.

(3228) (b) The owner, master, or operator of each towing vessel of 1,600 GT or more shall ensure that the following tests of equipment occur at the frequency required by §164.25 and that the following inspections of gear occur before the vessel embarks on a voyage of more than 24 hours or when each new master or operator assumes command:

(3229) (1) *Navigational equipment*. Tests of onboard equipment as required by §164.25.

(3230) (2) *Terminal gear*. Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and of the winch brake, if installed.

(3231) (c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is–

(3232) (i) Used solely for any of the following services or any combination of these services–

(3233) (A) Within a limited geographic area, such as fleeting-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows:

(3234) (B) For harbor assist;

(3235) (C) For assistance towing as defined by 46 CFR 10.103;

(3236) (D) For response to emergency or pollution;

(3237) (ii) A public vessel that is both owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service;

(3238) (iii) A foreign vessel engaged in innocent passage; or

(3239) (iv) Exempted by the Captain of the Port (COTP).

(3240) (2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3241) (3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S.,then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(3242) (i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departures, all ports of call, and the destination;

(3243) (ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(3244) (iii) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(3245) (iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(3246) (v) Pre-departure checklists;

(3247) (vi) Calculated speed and estimated time of arrival at proposed waypoints;

(3248) (vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(3249) (viii) Any master's or operator's standings orders detailing closest points of approach, special conditions, and critical maneuvers; and

(3250) (ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(3251)

§164.82 Maintenance, failure, and reporting.

(3252) (a) *Maintenance*. The owner, master, or operator or each towing vessel shall maintain operative the navigational-safety equipment required by §164.72.

(3253) (b) *Failure*. If any of the navigational-safety equipment required by §164.72 fails during a voyage, the owner, master, or operator of the towing vessel shall exercise due diligence to repair it at the earliest practicable time. He or she shall enter its failure in the log or other record carried on board. The failure of equipment, in itself, does not constitute a violation of this rule; nor does it constitute unseaworthiness; nor does it obligate an owner, master, or operator to moor or anchor the vessel. However, the owner, master, or operator shall consider the state of the equipment-along with such factors as weather, visibility, traffic, and the dictates of good seamanship-in deciding whether it is safe for the vessel to proceed.

(3254) (c) *Reporting*. The owner, master, or operator of each towing vessel whose equipment is inoperative or otherwise impaired while the vessel is operating within a Vessel Traffic Service (VTS) Area shall report the fact as required by 33 CFR 161.124. (33 CFR 161.124 requires that each user of a VTS report to the Vessel Traffic Center as soon as practicable:

(3255) (1) Any absence or malfunction of vessel-operating equipment for navigational safety, such as propulsion machinery, steering gear, radar, gyrocompass, echo depth-sounding or other sounding device, automatic dependent surveillance equipment, or navigational lighting;

(3256) (2) Any condition on board the vessel likely to impair navigation, such as shortage of personnel or lack of current nautical charts or maps, or publications; and

(3257) (3) Any characteristics of the vessel that affect or restrict the maneuverability of the vessel, such as arrangement of cargo, trim, loaded condition, under-keel clearance, and speed.)

(3258) (d) *Deviation and authorization*. The owner, master, or operator of each towing vessel unable to repair within 96 hours an inoperative marine radar required by §164.72(a) shall so notify the Captain of the Port (COTP) and shall seek from the COTP both a deviation from the requirements of this section and an authorization for continued operation in the area to be transited. Failure of redundant navigational-safety equipment, including but not limited to failure of one of two installed radars, where each satisfies §164.72(a), does not necessitate either a deviation or an authorization.

(3259) (1) The initial notice and request for a deviation and an authorization may be spoken, but the request must also be written. The written request must explain why immediate repair is impracticable, and state when and by whom the repair will be made.

(3260) (2) The COTP, upon receiving even a spoken request, may grant a deviation and an authorization from any of the provisions of §§164.70 through 164.82 for a specified time if he or she decides that they would not impair the safe navigation of the vessel under anticipated conditions.

(3261)

Part 165–Regulated Navigation Areas and Limited Access Areas

(3262)

Subpart A–General

(3263)

§165.1 Purpose of part.

(3264) The purpose of this part is to–

(3265) (a) Prescribe procedures for establishing different types of limited or controlled access areas and regulated navigation areas;

(3266) (b) Prescribe general regulations for different types of limited or controlled access areas and regulated navigation areas;

(3267) (c) Prescribe specific requirements for established areas; and

(3268) (d) List specific areas and their boundaries.

(3269)

§165.3 Definitions.

(3270) The following definitions apply to this part:

(3271) *Credential* means any or all of the following:

(3272) (1) Merchant mariner's document.

(3273) (2) Merchant mariner's license.

(3274) (3) STCW endorsement.

(3275) (4) Certificate of registry.

(3276) (5) Merchant mariner credential.

(3277) *Merchant mariner credential or MMC* means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.

(3278)

§165.5 Establishment procedures.

(3279) (a) A safety zone, security zone, or regulated navigation area may be established on the initiative of any authorized Coast Guard official.

(3280) (b) Any person may request that a safety zone, security zone, or regulated navigation area be established. Except as provided in Paragraph (c) of this section, each request must be submitted in writing to either the Captain of the Port or District Commander having jurisdiction over the location as described in 33 CFR 3, and include the following:

(3281) (1) The name of the person submitting the request;

(3282) (2) The location and boundaries of the safety zone, security zone, or regulated navigation area;

(3283) (3) The date, time, and duration that the safety zone, security zone, or regulated navigation area should be established;

(3284) (4) A description of the activities planned for the safety zone, security zone, or regulated navigation area;

(3285) (5) The nature of the restrictions or conditions desired; and

(3286) (6) The reason why the safety zone, security zone, or regulated navigation area is necessary.

(3287) (Requests for safety zones, security zones, and regulated navigation areas are approved by the Office of Management and Budget under control number 1625-0020.)

(3288) (c) Safety Zones and Security Zones. If, for good cause, the request for a safety zone or security zone is made less than 5 working days before the zone is to be established, the request may be made orally, but it must be followed by a written request within 24 hours.

(3289)

§165.7 Notification.

(3290) (a) The establishment of these limited access areas and regulated navigation areas is considered rulemaking. The procedures used to notify persons of the establishment of these areas vary depending upon the circumstances and emergency conditions. Notification may be made by marine broadcasts, local notice to mariners, local news media, distribution in leaflet form, and on-scene oral notice, as well as publication in the Federal Register.

(3291) (b) Notification normally contains the physical boundaries of the area, the reasons for the rule, its estimated duration, and the method of obtaining authorization to enter the area, if applicable, and special navigational rules, if applicable.

(3292) (c) Notification of the termination of the rule is usually made in the same form as the notification of its establishment.

(3293)

§165.8 Geographic coordinates.

(3294) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(3295)

§165.9 Geographic application of limited and controlled access areas and regulated navigation areas.

(3296) (a) *General*. The geographic application of the limited and controlled access areas and regulated navigation areas in this part are determined based on the statutory authority under which each is created.

(3297) (b) *Safety zones and regulated navigation areas*. These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(3298) (c) *Security zones*. These zones have two sources of authority–the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as emended by both the Magnuson Act of August 9, 1950 ("Magnuson Act"), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(3299) (d) *Naval vessel protection zones*. These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(3300)

Subpart B–Regulated Navigation Areas

(3301)

§165.10 Regulated navigation area.

(3302) A regulated navigation area is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

(3303)

§165.11 Vessel operating requirements (regulations).

(3304) Each District Commander may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations:

(3305) (a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;

(3306) (b) Establishing vessel size, speed, draft limitations, and operating conditions; and

(3307) (c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances.

(3308)

§165.13 General regulations.

(3309) (a) The master of a vessel in a regulated navigation area shall operate the vessel in accordance with the regulations contained in Subpart F.

(3310) (b) No person may cause or authorize the operation of a vessel in a regulated navigation area contrary to the regulations in this part.

(3311)

Subpart C–Safety Zones

(3312)

§165.20 Safety zones.

(3313) A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

(3314)

§165.23 General regulations.

(3315) Unless otherwise provided in this part:

(3316) (a) No person may enter a safety zone unless authorized by the COTP or the District Commander.

(3317) (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander.

(3318) (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and

(3319) (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander issued to carry out the purposes of this subpart.

(3320)

Subpart D–Security Zones

(3321)

§165.30 Security Zones.

(3322) (a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

(3323) (b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature:

(3324) (1) Vessels,

(3325) (2) Harbors,

(3326) (3) Ports and

(3327) (4) Waterfront facilities:

(3328) in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

(3329)

§165.33 General regulations.

(3330) Unless otherwise provided in the special regulations in Subpart F of this part:

(3331) (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;

(3332) (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;

(3333) (c) The Captain of the Port may take possession and control of any vessel in the security zone;

(3334) (d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;

(3335) (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and

(3336) (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

(3337)

Subpart E–Restricted Waterfront Areas

(3338)

§165.40 Restricted waterfront areas.

(3339) The Commandant, may direct the COTP to prevent access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein. This section may apply to persons who do not possess the credentials outlined in §125.09 of this chapter when certain shipping activities are conducted that are outlined in §125.15 of this chapter.

(3340)

Subpart F–Specific Regulated Navigation Areas and Limited Access Areas

(3341)

§165.1101 Security Zone: San Diego Bay, CA.

(3342) (a) *Location*. The following area is a security zone: the water area within Naval Station, San Diego enclosed by the following points: Beginning at

(3343) 32°41'16.5"N., 117°08'01"W (Point A); thence running southwesterly to

(3344) 32°40'58.3"N., 117°08'11.0"W. (Point B); to

(3345) 32°40'36.0"N., 117°07'49.1"W. (Point C); to

(3346) 32°40'17.0"N., 117°07'34.6"W. (Point D); to

(3347) 32°39'36.4"N., 117°07'24.8"W. (Point E); to

(3348) 32°39'38.5"N., 117°07'06.5"W. (Point F); thence running generally northwesterly along the shoreline of the Naval Station to the place of the beginning. All coordinates referenced use datum: NAD 1983.

(3349) (b) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base San Diego; Commander, Navy Region Southwest; or the Commanding Officer, Naval Station, San Diego.

(3350) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619–683–6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3351) (c) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(3352) (d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

(3353)

§165.1102 Security Zone: Naval Base Point Loma; San Diego Bay, CA.

(3354) (a) *Location*. The following area is a security zone: The water adjacent to the Naval Base Point Loma, San Diego, CA, enclosed by the following coordinates:

(3355) 32°42'28.8"N, 117°14'13.2"W (Point A)

(3356) 32°42'28.8"N, 117°14'12.6"W (Point B)

(3357) 32°42'10.2""N, 117°14'03.0"W (Point C)

(3358) 32°42'06.2"N, 117°14'01.5"W (Point D)

(3359) 32°41'49.5"N, 117°14'07.0"W (Point E)

(3360) 32°41'47.4"N, 117°14'11.4"W (Point F)

(3361) 32°41'43.8"N, 117°14'12.6"W (Point G)

(3362) 32°41'31.8"N, 117°14'13.8"W (Point H)

(3363) 32°41'33.0"N, 117°14'01.2"W (Point I)

(3364) 32°41'10.2"N, 117°13'57.0"W (Point J)

(3365) 32°41'10.2"N, 117°13'58.2"W (Point K)

(3366) Thence running generally north along the shoreline to Point A.

(3367) (b) *Regulations*. (1) The general regulations governing security zones found in 33 CFR 165.33 apply to the security zone described in paragraph (a) of this section.

(3368) (2) Entry into, or remaining in, the areas of either zone is prohibited unless authorized by the Captain of the Port San Diego; Commanding Officer, Naval Base Point Loma; or Commander, Naval Region Southwest.

(3369) (3) Persons desiring to transit the area of the security zone may request permission from the Captain of the Port San Diego at telephone number 619–278–7033 or on VHF channel 16 (156.8 MHz) or from either the Commanding Officer, Naval Base Point Loma or the Commanding Officer Navy Region Southwest by calling the Navy Port Operation Dispatch at telephone number 619–556–1433 or on VHF–FM channels 16 or 12. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port San Diego or his or her designated representative.

(3370) (c) *Definitions*. For purposes of this section: Captain of the Port San Diego, means the Commanding Officer

of the Coast Guard Sector San Diego; Commander, Navy Region Southwest, means Navy Region Commander responsible for the Southwest Region; Commanding Officer, Naval Base Point Loma, means the Installation Commander of the naval base located on Point Loma, San Diego, California; Designated Representative, means any U.S. Coast Guard commissioned, warrant, or petty officer who has been designated by the Captain of the Port San Diego to assist in the enforcement of the security zone described in paragraph (a) of this section.

(3371) (d) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zone described in paragraph (a) of this section by the U.S. Navy and local law enforcement agencies.

(3372)

§165.1103 Security Zone; Naval Mine Anti Submarine Warfare Command; San Diego Bay, San Diego, CA.

(3373) (a) *Location*. (1) The following area is a security zone: The water adjacent to the Naval Mine Anti Submarine Warfare Command, bound by the following coordinates:

(3374) 32°43'40.9"N, 117°12'54.9"W (A)

(3375) 32°43'40.6"N, 117°12'52.3"W (B)

(3376) 32°43'22.5"N, 117°12'57.8"W (C)

(3377) 32°43'23.4"N, 117°13'01.3"W (D)

(3378) Thence running generally northwest along the shoreline to Point A.

(3379) (2) The proposed security zone at the Naval Mine Anti Submarine Warfare Command would be established to provide for the 100 feet of standoff distance.

(3380) (b) *Regulations*. (1) The general regulations governing security zones found in 33 CFR 165.33 apply to the security zone described in paragraph (a) of this section.

(3381) (2) Entry into, or remaining in, the areas of either zone is prohibited unless authorized by the Captain of the Port San Diego; Commanding Officer, Naval Mine Anti Submarine Warfare Command; or Commander, Naval Region Southwest.

(3382) (3) Persons desiring to transit the area of the security zone may request permission from the Captain of the Port San Diego at telephone number 619–278–7033 or on VHF channel 16 (156.8 MHz) or from either the Commanding Officer, Naval Mine Anti Submarine Warfare Command or the Commander, Navy Region Southwest by calling the Navy Port Operation Dispatch at telephone number 619–556–1433 or on VHF–FM channels 16 or 12. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port San Diego or his or her designated representative.

(3383) (c) *Definitions*. For purposes of this section: Captain of the Port San Diego, means the Commanding Officer of the Coast Guard Sector San Diego; Commander, Navy Region Southwest, means Navy Region Commander responsible for the Southwest Region; Commanding Officer, Naval Mine Anti Submarine Warfare Command, means the Installation Commander of the naval base located on Point Loma, San Diego, California; Designated Representative, means any U.S. Coast Guard commissioned, warrant, or petty officer who has been designated by the Captain of the Port San Diego to assist in the enforcement of the security zone described in paragraph (a) of this section.

(3384) (d) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zone described in paragraph (a) of this section by the U.S. Navy and local law enforcement agencies.

(3385)

§165.1104 Security Zone: San Diego Bay, CA.

(3386) (a) *Location*. The following area is a security zone: on the waters along the northern shoreline of Naval Base Coronado, the area enclosed by the following points: Beginning at

(3387) 32°42'53.0"N., 117°11'45.0 W. (Point A); thence running northerly to

(3388) 32°42'55.5"N., 117°11'45.0"W., (Point B); thence running easterly to

(3389) 32°42'57.0"N., 117°11'31.0"W., (Point C); thence southeasterly to

(3390) 32°42'42.0"N., 117°11'04.0"W. (Point D); thence southeasterly to

(3391) 32°42'21.0"N., 117°10'47.0"W. (Point E) thence running southerly to

(3392) 32°42'13.0"N., 117°10'51.0"W. (Point F); thence running generally northwesterly along the shoreline of Naval Base Coronado to the place of beginning. All coordinates referenced use datum: NAD 1983.

(3393) (b) *Regulations*. (1) In accordance with the general regulations in Sec. 165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base Coronado, or Commander, Navy Region Southwest.

(3394) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619–683–6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3395) (c) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(3396) (d) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

(3397)

§165.1105 Security Zone: San Diego Bay, CA.

(3398) (a) *Location:* (1) The following area is a security zone: The water area adjacent to Naval Air Station North Island, Coronado, California, and within 100 yards (91 meters) of Bravo Pier, and vessels moored thereto, bounded by the following points (when no vessel is moored at the pier):

(3399) (i) 32°41'53.0"N., 117°13'33.6"W.;

(3400) (ii) 32°41'53.0"N., 117°13'40.6"W.;

(3401) (iii) 32°41'34.0"N., 117°13'40.6"W.;

(3402) (iv) 32°41'34.0"N., 117°13'34.1"W.

(3403) (2) Because the area of this security zone is measured from the pier and from vessels moored thereto, the actual area of this security zone will be larger when a vessel is moored at Bravo Pier.

(3404) (b) *Regulations:* In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commanding Officer, Naval Air Station North Island. Section 165.33 also contains other general requirements.

(3405)

§165.1106 San Diego Bay, CA–safety zone.

(3406) (a) The waters of San Diego Bay enclosed by the following boundaries are a safety zone:

(3407) From a point located on the boundary of Coast Guard Air Station San Diego, California at latitude 32°43'37.2"N., longitude 117°10'45.0"W. (point A), for a point of beginning; thence southeasterly to latitude 32°43'36.2"N., longitude 117°10'41.5"W. (point B); thence southwesterly to latitude 32°43'20.2"N., longitude 117°10'49.5"W. (point C); thence northwesterly to latitude 32°43'25.7"N., longitude 117°11'04.6"W. (point D); thence northeasterly to latitude 32°43'35.7"N., longitude 117°10'59.5"W. (point E); thence generally easterly along the air station boundary to the point of beginning (point A).

(3408) (b)(1) In accordance with the general regulations in §165.23 of this Part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, except as provided for below.

(3409) (2) Vessels may transit the area of this safety zone without permission, but may not anchor, stop, remain within the zone, or approach within 100 yards (92 meters) of the land area of Coast Guard Air Station San Diego or structures attached thereto.

(3410)

§165.1107 San Diego Bay, CA.

(3411) (a) *Location*. The area encompassed by the following geographic coordinates is a regulated navigation area:

(3412) 32°41'24.6"N., 117°14'21.9"W.

(3413) 32°41'34.2"N., 117°13'58.5"W.

(3414) 32°41'34.2"N., 117°13'37.2"W., thence south along the shoreline to

(3415) 32°41'11.2"N., 117°13'31.3"W.

(3416) 32°41'11.2"N., 117°13'58.5"W., thence north along the shoreline to the point of origin.

(3417) Datum: NAD 1983.

(3418) (b) *Regulations.* (1) During submarine docking/undocking operations at the U.S. Naval Submarine Base on Ballast Point, San Diego Bay, California, mariners transiting within the regulated navigation area shall proceed at a speed that generates no wake from their vessel.

(3419) (2) The Coast Guard will issue a Broadcast Notice to Mariners, and if time permits a Local Notice to Mariners, to inform the maritime community of the dates and times of the submarine docking/undocking operations covered by paragraph (b)(1).

(3420) (3) The master and/or operator of a vessel within the regulated navigation area shall comply with any other orders or directions issued by the Coast Guard as required for the safety of the submarine docking/undocking operations covered by paragraph (b)(1).

(3421)

§165.1108 Security Zones; Cruise Ships, Port of San Diego, CA.

(3422) (a) *Definition*. "Cruise Ship" as used in this section means a passenger vessel, except for a ferry, 100 gross tons or more, authorized to carry more than 12 passengers for hire; capable of making international voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked, disembarked or at a port of call in the San Diego port.

(3423) (b) *Location*. The following areas are security zones: All navigable water, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship that is located within the San Diego port area landward of the sea buoys bounding the Port of San Diego.

(3424) (c) *Regulations.* Under regulations in 33 CFR part 165, subpart D, a person or vessel may not enter into or remain in the security zones created by this section unless authorized by the Coast Guard Captain of the Port, San Diego (COTP) or a COTP designated representative. Persons desiring to transit these security zones may contact the COTP at telephone number 619–278–7033 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3425) (d) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(3426) (e) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zones by the San Diego Harbor Police.

(3427)

§165.1110 Security Zone: Coronado Bay Bridge, San Diego, CA.

(3428) (a) *Location.* All navigable waters of San Diego Bay, from the surface to the sea floor, within 25 yards of all piers, abutments, fenders and pilings of the Coronado Bay Bridge. These security zones will not restrict the main navigational channel nor will it restrict vessels from transiting through the channel.

(3429) (b) *Regulations*. (1) Under §165.33, entry into, transit through, loitering, or anchoring within any of these security zones by all persons and vessels is prohibited, unless authorized by the Captain of the Port, or his designated representative. Mariners seeking permission to transit through a security zone may

request authorization to do so from Captain of the Port or his designated representative. The Coast Guard can be contacted on San Diego Bay via VHF-FM channel 16.

(3430) (2) Vessels may enter a security zone if it is necessary for safe navigation and circumstances do not allow sufficient time to obtain permission from the Captain of the Port.

(3431)

§165.1120 Security Zone; Naval Amphibious Base, San Diego, CA.

(3432) (a) *Location*. The following area is a security zone: the waters of San Diego Bay, enclosed by lines connecting the following points: Beginning at

(3433) 32°40'30.0"N., 117°10'03.0"W. (Point A): thence running northeasterly to

(3434) 32°40'54.0"N., 117°09'35.5"W. (Point B); thence running northeasterly to

(3435) 32°40'55.0"N., 117°09'27.0"W. (Point C); thence running southeasterly to

(3436) 32°40'43.0"N., 117°09'09.0"W. (Point D); thence running southerly to

(3437) 32°40'39.0"N., 117°09'08.0"W. (Point E); thence running southwesterly to

(3438) 32°40'30.0"N., 117°09'12.9"W. (Point F); thence running a short distance to

(3439) 32°40'29.0"N., 117°09'14.0"W. (Point G); thence running southwesterly to

(3440) 32°40'26.0"N., 117°09'17.0"W. (Point H); thence running northwesterly to the shoreline to

(3441) 32°40'31.0"N., 117°09'22.5"W. (Point I), thence running along the shoreline to the beginning point.

(3442) (b) *Regulations*. In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commander, Navy Region Southwest.

(3443) (c) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

(3444)

§165.1121 [Removed and Reserved]

(3445)

§165.1122 San Diego Bay, Mission Bay and their Approaches–Regulated navigation area.

(3446) (a) *Regulated navigation area*. The following area is a regulated navigation area (RNA): All waters of San Diego Bay, Mission Bay, and their approaches encompassed by a line commencing at Point La Jolla (32°51'06"N., 117°16'42"W.); thence proceeding seaward on a line bearing **255°**T to the outermost extent of the territorial seas; thence proceeding southerly along the outermost extent of the territorial seas to the intersection of the maritime boundary with Mexico; thence proceeding easterly, along the maritime boundary with Mexico to its intersection with the California coast; thence proceeding northerly, along the shoreline of the California coast–and including the inland waters of San Diego Bay and Mission Bay, California, shoreward of the COLREGS Demarcation Line–back to the point of origin. All coordinates reference 1983 North American Datum (NAD 83).

(3447) (b) *Definitions*. As used in this section–

(3448) *COLREGS Demarcation Line* means the line described at 33 CFR 80.1104 or 80.1106.

(3449) *Public vessel* means a vessel that is owned or demise–(bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

(3450) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water other than a public vessel.

(3451) (c) *Applicability.* This section applies to all vessels of 100 gross tons (GT) or more, including tug and barge combinations of 100 GT or more (combined), operating within the RNA, with the exception of public vessels, vessels not intending to cross the COLREGS Demarcation Line and enter San Diego Bay or Mission Bay, and any vessels exercising rights under principles of international law, including innocent passage or force majeure, within the area of the RNA. Vessels operating properly installed, operational, type approved automatic identification system (AIS) as denoted in 33 CFR 164.46 are exempted from making requests as required in this regulation.

(3452) (d) *Regulations* (1) No vessel to which this rule applies may enter, depart or move within San Diego Bay or Mission Bay unless it complies with the following requirements:

(3453) (i) Obtain permission to enter San Diego Bay or Mission Bay from the Captain of the Port or designated representative immediately upon entering the RNA. However, to avoid potential delays, we recommend seeking permission 30 minutes prior to entering the RNA.

(3454) (ii) Follow all instructions issued by the Captain of the Port or designated representative.

(3455) (iii) Obtain permission for any departure from or movement within the RNA from the Captain of the Port or designated representative prior to getting underway.

(3456) (iv) Follow all instructions issued by the Captain of the Port or designated representative.

(3457) (v) Requests may be made by telephone at 619–278–7033 (select option 2) or via VHF-FM radiotelephone on channel 16 (156.800 Mhz). The call sign for radiotelephone requests to the Captain of the Port or designated representative is "Coast Guard Sector San Diego."

(3458) (2) For purposes of the requirements in paragraph (d)(1) of this section, the Captain of the Port or designated representative means any official designated by the Captain of the Port, including but not limited to commissioned, warrant, and petty officers of the U.S. Coast Guard, and any U.S. Coast Guard patrol vessel. Upon being hailed by a U.S. Coast Guard vessel by siren,

radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3459) (e) *Waivers*. The Captain of the Port or designated representative may, upon request, waive any regulation in this section.

(3460)

§165.1131 Security Zone: Wilson Cove, San Clemente Island, CA.

(3461) (a) *Location*. The following area is a security zone: The water area adjacent to San Clemente Island, California within 1.5 nautical miles (1.73 statute miles, 2.8 kilometers) of the shoreline of San Clemente Island from Wilson Cove North End Light (LLNR 2565) to Spruce Pier, approximately 4.1 nautical miles (4.7 statute miles, 7.65 kilometers) southeast of Wilson Cove North End Light, described as follows: Starting at a point on the shoreline of San Clemente Island, California, in position

(3462) 33°01'25.0"N., 118°33'43.0"W. for a place of beginning (point A), thence northeasterly to

(3463) 33°02'11.0"N., 118°32'13.5"W. (point B), thence southeasterly to

(3464) 32°58'40.5"N., 118°29'15.5"W. (point C), thence southwesterly to

(3465) 32°57'54.0"N., 118°31'17.2"W. (point D), thence northwesterly along the shoreline of San Clemente Island to the place of beginning.

(3466) (b) *Regulations*. In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, San Diego, California. Section 165.33 also contains other general requirements.

(3467)

§165.1141 Safety Zone; San Clemente 3 NM Safety Zone, San Clemente Island, CA.

(3468) (a) *Location*. The following area is a safety zone: All waters of the Pacific Ocean surrounding San Clemente Island, from surface to bottom, extending from the high tide line on the island seaward 3 NM. The zone consists of the following sections (see Figure 1):

(3469)

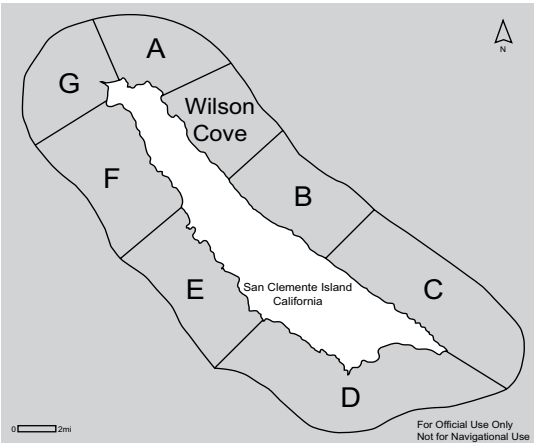


Figure 1. San Clemente Island Safety Zone Configuration

(3470) (1) *Section A*

(3471) Beginning at 33°02'03.0"N., 118°35'51.0"W.; thence to 33°04'55.8"N., 118°37'04.2"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 33°02'49.2"N., 118°30'39.0"W.; thence 33°01'17.4"N., 118°33'52.8"W.; thence along the shoreline returning to 33°02'03.0"N., 118°35'51.0"W.

(3472) (2) *Section B*

(3473) Beginning at 32°57'18.0"N., 118°30'52.8"W.; thence to 32°59'36.0"N., 118°28'19.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 32°55'49.8"N., 118°24'13.2"W.; thence to 32°53'31.8"N., 118°26'31.2"W.; thence along the shoreline returning to 32°57'18.0"N., 118°30'52.8"W.

(3474) (3) *Section C*

(3475) Beginning at 32°53'31.8"N., 118°26'31.2"W.; thence to 32°55'49.8"N., 118°24'13.2"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 32°47'16.2"N., 118°18'13.8"W.; thence to 32°49'06.0"N., 118°21'03.0"W.; thence along the shoreline returning to 32°53'31.8"N., 118°26'31.2"W.

(3476) (4) *Section D*

(3477) Beginning at 32°49'06.0"N., 118°21'03.0"W.; thence to 32°47'16.2"N., 118°18'13.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 32°48'22.8"N., 118°31'41.4"W.; thence to 32°50'42.0"N., 118°29'22.2"W.; thence along the shoreline returning to 32°49'06.0"N., 118°21'03.0"W.

(3478) (5) *Section E*

(3479) Beginning at 32°50'42.0"N., 118°29'22.2"W.; thence to 32°48'03.0"N., 118°31'40.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 32°53'37.2"N., 118°35'55.8"W.; thence to 32°56'07.8"N., 118°32'57.0"W.; thence along the shoreline returning to 32°50'42.0"N., 118°29'22.2"W.

(3480) (6) *Section F*

(3481) Beginning at 32°56'07.8"N., 118°32'57.0"W.; thence to 32°53'37.2"N., 118°35'55.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 32°59'57.0"N., 118°39'46.2"W.; thence to 33°01'04.8"N., 118°36'19.8"W.; thence along the shoreline returning to 32°56'07.8"N., 118°32'57.0"W.

(3482) (7) *Section G*

(3483) Beginning at 33°01'04.8"N., 118°36'20.0"W.; thence to 32°59'57.0"N., 118°39'46.2"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 33°04'55.8"N., 118°37'04.2"W.; thence to 33°02'03.0"N., 118°35'51.0"W.; along the shoreline returning to 33°01'04.8"N., 118°36'19.8"W.

(3484) (8) *Wilson Cove*

(3485) Beginning at 33°01'16.8"N., 118°33'52.8"W.; thence to 33°02'49.2"N., 118°30'39.0"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to 32°59'36.0"N., 118°28'19.8"W.; thence to 32°57'18.0"N., 118°30'52.8"W.; thence along the shoreline returning to 33°01'16.8"N., 118°33'52.8"W.

(3486) (b) *Definitions*. The following definition applies to this section: designated representative, means any

commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state, and Federal law enforcement vessels who have been authorized to act on the behalf of the Captain of the Port (COTP).

(3487) (c) *Enforcement*. (1) This regulation will be enforced at all times in Section G and the Wilson Cove section of the safety zone described in paragraph (a) of this section. Mariners must obtain permission in accordance with the procedure described in paragraph (d)(2) of this section before entering either of those sections (paragraphs (a)(7) and (8)).

(3488) (2) This regulation will be enforced in Sections A through F of the safety zone described in paragraphs (a)(1) through (6) of this section except when the Coast Guard notifies the public that enforcement of the zone in specified sections is temporarily suspended. Mariners need not obtain permission in accordance with the procedure described in paragraph (d)(2) of this section to enter a zone section in which enforcement is temporarily suspended. At all other times, mariners must obtain permission in accordance with the procedure described in paragraph (d)(2) before entering any of those sections.

(3489) (3) The COTP will provide notice of suspended enforcement by means appropriate to affect the widest publicity, including broadcast notice to mariners, publication in the local notice to mariners, and posting the schedule of restricted access periods by date, location and duration at http://www.scisland.org.

(3490) (d) *Regulations*. (1) The general regulations governing safety zones found in 33 CFR 165.23 apply to the safety zone described in paragraph (a) of this section.

(3491) (2) Mariners requesting permission to transit through any section of the zone may request authorization to do so from the Fleet Area Control and Surveillance Facility (FACSFAC) San Diego by either calling 619–545–4742 or establishing a VHF bridge to bridge radio connection on Channel 16. Immediately upon completing transit, the vessel operator must promptly notify the FACSFAC of safe passage through the safety zone. Failure to expeditiously notify FACSFAC of passage through the safety zone will result in a determination by the Navy that the vessel is still in the safety zone, thereby restricting the use of the area for naval operations. If the Navy determines that facilitating safe transit through the zone negatively impacts range operations, the Navy will cease this practice and enforce the safety zones in these two areas without exception.

(3492) (3) All persons and vessels must comply with the instructions of the U.S. Navy, Coast Guard Captain of the Port or the designated representative.

(3493) (4) Upon being hailed by U.S. Navy or U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel must proceed as directed.

(3494) (5) The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone described in paragraph (a) of this section by the U.S. Navy and local law enforcement agencies.

(3495)

§165.1151 Security Zones; Liquefied Hazardous Gas Tank Vessels, San Pedro Bay, CA.

(3496) (a) *Definition.* "Liquefied Hazardous Gas" as used in this section means a liquid containing one or more of the products listed in Table 127.005 of this part that is carried in bulk on board a tank vessel as liquefied petroleum gas, liquefied natural gas, or similar liquefied gas products.

(3497) (b) *Location*. The following areas are security zones:

(3498) (1) All waters, extending from the surface of the sea floor, within a 500 yard radius around any liquefied hazardous gas (LHG) tank vessel that is anchored at a designated anchorage either inside the Federal breakwaters bounding San Pedro Bay or outside at designated anchorages within three nautical miles of the breakwater;

(3499) (2) The shore area and all waters, extending from the surface to the sea floor, within a 500 yard radius around any LHG tank vessel that is moored, or in the process of mooring, at any berth within the Los Angeles or Long Beach port areas inside the Federal breakwaters bounding San Pedro Bay;

(3500) (3) All waters, extending from the surface to the sea floor, within 1000 yards ahead and 500 yards on each side and astern of any LHG tank vessel that is underway either on the waters inside the Federal breakwaters bounding San Pedro Bay or on the waters within three nautical miles seaward of the Federal breakwaters.

(3501) (c) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port Los Angeles-Long Beach, or his or her designated representative.

(3502) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number (800) 221-USCG (8724) or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his or her designated representative.

(3503) (3) When any LHG tank vessels approach within 500 yards of a vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the LHG tank vessel's security zone unless it is either ordered by or given permission from the Captain of the Port Los Angeles-Long Beach to do otherwise.

(3504) (d) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(3505) (e) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of these security zones by the Los Angeles Port Police and the Long Beach Police Department.

(3506)

§165.1152 San Pedro Bay, CA–Regulated navigation area.

(3507) (a) *Applicability*: This section applies to all vessels unless otherwise specified. (Note: All geographic coordinates are defined using North American Datum 1983 (NAD 83)).

(3508) (b) *Deviations*. The Captain of the Port of Los Angeles-Long Beach or his or her designated representative may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(3509) (c) *Location*. (1) The San Pedro Bay Regulated Navigation Area (RNA) consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33°42.30'N., 118°17.60'W., with the following geographical positions:

(3510) 33°35.50'N., 118°17.60'W.

(3511) 33°35.50'N., 118°09.00'W.

(3512) 33°37.70'N., 118°06.50'W.

(3513) 33°43.40'N., 118°10.80'W.

(3514) (2) The San Pedro Bay RNA consists of the following named sub-areas, defined by lines connecting their respective geographic coordinates:

(3515) (i) The Los Angeles Pilot Area:

(3516) 33°42.50'N., 118°15.10'W. (Los Angeles Light)

(3517) 33°42.62'N., 118°14.70'W.

(3518) 33°41.30'N., 118°13.50'W.

(3519) 33°40.85'N., 118°14.90'W.

(3520) 33°42.50'N., 118°15.10'W.

(3521) (ii) The Long Beach Pilot Area:

(3522) 33°43.40'N., 118°11.20'W. (Long Beach Light)

(3523) 33°43.40'N., 118°10.80'W.

(3524) 33°41.50'N., 118°10.22'W.

(3525) 33°40.52'N., 118°10.22'W.

(3526) 33°40.52'N., 118°11.82'W.

(3527) 33°41.50'N., 118°11.82'W.

(3528) 33°43.40'N., 118°11.20'W.

(3529) (iii) The Los Angeles Deep Water Traffic Lane:

(3530) 33°42.47'N., 118°14.95'W.

(3531) 33°42.56'N., 118°14.75'W.

(3532) 33°39.48'N., 118°13.32'W.

(3533) 33°39.42'N., 118°13.55'W.

(3534) 33°42.47'N., 118°14.95'W.

(3535) (iv) The Long Beach Deep Water Traffic Lane:

(3536) 33°43.43'N., 118°11.15'W.

(3537) 33°43.39'N., 118°10.90'W.

(3538) 33°41.51'N., 118°10.71'W.

(3539) 33°41.50'N., 118°10.95'W.

(3540) 33°43.43'N., 118°11.15'W.

(3541) (v) Los Angeles Deep Water Pilot Area: A 0.5 nm radius around 33°39.00'N., 118°13.19'W.

(3542) (d) *General Regulations*. The following regulations contained in paragraphs (d)(1) through (d)(3) of this section apply to power driven vessels of 1,600 or more gross tons, a towing vessel of 8 meters (approximately 26 feet) or over in length engaged in towing, or vessels of 100 gross tons and upward carrying one or more passengers for hire.

(3543) (1) A vessel shall not exceed a speed of 12 knots through the water within the RNA.

(3544) (2) A vessel navigating within the RNA, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode and on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended period of time.

(3545) (3) A vessel navigating within the RNA shall maintain a minimum separation from other vessels of at least 0.25 nm.

(3546) (e) *Specific Regulations*–(1) *Los Angeles Pilot Area*. (i) No vessel may enter the Los Angeles Pilot Area unless it is entering or departing Los Angeles Harbor entrance (Angels Gate).

(3547) (ii) Vessels entering the Los Angeles Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(3548) (2) *Long Beach Pilot Area*. (i) No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor entrance (Queens Gate).

(3549) (ii) Vessels entering the Long Beach Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(3550) (iii) Every vessel shall leave Long Beach Approach Lighted Whistle Buoy "LB" to port when entering and departing Long Beach Channel and departing vessels shall pass across the southern boundary of the Long Beach Pilot Area.

(3551) (3) *Los Angeles and Long Beach Deep Water Traffic Lanes*. When a vessel of 50 foot draft or greater is using the Los Angeles or Long Beach Deep Water Traffic Lane no other vessel shall enter the Deep Water Traffic Lane if it will result in a meeting, crossing or overtaking situation.

(3552) (4) *Los Angeles Deep Water Pilot Area*. When a vessel of 50 foot draft or greater is embarking or disembarking a pilot in the Los Angeles Deep Water Pilot Area no other vessel shall enter the Deep Water Pilot Area.

(3553) (5) Vessels described in Paragraph (d) of this section may not enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by the line beginning at Los Angeles Main Channel Entrance Light 8 (33°42.70'N., 118°14.70'W.), thence east along the Middle Breakwater to Long Beach Light (33°43.40'N., 118°11.20'W.), thence south to (33°43.08'N., 118°11.26'W.), thence westerly to (33°43.08'N., 118°12.26'W.), thence southwesterly parallel to the breakwater to (33°42.43'N., 118°14.30'W.), thence to the point of origin, unless such vessel is:

(3554) (i) In an emergency;

(3555) (ii) Proceeding to anchor in or departing Commercial Anchorage G;

(3556) (iii) Standing by with confirmed pilot boarding arrangements; or,

(3557) (iv) Engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater.

(3558)

§165.1154 Security Zones; Moored Cruise Ships, San Pedro Bay, CA.

(3559) (a) *Definition*. "Cruise ship" as used in this section means a passenger vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the Port of Los Angeles or Port of Long Beach.

(3560) (b) *Location*. The following areas are security zones: All navigable waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship that is located within the San Pedro Bay area landward of the sea buoys bounding the port of Los Angeles or Port of Long Beach or designated anchorages within 3 nautical miles seaward of the Federal Breakwaters.

(3561) (c) *Regulations*. Under regulations in 33 CFR part 165, subpart D, a person or vessel may not entry into or remain in the security zones created by this section unless authorized by the Coast Guard Captain of the Port, Los Angeles—Long Beach (COTP) or a COTP designated representative.

(3562) (1) Persons desiring to transit these security zones may contact the COTP at telephone number 310–521–3801 or on VHF–FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3563) (2) When a cruise ship approaches within 100 yards of a vessel that is moored, or anchored, the stationary vessel must stay moored or anchored while it remains within the cruise ship's security zone unless it is either ordered by, or given permission from, the COTP Los Angeles-Long Beach to do otherwise.

(3564) (d) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(3565) (e) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zone by the Los Angeles Port Police and the Long Beach Police Department.

(3566)

§165.1155 Security Zone; Diablo Canyon Nuclear Power Plant, Avila Beach, CA.

(3567) (a) *Location*. The following area is a security zone: all waters of the Pacific Ocean, from surface to bottom, within a 2,000 yard radius of Diablo Canyon Nuclear Power Plant centered at position 35°12'23"N., 120°51'23"W. [Datum: NAD 83].

(3568) (b) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Los Angeles-Long Beach, or his or her designated representative.

(3569) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 800–221–8724 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3570) (c) *Authority*. In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(3571)

§165.1156 Safety Zone; Offshore Marine Terminal, El Segundo, CA.

(3572) (a) *Location.* The following area is a safety zone: All waters of Santa Monica Bay, from surface to bottom, enclosed by a line beginning at

(3573) 33°54'59"N., 118°26'50"W.; then to

(3574) 33°54'59"N., 118°27'34"W.; then to

(3575) 33°54'00"N., 118°27'34"W.; then to

(3576) 33°54'00"N., 118°26'50"W; then to the point of beginning (NAD 1983).

(3577) (b) *Regulations*. (1) In accordance with the general regulations in §165.23 of this part, entry into or movement within this zone is prohibited except for:

(3578) (i) Commercial vessels authorized to use the offshore marine terminal for loading or unloading;

(3579) (ii) Commercial tugs, lighters, barges, launches, or other vessels authorized to engage in servicing the offshore marine terminal or vessels therein;

(3580) (iii) Public vessels of the United States.

(3581) (2) Persons desiring to transit the area of the safety zone may contact the Captain of the Port at telephone number 800–221–8724 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3582) (3) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the Navigation Rules (COLREGS and their associated Annexes and Inland Navigation Rules (33 CFR subchapter E)) and safe navigation practice.

(3583)

§165.1157 Security Zone; Cruise Ships, Santa Barbara, CA.

(3584) (a)*Location*. The following areas are security zones: All navigable waters, from the surface to the sea floor within a 100-yard radius of any cruise ship located within 3 nautical miles of the Santa Barbara Harbor Breakwater Light (Light List Number 3750; 34–24–17.364N, 119–41–16.260W).

(3585) (b) *Definition*. "Cruise ship" as used in this section means any vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the U.S. or its territories.

(3586) (c) *Regulations*. (1) Under general security zone regulations in subpart D, entry into or remaining in the zones described in paragraph (a) of this section is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Los Angeles—Long Beach (LA–LB), or a designated representative of COTP LA–LB.

(3587) (2) Persons desiring to transit the area of the security zone may contact the COTP LA–LB at telephone number 1–310–521–3801 or on VHF–FM channel 16 (156.800 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port, or his designated representative.

(3588)

§165.T11–750 Safety Zone; Morro Bay Breaking Bar; Morro Bay Harbor Entrance; Morro Bay, CA.

(3589) (a) *Location*. The following area is a safety zone: All navigable waters of the Morro Bay Harbor Entrance in approximate coordinates: from a point on the shoreline at 35°22.181′ N., 120°52.207′ W., thence westward to 35°22.181′ N., 120°52.538′ W., thence southward to 35°21.367′ N., 120°52.538′ W., thence eastward to a point on the shoreline at 35°21.366′ N., 120°51.717′ W., thence northward along the shoreline to a point inside the Morro Bay Harbor to 35°22.153′ N., 120°51.698′ W., thence northwestward to a point on land at 35°22.233′ N., 120°51.847′ W., thence southward along the shoreline to the beginning. These coordinates are based on North American Datum of 1983.

(3590) (b) *Definitions*. For the purposes of this section:

(3591) *Designated representative* means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Los Angeles-Long Beach (COTP) in the enforcement of the safety zone.

(3592) *Rough Bar* means any swell, breaking surf, or wind conditions that create safety hazards. This includes but is not limited to, breaking surf 8 feet of greater or extreme steep or confused swell in the main channel or in the judgment of the COTP or the COTP's designated representative rough conditions exist.

(3593) (c) *Regulations*. (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP's designated representative.

(3594) (2) To seek permission to enter, hail Coast Guard Station Morro Bay on VHF-FM Channel 16 or call at (805) 772–2167. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(3595) (d) *Enforcement period*. This rule is effective from 12:01 a.m. December 9, 2015 until February 29, 2016 11:59 p.m. The safety zone will only be enforced when the COTP or her designated representative deems it necessary because of the rough bar conditions, and enforcement will cease immediately upon conditions returning to safe levels.

(3596)

§165.1181 San Francisco Bay Region, CA–Regulated navigation area.

(3597) (a) *Applicability*. This section applies to all vessels unless otherwise specified.

(3598) (b) *Deviations*. The Captain of the Port, San Francisco Bay, or the Commanding Officer, Vessel Traffic Service San Francisco, as a representative of the Captain of the Port, may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(3599) (c) *Regulated Navigation Areas*—(1) *San Francisco Bay RNA*. (i) The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

(3600) 37°47'18"N., 122°30'22"W.; thence to

(3601) 37°48'55"N., 122°31'41"W.; thence along the shoreline to

(3602) 37°50'38"N., 122°28'37"W.; thence to

(3603) 37°50'59"N., 122°28'00"W.; thence to

(3604) 37°51'45"N., 122°27'28"W.; thence to

(3605) 37°52'58"N., 122°26'06"W.; thence to

(3606) 37°51'53"N., 122°24'58"W.; thence to

(3607) 37°51'53"N., 122°24'00"W.; thence to

(3608) 37°51'40"N., 122°23'48"W.; thence to

(3609) 37°49'22"N., 122°23'48"W.; thence to

(3610) 37°48'20"N., 122°22'12"W.; thence to

(3611) 37°47'02"N., 122°21'33"W.; thence to

(3612) 37°47'02"N., 122°23'04"W.; thence along the shoreline to the point of beginning. Datum: NAD 83

(3613) (ii) The San Francisco Bay RNA consists of the following defined sub-areas:

(3614) (A) *Golden Gate Traffic Lanes*—(1) *Westbound traffic lane*: Bounded by the Golden Gate precautionary area and the COLREGS Demarcation Line (33 CFR 80.1142), between the separation zone and a line connecting the following coordinates:

(3615) 37°48'30"N., 122°31'22"W.; thence to

(3616) 37°49'03"N., 122°29'52"W. Datum: NAD 83

(3617) (2) *Eastbound traffic lane*. Bounded by the COLREGS Demarcation Line (33 CFR 80.1142) and the Golden Gate precautionary area, between the separation zone and a line connecting the following coordinates:

(3618) 37°47'50"N., 122°30'48"W.; thence to

(3619) 37°48'30"N., 122°29'29"W.; Datum: NAD 83

(3620) (3) Golden Gate Separation Zone: The area 75 yards each side of a line connecting the following coordinates:

(3621) 37°48'08"N., 122°31'05"W.; thence to

(3622) 37°48'46"N., 122°29'40"W. Datum: NAD 83

(3623) (B) *Golden Gate Precautionary Area*: An area bounded by a line connecting the following coordinates beginning at:

(3624) 37°48'30"N., 122°29'29"W.; thence to

(3625) 37°48'52"N., 122°28'41"W.; thence to

(3626) 37°48'52"N., 122°27'49"W.; thence to

(3627) 37°49'36"N., 122°27'46"W.; thence to
(3628) 37°49'55"N., 122°28'09"W.; thence to
(3629) 37°49'28"N., 122°28'45"W.; thence to
(3630) 37°49'03"N., 122°29'52"W.; thence returning to the point of beginning. Datum: NAD 83
(3631) (C) *Central Bay Traffic Lanes*—(1) *Westbound traffic lane:* Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Central Bay and the Deep Water Traffic Lane separation zones.
(3632) (2) *Eastbound traffic lane:* Bounded by the Golden Gate precautionary area and the Central Bay precautionary area, between the Central Bay Separation Zone and a line connecting the following coordinates, beginning at:
(3633) 37°48'41"N., 122°25'17"W.; thence to
(3634) 37°48'50"N., 122°26'14"W.; thence to
(3635) 37°48'52"N.; 122°27'49"W. Datum: NAD 83
(3636) (3) *Deep Water (two-way) Traffic Lane:* Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Deep Water Traffic Lane separation zone and a line connecting the following coordinates, beginning at:
(3637) 37°49'55"N., 122°28'9"W.; thence to
(3638) 37°50'36"N., 122°27'12"W.; thence to
(3639) 37°50'47"N., 122°26'26"W. Datum: NAD 83
(3640) (D) *Central Bay Separation Zone:* The area 75 yards each side of a line connecting the following coordinates, beginning at:
(3641) 37°49'17"N., 122°27'47"W.; thence to
(3642) 37°49'35"N., 122°25'25"W. Datum: NAD 83
(3643) (E) *Deep Water Traffic Lane Separation Zone:* The area 75 yards each side of a line connecting the following coordinates beginning at:
(3644) 37°49'36"N., 122°27'46"W.; thence to
(3645) 37°50'22"N., 122°26'49"W.; thence to
(3646) 37°50'25"N., 122°26'22"W.; Datum: NAD 83
(3647) (F) *Central Bay Precautionary Area:* An area bounded by a line connecting the following coordinates, beginning at:
(3648) 37°48'41"N., 122°25'17"W.; thence to
(3649) 37°49'32"N., 122°25'13"W.; thence to
(3650) 37°50'25"N., 122°26'22"W.; thence to
(3651) 37°50'47"N., 122°26'26"W.; thence to
(3652) 37°51'04"N., 122°24'58"W.; thence to
(3653) 37°51'53"N., 122°24'58"W.; thence to
(3654) 37°51'53"N., 122°24'00"W.; thence to
(3655) 37°51'40"N., 122°23'48"W.; thence to
(3656) 37°49'22"N., 122°23'48"W.; thence to
(3657) 37°48'20"N., 122°22'12"W.; thence to
(3658) 37°47'02"N., 122°21'33"W.; thence to
(3659) 37°47'02"N., 122°23'04"W.; thence returning along the shoreline to the point of beginning. Datum: NAD 83
(3660) (2) *North Ship Channel RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:
(3661) 37°51'53"N., 122°24'58"W.; thence to
(3662) 37°54'15"N., 122°27'27"W.; thence to
(3663) 37°56'06"N., 122°26'49"W.; thence to
(3664) 37°56'06"N., 122°26'34"W.; thence to
(3665) 37°54'48"N., 122°26'42"W.; thence to
(3666) 37°54'02"N., 122°26'10"W.; thence to
(3667) 37°51'53"N., 122°24'00"W.; thence returning to the point of beginning. Datum: NAD 83
(3668) (3) *San Pablo Strait Channel RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:
(3669) 37°56'06"N., 122°26'49"W.; thence to
(3670) 37°57'26"N., 122°27'21"W.; thence to
(3671) 38°00'48"N., 122°24'45"W.; thence to
(3672) 38°01'54"N., 122°22'24"W.; thence to
(3673) 38°01'44"N., 122°22'18"W.; thence to
(3674) 37°57'37"N., 122°26'23"W.; thence to
(3675) 37°56'06"N., 122°26'34"W.; thence returning to the point of beginning. Datum NAD 83
(3676) (4) *Pinole Shoal Channel RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:
(3677) 38°01'54"N., 122°22'25"W.; thence to
(3678) 38°03'13"N., 122°19'50"W.; thence to
(3679) 38°03'23"N., 122°18'31"W.; thence to
(3680) 38°03'13"N., 122°18'29"W.; thence to
(3681) 38°03'05"N., 122°19'28"W.; thence to
(3682) 38°01'44"N., 122°22'18"W.; thence returning to the point of beginning. Datum: NAD 83
(3683) (5) *Benicia-Martinez Railroad Drawbridge Regulated Navigation Area (RNA):* The following is a regulated navigation area—The waters bounded by the following longitude lines:
(3684) (i) 122°13'31"W. (coinciding with the charted location of the Carquinez Bridge)
(3685) (ii) 121°53'17"W. (coinciding with the charted location of New York Point) Datum: NAD 83
(3686) (6) *Southampton Shoal Channel/Richmond Harbor RNA:* The following, consisting of two distinct areas, is a regulated navigation area—
(3687) (i) The waters bounded by a line connecting the following coordinates, beginning at:
(3688) 37°54'17"N., 122°22'00"W.; thence to
(3689) 37°54'08"N., 122°22'00"W.; thence to
(3690) 37°54'15"N., 122°23'12"W.; thence to
(3691) 37°54'30"N., 122°23'09"W.; thence along the shoreline to the point of beginning. Datum: NAD 83
(3692) (ii) The waters bounded by a line connecting the following coordinates, beginning at:
(3693) 37°54'28"N., 122°23'36"W.; thence to
(3694) 37°54'20"N., 122°23'38"W.; thence to
(3695) 37°54'23"N., 122°24'02"W.; thence to
(3696) 37°54'57"N., 122°24'51"W.; thence to
(3697) 37°55'05"N., 122°25'02"W.; thence to
(3698) 37°54'57"N., 122°25'22"W.; thence to
(3699) 37°53'26"N., 122°25'03"W.; thence to
(3700) 37°53'24"N., 122°25'13"W.; thence to
(3701) 37°55'30"N., 122°25'35"W.; thence to
(3702) 37°55'40"N., 122°25'10"W.; thence to
(3703) 37°54'54"N., 122°24'30"W.; thence to

(3704) 37°54'30"N., 122°24'00"W.; thence returning to the point of beginning. Datum: NAD 83

(3705) (7) *Oakland Harbor RNA*. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

(3706) 37°48'40"N., 122°19'58"W.; thence to

(3707) 37°48'50"N., 122°20'02"W.; thence to

(3708) 37°48'29"N., 122°20'39"W.; thence to

(3709) 37°48'13"N., 122°21'26"W.; thence to

(3710) 37°48'10"N., 122°21'39"W.; thence to

(3711) 37°48'20"N., 122°22'12"W.; thence to

(3712) 37°47'36"N., 122°21'50"W.; thence to

(3713) 37°47'52"N., 122°21'40"W.; thence to

(3714) 37°48'03"N., 122°21'00"W.; thence to

(3715) 37°47'48"N., 122°19'46"W.; thence to

(3716) 37°47'55"N., 122°19'43"W.; thence returning along the shoreline to the point of the beginning. Datum: NAD 83

(3717) (d) *General regulations*. (1) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, navigating within the RNAs defined in Paragraph (c) of this section, shall not exceed a speed of 15 knots through the water.

(3718) (2) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, navigating within the RNAs defined in Paragraph (c) of this section, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode and on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended period of time.

(3719) (3) The master, pilot or person directing the movement of a vessel within the RNAs defined in Paragraph (c) of this regulation shall comply with Rule 9 of the Inland Navigation Rules (INRs) (33 CFR subchapter E) in conjunction with the provisions of the associated INRs.

(3720) (e) *Specific Regulations*—(1) *San Francisco Bay RNA:* (i) A vessel shall navigate with particular caution in a precautionary area, or in areas near the terminations of traffic lanes or channels, as described in this regulation.

(3721) (ii) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall:

(3722) (A) Use the appropriate traffic lane and proceed in the general direction of traffic flow for that lane;

(3723) (B) Use the Central Bay Deep Water Traffic Lane if eastbound with a draft of 45 feet or greater or westbound with a draft of 28 feet or greater;

(3724) (C) Not enter the Central Bay Deep Water Traffic Lane when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein when either vessel is:

(3725) (1) Carrying certain dangerous cargoes (as denoted in section 160.202 of this subchapter);

(3726) (2) Carrying bulk petroleum products; or

(3727) (3) A tank vessel in ballast if such entry would result in meeting, crossing, or overtaking the other vessel.

(3728) (D) Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side, shall do so at as small an angle to the general direction of traffic flow as practicable;

(3729) (E) So far as practicable keep clear of the Central Bay Separation Zone and the Deep Water Traffic Lane Separation Zone;

(3730) (F) Not cross a traffic lane separation zone unless crossing, joining, or leaving a traffic lane.

(3731) (2) *Pinole Shoal Channel RNA:*

(3732) (i) A vessel less than 1600 gross tons or a tug with a tow of less than 1600 gross tons is not permitted within this RNA.

(3733) (ii) A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter Pinole Shoal Channel RNA when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein if such entry would result in meeting, crossing, or overtaking the other vessel, when either vessel is:

(3734) (A) Carrying certain dangerous cargoes (as denoted in §160.203 of this subchapter);

(3735) (B) Carrying bulk petroleum products; or

(3736) (C) A tank vessel in ballast.

(3737) (iii) Vessels permitted to use this channel shall proceed at a reasonable speed so as not to endanger other vessels or interfere with any work which may become necessary in maintaining, surveying, or buoying the channel, and they shall not anchor in the channel except in case of a deviation authorized under Paragraph (b) of this section.

(3738) (iv) This Paragraph shall not be construed as prohibiting any necessary use of the channel by any public vessels while engaged in official duties, or in emergencies by pilot boats.

(3739) (3) *Benicia-Martinez Railroad Drawbridge Regulated Navigation Area (RNA)—*

(3740) (i) *Eastbound vessels:*

(3741) (A) The master, pilot, or person directing the movement of a power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons traveling eastbound and intending to transit under the lift span (centered at coordinates 38°02'18"N., 122°07'17"W.) of the railroad bridge across Carquinez Strait at mile 7.0 shall, immediately after entering, the RNA, determine whether the visibility around the lift span is ½ nautical mile or greater.

(3742) (B) If the visibility is less than ½ nautical mile, or subsequently becomes less than ½ nautical mile, the vessel shall not transit under the lift span.

(3743) (ii) *Westbound vessels:*

(3744) (A) The master, pilot, or person directing the movement of a power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons traveling westbound and intending to transit under the lift span (centered at coordinates 38°02'18"N., 122°07'17"W.) of the railroad bridge across Carquinez Strait at mile 7.0 shall, immediately after entering the RNA determine whether the visibility around the lift span is ½ nautical mile or greater.

(3745) (B) If the visibility is less than ½ nautical mile, the vessel shall not pass beyond longitude line 121°55'19"W. (coinciding with the charted position of the westernmost end of Mallard Island) until the visibility improves to greater than ½ nautical mile around the lift span.

(3746) (C) If after entering the RNA visibility around the lift span subsequently becomes less than ½ nautical mile, the master, pilot, or person directing the movement of the vessel either shall not transit under the lift span or shall request a deviation from the requirements of the RNA as prescribed in paragraph (b) of this section.

(3747) (D) Vessels that are moored or anchored within the RNA with the intent to transit under the lift span shall remain moored or anchored until visibility around the lift span becomes greater than ½ nautical mile.

(3748) (4) *Southampton Shoal/Richmond Harbor RNA:* A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall not enter Southampton Shoal/Richmond Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing or overtaking the other vessel.

(3749) (5) Oakland Harbor RNA: A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter the Oakland Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing, or overtaking the other vessel.

(3750)

§165.1182 Safety/Security Zone: San Francisco Bay, San Pablo Bay, Carquinez Strait, and Suisun Bay, CA.

(3751) (a) *Regulated area*. The following area is established as a moving safety/security zone:

(3752) (1) All waters 200 yards ahead and astern and 100 yards to each side of every vessel transporting nuclear materials on behalf of the United States Department of Energy while such vessels transit from a line drawn between San Francisco Main Ship Channel Lighted Bell Buoy 7 and San Francisco Main Ship Channel Lighted Whistle Buoy 8 (LLNR 4190 & 4195, positions 37°46.9'N, 122°35.4'W & 37°46.5'N, 122°35.2'W, respectively) until safely moored at the Weapons Support Facility Seal Beach Detachment Concord on Suisun Bay (position 38°03.3'N, 122°02.5'W). All coordinates referenced use datum: NAD 1983.

(3753) (2) All waters within 100 yards of such vessels described in Paragraph (a)(1) of this section while such vessels are conducting cargo operations at the Weapons Support Facility Seal Beach Detachment Concord.

(3754) (b) *Notification*. Commander, Eleventh Coast Guard District, will cause notice of the activation of this safety/security 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 the provisions of 33 CFR 165.7(a); such means of announcement may include, but are not limited to, Broadcast Notice to Mariners. The Coast Guard will issue a Broadcast Notice to Mariners notifying the public when nuclear materials cargo handling has been completed.

(3755) (c) *Effective Period*. The safety/security zone will be effective commencing at the time any vessel described in Paragraph (a)(1) of this section enters the zone described in Paragraph (a)(1) of this section and will remain in effect until all spent nuclear materials cargo handling operations have been completed at Weapons Support Facility Seal Beach Detachment Concord.

(3756) (d) *Regulations.* The general regulations governing safety and security zones contained in both 33 CFR 165.23 in 33 CFR 165.33 apply. Entry into, transit through, or anchoring within this moving safety/security zone is prohibited unless authorized by Commander, Eleventh Coast Guard District, or his designated representative.

(3757)

§165.1183 Security Zones; tankers, cruise ships, and High Value Assets, San Francisco Bay and Delta Ports, Monterey Bay and Humboldt Bay, CA

(3758) (a) *Definitions*. The following definitions apply to these sections–

(3759) (1) *Cruise ship* means any vessel over 100 gross register tons, carrying more than 500 passengers for hire which makes voyages lasting more than 24 hours, of which any part is on the high seas. Passengers from cruise ships are embarked or disembarked in the U.S. or its territories. Cruise ships do not include ferries that hold Coast Guard Certificates of Inspection endorsed for "Lakes, Bays and Sounds" that transit international waters for only short periods of time on frequent schedules.

(3760) (2) *High Value Asset* means any waterside asset of high value including military and commercial vessels, or commercial vessels carrying CDC as defined in 33 CFR 160.202, deemed by the Captain of Port, or higher authority, as requiring protection based upon risk assessment analysis and is therefore escorted by the Coast Guard or other law enforcement vessel with an embarked Coast Guard commissioned, warrant, or petty officer.

(3761) (3) *Tanker* means any self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous materials in bulk in the cargo spaces.

(3762) (4) *Designated representative* means any commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, State and Federal law enforcement vessels who have been authorized to act on the behalf of the Captain of the Port.

(3763) (b) *Locations*. (1) *San Francisco Bay*. All waters, extending from the surface to the sea floor, within 500 yards (457 meters) ahead, astern and extending along either side of a tanker, cruise ship, or HVA underway (100 yards when anchored or moored) within the San Francisco Bay and areas shoreward of the line drawn between San Francisco Main Ship Channel Lighted Bell

Buoy 7 and San Francisco Main Ship Channel Lighted Whistle Buoy 8 (LLNR 4190 & 4195) in positions 37°46.9'N., 122°35.4'W. and 37°46.5'N., 122°35.2'W., respectively.

(3764) (2) *Monterey Bay*. All waters, extending from the surface to the sea floor, within 500 yards (457 meters) ahead, astern and extending along either side of a tanker, cruise ship, or HVA underway (100 yards when anchored or moored) within the Monterey Bay area shoreward of a line drawn between Santa Cruz Light (LLNR 305) to the north in position 36°57.10'N., 122°01.60'W., and Cypress Point, Monterey to the south, in position 36°34.90'N., 121°58.70'W.

(3765) (3) *Humboldt Bay*. All waters, extending from the surface to the sea floor, within 500 yards (457 meters) ahead, astern and extending along either side of a tanker, cruise ship, or HVA underway (100 yards when anchored or moored) within the Humboldt Bay area shoreward of a 4 nautical mile radius line drawn to the west of the Humboldt Bay Entrance Lighted Whistle Buoy HB (LLNR 8130) in position 40°46.25'N., 124°16.13'W.

(3766) (c) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, San Francisco Bay, or a designated representative.

(3767) (2) Mariners requesting permission to transit through the security zone may request authorization to do so from the Patrol Commander (PATCOM). The PATCOM may be contacted on VHF-FM Channel 16.

(3768) (3) All persons and vessels shall comply with the instructions of the Captain of the Port or the designated representative.

(3769) (4) Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3770) (5) The Coast Guard may be assisted by other Federal, State, or local agencies.

(3771)

§165.1184 Safety Zone; Coast Guard Use of Force Training Exercises, San Pablo Bay, CA

(3772) (a) *Location*. This safety zone will apply to the navigable waters in the San Pablo Bay, and will encompass an area beginning at position

(3773) 38°01'44"N., 122°27'06"W.;

(3774) 38°04'36"N., 122°22'06"W.;

(3775) 38°00'35"N., 122°26'07"W.;

(3776) 38°03'00"N., 122°20'20"W. (NAD 83) and back to the starting point.

(3777) (b) *Enforcement*. The Coast Guard will notify the public via a Broadcast Notice to Mariners prior to the activation of this safety zone. The safety zone will be activated on average two times per month, but could be activated up to six times per month. It will be in effect for approximately three hours from 9 a.m. to 11:59 p.m. If the exercises conclude prior to the scheduled termination time, the Coast Guard will cease enforcement of this safety zone and will announce that fact via Broadcast Notice to Mariners. Persons and vessels may also contact the Coast Guard to determine the status of the safety zone on VHF-16 or the 24-hour Command Center via telephone at (415) 399–3547.

(3778) (c) *Definitions*. As used in this section, designated representative means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port San Francisco (COTP) in the enforcement of the safety zone.

(3779) (d) *Regulations*. (1) Under the general regulations in § 165.23, entry into, transiting, or anchoring within the safety zone is prohibited unless authorized by the COTP or the COTP's designated representative.

(3780) (2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or the COTP's designated representative.

(3781) (3) Vessel operators desiring to enter or operate within the safety zone must contact the COTP or the COTP's representative to obtain permission to do so. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP or the COTP's designated representative. Persons and vessels may request permission to enter the safety zone on VHF-16 or the 24-hour Command Center via telephone at (415) 399–3547.

(3782)

§165.1185 Regulated Navigation Area; San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, San Joaquin River, and connecting waters in CA.

(3783) (a) *Location*. All waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, San Joaquin River, and connecting waters in California are a Regulated Navigation Area.

(3784) (b) *Definitions*."Liquefied hazardous gas (LHG)" is a liquid containing one or more of the products listed in Table 127.005 of 33 CFR 127.005 that is carried in bulk on board a tank vessel as a liquefied gas product. The hazards normally associated with these products include toxic or flammable properties or a combination of both.

(3785) (c) *Regulations*. All vessels loaded with a cargo of liquefied hazardous gas (LHG) within this Regulated Navigation Area must proceed directly to their intended cargo reception facility to discharge their LHG cargo, unless:

(3786) (1) The vessel is otherwise directed or permitted by the Captain of the Port. The Captain of the Port can be reached at telephone number 415–399–3547 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3787) (2) The vessel is in an emergency situation and unable to proceed as directed in paragraph (a) of this section

without endangering the safety of persons, property, or the environment.

(3788)

§165.T11-589 Safety zone; SFOBB Demolition Safety Zone, San Francisco, CA.

(3789) (a) *Location*. This temporary safety zone is established in the navigable waters of the San Francisco Bay near Yerba Buena Island, California as depicted in National Oceanic and Atmospheric Administration (NOAA) Chart 18650. The safety zone will encompass the navigable waters around the SFOBB within 100 yards beginning at Yerba Buena Island and ending at the "I" Pier.

(3790) (b) *Enforcement period*. The zone described in paragraph (a) of this section will be in effect from 6 a.m. to 7 p.m. daily from December 31, 2014 until December 30, 2015. The Captain of the Port San Francisco (COTP) will notify the maritime community of periods during which this zone will be enforced via Broadcast Notice to Mariners in accordance with 33 CFR 165.7.

(3791) (c) *Definitions*. As used in this section, "designated representative" means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer on a Coast Guard vessel or a Federal, State, or local officer designated by or assisting the COTP in the enforcement of the safety zone.

(3792) (d) *Regulations*. (1) Under the general regulations in 33 CFR Part 165, Subpart C, entry into, transiting or anchoring within this safety zone is prohibited unless authorized by the COTP or a designated representative.

(3793) (2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or a designated representative.

(3794) (3) Vessel operators desiring to enter or operate within the safety zone must contact the COTP or a designated representative to obtain permission to do so. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP or a designated representative. Persons and vessels may request permission to enter the safety zone on VHF–23A or through the 24-hour Command Center at telephone 415–399–3547.

(3795)

§165.1187 Security Zones; Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, San Francisco Bay, CA.

(3796) (a) *Location*. All waters extending from the surface to the sea floor, within 25 yards of all piers, abutments, fenders and pilings of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, in San Francisco Bay, California.

(3797) (b) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into these security zones is prohibited, unless doing so is necessary for safe navigation, to conduct official business such as scheduled maintenance or retrofit operations, or unless specifically authorized by the Captain of the Port San Francisco Bay or his designated representative.

(3798) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 415–399–3547 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3799) (c) *Enforcement.* All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3800)

§165.1190 Security Zone; San Francisco Bay, Oakland Estuary, Alameda, CA.

(3801) (a) *Location.* The following area is a security zone: All navigable waters of the Oakland Estuary, California, from the surface to the sea floor, approximately 50 yards into the Oakland Estuary surrounding the Coast Guard Island Pier. The perimeter of the security zone follows the same perimeter as the floating security barrier installed around the Coast Guard Island pier. The perimeter of the security barrier is located along the following coordinates: commencing at a point on land approximately 50 yards northwest of the northwestern end of the Coast Guard Island Pier at latitude 37°46'53.60"N and longitude 122°15'06.10"W; thence to the edge of the navigable channel at latitude 37°46'51.83"N and longitude 122°15'07.47"W; thence to a position approximately 10 yards into the charted navigation channel at latitude 37°46'51.27"N and longitude 122°15'07.22"W; thence closely paralleling the edge of the charted navigation channel to latitude 37°46'46.75"N and longitude 122°15'00.21"W; thence closely paralleling the edge of the charted navigation channel to a point approximately 20 yards into the charted navigation channel at latitude 37°46'42.36"N and longitude 122°14'51.55"W; thence to a point on land approximately 50 yards southeast of the southeastern end of the Coast Guard Island Pier at latitude 37°46'44.80"N and longitude 122°14'48.80"W; thence northwest along the shoreline back to the beginning point.

(3802) (b) *Regulations*. (1) Under §165.33, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, San Francisco Bay, or his designated representative.

(3803) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 415–399–3547 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the

instructions of the Captain of the Port or his designated representative.

(3804) (c) *Enforcement.* The Captain of the Port will enforce this security zone and may be assisted in the patrol and enforcement of this security zone by any Federal, State, county, municipal, or private agency.

(3805)

§165.1192 Security Zones; Waters surrounding San Francisco International Airport and Oakland International Airport, San Francisco Bay, CA.

(3806) (a) *Locations*. The following areas are security zones:

(3807) (1) *San Francisco International Airport Security Zone*. This security zone includes all waters extending from the surface to the sea floor within approximately 200 yards seaward from the shoreline of the San Francisco International Airport and encompasses all waters in San Francisco Bay within a line connecting the following geographical positions–

(3808) 37°36'19"N., 122°22'36"W.
(3809) 37°36'45"N., 122°22'18"W.
(3810) 37°36'26"N., 122°21'30"W.
(3811) 37°36'31"N., 122°21'21"W.
(3812) 37°36'17"N., 122°20'45"W.
(3813) 37°36'37"N., 122°20'40"W.
(3814) 37°36'50"N., 122°21'08"W.
(3815) 37°37'00"N., 122°21'12"W.
(3816) 37°37'21"N., 122°21'53"W.
(3817) 37°37'39"N., 122°21'44"W.
(3818) 37°37'56"N., 122°21'51"W.
(3819) 37°37'50"N., 122°22'20"W.
(3820) 37°38'25"N., 122°22'54"W.
(3821) 37°38'23"N., 122°23'01"W.
(3822) and along the shoreline back to the beginning point.

(3823) (2) *Oakland International Airport Security Zone*. This security zone includes all waters extending from the surface to the sea floor within approximately 200 yards seaward from the shoreline of the Oakland International Airport and encompasses all waters in San Francisco Bay within a line connecting the following geographical positions–

(3824) 37°43'35"N., 122°15'00"W.
(3825) 37°43'40"N., 122°15'05"W.
(3826) 37°43'34"N., 122°15'12"W.
(3827) 37°43'24"N., 122°15'11"W.
(3828) 37°41'54"N., 122°13'05"W.
(3829) 37°41'51"N., 122°12'48"W.
(3830) 37°41'53"N., 122°12'44"W.
(3831) 37°41'35"N., 122°12'18"W.
(3832) 37°41'46"N., 122°12'08"W.
(3833) 37°42'03"N., 122°12'34"W.
(3834) 37°42'08"N., 122°12'32"W.
(3835) 37°42'35"N., 122°12'30"W.
(3836) 37°42'40"N., 122°12'06"W.
(3837) and along the shoreline back to the beginning point.

(3838) (b) *Regulations*. (1) Under §165.33, entering, transiting through, or anchoring in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, San Francisco Bay, or his designated representative.

(3839) (2) Persons desiring to transit the area of a security zone may contact the Captain of the Port at telephone number 415–399–3547 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3840) (c) *Enforcement*. All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, State, and Federal law enforcement vessels. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3841)

§165.1195 Regulated Navigation Area; Humboldt Bay Bar Channel and Humboldt Bay Entrance Channel, Humboldt Bay, CA.

(3842) (a) *Location*. The Regulated Navigation Area (RNA) includes all navigable waters of the Humboldt Bay Bar Channel and the Humboldt Bay Entrance Channel, Humboldt Bay, California.

(3843) (b) *Definitions*. As used in this section–

(3844) *COTP* means the Captain of the Port as defined in Title 33, Code of Federal Regulations, Section 1.01–30 and 3.55–20.

(3845) *Sector* means Coast Guard Sector/Air Station Humboldt Bay.

(3846) *Sector Commander* means the Commanding Officer of Coast Guard Sector/Air Station Humboldt Bay.

(3847) *Hazardous material* means any of the materials or substances listed in 46 CFR 153.40.

(3848) *Humboldt Bay Area* means the area described in the location section of this regulation.

(3849) *Oil* means oil of any kind or in any form, including but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil.

(3850) *Station* means Coast Guard Station Humboldt Bay.

(3851) *Tank Vessel* means any vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue.

(3852) (c) *Applicability*. These regulations apply to the owners and operators of tank vessels transporting oil or hazardous material as cargo within the Humboldt Bay Area.

(3853) (d) *Regulations*. (1) In addition to the arrival and departure notification requirements listed in title 33 CFR, part 160, Ports and Waterways Safety–General, subpart C–Notifications of "Arrivals, Departures, Hazardous Conditions, and Certain Dangerous Cargoes", the owner, master, agent or person in charge of a vessel to which this notice applies shall obtain permission to cross within four

hours of crossing the Humboldt Bay Bar. Between 6:30 a.m. and 10 p.m., notification/requests for permission can be made to Station Humboldt Bay on VHF–FM Channel 16, or at 707–443–2213. If between 10 p.m. and 6:30 a.m., or if unable to reach the Station, notification/requests for permission can be made directly to Sector/Air Station Humboldt Bay on VHF–FM Channel 16 or at 707–839–6113.

(3854) (2) Permission for a bar crossing by vessels or towing vessels and their tows to which this regulation applies is dependent on environmental and safety factors, including but not limited to: Sea state, winds, visibility, size and type of vessel or tow, wave period, time of day/night, and tidal currents. The final decision to close the bar rests with Humboldt Bay Sector Commander or his designated representative. At a minimum, Humboldt Bay Bar Channel crossings by vessels subject to this advisory will generally not be permitted unless all of the following conditions exist: Proper permission to cross has been received, sea conditions at the bar are less than 6 feet, winds at the bar are less than 30 knots, the transit will take place during daylight hours, the vessel has only a single tow or no tow, the visibility at the bar is greater than 1,000 yards, and the vessel and tow are in proper operating condition.

(3855) (3) If the bar is closed to vessels to which this regulation applies, waiver requests will be accepted within four hours of crossing the entrance channel. If the waiver request is made between 6:30 a.m. and 10 p.m., the request should be made to Station Humboldt Bay on VHF–FM Channel 16, or at 707–443–2213. If between 10 p.m. and 6:30 a.m., or if unable to reach the Station, the request can be made directly to Sector/Air Station Humboldt Bay on VHF–FM Channel 16 or at 707–839–6113. Waiver requests must be made by the vessel master and must provide the following: A description of the proposed operation, the conditions for which the waiver is requested, the reasons for requesting the waiver, the reasons that the requester believes the proposed operation can be accomplished safely, and a callback phone number. The Station or Sector Watchstander receiving the request will brief the Officer in Charge of the Station who will then brief the Sector Commander. The authority to grant waivers rests with the Sector Commander or his designated representative.

(3856) (4) In addition to the requirements in paragraphs (d)(1)–(3) of this section, vessels transporting liquefied hazardous gases or compressed hazardous gases in bulk as cargo into or out of Humboldt Bay are required to be aided by two assist tugs. If the vessel carrying the gases is towed, the assist tug requirement is in addition to the towing tug. The assist tugs shall escort the vessel through its transit and must be stationed so as to provide immediate assistance in response to the loss of power or steering of the cargo vessel, its towing tug, or loss of control over the tow.

(3857) (5) Vessels to which this regulation applies may be required by the Sector Commander or his designated representative to be escorted by a Coast Guard vessel during their transit. In addition, if a vessel master, agent, or pilot has concerns about the safety of a vessel's transit through the Humboldt Bay Entrance Channel, a Coast Guard escort may be requested. Requests for an escort should be directed to Station on VHF–FM channel 16 or at 707–443–2213 between 6:30 a.m. and 10 p.m., or to Sector on VHF–FM channel 16 or at 707–839–6113 if between 10 p.m. and 6:30 a.m.

(3858) (e) *Enforcement*. Acting as a representative of the Captain of the Port, the Humboldt Bay Sector Commander will enforce this regulation and has the authority to take steps necessary to ensure the safe transit of vessels in Humboldt Bay. The Sector Commander can enlist the aid and cooperation of any Federal, State, county, and municipal agency to assist in the enforcement of the regulation. All persons and vessels shall comply with the instructions of the Sector Commander or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, State, and Federal law enforcement vessels.

(3859) Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3860)

§165.1197 Security Zones; San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, CA.

(3861) (a) *Locations*. The following areas are security zones:

(3862) (1) *Chevron Long Wharf, San Francisco Bay*. This security zone includes all waters extending from the surface to the sea floor within approximately 100 yards of the Chevron Long Wharf, Richmond, CA, and encompasses all waters in San Francisco Bay within a line connecting the following geographical positions–

(3863) 37°55'52.2"N., 122°24'04.7"W.
(3864) 37°55'41.8"N., 122°24'07.1"W.
(3865) 37°55'26.8"N., 122°24'35.9"W.
(3866) 37°55'47.1"N., 122°24'55.5"W.
(3867) 37°55'42.9"N., 122°25'03.5"W.
(3868) 37°55'11.2"N., 122°24'32.8"W.
(3869) 37°55'14.4"N., 122°24'27.5"W.
(3870) 37°55'19.7"N., 122°24'23.7"W.
(3871) 37°55'22.2"N., 122°24'26.2"W.
(3872) 37°55'38.5"N., 122°23'56.9"W.
(3873) 37°55'47.8"N., 122°23'53.3"W.
(3874) and along the shoreline back to the beginning point.

(3875) (2) *Conoco-Phillips, San Pablo Bay*. This security zone includes all waters extending from the surface to the sea floor within approximately 100 yards of the Conoco-Phillips Wharf, Rodeo, CA, and encompasses all waters in San Pablo Bay within a line connecting the following geographical positions–

(3876) 38°03'06.0"N., 122°15'32.4"W.
(3877) 38°03'20.7"N., 122°15'35.8"W.
(3878) 38°03'21.8"N., 122°15'29.8"W.

(3879) 38°03'29.1"N., 122°15'31.8"W.
(3880) 38°03'23.8"N., 122°15'55.8"W.
(3881) 38°03'16.8"N., 122°15'53.2"W.
(3882) 38°03'18.6"N., 122°15'45.2"W.
(3883) 38°03'04.0"N., 122°15'42.0"W.
(3884) and along the shoreline back to the beginning point.
(3885) (3) *Shell Terminal, Carquinez Strait*. This security zone includes all waters extending from the surface to the sea floor within approximately 100 yards of the Shell Terminal, Martinez, CA, and encompasses all waters in San Pablo Bay within a line connecting the following geographical positions–
(3886) 38°01'39.8"N., 122°07'40.3"W.
(3887) 38°01'54.0"N., 122°07'43.0"W.
(3888) 38°01'56.9"N., 122°07'37.9"W.
(3889) 38°02'02.7"N., 122°07'42.6"W.
(3890) 38°01'49.5"N., 122°08'08.7"W.
(3891) 38°01'43.7"N., 122°08'04.2"W.
(3892) 38°01'50.1"N., 122°07'50.5"W.
(3893) 38°01'36.3"N., 122°07'47.6"W.
(3894) and along the shoreline back to the beginning point.
(3895) (4) *Amorco Pier, Carquinez Strait*. This security zone includes all waters extending from the surface to the sea floor within approximately 100 yards of the Amorco Pier, Martinez, CA, and encompasses all waters in the Carquinez Strait within a line connecting the following geographical positions–
(3896) 38°02'03.1"N., 122°07'11.9"W.
(3897) 38°02'05.6"N., 122°07'18.9"W.
(3898) 38°02'07.9"N., 122°07'14.9"W.
(3899) 38°02'13.0"N., 122°07'19.4"W.
(3900) 38°02'05.7"N., 122°07'35.9"W.
(3901) 38°02'00.5"N., 122°07'31.1"W.
(3902) 38°02'01.8"N., 122°07'27.3"W.
(3903) 38°01'55.0"N., 122°07'11.0"W.
(3904) and along the shoreline back to the beginning point.
(3905) (5) *Valero, Carquinez Strait*. This security zone includes all waters extending from the surface to the sea floor within approximately 100 yards of the Valero Pier, Benicia, CA, and encompasses all waters in the Carquinez Strait within a line connecting the following geographical positions–
(3906) 38°02'37.6"N., 122°07'51.5"W.
(3907) 38°02'34.7"N., 122°07'48.9"W.
(3908) 38°02'44.1"N., 122°07'34.9"W.
(3909) 38°02'48.0"N., 122°07'37.9"W.
(3910) 38°02'47.7"N., 122°07'42.1"W.
(3911) and along the shoreline back to the beginning point.
(3912) (6) *Avon Pier, Suisun Bay*. This security zone includes all waters extending from the surface to the sea floor within approximately 100 yards of the Avon Pier, Martinez, CA, and encompasses all waters in Suisun Bay within a line connecting the following geographical positions–
(3913) 38°02'24.6"N., 122°04'52.9"W.
(3914) 38°02'54.0"N., 122°05'19.5"W.
(3915) 38°02'55.8"N., 122°05'16.1"W.
(3916) 38°03'02.1"N., 122°05'19.4"W.
(3917) 38°02'55.1"N., 122°05'42.6"W.
(3918) 38°02'48.8"N., 122°05'39.2"W.
(3919) 38°02'52.4"N., 122°05'27.7"W.
(3920) 38°02'46.5"N., 122°05'22.4"W.
(3921) and along the shoreline back to the beginning point.
(3922) (b) *Regulations*. (1) In accordance with the general regulations in §165.33, entry into the security zones described in paragraph (a) of this section is prohibited, unless specifically authorized by the Captain of the Port San Francisco Bay, or his designated representative.
(3923) (2) Persons desiring to transit the area of a security zone may contact the Captain of the Port at telephone number 415–399–3547 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his designated representative.
(3924) (c) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of these security zones by federal, state and local law enforcement as necessary.
(3925)

§165.1198 Safety zone; Military Ocean Terminal Concord Safety Zone, Suisun Bay, Military Ocean Terminal Concord, CA.

(3926) (a) *Location*. This safety zone is established in the navigable waters of Suisun Bay near Military Ocean Terminal Concord, CA (MOTCO) as depicted in National Oceanic and Atmospheric Administration (NOAA) Chart 18656. Upon commencement of military onloads and offloads, the safety zone will encompass the navigable waters in the area between 500 yards of MOTCO Pier 2 in position 38°03′30"N, 122°01′14"W (NAD 83) as depicted in National Oceanic and Atmospheric Administration (NOAA) Chart 18656 (the perimeter of the existing security zone) and 3,000 yards of the pier.
(3927) (b) *Enforcement period*. The zone described in paragraph (a) of this section will be enforced during all military onload and offload operations. The Captain of the Port San Francisco (COTP) will notify the maritime community of periods during which this zone will be enforced via actual notice on-scene during military onloads and offloads.
(3928) (c) *Regulations*. (1) The safety zone is open to all persons and vessels for transitory use.
(3929) (2) Persons and vessels operating within the safety zone may not anchor or otherwise loiter within the safety zone.
(3930) (3) Vessel operators desiring to anchor or otherwise loiter within the safety zone must contact Sector San Francisco Vessel Traffic Service at 415–556–2760 or VHF Channel 14 to obtain permission.
(3931) (4) All persons and vessels transiting through or operating within the safety zone must comply with all directions given to them by the COTP or a designated representative.

(3932) (5) The public can contact Sector San Francisco Bay at 415–399–3530 to obtain information concerning enforcement of this rule.

(3933) (d) *Enforcement*. All persons and vessels must comply with the instructions of the COTP or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by local law enforcement and the MOTCO police as necessary. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel must proceed as directed.

(3934)

§ 165.1199 Security Zones; Military Ocean Terminal Concord (MOTCO), Concord, California.

(3935) (a) *Location*. The security zone(s) reside(s) within the navigable waters of Suisun Bay, California, extending from the surface to the sea floor, within 500 yards of the three Military Ocean Terminal Concord (MOTCO) piers in Concord, California.

(3936) (b) *Definitions*. As used in this section, ''designated representative'' means any Coast Guard commissioned, warrant, or petty officer or any Federal, state, or local law enforcement officer who has been designated by the Captain of the Port San Francisco (COTP) to act on the COTP's behalf. The COTP's representative may be on a Coast Guard vessel, a Coast Guard Auxiliary vessel, a Federal, state, or local law enforcement vessel, or a location on shore.

(3937) (c) *Regulations*. (1) The security zone(s) described in paragraph (a) of this section will be in force during active military onloading and/or offloading operations and at any time a vessel loaded with munitions is present at a pier.

(3938) (2) When one or more piers are involved in onload or offload operations at the same time, there will be a 500-yard security zone for each involved pier.

(3939) (3) Under the general regulations in subpart D of this part, entry into, transiting or anchoring within the security zone(s) described in paragraph (a) of this section is prohibited during times of enforcement unless authorized by the COTP or a designated representative.

(3940) (4) Vessel operators desiring to enter or operate within the security zone(s) during times of enforcement must contact the COTP or a designated representative on VHF-16 or through the 24-hour Command Center at telephone (415) 399–3547 to obtain permission to do so. Vessel operators given permission to enter or operate in the security zone(s) must comply with all directions given to them by the COTP or a designated representative.

(3941) (5) Upon being hailed by the COTP or designated representative by siren, radio, flashing light, or other means, the operator of a vessel approaching the security zone(s) must proceed as directed to avoid entering the security zone(s).

(3942) (d) *Notice of enforcement or suspension of enforcement of security zone(s)*. During periods that one or more security zones are enforced, the COTP or a designated representative will issue a Broadcast Notice to Mariners and/or notify mariners via actual notice onscene. In addition, COTP maintains a telephone line that is maintained 24 hours a day, 7 days a week. The public can contact COTP at (415) 399–3547 to obtain information concerning enforcement of this section. When the security zones are no longer needed, the COTP or designated representative will cease enforcement of the security zones. Upon suspension of enforcement, all persons and vessels are granted general permissions to enter, move within, and exit the security zones, but should remain cognizant of the applicable restricted area designated in 33 CFR 334.1110.

(3943)

§165.1301 Puget Sound and Adjacent Waters in Northwestern Washington–Regulated Navigation Area.

(3944) The following is a regulated navigation area–All of the following northwestern Washington waters under the jurisdiction of the Captain of the Port, Puget Sound: Puget Sound, Hood Canal, Possession Sound, Elliott Bay, Commencement Bay, the San Juan Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, U.S. waters of the Strait of the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and Georgia Strait, and all lesser bays and harbors adjacent to the above.

(3945) (a) Definitions as used in this section:

(3946) (1) *Vessels engaged in fishing* are as identified in the definition found in Rule 3 of the International Regulations for Prevention of Collisions at Sea, 1972, (72 COLREGS), found in Appendix A, Part 81 of this chapter.

(3947) (2) *Hazardous levels of vessel traffic congestion* are as defined at the time by Puget Sound Vessel Traffic Service.

(3948) (b) Nothing in this section shall be construed as relieving any party from their responsibility to comply with applicable rules set forth in the 72 COLREGS.

(3949) (c) General Regulations: The provisions of this Paragraph apply at all times.

(3950) (1) Vessels engaged in fishing or other operations–that are distinct from vessels following a TSS or a connecting precautionary area east of New Dungeness and which are not required by the Bridge to Bridge Radiotelephone Regulations to maintain a listening watch, are highly encouraged to maintain a listening watch on the Puget Sound Vessel Traffic Service (PSVTS) VHF-FM radio frequency for the area in which the vessel is operating. A safe alternative to the radio listening watch is to stay clear of the TSS and connecting precautionary area.

(3951) (2) Vessels engaged in gill net fishing at any time between sunset and sunrise in any of the waters defining

the regulated navigation area of this section shall, in addition to the navigation lights and shapes required by Part 81 of this title (72 COLREGS), display at the end of the net most distant from the vessel on all-round (32-point) white light visible for a minimum of two nautical miles and displayed from at least three feet above the surface of the water.

(3952) (3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: The Hood Canal Bridge, to include the waters within a one-half nautical mile radius of the center of the main ship channel draw span during the immediate approach and transit of the draw by public vessels of the United States.

(3953) (4) East of New Dungeness, vessels engaged in fishing in a traffic lane or connecting precautionary area shall tend nets or other gear placed in the water so as to facilitate the movement of the vessel or gear from the traffic lane or precautionary area upon the approach of a vessel following the TSS.

(3954) (d) Congested Regulations: The provisions under this Paragraph apply only when imposed in specific locations by Puget Sound Vessel Traffic Service. They are intended to enhance vessel traffic safety during periods and in locations where hazardous levels of vessel traffic congestion are deemed to exist by Puget Sound Vessel Traffic Service. Operations potentially creating vessel traffic congestion include, but are not limited to, vessels engaged in fishing, including gill net, or purse seine, recreational fishing derbies, regattas, or permitted marine events.

(3955) (1) Vessels engaged in fishing or other operations—that are distinct from vessels following a Traffic Separation Scheme (TSS) or a connecting precautionary area east of New Dungeness, may not remain in, nor their gear remain in, a traffic lane or a connecting precautionary area east of New Dungeness when a vessel following a TSS approaches. Such vessels not following a TSS or a connecting precautionary area shall draw in their gear, maneuver, or otherwise clear these areas so that their action is complete at least fifteen minutes before the arrival of a vessel following the TSS. Vessels which are required by this Paragraph to remain clear of a connecting precautionary area east of New Dungeness or a traffic lane must also remain clear of the adjacent separation zone when in a TSS east of New Dungeness.

(3956) (2) A vessel following the TSS may not exceed a speed of 11 knots through the water.

(3957) (3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: Edmonds/Kingston ferry crossing lanes, to include the waters within one-quarter nautical mile on either side of a straight line connecting the Edmonds and Kingston ferry landings during the hours that the ferry is operating.

(3958) (e) Authorization to deviate from this section.

(3959) (1) Commander, Thirteenth Coast Guard District may, upon written request, issue an authorization to deviate from this section if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. An application for authorization must state the need for the deviation and describe the proposed alternative operation.

(3960) (2) PSVTS may, upon verbal request, authorize a deviation from this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on vessel handling characteristics, traffic density, radar contracts and environmental conditions.

(3961) (3) In an emergency, the master, pilot, or person directing the movement of the vessel following the TSS may deviate from this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

(3962)

§165.1302 Bangor Naval Submarine Base, Bangor, WA.

(3963) (a) *Location*. The following is a security zone: The waters of the Hood Canal encompassed by a line commencing on the east shore of Hood Canal at

(3964) 47°43'17"N., 122°44'44"W., thence to

(3965) 47°43'32"N., 122°44'40"W.; thence to

(3966) 47°43'50"N., 122°44'40"W.; thence to

(3967) 47°44'24"N., 122°44'22"W.; thence to

(3968) 47°45'47"N., 122°43'22"W.; thence to

(3969) 47°46'23"N., 122°42'42"W.; thence to

(3970) 47°46'23"N., 122°42'20"W.; thence to

(3971) 47°46'20"N., 122°42'12"W.; thence southerly along the shoreline to the point of beginning.

(3972) (b) *Security zone anchorage*. The following is a security zone anchorage: Area No. 2. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at

(3973) 47°46'26"N., 122°42'49"W.

(3974) (c) *Special Regulations*. (1) Section 165.33 paragraphs, (a), (e), and (f) do not apply to the following vessels or individuals on board those vessels:

(3975) (i) Public vessels of the United States, other than United States Naval vessels.

(3976) (ii) Vessels that are performing work at Naval Submarine Base Bangor pursuant to a contract with the United States Navy which requires their presence in the security zone.

(3977) (iii) Any other vessels or class of vessels mutually agreed upon in advance by the Captain of the Port and Commanding Officer, Naval Submarine Base Bangor. Vessels operating in the security zone under this exemption must have previously obtained a copy of a certificate of

exemption permitting their operation in the security zone from the Security Office, Naval Submarine Base Bangor. This written exemption shall state the date(s) on which it is effective and may contain any further restrictions on vessel operations within the security zone as have been previously agreed upon by the Captain of the Port and Commanding Officer, Naval Submarine Base Bangor. The certificate of exemption shall be maintained on board the exempted vessel so long as such vessel is operating in the security zone.

(3978) (2) Any vessel authorized to enter or remain in the security zone may anchor in the security zone anchorage.

(3979) (3) Other vessels desiring access to this zone shall secure permission from the Captain of the Port through the Security Office of the Naval Submarine Base Bangor. The request shall be forwarded in a timely manner to the Captain of the Port by the appropriate Navy official.

(3980) (d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and monitoring of this security zone by the U.S. Navy.

(3981)

§165.1303 Puget Sound and adjacent waters, Washington—regulated navigation areas.

(3982) (a) The following is a regulated navigation area: the waters of the United States east of a line extending from Discovery Island Light to New Dungeness Light and all points in the Puget Sound area north and south of these lights.

(3983) (b) *Regulations*. (1) Tank vessel navigation restrictions: Tank vessels larger than 125,000 deadweight tons bound for a port or place in the United States may not operate in the regulated navigation area.

(3984) (2) Commander, Thirteenth Coast Guard District may, upon written request, issue an authorization to deviate from paragraph (b)(1) of this section if it is determined that such deviation provides an adequate level of safety. Any application for authorization must state the need and fully describe the proposed procedure.

(3985) (c) *Precautionary Area Regulations*. (1) A vessel in a precautionary area which is depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts, except precautionary "RB" (a circular area of 2,500 yards radius centered at 48°26'24"N., 122°45'12"W.), must keep the center of the precautionary area to port.

(3986) **Note:** The center of precautionary area "RB" is not marked by a buoy.

(3987) (2) The Puget Sound Vessel Traffic Service (PSVTS) may, upon verbal request, authorize a onetime deviation from paragraph (c)(1) of this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on the vessel handling characteristics, traffic density, radar contacts, and environmental conditions.

(3988) (3) In an emergency, the master, pilot, or person directing the movement of the vessel may deviate from paragraph (c)(1) of this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

(3989)

§165.1309 Eagle Harbor, Bainbridge Island, WA.

(3990) (a) *Regulated area*. A regulated navigation area is established on that portion of Eagle Harbor bounded by a line beginning at:

(3991) 47°36'56"N., 122°30'36"W.; thence to

(3992) 47°37'11"N., 122°30'36"W.; thence to

(3993) 47°37'25"N., 122°30'17"W.; thence to

(3994) 47°37'24"N., 122°30'02"W.; thence to

(3995) 47°37'16"N., 122°29'55"W.; thence to

(3996) 47°37'03"N., 122°30'02"W.; thence returning along the shoreline to point of origin. [Datum NAD 1983].

(3997) (b) *Regulations*. All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(3998) (c) *Waiver*. The Captain of the Port, Puget Sound, upon advice from the U.S. EPA Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests should be submitted in triplicate, to facilitate review by U.S. EPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Wyckoff/Eagle Harbor Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above mentioned activities that may, or will, take place in the Regulated Area.

(3999)

§165.1310 Strait of Juan de Fuca and Adjacent Coastal Waters of Northwest Washington; Makah Whale Hunting—Regulated Navigation Area.

(4000) (a) The following area is a Regulated Navigation Area (RNA): From 48°02.25'N., 124°42.1'W. northward along the mainland shoreline of Washington State to Cape Flattery and thence eastward along the mainland shoreline of Washington State to

(4001) 48°22'N., 124°34'W.; thence due north to

(4002) 48°24.55'N., 124°34'W.; thence northwesterly to

(4003) 48°27.1'N., 124°41.7'W.; thence due west to
(4004) 48°27.1'N., 124°45.5'W.; thence southwesterly to
(4005) 48°20.55'N., 124°51.05'W., thence west-southwest to
(4006) 48°18.0'N., 124°59.0'W., thence due south to
(4007) 48°02.25'N., 124°59.0'W.; thence due east back to the shoreline of Washington at
(4008) 48°02.25'N., 124°42.1'W. Datum: NAD 1983.

(4009) (b) During a whale hunt, while the international numeral pennant five (5) is flown by a Makah whale hunt vessel, the following area within the RNA is a Moving Exclusion Zone: The column of water from the surface to the seabed with a radius of 500 yards centered on the Makah whale hunt vessel displaying international numeral pennant five (5). This Moving Exclusionary Zone is activated only when surface visibility exceeds one nautical mile, between sunrise and sunset, and the Makah whale hunt vessel displays the international numeral pennant five (5). The Moving Exclusionary Zone is deactivated upon sunset, visibility is reduced to less than one nautical mile, or when the Makah hunt vessel strikes international numeral pennant five (5).

(4010) (c) Unless otherwise authorized by the Commander, Thirteenth Coast Guard District or his or her representative, no person or vessel may enter the active Moving Exclusionary Zone except for:

(4011) (1) Authorized Makah whale hunt vessel actively engaged in hunting operations under direction to the master of the Makah vessel flying international numeral pennant five (5), and

(4012) (2) A single authorized media pool vessel operating in accordance with Paragraph (f) of this section.

(4013) (d) The international numeral pennant five (5) is only authorized to be displayed from one Makah whale hunt vessel during actual whale hunt operations. No other vessels may display this pennant within the RNA at any time. Whale hunt operations commence when a whale hunt vessel is underway and its master intends to have a whale killed during the voyage. Whale hunt operations cease once this intent is abandoned, a whale is landed, or when the international numeral pennant five (5) is struck.

(4014) (e) The Makah Tribe shall make SECURITE Broadcasts beginning one hour before the commencement of a hunt and every half hour thereafter until hunting activities are concluded. This broadcast shall be made on channel 16 VHF-FM and state:

(4015) A whale hunt is proceeding today within the Regulated Navigation Area established for Makah whaling activities. The (name of vessel) is a (color and description of vessel) and will be flying international numeral pennant five (5) while engaged in whaling operations. This pennant is yellow and blue in color. Mariners are required by federal regulations to stay 500 yards away from (name of vessel), and are strongly urged to remain even further away from whale hunt activities as an additional safety measure.

(4016) (f)(1) Credentialed members of the media interested in entering the Moving Exclusionary Zone may request permission to operate a single media vessel in the Moving Exclusionary Zone by telephoning Coast Guard Public Affairs, as soon as practicable at (206) 220–7237 during normal working hours, and (206) 220–7001 after hours. Coast Guard preauthorization is required prior to entry into the Moving Exclusionary Zone by a single media pool vessel.

(4017) (2) The media pool vessel must be a U.S. documented vessel. The media pool vessel must be under command at all times within the Moving Exclusionary Zone by a master holding a license or merchant mariner credential issued in the U.S. to carry passenger for hire. All expenses, liabilities and risks associated with operation of the media pool vessel lie with members of the pool and the pool vessel owners and operators.

(4018) (3) The master of the media pool vessel shall maneuver to avoid positioning the pool vessel between whales and hunt vessel(s), out of the line of fire, at a prudent distance and location relative to whale hunt operations, and in a manner that avoids hindering the hunt or path of the whale in any way.

(4019) (4) Although permitted to maneuver within the Moving Exclusionary Zone, personnel aboard the media pool vessel are still required to follow safety and law enforcement related instructions of Coast Guard personnel.

(4020)

§165.1311 Olympic View Resource Area, Tacoma, WA.

(4021) (a) *Regulated area.* A regulated navigation area is established on that portion of Commencement Bay bounded by a line beginning at:

(4022) 47°15'40.20"N., 122°26'09.28"W; thence to
(4023) 47°15'42.21"N., 122°26'10.65"W.; thence to
(4024) 47°15'41.85"N., 122°26'11.80"W.; thence to
(4025) 47°15'45.58"N., 122°26'14.35" W.; thence to
(4026) 47°15'53.06"N., 122°26'06.61"W.; thence to
(4027) 47°15'46.74"N., 122°26'02.50"W.; thence returning along the shoreline to the point of origin. [Datum NAD 1983].

(4028) (b) *Regulations*. All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(4029) (c) *Waiver*. The Captain of the Port, Puget Sound, upon advice from the United States Environmental Protection Agency (USEPA) Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary

measures. Requests shall be submitted in triplicate, to facilitate review by USEPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Olympic View Resource Area Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above-mentioned activities that may, or will, take place in the Regulated Area.

(4030)

§165.1313 Security Zone Regulations, Tank Ship Protection, Puget Sound and adjacent waters, Washington.

(4031) (a) *Notice of enforcement or suspension of enforcement*. The tank ship security 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 tank ship security 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 tank ship security zone is suspended.

(4032) (b) The following definitions apply to this section:

(4033) (1) *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.

(4034) (2) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(4035) (3) *Navigation Rules* means the Navigation Rules, International-Inland.

(4036) (4) *Official patrol* means those persons designated by the Captain of the Port to monitor a tank ship security zone, permit entry into the zone, give legally enforceable orders to persons or vessels with in the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (k) to enforce this section are designated as the official patrol.

(4037) (5) *Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

(4038) (6) Tank ship security zone is a regulated area of water, established by this section, surrounding tank ships for a 500-yard radius that is necessary to provide for the security of these vessels.

(4039) (7) *Tank ship* means a self-propelled tank vessel that is constructed or adapted primarily to carry oil or hazardous material in bulk as cargo or cargo residue in the cargo spaces. The definition of tank ship does not include tank barges.

(4040) (8) *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.

(4041) (c) *Security zone:* There is established a tank ship security zone extending for a 500-yard radius around all tank ships located in the navigable waters of the United States in Puget Sound, WA, east of 123 degrees, 30 minutes West Longitude. [Datum: NAD 1983]

(4042) (d) *Compliance:* The tank ship security zone established by this section remains in effect around tank ships at all times, whether the tank ship is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the tank ship security 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 tank ship security zone, consistent with the Navigation Rules.

(4043) (e) The Navigation Rules shall apply at all times within a tank ship security zone.

(4044) (f) When within a tank ship security zone all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or tank ship master. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master.

(4045) (g) To request authorization to operate within 100 yards of a tank ship, contact the on-scene official patrol or tank ship master on VHF–FM channel 16 or 13.

(4046) (h) When conditions permit, the on-scene official patrol or tank ship master should:

(4047) (1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a tank ship in order to ensure a safe passage in accordance with the Navigation Rules;

(4048) (2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of a passing tank ship; and

(4049) (3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored tank ship with minimal delay consistent with security.

(4050) (i) *Exemption*. Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), (j), and (k) of this section.

(4051) (j) *Exception*. 33 CFR Part 161 promulgates Vessel Traffic Service regulations. Measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR Part 161 shall take precedence over the regulations in this section.

(4052) (k) *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 tank ship, 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.

(4053)

§165.1317 Security and Safety Zone; Large Passenger Vessel Protection, Puget Sound and adjacent waters, Washington.

(4054) (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.

(4055) (b) *Definitions*. The following definitions apply to this section:

(4056) *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.

(4057) *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.

(4058) *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.

(4059) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(4060) *Navigation Rules* means the Navigation Rules, International–Inland.

(4061) *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.

(4062) *Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

(4063) *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.

(4064) (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].

(4065) (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.

(4066) (e) The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.

(4067) (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.

(4068) (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.

(4069) (h) When conditions permit, the on-scene official patrol or large passenger vessel master should:

(4070) (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

(4071) (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.

(4072) (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.

(4073) (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.

(4074) (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 measures or directions govern rather than the regulations in this section.

(4075) (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.

(4076) (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.

(4077)

§165.1318 Security and Safety Zone Regulations, Large Passenger Vessel Protection, Captain of the Port Columbia River Zone.

(4078) (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 Columbia River. Captain of the Port Columbia River 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 Columbia River 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.

(4079) (b) *Definitions.* As used in this section-

(4080) *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.

(4081) *Large Passenger vessel* means any vessel over 100 feet in length (33 meters) carrying passengers for hire including, but not limited to, cruise ships, auto ferries, passenger ferries, and excursion vessels.

(4082) *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 that is necessary to provide for the security and safety of these vessels.

(4083) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(4084) *Navigation Rules* means the Navigation Rules, International-Inland.

(4085) *Official Patrol* means those persons designated by the Captain by 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 with in the zone and take other actions authorized by the Captain of the Port. Persons authorized as Federal Law Enforcement Officers to enforce this section are designated as the Official Patrol.

(4086) *Oregon Law Enforcement Officer* means any Oregon Peace Officer as defined in Oregon Revised Statutes section 161.015.

(4087) *Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

(4088) *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.

(4089) (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 in the navigable waters of the United States, in Portland, OR at the Columbia River Bar "C" buoy and extending eastward on the Columbia River to Kennewick, WA and upriver through Lewiston, ID on the Snake River.

(4090) (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 Columbia River, 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 Columbia River, all persons and vessels are authorized to

enter, transit, and exit the large passenger vessel security and safety zone, consistent with the Navigation Rules.

(4091) (e) *Navigation Rules*. The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.

(4092) (f) *Restrictions based on distance from large passenger vessel*. When within a large passenger security and safety zone, all vessels shall operate at the minimum speed necessary to maintain a safe course and shall 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.

(4093) (g) *Requesting authorization to operate within 100 yards of large passenger vessel.* To request authorization to operate with 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.

(4094) (h) *Maneuver-restricted vessels*. When conditions permit, the on-scene official patrol or large passenger vessel master should:

(4095) (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

(4096) (2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor with 100 yards of a passing large passenger vessel; and

(4097) (3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of an anchored large passenger vessel.

(4098) (i) *Stationary vessels*. 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 with in the large passenger vessel's security and safety zone unless it is either ordered by, or given permission by the Captain of the Port Columbia River, his designated representative or the on-scene official patrol to do otherwise.

(4099) (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.

(4100) (k) *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, Oregon 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.

(4101) (1) *Waiver*. The Captain of the Port Columbia River 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.

(4102)

§165.1321 Security Zone; Protection of Military Cargo, Captain of the Port Zone Puget Sound, WA.

(4103) (a) *Notice of enforcement or suspension of enforcement*. The Captain of the Port Puget Sound will enforce the security zones established by this section only upon notice. Captain of the Port Puget Sound will cause notice of the enforcement of these security 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 these security zones is suspended.

(4104) (b) *Definitions*. The following definitions apply to this section:

(4105) *Designated Representative* means those persons designated by the Captain of the Port to monitor these security zones, permit entry into these zones, give legally enforceable orders to persons or vessels with in these zones and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (g) to enforce this section and Vessel Traffic Service Puget Sound (VTS) are Designated Representatives.

(4106) *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.

(4107) *Navigable waters of the United States* means those waters defined as such in 33 CFR Part 2.

(4108) *Public vessel* means vessels owned, chartered, operated by the United States, or by a State or political subdivision thereof.

(4109) *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.

(4110) (c) *Security zone*. The following areas are security zones:

(4111) (1) *Blair Waterway Security Zone:* The Security Zone in the Blair Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points: 47°16'57"N., 122°24'39"W., which is approximately the beginning of Pier No. 23 (also known

as the Army pier); then northwesterly to 47°17'05"N., 122°24'52"W., which is the end of the Pier No. 23 (Army pier); then southwesterly to 47°16'42"N., 122°25'18"W., which is the approximate location of a private buoy on the end of the sewage outfall; then southeasterly to 47°16'33"N., 122°25'04"W., which is approximately the northwestern end of Pier 5; then northeasterly to the northwestern end of Pier No. 1; then southeasterly along the shoreline of the Blair Waterway to the Blair Waterway turning basin; then along the shoreline around the Blair Waterway turning basin; then northwesterly along the shoreline of the Blair Waterway to approximate position 47°16'49"N., 122°24'52"W.; then northeasterly along the shoreline to the point of origin [Datum: NAD 1983].

(4112) (2) *Sitcum Waterway Security Zone:* The Security Zone in the Sitcum Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points: 47°16'33"N., 122°25'04"W., which is approximately the northwestern end of Pier No. 5; then northwesterly to 47°16'42"N., 122°25'18"W., which is the approximate location of a private buoy on the end of the sewage outfall; then southwesterly to 47°16'23"N., 122°25'36"W.; then southeasterly to 47°16'10"N., 122°25'27"W., which is the northwestern corner of Pier No. 2; then extending northeasterly to 47°16'13"N., 122°25'13"W.; then extending southeasterly along the shoreline of the Sitcum Waterway; then northeasterly along the shoreline at the terminus of the Sitcum Waterway and then northwesterly along the shoreline of the Sitcum Waterway; then northeasterly along the shoreline of Pier No. 5 to the point of origin [Datum: NAD 1983]

(4113) (3) *Budd Inlet Security Zone:* The Security Zone in Budd Inlet, West Bay, Olympia WA includes all waters enclosed by a line connecting the following points: 47°03'12"N., 122°54'21"W., which is approximately the northwestern end of the fence line enclosing Berth 1 at Port of Olympia; then northerly to 47°03'15"N., 122°54'21"W., which is the approximate 300 feet north along the shoreline; then westerly to 47°03'15"N., 122°54'26"W., then southerly to 47°03'06"N., 122°54'26"W.; then southeasterly to 47°03'03"N., 122°54'20"W., which is approximately the end of the T-shaped pier; then north to 47°03'04"N., 122°54'19.5"W., which is approximately the southwestern corner of Berth 1; then northerly along the shoreline to the point of origin.[Datum NAD 1983]

(4114) (d) *Obtaining permission to enter, move within, or exit the security zones*. All vessels must obtain permission from the COTP or a Designated Representative to enter, move within, or exit the security zones established in this section when these security zones are enforced. Vessels 20 meters or greater in length should seek permission from the COTP or a Designated Representative at least 4 hours in advance. Vessels less than 20 meters in length should seek permission at least 1 hour in advance. VTS Puget Sound may be reached on VHF channel 14.

(4115) (e) *Compliance*. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce these security zones 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 these security zones.

(4116) (f) *Regulations*. Under the general regulations in 33 CFR part 165 subpart D, this section applies to any vessel or person in the navigable waters of the United States to which this section applies. No person or vessel may enter the security zones established in this section unless authorized by the Captain of the Port or his designated representatives. Vessels and persons granted permission to enter the security zone shall obey all lawful orders or directions of the Captain of the Port or his designated representatives. All vessels shall operate at the minimum speed necessary to maintain a safe course.

(4117) (g) *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, 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 pursuant to 33 CFR 6.04-11.

(4118) (h) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from the requirements in this section.

(4119) (i) *Waiver.* For any vessel, the Captain of the Port Puget Sound may waive any of the requirements of this section, upon finding that 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.

(4120)

§165.1322 Regulated Navigation Area: Willamette River Portland, Captain of the Port Columbia River Zone.

(4121) (a) *Location*. The following is a regulated navigation area (RNA): All waters of the Willamette River encompassed by a line commencing at

(4122) 45°34'47"N., 122°45'28"W. along the shoreline to

(4123) 45°34'47"N., 122°45'30"W., thence to

(4124) 45°34'47"N., 122°45'30"W., thence to

(4125) 45°34'48"N., 122°45'30"W., thence to

(4126) 45°34'48"N., 122°45'30"W., thence to

(4127) 45°34'48"N., 122°45'28"W., thence to

(4128) 45°34'47"N., 122°45'28"W. and back to the point of origin. All coordinates reference 1983 North American Datum (NAD 83).

(4129) (b) *Regulations*. (1) Motoring, anchoring, dragging, dredging, or trawling are prohibited in the regulated area.

(4130) (2) All vessels transiting or accessing the regulated area shall do so at a no wake speed or at the minimum speed to maintain steerage.

(4131)

§165.1323 Regulated Navigation Area: Willamette River Captain of the Port Columbia River Zone.

(4132) (a) *Location.* The following is a regulated navigation area (RNA): All waters of the Willamette River encompassed by a line commencing at

(4133) 45°34'33"N., 122°44'17"W to

(4134) 45°34'32"N., 122°44'18"W., thence to

(4135) 45°34'35"N., 122°44'24"W., thence to

(4136) 45°34'35"N., 122°44'27"W., thence to

(4137) 45°34'35"N., 122°44'36"W., thence to

(4138) 45°34'35"N., 122°44'37"W., thence to

(4139) 45°34'38"N., 122°44'42"W. to

(4140) 45°34'39"N., 122°44'43"W., thence to

(4141) 45°34'44"N., 122°44'51"W., thence to

(4142) 45°34'45"N., 122°44'53"W., thence to

(4143) 45°34'47"N., 122°44'51"W., thence to

(4144) 45°34'45"N., 122°44'46"W. to

(4145) 45°34'45"N., 122°44'45"W., thence to

(4146) 45°34'47"N., 122°44'43"W., thence to

(4147) 45°34'46"N., 122°44'42"W., thence to

(4148) 45°34'48"N., 122°44'40"W. thence to

(4149) 45°34'48"N., 122°44'38"W. and along the shoreline to

(4150) 45°34'46"N., 122°44'39"W and back to the point of origin. All coordinates reference 1983 North American Datum (NAD 83).

(4151) (b) *Regulations*. (1) Anchoring, spudding, dredging, laying cable, dragging, trawling, conducting salvage operations, operating commercial vessels of any size, and operating recreational vessels greater than 30 feet in length are prohibited in the regulated area.

(4152) (2) All vessels transiting or accessing the regulated area shall do so at no wake speed or at the minimum speed necessary to maintain steerage.

(4153)

§165.1324 Safety and Security Zone; Cruise Ship Protection, Elliot Bay and Pier 91, Seattle, WA.

(4154) (a) *Safety and Security Zones*. (1) The following area is a safety and security zone: All waters within the following points: a rectangle, starting at

(4155) 47°37'53"N., 122°23'07"W., thence south to position

(4156) 47°37'06"N., 122°23'07"W., thence east to position

(4157) 47°37'06"N., 122°22'43"W., thence north to position

(4158) 47°37'58"N., 122°22'43"W. This zone will be enforced only during the arrival and departure of Large Passenger Cruise Vessels at Pier 91, Seattle, Washington.

(4159) (2) The following area is a safety and security zone: All waters within 100 yards of Pier 91, Seattle, Washington, at approximate position 47°37'35"N., 122°23'00"W. This zone will be enforced only when a Large Passenger Cruise Vessel is moored at Pier 91.

(4160) (b) *Regulations*. In accordance with the general regulations in 33 CFR Part 165, Subpart D, no person or vessel may enter or remain in either Safety and Security Zone except for vessels authorized by the Captain of the Port or Designated Representatives.

(4161) (c) *Definitions*. The following definitions apply to this section;

(4162) *Facility Security Officer* means the person designated as responsible for the development, implementation, revision and maintenance of the facility security plan and for liaison with the COTP and Company and Vessel Security Officers.

(4163) *Large Passenger Cruise Vessel* means any cruise ship over 100 feet in length carrying passengers for hire. Large Passenger Cruise 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.

(4164) *Official Patrol* means those persons designated by the Captain of the Port to monitor a Large Passenger Cruise 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 (e) to enforce this section are designated as the Official Patrol.

(4165) (d) *Authorization*. To request authorization to operate within 100 yards of a Large Passenger Cruise Vessel that is moored at Pier 91, contact the onscene Official Patrol on VHF-FM channel 16 or 13 or the Facility Security Officer at 206–728–3688.

(4166) (e) *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 Cruise Vessel, any Federal 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.

(4167) (f) *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.

(4168)

§165.1325 Regulated Navigation Areas; Bars Along the Coasts of Oregon and Washington

(4169) (a) *Regulated navigation areas*. Each of the following areas is a regulated navigation area:

(4170) (1) *Quillayute River Entrance, WA:* From the west end of James Island

(4171) 47°54'23"N., 124°39'05"W. southward to buoy No. 2 at

(4172) 47°53'42"N., 124°38'42"W. eastward to the shoreline at

(4173) 47°53'42"N., 124°37'51"W., thence northward along the shoreline to

(4174) 47°54'29"N., 124°38'20"W. thence northward to

(4175) 47°54'36"N., 124°38'22"W. thence westward to the beginning.

(4176) (2) *Grays Harbor Entrance, WA*. From a point on the shoreline at

(4177) 46°59'00"N., 124°10'10"W. westward to

(4178) 46°59'00"N., 124°15'30"W. thence southward to

(4179) 46°51'00"N., 124°15'30"W. thence eastward to a point on the shoreline at

(4180) 46°51'00"N., 124°06'40"W. thence northward along the shoreline to a point at the south jetty

(4181) 46°54'20"N., 124°08'07"W. thence eastward to

(4182) 46°54'10"N., 124°05'00"W. thence northward to

(4183) 46°55'00"N., 124°03'30"W. thence northwestward to Damon Point at

(4184) 46°56'50"N., 124°06'30"W. thence westward along the north shoreline of the harbor to the north jetty at

(4185) 46°55'40"N., 124°10'27"W. thence northward along the shoreline to the beginning.

(4186) (3) *Willapa Bay, WA:* From a point on the shoreline at

(4187) 46°46'00"N., 124°05'40"W. westward to

(4188) 46°44'00"N., 124°10'45"W. thence eastward to a point on the shoreline at

(4189) 46°35'00"N., 124°03'45"W. thence northward along the shoreline around the north end of Leadbetter Point thence southward along the east shoreline of Leadbetter Point to

(4190) 46°36'00"N., 124°02'15"W. thence eastward to

(4191) 46°36'00"N., 124°00'00"W. thence northward to Toke point at

(4192) 46°42'15"N., 123°58'00"W. thence westward along the north shoreline of the harbor and northward along the seaward shoreline to the beginning.

(4193) (4) *Columbia River Bar, WA-OR:* From a point on the shoreline at

(4194) 46°18'00"N., 124°04'39"W. thence westward to

(4195) 46°18'00"N., 124°09'30"W. thence southward to

(4196) 46°12'00"N., 124°09'30"W. thence eastward to a point on the shoreline at

(4197) 46°12'00"N., 123°59'33"W. thence eastward to Tansy Point Range Front Light at

(4198) 46°11'16"N., 123°55'05"W.; thence northward to Chinook Point at

(4199) 46°15'08"N., 123°55'25"W. thence northwestward to the north end of Sand Island at

(4200) 46°17'29"N., 124°01'25"W. thence southwestward to a point on the north shoreline of the harbor at

(4201) 46°16'25"N., 124°02'28"W. thence northwestward and southwestward along the north shoreline of the harbor and northward along the seaward shoreline to the beginning.

(4202) (5) *Nehalem River Bar, OR:* From a point on the shoreline

(4203) 45°41'25"N., 123°56'16"W. thence westward

(4204) 45°41'25"N., 123°59'00"W. thence southward to

(4205) 45°37'25"N., 123°59'00"W. thence eastward to a point on the shoreline at

(4206) 45°37'25"N., 123°56'38"W. thence northward along the shoreline to the north end of the south jetty at

(4207) 45°39'40"N., 123°55'45"W. thence westward to a point on the shoreline at

(4208) 45°39'45"N., 123°56'19"W. thence northward along the shoreline to the beginning.

(4209) (6) *Tillamook Bay Bar, OR:* From a point on the shoreline at

(4210) 45°35'15"N., 123°57'05"W. thence westward

(4211) 45°35'15"N., 124°00'00"W. thence southward to

(4212) 45°30'00"N., 124°00'00"W. thence eastward to a point on the shoreline at

(4213) 45°30'00"N., 123°57'40"W. thence northward along the shoreline to the north end of Kincheloe Point at

(4214) 45°33'30"N., 123°56'05"W. thence northward to a point on the north shoreline of the harbor at

(4215) 45°33'40"N., 123°55'59"W. thence westward along the north shoreline of the harbor then northward along the seaward shoreline to the beginning.

(4216) (7) *Netarts Bay Bar, OR:* From a point on the shoreline at

(4217) 45°28'05"N. thence westward to

(4218) 45°28'05"N., 124°00'00"W. thence southward to

(4219) 45°24'00"N., 124°00'00"W. thence eastward to a point on the shoreline at

(4220) 45°24'00"N., 123°57'45"W. thence northward along the shoreline to

(4221) 45°26'03"N., 123°57'15"W. thence eastward to a point on the north shoreline of the harbor at

(4222) 45°26'00"N., 123°56'57"W. thence northward along the shoreline to the beginning.

(4223) (8) *Siletz Bay Bar, OR:* From a point on the shoreline at

(4224) 44°56'32"N., 124°01'29"W. thence westward to

(4225) 44°56'32"N., 124°03'00"W. thence southward to

(4226) 44°54'40"N., 124°03'15"W. thence eastward to a point on the shoreline at

(4227) 44°54'40"N., 124°01'55"W. thence northward along the shoreline to

(4228) 44°55'35"N., 124°01'25"W. thence northward to a point on the north shoreline of the harbor at

(4229) 44°55'45"N., 124°01'20"W. thence westward and northward along the shoreline to the beginning.

(4230) (9) *Depoe Bay Bar, OR:* From a point on the shoreline at

(4231) 44°49'15"N., 124°04'00"W. thence westward to

(4232) 44°49'15"N., 124°04'35"W. thence southward to

(4233) 44°47'55"N., 124°04'55"W. thence eastward to a point on the shoreline at

(4234) 44°47'53"N., 124°04'25"W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward

to the north bank at the bridge thence westward along the north bank of the entrance channel and northward along the seaward shoreline to the beginning.

(4235) (10) *Yaquina Bay Bar, OR:* From a point on the shoreline at

(4236) 44°38'11"N., 124°03'47"W. thence westward to

(4237) 44°38'11"N., 124°05'55"W. thence southward to

(4238) 44°35'15"N., 124°06'05"W. thence eastward to a point on the shoreline at

(4239) 44°35'15"N., 124°04'02"W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward to the north bank of the entrance channel at the bridge thence westward along the north bank of the entrance channel and northward along the seaway shoreline to the beginning.

(4240) (11) *Siuslaw River Bar, OR:* From a point on the shoreline at

(4241) 44°02'00"N., 124°08'00"W. thence westward to

(4242) 44°02'00"N., 124°09'30"W. thence southward to

(4243) 44°00'00"N., 124°09'30"W. thence eastward to a point on the shoreline at

(4244) 44°00'00"N., 124°08'12"W. thence northward along the shoreline and southward along the west bank of the entrance channel to

(4245) 44°00'35"N., 124°07'48"W. thence southeastward to a point on the east bank of the entrance channel at

(4246) 44°00'20"N., 124°07'31"W. thence northward along the east bank of the entrance channel and northward along the seaward shoreline to the beginning.

(4247) (12) *Umpqua River Bar, OR:* From a point on the shoreline at

(4248) 43°41'20"N., 124°11'58"W. thence westward to

(4249) 43°41'20"N., 124°13'32"W. thence southward to

(4250) 43°38'35"N., 124°14'25"W. thence eastward to a point on the shoreline at

(4251) 43°38'35"N., 124°12'35"W. thence northward along the shoreline to Light "6" located on the jetty at

(4252) 43°40'11"N., 124°11'56"W. thence northward to a point on the north bank of the entrance channel at

(4253) 43°40'33"N., 124°11'56"W. thence southwestward along the north bank of the entrance channel thence northward along the seaward shoreline to the beginning.

(4254) (13) *Coos Bay Bar, OR:* From a point on the shoreline at

(4255) 43°22'15"N., 124°19'34"W. thence westward to

(4256) 43°22'20"N., 124°22'28"W. thence southwestward to

(4257) 43°21'00"N., 124°23'35"W. thence southeastward to a point on the shoreline at

(4258) 43°20'25"N., 124°22'28"W. thence northward along the shoreline and eastward along the south shore of the entrance channel to a point on the shoreline at

(4259) 43°20'52"N., 124°19'12"W. thence eastward to a point on the east shoreline of the harbor at

(4260) 43°21'00"N., 124°18'50"W. thence northward to a point on the west shoreline of the harbor at

(4261) 43°21'45"N., 124°19'10"W. thence south and west along the west shoreline of the harbor thence northward along the seaward shoreline to the beginning.

(4262) (14) *Coquille River Bar, OR:* From a point on the shoreline at

(4263) 43°08'25"N., 124°25'04"W. thence southwestward to

(4264) 43°07'50"N., 124°27'05"W. thence southwestward to

(4265) 43°07'03"N., 124°28'25"W. thence eastward to a point on the shoreline at

(4266) 43°06'00"N., 124°25'55"W. thence northward along the shoreline and eastward along the south shoreline of the channel entrance to

(4267) 43°07'17"N., 124°25'00"W. thence northward to the east end of the north jetty at

(4268) 43°07'24"N., 124°24'59"W. thence westward along the north shoreline of the entrance channel and northward along the seaward shoreline to the beginning.

(4269) (15) *Rogue River Bar, OR:* From a point on the shoreline at

(4270) 42°26'25"N., 124°26'03"W. thence westward to

(4271) 42°26'10"N., 124°27'05"W. thence southward to

(4272) 42°24'15"N., 124°27'05"W. thence eastward to a point on the shoreline at

(4273) 42°24'15"N., 124°25'30"W. thence northward along the shoreline and eastward along the south shoreline of the entrance channel to the highway bridge thence northward across the inner harbor jetty to a point on the north shoreline of the entrance channel at the highway bridge thence westward along the north shoreline of the entrance channel thence northward along the seaward shoreline to the beginning.

(4274) (16) *Chetco River Bar, OR:* From a point on the shoreline at

(4275) 42°02'35"N., 124°17'20"W. thence southeastward to

(4276) 42°01'45"N., 124°16'30"W. thence northwestward to a point on the shoreline at

(4277) 42°02'10"N., 124°15'35"W. thence northwestward along the shoreline thence northward along the east shoreline of the channel entrance to

(4278) 42°02'47"N., 124°16'03"W. thence northward along the west face of the inner jetty and east shoreline of the channel entrance to the highway bridge thence westward to the west shoreline of the channel at the highway bridge thence southward along the west shoreline of the channel thence westward along the seaward shoreline to the beginning.

(4279) (b) *Definitions*. For the purposes of this section:

(4280) (1) *Bar closure* means that the operation of any vessel within a regulated navigation area established in paragraph (a) of this section has been prohibited by the Coast Guard.

(4281) (2) *Bar crossing plan (also known as a Go/No-Go plan)* means a plan developed by local industry professionals, in coordination with the Coast Guard, for a bar within a regulated navigation area established in paragraph (a) of this section and adopted by the master or

operator of a small passenger vessel to guide his vessel's operations on and in the vicinity of that bar.

(4282) (3) *Bar restriction* means that operation of a recreational or uninspected passenger vessel within a regulated navigation area established in paragraph (a) of this section has been prohibited by the Coast Guard.

(4283) (4) *Commercial fishing industry vessel* means a fishing vessel, fish tender vessel, or a fish processing vessel.

(4284) (5) *Designated representative* means any Coast Guard commissioned, warrant, or petty officer that has been authorized by the Captain of the Port to act on his behalf.

(4285) (6) *Fish processing vessel* means a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.

(4286) (7) *Fish tender vessel* means a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

(4287) (8) *Fishing vessel* means a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching, taking, or harvesting of fish.

(4288) (9) *Readily accessible* means equipment that is taken out of stowage and is available within the same space as any person for immediate use during an emergency.

(4289) (10) *Recreational vessel* is any vessel manufactured or used primarily for non-commercial use or leased, rented, or chartered to another for the latter's non-commercial use. It does not include a vessel engaged in carrying paying passengers.

(4290) (11) *Small passenger vessel* means a vessel inspected under 46 CFR subchapter T or 46 CFR subchapter K.

(4291) (12) *Uninspected passenger vessel* means an uninspected vessel–

(4292) (i) Of at least 100 gross tons;

(4293) (A) Carrying not more than 12 passengers, including at least one passenger-for-hire; or

(4294) (B) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; or

(4295) (ii) Of less than 100 gross tons;

(4296) (A) Carrying not more than six passengers, including at least one passenger-for-hire; or

(4297) (B) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than six passengers.

(4298) (13) *Unsafe condition* exists when the wave height within a regulated navigation area identified in paragraph (a) of this section is equal to or greater than the maximum wave height determined by the formula L/10 + F = W where:

(4299) L = Overall length of a vessel measured in feet in a straight horizontal line along and parallel with the centerline between the intersections of this line with the vertical planes of the stem and stern profiles excluding deckhouses and equipment.

(4300) F = The minimum freeboard when measured in feet from the lowest point along the upper strake edge to the surface of the water.

(4301) W = Maximum wave height in feet to the nearest highest whole number.

(4302) (c) *Regulations*–(1) (i) *Bar restriction*. Passage across the bars located in the regulated navigation areas established in paragraph (a) of this section will be restricted for recreational and uninspected passenger vessels as determined by the Captain of the Port (COTP) or his designated representative. In making this determination, the COTP or his designated representative will determine whether an unsafe condition exists for such vessels as defined in paragraph (b) of this section. Additionally, the COTP or his designated representative will use their professional maritime experience and knowledge of local environmental conditions in making their determination. Factors that will be considered include, but are not limited to: size and type of vessel, sea state, winds, wave period, and tidal currents. When a bar is restricted, the operation of recreational and uninspected passenger vessels in the regulated navigation area established in paragraph (a) of this section in which the restricted bar is located is prohibited unless specifically authorized by the COTP or his designated representative.

(4303) (ii) *Bar closure*. The bars located in the regulated navigation areas established in paragraph (a) of this section will be closed to all vessels whenever environmental conditions exceed the operational limitations of the relevant Coast Guard search and rescue resources as determined by the COTP. When a bar is closed, the operation of any vessel in the regulated navigation area established in paragraph (a) of this section in which the closed bar is located is prohibited unless specifically authorized by the COTP or his designated representative. For bars having deep draft vessel access, the COTP will consult with the local pilots association, when practicable, prior to closing the affected bar.

(4304) (iii) The Coast Guard will notify the public of bar restrictions and bar closures via a Broadcast Notice to Mariners on VHF-FM Channel 16 and 22A.

(4305) (2) *Safety Requirements for Recreational Vessels*. The operator of any recreational vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that whenever their vessel is being towed or escorted across a bar by the Coast Guard all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel.

(4306) (3) *Safety Requirements for Uninspected Passenger Vessels (UPV).*

(4307) (i) The master or operator of any uninspected passenger vessel operating in a regulated navigation area established in paragraph (a) of this section shall

ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel:

(4308) (A) When crossing the bar and a bar restriction exists for recreational vessels of the same length or

(4309) (B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(4310) (ii) The master or operator of any uninspected passenger vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(3)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 16 or 22A prior to crossing the bar between sunset and sunrise.

(4311) (4) *Safety Requirements for Small Passenger Vessels (SPV)*.

(4312) (i) The master or operator of any small passenger vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel:

(4313) (A) When crossing the bar and a bar restriction exists for recreational vessels or uninspected passenger vessels of the same length or

(4314) (B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(4315) (ii) Small passenger vessels with bar crossing plans that have been reviewed by and accepted by the Officer in Charge, Marine Inspection (OCMI) are exempt from the safety requirements provided in paragraph(c)(4)(i) of this section during the conditions described in paragraph (c)(4)(i)(A) of this section so long as when crossing the bar the master or operator ensures that all persons on their vessel wear lifejackets in accordance with their bar crossing plan. If the vessel's bar crossing plan does not specify the conditions when the persons on their vessel must wear lifejackets, however, then the master or operator must comply with the safety requirements provided in paragraph (c)(4)(i) of this section in their entirety.

(4316) (iii) The master or operator of any small passenger vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(4)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 16 or 22A prior to crossing the bar between sunset and sunrise.

(4317) (5) *Safety Requirements for Commercial Fishing Vessels (CFV)*. (i) The master or operator of any commercial fishing vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets or immersion suits and that lifejackets or immersion suits are readily accessible for/to all persons located in any enclosed spaces of their vessel:

(4318) (A) When crossing the bar and a bar restriction exists for recreational vessels or uninspected passenger vessels of the same length or

(4319) (B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(4320) (ii) The master or operator of any commercial fishing vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(5)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 16 or 22A prior to crossing the bar between sunset and sunrise

(4321) (6) All persons and vessels within the regulated navigation areas established in paragraph (a) of this section must comply with the orders of Coast Guard personnel. Coast Guard personnel include commissioned, warrant, and petty officers of the United States Coast Guard.

(4322)

§165.1326 Regulated Navigation Areas; Port of Portland Terminal 4, Willamette River, Portland, OR.

(4323) (a) *Regulated navigation areas*. Each of the following areas is a regulated navigation area:

(4324) (1) All waters of the Willamette River in the head of the Port of Portland's Terminal 4 Slip 3, encompassed by a line commencing at

(4325) 45°36'01.861"N., 122°46'20.995"W.; thence to

(4326) 45°36'01.455"N., 122°46'20.887"W.; thence to

(4327) 45°36'00.993"N., 122°46'20.714"W.; thence to

(4328) 45°36'00.725"N., 122°46'20.923"W.; thence to

(4329) 45°36'00.731"N., 122°46'21.262"W.; thence to

(4330) 45°36'00.712"N., 122°46'21.823"W.; thence to

(4331) 45°36'01.230"N., 122°46'22.048"W.; thence to

(4332) 45°36'01.651"N., 122°46'22.168"W.; thence to

(4333) 45°36'01.684"N., 122°46'22.372"W.; thence to

(4334) 45°36'01.873"N., 122°46'22.303"W.; thence to

(4335) 45°36'02.065"N., 122°46'21.799"W.; thence to

(4336) 45°36'01.989"N., 122°46'21.574"W.; thence to

(4337) 45°36'01.675"N., 122°46'21.483"W.; thence to

(4338) 45°36'01.795"N., 122°46'21.442"W.; thence to

(4339) 45°36'01.861"N., 122°46'20.995"W.

(4340) (2) All waters of the Willamette River in Wheeler Bay between Slip 1 and Slip 3 in the Port of Portland's Terminal 4, encompassed by a line commencing at

(4341) 45°36'10.634"N., 122°46'39.056"W.; thence to

(4342) 45°36'10.269"N., 122°46'37.140"W.; thence to

(4343) 45°36'10.027"N., 122°46'36.050"W.; thence to

(4344) 45°36'09.722"N., 122°46'34.181"W.; thence to

(4345) 45°36'09.425"N., 122°46'33.118"W.; thence to

(4346) 45°36'08.960"N., 122°46'32.150"W.; thence to

(4347) 45°36'08.653"N., 122°46'31.681"W.; thence to

(4348) 45°36'08.191"N., 122°46'31.341"W.; thence to

(4349) 45°36'07.886"N., 122°46'31.269"W.; thence to

(4350) 45°36'07.517"N., 122°46'31.038"W.; thence to

(4351) 45°36'07.235"N., 122°46'31.066"W.; thence to

(4352) 45°36'07.040"N., 122°46'30.941"W.; thence to

(4353) 45°36'06.697"N., 122°46'30.987"W.; thence to

(4354) 45°36'06.509"N., 122°46'31.251"W.; thence to

(4355) 45°36'06.201"N., 122°46'31.517"W.; thence to

(4356) 45°36'06.081"N., 122°46'01.812"W.; thence to
(4357) 45°36'06.550"N., 122°46'32.124"W.; thence to
(4358) 45°36'06.970"N., 122°46'31.895"W.; thence to
(4359) 45°36'07.172"N., 122°46'31.868"W.; thence to
(4360) 45°36'07.883"N., 122°46'32.316"W.; thence to
(4361) 45°36'08.370"N., 122°46'32.927"W.; thence to
(4362) 45°36'08.775"N., 122°46'33.888"W.; thence to
(4363) 45°36'09.121"N., 122°46'35.337"W.; thence to
(4364) 45°36'09.230"N., 122°46'36.166"W.; thence to
(4365) 45°36'09.442"N., 122°46'37.759"W.; thence to
(4366) 45°36'09.865"N., 122°46'39.511"W.; thence to
(4367) 45°36'10.421"N., 122°46'39.469"W.; thence to
(4368) 45°36'10.634"N., 122°46'39.056"W.

(4369) (b) *Regulations*. All vessels are prohibited from anchoring, dragging, dredging, or trawling in the regulated navigation areas established in paragraph (a) of this section.

(4370)

§165.1327 Security Zone; Escorted U.S. Navy Submarines in Sector Seattle Captain of the Port.

(4371) (a) *Location*. The following area is a security zone: All waters within 1,000 yards of any U.S. Navy submarine that is operating in the Sector Puget Sound Captain of the Port Zone, as defined in 33 CFR Section 3.65-10, and that is being escorted by the Coast Guard.

(4372) (b) *Regulations*. In accordance with the general regulations in 33 CFR Section 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander will coordinate with Vessel Traffic System users on a case-by-case basis to make appropriate passing arrangements under the circumstances. 33 CFR Section 165, Subpart D, contains additional provisions applicable to the security zone created in paragraph (a) of this section.

(4373) (c) *Notification*. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security zone created in paragraph (a) of this section of its existence via VHF Channel 16 and/or any other means reasonably available.

(4374)

§165.1328 Regulated Navigation Area; U.S. Navy Submarines, Hood Canal, WA.

(4375) (a) *Location*. The following area is a regulated navigation area (RNA): All waters of the Hood Canal in the State of Washington whenever any U.S. Navy submarine is operating in the Hood Canal and is being escorted by the Coast Guard. For purposes of this section, "Hood Canal" means all waters of Hood Canal, including Dabob Bay, located between two lines with the first line connecting positions 47°37'54"N., 122°57'06"W. and 47°37'54"N., 122°52'54"W. and the second line connecting positions 48°00'42"N., 122°41'00"W. and 47°56'24"N., 122°36'54"W.

(4376) (b) *Regulations*. All persons and vessels located within the RNA created by paragraph (a) of this section shall follow all lawful orders and/or directions given to them by Coast Guard security escort personnel. 33 CFR Section 165, Subpart B, contains additional provisions applicable to the RNA created in paragraph (a) of this section.

(4377) (c) *Notification*. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels in the RNA created in paragraph (a) of this section of its existence via VHF Channel 16 and/or any other means reasonably available.

(4378)

§165.1329 Regulated Navigation Area; Thea Foss and Wheeler-Osgood Waterways EPA Superfund Cleanup Site, Commencement Bay, Tacoma, WA.

(4379) (a) *Regulated Areas*. The following areas are regulated navigation areas:

(4380) (1) All waters of the Thea Foss Waterway bounded by a line connecting the following points:
(4381) 47°15'43.49"N., 122°26'23.29"W.
(4382) 47°15'44.59"N., 122°26'19.89"W.
(4383) 47°15'39.01"N., 122°26'15.99"W.
(4384) 47°15'37.91"N., 122°26'19.39"W. [Datum: NAD 1983].

(4385) (2) All waters of the Thea Foss Waterway bounded by a line connecting the following points:
(4386) 47°15'22.74"N., 122°25'57.15"W.
(4387) 47°15'22.52"N., 122°26'00.18"W.
(4388) 47°15'18.05"N., 122°25'59.48"W.
(4389) 47°15'18.26"N., 122°25'56.45"W. [Datum: NAD 1983].

(4390) (3) All waters of the Thea Foss and Wheeler-Osgood Waterways south of a line bounded by connecting the following points:
(4391) 47°15'13.94"N., 122°26'05.56"W.
(4392) 47°15'15.01"N., 122°25'55.14"W. [Datum: NAD 1983].

(4393) (b) *Regulations*. (1) All vessels and person are prohibited from activities that would disturb the seabed, such as anchoring, dragging, trawling, spudding, or other activities that involve disrupting the integrity of the sediment caps installed in the designated regulated navigation area, pursuant to the remediation efforts of the U.S. Environmental Protection Agency (EPA) and others in the Thea Foss and Wheeler-Osgood Waterways EPA superfund cleanup site. Vessels may otherwise transit or navigate within this area without reservation.

(4394) (2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the Thea Foss or Wheeler-Osgood Waterways superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the EPA.

(4395) (c) *Waiver*. Upon written request stating the need and proposed conditions of the waiver, and any proposed

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

(4396)

§165.1334 Security Zone; U.S. Coast Guard BSU Seattle, Pier 36, Elliot Bay, Seattle, WA.

(4397) (a) *Location:* The following area is a security zone: All waters in Elliot Bay east of a line from

(4398) 47°35'26.67"N., 122°20'34.84"W. to

(4399) 47°35'23.69"N., 122°20'34.77"W. at Pier 36, Elliot Bay, Seattle, WA

(4400) (b) *Regulations:* Under 33 CFR part 165, subpart D, no vessel may enter, transit, moor, or anchor within this security zone located at Pier 36, Elliot Bay, WA, except for vessel authorized by the Captain of the Port Puget Sound or Designated Representative.

(4401) (c) *Authorization:* To request authorization to operate within this security zone, contact United States Coast Guard Sector Puget Sound Joint Harbor Operations Center at 206–217–6001.

(4402)

§165.1335 Security Zone; Vessels Carrying Hazardous Cargo, Sector Columbia River Captain of the Port Zone.

(4403) (a) *Location.* The following area is a security zone: All waters within 500 yards. In all directions, of any vessel carrying hazardous cargo, as determined by the Captain of the Port (COTP) Columbia River, while such a vessel is located in the Sector Columbia River COTP Zone as defined in 33 CFR 3.65-15 and the COTP Columbia River determines that a security zone is necessary and enforcement of the security zone is practicable.

(4404) (b) *Regulations*. (1) In accordance with the general regulations in 33 CFR part 165, Subpart D, no person or vessel may enter or remain in a security zone created by this section without the permission of the COTP Columbia River or his/her designated representative. Designated representatives are Coast Guard personnel authorized by the COTP Columbia River to grant persons or vessels permission to enter or remain in a security zone created by this section. Subpart D of 33 CFR part 165 contains additional provisions applicable to a security zone created by this section.

(4405) (2) To request permission to enter a security zone created by this section, contact Coast Guard Sector Columbia River at telephone number 503–861–6212 or via VHF channel 16 (156.8 MHz) or VHF channel 22 (157.1 MHz).

(4406) (c) *Notification*. When a security zone is created by this section, one or more Coast Guard vessels will be present to enforce the security zone and the COTP Columbia River will issue a local broadcast notice to mariners.

(4407)

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

(4408) (a) *Regulated Areas*. The following areas are regulated navigation areas:

(4409) (1) All waters inside an area beginning at a point on the shore at

(4410) 47°35'02.7"N, 122°22'23.00"W; thence north to

(4411) 47°35'26.00"N, 122°22'23.00"W; thence east to

(4412) 47°35'26.00"N, 122°21'52.50"W; thence south to

(4413) 47°35'10.80"N, 122°21'52.50"W; thence southwest to a point on the shoreline at

(4414) 47°35'05.9"N, 122°21'58.00"W. [Datum: NAD 1983].

(4415) (2) All waters inside an area beginning at

(4416) 47°34'52.16"N, 122°21'27.11"W; thence to

(4417) 47°34' 53.46"N, 122°21'30.42"W; thence to

(4418) 47°34'37.92"N, 122°21'30.51"W; thence to

(4419) 47°34'37.92"N, 122°21'27.65"W. [Datum: NAD 1983].

(4420) (b) *Regulations*. (1) All vessels and persons are prohibited from activities that would disturb the seabed, such as anchoring, dragging, trawling, spudding, or other activities that involve disrupting the integrity of the sediment caps installed in the designated regulated navigation area, pursuant to the remediation efforts of the U.S. Environmental Protection Agency (EPA) and others in the Pacific Sound Resources and Lockheed Shipyard EPA superfund sites. Vessels may otherwise transit or navigate within this area without reservation.

(4421) (2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the EPA.

(4422) (3) Nothing in this section is intended to conflict with treaty fishing rights of the Muckleshoot and Suquamish tribes, and they are not restricted from any type of fishing in the described area.

(4423) (c) *Waivers*. Upon written request stating the need and proposed conditions of the waiver, and any proposed precautionary measures, the COTP may authorize a waiver from this section if the COTP determines that the activity for which the waiver is sought can take place without undue risk to the remediation efforts described in paragraph (b)(1) of this section. The COTP will consult with EPA in making this determination when necessary and practicable.

(4424)

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

(4425) (a) *Regulated Navigation Area*. The following area is a regulated navigation area: All waters within the area bounded by the following points:

(4426) 45°29'55.12"N, 122°40'02.19"W; thence to

(4427) 45°29'55.14"N, 122°39'59.36"W; thence to
(4428) 45°29'56.30"N, 122°39'59.09"W; thence to
(4429) 45°29'57.51"N, 122°39'59.64"W; thence to
(4430) 45°29'58.72"N, 122°39'59.64"W; thence to
(4431) 45°30'00.52"N, 122°39'59.94"W; thence to
(4432) 45°30'01.95"N, 122°40'00.46"W; thence to
(4433) 45°30'03.44"N, 122°40'00.78"W; thence to
(4434) 45°30'04.87"N, 122°40'00.95"W; thence to
(4435) 45°30'07.33"N, 122°40'01.80"W; thence to
(4436) 45°30'08.11"N, 122°40'02.69"W; thence to
(4437) 45°30'08.83"N, 122°40'03.81"W; thence to
(4438) 45°30'13.06"N, 122°40'05.39"W; thence to
(4439) 45°30'15.30"N, 122°40'06.93"W; thence to
(4440) 45°30'17.78"N, 122°40'08.16"W; thence to
(4441) 45°30'20.53"N, 122°40'09.07"W; thence to
(4442) 45°30'20.90"N, 122°40'11.52"W; thence to
(4443) 45°30'24.04"N, 122°40'12.53"W; thence to
(4444) 45°30'23.79"N, 122°40'14.87"W; thence continuing along the shoreline to
(4445) 45°29'55.12"N, 122°40'02.19"W;
(4446) Geographically the regulated navigation area covers all waters adjacent to the Zidell Waterfront Property on the Willamette River extending from the west bank of the river out 200 to 400 feet into the river depending on the exact location between approximate river mile 14.2 near the Ross Island Bridge and approximate river mile 13.5 near the Marquam Bridge.
(4447) (b) *Regulations*. All vessels are prohibited from anchoring, dragging, dredging, or trawling in the regulated navigation area established by this section. See 33 CFR part 165, subpart B, for additional information and requirements.

(4448)

§165.1338 Regulated Navigation Area; Slip 4 Early Action Area Superfund Site, Lower Duwamish Waterway, Seattle, WA.

(4449) (a) *Regulated Areas*. The following areas are regulated navigation areas: All waters within the northern portion of Slip 4 bounded by the shoreline and the southern boundary of the Early Action Area defined as the line beginning at a point on the shore at 47°32′08.47″N, 122°19′12.00″W; thence southeast to a point on the shoreline at 47°32′07.02″N, 122°19′09.23″W (Datum: NAD 1983/ 91).
(4450) (b) *Regulations*. (1) All vessels and persons are prohibited from grounding, anchoring, dragging, trawling, spudding, or otherwise contacting the riverbed within the designated regulated navigation area. Vessels may otherwise transit or navigate within this area in accordance with the Navigation Rules.
(4451) (2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the Environmental Protection Agency.
(4452) (3) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or person engaged in fishing activities pursuant to fishing rights held by treaty with the United States.
(4453) (c) *Waivers*. Upon written request stating the need and proposed conditions of the waiver, and any proposed precautionary measures, the COTP may authorize a waiver from this section if the COTP determines that the activity for which the waiver is sought can take place without undue risk to the remediation efforts described in paragraph (b)(1) of this section. The COTP will consult with EPA in making this determination when necessary and practicable.

(4454)

§165.1339 Safety Zone; Coast Guard Exercise Area, Hood Canal, Washington.

(4455) (a) *Location*. The following area is a safety zone: All waters encompassed within 500 yards of any vessel that is involved in a Coast Guard training exercise while such vessel is transiting Hood Canal, WA between Foul Weather Bluff and the entrance to Dabob Bay. Vessels involved will be various sizes and can be identified as those flying the Coast Guard Ensign.
(4456) (b) *Regulations*. In accordance with the general regulations in 33 CFR Part 165, Subpart C, no person may enter or remain in the safety zone created in this rule unless authorized by the Captain of the Port or a Designated Representative. See 33 CFR Part 165, Subpart C, for additional information and requirements. Vessel operators wishing to enter the zone during the enforcement period must request permission for entry by contacting the on-scene patrol commander on VHF channel 13 or 16, or the Sector Puget Sound Joint Harbor Operations Center at 206–217–6001.
(4457) (c) *Definition*. Training exercises are defined as full scale exercises that are significant in nature and involve multiple units and vessels. This safety zone will not be utilized by operations and training which is conducted daily or is routine in nature.
(4458) (d) *Enforcement period*. The safety zone described in paragraph (a) of this section would be enforced by the Captain of the Port only upon notice. Notice of enforcement by the Captain of the Port will be provided 45 days prior to execution of the exercise by all appropriate means, in accordance with 33 CFR 165.7(a). Such means will include publication in the **Federal Register**, and may also include Broadcast Notice to Mariners, Local Notice to Mariners, or both.

(4459)

§165.1401 Apra Harbor, Guam—safety zones.

(4460) (a) *Location*. (1) The following is designated Safety Zone A: The waters of Apra Outer Harbor encompassed within an arc of 1,000 yards radius centered at the center of Naval Wharf Kilo, located at 13°26′44.5″N and 144°37′50.7″E. (Based on World Geodetic System 1984 Datum).

(4461) (2) The following is designated Safety Zone B: The waters of Apra Outer Harbor encompassed within an arc of 1,400 yards radius centered at the center of Naval Wharf Kilo, located at 13°26′44.5″N and 144°37′50.7″E. (Based on World Geodetic System 1984 Datum).

(4462) (b) *Special regulations*. (1) Safety Zone A, described in paragraph (a) of this section, will only be enforced when Naval Wharf Kilo, or a vessel berthed at Naval Wharf Kilo, is displaying a red (BRAVO) flag by day or a red light by night, accompanied by a "SAFETY ZONE A" sign.

(4463) (2) Safety Zone B, described in paragraph (a) of this section, will only be enforced when Naval Wharf Kilo, or a vessel berthed at Naval Wharf Kilo, is displaying a red (BRAVO) flag by day or a red light by night, accompanied by a "SAFETY ZONE B" sign.

(4464) (3) Under general regulations in §165.23, entry into the zones described in paragraph (a) of this section is prohibited unless authorized by the Captain of the Port, Guam.

(4465)

§165.1402 [Removed]

(4466)

§165.1403 Security Zones; Tinian, Commonwealth of the Northern Mariana Islands.

(4467) (a) *Location*. The following areas are security zones:

(4468) (1) The waters of the Pacific Ocean off Tinian between

(4469) 14°59'04.9"N., 145°34'58.6"E to

(4470) 14°59'20.1"N., 145°35'41.5"E to

(4471) 14°59'09.8"N., 145°36'02.1"E to

(4472) 14°57'49.3"N., 145°36'28.7"E to

(4473) 14°57'29.1"N., 145°35'31.1"E and back to

(4474) 14°59'04.9"N., 145°34'58.6"E. This zone will be enforced when one, or more, of the Maritime Preposition Ships is in the zone or moored at Mooring A located at

(4475) 14°58'57.0"N., 145°35'40.8"E or Mooring B located at

(4476) 14°58'15.9"N., 145°35'54.8"E

(4477) (2) Additionally, a 50-yard security zone in all directions around Moorings A and B will be enforced when no vessels are moored thereto but mooring balls are anchored and on station.

(4478) **Note to §165.1403(a):** All positions of latitude and longitude are from International Spheroid, Astro Pier 1944 (Saipan) Datum (NOAA Chart 81071).

(4479) (b) *Regulations*. (1) In accordance with general regulations in §165.33 of this part, entry into this security zone is prohibited unless authorized by the Captain of the Port.

(4480)

§165.1404 Apra Harbor, Guam—Security Zone.

(4481) (a) The following is designated as Security Zone C–The waters of Apra Outer Harbor, Guam surrounding Naval Mooring Buoy No. 702 (Located at 13°27'30.1"N. and 144°38'12.9"E. Based on World Geodetic System 1984 Datum) and the Maritime Propositioning ships moored thereto. The security zone will extend 100 yards in all directions around the vessel and its mooring. Additionally, a 50 yard security zone will remain in effect in all directions around buoy No. 702 when no vessel is moored thereto.

(4482) (b) In accordance with the general regulations in §165.33 of this part, entry into Security Zone C is prohibited unless authorized by the Captain of the Port, Guam.

(4483)

§165.1405 Regulated Navigation Areas and Security Zones: Designated Escorted Vessels–Philippine Sea and Apra Harbor Guam, and Tanapag Harbor, Saipan, Commonwealth of the Northern Mariana Islands (CNMI).

(4484) (a) *Regulated navigation area*. The following areas, designated by coordinates referencing World Geodetic Datum (1984), are regulated navigation areas (RNAs).

(4485) (1) *Philippine Sea, Guam*–All waters from the surface to the bottom of the Philippine Sea, Guam, encompassed by lines connecting the following points, beginning at

(4486) 13°27'10"N., 144°35'05"E., thence easterly to

(4487) 13°27'17"N., 144°37'27"E., thence south westerly to

(4488) 13°26'52"N., 144°37'05"E., thence westerly to

(4489) 13°26'37"N., 144°35'05"E., thence due north back to point of origin.

(4490) (2) *Apra Outer Harbor, Guam*–All waters from surface to bottom of Apra Outer Harbor, Guam, shoreward of the COLREGS Demarcation line as described in 33 CFR part 80.

(4491) (3) *Tanapag Harbor, Saipan*–The waters from surface to bottom of Tanapag Harbor, Saipan (CNMI), encompassed by lines connecting the following points, beginning at

(4492) 15°12'10"N., 145°40'28"E., thence north easterly to

(4493) 15°14'08"N., 145°42'00"E., thence due east to

(4494) 15°14'08"N., 145°44'02"E., thence south easterly to

(4495) 15°13'54"N., 144°44'20"E., thence south westerly along the shoreline to

(4496) 15°13'11"N., 145°43'01"E., thence south westerly to

(4497) 15°12'10"N., 145°40'28"E.

(4498) (b) *Security zones*. A 100-yard radius security zone is established around, and is centered on, each escorted vessel within the regulated navigation areas in paragraph (a) of this section. A security zone is activated when an escorted vessel enters an RNA and remains active until the escorted vessel leaves the RNA. This is a moving security zone when the escorted vessel is in transit and becomes a fixed zone when the escorted vessel is anchored or moored. A security zone will not extend beyond the boundary of the RNA in this section.

(4499) (c) *Definitions*. As used in this section:

(4500) (1) *Designated representative* means any Coast Guard commissioned, warrant, or petty officer that has been authorized to act on behalf of the COTP.

(4501) (2) *Escorted Vessel* means any vessel operating in the RNA deemed by the COTP to be in need of escort protection for security reasons or under other circumstances. A designated representative aboard a Coast Guard cutter or patrol boat will accompany vessels deemed in need of escort protection into the RNA.

(4502) (3) *Navigation rules* mean international and inland navigation rules in 33 CFR chapter I, subchapters D and E.

(4503) (4) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

(4504) (d) *Regulations*. (1) No person or vessel may enter into the security zones under this section unless authorized by the COTP Guam or a designated representative.

(4505) (2) A vessel in the RNA established under paragraph (a) of this section operating within 500 yards of an escorted vessel must proceed at a minimum speed necessary to maintain a safe course, unless required to maintain speed by the navigation rules.

(4506) (3) When an escorted vessel in the RNA approaches within 100 yards of a vessel that is moored, or anchored in a designated anchorage area, the stationary vessel must stay moored or anchored while it remains within the escorted vessel's security zone unless it is either ordered by, or given permission from the COTP Guam or a designated representative to do otherwise.

(4507) (4) The COTP will inform the public of the existence or status of the security zones around escorted vessels in the RNA periodically by Broadcast Notice to Mariners.

(4508) (5) Persons or vessels that must enter a security zone or exceed speed limits established in this section may contact the COTP at command center telephone number (671) 339–6100 or on VHF channel 16 (156.8 Mhz) to request permission.

(4509) (6) All persons and vessels within 500 yards of an escorted vessel in the RNA must comply with the orders of the COTP Guam or his designated representatives.

(4510) (e) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(4511)

§165.1406 Safety Zone: Pacific Missile Range Facility (PMRF), Barking Sands, Island of Kauai, HI.

(4512) (a) *Location*. The following area is established as a safety zone during launch operations at PMRF, Kauai, Hawaii: The waters bounded by the following coordinates:

(4513) (22°01.2'N., 159°47.3'W.),

(4514) (22°01.2'N., 159°50.7'W.),

(4515) (22°06.3'N., 159°50.7'W.),

(4516) (22°06.3'N, 159°44.8'W.).

(4517) (b) *Activation*. The above safety zone will be activated during launch operations at PMRF, Kauai, Hawaii. The Coast Guard will provide notice that the safety zone will be activated through published and broadcast local notice to mariners prior to scheduled launch dates.

(4518) (c) *Regulation*. The area described in Paragraph (a) of this section will be closed to all vessels and persons, except those vessels and persons authorized by the Commander, Fourteenth Coast Guard District, or the Captain of the Port (COTP) Honolulu, Hawaii, whenever Strategic Target System (STARS) vehicles are to be launched by the United States Government from the PMRF, Barking Sands, Kauai, Hawaii.

(4519) (d) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(4520)

§165.1407 Security Zones; Oahu, HI.

(4521) (a) *Location*. The following areas, from the surface of the water to the ocean floor, are security zones that are activated and enforced subject to the provisions of paragraphs (c) and (d). All coordinates below are expressed in degrees, minutes, and tenths or hundredths of minutes.

(4522) (1) *Honolulu Harbor*. All waters of Honolulu Harbor and Honolulu entrance channel commencing at a line between Honolulu Harbor Entrance Channel Lighted Buoys 1 and 2, to a line between Kalihi Channel Lights 14 and 15 west of Sand Island Bridge.

(4523) (2) *Honolulu Harbor Anchorages B, C, and D*. All waters extending 100 yards in all directions from each vessel in excess of 300 gross tons anchored in Honolulu Harbor Anchorage B, C, or D, as defined in 33 CFR 110.235(a).

(4524) (3) *Kalihi Channel and Keehi Lagoon, Oahu*. All waters of Kalihi Channel and Keehi Lagoon beginning at Kalihi Channel Entrance Lighted Buoy 1 and continuing along the general trend of Kalihi Channel to Light 13, thence continuing on a bearing of 332.5°T to shore, thence east and south along the general trend of the shoreline to Light 15, thence southeast to Light 14, thence southeast along the general trend of the shoreline of Sand Island, to the southwest tip of Sand Island at 21°18.0'N., 157°53.05'W., thence southwest on a bearing of 233°T to Kalihi Channel Entrance Lighted Buoy 1.

(4525) (4) *Honolulu International Airport*.

(4526) (4) *Honolulu International Airport*— (i) *Honolulu International Airport, North Section*. All waters surrounding Honolulu International Airport from 21°18.25'N., 157°55.58'W., thence south to 21°18.0'N., 157°55.58'W., thence east to the western edge of Kalihi Channel, thence north along the western edge of the channel to Light 13, thence northwest at a bearing of 332.5°T to shore.

(4527) (ii) *Honolulu International Airport, South Section*. All waters near Honolulu International Airport from

(4528) 21°18.0'N.; 157°55.58'W., thence south to

(4529) 21°16.5'N.; 157°55.58'W., thence east to

(4530) 21°16.5'N.; 157°54.0'W. (the extension of the western edge of Kalihi Channel), thence north along the

western edge of the channel to Kalihi Channel buoy "5", thence west to

(4531) 21°18.0'N.; 157°55.58'W.

(4532) (5) *Barbers Point Offshore Moorings*. All waters around the Tesoro Single Point and the Chevron Conventional Buoy Moorings beginning at

(4533) 21°16.43'N.; 158°06.03'W., thence northeast to

(4534) 21°17.35'N.; 158°3.95'W., thence southeast to

(4535) 21°16.47'N.; 158°03.5'W., thence southwest to

(4536) 21°15.53'N.; 158°05.56'W., thence north to the beginning point.

(4537) (6) *Barbers Point Harbor, Oahu*. All waters contained within the Barbers Point Harbor, Oahu, enclosed by a line drawn between Harbor Entrance Channel Light 6 and the jetty point daybeacon at 21°19.5'N.; 158°07.26'W.

(4538) (7) *Kahe Point, Oahu*. All waters adjacent to the Hawaiian Electric Company power plant at Kahe Point within 500 yards of 21°21.30'N., 158°07.7'W. (lighted tower)

(4539) (b) *Definitions*. As used in this section, MARSEC Level 2 or Maritime Security Level 2 means, as defined in 33 CFR 101.105, the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a transportation security incident.

(4540) (c) *Regulations*. (1) Under 33 CFR 165.33, entry into the security zones described in this section is prohibited unless authorized by the Coast Guard Captain of the Port, Honolulu or his or her designated representatives.

(4541) (2) Persons desiring to transit the areas of the security zones may contact the Captain of the Port at Command Center telephone number (808) 842–2600 and (808) 842–2601, fax (808) 842–2624 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. Written requests may be submitted to the Captain of Port, U.S. Coast Guard Sector Honolulu, Sand Island Access Road, Honolulu, HI 96819, or faxed to (808) 842–2622. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representatives. For all seaplane traffic entering or transiting the security zones, a seaplane's compliance with all Federal Aviation Administration regulations (14 CFR parts 91 and 99) regarding flight-plan approval is deemed adequate permission to transit the waterway security zones described in this section.

(4542) (d) *Notice of enforcement or suspension of enforcement of security zones*.

(4543) (1) The security zones described in paragraphs (a)(3) (Kalihi Channel and Keehi Lagoon, Oahu), (a)(4)(i) (Honolulu International Airport, North Section), (a)(4)(ii) (Honolulu International Airport, South Section), (a)(6) (Barbers Point Harbor, Oahu), and (a)(7) (Kahe Point, Oahu) of this section, will be enforced only upon the occurrence of one of the following events–

(4544) (i) Whenever the Maritime Security (MARSEC) level, as defined in 33 CFR part 101, is raised to 2 or higher; or

(4545) (ii) Whenever the Captain of the Port, after considering all available facts, determines that there is a heightened risk of a transportation security incident or other serious maritime incident, including but not limited to any incident that may cause a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area.

(4546) (2) A notice will be published in the **Federal Register** reporting when events in paragraph (d)(1)(i) or (d)(1)(ii) have occurred.

(4547) (3) The Captain of the Port of Honolulu will cause notice of the enforcement of the security zones listed in paragraph (d)(1) of this section and notice of suspension of enforcement to be made by appropriate means to affect the widest publicity, including the use of broadcast notice to mariners and publication in the local notice to mariners.

(4548) (e) *Informational notices*. The Captain of the Port will cause notice of the presence of the security zones established in paragraph (a)(2) of this section, Honolulu Harbor Anchorages B, C, and D, to be made by appropriate means to affect the widest publicity, including the use of broadcast notice to mariners and publication in the local notice to mariners.

(4549) (f) *Enforcement.* Any Coast Guard commissioned, warrant, or petty officer, and any other Captain of the Port representative permitted by law, may enforce the rules in this section.

(4550) (g) *Waiver*. The Captain of the Port, Honolulu may waive any of the requirements of this section for any vessel or class of vessels upon his or her determination that application of this section is unnecessary or impractical for the purpose of port and maritime security.

(4551) (h) *Penalties*. Vessels or persons violating this section are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(4552)

§165.1408 Security Zones; Maui, HI.

(4553) (a) *Location*. The following areas, from the surface of the water to the ocean floor, are security zones that are activated and enforced subject to the provisions in paragraph (c):

(4554) (1) *Kahului Harbor, Maui*. All waters extending 100 yards in all directions from each large passenger vessel in Kahului Harbor, Maui, HI or within 3 nautical miles seaward of the Kahului Harbor COLREGS DEMARCATION (See 33 CFR 80.1460). This is a moving security zone when the LPV is in transit and becomes a fixed zone when the LPV is anchored, position-keeping, or moored.

(4555) (2) *Lahaina, Maui*. All waters extending 100 yards in all directions from each large passenger vessel in Lahaina, Maui, whenever the LPV is within 3 nautical miles of Lahaina Light (LLNR 28460). The security zone around each LPV is activated and enforced whether the LPV is underway, moored, position-keeping, or anchored, and will continue in effect until such time as the LPV departs Lahaina and the 3-mile enforcement area.

(4556) (b) *Definitions.* As used in this section, large passenger vessel or LPV means a cruise ship more than 300 feet in length that carries passengers for hire, and any passenger ferry more than 300 feet in length that carries passengers for hire.

(4557) (c) *Regulations*. (1) Under 33 CFR 165.33, entry into the security zones created by this section is prohibited unless authorized by the Coast Guard Captain of the Port, Honolulu or his or her designated representatives. When authorized passage through a large passenger vessel security zone, all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the Captain of the Port or his or her designated representatives. No person is allowed within 100 yards of an LPV that is underway, moored, position-keeping, or at anchor, unless authorized by the Captain of the Port or his or her designated representative.

(4558) (2) When conditions permit, the Captain of the Port, or his or her designated representative, may permit vessels that are at anchor, restricted in their ability to maneuver, or constrained by draft to remain within an LPV security zone in order to ensure navigational safety.

(4559) (3) Persons desiring to transit the areas of the security zones in this section may contact the Captain of the Port at Command Center telephone number (808) 842-2600 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. Written requests may be submitted to the Captain of Port, U.S. Coast Guard Sector Honolulu, Sand Island Access Road, Honolulu, HI 96819, or faxed to (808) 842–2622. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representatives. For all seaplane traffic entering or transiting the security zones, compliance with all Federal Aviation Administration regulations (14 CFR parts 91 and 99) regarding flight-plan approval is deemed adequate permission to transit the waterway security zones described in this section.

(4560) (d) *Enforcement*. Any Coast Guard commissioned, warrant, or petty officer, and any other Captain of the Port representative permitted by law, may enforce the rules in this section.

(4561) (e) *Waiver*. The Captain of the Port, Honolulu may waive any of the requirements of this section for any vessel or class of vessels upon his or her determination that application of this section is unnecessary or impractical for the purpose of port and maritime security.

(4562) (f) *Penalties*. Vessels or persons violating this section are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(4563)

§165.1409 Security Zones; Hawaii, HI.

(4564) (a) *Location*. The following areas, from the surface of the water to the ocean floor, are security zones that are activated and enforced subject to the provisions in paragraph (c);

(4565) (1) *Hilo Harbor, Hawaii*. All waters extending 100 yards in all directions from each large passenger vessel in Hilo Harbor, Hawaii, HI or within 3 nautical miles seaward of the Hilo Harbor COLREGS DEMARCATION (See 33 CFR 80.1480). This is a moving security zone when the LPV is in transit and becomes a fixed zone when the LPV is anchored, position-keeping, or moored.

(4566) (2) *Kailua-Kona, Hawaii*. All waters extending 100 yards in all directions from each large passenger vessel in Kailua-Kona, Hawaii, whenever the LPV is within 3 nautical miles of Kukailimoku point. The 100-yard security zone around each LPV is activated and enforced whether the LPV is underway, moored, position-keeping, or anchored and will continue in effect until such time as the LPV departs Kailua-Kona and the 3-mile enforcement area.

(4567) (3) *Kawaihae Harbor, Hawaii*. All waters extending 100 yards in all directions from each large passenger vessel in Kawaihae Harbor, Hawaii, or within 3 nautical miles seaward of the Kawaihae Harbor COLREGS DEMARCATION (See 33 CFR 80.1470). The 100-yard security zone around each LPV is activated and enforced whether the LPV is underway, moored, position-keeping, or anchored.

(4568) (b) *Definitions.* As used in this section, large passenger vessel or LPV means a cruise ship more than 300 feet in length that carries passengers for hire, and any passenger ferry more than 300 feet in length that carries passengers for hire.

(4569) (c) *Regulations*. (1) Under 33 CFR 165.33, entry into the security zones created by this section is prohibited unless authorized by the Coast Guard Captain of the Port, Honolulu or his or her designated representative. When authorized passage through a large passenger vessel security zone, all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the Captain of the Port or his or her designated representatives. No person is allowed within 100 yards of a large passenger vessel that is underway, moored, position-keeping, or at anchor, unless authorized by the Captain of the Port or his or her designated representatives.

(4570) (2) When conditions permit, the Captain of the Port, or his or her designated representatives, may permit vessels that are at anchor, restricted in their ability to maneuver, or constrained by draft to remain within an LPV security zone in order to ensure navigational safety.

(4571) (3) Persons desiring to transit the areas of the security zones in this section may contact the Captain of the Port at Command Center telephone number (808) 842–2600 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. Written requests may be submitted to the Captain of Port, U.S. Coast Guard Sector Honolulu, Sand Island Access Road, Honolulu, HI 96819, or faxed to (808) 842–2622. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representatives. For all seaplane traffic entering or transiting the security zones, compliance with all Federal Aviation Administration regulations (14 CFR parts 91 and 99) regarding flight-plan

approval is deemed adequate permission to transit the waterway security zones described in this section.

(4572) (d) *Enforcement*. Any Coast Guard commissioned, warrant, or petty officer, and any other Captain of the Port representative permitted by law, may enforce the rules in this section.

(4573) (e) *Waiver.* The Captain of the Port, Honolulu may waive any of the requirements of this section for any vessel or class of vessels upon his or her determination that application of this section is unnecessary or impractical for the purpose of port and maritime security.

(4574) (f) *Penalties*. Vessels or persons violating this section are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(4575)

§165.1410 Security Zones; Kauai, HI.

(4576) (a) *Location*. The following areas, from the surface of the water to the ocean floor, are security zones that are activated and enforced subject to the provisions in paragraph (c);

(4577) (1) *Nawiliwili Harbor, Lihue, Kauai*. All waters extending 100 yards in all directions from each large passenger vessel in Nawiliwili Harbor, Kauai, HI or within 3 nautical miles seaward of the Nawiliwili Harbor COLREGS DEMARCATION (See 33 CFR 80.1480). This is a moving security zone when the LPV is in transit and becomes a fixed zone when the LPV is anchored, position-keeping, or moored.

(4578) (2) *Port Allen, Kauai*. All waters extending 100 yards in all directions from each large passenger vessel in Port Allen, Kauai, HI or within 3 nautical miles seaward of the Port Allen COLREGS DEMARCATION (See 33 CFR 80.1440). This is a moving security zone when the LPV is in transit and becomes a fixed zone when the LPV is anchored, position-keeping, or moored.

(4579) (b) *Definitions.* As used in this section, large passenger vessel or LPV means a cruise ship more than 300 feet in length that carries passengers for hire, and any passenger ferry more than 300 feet in length that carries passengers for hire.

(4580) (c) *Regulations*. (1) Under 33 CFR 165.33, entry into the security zones created by this section is prohibited unless authorized by the Coast Guard Captain of the Port, Honolulu or his or her designated representative. When authorized passage through an LPV security zone, all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the Captain of the Port or his or her designated representative. No person is allowed within 100 yards of a large passenger vessel that is underway, moored, position-keeping, or at anchor, unless authorized by the Captain of the Port or his or her designated representative.

(4581) (2) When conditions permit, the Captain of the Port, or his or her designated representative, may permit vessels that are at anchor, restricted in their ability to maneuver, or constrained by draft to remain within an LPV security zone in order to ensure navigational safety.

(4582) (3) Persons desiring to transit the areas of the security zones may contact the Captain of the Port at Command Center telephone number (808) 842–2600 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. Written requests may be submitted to the Captain of Port, U.S. Coast Guard Sector Honolulu, Sand Island Access Road, Honolulu, HI 96819, or faxed to (808) 842–2622. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representatives. For all seaplane traffic entering or transiting the security zones, compliance with all Federal Aviation Administration regulations (14 CFR parts 91 and 99) regarding flight-plan approval is deemed adequate permission to transit the waterway security zones described in this section.

(4583) (d) *Enforcement.* Any Coast Guard commissioned, warrant, or petty officer, and any other Captain of the Port representative permitted by law, may enforce the rules in this section.

(4584) (e) *Waiver.* The Captain of the Port, Honolulu may waive any of the requirements of this section for any vessel or class of vessels upon his or her determination that application of this section is unnecessary or impractical for the purpose of port and maritime security.

(4585) (f) *Penalties*. Vessels or persons violating this section are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(4586)

§165.1411 Security zone; waters surrounding U.S. Forces vessel SBX-1, Hawaii.

(4587) (a) *Location*. The following area, in U.S. navigable waters within the Honolulu Captain of the Port Zone (see 33 CFR 3.70–10), from the surface of the water to the ocean floor, is a security zone: All waters extending 500 yards in all directions from U.S. Forces vessel SBX–1. The security zone moves with the SBX–1 while it is in transit and becomes fixed when the SBX–1 is anchored, position-keeping, or moored.

(4588) (b) *Regulations*. The general regulations governing security zones contained in 33 CFR 165.33 apply. Entry into, transit through, or anchoring within this zone while it is activated, and thus subject to enforcement, is prohibited unless authorized by the Captain of the Port or a designated representative thereof.

(4589) (c) *Suspension of enforcement*. The Coast Guard will suspend enforcement of the security zone described in this section whenever the SBX–1 is within the Honolulu Defensive Sea Area (see 6 FR 6675).

(4590) (d) *Information notice*. The Captain of the Port of Honolulu will cause notice of the enforcement of the security zone described in this section to be made by broadcast notice to mariners. The SBX–1 is easy to recognize because it contains a large white object shaped like an egg supported by a platform that is larger than a football field. The platform in turn is supported by six pillars similar to those on large oil-drilling platforms.

(4591) (e) *Authority to enforce*. Any Coast Guard commissioned, warrant, or petty officer, and any other Captain of the Port representative permitted by law, may enforce the security zone described in this section.

(4592) (f) *Waiver*. The Captain of the Port may waive any of the requirements of this rule for any person, vessel, or class of vessel upon finding that application of the security zone is unnecessary or impractical for the purpose of maritime security.

(4593) (g) *Penalties*. Vessels or persons violating this rule are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(4594)

§165.1412 Security Zone; Escorted U.S. Navy Submarines in Sector Honolulu Captain of the Port Zone.

(4595) (a) *Location*. The following area is a security zone: all waters, from the surface to the ocean floor, within 1,000 yards of any U.S. Navy submarine that is (1) operating in the Sector Honolulu Captain of the Port Zone, as defined in 33 CFR 3.70-10, and that (2) is being escorted by the U.S. Coast Guard.

(4596) (b) *Regulations*. In accordance with the general regulations in 33 CFR 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander may be contacted via VHF Channel 16 or other means reasonably available. 33 CFR part 165.30 and 165.33 contain additional provisions applicable to the security zone created in paragraph (a) of this section.

(4597) (c) *Effective period*. This rule is effective from 6:00 a.m. on June 12, 2010 Hawaiian Standard Time (HST).

(4598) (d) *Notification*. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security one created in paragraph (a) of this section of the zone's existence via VHF Channel 16 or other means reasonably available.

(4599) (e) *Penalties*. Vessels or persons violating this rule are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(4600)

§165.1413 Regulated navigation area; Southern Oahu Tsunami Evacuation; Honolulu, Hawaii.

(4601) (a) *Location*. The following area is a regulated navigation area (RNA): All waters of the Pacific Ocean south of the southern side of Oahu, HI extending from the surface of the water to the ocean floor, and is bound by a line connecting the following points: 21°17′14″N, 157°55′34″W; 21°13′30″N, 157°55′34″W; 21°13′30″N, 157°48′20″W; 21°14′14″N, 157°48′20″W thence westward along the 50-fathom line to the beginning point. These coordinates are based upon the National Oceanic and Atmospheric Administration Coast Survey, Pacific Ocean, Oahu, Hawaii, chart 19357.

(4602) (b) *Regulations*. You may contact the Coast Guard on VHF Channel 16 (156.800 MHz) or at telephone number 808–842–2600, to obtain clarification on RNA transits and locations. Operations permitting, the Coast Guard plans to provide on-scene direction using Coast Guard patrol boats and assets. During the enforcement period persons and vessels wishing to remain inside the RNA must abide by the following stipulations:

(4603) (1) No person or vessel may enter into an exclusionary area 3.7 nautical miles long by 1 nautical mile wide, centered lengthwise and along a line running seaward at 208 degrees southwest of Honolulu Harbor Front Range Light, except to transit to or from the staging areas or other areas outside the zone. Loitering or lingering in the exclusionary zone is prohibited.

(4604) (2) The Western Recreational Vessel Staging area is bound by the following points: 21°17′14″N, 157°55′34″W; 21°13′30″N, 157°55′34″W; 21°13′30″N, 157°55′17″W; 21°16′46″N, 157°53′23″W and then along the 50-fathom line to the beginning point. This staging area is intended for recreational vessels departing from and returning to the Keehi Lagoon area.

(4605) (3) The Commercial Vessel Staging Area is bound by a line connecting the following points: 21°16′48″N, 157°52′10″W; 21°13′30″N, 157°54′05″W; 21°13′30″N, 157°51′36″W; 21°15′55″N, 157°50′58″W and then along the 50-fathom line to the beginning point. This staging area is intended for use by all commercial vessels intended to remain in the RNA during a tsunami treat.

(4606) (4) The Eastern Recreational Vessel Staging Area is bound by the following points: 21°15′55″N, 157°50′58″W; 21°13′30″N, 157°51′36″W; 21°13′30″N, 157°48′20″W; 21°14′14″N, 157°48′20″ W and then along the 50-fathom line to the beginning point. The Commercial Vessel Staging Area borders this staging area's western edge. The dividing line between the Commercial Vessel Staging Area and the Eastern Recreational Vessel Staging Area can be determined visually. The private dayboards located in the Ala Wai Small Boat Harbor and the La Ronde Rotating Restaurant roof top restaurant form a natural range that mariners can use in daylight hours to gauge the eastern boundary of the Commercial Vessel Staging Area and the western boundary of the Eastern Recreational Vessel Staging Area. This eastern recreational staging area is intended for use by recreational vessels departing from and returning to the Ala Wai Small Boat harbor and Kewalo Basin.

(4607) (5) Located between the Western Recreational Vessel Staging Area and the Commercial Vessel Staging Area is an Exclusion Area. This area is bound by the following points: 21°16′46″N, 157°53′23″W; 21°13′30″N, 157°55′17″W; 21°13′30″N, 157°54′05″W; 21°16′48″N, 157°52′10″W and then along the 50-fathom line to the beginning point.

(4608) (6) All vessels staging in the RNA must be seaward of the 50-fathom (300 foot) line.

(4609) (c) *Enforcement period*. Paragraph (b) of this section will be enforced when a tsunami warning has been

issued for the Hawaiian Islands by the Pacific Tsunami Warning Center. The COTP will notify the public of any enforcement, suspension of enforcement, or termination of enforcement through appropriate means to ensure the widest publicity, including the use of broadcast notice to mariners, notices of enforcement and press releases.

(4610) (d) *Penalties*. Vessels or persons violating this rule are subject to the penalties set forth in 33 U.S.C. 1232.

(4611)

§165.14-1414 Safety Zones; Hawaiian Islands Commercial Harbors; HI.

(4612) (a) *Location*. The following commercial harbors are safety zones:

(4613) (1) All waters of Nawiliwili Harbor, Kauai inland from a line drawn between 21°56'58"N, 159°21'28"W and 21°57'11"N, 159°21'10"W;

(4614) (2) All waters of Port Allen, Kauai immediately adjacent to the Department of Transportation commercial pier (located at 21°53'59"N, 159°35'21"W) extending out to 100 yards from the piers faces;

(4615) (3) All waters of Barber's Point Harbor, Oahu inland from a line drawn between 21°19'30"N, 158°07'14"W and 21°19'18"N, 158°07'18"W;

(4616) (4) All waters of Honolulu Harbor, Oahu inland from a line drawn between 21°17'56"N, 157°52'15"W and 21°17'45"N, 157°52'10"W;

(4617) (5) All waters of Kaunakakai Harbor, immediately adjacent to the Interisland Cargo Terminal or Ferry Terminal Pier out to 100 yards of the west face of the pier;

(4618) (6) All waters of Kaumalapau Harbor, Lanai inland from a line drawn between 20°47'10"N, 156°59'32"W and 20°47'01"N, 156°59'31"W;

(4619) (7) All waters of Kahului Harbor, Maui inland from a line drawn between 20°54'01"N, 156°28'26"W and 20°54'02"N, 156°28'18"W;

(4620) (8) All waters of Kawaihae Harbor, Hawaii immediately adjacent to commercial piers 1 and 2 extending out to 100 yards from the piers faces.

(4621) (9) All waters of Hilo Harbor, Hawaii immediately adjacent to commercial piers 1 and 2 extending out to 100 yards from the piers faces.

(4622) (10) The activation of these safety zones may include any combination of these harbors, or all of these harbors, dependent upon details in the tsunami warning. These safety zones extend from the surface of the water to the ocean floor.

(4623) (b) *Regulations*. When the safety zones are activated and, therefore, subject to enforcement, no person or vessel may enter or remain in the safety zone except for support vessels, support personnel, and other vessels authorized by the Captain of the Port, Sector Honolulu (COTP), or a designated representative of the COTP. All commercial vessels must evacuate the harbor and transit seaward beyond the 50 fathom (300 foot) curve. These commercial harbors will remain closed to all transiting vessels until the Captain of the Port Honolulu lifts the evacuation order. All other applicable regulations in 33 CFR 165 remain in effect and subject to enforcement. You may contact the Coast Guard on VHF Channel 16 (156.800 MHz) or at telephone number 808–842–2600 to obtain clarification on safety zone transits and locations. Coast Guard patrol boats will be enforcing the safety zones and providing on-scene direction. Any vessel not capable of evacuating must contact the Coast Guard Sector Command Center at 808–842–2601 to request a waiver from evacuating the harbor.

(4624) (c) *Enforcement period*. Paragraph (b) of this section will be enforced when a tsunami warning has been issued for the Hawaiian Islands. The COTP will notify the public of any enforcement through the following means to ensure the widest publicity: Broadcast notice to mariners, notices of enforcement, press releases and the Coast Guard's Homeport Web site. Following the passage of the tsunami or tsunami threat and harbor assessments as required, deactivation of these safety zones will be conducted through radio broadcast by the U.S. Coast Guard.

(4625) (d) *Penalties*. Vessels or persons violating this rule would be subject to the penalties set forth in 33 U.S.C. 1232.

(4626)

Subpart G–Protection of Naval Vessels

(4627)

§165.2010 Purpose.

(4628) This subpart establishes the geographic parameters of naval vessel protection zones surrounding U.S. naval vessels in the navigable waters of the United States. This subpart also establishes when the U.S. Navy will take enforcement action in accordance with the statutory guideline of 14 U.S.C. 91. Nothing in the rules and regulations contained in this subpart shall relieve any vessel, including U.S. naval vessels, from the observance of the Navigation Rules. The rules and regulations contained in this subpart supplement, but do not replace or supercede, any other regulation pertaining to the safety or security of U.S. naval vessels.

(4629)

§165.2015 Definitions.

(4630) The following definitions apply to this subpart:

(4631) *Atlantic Area* means that area described in 33 CFR 3.04–1 Atlantic Area.

(4632) *Large U.S. naval vessel* means any U.S. naval vessel greater than 100 feet in length overall.

(4633) *Naval defensive sea area* means those areas described in 32 CFR part 761.

(4634) *Naval vessel protection zone* is a 500-yard regulated area of water surrounding large U.S. naval vessels that is necessary to provide for the safety or security of these U.S. naval vessels.

(4635) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(4636) *Navigation rules* means the Navigation Rules, International-Inland.

(4637) *Official patrol* means those personnel designated and supervised by a senior naval officer present in command and tasked to monitor a naval vessel protection zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone, and take other actions authorized by the U.S. Navy.

(4638) *Pacific Area* means that area described in 33 CFR 3.04–3 Pacific Area.

(4639) *Restricted area* means those areas established by the Army Corps of Engineers and set out in 33 CFR part 334.

(4640) *Senior naval officer present in command is*, unless otherwise designated by competent authority, the senior line officer of the U.S. Navy on active duty, eligible for command at sea, who is present and in command of any part of the Department of Navy in the area.

(4641) *U.S. naval vessel* means any vessel owned, operated, chartered, or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command.

(4642) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

(4643)

§165.2020 Enforcement authority.

(4644) (a) *Coast Guard*. Any Coast Guard commissioned, warrant or petty officer may enforce the rules and regulations contained in this subpart.

(4645) (b) *Senior naval officer present in command*. In the navigable waters of the United States, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to exercise effective control in the vicinity of large U.S. naval vessels, the senior naval officer present in command is responsible for the enforcement of the rules and regulations contained in this subpart to ensure the safety and security of all large naval vessels present. In meeting this responsibility, the senior naval officer present in command may directly assist any Coast Guard enforcement personnel who are present.

(4646)

§165.2030 Pacific Area.

(4647) (a) This section applies to any vessel or person in the navigable waters of the United States within the boundaries of the U.S. Coast Guard Pacific Area, which includes the Eleventh, Thirteenth, Fourteenth, and Seventeenth U.S. Coast Guard Districts.

(4648) **Note to paragraph** (a): The boundaries of the U.S. Coast Guard Pacific Area and the Eleventh, Thirteenth, Fourteenth, and Seventeenth U.S. Coast Guard Districts are set out in 33 CFR part 3.

(4649) (b) A naval vessel protection zone exists around U.S. naval vessels greater than 100 feet in length overall at all times in the navigable waters of the United States, whether the large U.S. naval vessel is underway, anchored, moored, or within a floating dry dock, except when the large naval vessel is moored or anchored within a restricted area or within a naval defensive sea area.

(4650) (c) The Navigation Rules shall apply at all times within a naval vessel protection zone.

(4651) (d) When within a naval vessel protection zone, all vessels shall operate at the minimum speed necessary to maintain a safe course, unless required to maintain speed by the Navigation Rules, and shall proceed as directed by the Coast Guard, the senior naval officer present in command, or the official patrol. When within a naval vessel protection zone, no vessel or person is allowed within 100 yards of a large U.S. naval vessel unless authorized by the Coast Guard, the senior naval officer present in command, or official patrol.

(4652) (e) To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the Coast Guard, the senior naval officer present in command, or the official patrol on VHF-FM channel 16.

(4653) (f) When conditions permit, the Coast Guard, senior naval officer present in command, or the official patrol should:

(4654) (1) Give advance notice on VHF-FM channel 16 of all large U.S. naval vessel movements;

(4655) (2) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules; and

(4656) (3) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of passing large U.S. naval vessels; and

(4657) (4) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored large U.S. naval vessel with minimal delay consistent with security.

(4658) **Note to paragraph (f)**: The listed actions are discretionary and do not create any additional right to appeal or otherwise dispute a decision of the Coast Guard, the senior naval officer present in command, or the official patrol.

(4659)

Part 166–Shipping Safety Fairways

(4660)

Subpart A–General

(4661)

§166.100 Purpose.

(4662) The purpose of these regulations is to establish and designate shipping safety fairways and fairway anchorages to provide unobstructed approaches for vessels using U.S. ports.

(4663)

§166.103 Geographic coordinates.

(4664) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts reference to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(4665)

§166.105 Definitions.

(4666) (a) *Shipping safety fairway or fairway* means a lane or corridor in which no artificial island or fixed structure, whether temporary or permanent, will be permitted. Temporary underwater obstacles may be permitted under certain conditions described for specific areas in Subpart B. Aids to navigation approved by the U.S. Coast Guard may be established in a fairway.

(4667) (b) *Fairway anchorage* means an anchorage area contiguous to and associated with a fairway, in which fixed structures may be permitted within certain spacing limitations, as described for specific areas in Subpart B.

(4668)

§166.110 Modification of areas.

(4669) Fairways and fairway anchorages are subject to modification in accordance with 33 U.S.C. 1223(c); 92 Stat. 1473.

(4670)

Subpart B–Designations of Fairways and Fairway Anchorages

(4671)

§166.300 Areas along the coast of California.

(4672) (a) *Purpose*. Fairways as described in this section are established to control the erection of structures therein to provide safe vessel routes along the coast of California.

(4673) (b) *Designated Areas*—(1) *Port Hueneme Safety Fairway*. An area one nautical mile in width centered on the alinement of Port Hueneme Entrance Channel and extending seaward from the 30-foot-depth curve for a distance of 1.5 nautical miles, thence turning southerly and widening to 1.5 nautical miles at the 3-mile limit, all between lines joining the following points:

(4674) 34°06'30"N., 119°15'00"W.

(4675) 34°07'37"N., 119°14'25"W.

(4676) 34°08'49"N., 119°13'21"W. thence generally along the 30-foot-depth curve to the seaward end of the west entrance jetty; seaward end of the east entrance jetty, thence generally along the 30-foot-depth curve to:

(4677) 34°08'21"N., 119°12'15"W.

(4678) 34°07'10"N., 119°13'20"W.

(4679) 34°05'48"N., 119°13'23"W.

(4680) (2) [Reserved]

(4681)

Part 167–Offshore Traffic Separation Schemes

(4682)

Subpart A–General

(4683)

§167.1 Purpose.

(4684) The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

(4685)

§167.3 Geographic coordinates.

(4686) Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

(4687)

§167.5 Definitions.

(4688) (a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(4689) (b) *Traffic separation Scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(4690) (c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(4691) (d) *Separation zone* or *line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(4692) (e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(4693) (f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(4694) (g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

(4695)

§167.10 Operating rules.

(4696) The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collision at Sea, 1972, as amended.

(4697)

§167.15 Modification of schemes.

(4698) (a) A traffic separation scheme or precautionary area described in this Part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(4699) (b) A traffic separation scheme or precautionary area in this Part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the FEDERAL REGISTER. Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

(4700)

Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

(4701)

§167.1300 In the approaches to the Strait of Juan de Fuca: General.

(4702) The traffic separation scheme for the approaches to the Strait of Juan de Fuca consists of three parts: the western approach, the southwestern approach, and precautionary area "JF." These parts are described in §§167.1301 through 167.1303. The geographic coordinates in §§167.1301 through 167.1303 are defined using North American Datum (NAD 83).

(4703)

§167.1301 In the approaches to the Strait of Juan de Fuca: Western approach.

(4704) In the western approach to the Strait of Juan de Fuca, the following are established:

(4705) (a) A separation zone bounded by a line connecting the following geographical positions:

(4706) 48°30.10'N., 125°09.00'W.

(4707) 48°30.10'N., 125°04.67'W.

(4708) 48°29.11'N., 125°04.67'W.

(4709) 48°29.11'N., 125°09.00'W.

(4710) (b) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(4711) 48°32.09'N., 125°04.67'W.

(4712) 48°32.09'N., 125°08.98'W.

(4713) (c) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(4714) 48°27.31'N., 125°09.00'W.

(4715) 48°28.13'N., 125°04.67'W.

(4716)

§167.1302 In the approaches to the Strait of Juan de Fuca: Southwestern approach.

(4717) In the southwestern approach to the Strait of Juan de Fuca, the following are established:

(4718) (a) A separation zone bounded by a line connecting the following geographical positions:

(4719) 48°23.99'N., 125°06.54'W.

(4720) 48°27.63'N., 125°03.38'W.

(4721) 48°27.14'N., 125°02.08'W.

(4722) 48°23.50'N., 125°05.26'W.

(4723) (b) A traffic lane for north-eastbound traffic between the separation zone and a line connecting the following geographical positions:

(4724) 48°22.55'N., 125°02.80'W.

(4725) 48°26.64'N., 125°00.81'W.

(4726) (c) A traffic lane for south-westbound traffic between the separation zone and a line connecting the following geographical positions:

(4727) 48°28.13'N., 125°04.67'W.

(4728) 48°24.94'N., 125°09.00'W.

(4729)

§167.1303 In the approaches to the Strait of Juan de Fuca: Precautionary area "JF."

(4730) In the approaches to the Strait of Juan de Fuca, precautionary area "JF" is established and is bounded by a line connecting the following geographical positions:

(4731) 48°32.09'N., 125°04.67'W.

(4732) 48°30.10'N., 125°04.67'W.

(4733) 48°29.11'N., 125°04.67'W.

(4734) 48°28.13'N., 125°04.67'W.

(4735) 48°27.63'N., 125°03.38'W.

(4736) 48°27.14'N., 125°02.08'W.

(4737) 48°26.64'N., 125°00.81'W.

(4738) 48°28.13'N., 124°57.90'W.

(4739) 48°29.11'N., 125°00.00'W.

(4740) 48°30.10'N., 125°00.00'W.

(4741) 48°32.09'N., 125°00.00'W.

(4742) 48°32.09'N., 125°04.67'W.

(4743)

§167.1310 In the Strait of Juan de Fuca: General.

(4744) The traffic separation scheme in the Strait of Juan de Fuca consists of five parts: the western lanes, southern lanes, northern lanes, eastern lanes, and precautionary area "PA." These parts are described in §§167.1311 through 167.1315. The geographic coordinates in

§§167.1311 through 167.1315 are defined using North American Datum (NAD 83).

(4745)

§167.1311 In the Strait of Juan de Fuca: Western lanes.

(4746) In the western lanes of the Strait of Juan de Fuca, the following are established:

(4747) (a) A separation zone bounded by a line connecting the following geographical positions:

(4748) 48°29.11'N., 125°00.00'W.

(4749) 48°29.11'N., 124°43.78'W.

(4750) 48°13.89'N., 123°54.84'W.

(4751) 48°13.89'N., 123°31.98'W.

(4752) 48°14.49'N., 123°31.98'W.

(4753) 48°17.02'N., 123°56.46'W.

(4754) 48°30.10'N., 124°43.50'W.

(4755) 48°30.10'N., 125°00.00'W.

(4756) (b) A traffic lane for north-westbound traffic.

(4757) (1) The traffic lane is established between the separation zone and a line connecting the following geographical positions:

(4758) 48°16.45'N., 123°30.42'W.

(4759) 48°15.97'N., 123°33.54'W.

(4760) 48°18.00'N., 123°56.07'W.

(4761) 48°32.00'N., 124°46.57'W.

(4762) 48°32.09'N., 124°49.90'W.

(4763) 48°32.09'N., 125°00.00'W.

(4764) (2) An exit from this lane between points 48°32.00'N., 124°46.57'W. and 48°32.09'N., 124°49.90'W. Vessel traffic may exit this lane at this location or may remain in the lane between points 48°32.09'N., 124°49.90'W. and 48°32.09'N., 125°00.00'W. en route to precautionary area "JF," as described in §167.1315.

(4765) (c) A traffic lane for south-eastbound traffic between the separation zone and a line connecting the following geographical positions:

(4766) 48°28.13'N., 124°57.90'W.

(4767) 48°28.13'N., 124°44.07'W.

(4768) 48°12.90'N., 123°55.24'W.

(4769) 48°12.94'N., 123°32.89'W.

(4770)

§167.1312 In the Strait of Juan de Fuca: Southern lanes.

(4771) In the southern lanes of the Strait of Juan de Fuca, the following are established:

(4772) (a) A separation zone bounded by a line connecting the following geographical positions:

(4773) 48°10.82'N., 123°25.44'W.

(4774) 48°12.38'N., 123°28.68'W.

(4775) 48°12.90'N., 123°28.68'W.

(4776) 48°12.84'N., 123°27.46'W.

(4777) 48°10.99'N., 123°24.84'W.

(4778) (b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

(4779) 48°11.24'N., 123°23.82'W.

(4780) 48°12.72'N., 123°25.34'W.

(4781) (c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

(4782) 48°12.94'N., 123°32.89'W.

(4783) 48°09.42'N., 123°24.24'W.

(4784)

§167.1313 In the Strait of Juan de Fuca: Northern lanes.

(4785) In the northern lanes of the Strait of Juan de Fuca, the following are established:

(4786) (a) A separation zone bounded by a line connecting the following geographical positions:

(4787) 48°21.15'N., 123°24.83'W.

(4788) 48°16.16'N., 123°28.50'W.

(4789) 48°15.77'N., 123°27.18'W.

(4790) 48°20.93'N., 123°24.26'W.

(4791) (b) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

(4792) 48°21.83'N., 123°25.56'W.

(4793) 48°16.45'N., 123°30.42'W.

(4794) (c) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

(4795) 48°20.93'N., 123°23.22'W.

(4796) 48°15.13'N., 123°25.62'W.

(4797)

§167.1314 In the Strait of Juan de Fuca: Eastern lanes.

(4798) In the eastern lanes of the Strait of Juan de Fuca, the following are established:

(4799) (a) A separation zone bounded by a line connecting the following geographical positions:

(4800) 48°13.22'N., 123°15.91'W.

(4801) 48°14.03'N., 123°25.98'W.

(4802) 48°13.54'N., 123°25.86'W.

(4803) 48°12.89'N., 123°16.69'W.

(4804) (b) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(4805) 48°14.27'N., 123°13.41'W.

(4806) 48°14.05'N., 123°16.08'W.

(4807) 48°15.13'N., 123°25.62'W.

(4808) (c) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(4809) 48°12.72'N., 123°25.34'W.

(4810) 48°12.34'N., 123°18.01'W.

(4811)

§167.1315 In the Strait of Juan de Fuca: Precautionary area "PA."

(4812) In the Strait of Juan de Fuca, precautionary area "PA" is established and is bounded by a line connecting the following geographical positions:

(4813) 48°12.94'N., 123°32.89'W.

(4814) 48°13.89'N., 123°31.98'W.

(4815) 48°14.49'N., 123°31.98'W.

(4816) 48°16.45'N., 123°30.42'W.
(4817) 48°16.16'N., 123°28.50'W.
(4818) 48°15.77'N., 123°27.18'W.
(4819) 48°15.13'N., 123°25.62'W.
(4820) 48°14.03'N., 123°25.98'W.
(4821) 48°13.54'N., 123°25.86'W.
(4822) 48°12.72'N., 123°25.34'W.
(4823) 48°12.84'N., 123°27.46'W.
(4824) 48°12.90'N., 123°28.68'W.
(4825) 48°12.94'N., 123°32.89'W.

(4826)

§167.1320 In Puget Sound and its approaches: General.

(4827) The traffic separation scheme in Puget Sound and its approaches consists of three parts: Rosario Strait, approaches to Puget Sound other than Rosario Strait, and Puget Sound. These parts are described in §§167.1321 through 167.1323. The North American Datum (NAD 83) defines the geographic coordinates in §§167.1321 through 167.1323.

(4828)

§167.1321 In Puget Sound and its approaches: Rosario Strait.

(4829) In Rosario Strait, the following are established:
(4830) (a) A separation zone bounded by a line connecting the following geographical positions:
(4831) 48°48.98'N., 122°55.20'W.
(4832) 48°46.76'N., 122°50.43'W.
(4833) 48°45.56'N., 122°48.36'W.
(4834) 48°45.97'N., 122°48.12'W.
(4835) 48°46.39'N., 122°50.76'W.
(4836) 48°48.73'N., 122°55.68'W.
(4837) (b) A traffic lane for northbound traffic located within the separation zone described in paragraph (a) of this section and a line connecting the following geographical positions:
(4838) 48°49.49'N., 122°54.24'W.
(4839) 48°47.14'N., 122°50.10'W.
(4840) 48°46.35'N., 122°47.50'W.
(4841) (c) A traffic lane for southbound traffic located within the separation zone described in paragraph (a) of this section and a line connecting the following geographical positions:
(4842) 48°44.95'N., 122°48.28'W.
(4843) 48°46.76'N., 122°53.10'W.
(4844) 48°47.93'N., 122°57.12'W.
(4845) (d) Precautionary area "CA" contained within a circle of radius 1.24 miles centered at geographical position 48°45.30'N., 122°46.50'W.
(4846) (e) A separation zone bounded by a line connecting the following geographical positions:
(4847) 48°44.27'N., 122°45.53'W.
(4848) 48°41.72'N., 122°43.50'W.
(4849) 48°41.60'N., 122°43.82'W.
(4850) 48°44.17'N., 122°45.87'W.
(4851) (f) A traffic lane for northbound traffic located within the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:
(4852) 48°44.62'N., 122°44.96'W.
(4853) 48°41.80'N., 122°42.70'W.
(4854) (g) A traffic lane for southbound traffic located within the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:
(4855) 48°44.08'N., 122°46.65'W.
(4856) 48°41.25'N., 122°44.37'W.
(4857) (h) Precautionary area "C" contained within a circle of radius 1.24 miles centered at geographical position 48°40.55'N., 122°42.80'W.
(4858) (i) A two-way route between the following geographical positions:
(4859) 48°39.33'N., 122°42.73'W.
(4860) 48°36.08'N., 122°45.00'W.
(4861) 48°26.82'N., 122°43.53'W.
(4862) 48°27.62'N., 122°45.53'W.
(4863) 48°29.48'N., 122°44.77'W.
(4864) 48°36.13'N., 122°45.80'W.
(4865) 48°38.38'N., 122°44.20'W.
(4866) 48°39.63'N., 122°44.03'W.
(4867) (j) Precautionary area "RB" bounded as follows:
(4868) (1) To the north by the arc of a circle of radius 1.24 miles centered on geographical position 48°26.38'N., 122°45.27'W. and connecting the following geographical positions:
(4869) 48°25.97'N., 122°47.03'W.
(4870) 48°25.55'N., 122°43.93'W.
(4871) (2) To the south by a line connecting the following geographical positions:
(4872) 48°25.97'N., 122°47.03'W.
(4873) 48°24.62'N., 122°48.68'W.
(4874) 48°23.75'N., 122°47.47'W.
(4875) 48°25.20'N., 122°45.73"W.
(4876) 48°25.17'N., 122°45.62'W.
(4877) 48°24.15'N., 122°45.27'W.
(4878) 48°24.08'N., 122°43.38'W.
(4879) 48°25.55'N., 122°43.93'W.

(4880)

§167.1322 In Puget Sound and its approaches: Approaches to Puget Sound other than Rosario Strait.

(4881) (a) The traffic separation scheme in the approaches to Puget Sound other than Rosario Strait consists of a northeast/southwest approach, a northwest/southeast approach, a north/south approach, and an east/west approach and connecting precautionary areas.
(4882) (b) In the northeast/southwest approach consisting of two separation zones, two precautionary areas ("RA" and "ND"), and four traffic lanes, the following are established:
(4883) (1) A separation zone that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:
(4884) 48°24.13'N., 122°47.97'W.

(4885) 48°20.32'N., 122°57.02'W.
(4886) 48°20.53'N., 122°57.22'W.
(4887) 48°24.32'N., 122°48.22'W.
(4888) (2) Precautionary area "RA," which is contained within a circle of radius 1.24 miles centered at 48°19.77'N., 122°58.57'W.
(4889) (3) A separation zone that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:
(4890) 48°16.25'N., 123°06.58'W.
(4891) 48°16.57N., 123°06.58'W.
(4892) 48°19.20N., 123°00.35'W.
(4893) 48°19.00'N., 123°00.17'W.
(4894) (4) A traffic lane for northbound traffic that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(1) of this section and a line connecting the following geographical positions:
(4895) 48°23.75'N., 122°47.47'W.
(4896) 48°19.80'N., 122°56.83'W.
(4897) (5) A traffic lane for northbound traffic that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(3) of this section and a line connecting the following geographical positions:
(4898) 48°15.70'N., 123°06.58'W.
(4899) 48°18.67'N., 122°59.57'W.
(4900) (6) A traffic lane for southbound traffic that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(1) of this section and a line connecting the following geographical positions:
(4901) 48°24.62'N., 122°48.68'W.
(4902) 48°20.85'N., 122°57.80'W.
(4903) (7) A traffic lane for southbound traffic that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(3) of this section and a line connecting the following geographical positions:
(4904) 48°19.70'N., 123°00.53'W.
(4905) 48°17.15'N., 123°06.57'W.
(4906) (8) Precautionary area "ND," which is bounded by a line connecting the following geographical positions:
(4907) 48°11.00'N., 123°06.58'W.
(4908) 48°17.15'N., 123°06.57'W.
(4909) 48°14.27'N., 123°13.41'W.
(4910) 48°12.34'N., 123°18.01'W.
(4911) 48°12.72'N., 123°25.34'W.
(4912) 48°11.24'N., 123°23.82'W.
(4913) 48°10.82'N., 123°25.44'W.
(4914) 48°09.42'N., 123°24.24'W.
(4915) 48°08.39'N., 123°24.24'W.
(4916) Thence along the shoreline to the point of beginning (48°11.00'N.; 123°06.58'W.).
(4917) (c) In the northwest/southeast approach consisting of two separation zones, two precautionary areas ("RA" and "SA"), and four traffic lanes, the following are established:
(4918) (1) A separation zone that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:
(4919) 48°28.72N., 123°08.53'W.
(4920) 48°25.43'N., 123°03.88'W.
(4921) 48°22.88'N., 123°00.82'W.
(4922) 48°20.93'N., 122°59.30'W.
(4923) 48°20.82'N., 122°59.62'W.
(4924) 48°22.72'N., 123°01.12'W.
(4925) 48°25.32'N., 123°04.30'W.
(4926) 48°28.39'N., 123°08.64'W.
(4927) (2) A separation zone that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:
(4928) 48°18.83'N., 122°57.48'W.
(4929) 48°13.15'N., 122°51.33'W.
(4930) 48°13.00'N., 122°51.62'W.
(4931) 48°18.70'N., 122°57.77'W.
(4932) (3) A traffic lane for northbound traffic that connects with precautionary "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(1) of this section and a line connecting the following geographical positions:
(4933) 48°29.28'N., 123°08.35'W.
(4934) 48°25.60'N., 123°03.13'W.
(4935) 48°23.20'N., 123°00.20'W.
(4936) 48°21.00'N., 122°58.50'W.
(4937) (4) A traffic lane for northbound traffic that connects with precautionary area "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(2) of this section and a line connecting the following geographical positions:
(4938) 48°19.20'N., 122°57.03'W.
(4939) 48°13.35'N., 122°50.63'W.
(4940) (5) A traffic lane for southbound traffic that connects with precautionary "RA," as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(1) of this section and a line connecting the following geographical positions:
(4941) 48°27.86'N., 123°08.81'W.
(4942) 48°25.17'N., 123°04.98'W.
(4943) 48°22.48'N., 123°01.73'W.
(4944) 48°20.47'N., 123°00.20'W.
(4945) (6) A traffic lane for southbound traffic connecting with precautionary area "RA," as described in paragraphs (b)(2) of this section, and is located between the separation zone described in paragraph (c)(2) of this section and a line connecting the following geographical positions:
(4946) 48°18.52'N., 122°58.50'W.
(4947) 48°12.63'N., 122°52.15'W.
(4948) (7) Precautionary area "SA," which is contained within a circle of radius 2 miles centered at geographical position 48°11.45'N., 122°49.78'W.

(4949) (d) In the north/south approach between precautionary areas "RB" and "SA," as described in paragraph (b)(2) and (c)(7) of this section, respectively, the following are established:

(4950) (1) A separation zone bounded by a line connecting the following geographical positions:

(4951) 48°24.15'N., 122°44.08'W.

(4952) 48°13.33'N., 122°48.78'W.

(4953) 48°13.38'N., 122°49.15'W.

(4954) 48°24.17'N., 122°44.48'W.

(4955) (2) A traffic lane for northbound traffic located between the separation zone described in paragraph (d)(1) of this section and a line connecting the following geographical positions:

(4956) 48°24.08'N., 122°43.38'W.

(4957) 48°13.10'N., 122°48.12'W.

(4958) (3) A traffic lane for southbound traffic located between the separation zone described in paragraph (d)(1) of this section and a line connecting the following geographical positions:

(4959) 48°24.15'N., 122°45.27'W.

(4960) 48°13.43'N., 122°49.90'W.

(4961) (e) In the east/west approach between precautionary areas "ND" and "SA," as described in paragraphs (b)(8) and (c)(7) of this section, respectively, the following are established:

(4962) (1) A separation zone bounded by a line connecting the following geographical positions:

(4963) 48°11.50'N., 122°52.73'W.

(4964) 48°11.73'N., 122°52.70'W.

(4965) 48°12.48'N., 123°06.58'W.

(4966) 48°12.23'N., 123°06.58'W.

(4967) (2) A traffic lane for northbound traffic between the separation zone described in paragraph (e)(1) of this section and a line connecting the following geographical positions:

(4968) 48°12.22'N., 122°52.52'W.

(4969) 48°12.98'N., 123°06.58'W.

(4970) (3) A traffic lane for southbound traffic between the separation zone described in paragraph (e)(1) of this section and a line connecting the following geographical positions:

(4971) 48°11.73'N., 123°06.58'W.

(4972) 48°10.98'N., 122°52.65'W.

(4973)

§167.1323 In Puget Sound and its approaches: Puget Sound.

(4974) The traffic separation scheme in Puget Sound consists of six separation zones and two traffic lanes connected by six precautionary areas. The following are established:

(4975) (a) A separation zone bounded by a line connecting the following geographical positions:

(4976) 48°11.08'N., 122°46.88'W.

(4977) 48°06.85'N., 122°39.52'W.

(4978) 48°02.48'N., 122°38.17'W.

(4979) 48°02.43'N., 122°38.52'W.

(4980) 48°06.72'N., 122°39.83'W.

(4981) 48°10.82'N., 122°46.98'W.

(4982) (b) Precautionary area "SC," which is contained within a circle of radius 0.62 miles, centered at 48°01.85'N., 122°38.15'W.

(4983) (c) A separation zone bounded by a line connecting the following geographical positions:

(4984) 48°01.40'N., 122°37.57'W.

(4985) 47°57.95'N., 122°34.67'W.

(4986) 47°55.85'N., 122°30.22'W.

(4987) 47°55.67'N., 122°30.40'W.

(4988) 47°57.78'N., 122°34.92'W.

(4989) 48°01.28'N., 122°37.87'W.

(4990) (d) Precautionary area "SE," which is contained within a circle of radius 0.62 miles, centered at 47°55.40'N., 122°29.55'W.

(4991) (e) A separation zone bounded by a line connecting the following geographical positions:

(4992) 47°54.85'N., 122°29.18'W.

(4993) 47°46.52'N., 122°26.30'W.

(4994) 47°46.47'N., 122°26.62'W.

(4995) 47°54.80'N., 122°29.53'W.

(4996) (f) Precautionary area "SF," which is contained within a circle of radius 0.62 miles, centered at 47°45.90'N., 122°26.25'W.

(4997) (g) A separation zone bounded by a line connecting the following geographical positions:

(4998) 47°45.20'N., 122°26.25'W.

(4999) 47°40.27'N., 122°27.55'W.

(5000) 47°40.30'N., 122°27.88'W.

(5001) 47°45.33'N., 122°26.60'W.

(5002) (h) Precautionary area "SG," which is contained within a circle of radius 0.62 miles, centered at 47°39.68'N., 122°27.87'W.

(5003) (i) A separation zone bounded by a line connecting the following geographical positions:

(5004) 47°39.12'N., 122°27.62'W.

(5005) 47°35.18'N., 122°27.08'W.

(5006) 47°35.17'N., 122°27.35'W.

(5007) 47°39.08'N., 122°27.97'W.

(5008) (j) Precautionary area "T," which is contained within a circle of radius 0.62 miles, centered at 47°34.55'N., 122°27.07'W.

(5009) (k) A separation zone bounded by a line connecting the following geographical positions:

(5010) 47°34.02'N., 122°26.70'W.

(5011) 47°26.92'N., 122°24.10'W.

(5012) 47°23.07'N., 122°20.98'W.

(5013) 47°19.78'N., 122°26.58'W.

(5014) 47°19.98'N., 122°26.83'W.

(5015) 47°23.15'N., 122°21.45'W.

(5016) 47°26.85'N., 122°24.45'W.

(5017) 47°33.95'N., 122°27.03'W.

(5018) (l) Precautionary area "TC," which is contained within a circle of radius 0.62 miles, centered at 47°19.48'N., 122°27.38'W.

(5019) (m) A traffic lane for northbound traffic that connects with precautionary areas "SC,""SE,""SF,""SG,""T," and

"TC," as described in paragraphs (b), (d), (f), (h), (j), and (k) of this section, respectively, and is located between the separation zones described in paragraphs (a), (c), (e), (g), (i), and (k) of this section, respectively, and a line connecting the following geographical positions:

(5020) 48°11.72'N., 122°46.83'W.
(5021) 48°07.13'N., 122°38.83'W.
(5022) 48°02.10'N., 122°37.32'W.
(5023) 47°58.23'N., 122°34.07'W.
(5024) 47°55.83'N., 122°28.80'W.
(5025) 47°45.92'N., 122°25.33'W.
(5026) 47°39.68'N., 122°26.95'W.
(5027) 47°34.65'N., 122°26.18'W.
(5028) 47°27.13'N., 122°23.40'W.
(5029) 47°23.33'N., 122°20.37'W.
(5030) 47°22.67'N., 122°20.53'W.
(5031) 47°19.07'N., 122°26.75'W.

(5032) (n) A traffic lane for southbound traffic that connects with precautionary areas "SC,""SE,""SF,""SG,""T," and "TC," as described in paragraphs (b), (d), (f), (h), (j), and (k) of this section, respectively, and is located between the separation zones described in paragraphs (a), (c), (e), (g), (i), and (k) of this section, respectively, and a line connecting the following geographical positions:

(5033) 48°10.15'N., 122°47.58'W.
(5034) 48°09.35'N., 122°45.55'W.
(5035) 48°06.45'N., 122°40.52'W.
(5036) 48°01.65'N., 122°30.03'W.
(5037) 47°57.47'N., 122°35.45'W.
(5038) 47°55.07'N., 122°30.35'W.
(5039) 47°45.90'N., 122°27.18'W.
(5040) 47°39.70'N., 122°28.78'W.
(5041) 47°34.47'N., 122°27.98'W.
(5042) 47°26.63'N., 122°25.12'W.
(5043) 47°23.25'N., 122°22.42'W.
(5044) 47°20.00'N., 122°27.90'W.

(5045)

§167.1330 In Haro Strait, Boundary Pass, and the Strait of Georgia: General.

(5046) The traffic separation scheme in Haro Strait, Boundary Pass, and the Strait of Georgia consists of a series of traffic separation schemes, two-way routes, and five precautionary areas. These parts are described in §§ 167.1331 and 167.1332. The geographic coordinates in §§ 167.1331 and 167.1332 are defined using North American Datum (NAD 83).

(5047)

§167.1331 In Haro Strait and Boundary Pass.

(5048) In Haro Strait and Boundary Pass, the following are established:

(5049) (a) Precautionary area "V," which is bounded by a line connecting the following geographical positions:

(5050) 48°23.15'N., 123°21.12'W.
(5051) 48°23.71'N., 123°23.88'W.
(5052) 48°21.83'N., 123°25.56'W.
(5053) 48°21.15'N., 123°24.83'W.
(5054) 48°20.93'N., 123°24.26'W.
(5055) 48°20.93'N., 123°23.22'W.
(5056) 48°21.67'N., 123°21.12'W.
(5057) 48°23.15'N., 123°21.12'W.

(5058) (b) A separation zone that connects with precautionary area "V," as described in paragraph (a) of this section, and is bounded by a line connecting the following geographical positions:

(5059) 48°22.25'N., 123°21.12'W.
(5060) 48°22.25'N., 123°17.95'W.
(5061) 48°23.88'N., 123°13.18'W.
(5062) 48°24.30'N., 123°13.00'W.
(5063) 48°22.55'N., 123°18.05'W.
(5064) 48°22.55'N., 123°21.12'W.

(5065) (c) A traffic lane for eastbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

(5066) 48°21.67'N., 123°21.12'W.
(5067) 48°21.67'N., 123°17.70'W.
(5068) 48°23.10'N., 123°13.50'W.

(5069) (d) A traffic lane for westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

(5070) 48°25.10'N., 123°12.67'W.
(5071) 48°23.15'N., 123°18.30'W.
(5072) 48°23.15'N., 123°21.12'W.

(5073) (e) Precautionary area "DI," which is bounded by a line connecting the following geographical positions:

(5074) 48°23.10'N., 123°13.50'W.
(5075) 48°24.30'N., 123°09.95'W.
(5076) 48°26.57'N., 123°09.22'W.
(5077) 48°25.10'N., 123°12.67'W.
(5078) 48°23.10'N., 123°13.50'W.

(5079) (f) A separation zone bounded by a line connecting the following geographical positions:

(5080) 48°25.96'N., 123°10.65'W.
(5081) 48°27.16'N., 123°10.25'W.
(5082) 48°28.77'N., 123°10.84'W.
(5083) 48°29.10'N., 123°11.59'W.
(5084) 48°25.69'N., 123°11.28'W.

(5085) (g) A traffic lane for northbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

(5086) 48°26.57'N., 123°09.22'W.
(5087) 48°27.86'N., 123°08.81'W.

(5088) (h) A traffic lane for southbound traffic located between the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

(5089) 48°29.80'N., 123°13.15'W.
(5090) 48°25.10'N., 123°12.67'W.

(5091) (i) Precautionary area "HS," which is bounded by a line connecting the following geographical positions:

(5092) 48°27.86'N., 123°08.81'W.
(5093) 48°29.28'N., 123°08.35'W.
(5094) 48°30.55'N., 123°10.12'W.

(5095) 48°31.60'N., 123°10.65'W.
(5096) 48°32.83'N., 123°13.45'W.
(5097) 48°29.80'N., 123°13.15'W.
(5098) 48°27.86'N., 123°08.81'W.
(5099) (j) A two-way route between the following geographical positions:
(5100) 48°31.60'N., 123°10.65'W.
(5101) 48°35.21'N., 123°12.61'W.
(5102) 48°38.37'N., 123°12.36'W.
(5103) 48°39.41'N., 123°13.14'W.
(5104) 48°39.41'N., 123°16.06'W.
(5105) 48°32.83'N., 123°13.45'W.
(5106) (k) Precautionary area "TP," which is bounded by a line connecting the following geographical positions:
(5107) 48°41.06'N., 123°11.04'W.
(5108) 48°42.23'N., 123°11.35'W.
(5109) 48°43.80'N., 123°10.77'W.
(5110) 48°43.20'N., 123°16.06'W.
(5111) 48°39.41'N., 123°16.06'W.
(5112) 48°39.32'N., 123°13.14'W.
(5113) 48°39.76'N., 123°11.84'W.
(5114) (l) A two-way route between the following geographical positions:
(5115) 48°42.23'N., 123°11.35'W.
(5116) 48°45.51'N., 123°01.82'W.
(5117) 48°47.78'N., 122°59.12'W.
(5118) 48°48.19'N., 123°00.84'W.
(5119) 48°46.43'N., 123°03.12'W.
(5120) 48°43.80'N., 123°10.77'W.

(5121)

§167.1332 In the Strait of Georgia.

(5122) In the Strait of Georgia, the following are established:
(5123) (a) Precautionary area "GS," which is bounded by a line connecting the following geographical positions:
(5124) 48°52.30'N., 123°07.44'W.
(5125) 48°54.81'N., 123°03.66'W.
(5126) 48°49.49'N., 122°54.24'W.
(5127) 48°47.93'N., 122°57.12'W.
(5128) 48°47.78'N., 122°59.12'W.
(5129) 48°48.19'N., 123°00.84'W.
(5130) 48°52.30'N., 123°07.44'W.
(5131) (b) A separation zone bounded by a line connecting the following geographical positions:
(5132) 48°53.89'N., 123°05.04'W.
(5133) 48°56.82'N., 123°10.08'W.
(5134) 48°56.30'N., 123°10.80'W.
(5135) 48°53.39'N., 123°05.70'W.
(5136) (c) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:
(5137) 48°54.81'N., 123°03.66'W.
(5138) 48°57.68'N., 123°08.76'W.
(5139) (d) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:
(5140) 48°55.34'N., 123°12.30'W.
(5141) 48°52.30'N., 123°07.44'W.
(5142) (e) Precautionary area "PR," which is bounded by a line connecting the following geographical positions:
(5143) 48°55.34'N., 123°12.30'W.
(5144) 48°57.68'N., 123°08.76'W.
(5145) 49°02.20'N., 123°16.28'W.
(5146) 49°00.00'N., 123°19.69'W.
(5147) (f) A separation zone bounded by a line connecting the following geographical positions:
(5148) 49°01.39'N., 123°17.53'W.
(5149) 49°03.84'N., 123°21.30'W.
(5150) 49°03.24'N., 123°22.41'W.
(5151) 49°00.75'N., 123°18.52'W.
(5152) (g) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:
(5153) 49°02.20'N., 123°16.28'W.
(5154) 49°04.52'N., 123°20.04'W.
(5155) (h) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:
(5156) 49°02.51'N., 123°23.76'W.
(5157) 49°00.00'N., 123°19.69'W.

(5158)

Part 168–Escort Requirements for Certain Tankers

(5159)

§168.01 Purpose.

(5160) (a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101-380), as amended by section 711 of the Coast Guard Authorization Act of 2010 (Pub. L. 111–281). The regulations will reduce the risk of oil spills from laden, single hull and double hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels in applicable waters, as defined in §168.40. The escort vessels will be immediately available to influence the tankers' speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.
(5161) (b) The regulations in this part establish minimum escort vessel requirements. Nothing in these regulations should be construed as relieving the master of a tanker from the duty to operate the vessel in a safe and prudent manner, taking into account the navigational constraints of the waterways to be traversed, other vessel traffic, and anticipated weather, tide, and sea conditions, which may require reduced speeds, greater assistance from escort vessels, or other operational precautions.

(5162)

§168.05 Definitions.

(5163) As used in this part–

(5164) *Disabled tanker* means a tanker experiencing a loss of propulsion or steering control.

(5165) *Double hull tanker* means any self-propelled tank vessel that is constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.

(5166) *Escort transit* means that portion of the tanker's voyage through waters where escort vessels are required.

(5167) *Escort vessel* means any vessel that is assigned and dedicated to a tanker during the escort transit, and that is fendered and outfitted with towing gear as appropriate for its role in an emergency response to a disabled tanker.

(5168) *Laden* means transporting in bulk any quantity of applicable cargo, except for clingage and residue in otherwise empty cargo tanks.

(5169) *Single hull tanker* means any self-propelled tank vessel that is not constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.

(5170) *Tanker master* means the licensed onboard person in charge of the tanker.

(5171) *Tanker owner or operator* means the owner or shoreside organization (individual, corporation, partnership, or association), including a demise charterer, responsible for the overall management and operation of the tanker.

(5172)

§168.10 Responsibilities.

(5173) (a) The tanker owner or operator shall:

(5174) (1) select escort vessels that can meet the performance requirements of this part; and

(5175) (2) inform the tanker master of the performance capabilities of the selected escort vessels. This information must be provided to the master before beginning the escort transit.

(5176) (b) The tanker master shall operate the tanker within the performance capabilities of the escort vessels, taking into account speed, sea and weather conditions, navigational considerations, and other factors that may change or arise during the escort transit.

(5177) (c) In an emergency, the tanker master may deviate from the requirements of this part to the extent necessary to avoid endangering persons, property, or the environment, but shall immediately report the deviation to the cognizant Coast Guard Captain of the Port (COTP).

(5178)

§168.20 Applicable vessels.

(5179) The requirements of this part apply to the following laden tankers of 5,000 gross tons or more:

(5180) (a) All single hull tankers on the waters listed in §168.40(a) and (b); and

(5181) (b) All double hull tankers on the waters listed in §168.40(a).

(5182)

§168.30 Applicable cargoes.

(5183) The requirements of this part apply to any petroleum oil listed in 46 CFR Table 30.25–1 as a pollution category I cargo.

(5184)

§168.40 Applicable waters and number of escort vessels.

(5185) The requirements of this part apply to the following waters:

(5186) (a) *Prince William Sound*: Each tanker to which this part applies must be escorted by at least two escort vessels in those navigable waters of the United States within Prince William Sound, Alaska, and the adjoining tributaries, bays, harbors, and ports, including the navigable waters of the United States within a line drawn from Cape Hinchinbrook Light, to Seal Rocks Light, to a point on Montague Island at 60°14.6'N., 146°59'W., and the waters of Montague Strait east of a line between Cape Puget and Cape Cleare.

(5187) (b) *Puget Sound and certain associated waters*: Each tanker to which this part applies must be escorted by at least two escort vessels in those navigable waters of the United States and Washington State east of a line connecting New Dungeness Light with Discovery Island Light and all points in the Puget Sound area north and south of these lights. This area includes all the navigable waters of the United States within Haro Strait, Rosario Strait, the Strait of Georgia, Puget Sound, and Hood Canal, as well as those portions of the Strait of Juan de Fuca east of the New Dungeness-Discovery Island line.

(5188)

§168.50 Performance and operational requirements.

(5189) (a) Except as provided in Paragraph (c) of §168.10, at all times during the escort transit each tanker to which this part applies:

(5190) (1) Must be accompanied by escort vessels that meet the performance requirements of Paragraph (b) of this section (but not less than the number of escorts required by §168.40).

(5191) (2) Must have the escort vessels positioned relative to the tanker such that timely response to a propulsion or steering failure can be effected.

(5192) (3) Must not exceed a speed beyond which the escort vessels can reasonably be expected to safely bring the tanker under control within the navigational limits of the waterway, taking into consideration ambient sea and weather conditions, surrounding vessel traffic, hazards, and other factors that may reduce the available sea room.

(5193) (b) The escort vessels, acting singly or jointly in any combination as needed, and considering their applied force vectors on the tanker's hull, must be capable of–

(5194) (1) Towing the tanker at 4 knots in calm conditions, and holding it in steady position against a 45-knot headwind;

(5195) (2) [Reserved]

(5196) (3) Holding the tanker on a steady course against a 35-degree locked rudder at a speed of 6 knots; and

(5197) (4) Turning the tanker 90 degrees, assuming a free-swinging rudder and a speed of 6 knots, within the same distance (advance and transfer) that it could turn itself with a hard-over rudder.

(5198)

§168.60 Pre-escort conference.

(5199) (a) Before commencing an escort transit, the tanker master shall confer, by radio or in person, with the tanker pilot and the masters of the escort vessels regarding the escort operation.

(5200) (b) The purpose of the pre-escort conference is for all parties to plan and discuss particulars of the escort transit.

(5201) (c) At a minimum, the following topics must be addressed during the pre-escort conference:

(5202) (1) The destination, route, planned speed, other vessel traffic, anticipated weather, tide, and sea conditions, and other navigational considerations;

(5203) (2) The type and operational status of communication, towing, steering, and propulsion equipment on the tanker and escort vessels;

(5204) (3) The relative positioning and reaction time for the escort vessels to move into assist positions, including, if appropriate, pre-tethering the escort vessels at crucial points along the route;

(5205) (4) The preparations required on the tanker and escort vessels, and the methods employed in making an emergency towline connection, including stationing of deck crews, preparation of messenger lines, bridles, and other towing gear, and energizing appropriate deck equipment;

(5206) (5) The manner in which an emergency towline connection would be made (which escort vessel will respond, how messengers and towlines will be passed, etc.);

(5207) (6) Other relevant information provided by the tanker master, pilot or escort vessel masters.

(5208)

Part 169–Ship Reporting Systems

(5209)

Subpart A–General

(5210)

§169.1 What is the purpose of this part?

(5211) This subpart prescribes the requirements for mandatory ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, maritime security and domain awareness, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

(5212) **Note to §169.1:** For ship reporting system requirements not established by the Coast Guard, see 50 CFR Part 404.

(5213)

§169.5 How are terms used in this part defined?

(5214) As used in this part–

(5215) *Administration* means the Government of the State whose flag the ship is entitled to fly.

(5216) *Cargo ship* means any ship which is not a passenger ship.

(5217) *Flag Administration* means the Government of a State whose flag the ship is entitled to fly.

(5218) *Gross tonnage* means tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969 (Incorporated by reference, see §169.15).

(5219) *Gross tons* means vessel tonnage measured in accordance with the method utilized by the flag state administration of that vessel.

(5220) *High speed craft* means a craft that is operable on or above the water and is capable of a maximum speed equal to or exceeding V=3.7×displ.1667, where "V" is the maximum speed and "displ" is the vessel displacement corresponding to the design waterline in cubic meters.

(5221) *High speed passenger craft* means a high speed craft carrying more than 12 passengers.

(5222) *International voyage* means a voyage from a country to which the present International Convention for the Safety of Life at Sea (SOLAS), 1974 applies to a port outside such country, or conversely. For U.S. ships, such voyages will be considered to originate at a port in the United States, regardless of when the voyage actually began. Such voyages for U.S. ships will continue until the ship returns to the United States from its last foreign port.

(5223) *Long range identification and tracking (LRIT) information or position report* means report containing the following information:

(5224) (1) The identity of the ship;

(5225) (2) The position of the ship (latitude and longitude); and

(5226) (3) The date and time of the position provided.

(5227) *LRIT Data Center* means a center established by a SOLAS Contracting Government or a group of Contracting Governments, or in the case of International Data Center, by IMO, to request, receive, process, and archive LRIT information. An LRIT Data Center may be National, Regional, Co-operative or International.

(5228) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a government or governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(5229) *Mobile offshore drilling unit* means a self-propelled vessel capable of engaging in drilling operations for the exploration or exploitation of subsea resources.

(5230) *Passenger ship* means a ship that carries more than 12 passengers.

(5231) *Self-propelled ships* means ships propelled by mechanical means.

(5232) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatary ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

(5233) *United States* means the States of the United States, the District of Columbia, Guam, Puerto Rico, the Virgin Islands, American Samoa, the Northern Mariana Islands, and any other territory or possession of the United States.

(5234)

§169.10 What geographic coordinates are used?

(5235) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(5236)

§169.15 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

(5237) (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at Coast Guard Headquarters. Contact Commandant (CG–NAV), Attn: Office of Navigation Systems, 2703 Martin Luther King Jr. Avenue SE., Stop 7418, Washington, DC 20593–7418, and is available from the sources indicated in this section.

(5238) (b) *International Electrotechnical Commission (IEC) Bureau Central de la Commission Electrotechnique Internationale*, 3 rue de Varembé, P.O. Box 131, 1211 Geneva 20, Switzerland.

(5239) (1) IEC 60945, Fourth edition 2002-08, Maritime navigation and radiocommunication equipment and systems–General requirements–Methods of testing and required test results, incorporation by reference approved for §169.215.

(5240) (2) [Reserved]

(5241) (c) *International Maritime Organization (IMO),* 4 Albert Embankment, London SE1 7SR, U.K.

(5242) (1) IMO Resolution MSC.202(81), adopted on May 19, 2006, Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as Amended, incorporation by reference approved for §160.240.

(5243) (2) IMO Resolution MSC. 210(81), adopted on May 19, 2006, Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships, incorporation by reference approved for §§169.215 and 169.240.

(5244) (3) IMO Resolution MSC.254(83), adopted on October 12, 2007, Adoption of Amendments to the Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships, incorporation by reference approved for §§169.215 and 169.240.

(5245) (4) IMO Resolution A.694(17), adopted on November 6, 1991, General Requirements for Shipborne Radio Equipment Forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids, incorporation by reference approved for §165.215.

(5246) (5) International Convention on Tonnage Measurement of Ships, 1969, incorporation by reference approved for §169.5.

(5247)

Subpart C—Transmission of Long Range Identification and Tracking Information

(5248)

§169.200 What is the purpose of this subpart?

(5249) This subpart implements Regulation 19-1 of SOLAS Chapter V (SOLAS V/19-1) and requires certain ships engaged on an international voyage to transmit vessel identification and position information electronically. This requirement enables the Coast Guard to obtain long range identification and tracking (LRIT) information and thus heightens our overall maritime domain awareness, enhances our search and rescue operations, and increases our ability to detect anomalies and deter transportation security incidents.

(5250)

§169.205 What types of ships are required to transmit LRIT information (position reports)?

(5251) The following ships, while engaged on an international voyage, are required to transmit position reports:

(5252) (a) A passenger ship, including high speed passenger craft.

(5253) (b) A cargo ship, including high speed craft, of 300 gross tonnage or more.

(5254) (c) A mobile offshore drilling unit while underway and not engaged in drilling operations.

(5255)

§169.210 Where during its international voyage must a ship transmit position reports?

(5256) The requirements for the transmission of position reports, imposed by the United States, vary depending on the relationship of the United States to a ship identified in §169.205.

(5257) (a) *Flag State relationship*. A U.S. flag ship engaged on an international voyage must transmit position reports wherever they are located.

(5258) (b) *Port State relationship*. A foreign flag ship engaged on an international voyage must transmit position reports after the ship has announced its intention to enter a U.S. port or place under requirements in 33 CFR part 160, subpart C.

(5259) (c) *Coastal State relationship*. A foreign flag ship engaged on an international voyage must transmit position reports when the ship is within 1,000 nautical miles of the baseline of the United States, unless their Flag Administration, under authority of SOLAS V/19-1.9.1, has directed them not to do so.

(5260)

§169.215 How must a ship transmit position reports?

(5261) A ship must transmit position reports using Long Range Identification and Tracking (LRIT) equipment that has been type-approved by their Administration. To be type-approved by the Coast Guard, LRIT equipment must meet the requirements of IMO Resolutions A.694(17), MSC.210(81), and MSC.254(83), and IEC standard IEC 60945 (Incorporated by reference, see §169.15).

(5262)

§169.220 When must a ship be fitted with LRIT equipment?

(5263) A ship identified in §169.205 must be equipped with LRIT equipment–

(5264) (a) Before getting underway, if the ship is constructed on or after December 31, 2008.

(5265) (b) By the first survey of the radio installation after December 31, 2008, if the ship is–

(5266) (1) Constructed before December 31, 2008, and

(5267) (2) Operates within–

(5268) (i) One hundred (100) nautical miles of the United States baseline, or

(5269) (ii) Range of an Inmarsat geostationary satellite, or other Application Service Provider recognized by the Administration, with continuous alerting is available.

(5270) (c) By the first survey of the radio installation after July 1, 2009, if the ship is–

(5271) (1) Constructed before December 31, 2008, and

(5272) (2) Operates within the area or range specified in paragraph (b)(2) of this section as well as outside the range of an Inmarsat geostationary satellite with which continuous alerting is available. While operating in the area or range specified in paragraph (b)(2) of this section, however, a ship must install LRIT equipment by the first survey of the radio installation after December 31, 2008.

(5273)

§169.225 Which Application Service Providers may a ship use?

(5274) A ship may use an application Service Provider (ASP) recognized by its administration. Some Communication Service Providers may also serve as an ASP.

(5275)

§169.230 How often must a ship transmit position reports?

(5276) A ship's LRIT equipment must transmit position reports at 6-hour intervals unless a more frequent interval is requested remotely by an LRIT Data Center.

(5277)

§169.235 What exemptions are there from reporting?

(5278) A ship is exempt from this subpart if it is–

(5279) (a) Fitted with an operating automatic identification system (AIS), under 33 CFR 164.46, and operates only within 20 nautical miles of the United States baseline,

(5280) (b) A warship, naval auxiliaries or other ship owned or operated by a SOLAS Contracting Government and used only on Government non-commercial service, or

(5281) (c) A ship solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.

(5282)

§169.240 When may LRIT equipment be switched off?

(5283) A ship engaged on an international voyage may switch off its LRIT equipment only when it is permitted by its Flag Administration, in circumstances detailed in SOLAS V/19-1.7, or in paragraph 4.4.1, of resolution MSC.210(81), as amended by resolution MSC.254(83) (Incorporated by reference, see §169.15).

(5284)

§169.245 What must a ship master do if LRIT equipment is switched off or fails to operate?

(5285) (a) If a ship's LRIT equipment is switched off or fails to operate, the ship's master must inform his or her Flag Administration without undue delay.

(5286) (b) The master must also make an entry in the ship's logbook that states–

(5287) (1) His or her reason for switching the LRIT equipment off, or an entry that the equipment has failed to operate, and

(5288) (2) The period during which the LRIT equipment was switched off or non-operational.

(5289) Note to §169.245: for U.S. vessels, the U.S. Coast Guard serves as the Flag Administration for purposes of this section. All LRIT notifications for the U.S. Flag administration, in addition to requests or questions about LRIT, should be communicated to the U.S. Coast Guard by e-mail addressed to LRIT@uscg.mil.

(5290)

Part 207—Navigation Regulations

(5291)

§207.680 Willamette River, OR; use, administration, and navigation of canal and locks at Willamette Falls, OR.

(5292) (a) *Administration*–(1) *Administrative jurisdiction*. The canal and locks and all appurtenances shall be in charge of the District Engineer, Portland District, Corps of Engineers, Department of the Army, 319 S.W. Pine Street, Portland, OR 97208. The representative of the District Engineer at the locality shall be the lockmaster, who shall receive his orders and instructions from the District Engineer. In case of emergency, however, the lockmaster shall have authority to take such steps as may be immediately necessary without waiting for instruction from the District Engineer.

(5293) (2) *Operational jurisdiction*. The lock master shall be charged with the immediate control and management of the canal and locks and the grounds and public property pertaining thereto. He shall see that all laws, rules and regulations, for the use of the canal and grounds are duly complied with, to which end he is authorized to give all necessary orders and directions in accordance therewith, both to employees of the Government and to any and every person within the limits of the canal and locks or grounds pertaining thereto, whether navigating the canal or not. In case of the absence or disability of the lock master, his duty shall be performed by an assistant or other employee to be designated by the District Engineer.

(5294) (b) *Use and navigation*–(1) *Authority of lock master*. The lock master or his assistants shall direct the movement, operation, and moorage and all vessels, boats, rafts, barges, or other floating things using the locks, while they are in the locks, the canal basin, or in either the upstream or downstream lock approaches. Crews of vessels, boats, rafts, barges, or other floating things seeking lockage shall render such assistance as the lock master or his assistants may require.

(5295) (2) *Signals.* All vessels desiring lockage shall signal the same by one long and one short blast of the whistle, delivered at a distance of approximately 1,000 feet from the locks. Requests for lockage may also be made by contacting the lockmaster on VHF-FM radio on channel 14, at WUJ 363, Willamette Falls Locks or by telephone or otherwise notifying the lockmaster's office. Notice to vessels desiring lockage will be given by red and green traffic lights. Vessels may enter locks on green lights, but must await green signal when lights are red. Permission to leave the lock will be given in the same manner. In the event a failure occurs and the referenced lights cannot be operated, the lockmaster will indicate by voice or by hand or lantern signals when vessels may enter or leave the locks.

(5296) (3) *Controlling dimensions*. For lockage purposes the maximum length of space available is 175 feet and the maximum clear width available is 37 feet. All vessels, boats, rafts, barges, or other floating things of less size than the foregoing dimensions can pass through the locks. The controlling water depth over the intermediate miter sills throughout the locks is 6.5 feet. However, the depth on the sill of the upstream gate at low water is 7.5 feet and over the downstream sill is 8.4 feet. The elevation of the upstream sill is 43.7 feet and of the downstream sill is –6.4 feet, corresponding to the elevations shown on the gages provided at both the downstream and upstream approaches to the locks. All vessels, boats, rafts, barges, and other floating things of which the dimensions or draft are greater than will permit clearing any of the above indicated elevations shall be prohibited from entering the locks. All vessels, boats, rafts, barges or other floating things entering the locks in violation of the above shall be responsible for all resulting damages.

(5297) (4) *Precedence at locks*. Ordinarily the vessel, boat, raft, barge, or other floating thing arriving first at the lock will be locked through first. In the event of a simultaneous approach from opposite directions ascending craft will ordinarily be locked through first. When several boats are to be passed through the locks, the order of precedence shall be as follows:

(5298) (i) To boats owned by the United States or employed upon river and harbor improvement work.

(5299) (ii) To passenger boats.

(5300) (iii) To freight and tow boats.

(5301) (iv) To rafts.

(5302) (v) To small vessels and pleasure craft.

(5303) The lock master shall have authority to digress from the above precedence in order to eliminate reversing the flow of traffic through the locks when both upbound and downbound lockages are in waiting.

(5304) (5) *Entrance to locks*. The lock master shall decide whether one or more vessels may be locked through at the same time. No one shall attempt to enter the locks with a vessel or attempt to cause a vessel to enter the locks until he is authorized by the lock master to do so. No one shall take a vessel, or cause a vessel to be taken, within the limits of 500 feet above the upper gate and 300 feet below the lower gate, except for the purpose of entering the locks; and not for this purpose until it has been indicated to him by a proper person by signal that the lock is ready to receive the vessel. All vessels within the foregoing limits must be operated under "slow bell" and be kept constantly under control.

(5305) (6) *Lockage of small boats*. Pleasure boats, skiffs, fishing boats, and other small craft may be passed through the locks singularly, in groups, or as part of a lockage of other than pleasure craft. A continual flow of traffic in one direction will not be interrupted or reversed to accommodate these small pleasure boats. However, any such small boat will be accommodated at such time as the lock master upon receipt of a request for lockage deems such action will not interfere with other traffic. The decision of the lock master shall be final as to whether craft requesting lockage is defined as a pleasure boat.

(5306) (7) *Use of canal locks*. No person, unless authorized by the lockmaster or his assistants, shall open or close any bridge, lock gate, wicket gate, or operate any lock machinery, or in any way interfere with any mechanism or appliance connected with the operation of the locks, nor shall anyone interfere with the employees in the discharge of their duties. The lockmaster or his assistants may call for aid from the persons in charge of any craft, vessel, or raft using the lock, should such aid be necessary. Persons rendering such assistance shall be strictly under the orders of the lockmaster. The Government reserves the right to refuse lockage to any vessel, craft or raft when the persons in charge thereof refuse to give such assistance when it is requested. The persons in charge of vessels with tows or rafts, barges and other craft must provide sufficient personnel, lines and towing equipment of sufficient power to insure at all times full control of such tows, rafts, barges and other craft while moving into and through the locks, unless otherwise prearranged with the lockmaster. A copy of these regulations shall be kept on board each vessel regularly engaged in navigating the locks. Copies may be obtained without charge from the lockmaster or from the District Engineer, Corps of Engineers, Department of the Army, 319 S.W. Pine Street, Post Office Box 2946, Portland, OR 97208.

(5307) (8) *Petroleum vessels*. All tankers, barges, and other floating equipment, used for transporting inflammable liquids, either with or without cargo, shall be equipped with fixed timber fenders and, if not so equipped, shall have aboard an adequate number of suitable fenders of timber, rubber, or rope which are to be placed between the vessel and unfendered lock structures. All such barges or other vessels navigating without power within the canal or locks must be assisted by one or more tugs of sufficient power to insure full control at all times whether passing upstream or downstream through the locks with or without cargo.

(5308) (9) *Mooring in locks*. All boats, barges, rafts, and other craft when in the locks shall be moored by head and spring lines and such other lines as may be necessary to the fastenings provided for that purpose; and the line shall not be unloosed until the signal is given for the vessel to leave the lock.

(5309) (10) *Mooring while waiting for lockage*. The mooring of boats, tows or other craft in the approaches to the locks where such mooring will interfere with navigation or other vessels to or from the locks is prohibited.

(5310) (11) *Delays*. Boats, barges, rafts, or other craft must not obstruct navigation by unnecessary delay in entering or leaving the locks. Vessels failing to enter the locks with reasonable promptness, when signaled to do so, and vessels arriving at the locks with their tows in such shape so as to impede lockage shall forfeit their turn.

(5311) (12) *Landing of freight*. No freight or baggage shall be unloaded on or over the walls of the canal or locks. Freight and baggage consigned to the Willamette Falls locks shall be unloaded only at such places as may be provided for this purpose or as directed by the lock master.

(5312) (13) *Refuse in canal or locks*. No refuse or other material shall be thrown or dumped from vessels into the canal and locks, or deposited in the lock area, or placed on the berm of the canal so that it is liable to be thrown or washed into the waterway. Violations of this Paragraph (b)(13) shall be subject to sections 13 and 16 of the River and Harbor Act of March 3, 1899 (33 U.S.C. 407, 411).

(5313) (14) *Damage to locks or other structures*. The regulations contained in this section shall not affect the liability of the owners and operators of vessels for any damage caused by their operations to the locks or other structures. Persons in charge of vessels and log rafts passing through the locks must use great care to prevent the vessels or log rafts from striking any gate or appurtenance thereto. All boats or barges with metal nosings, or projecting irons, or rough surfaces, and log rafts with dragging cables that may damage any part of the lock structures will not be permitted to enter the locks unless said craft are provided with suitable protective buffers and fenders and log rafts are free of loose, dragging cables.

(5314) (c) [Reserved]

(5315) (d) *Trespass*. No one shall trespass on the grounds or buildings, and everyone shall be deemed guilty of trespass within the meaning of this Paragraph who shall willfully or carelessly damage or disfigure the canal and locks or any part thereof, or any building or appliance on the grounds, or who shall carry on business or trading of any sort, or shall build any fishing stand or lead, or set any fish net within the limits of the reservation, or do any act to or on the grounds or buildings which would be recognized by law as a trespass.

(5316) (e) *Definitions*. Except as otherwise provided in Paragraph (b)(6) of this section, whenever such a word as "vessel", "boat", "barge", "raft", or the like is used in this section, it shall include all types of floating things which may be subject to lockage. Failure to refer specifically to a type of floating thing by its name shall not mean exclusion thereof from applicability of this section.

(5317)

§207.718 Navigation locks and approach channels, Columbia and Snake Rivers, Oregon and Washington.

(5318) (a) *General*. All locks, approach channels, and all lock appurtenances, shall be under the jurisdiction of the District Engineer, Corps of Engineers, U.S. Army, in charge of the locality. The district engineer may, after issuing a public notice and providing a 30-day opportunity for public comment, set (issue) a schedule for the daily lockage of recreational vessels. Recreational vessels are pleasure boats such a row, sail, or motor boats used for recreational purposes. Commercial vessels include licensed commercial passenger vessels operating on a published schedule or regularly operating in the "for hire" trade. Any recreational schedule shall provide

for a minimum of one scheduled recreation lockage upstream and downstream (two lockages) each day. At the discretion of the district engineer, additional lockages may be scheduled. Each schedule and any changes to the schedule will be issued at least 30 days prior to implementation. Prior to issuing any schedule or any change to the schedule, the district engineer will consider all public comments and will evaluate the expected energy situation, water supply, and recreation use of the lock to determine the seasonal need for the schedule or change in schedule. The district engineer's representative at the locks shall be the project engineer, who shall issue orders and instructions to the lockmaster in charge of the lock. Hereinafter, the term "lockmaster" shall be used to designate the person in immediate charge of the lock at any given time. In case of emergency and on all routine work in connection with the operation of the lock, the lockmaster shall have authority to take action without waiting for instructions from the project engineer.

(5319) (b) *Lockage control*. The Lock Master shall be charged with immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. Upstream and downstream approach channels extend to the end of the wing or the guide wall, whichever is longer. At Bonneville lock the upstream approach channel extends to the mooring tie offs at Fort Rains and the downstream approach channel extends to the downstream tip of Robins Island. The Lock Master shall demand compliance with all laws, rules and regulations for the use of the lock and lock area and is authorized to issue necessary orders and directions, both to employees of the Government or to other persons within the limits of the lock or lock area, whether navigating the lock or not. Use of lock facilities is contingent upon compliance with regulations, Lock Master instructions and the safety of people and property.

(5320) (c) *Authority of Lock Master*. No one shall initiate any movement of any vessel in the lock or approaches except by or under the direction of the Lock Master. ("Vessel" as used herein includes all connected units, tugs, barges, tows, boats or other floating objects.)

(5321) (d) *Signals*–(1) *Radio*. All locks are equipped with two-way FM radio operating on channel 14, frequency of 156.700 MHz, for both the calling channel and the working channel. Vessels equipped with two-way radio desiring a lockage shall call WUJ 33 Bonneville, WUJ 34 The Dalles, WUJ 35 John Day, WUJ 41 McNary, WUJ 42 Ice Harbor, WUJ 43 Lower Monumental, WUJ 44 Little Goose, or WUJ 45 Lower Granite, at least one-half hour in advance of arrival since the Lock Master is not in constant attendance of the locks. Channel 14 shall be monitored constantly in the vessel pilot house from the time the vessel enters the approach channel until its completion of exit. Prior to entering the lock chamber, the commercial freight or log-tow vessel operator shall report the nature of any cargo, the maximum length, width and draft of the vessel and whether the vessel is in any way hazardous because of its condition or the cargo it carries or has carried.

(5322) (2) *Pull-cord signal stations*. Pull-cord signal stations marked by large instructional signs and located near the end of the upstream and downstream lock entrance walls may be used in place of radios to signal the Lock Master for a lockage.

(5323) (3) *Entering and exit signals*. Signal lights are located outside each lock gate. When the green (go) light is on, all vessels will enter in the sequence prescribed by the Lock Master. When the red (stop) light is on, the lock is not ready for entrance and vessels shall stand clear. In addition to the above visual signals, the Lock Master will signal that the lock is ready for entrance by sounding one long blast on the lock air horn. The Lock Master will signal that the lock is ready for exit by lighting the green exit light and sounding one short blast on the air horn.

(5324) (4) *Craft lockage-readiness signal*. Upon query from Lock Master, a vessel operator will signal when he is properly moored and ready for the lockage to begin.

(5325) (e) *Permissible dimensions of vessels*. Nominal overall dimensions of vessels allowed in the lock chamber are 84 feet wide and 650 feet long. Depth of water in the lock depends upon river levels which may vary from day to day. Staff gauges showing the minimum water level depth over gate sills are located inside the lock chamber near each lock gate and outside the lock chamber near the end of both upstream and downstream guide walls, except at Bonneville where the staff gauges show water levels in feet above MSL and are located on the southern guide walls at the upstream and downstream miter gates. Bonneville's upstream sill elevation is 51 feet MSL and the downstream sill elevation is -12 feet MSL. Depth over sill at Bonneville is determined by subtracting the sill elevation from the gauge reading. Vessels shall not enter the navigation lock unless the vessel draft is at least one foot less than the water depth over the sill. Information concerning allowable draft for vessel passage through the locks may be obtained from the Lock Master. Minimum lock chamber water level depth is 15 feet except at Ice Harbor where it is 14 feet and at Bonneville where it is 19 feet. When the river flow at Lower Granite exceeds 330,000 cubic feet per second the normal minimum 15-foot depth may be decreased to as little as eight feet.

(5326) (f) *Precedence at lock*. Subject to the order of precedence, the vessel or tow arriving first; at the lock will be locked through first, however, this precedence may be modified at the discretion of the lockmaster. If immediate passage is required, lockage of vessels owned or operated by the United States shall take precedence. The precedence of all other vessels shall be as follows:

(5327) (1) When a recreational vessel lockage schedule is in effect, at the appointed time for lockage of recreation craft, recreation craft shall take precedence; however, commercial vessels may be locked through with recreation craft if safety and space permit. At other than the appointed time, the lockage of commercial and tow vessels shall take precedence and recreational craft may

(only) lock through with commercial vessels only as provided in Paragraph (h) of this section.

(5328) (2) If a recreational vessel lockage schedule is not in effect, commercial and tow vessels shall take precedence. Recreational craft may be locked through with commercial craft. If no commercial vessels are scheduled to be locked through within a reasonable time, not to exceed one hour after the arrival of the recreational vessels at the lock, the recreational vessel may be locked through separately. If a combined lockage cannot be arranged, the recreational craft shall be locked through after waiting three commercial lockages.

(5329) (g) *Loss of turn*. Vessels that fail to enter the lock with reasonable promptness, after being authorized to do so, shall lose their turn.

(5330) (h) *Lockage*—(1) *Multiple lockage*. The Lock Master shall decide whether one or more vessels or tows may be locked through at the same time. Vessels with flammable or highly hazardous cargo will be passed separately from all other vessels. Hazardous materials are described in Part 171, Title 49, Code of Federal Regulations. Flammable materials are defined in the National Fire Code of the National Fire Protection Association.

(5331) (2) *Recreational craft*. By mutual agreement of (all parties,) the lockmaster and captains of the vessels involved, recreational vessels may be locked through with commercial vessels. Under the recreational vessel schedule, separate lockage will not be made by recreational vessels except in accordance with the recreational lockage schedule or when circumstances warrant, such as in an emergency. When recreational craft are locked simultaneously with commercial vessels, the recreational vessel will enter the lock chamber after the commercial vessel is secured in the chamber and when practicable will depart while the commercial vessel remains secured.

(5332) (3) *Special schedules*. Recreational boating groups may request special schedules by contacting the district engineer. The schedule for the daily lockage of recreational vessels will indicate the number of boats required for a special schedule and how many days' notice is required in order to arrange a special schedule.

(5333) (i) *Mooring in approaches prohibited*. Mooring or anchoring in the approaches to the lock is prohibited where such mooring will interfere with navigation.

(5334) (j) *Waiting for lockage*. Vessels waiting for lockage shall wait in the clear outside of the lock approach channel, or contingent upon permission by the Lock Master, may at their own risk, lie inside the approach channel at a place specified by the Lock Master. At Bonneville, vessels may at their own risk, lay-to at the downstream moorage facility on the north shore downstream from the north guide wall provided a 100-foot-wide open channel is maintained.

(5335) (k) *Mooring in lock*. All vessels must be moored within the lock chamber so that no portion of any vessel extends beyond the lines painted on the lock walls. Moorage within the lock chamber will be to floating mooring bits only and will be accomplished in a proper no-slip manner. Small vessels will not be locked with a large vessel unless the large vessel is so moored (two mooring bits) that no lateral movement is possible. The vessel operator will constantly monitor the position of his vessel and his mooring bit ties to assure that there is no fore or aft movement of his vessel and lateral movement is minimized. Propulsion by vessels within the lock chamber will not be permitted during closure operation of a lock chamber gate or as otherwise directed by the Lock Master.

(5336) (l) *Crew to move craft*. During the entire lockage, the vessel operator shall constantly attend the wheelhouse, be aware of the vessel's position, and monitor radio channel 14 on frequency 156.700 MHz, or otherwise be constantly able to communicate with the Lock Master. At a minimum, vessels shall be as vigilantly manned as if underway.

(5337) (m) *Speed*. Vessels shall be adequately powered to maintain a safe speed and be under control at all times. Vessels shall not be raced or crowded alongside another in the approach channels. When entering the lock, speed shall be reduced to a minimum consistent with safe navigation. As a general rule, when a number of vessels are entering the lock, the following vessel shall remain at least 200 feet astern of the vessel ahead.

(5338) (n) *Delay in lock*. Vessels shall not unnecessarily delay any operation of the locks.

(5339) (o) *Landing of freight*. No freight, baggage, personnel, or passengers shall be landed on or over the walls of the lock, except by permission and direction of the Lock Master.

(5340) (p) *Damage to lock or other structures*. The regulations in this section shall not relieve owners and/or operators of vessels from liability for any damage to the lock or other structures or for the immediate removal of any obstruction. No vessel in less than stable floating condition or having unusual sinking potential shall enter the locks or its approaches. Vessels must use great care not to strike any part of the lock, any gate or appurtenance thereto, or machinery for operating the gates, or the walls protecting the banks of the approach channels. All vessels with projecting irons, or rough surfaces which may damage the gates or lock walls, shall not enter the lock unless provided with suitable buffers and fenders. Vessels having chains, lines, or drags either hanging over the sides or ends or dragging on the bottom for steering or other purposes will not be permitted to pass.

(5341) (q) *Tows*. Prior to a lockage, the person in charge of a vessel towing a second vessel by lines shall, at a safe distance outside of the incoming approach channel, secure the second vessel to the towing vessel and keep it secured during the entire course of a lockage and until safely clear of the outgoing approach channel.

(5342) (r) *Violation of regulations*. Any violation of these regulations may subject the owner or master of any vessel to any or all of the following: (1) Penalties prescribed by law of the United States Government (33 U.S.C. 1); (2) Report of violation to the titled owner of the vessel; (3)

Report of violation to the U.S. Coast Guard; (4) Refusal of lockage at the time of violation.

(5343) (s) *Refuse in locks*. No material of any kind shall be thrown or discharged into the lock, or be deposited in the lock area. Vessels leaking or spilling cargo will be refused lockage and suitable reports will be made to the U.S. Coast Guard. Deck cargo will be so positioned so as not to be subject to falling overboard.

(5344) (t) *Handling valves, gates, bridges, and machinery*. No person, unless authorized by the Lock Master, shall open or close any bridge, gate, valve, or operate any machinery in connection with the lock. However, the Lock Master may call for assistance from the master of any vessel using the lock, should such aid be necessary; and when rendering such assistance, the person so employed shall be directly under the orders of the Lock Master. Masters of vessels refusing to provide such assistance when it is requested of them may be denied the use of the lock by the Lock Master.

(5345) (u) [Reserved]

(5346) (v) [Reserved]

(5347) (w) *Restricted areas*. No vessel shall enter or remain in any restricted area at any time without first obtaining permission from the District Engineer, Corps of Engineers, U.S. Army, or his duly authorized representative.

(5348) (1) *At Bonneville Lock and Dam*. The water restricted to all vessels, except Government vessels, are described as all waters of the Columbia River and Bradford Slough within 1,000 feet above the first powerhouse, spillway, and second powerhouse (excluding the new navigation lock channel) and all waters below the first powerhouse, spillway, second powerhouse, and old navigation lock. This is bounded by a line commencing from the westernmost tip of Robins Island on the Oregon side of the river and running in a South 65 degrees West direction a distance of approximately 2,100 feet to a point 50 feet upstream of the Hamilton Island Boat Ramp on the Washington shore. Signs designate the restricted areas. The approach channel to the new navigation lock is outside the restricted area.

(5349) (2) *At the Dalles Dam*. The waters restricted to only Government vessels are described as all downstream waters other than those of the navigation lock downstream approach channel which lie between the Wasco County Bridge and the project axis including those waters between the powerhouse and the Oregon shore and all upstream waters other than those of the navigation lock upstream approach channel which lie between the project axis and a line projected from the upstream end of the navigation lock guide wall to the junction of the concrete structure with the earth fill section of the dam near the upstream end of the powerhouse.

(5350) (3) *At the John Day Dam*. The waters restricted to only Government vessels are described as all of the waters within a distance of about 1,000 yards above the dam lying south of the navigation channel leading to the lock and bounded by a line commencing at the upstream end of the guide wall, and running in a direction 54°01'37" true for a distance of 771 yards, thence 144°01'37" true across the river to the south shoreline. The downstream limit is marked by orange and white striped monuments on the north and south shores.

(5351) (4) *At McNary Lock and Dam*. The waters restricted to all vessels, except to Government vessels, are described as all waters commencing at the upstream end of the Oregon fish ladder thence running in the direction of 39°28' true for a distance of 540 yards; thence 7°49' true for a distance of 1,078 yards; thence 227° 10' for a distance of 468 yards to the upstream end of the navigation lock guidewall. The downstream limits commence at the downstream end of the navigation lock guidewall thence to the south (Oregon) shore at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(5352) (5) *At Ice Harbor Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters within a distance of about 800 yards upstream of the dam lying south of the navigation lock and bound by the line commencing at the upstream end of the guidewall, and running a direction of 91°10' true for a distance of 575 yards; thence 162° 45' to the south shore, a distance of about 385 yards. The downstream limits commencing at the downstream end of the guidewall; thence to the south shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(5353) (6) *At Lower Monumental Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall and running in a direction of 46°25' true for a distance of 344 yards; thence 326°19' true for a distance of 362 yards; thence 243°19' true for a distance of 218 yards; thence 275°59' true to the north shore a distance of about 290 yards. The downstream limits commence at the downstream end of the navigation lock guidewall; thence to the north shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(5354) (7) *At Little Goose Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall and running in a direction of 60°37' true for a distance of 676 yards; thence 345°26' true for a distance of 494 yards; thence 262°37'47" true to the dam embankment shoreline. The downstream limits commence 512 yards downstream and at right angles to the axis of the dam of the south shore; thence parallel to the axis of the dam to the north shore. Signs designate the restricted areas.

(5355) (8) *At Lower Granite Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall thence running in the direction of 131°31' true for a distance of 608 yards; thence 210° 46' true to the south shore, a distance of about 259 yards. The downstream limits commence at the downstream end of navigation lock guidewall; thence to the south shore,

at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(5356)

§207.750 Puget Sound Area, Washington.

(5357) (a) *Waterway connecting Port Townsend and Oak Bay; use, administration and navigation–*

(5358) (1) *Works to which the regulations apply*. The "canal grounds" when used in this Paragraph shall mean that area between the south end of the jetties in Oak Bay and the northern end of the dredge channel approximately 400 yards northwest of Port Townsend Canal Light. The "canal" is the water lying between these limits and the banks containing the same.

(5359) (2) [Reserved]

(5360) (3) *Trading, landing, etc*. No business, loading, or landing of freight or baggage will be allowed on or over the canal piers or bulkheads.

(5361) (4) *Refuse*. No person shall throw material of any kind into the canal.

(5362) (5) [Reserved]

(5363) (6) *Obstructions*. On the canal's being obstructed by a vessel, raft, or other craft, by sinking, grounding or otherwise, the District Engineer, Seattle, shall be notified by telephone or telegraph as soon as possible by the person in charge of the obstructing vessel, raft, or craft.

(5364) (b) *Lake Washington Ship Canal; use, administration and navigation–*

(5365) (1) *Definitions*. The term "canal" as used in the regulations in this Paragraph shall include the water area in the locks and the channel and adjacent waters from a point 5,500 feet northwest of the Burlington Northern, Inc. railway bridge to the east end of the channel opposite Webster Point, Lake Washington. The term "canal grounds" shall include all grounds set aside for the use of the canal or occupied in its construction.

(5366) (2) *Supervision*. The canal and all its appurtenances shall be under the supervision of the District Engineer, Corps of Engineers, Seattle. The District Engineer will detail as many assistants as may be necessary for the efficient operation of the canal and the enforcement of the regulations in this Paragraph. The movement of all vessels and other floating things in the canal and approaches thereto shall be under the direction of the District Engineer and his authorized assistants. All orders given under the regulations to any master or person in charge of any vessel, raft, or other watercraft by the District Engineer or his authorized assistants, either in person or through any canal operative, shall be acknowledged and obeyed. Failure to see, understand, or comply with signals or instructions shall constitute a violation of the regulations. Any person refusing to comply with the regulations or any orders given in pursuance thereof may be denied the privileges of the canal or canal grounds.

(5367) (3) *Speed.* To avoid damage to other vessels and to property along the shores, all vessels shall proceed at reduced speed in the canal as follows:

(5368) (i) From the west entrance of the Lake Washington Ship Canal to the western end of the west guide pier of the Hiram M. Chittenden Locks, and from the east end of the easternmost guide pier of said Locks to the white flashing dolphin located south of Webster Point on Lake Washington, including all of Salmon Bay, Lake Union, Portage Bay, and Union Bay, it shall be unlawful for any person to operate any watercraft or vessel at a speed in excess of 7 nautical miles per hour within 200 feet of any shoreline, pier, restricted area or shore installation.

(5369) (ii) From the western end of the aforesaid west guide pier to the eastern end of the aforesaid east guide pier at said Locks, it shall be unlawful for any person to operate any watercraft or vessel at a speed in excess of 4 nautical miles per hour.

(5370) **NOTE**. Signs are located along the canal to indicate permissible speeds.

(5371) (4) *Traffic signal lights*. In addition to the lock signal lights described in Paragraph (g)(5)(ii) of this section, a red light, and a green light are installed on the west side of the Ballard Bridge, on the east side of the Fremont Bridge, 1,000 feet west of the Montlake Bridge, and 1,000 feet east of the Montlake Bridge, for the guidance of vessels approaching the sections of the canal between Salmon Bay and Lake Union and between Lake Union and Lake Washington, respectively. Vessels of 300 gross tons and over and all vessels with tows, except as hereinafter provided, shall not pass the red lights. The green lights will indicate that vessels may proceed. Vessels of less than 300 gross tons without tows may disregard these signals, but they shall travel at very slow speed when passing other vessels. Vessels of 300 gross tons and over and vessels with tows, except logs, whose destination is easterly between the Ballard Bridge and a point 2,500 feet east of the Ballard Bridge, may pass the red signals on the Ballard Bridge, provided, such passage will not interfere with approaching traffic.

(5372) (5) *Approaching and passing through locks–*

(5373) (i) *Signals for locks*. Vessels with tows desiring to use the locks shall so indicate by two long and three short blasts of a whistle, horn or megaphone. All other vessels desiring to use the locks shall so indicate by two long and two short blasts. NOTE: The term "long blasts" means blasts of four seconds duration, and the term "short blasts" means blasts of one second duration.

(5374) (ii) *Lock signal lights*. Red and green signal lights are installed on the guide pier west of the Burlington Northern, Inc. railway bridge below the locks. The green light will indicate to vessels bound for the large lock that the lock has been made ready. If the red light is burning, vessels bound for the large lock shall moor at the pier. Vessels bound for the small lock shall be guided into the small lock by traffic signals thereon. The masters of all vessels approaching the locks from Puget Sound shall be alert to receive and shall immediately comply with instructions by voice or signal from the employee on the west pier.

(5375) (iii) *Precedence at locks*. All vessels approaching the locks shall stop at the points indicated by signs placed on the canal piers or as directed by a lockman until ordered to proceed into the lock. Unless otherwise directed by the District Engineer or his authorized assistants, vessels owned or operated by the United States or the City of Seattle and passenger vessels operating on a regular schedule shall have precedence over all others in passing through the locks. Registered merchant vessels shall have precedence over pleasure craft, which shall pass through in the order of their arrival at the locks, and both shall have precedence over vessels towing floated timber or logs. Tows of floated timber and logs may be denied the use of the locks during certain hours when both locks are busy passing other traffic. However, advance notice will be given towboat companies as to the periods when log tows will be denied lockage.

(5376) (iv) *Entering locks*. Masters of vessels shall exercise the greatest care when entering either lock. The forward movement of vessels while taking position in the locks shall be very slow, and boats entering the small lock shall reduce their speed to not more than two and one-half miles per hour when within 200 feet of the outer gate and come to practically a full stop before entering the lock so that in case the engine mechanism fails to operate properly the momentum of the boat may be stopped easily by its lines. The masters of vessels entering either lock from either direction shall be alert to receive and shall immediately comply with instructions by voice or signal from the lock attendants.

(5377) (v) *Mooring in locks*. Vessels entering the locks shall be equipped with adequate lines, at least 50 feet in length being required fore and aft. While in the large lock vessels and rafts will be moored at the top of the lock wall. While in the small lock vessels shall be moored to the floating mooring wall. Lines shall not be released until the signal has been given by the lock force to leave the lock, after which there shall be no delay in leaving. All vessels not equipped to handle tie-up lines with power winches shall be equipped with suitable mooring lines of manila, or other suitable fiber, of sufficient size and strength to hold the vessel against the currents to be met within the lock chamber. The use of wire rope for tie-up by vessels not equipped to handle such lines with power winches is prohibited. Vessels may be denied the use of the locks if their lines are not in good condition, or if the mooring bits on barges are not accessible or are not equipped to prevent lines from slipping off when the water is lowered in the lock. All vessels entering the locks should have, in addition to the master, at least one person on deck to handle lines. Mates and deckhands, when preparing to moor within the lock chambers, should not throw heavy mooring lines at the lockmen on the walls, but should wait for a heaving line to be passed to them unless otherwise directed. All towboat crews, while locking or moving a tow out of the lock chamber, should station themselves so as to preclude the possibility of being injured by the parting of cable or lines under strain. Persons attempting to take vessels through the locks without assistance on deck may be required to wait until the lock is clear of other traffic before passing through. All operators of vessels are especially cautioned to use extreme care while crowded in the locks to avoid accident or fire on their boats. Under no circumstances will small craft, such as rowboats, launches and houseboats, or any other type of pleasure boats, be locked through with barges used for carrying any type of petroleum product or other hazardous material. At the discretion of the lockmaster, small craft as described above may be locked through with barge tows containing other than dangerous material. Operators of small vessels and larger vessels operating in the proximity of each other shall be alert to the danger arising from the limited maneuverability of the larger vessels, and shall exercise all precautions to prevent accident.

(5378) (6) *Damage to locks or other structures*.

(5379) (i) The regulations in this Paragraph shall not affect the liability of the owners and operators of vessels for any damage caused by their operations to the locks or other structures. The sides and corners of all vessels and rafts passing through the locks should be free from spikes or projections of any kind which might damage the locks or other structures. Vessels with appurtenances or projections which might damage the locks or other structures shall be fitted with adequate fenders. Lockage of leaking vessels or vessels with overhanging loads may be refused. Such barge or craft shall be moored in a location outside of the channel approach to the lock so as to not interfere with passing navigation. Vessels of unusual dimensions, or other characteristics which, in the opinion of the lockmaster, pose a threat to the integrity or safety of the locks or canal will be refused passage until written permission to pass is provided by the District Engineer. Sufficient written data and drawings shall be provided the District Engineer that an engineering determination can be made as to the safety of the vessel. The District Engineer shall have the right to inspect any such vessels prior to passage. The operators of all vessels shall use care to avoid striking the guide walls or other structures pertaining to the canal.

(5380) (ii) In the interest of safety and fire prevention, all woven rope fenders used with barges carrying flammable cargo should be water-soaked or otherwise fireproofed prior to entering the lock approaches.

(5381) (iii) Burning fenders should be dropped overboard immediately rather than being placed on the deck of a barge or towboat.

(5382) (iv) A minimum of one man with a portable fender shall be stationed at the head end of every tow of hazardous cargo and at the aft end if the lockmaster so directs so as to protect the lock and guide walls from damage while entering or departing the lock structures.

(5383) (v) All cylinders or containers holding gases under pressure, or any other chemical or substance, shall be securely fastened to the hull of the vessel to prevent their

rolling overboard into the lock chamber and becoming a hazard.

(5384) (vi) All containers holding paint, gasoline or other volatile materials shall be securely fastened with tight-fitting covers. To preclude a concentration of potentially explosive vapors, no paint will be allowed to be applied to the exterior of vessel hulls, houses, machinery or other equipment while the vessels are in the lock chamber.

(5385) (vii) All hatches of tank barges must be closed prior to entering lock. Tank barges with open hatch or hatches will be denied lockage.

(5386) (viii) No smoking will be permitted aboard vessels with cargoes of fuel or explosives.

(5387) (ix) All vessels carrying hazardous cargoes shall so be identified with the lockmaster. They shall be in compliance with Department of Transportation (U.S. Coast Guard) regulations (46 CFR 30-40, 146-154 and 49 CFR 171-179) and shall accordingly carry required markings. All DOT safety regulations for transit of hazardous cargoes shall be adhered to, whether or not specifically cited or duplicated herein.

(5388) (7) [Reserved]

(5389) (8) *Rafts*. (i) No log raft exceeding 700 feet in length or 76 feet in width shall pass through the canal. Boom sticks shall be smooth, with rounded ends, and securely tied together with cables, chains, or log swifters to prevent the raft from spreading while in the lock. Rafts containing logs that do not float above water for their entire length, or are in danger of being submerged when they enter fresh water, shall not be towed in the canal until such logs are securely fastened so as to prevent their escape from the raft.

(5390) (ii) Whenever required, log rafts passing in through the lock will be given a number that shall be fastened on one of the logs in the raft. This number will identify the raft and shall not be removed until the logs are used.

(5391) (iii) Two floats are maintained in Shilshole Bay near the entrance of the canal channel to facilitate the handling of logs in the canal. Rafts bound for the canal may be moored at one of these floats, only the portion of the raft that is to be taken through at a single lockage being brought into the canal. The remainder of the raft may be left at the float until the first portion has been towed to its destination above the lock.

(5392) (9) *Tows*. All vessels engaged in towing shall use tow lines of the least practicable length and shall have full control of their tows at all times. Towing more than one craft abreast is forbidden if the total width of the tow, including the towboat, exceeds 70 feet.

(5393) (10) *Obstructing navigation*. (i) All vessels and tows passing through the canal shall be kept as close as practicable to the center or, when safer, to the right side of the waterway, except when passing other craft or preparing to moor at a pier or wharf. Slowly moving log rafts, tows, or vessels shall, whenever practicable, pull out of the way when meeting other vessels or when other traffic proceeding in the same direction desires to pass. Vessels are forbidden to obstruct the canal in any way or to delay by slow passage through the canal the progress of other vessels. Small and readily maneuverable vessels operating in the vicinity of larger, less maneuverable vessels shall, in all cases, keep clear and operate with caution in order that the large vessels may maintain safe steerage way and that hazards to all vessels may be reduced. All vessels shall operate with extreme caution and movements shall be made only when adequate precautions for the safety of other vessels and property are being effectively employed.

(5394) (ii) The placing of logs, vessels, or other floating objects within the limits of the dredged channels or anywhere in the canal where they may interfere with navigation to or from piers or industrial plants is prohibited.

(5395) (11) *Turning*. Vessels exceeding 100 feet in length shall not turn around, or attempt to turn around, in the concrete revetted portions of the canal at the Fremont Cut or Portage Cut sections of the canal.

(5396) (12) *Excessive working of propellers or engines*. Excessive working of the propellers of a vessel for purposes of testing or for other purposes when this creates objectionable or dangerous currents in the canal is forbidden. In case of grounding, the rapid or strong working of the vessel's engines is forbidden.

(5397) (13) *Landing or mooring*. No business, trading, or landing of passengers, freight, or baggage will be allowed on or over the canal piers or lock walls, or over the piers or grounds forming a part of the canal or its appurtenances. All persons in charge of or employed on any boat are prohibited from landing or mooring such boat at any of the canal piers, unless in transit through the canal or specially permitted to do so by the District Engineer or his authorized assistants.

(5398) (14) *Deposit of refuse*. The deposit, either from watercraft or from the shore, of any oil or refuse matter in the canal or upon the canal grounds is prohibited, nor shall water discharged from the side of a vessel be allowed to spill on the lock wall.

(5399) (15) *Aids to navigation*. Persons in charge of log rafts or other tows, and the masters of vessels and boats using the canal, shall keep a careful watch when passing buoys or other aids to navigation and promptly report to the District Engineer or his authorized assistants any displacement or damage to such aids.

(5400) **Note:** Aids to navigation and other related data are shown on Nautical Chart No. 18447 published by the National Ocean Service.

(5401) (16) *Operation of salt water barrier in the large lock of the Hiram M. Chittenden Locks*.

(5402) (i) A salt water barrier is installed across the east end of the large lock. This barrier, while in the depressed position, reduces the depth of the water available at the east end of this chamber from 36 feet to 33.75 feet at low lake elevation (20 feet above MLLW). In the raised position, the depth of water will be reduced to 16 feet. In comparison, the depth of water available for navigation at the west end of the large lock chamber is 29 feet at

mean lower low water. The purpose of this barrier is to reduce salt water intrusion into Lake Washington through normal operations of the locks.

(5403) (ii) The least depth of water available over the barrier when raised will be shown on signs placed near the ends of the guide piers to the large lock. A yellow light mounted on these signs will be lighted only while the barrier is in a raised position.

(5404) (iii) Vessels transiting the lock from east to west having draft requirements that exceed the water depth available over the barrier will advise the lockmaster by sounding one long and two short blasts of a horn or whistle. When the yellow light is extinguished on the signboard, the operator of the vessel may assume the barrier has been lowered.

(5405) (iv) Vessels transiting the lock from west to east having draft requirements that exceed the depth available over the intrusion barrier will advise the lockmaster by sounding one long and two short blasts of a horn or whistle. A yellow light mounted on a standard on the south lock wall and opposite the intrusion barrier will be lighted only when the barrier is in the raised position.

(5406) (v) It shall be the responsibility of the vessel operator to satisfy himself of the position of this barrier prior to passing over it.

(5407) (c) *West Waterway, Seattle Harbor; navigation*.

(5408) (1) The movement of vessels of 250 gross tons or over and all vessels with tows of any kind through the narrow section of West Waterway between the bend at Fisher's Flour Mill dock and the bend at the junction of East Waterway with Duwamish Waterway, and through the draws of the City of Seattle and Northern Pacific Railway Company bridges crossing this narrow section, shall be governed by red and green traffic signal lights mounted on the north and south sides of the west tower of the City Light power crossing at West Spokane Street.

(5409) (2) Two green lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is clear. Two red lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is not clear.

(5410) (3) A vessel approaching the narrow section and drawbridges from either end of the waterway shall give one long blast of a whistle and shall not enter the narrow section until green lights are displayed.

(5411) (4) One vessel may follow another vessel in either direction, but the channel shall not be kept open in the same direction for an unreasonable time if a vessel is waiting at the other end.

(5412) (5) Tugs, launches, and small craft shall keep close to one side of the channel when vessels or boats with tows are passing.

(5413) (6) All craft shall proceed with caution. The display of a green light is not a guarantee that the channel is clear of traffic, and neither the United States nor the City of Seattle will be responsible for any damage to vessels or other property which may be chargeable to mistakes in the operation of the signal lights or to their failure to operate.

(5414)

§207.800 Collection of navigation statistics.

(5415) (a) *Definitions*. For the purpose of this regulation the following terms are defined:

(5416) (1) *Navigable waters of the United States* means those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce. (See 33 CFR part 329 for a more complete definition of this term.)

(5417) (2) *Offenses and Violations* mean:

(5418) (i) Failure to submit a required report.

(5419) (ii) Failure to provide a timely, accurate, and complete report.

(5420) (iii) Failure to submit monthly listings of idle vessels or vessels in transit.

(5421) (iv) Failure to submit a report required by the lockmaster or canal operator.

(5422) (3) *Leased or chartered vessel* means a vessel that is leased or chartered when the owner relinquishes control of the vessel through a contractual agreement with a second party for a specified period of time and/or for a specified remuneration from the lessee. Commercial movements on an affreightment basis are not considered a lease or charter of a particular vessel.

(5423) (4) *Person or entity* means an individual, corporation, partnership, or company.

(5424) (5) *Timely* means vessel and commodity movement data must be received by the Waterborne Commerce Statistics Center within 30 days after the close of the month in which the vessel movement or nonmovement takes place.

(5425) (6) *Commercial vessel* means a vessel used in transporting by water, either merchandise or passengers for compensation or hire, or in the course of business of the owner, lessee, or operator of the vessel.

(5426) (7) *Reporting situation* means a vessel movement by an operator that is required to be reported. Typical examples are listed in the instructions on the various ENG Forms. Five typical movements that are required to be reported by vessel operating companies included the following examples: Company A is the barge owner, and the barge transports corn from Minneapolis, MN to New Orleans, LA, with fleeting at Cairo, IL.

(5427) (i) *Lease/Charter:* If Company A leases or charters the barge to Company B, then Company B is responsible for reporting the movements of the barge until the lease/charter expires.

(5428) (ii) *Interline Movement:* A barge is towed from Minneapolis to Cairo by Company A, and from Cairo to New Orleans by Company B. Since Company A is the barge owner, and the barge is not leased. Company A reports the entire movement of the barge with an origin of Minneapolis and a destination of New Orleans.

(5429) (iii) *Vessel Swap/Trade:* Company A swaps barge with Company B to allow Company B to meet a delivery commitment to New Orleans. Since Company A has not leased/chartered the barge, Company A is responsible for filing the report. Company B is responsible for filing the report on the barge which is traded to Company A. The swap or trade will not affect the primary responsibility for reporting the individual vessel movements.

(5430) (iv) *Re-Consignment:* Barge is reconsigned to Mobile, AL. Company A reports the movements as originating in Minneapolis and terminating in Mobile. The point from which barge is reconsigned is not reported, only points of loading and unloading.

(5431) (v) *Fleeting:* Barge is deposited at a New Orleans fleeting area by Company A and towed by Company B from fleeting area to New Orleans area dock for unloading. Company A, as barge owner, reports entire movements from Minneapolis to the unloading dock in New Orleans. Company B does not report any barge movement.

(5432) (b) Implementation of the waterborne commerce statistics provisions of the River and Harbor Act of 1922, as amended by the Water Resources Development Act of 1986 (Pub. L. 99-662), mandates the following.

(5433) (1) *Filing Requirements*. Except as provided in Paragraph (b)(2) of this section, the person or entity receiving remuneration for the movement of vessels or for the transportation of goods or passengers on the navigable waters is responsible for assuring that the activity report of commercial vessels is timely filed.

(5434) (i) For vessels under lease/charter agreements, the lessee or chartered of any commercial vessel engaged in commercial transportation will be responsible for the filing of said reports until the lease/charter expires.

(5435) (ii) The vessel owner, or his designated agent, is always the responsible party for ensuring that all commercial activity of the vessel is timely reported.

(5436) (2) The following Vessel Information Reports are to be filed with the Army Corps of Engineers, at the address specified on the ENG Form, and are to include:

(5437) (i) *Monthly Reports*. These reports shall be made on ENG Forms furnished upon written request of the vessel operating companies to the Army Corps of Engineers. The forms are available at the following address: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, P.O. Box 61280, New Orleans, LA 70161-1280.

(5438) (A) All movements of domestic waterborne commercial vessels shall be reported, including but not limited to: Dry cargo ship and tanker moves, loaded and empty barge moves, towboat moves, with or without barges in tow, fishing vessels, movements of crew boats and supply boats to offshore locations, tugboat moves and movements of newly constructed vessels from the shipyard to the point of delivery.

(5439) (B) Vessels idle during the month must also be reported.

(5440) (C) Notwithstanding the above requirements, the following waterborne vessel movements need not be reported:

(5441) (1) Movements of recreational vessels.

(5442) (2) Movements of fire, police, and patrol vessels.

(5443) (3) Movements of vessels exclusively engaged in construction (e.g., piledrivers and crane barges). **Note:** however, that movements of supplies, materials, and crews to or from the construction site must be timely reported.

(5444) (4) Movements of dredges to or from the dredging site. However, vessel movements of dredge material from the dredging site to the disposal site must be reported.

(5445) (5) Specific movements granted exemption in writing by the Waterborne Commerce Statistics Center.

(5446) (D) ENG Forms 3925 and 3925b shall be completed and filed by vessel operating companies each month for all voyages or vessel movements completed during the month. Vessels that did not complete a move during the month shall be reported as idle or in transit.

(5447) (E) The vessel operating company may request a waiver from the Army Corp of Engineers, and upon written approval by the Waterborne Commerce Center, the company may be allowed to provide the requisite information of the above Paragraph (D), on computer printouts, magnetic tape, diskettes, or alternate medium approved by the Center.

(5448) (F) Harbor Maintenance Tax information is required on ENG Form 3925 for cargo movements into or out of ports that are subject to the provisions of section 1402 of the Water Resources Development Act of 1986 (Pub. L. 99-662).

(5449) (1) The name of the shipper of the commodity, and the shipper's Internal Revenue Service number or Social Security number, must be reported on the form.

(5450) (2) If a specific exemption applies to the shipper, the shipper should list the appropriate exemption code. The specific exemption codes are listed in the directions for ENG Form 3925.

(5451) (3) Refer to 19 CFR part 24 for detailed information on exemptions and ports subject to the Harbor Maintenance Tax.

(5452) (ii) *Annual Reports*. Annually an inventory of vessels available for commercial carriage of domestic commerce and vessel characteristics must be filed on ENG Forms 3931 and 3932.

(5453) (iii) *Transaction Reports*. The sale, charter, or lease of vessels to other companies must also be reported to assure that proper decisions are made regarding each company's duty for reporting vessel movements during the year. In the absence of notification of the transaction, the former company of record remains responsible until proper notice is received by the Corps.

(5454) (iv) *Reports to Lockmasters and Canal Operators*. Masters of self-propelled non-recreational vessels which pass through locks and canals operated by the Army Corps of Engineers will provide the data specified on ENG Forms 3102b, 3102c, and/or 3102d to the lockmaster, canal operator, or his designated representative in the manner and detail dictated.

(5455) (c) *Penalties for Noncompliance*. The following penalties for noncompliance can be assessed for offenses and violations.

(5456) (1) *Criminal Penalties*. Every person or persons violating the provisions of this regulation shall, for each and very offenses, be liable to a fine of not more than $5,000, or imprisonment not exceeding two months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed.

(5457) (2) *Civil Penalties*. In addition, any person or entity that fails to provide timely, accurate, and complete statements or reports required to be submitted by this regulation may also be assessed a civil penalty of up to $2,500 per violation under 33 U.S.C. 555, as amended.

(5458) (3) *Denial of Passage*. In addition to these fines, penalties, and imprisonments, the lockmaster or canal operator can refuse to allow vessel passage.

(5459) (d) *Enforcement Policy*. Every means at the disposal of the Army Corps of Engineers will be utilized to monitor and enforce these regulations.

(5460) (1) To identify vessel operating companies that should be reporting waterborne commerce data, the Corps will make use of, but is not limited to, the following sources.

(5461) (i) Data on purchase and sale of vessels.

(5462) (ii) U.S. Coast Guard vessel documentation and reports.

(5463) (iii) Data collected at Locks, Canals, and other facilities operated by the Corps.

(5464) (iv) Data provided by terminals on ENG Form 3926.

(5465) (v) Data provided by the other Federal agencies including the Internal Revenue Service, Customs Service, Maritime Administration, Department of Transportation, and Department of Commerce.

(5466) (vi) Data provided by ports, local facilities, and State or local governments.

(5467) (vii) Data from trade journals and publications.

(5468) (viii) Site visits and inspections.

(5469) (2) *Notice of Violation*. Once a reporting violation is determined to have occurred, the Chief of the Waterborne Commerce Statistics Center will notify the responsibility party and allow 30 days for the reports to be filed after the fact. If the reports are not filed within this 30-day notice period, then appropriate civil or criminal actions will be undertaken by the Army Corps of Engineers, including the proposal of civil or criminal penalties for noncompliance. Typical cases for criminal or civil action include, but not limited to, those violations which are willful, repeated, or have a substantial impact in the opinion of the Chief of the Waterborne Commerce Statistics Center.

(5470) (3) *Administrative Assessment of Civil Penalties*. Civil penalties may be assessed in the following manner.

(5471) (i) *Authorization*. If the Chief of the Waterborne Commerce Statistics Center finds that a person or entity has failed to comply with any of the provisions specified herein, he is authorized to assess a civil penalty in accordance with the Class I penalty provisions of 33 CFR part 326. Provided, however, that the procedures in 33 CFR part 326 specifically implementing the Clean Water Act (33 U.S.C. 1319(g)(4)), public notice, comment period, and state coordination, shall not apply.

(5472) (ii) *Initiation*. The Chief of the Waterborne Commerce Statistics Center will prepare and process a proposed civil penalty order which shall state the amount of the penalty to be assessed, describe by reasonable specificity the nature of the violation and indicate the applicable provisions of 33 CFR part 326.

(5473) (iii) *Hearing Requests*. Recipients of a proposed civil penalty order may file a written request for a hearing or other proceeding. This request shall be as specified in 33 CFR part 326 and shall be addressed to the Director of the Water Resources Support Center, Casey Building, Fort Belvoir, Virginia 22060-5586, who will provide the requesting person or entity with a reasonable opportunity to present evidence regarding the issuance modification, or revocation of the proposed order. Thereafter, the Director of the Water Resources Center shall issue a final order.

(5474) (4) *Additional Remedies*. Appropriate cases may also be referred to the local U.S. Attorney for prosecution, penalty collection, injunctive, and other relief by the Chief of the Waterborne Commerce Statistics Center.

(5475)

Part 334–Danger Zones and Restricted Area Regulations

(5476)

§334.1 Purpose.

(5477) The purpose of this part is to:

(5478) (a) Prescribe procedures for establishing, amending and disestablishing danger zones and restricted areas;

(5479) (b) List the specific danger zones and restricted areas and their boundaries; and

(5480) (c) Prescribe specific requirements, access limitations and controlled activities within the danger zones and restricted areas.

(5481)

§334.2 Definitions.

(5482) (a) *Danger zone*. A defined water area (or areas) used for target practice, bombing, rocket firing or other especially hazardous operations, normally for the armed forces. The danger zones may be closed to the public on a full-time or intermittent basis, as stated in the regulations.

(5483) (b) *Restricted area*. A defined water area for the purpose of prohibiting or limiting public access to the area. Restricted areas generally provide security for Government property and/or protection to the public from the risks of damage or injury arising from the Government's use of that area.

(5484)

§334.3 Special policies.

(5485) (a) *General.* The general regulatory policies stated in 33 CFR part 320 will be followed as appropriate. In

addition, danger zone and restricted area regulations shall provide for public access to the area to the maximum extent practicable.

(5486) (b) *Food fishing industry*. The authority to prescribe danger zone and restricted area regulations must be exercised so as not to unreasonably interfere with or restrict the food fishing industry. Whenever the proposed establishment of a danger zone or restricted area may affect fishing operations, the District Engineer will consult with the Regional Director, U.S. Fish and Wildlife Service, Department of the Interior and the Regional Director, National Marine Fisheries Service, National Oceanic & Atmospheric Administration (NOAA),

(5487) (c) *Temporary, occasional or intermittent use*. If the use of the water area is desired for a short period of time, not to exceed thirty days in duration, and that planned operations can be conducted safely without imposing unreasonable restrictions on navigation, and without promulgating restricted area regulations in accordance with the regulations in this section, applicants may be informed that formal regulations are not required. Activities of this type shall not reoccur more often than biennially (every other year), unless danger zone/restricted area rules are promulgated under this Part. Proper notices for mariners requesting that vessels avoid the area will be issued by the Agency requesting such use of the water area, or if appropriate, by the District Engineer, to all known interested persons. Copies will also be sent to appropriate State agencies, the Commandant, U.S. Coast Guard, Washington, DC 20590, and Director, National Geospatial-Intelligence Agency, Hydrographic Center, Washington, DC 20390, ATTN: Code NS 12. Notification to all parties and Agencies shall be made at least two weeks prior to the planned event, or earlier, if required for distribution of Local Notice to Mariners by the Coast Guard.

(5488)

§334.4 Establishment and amendment procedures.

(5489) (a) *Application*. Any request for the establishment, amendment or revocation of a danger zone or restricted area must contain sufficient information for the District Engineer to issue a public notice, and as a minimum must contain the following:

(5490) (1) Name, address and telephone number of requestor including the identity of the command and DoD facility and the identity of a point of contact with phone number.

(5491) (2) Name of waterway and if a small tributary, the name of a larger connecting waterbody.

(5492) (3) Name of closest city or town, county/parish and state.

(5493) (4) Location of proposed or existing danger zone or restricted area with a map showing the location, if possible.

(5494) (5) A brief statement of the need for the area, its intended use and detailed description of the times, dates and extent of restriction.

(5495) (b) *Public notice*. (1) The Corps will normally publish public notices and **Federal Register** documents concurrently. Upon receipt of a request for the establishment, amendment or revocation of a danger zone or restricted area, the District Engineer should forward a copy of the request with his/her recommendation, a copy of the draft public notice and a draft **Federal Register** document to the Office of the Chief of Engineers, ATTN: CECW-OR. The Chief of Engineers will publish the proposal in the **Federal Register** concurrent with the public notice issued by the District Engineer.

(5496) (2) *Content.* The public notice and **Federal Register** documents must include sufficient information to give a clear understanding of the proposed action and should include the following items of information:

(5497) (i) Applicable statutory authority or authorities; (40 Stat. 266; 33 U.S.C. 1) and (40 Stat. 892; 33 U.S.C. 3).

(5498) (ii) A reasonable comment period. The public notice should fix a limiting date within which comments will be received, normally a period not less than 30 days after publication of the notice.

(5499) (iii) The address of the District Engineer as the recipient of any comments received.

(5500) (iv) The identity of the applicant/proponent;

(5501) (v) The name or title, address and telephone number of the Corps employee from whom additional information concerning the proposal may be obtained;

(5502) (vi) The location of the proposed activity accompanied by a map of sufficient detail to show the boundaries of the area(s) and its relationship to the surrounding area.

(5503) (3) *Distribution*. Public notice will be distributed in accordance with 33 CFR 325.3(d)(1). In addition to this general distribution, public notices will be sent to the following Agencies:

(5504) (i) The Federal Aviation Administration (FAA) where the use of airspace is involved.

(5505) (ii) The Commander, Service Force, U.S. Atlantic Fleet, if a proposed action involves a danger zone off the U.S. Atlantic coast.

(5506) (iii) Proposed danger zones on the U.S. Pacific coast must be coordinated with the applicable commands as follows:

(5507) Alaska, Oregon and Washington:

(5508) Commander, Naval Base, Seattle

(5509) California:

(5510) Commander, Naval Base, San Diego

(5511) Hawaii and Trust Territories:

(5512) Commander, Naval Base, Pearl Harbor

(5513) (c) *Public hearing*. The District Engineer may conduct a public hearing in accordance with 33 CFR part 327.

(5514) (d) *Environmental documentation*. The District Engineer shall prepare environmental documentation in accordance with appendix B to 33 CFR part 325.

(5515) (e) *District Engineer's recommendation*. After closure of the comment period, and upon completion of the District Engineer's review he/she shall forward the case through channels to the Office of the Chief of

Engineers, ATTN: CECW-OR with a recommendation of whether or not the danger zone or restricted area regulation should be promulgated. The District Engineer shall include a copy of environmental documentation prepared in accordance with appendix B to 33 CFR part 325, the record of any public hearings, if held, a summary of any comments received and a response thereto, and a draft of the regulation as it is to appear in the **Federal Register**.

(5516) (f) *Final decision*. The Chief of Engineers will notify the District Engineer of the final decision to either approve or disapprove the regulations. The District Engineer will notify the applicant/proponent and publish a public notice of the final decision. Concurrent with issuance of the public notice the Office of the Chief of Engineers will publish the final decision in the **Federal Register** and either withdraw the proposed regulation or issue the final regulation as appropriate. The final rule shall become effective no sooner than 30 days after publication in the **Federal Register** unless the Chief of Engineers finds that sufficient cause exists and publishes that rationale with the regulations.

(5517)

§334.5 Disestablishment of a danger zone.

(5518) (a) Upon receipt of a request from any agency for the disestablishment of a danger zone, the District Engineer shall notify that agency of its responsibility for returning the area to a condition suitable for use by the public. The agency must either certify that it has not used the area for a purpose that requires cleanup or that it has removed all hazardous materials and munitions, before the Corps will disestablish the area. The agency will remain responsible for the enforcement of the danger zone regulations to prevent unauthorized entry into the area until the area is deemed safe for use by the public and the area is disestablished by the Corps.

(5519) (b) Upon receipt of the certification required in Paragraph (a) of this section, the District shall forward the request for disestablishment of the danger zone through channels to CECW-OR, with its recommendations. Notice of proposed rulemaking and public procedures as outlined in §334.4 are not normally required before publication of the final rule revoking a restricted area or danger zone regulation. The disestablishment/revocation of the danger zone or restricted area regulation removes a restriction on a waterway.

(5520)

§334.6 Datum.

(5521) (a) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose reference horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(5522) (b) For further information on NAD 83 and National Service nautical charts please contact: Director, Coast Survey (N/CG2), National Ocean Service, NOAA, 1315 East-West Highway, Station 6147, Silver Spring, MD 20910-3282.

(5523)

§334.860 San Diego Bay, CA: Naval restricted area.

(5524) (a) *The Area*. The water of the Pacific Ocean in Middle San Diego Bay in an area extending from the northern and eastern boundary of the Naval Amphibious Base about 0.1 nautical miles and 0.6 nautical miles from the southern shoreline and basically outlined as follows:

(5525) Station

(5526) 1–32°40'33.0"N., 117°10'02.4"W.

(5527) 2–32°40'34.7"N., 117°09'54.0"W.

(5528) 3–32°40'46.0"N., 117°09'44.2"W.

(5529) 4–32°41'00.0"N., 117°09'24.6"W.

(5530) 5–32°40'20.0"N., 117°08'36.7"W.

(5531) 6–32°40'00.0"N., 117°09'00.0"W.

(5532) 7–32°39'18.0"N., 117°08'45.0"W.

(5533) 8–32°39'16.0"N., 117°08'48.5"W.

(5534) (b) *The regulations*. (1) Swimming, fishing, waterskiing, mooring or anchoring shall not be allowed within the restricted area.

(5535) (2) A portion of the restricted area extending 120 feet from pierheads and from the low water mark on shore where piers do not exist is closed to all persons and vessels except those owned by, under hire to, or performing work for, the Naval Amphibious Base.

(5536) (3) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay. For vessels under sail, necessary tacking shall constitute a direct route.

(5537) (4) The regulations in this section shall be enforced by the Commanding Officer, Naval Amphibious Base, Coronado, California, and such agencies as he/she shall designate. Organized activities (such as sail races and regattas) within the restricted area may be allowed providing that a request has been made to the Commanding Officer, Naval Amphibious Base, Coronado, San Diego, California 92155 or by calling, telephone number (619) 522–4833 at least 10 days prior to the event.

(5538)

§334.865 Naval Air Station North Island, San Diego, CA, Restricted Area.

(5539) (a) *The area.* The waters within an area beginning at

(5540) 32°42'55.0"N., 117°11'30.5"W.; to

(5541) 32°42'57.0"N., 117°11'22.5"W.; to

(5542) 32°42'56.0"N., 117°11'19.0"W.; to

(5543) 32°42'49.0"N., 117°11'08.5"W.; to

(5544) 32°42'44.5"N., 117°11'06.5"W.; and thence to

(5545) 32°42'40.0"N., 117°11'06.5"W.

(5546) (b) *The regulation*. (1) The restricted area shall not be open to swimming, fishing, water-skiing, mooring or anchorage.

(5547) (2) Dragging, seining, other fishing operations, and other activities not under the direction of the United

States, which might foul underwater installations within the restricted area, are prohibited.

(5548) (3) All tows entering the restricted area shall be streamed and shortened to the seaward of the area and towing appendages and catenaries shall not be dragged along the bottom while proceeding through the area.

(5549) (4) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(5550) (5) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time other than a vessel operated by or for components, or other vessels authorized by Commander, Navy Region Southwest, or his/her designee.

(5551) (6) When security conditions dictate, Naval security forces may impose strict enforcement of stand-off distances within the restricted area. This enforcement will not prevent utilization of navigable channels, but will serve to control its use in order to protect vital National interests.

(5552) (c) *Enforcement*. The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commander, Navy Region Southwest, and such agencies or persons as he/she may designate.

(5553)

§334.866 Pacific Ocean at Naval Base Coronado, in the City of Coronado, San Diego County, CA; Naval Danger Zone.

(5554) (a) *The area.* A fan-shaped area extending westerly into the waters of the Pacific Ocean from a point on the beach of Naval Base Coronado, Coronado, California beginning at

(5555) 32°41'13"N., 117°12'45"W.; thence easterly, along the mean high water mark, to

(5556) 32°41'14"N., 117°12'32"W.; thence southerly to

(5557) 32°40'31"N., 117°12'12"W.; thence westerly to

(5558) 32°40'25"N., 117°12'43"W.; thence northerly, landward, to the point of origin.

(5559) (b) *The regulations*. (1) Range live firing on the Naval Base Coronado, Coronado, California small arms range may occur at any time. Information on live firing schedules and coordination for community concerns can be obtained by calling the Naval Base Coronado Small Arms Range Safety Officer at 619–545–8413 during normal working hours. Assistance is also available via the Naval Base Coronado Hotline at 619–545–7190 or the Naval Base Coronado operator at 619–545–1011. If the phone numbers are changed, they will be updated on the Naval Base Coronado Web site http://www.cnic.navy.mil/Coronado.

(5560) (2) The danger zone will be open to fishing and general navigation when no weapons firing is scheduled, which will be indicated by the absence of any warning flags or flashing lights on land in the locations specified in paragraphs (b)(3) and (b)(4) of this section.

(5561) (3) When live firing is about to be undertaken or is in progress during daylight hours, three (3) large red warning flags will be displayed at the top of the flag poles on the southern berm of the small arms range, so as to be clearly visible from all points of entry into the danger zone. The west flag pole is located on the southern berm at 32°41'21.5"N., 117°12'42.8"W., the middle flag pole is located at 32°41'21.7"N., 117°12'40.9"W., and the east flag pole is located at 32°41'22.4"N., 117°12'38.7"W.

(5562) (4) When live firing is about to be undertaken or is in progress during periods of darkness, three (3) red flashing warning lights will be displayed at the top of the flag poles on the southern berm of the small arms range at the locations described in paragraph (b)(3) of this section, so as to be clearly visible from all points of entry into the danger zone.

(5563) (5) The danger zone is not considered safe for vessels or individuals when live firing is in progress. When live firing is about to begin or is scheduled as indicated by the warning flags or flashing warning lights described in paragraphs (b)(3) and (b)(4) of this section, all vessels will be required to expeditiously vacate the danger zone.

(5564) (6) Anchoring by any vessel within the danger zone is prohibited.

(5565) (7) Prior to conducting live firing, Navy personnel will visually scan the danger zone to ensure that no vessels or individuals are located within it. Any vessels or individuals in the danger zone will be notified by the Navy Range Safety Officer using a marine VHF-FM marine radio and by other means as necessary, to exit the danger zone and remain outside the area until conclusion of live firing. As new technology becomes available, the VHF-FM marine radio communications system may be updated.

(5566) (8) Safety observers will be posted in accordance with range standard operating procedures at all times when the warning flags or flashing lights described in paragraphs (b)(3) and (b)(4) of this section are displayed. Operation of the small arms range will only occur when visibility is sufficient to maintain visual surveillance of the danger zone and vicinity. In the event of limited visibility due to rain, fog or other conditions, live firing will be postponed until the danger zone can be confirmed clear of all vessels and individuals.

(5567) (9) Naval Base Coronado will maintain a schedule of live firing at the small arms range on its Web site, http://www.cnic.navy.mil/Coronado, which will be accessible to the public, mariners, and recreationists. The Navy will maintain the Web site on a year round basis and update information as needed for public safety.

(5568) (c) *Enforcement.* The regulation in this section will be enforced by the Commanding Officer, Naval Base Coronado, and such agencies and persons as he/she may designate.

(5569)

§334.870 San Diego Harbor, CA; restricted areas.

(5570) (a) *Restricted area at Bravo Pier, Naval Air Station*.

(5571) (1) *The area*. The water of the Pacific Ocean in North San Diego Bay in an area extending from the western boundary of North Island about 0.2 nautical miles bayward and basically outlined as follows:

(5572) 32°41'51.3"N., 117°13'34.0"W.;

(5573) 32°41'51.3"N., 117°13'46.6"W.;

(5574) 32°41'43.3"N., 117°13'50.0"W.;

(5575) 32°41'35.8"N., 117°13'48.0"W.;

(5576) 32°41'35.8"N., 117°13'35.0"W.

(5577) (2) *The regulations*. (i) The restricted area shall not be open to swimming, fishing, mooring or anchorage.

(5578) (ii) Transit will be allowed through the restricted area except that no transit will be allowed within 100 feet of the ammunition pier (Bravo Pier). All unauthorized vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay. Only vessels owned by, under hire to, or performing work for the Naval Air Station or the Naval Weapons Station may operate within 100 feet of the ammunition pier.

(5579) (b) *Restricted area at U.S. Naval Degaussing Station*. (1) *The area*. That portion of San Diego Bay near Point Loma, inclosed by lines connecting the following points, which are rectangular coordinates and are referred to U.S. Coast and Geodetic Survey station "Old Town" as their origin:

(5580) "a" S. 18,738.80, W. 16,299.50.

(5581) "b" S. 18,817.60, W. 15,791.30.

(5582) "c" S. 19,376.09, W. 14,270.73.

(5583) "d" S. 20,023.15, W. 14,462.94.

(5584) "e" S. 21,080.24, W. 14,333.14.

(5585) "f" S. 22,074.40, W. 16,371.48.

(5586) (2) *The regulations*. (i) There shall be no introduction of external magnetic field sources within the area.

(5587) (ii) Craft of any size shall not be excluded from transiting the area. However, they shall proceed through the area by the most direct route without delay or loitering. On occasion, access to the bait barges may be delayed for intermittent periods not exceeding 30 minutes.

(5588) (iii) No craft of any size shall lay-to or anchor within the area except on prior permission granted by the Officer in Charge, U.S. Naval Degaussing Station.

(5589) (c) *Restricted area between Ballast Point and Zuniga Point*–(1) *The area*. An area in San Diego Bay between Ballast Point and Zuniga Point inclosed by lines connecting the following stations:

(5590) Station

(5591) A–32°41'17"N., 117°13'58"W.

(5592) B–32°41'19"N., 117°13'36.5"W.

(5593) C–32°41'01"N., 117°13'34"W.

(5594) D–32°40'59"N., 117°13'55"W.

(5595) E–32°41'03"N., 117°13'56"W.

(5596) A–32°41'17"N., 117°13'58"W.

(5597) (2) *The regulations*. (i) No vessel shall anchor within the restricted area at any time.

(5598) (ii) Dredging, dragging, seining, other fishing operations, and other activities not under the direction of the United States, which might foul underwater installations within the restricted area, are prohibited.

(5599) (iii) All tows entering the restricted area shall be streamed and shortened to the seaward of the area and towing appendages and catenaries shall not be dragged along the bottom while proceeding through the area.

(5600) (iv) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(5601) (d) *Restricted area at the Naval Supply Center Pier*-(1) *The area.* The waters of San Diego Bay extending approximately 100 feet out from the north, west and south sides of the Naval Supply Center Pier enclosed by lines connecting the following stations: Station

(5602) A–32°42'50"N., 117°10'25"W.

(5603) B–32°42'50"N., 117°10'38"W.

(5604) C–32°42'54"N., 117°10'38"W.

(5605) D–32°42'54"N., 117°10'25"W.

(5606) (2) *The regulations*. (i) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time or than a vessel operated by or for the U.S. Navy, U.S. Coast Guard, other authorized military components, or other vessels authorized by Commander Naval Base, San Diego or his designee.

(5607) (ii) Loitering, dredging, dragging, seining, fishing and similar activities within the restricted area are prohibited.

(5608) (e) *Enforcement*. The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, California, and such agencies as he/she may designate.

(5609)

§334.880 San Diego Harbor, CA; naval restricted area adjacent to Point Loma.

(5610) (a) *The area*. That portion of San Diego Bay southerly of Ballast Point, exclusive of the southwesterly portion of the restricted area described in §334.870(b) located westerly of the entrance channel, bounded on the west by the shoreline at Point Loma, on the east by the entrance channel west project line, and on the south by latitude 32°40'.

(5611) (b) *The regulations.* (1) The area is reserved for anchorage of vessels of the U.S. Government and authorized harbor pilot and patrol boats. All other craft may navigate and operate through the area, and temporary mooring of vessels (not to exceed 24 hours) is permissible.

(5612) (2) No other vessels shall anchor or moor permanently in the area except by special permission obtained in advance from the Commander, Naval Base, San Diego, CA.

(5613) (3) The regulations in this section shall be enforced by the Commandant, 11th Naval District, San Diego, CA, and such agencies as he may designate.

(5614)

§334.890 Pacific Ocean off Point Loma, CA; naval restricted area.

(5615) (a) *The area*. The waters of the Pacific Ocean within an area extending southerly from Point Loma, California, described as follows: Beginning at latitude

32°39'54", longitude 117°13'18"; thence southeasterly to latitude 32°34'31", longitude 117°09'41"; thence 270° true to longitude 117°16'40"; thence due north to latitude 32°39'54"; and thence 90° true to the point of beginning.

(5616) (b) *The regulations*. (1) No vessel shall anchor within the restricted area at any time without specific permission of the enforcing agency.

(5617) (2) Dredging, dragging, seining, and other similar operations within the restricted area are prohibited.

(5618) (3) The regulations in this section shall be enforced by the Commandant, Eleventh Naval District, San Diego, California, and such agencies as he may designate.

(5619)

§334.900 Pacific Ocean, U.S. Marine Corps Base, Camp Pendleton, CA; restricted area.

(5620) (a) *The area*. Beginning at the shoreline north of the boat basin,

(5621) 33°13'10"N., 117°24'19"W.; thence westward to

(5622) 33°12'48"N., 117°24'56"W.; thence southward to

(5623) 33°12'32"N., 117°24'44"W.; thence eastward to

(5624) 33°12'47"N., 117°24'17"W. (a point on the breakwater); thence northeastward along breakwater to

(5625) 33°12'58"N., 117°24'09"W.; thence northward along shoreline to point of beginning.

(5626) (b) *The regulations*. (1) No vessels shall anchor within the restricted area at any time.

(5627) (2) Dredging, dragging, seining, fishing operations, and other activities, which might foul underwater installations within the restricted area, are prohibited.

(5628) (3) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(5629) (4) The regulations in this section shall be enforced by the Commanding General, U.S. Marine Corps Base, Camp Pendleton, California, and such agencies as he may designate.

(5630)

§334.905 Pacific Ocean, Offshore of Camp Pendleton, CA; Fallbrook restricted area.

(5631) (a) *The area*. The waters of the Gulf of Santa Catalina, offshore of Camp Pendleton in the Pacific Ocean, San Diego County, California. The center of the restricted area is located at 33°18.6'N. latitude, 117°32.0'W. longitude, with a radius of 9,000 feet.

(5632) (b) *The regulations*. (1) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time other than a vessel operated by or for the U.S. Coast Guard, local, State or Federal law enforcement agencies.

(5633) (2) Loitering, dredging, dragging, anchoring, seining, fishing, and similar activities within the restricted area during vertical replacement operations use is prohibited.

(5634) (c) *Enforcement*. The regulations in this section shall be enforced by the U.S. Coast Guard, local, State, or Federal law enforcement agencies.

(5635)

§334.910 Pacific Ocean, Camp Pendleton Boat Basin, U.S. Marine Corps Base, Camp Pendleton, CA; restricted area.

(5636) (a) *The area*. All of the waters of Camp Pendleton Boat Basin entrance channel lying northerly of a line between a light on the north Camp Pendleton jetty at

(5637) 33°12'22", 117°24'07", and a light on the north Oceanside Harbor groin at

(5638) 33°12'29", 117°23'55".

(5639) (b) *The regulations*. (1) The area is reserved exclusively for use by vessels owned or operated by the Federal Government. Permission to enter the area must be obtained from the enforcing agency.

(5640) (2) The regulations in this section shall be enforced by the Commanding General, U.S. Marine Corps Base, Camp Pendleton, California, or such agencies as he may designate.

(5641)

§334.920 Pacific Ocean off the east coast of San Clemente Island, CA; naval restricted area.

(5642) (a) *The area*. The waters of the Pacific Ocean within an area extending easterly from the east coast of San Clemente Island, California, described as follows: The northerly boundary to be a continuation, to seaward of the existing southerly boundary of the restricted anchorage area, as described in 33 CFR 110.218, of this chapter, to

(5643) 33°00.3'N., 118°31.3'W.; thence to

(5644) 32°58.6'N., 118°30.0'W.; thence to

(5645) 32°57.9'N., 118°31.3'W. on the shoreline; thence northerly along the shoreline to point of beginning.

(5646) (b) *The regulations*. (1) No person or vessels, other than Naval Ordnance Test Station craft, and those cleared for entry by the Naval Ordnance Test Station, shall enter the area at any time except in an emergency, proceeding with extreme caution.

(5647) (2) Dredging, dragging, seining or other fishing operations within these boundaries are prohibited.

(5648) (3) No seaplanes, other than those approved for entry by Naval Ordnance Test Station, may enter the area.

(5649) (4) The regulations in this section shall be enforced by security personnel attached to the U.S. Naval Ordnance Test Station, China Lake, California, and by such agencies as may be designated by the Commandant, Eleventh Naval District, San Diego, California.

(5650)

§334.921 Pacific Ocean at San Clemente Island, CA; naval restricted area.

(5651) (a) *The area*. All waters between the northern and southern boundaries of the area known as West Cove seaward approximately four miles.

(5652) The northern boundary is defined by the coordinates:

(5653) 33°00'52"N., 118°36'18"W.

(5654) 32°59'30"N., 118°37'30"W.

(5655) 32°59'20"N., 118°38'38"W.

(5656) The southern boundary is defined by the coordinates:

(5657) 33°00'40"N., 118°35'27"W.

(5658) 32°58'30"N., 118°36'40"W.

(5659) 32°57'45"N., 118°38'38"W.

(5660) (b) *The regulation.* (1) The use of this area for anchorage is prohibited to all craft at all times.

(5661) (2) The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, and such agencies as he/she shall designate.

(5662)

§334.930 Anaheim Bay Harbor, CA; Naval Weapons Station, Seal Beach.

(5663) (a) *The restricted area*. The water of Anaheim Bay Harbor between the east and west jetties at the United States Naval Weapons Station, Seal Beach, California, and the contiguous tidal channel and basin as far east as the Anaheim Bay bridge.

(5664) (b) *The regulation*. (1) The authority of the Naval Weapons Station Commanding Officer in this area extends to restricting and disallowing the navigating or anchorage of craft during such times as the Commanding Officer determines that considerations of national security or safety warrant such action(s).

(5665) (2) All craft authorized transit of this area shall stay within the limits of the entrance channel in the Outer Harbor, and confine their movement to within the limits of the marked small craft channel at the southern portion of the Inner Harbor.

(5666) (3) Recreational craft, such as water skis, jet skis (personal water craft), row boats, canoes, kayaks, wind surfers, sail boards, surf boards, etc, and any activity involving persons in the water, are specifically prohibited within the restricted area.

(5667) (4) Boats unable to throttle down or to maintain steerage way at 5 miles per hour speed shall proceed at the minimum speed consistent with seamanship in an area regularly subject to waterborne explosive handling operations. In case of doubt, boat operators of inbound boats will remain in the west end of the basin and outbound boats in the east end of the basin until informed by a representative of the Naval Weapons Station or U.S. Coast Guard of the completion of the waterborne explosive handling hazard.

(5668) (5) Smoking, open flames and barbecues in boats are prohibited during the transit of this area.

(5669) (6) Nothing in the regulations in this section shall be construed as relieving the owner or persons in command of any vessels or plant from the penalties of the law for obstructing navigation or for not complying with the navigation laws in regard to lights or signals or for otherwise violating law.

(5670) (7) All vessel operators shall heed and obey all posted signs and/or instructions issued by security personnel of the U.S. Naval Weapons Station.

(5671) (8) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Weapons Station, Seal Beach, California, and such agencies as he/she may designate. For clarification or other information, the U.S. Naval Weapons Station Command Duty Officer should be contacted at 213–594–7101.

(5672)

§334.938 Federal Correctional Institution, Terminal Island, San Pedro Bay, California; restricted area.

(5673) (a) *The area*. The waters of San Pedro Bay on the east side of Reservation Point extending 150 feet (50 yards), from the Federal Correctional Institution fence along the shore to the following stations:

(5674) Station

(5675) 1–33°43'45.5"N., 118°16'02.0"W.

(5676) 2–33°43'37.0"N., 118°15'58.0"W.

(5677) 3–33°43'27.5"N., 118°15'54.5"W.

(5678) The stations will be marked by three special purpose buoys (white with an orange diamond in the center).

(5679) (b) *The regulations*. No person or vessel of any kind shall enter, navigate, anchor or moor within the restricted area without first obtaining the permission of the Warden, Federal Correctional Institution, Terminal Island. The regulations in this section shall be enforced by the U.S. Coast Guard, the Warden of the Federal Correctional Institution, Terminal Island, and such agencies and he/she may designate.

(5680)

§334.940 Pacific Ocean in vicinity of San Pedro, CA; practice firing range for United States Army Reserve, National Guard, and Coast Guard units.

(5681) (a) *The danger zone*. (1) [Reserved]

(5682) (2) *Zone B*. An area extending southwest and northwest from Point Vicente, described as follows: Beginning at Point Vicente Light,

(5683) 33°44'30"N., 118°24'36"W.; thence southwesterly to

(5684) 33°43'42"N., 118°25'24"W.; thence northwesterly to

(5685) 33°46'30"N., 118°27'06"W.; thence southeasterly to the shore,

(5686) 33°44'54"N., 118°24'42"W.; and thence southerly along the shore to the point of beginning.

(5687) (b) *The regulations*. (1) Intermittent firing may take place in the danger zone on any day from sunrise to sunset.

(5688) (2) Except as otherwise provided in this Paragraph, the danger zone will be open to fishing and general navigation. When firing is not scheduled the danger zone may be occupied without restriction. When firing is in progress safety observers will be maintained to warn all vessels. Notice to vacate the area, or to stop at the boundaries, will be given by siren, patrol vessel, or other effective means, and such notice shall be promptly obeyed. All vessels permitted to enter the danger zone during a firing period, other than those owned by and operated by or under the direction of the United States Government, shall proceed across the area by the most direct route and clear the area with the greatest possible dispatch. No person shall enter the water and no vessel, fishing boat, or recreational craft shall anchor in the danger zone during an actual firing period.

(5689) (3) Nothing in this section shall be construed as relieving the owner or person in charge of a vessel from

any penalties for obstructing navigation, or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights and fog signals, or for otherwise violating any law or regulations.

(5690) (4) The regulations in this section shall be enforced by the Commanding Officer, Fort MacArthur, California, and such agencies as he may designate.

(5691)

§334.950 Pacific Ocean at San Clemente Island, CA; Navy shore bombardment areas.

(5692) (a) *The danger zones*. (1) The waters of the Pacific Ocean within an area beginning at China Point Light; extending in a direction of 181 degrees true, 2.0 nautical miles; thence 072.5 degrees true, 5.375 nautical miles; thence 313 degrees true to Pyramid Head Light.

(5693) (2) The waters of the Pacific Ocean within an area beginning at China Point Light; extending in a direction of 181 degrees true, 2.0 nautical miles; thence 303 degrees true, 5.35 nautical miles; thence 040.4 degrees true to the beach.

(5694) (3) The waters of the Pacific Ocean within an area beginning at Pyramid Head Light; extending in a direction of 133 degrees true, 2.0 nautical miles; thence 024 degrees true, 2.14 nautical miles, thence 313 degrees true, 7.6 nautical miles; thence 220 degrees true to the beach.

(5695) (b) *The regulations*. (1) All persons and all vessels shall promptly vacate the areas when ordered to do so by the Navy or the Coast Guard. Persons and vessels shall not enter the areas during periods scheduled for firing. These areas are used for various surface and air gunnery and aerial bombing exercises by the United States Navy, Coast Guard and Marine Corps. Hazardous conditions exist during shore bombardment by naval ships in the area seaward of that described in paragraphs (a)(1) and (a)(2) of this section between the firing vessel and the shore. The area described in Paragraph (a)(3) of this section is hazardous due to the possibility of rounds landing in the waters east of San Clemente Island.

(5696) (2) All persons in the area are warned that unexploded ordinance exists within the shore bombardment area on San Clemente Island and in the surrounding waters. All persons should exercise extreme caution when operating in the area.

(5697) (3) Information about scheduled exercises will be published in the Local Notice to Mariners and also may be obtained by calling the shore bombardment area scheduler at (619) 437–2844. Vessels in the vicinity of San Clemente Island may obtain information on the status of the range by contacting the Navy Observation Post by marine radio on channel 16. However, the Navy Observation Post is normally manned only during firing exercises. In addition, since the Navy Observation Post may not be able to receive radio transmissions or answer a vessel calling from the area described in Paragraph (A)(3) of this section due to interference from the land mass, it is recommended that callers position their craft for line-of-sight transmission with the Navy Observation Posts near Pyramid Cove prior to assuming that the range is not in use.

(5698) (4) Except in an emergency, no vessel shall anchor in these areas without first obtaining permission from the Commander, Naval Base, San Diego or from the senior officer present in the area who may grant permission to anchor not exceeding the period of time that he, himself, is authorized to remain there. The senior officer present shall advise the Commander, Naval Base, San Diego when and to whom a berth is assigned.

(5699) (5) The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, and such agencies as he/she shall designate.

(5700)

§334.960 Pacific Ocean, San Clemente Island, CA; naval danger zone off West Cove.

(5701) (a) *The danger zone*. The waters of the Pacific Ocean in an area about one-half mile off the west coast of San Clemente Island basically outlined as follows:

(5702) 33°00'40"N., 118°35'45"W.

(5703) 32°57'40"N., 118°34'25"W.

(5704) 32°57'10"N., 118°35'40"W.

(5705) 33°00'10"N., 118°37'00"W.

(5706) 33°00'40"N., 118°35'45"W.

(5707) (b) *The regulations*. (1) Intermittent firing may take place in the danger zone on any day from 8:00 a.m. until 1:00 p.m.

(5708) (2) Except as otherwise provided in this section, the danger zone will be open to fishing and general navigation.

(5709) (3) The operations officer, Naval Ordnance Test Station, Pasadena Annex, Pasadena, California, will announce firing schedules. Each week, public notices will be issued giving advance firing schedules. Such notices will appear in the local newspapers and in local "Notice to Mariners" and "Notice to Airmen." For the benefit of the fishermen and small-craft operators, announcements will be made on the marine radio.

(5710) (4) When a scheduled firing is about to be undertaken, fishing boats and other small craft will be contacted by surface patrol boats or aircraft equipped with loudspeaker system. When so notified, all persons and vessels shall leave the area immediately by the shortest route. Upon completion of firing or if the scheduled firing is canceled for any reason, fishermen and small-boat operators will be notified as far in advance as possible by Marine Radio Broadcast.

(5711) (5) The regulations in this section shall be enforced by security personnel attached to the Naval Ordnance Test Station, Pasadena Annex, and by such agencies as may be designated by the Commandant, Eleventh Naval District, San Diego.

(5712)

§334.961 Pacific Ocean, San Clemente Island, California; naval danger zone off northwest shore.

(5713) (a) *The danger zone*: The waters of the Pacific Ocean adjacent to San Clemente Island, California, bounded by the following coordinates and San Clemente Island:

(5714) Point A–33°01'38.0"N., 118°36'20"W.

(5715) Point B–33°01'11.0"N., 118°37'25"W.

(5716) Point C–33°00'11.0"N., 118°37'00"W.

(5717) Point D–33°00'05.0"N., 118°38'53"W.

(5718) Point E–33°02'55.0"N., 118°39'05"W.

(5719) Point F–33°04'25.0"N., 118°37'41"W.

(5720) Point G–33°02'02.5"N., 118°35'53"W.

(5721) (b) *The regulations*: (1) No person shall enter this area during closure periods unless authorized to do so by the enforcing agency. No vessel or other craft, except vessels of the U.S. Government or vessels duly authorized by the enforcing agency shall enter this area during closure periods.

(5722) (2) The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, California and such agencies as he/she shall designate.

(5723)

§334.980 Pacific Ocean, around San Nicholas Island, CA, naval restricted area.

(5724) (a) *The area*. (1) *Perimeter (restricted).*The waters of the Pacific Ocean around San Nicholas Island, CA, extending about 3 miles seaward from the shoreline, described as follows:

(5725) Point A—33°10′10″N, 119°24′20″W

(5726) Point C—33°10′10″N, 119°31′10″W

(5727) Point D—33°12′00″N, 119°35′30″W

(5728) Point E—33°14′20″N, 119°37′40″W

(5729) Point F—33°16′40″N, 119°38′10″W

(5730) Point G—33°19′10″N, 119°37′10″W

(5731) Point I—33°20′10″N, 119°31′10″W

(5732) Point K—33°17′40″N, 119°24′50″W

(5733) Point L—33°13′50″N, 119°21′50″W

(5734) (2) *Sections of area*.

(5735) (i) ALPHA section is the northerly section of the area, and is described as follows:

(5736) Point H—33°20′01″N, 119°32′02″W

(5737) Point I—33°20′10″N, 119°31′10″W

(5738) Point K—33°17′40″N, 119°24′50″W

(5739) Point L—33°13′50″N, 119°21′50″W

(5740) Point O—33°13′50″N, 119°26′02″W

(5741) Thence northwesterly along shoreline to Point N

(5742) Point N—33°17′04″N, 119°32′02″W

(5743) Point H—33°20′01″N, 119°32′02″W

(5744) (ii) BRAVO section is the westerly section of the area, and is described as follows:

(5745) Point N—33°17′04″N, 119°32′02″W

(5746) Thence westerly, southerly and easterly along the shoreline to Point M

(5747) Point M—33°13′10″N, 119°29′40″W

(5748) Point B—33°10′10″N, 119°29′40″W

(5749) Point C—33°10′10″N, 119°31′10″W

(5750) Point D—33°12′00″N, 119°35′30″W

(5751) Point E—33°14′20″N, 119°37′40″W

(5752) Point F—33°16′40″N, 119°38′10″W

(5753) Point G—33°19′10″N, 119°37′10″W

(5754) Point H—33°20′01″N, 119°32′02″W

(5755) Point N—33°17′04″N, 119°32′02″W

(5756) (iii) CHARLIE section is the southerly section of the area, and is described as follows:

(5757) Point L—33°13′50″N, 119°21′50″W

(5758) Point O—33°13′50″N, 119°26′02″W

(5759) Thence southerly and westerly along the shoreline to Point M

(5760) Point M—33°13′10″N, 119°29′40″W

(5761) Point B—33°10′10″N, 119°29′40″W

(5762) Point A—33°10′10″N, 119°24′20″W

(5763) Point L—33°13′50″N, 119°21′50″W

(5764) (b) *The regulations*. (1) Except during closure periods or as otherwise provided in this section, the restricted area will be open to all vessels.

(5765) (2) Boats must remain at least 300 yards from the shoreline of San Nicolas Island at all times. Nothing in this provision shall be construed as authorization to anchor within 300 yards or to land on San Nicolas Island, except in an emergency.

(5766) (3) No person, vessel or other craft shall enter the restricted area or designated section(s) during closure periods unless authorized to do so by the Commanding Officer, Naval Base Ventura County or the Officer in Charge, San Nicolas Island.

(5767) (4) Submarine cables within the restricted area post a risk to the equipment of vessels engaged in dredging, dragging, seining, anchoring and other bottom contact operations. Appropriate care must be taken to avoid damage.

(5768) (5) *Closure Periods*. Notice that the restricted area or section(s) ALPHA, BRAVO, or CHARLIE are closed to entry shall be given by radio broadcast Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz or by contacting "PLEAD CONTROL" on VHF–FM radio channel 11 or 16. Closure information may also be requested by telephone between 0600 and 1800 Monday through Friday at 805–989–8841 or via recorded message at 805–989–1470.

(5769) (6) The regulations in this section shall be enforced by personnel attached to Naval Base Ventura County, Point Mugu, CA, and by such agencies as may be designated by the Commandant, 11th Naval District, San Diego, CA.

(5770)

§334.990 Long Beach Harbor, California; naval restricted area.

(5771) (a) *The area*. All the waters between the Navy mole and Terminal Island to the westward of longitude 118°13'10".

(5772) (b) *The regulations*. (1) The area is reserved exclusively for use by naval vessels. Permission for any person or vessel to enter the area must be obtained from the enforcing agency.

(5773) (2) The regulations in this section shall be enforced by the Commander, U.S. Naval Base Los Angeles, Long Beach, California, and such agencies as he may designate.

(5774)

§334.1010 San Francisco Bay in vicinity of Hunters Point; naval restricted area.

(5775) (a) *The area*. Bounded by the shore of the San Francisco Naval Shipyard and the following lines: Beginning at a point on the northerly shore of the Shipyard bearing 292°40', 950 yards, from Hunters Point Light; thence 035°27', 730 yards to the U.S. Pierhead Line; thence 142°55', 1,300 yards, along the Pierhead Line; thence 180°, 2,450 yards, to the San Francisco-San Mateo County Line; thence 270°, 430 yards, along the County Line; thence 305°27', 1,313 yards, to and along the southwesterly side of South Basin; and thence due north, 413 yards, to the southwesterly shore of the Shipyard.

(5776) **Note**: All bearings in this section are referred to true meridian.

(5777) (b) *The regulations*. No person may enter the area and no vessel or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, San Francisco Naval Shipyard, shall navigate, anchor or moor in this area.

(5778)

§334.1020 San Francisco Bay and Oakland Inner Harbor; restricted areas in vicinity of Naval Air Station, Alameda.

(5779) (a) *The areas*. (1) The waters of San Francisco Bay bounded by the shore of Naval Air Station, Alameda, and a line beginning at a point on the north side of Oakland Inner Harbor Entrance Channel at approximately:

(5780) 37°47'57"N., 122°19'43"W; WSW to
(5781) 37°47'53"N., 122°19'57"W; SE to
(5782) 37°47'46"N., 122°20'00"W; SE to
(5783) 37°47'41"N., 122°19'52"W; S to
(5784) 37°46'49"N., 122°19'52"W; E to
(5785) 37°46'49"N., 122°19'28"W; SE to
(5786) 37°46'46"N., 122°19'21"W; E to
(5787) 37°46'45"N., 122°19'05"W; SE to
(5788) 37°46'38"N., 122°18'59"W; SSW to
(5789) 37°46'18"N., 122°19'05"W, SE to
(5790) 37°46'00"N., 122°18'28"W; E to
(5791) 37°46'00"N., 122°18'22"W; N to
(5792) 37°46'03"N., 122°18'22"W; E to
(5793) 37°46'00"N., 122°17'28"W; NE to
(5794) 37°46'03"N., 122°17'26"W; where it joins the naval air station breakwater.

(5795) (2) The waters of the entrance channel to Oakland Inner Harbor (San Antonio Estuary) between the westerly end of the rock wall on the south side of the channel and the easterly boundary of the Naval Air Station.

(5796) (b) *The regulations*. (1) No person shall enter this area and no vessel or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commanding Officer, U.S. Naval Air Station, Alameda, California, shall navigate, anchor or moor in the area described in Paragraph (a)(1) of this section.

(5797) (2) No person shall enter this area and no vessel without special authorization of the Commander, Twelfth Coast Guard District, shall lie, anchor or moor in the area described in Paragraph (a)(2) of this section. Vessels may proceed through the entrance channel in process of ordinary navigation or may moor alongside wharves on the Oakland side of the channel.

(5798)

§334.1030 Oakland Inner Harbor adjacent to Alameda Facility, Naval Supply Center, Oakland; restricted area.

(5799) (a) *The area*. Within 100 feet of the Alameda Facility wharf.

(5800) (b) *The regulations*. No persons and no vessels or other craft, except vessels of the United States Government or vessels duly authorized by the Commanding Officer, Naval Supply Center, Oakland, shall enter this area.

(5801)

§334.1040 Oakland Harbor in vicinity of Naval Supply Center, Oakland; restricted area and navigation.

(5802) (a) *The area*. Bounded by the shore of the Naval Supply Center and the following lines: Beginning at a point on the north shore located at about 37°48'26"N., 122°19'34"W.; thence 225°12', 290 yards; and thence 173°10', 620 yards to a point on the south shore at about 37°48'02"N., 122°19'39"W.

(5803) (b) *The regulations*. (1) No persons and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commanding Officer, Naval Supply Center, Oakland, shall enter this area.

(5804) (2) All vessels over 1,000 tons displacement, bound for the Naval Supply Center, Oakland, shall use a qualified pilot regularly licensed for the waters of Oakland Harbor.

(5805)

§334.1050 Oakland Outer Harbor adjacent to the Military Ocean Terminal, Bay Area, Pier No. 8 (Port of Oakland Berth No. 10); restricted area.

(5806) (a) *The area*. Within 100 feet of the pier.

(5807) (b) *The regulations*. No persons and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, Oakland Army Base, shall enter this area.

(5808)

§334.1060 Oakland Outer Harbor adjacent to the Oakland Army Base; restricted area.

(5809) (a) *The area*. Within 100 feet of the pier.

(5810) (b) *The regulations*. No persons and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, Oakland Army Base, shall enter this area.

(5811)

§334.1065 U.S. Coast Guard Station, San Francisco

Bay, Yerba Buena Island, San Francisco Bay, California; Restricted Area.

(5812) (a) *The area*. San Francisco Bay on the east side of Yerba Buena Island: From a point along the southeastern shore of Yerba Buena Island at

(5813) 37°48'27"N., 122°21'44"W.; east to

(5814) 37°48'27"N., 122°21'35"W.; north to

(5815) 37°48'49"N., 122°21'35"W., a point on the northeastern side of Yerba Buena Island.

(5816) (b) *The regulation*. (1) All persons and vessels are prohibited from entering the waters within the Restricted Area for any reason without prior written permission from the Commanding Officer of the Coast Guard Group San Francisco on Yerba Buena Island.

(5817) (2) Mooring, anchoring, fishing, transit and/or swimming shall not be allowed within the Restricted Area without prior written permission from the Commanding Officer of the Coast Guard Group San Francisco on Yerba Buena Island.

(5818) (c) *Enforcement*. The regulation in this section shall be enforced by the Commanding Officer of the Coast Guard Group San Francisco on Yerba Buena Island, and such agencies and persons as he/she shall designate.

(5819)

§334.1070 San Francisco Bay between Treasure Island and Yerba Buena Island; naval restricted area.

(5820) (a) *The area*. All the water of the cove bounded by the south shore of Treasure Island, the north shore of Yerba Buena Island, and the connecting causeway, west of a line extending from the southeast corner of the most southerly of the four finger piers along the east side of Treasure Island, at about 37°49'11"N., 122°21'40"W., approximately 153°20' to the northeasterly point of Yerba Buena Island, at about 37°48'55"N., 122°21'30"W.

(5821) (b) *The regulations*. No person and no vessel or other craft, except vessels owned and operated by the U.S. Government or vessels duly authorized by the Commanding Officer, Naval Station, Treasure Island, shall enter the restricted area.

(5822)

§334.1080 San Francisco Bay adjacent to northeast corner of Treasure Island; naval restricted area.

(5823) (a) *The area*. Beginning at the intersection of Pier 21 and the bulkhead line, thence northwesterly along the bulkhead to the northernmost point of Treasure Island; thence 288° true, 290 yards; thence 26° true, 475 yards; thence 115°30' true, 520 yards; thence 152° true, 500 yards to Pier 21; thence along the pier to the point of beginning.

(5824) (b) *The regulations*. No person shall enter the restricted area. No vessels, except those engaged in naval operations, shall lie, anchor, moor or unnecessarily delay in the area. Vessels may pass through the area in the process of ordinary navigation except as directed by patrol boats. The regulations in this Paragraph shall be enforced by the Commandant, Twelfth Naval District, and such agencies as he may designate.

(5825)

§334.1090 San Francisco Bay in vicinity of NSC Fuel Department, Molate Point; restricted area.

(5826) (a) *The area*. Bounded by the easterly shore of upper San Francisco Bay and the following lines: Beginning at a point on shore bearing 017° 800 yards, from "Tree" at Molate Point thence 270°, 870 yards; thence 189° 1,100 yards; and thence 123° to the shore.

(5827) (b) *The regulations*. Persons and vessels not operating under supervision of the local military or naval authority or public vessels of the United States, shall not enter this area except by specific permission of the Commanding Officer, Naval Supply Center.

(5828)

§334.1100 San Pablo Bay, Carquinez Strait and Mare Island Strait in vicinity of U.S. Naval Shipyard, Mare Island; restricted area.

(5829) (a) *The area*. The waters of San Pablo Bay, Carquinez Strait, and Mare Island Strait, within 100 yards of the shore of that part of the Navy Yard, Mare Island, south of the causeway between the City of Vallejo and Mare Island and extending continuously therefrom southeasterly, southwesterly, and northwesterly around the Navy Yard to its northwesterly limit on the waters of San Pablo Bay, and the waters within 50 yards of any part of the berthing piers at the Navy Yard.

(5830) (b) *The regulations*. No persons shall enter this area and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, Mare Island Naval Shipyard, Vallejo, California, shall navigate, anchor or moor in this area.

(5831)

§334.1110 Suisun Bay at Naval Weapons Station, Concord; restricted area.

(5832) (a) *The area*. Beginning at a point on the shore and on the easterly side of the mouth of a small slough (known as Hastings Slough) bearing 189°, 2,412 yards from Tripon at Preston Point on Roe Island; thence 340°30', 400 yards to the shoreline of the westerly of the two Seal Islands; thence 060°30', 940 yards; thence 75°, 1,650 yards; thence 102°, 1,850 yards; thence 99°, 1,880 yards; thence 180°, 435 yards, to the shoreline; thence following the high water shoreline in a general westerly direction to the point of beginning.

(5833) (b) *The regulations*. (1) No person, vessel, watercraft, conveyance or device shall enter or cause to enter or remain in this area. No person shall refuse or fail to remove any person or property in his custody or under his control from this area upon the request of the Commanding Officer of the Naval Weapons Station Concord or his/her authorized representative.

(5834) (2) The regulations in this section shall be enforced by the Commanding Officer, Naval Weapons Station Concord, and such agencies as he/she shall designate.

(5835)

§334.1120 Pacific Ocean in the vicinity of Point Mugu, CA; naval small arms firing range.

(5836) (a) *The danger zone*. A triangular area extending westerly into the waters of the Pacific Ocean from a point on the beach north of Point Mugu, California, described as follows: Beginning at

(5837) 34°05'32", 119°03'57"; thence southwesterly approximately 4,000 yards to

(5838) 34°04'22", 119°05'55"; thence northwesterly approximately 1,500 yards to

(5839) 34°05'01", 119°06'17"; thence northeasterly to the point of beginning.

(5840) (b) *The regulations*. (1) Range firing will normally take place between 6 a.m. and 6 p.m., Thursday through Monday, and between 6 a.m. and 11:30 p.m., Tuesday and Wednesday of each week. Within the above periods, firing will be conducted as determined by the Commanding Officer, U.S. Naval Construction Battalion Center, Port Hueneme, CA.

(5841) (2) Except as otherwise provided in this section, the danger zone will be open to fishing and general navigation.

(5842) (3) The Commanding Officer, U.S. Naval Construction Battalion Center, Port Hueneme, California, will announce firing schedules. Each week, public notices will be issued giving advance firing schedules. Such notices will appear in the local newspapers and in local "Notice to Mariners," and "Notice to Airmen." For the benefit of fishermen and small-craft operators, announcements will be made on the marine radio.

(5843) (4) When a scheduled firing is about to be undertaken or is in progress, a large red flag will be displayed from the control tower situated at latitude 34°05'32", longitude 119°03'57", so as to be clearly visible for a distance of at least three (3) miles offshore. Safety observers will be on duty at all times when the warning flag is being displayed from the tower. Upon completion of firing, or if the scheduled firing is canceled for any reason, fishermen and small-boat operators will be notified as far in advance as possible by Marine Radio Broadcast.

(5844) (5) Persons, vessels or other craft shall not enter or remain in the danger zone when the warning flag is being displayed unless authorized to do so by the range officer in the control tower.

(5845) (6) The regulations in this section shall be enforced by the Commandant, Eleventh Naval District, San Diego, California, and such agencies as he may designate.

(5846)

§334.1125 Pacific Ocean Naval Air Weapons Station, Point Mugu Small Arms Range, Ventura County, California; danger zone.

(5847) (a) *The area*. A triangular area extending southerly into the waters of the Pacific Ocean from a point on the beach north of Point Mugu, California, as follows:

(5848) Station

(5849) 1–34°05'48"N.,119°07'03"W.

(5850) 2–34°03'20"N., 119°08'16"W.

(5851) 3–34°03'11"N., 119°07'39"W.

(5852) 4–34°05'42"N., 119°06'59"W.

(5853) 5–34°05'41"N., 119°06'51"W.

(5854) 6–34°05'45"N., 119°06'52"W.

(5855) (b) *The regulations*. (1) Range firing will normally take place between 7 a.m. and 5 p.m. Monday through Friday.

(5856) (2) The danger zone may be used at all times for navigation and fishing, except when advance notice of intention to use this area has been given by the enforcing agency by one or more of the following means:

(5857) (i) Notice published in Ventura County daily newspaper, at least two days in advance of the date of said use and in the local "Notice to Mariners."

(5858) (ii) Display of red flag from the tower at 34°05'53"N., 119°06'59"W.; or display of red flashing beacons in the case of night firing.

(5859) (iii) Radio broadcast on VHF-FM channel 16.

(5860) (iv) Notice to individual craft by visit of United States vessel.

(5861) (v) Telephone advice to such fisherman's organizations as may request, in writing, that such advice be given.

(5862) (3) Safety observers will be on duty at all times when the range is in use. Upon completion of firings, or if the scheduled firing is canceled for any reason, fishermen and small boat operators will be notified as far in advance as possible by Marine Radio Broadcast.

(5863) (4) Persons, vessels or other craft shall not enter or remain in the danger zone when the warning flag or beacon is being displayed unless authorized to do so by the range officer in the control tower.

(5864) (5) The regulations in this section shall be enforced by personnel attached to the Naval Air Weapons Station, Point Mugu, California, and by such other agencies as the Commandant, Eleventh Naval District, San Diego, California, may designate.

(5865)

§334.1126 Naval Base Ventura County, Point Mugu, California; Restricted Area.

(5866) (a) *The area*. The restricted area at Naval Base Ventura County Point Mugu incorporates its shorelines and connects the following points:

(5867) 34°7'9.9"N., 119°9'35.6"W. (up-coast shoreline point);

(5868) 34°7'00.0"N., 119°9'46.7"W.;

(5869) 34°6'44.9"N., 119°9'22.5"W.;

(5870) 34°6'30.2"N., 119°8'59.0"W.;

(5871) 34°6'20.5"N., 119°8'46.7"W.;

(5872) 34°6'08.4"N., 119°8'25.2"W.;

(5873) 34°5'53.7"N., 119°7'59.5"W.;

(5874) 34°5'45.9"N., 119°7'41.5"W.;

(5875) 34°5'40.1"N., 119°7'21.0"W.;

(5876) 34°5'33.6"N., 119°6'58.1"W.;

(5877) 34°5'31.2"N., 119°6'37.9"W.;

(5878) 34°5'31.0"N., 119°6'22.2"W.;

(5879) 34°5'32.9"N., 119°6'14.4"W.;
(5880) 34°5'44.7"N., 119°5'54.0"W.;
(5881) 34°5'45.2"N., 119°5'43.5"W.;
(5882) 34°5'41.0"N., 119°5'21.2"W.;
(5883) 34°5'42.2"N., 119°5'13.3"W.;
(5884) 34°5'27.8"N., 119°4'49.5"W.;
(5885) 34°5'17.9"N., 119°4'27.9"W.;
(5886) 34°5'05.7"N., 119°3'59.9"W.;
(5887) 34°5'17.9"N., 119°3'55.4"W. (down-coast shoreline point).

(5888) (b) *The regulation*. No vessels may enter the restricted area unless permission is obtained in advance from the Commanding Officer of Naval Base Ventura County, Contact Naval Base Ventura County Security at 805–989–7907.

(5889) (c) *Enforcement*. The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commanding Officer of Naval Base Ventura County, and such agencies or persons as he/she may designate.

(5890)

§334.1127 Naval Base Ventura County, Port Hueneme, California; Restricted Area.

(5891) (a) *The area*. The waters within Port Hueneme Harbor, beginning at the seaward ends of the two Port Hueneme Harbor entrance jetties, with the northwestern entrance jetty end occurring at 34°8'37.0"N., 119°12'58.8"W., and the southeastern entrance jetty occurring at 34°8'34.8"N, 119°12'43.2"W., and extending northeasterly to the shoreline.

(5892) (b) *The regulation*. No vessels or persons may enter the restricted area unless permission is obtained in advance from the Commanding Officer of Naval Base Ventura County. Commercial vessels that are required to make Advanced Notifications of Arrival shall continue to do so. All vessels must obtain clearance from "Control 1" over marine radio channel 06 VHF-FM prior to crossing the COLREGS (Collision Regulations) demarcation line. Vessels without marine radio capability must obtain clearance in advance by contacting "Control 1" via telephone at 805–982–3938 prior to crossing the COLREGS demarcation line. The COLREGS demarcation line is defined as a line approximately 1,500 feet in length connecting the seaward limits or ends of the two Port Hueneme Harbor entrance jetties, with the northwestern jetty end occurring at 34°8'37.0"N., 119°12'58.8"W., and the southeastern entrance jetty occurring at 34°8'34.8"N., 119°12'43.2"W. (NAD 83).

(5893) (c) *Enforcement*. The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commanding Officer of Naval Base Ventura County, and such agencies or persons as he/she may designate.

(5894)

§334.1130 Pacific Ocean, Western Space and Missile Center (WSMC), Vandenberg AFB, California; danger zones.

(5895) (a) *The area*. (1) The waters of the Pacific Ocean in an area extending seaward from the shoreline a distance of about three nautical miles and basically outlined as follows:

(5896) Station
(5897) Point Sal–34°54'08"N., 120°40'15"W.
(5898) 1–34°54'08"N., 120°44'00"W.
(5899) 2–34°52'48"N., 120°44'00"W.
(5900) 3–34°50'00"N., 120°40'30"W.
(5901) 4–34°44'50"N., 120°42'15"W.
(5902) 5–34°41'50"N., 120°40'12"W.
(5903) 6–34°35'12"N., 120°42'45"W.
(5904) 7–34°33'00"N., 120°41'05"W.
(5905) 8–34°30'40"N., 120°37'29"W.
(5906) 9–34°24'18"N., 129°30'00"W.
(5907) 10–34°23'34"N., 120°27'05"W.
(5908) 11–34°24'21"N., 120°24'40"W.
(5909) 12–34°27'20"N., 120°24'40"W.
(5910) Point Sal–34°54'08"N., 120°40'15"W.

(5911) (2) The danger area described in Paragraph (a) (1) of this section will be divided into zones in order that certain firing tests and operations, whose characteristics as to range and reliability permit, may be conducted without requiring complete evacuation of the entire area. These zones are described as follows:

(5912) (i) *Zone 1*. An area extending seaward about three nautical miles from the shoreline beginning at Point Sal,
(5913) 34°54'08", 120°40'15"; thence due west to
(5914) 34°54'08", 120°44'00"; thence to
(5915) 34°52'48", 120°44'00"; thence to
(5916) 34°50'00", 120°40'30"; thence due east to the shoreline at
(5917) 34°50'00", 120°36'30".

(5918) (ii) *Zone 2*. An area extending seaward about three nautical miles from the shoreline beginning at
(5919) 34°50'00", 120°36'30"; thence due west to
(5920) 34°50'00", 120°40'30", thence to
(5921) 34°45'28", 120°42'05"; thence due east to the shoreline at Purisima Point,
(5922) 34°45'28", 120°38'15".

(5923) (iii) *Zone 3*. An area extending seaward about three nautical miles from the shoreline beginning at Purisima Point
(5924) 34°45'28", 120°38'15"; thence due west to
(5925) 34°45'28", 120°42'05"; thence to
(5926) 34°44'50", 120°42'15"; thence to
(5927) 34°41'50", 120°40'12"; thence due east to the shoreline at the mouth of the Santa Ynez River,
(5928) 34°41'50", 120°36'20".

(5929) (iv) *Zone 4*. An area extending seaward about three nautical miles from the shoreline beginning at the mouth of the Santa Ynez River
(5930) 34°41'50", 120°36'20"; thence due west to
(5931) 34°41'50", 120°40'12"; thence to
(5932) 34°35'12", 120°42'45"; thence

(5933) 34°34'32", 120°42'15"; thence due east to the shoreline at Point Arguello,

(5934) 34°34'32", 120°39'03".

(5935) (v) *Zone 5.* An area extending seaward about three nautical miles from the shoreline beginning at Point Arguello,

(5936) 34°34'32", 120°39'03"; thence due west to

(5937) 34°34'32", 120°42'15"; thence to

(5938) 34°33'00", 120°41'05"; thence to

(5939) 34°30'40", 120°37'29"; thence due north to the shoreline at

(5940) 34°33'15", 120°37'29".

(5941) (vi) Zone 6. An area extending seaward about three nautical miles from the shoreline beginning at

(5942) 34°33'15", 120°37'29"; thence due south to

(5943) 34°30'40", 120°37'29"; thence due east to the shoreline at

(5944) 34°30'40", 120°30'10".

(5945) (vii) *Zone 7*. An area extending seaward about three nautical miles from the shoreline beginning at

(5946) 34°30'40", 120°30'10"; thence due west to

(5947) 34°30'40", 120°37'29"; thence to

(5948) 34°26'56", 120°33'06"; thence due east to the shoreline at Point Conception,

(5949) 34°26'56", 120°28'10".

(5950) (viii) *Zone 8*. An area extending seaward about three nautical miles from the shoreline beginning at Point Conception,

(5951) 34°26'56", 120°28'10"; thence due west to

(5952) 34°26'56", 120°33'06"; thence to

(5953) 34°24'18", 120°30'00"; thence to

(5954) 34°23'34", 120°27'05"; thence shoreward to Point Conception,

(5955) 34°26'56", 120°28'10".

(5956) (ix) *Zone 9*. An area extending seaward about three nautical miles from the shoreline beginning at Point Conception,

(5957) 34°26'56", 120°28'10"; thence seaward to

(5958) 34°23'34", 120°27'05"; thence to

(5959) 34°24'21", 120°24'40"; thence due north to the shoreline at

(5960) 34°27'20", 120°24'40".

(5961) (b) *The regulations*. (1) Except as prescribed in this section or in other regulations, danger zones will be open to fishing, location of fixed or movable oil drilling platforms and general navigation without restrictions.

(5962) (2) The stopping or loitering by any person or vessel is expressly prohibited within Danger Zone 4, between the mouth of the Santa Ynez River and Point Arguello, unless prior permission is obtained from the Commander, Western Space and Missile Center (WSMC) at Vandenberg AFB, California.

(5963) (3) The impacting or missile debris from launch operations will take place in any one or any group of zones in the danger areas at frequent and irregular intervals throughout the year. The Commander, WSMC, will announce in advance, the closure of zones hazarded by missile debris impact. Such advance announcements will appear in the weekly "Notice to Mariners." For the benefit of fishermen, small craft operators and drilling platform operators, announcements will also be made on radio frequency 2182 kc, 2638 kc, VHF channel 6 (156.30 MHz), VHF channel 12 (156.60 MHz), and VHF channel 16 (156.80 MHz) for daily announcements. Additionally, information will be posted on notice boards located outside Port Control Offices (Harbormasters) at Morro Bay, Port San Luis, Santa Barbara, Ventura, Channel Islands, and Port Hueneme Harbors, and any established harbor of refuge between Santa Barbara and Morro Bay.

(5964) (4) All fishing boats, other small craft, drilling platforms and shipping vessels with radios are requested to monitor radio frequency 2182 kc, 2638 kc, VHF channel 6 (156.30 MHz), channel 12 (156.60 MHz), or channel 16 (156.80 MHz) while in these zones for daily announcements of zone closures.

(5965) (5) When a scheduled launch operation is about to begin, radio broadcast notifications will be made periodically, starting at least 24 hours in advance. Additional contact may be made by surface patrol boats or aircraft equipped with a loudspeaker system. When so notified, all persons and all vessels shall leave the specified zone or zones immediately by the shortest route.

(5966) (6) The Commander, WSMC, will extend full cooperation relating to the public use of the danger area and will fully consider every reasonable request for its use in light of requirements for national security and safety of persons and property.

(5967) (7) Where an established harbor of refuge exists, small craft may take shelter for the duration of zone closure.

(5968) (8) Fixed or movable oil drilling platforms located in zones identified as hazardous and closed in accordance with this regulation shall cease operations for the duration of the zone closure. The zones shall be closed continuously no longer than 72 hours at any one time. Such notice to evacuate personnel shall be accomplished in accordance with procedures as established by the Commander, WSMC, the U.S. Department of the Interior, Minerals Management Service and the oil industry in the adjacent waters of the outer continental shelf.

(5969) (9) No seaplanes, other than those approved by the Commander, WSMC, may enter the danger zones during launch closure periods.

(5970) (10) The regulations in this section shall be enforced by personnel attached to WSMC and by such other agencies as may be designated by the Commander, WSMC.

(5971) (11) The regulations in this section shall be in effect until further notice. They shall be reviewed again during August 1994.

(5972)

§334.1140 Pacific Ocean at San Miguel Island, California; naval danger zone.

(5973) (a) *The area*. The waters around San Miguel Island, extending about 3 miles seaward from the shoreline within the following points:

(5974) A–34°01'32"N., 120°23'17"W.

(5975) B–33°58'48"N., 120°23'17"W.

(5976) C–33°58'48"N., 120°15'00"W.

(5977) D–34°02'50"N., 120°15'00"W.

(5978) E–34°05'45"N., 120°17'25"W.

(5979) F–34°07'00"N., 120°20'05"W.

(5980) G–34°09'18"N., 120°23'17"W.

(5981) H–34°03'09"N., 120°23'17"W.

(5982) (b) *Markers*. Range markers, as delineated below, are installed at points A and H for navigational purposes for both surface vessels and aircraft:

(5983) (1) At point A two triangular markers are installed facing southward, 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80-foot poles spaced 100 yards apart, each pole being placed on the line of longitude 120°23'17"W. and near the southerly shoreline at latitude 34°01'32"N. The southernmost marker is 20 feet below the other.

(5984) (2) At point H two triangular markers are installed facing true north 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80-foot poles spaced 100 yards apart, each pole being placed on the line of longitude 120°23'17"W. and near the northwesterly shoreline at latitude 34°03'09"N. The northernmost marker is 20 feet below the other.

(5985) (c) *The regulations*. (1) Except as prescribed in this section or in other regulations, the danger zone will be open to fishing and general navigation. Bomb drops between designated hours are expected to be intermittent, and when safe to do so, commercial fishing boats and other small craft will be granted permission to proceed through the danger zone. All vessels permitted to enter the zone during a scheduled bomb drop period, other than those owned or operated by the U.S. Government, shall proceed across the zone by the most direct route and clear the area as soon as possible. When bomb drops are not scheduled, the zone may be occupied without restriction.

(5986) (2) The anchoring, stopping or loitering by any person, vessel, fishing boat or recreational craft within the danger zone during scheduled firing/drop hours is expressly prohibited.

(5987) (3) The bomb drops will take place in the danger zone at frequent and irregular intervals throughout the year. Danger zone usage demands are identified in the Eleventh Coast Guard District, "Local Notice to Mariners". Announcements will also be made on marine radio channel 16, at 0800 local time, 1200 local time and/or 1 hour prior to bomb drop operations. Status of the zone and/or permission to enter, may be requested by calling "Plead Control" on marine channel 16 or by calling the Pacific Missile Test Center (PMTC) on telephone number (805) 982–8280 or 982–8841.

(5988) (4) The Commander, PMTC will extend full cooperation relating to the public use of the danger zone area and will fully consider every reasonable request for its use in light of requirements for national security and safety of persons and property.

(5989) (5) No seaplanes, other than those approved for entry by the Commander, PMTC, may enter the danger zone during firing periods.

(5990) (6) Landing by any vessel or going ashore by any person on San Miguel Island is specifically prohibited without prior permission of the Superintendent, Channel Islands National Park. Applications for such permission should be made to: Superintendent, Channel Islands National Park, 1699 Anchors Way Drive, Ventura, California 93003.

(5991) (7) The regulations in this section shall be enforced by personnel attached to the Pacific Missile Test Center, Point Mugu, California, and by such other agencies as the Commandant, 11th Naval District, San Diego, CA, may designate.

(5992) (8) The regulations in this section shall be in effect until further notice. They shall be reviewed in 1986.

(5993)

§334.1150 Monterey Bay, CA.

(5994) (a) *Firing range, Fort Ord, CA–*

(5995) (1) *The danger zone*. (i) A rectangular area in Monterey Bay, the southerly limit of which is an extension seaward of the southerly line of the Fort Ord Military Reservation boundary and bears 307° true, 8,000 yards from a point on the shore at latitude 36°37'47", longitude 121°50'28", and the northerly limit of which is a line bearing 307° true, 8,000 yards, from a point on the shore at latitude 36°41'57", longitude 121°48'30", opposite Marina, Monterey County, CA. The seaward boundary is a straight line joining the outer ends of the southerly and the northerly boundaries at the 8,000 yard range and is approximately parallel to the shore.

(5996) (ii) The danger zone is divided into a short range area, extending seaward from the shore a distance of 5,000 yards measured along the southerly and northerly boundaries, and a long range area embracing the entire danger zone.

(5997) (2) *The regulations*. (i) The 5,000 yard shore range is prohibited to all persons, vessels and craft, except those authorized by the enforcing agency, each week, between dawn and midnight from Monday through Friday and between dawn and dusk on Saturday and Sunday.

(5998) (ii) The area between the 5,000 yard short range and the 8,000 yard seaward boundary of the danger zone may be used at all times for navigation and fishing, except when advance notice of intention to use this area has been given by the enforcing agency by one or more of the following means.

(5999) (a) Notice published in Monterey County and Santa Cruz County daily newspapers, at least two days in advance of the date of said use.

(6000) (b) Display of red flags at Indian Head Beach and near the Point Pinos Lighthouse.

(6001) (c) Radio Broadcast.

(6002) (d) Notice to individual craft by a visit of a United States vessel.

(6003) (e) Telephone advice to such fishermen's organizations as may request, in writing, that such advice be given.

(6004) (iii) The regulations in this Paragraph will be enforced by the Commanding General, Fort Ord, California.

(6005) (b) *Navy mining operations area*–(1) *The danger zone*. Shoreward of a line beginning at the stack at about latitude 36°58'06", longitude 121°54'06"; thence 230° true, 6.0 miles; thence 140° true, 7.5 miles; thence 50° true to the shore.

(6006) (2) *The regulations.* The danger zone will be used for training in various phases of mine warfare operations. During the period from August 1 to February 15, inclusive, each year, no operations will be carried on which will involve placing any obstructions in the water nor will any operations be carried on at night. During the period from February 16 to July 31, inclusive, each year, operations may be carried on which will involve laying exercise mines and other moored or bottom obstructions. In each case when moored or bottom obstructions are laid a notice to mariners will be issued giving notice of their approximate location within the danger zone and all persons and vessels shall keep clear.

(6007)

§334.1160 San Pablo Bay, California; target practice area, Mare Island Naval Shipyard, Vallejo.

(6008) (a) *The danger zone*. A sector in San Pablo Bay adjacent to the westerly shore of Mare Island with a radius of 4,700 yards, centered at a point bearing 316° true, 3,605 yards, from Mare Island Strait Light 1, with limiting true bearings from that center of 266°30' and 222°.

(6009) (b) *The regulations*. The Commander, Mare Island Naval Shipyard, Vallejo, California, will conduct target practice in the area at intervals of which the public will be duly notified. At such times all persons and vessels shall stay clear.

(6010)

§334.1170 San Pablo Bay, California: gunnery range, Naval Inshore Operations Training Center, Mare Island, Vallejo.

(6011) (a) *The danger zone*. A sector in San Pablo Bay delineated by lines joining the following points:

(6012) 38°02'08"N., 122°25'17"W.

(6013) 38°02'21"N., 122°22'55"W.

(6014) 38°05'48"N., 122°19'34"W.

(6015) 38°07'46"N., 122°23'23"W.

(6016) **NOTE:** The danger zone will be used until September 30, 1982, after which it shall be subject to review to determine the further need thereof.

(6017) (b) *The Regulations*. The Commanding Officer, Coastal River Division Eleven, Department of the Navy, Mare Island, Vallejo, California, will conduct gunnery practice in the area during the period April 1 through September 30, between the hours of 10 a.m. and 3 p.m. on the first Wednesday of each month and the third full weekend (Saturday and Sunday) of June. No persons or vessels shall enter or remain in the danger zone during the above stated periods except those persons and vessels connected with the gunnery practice operations. All firing will be from the southerly portion of the danger zone in a northerly direction, and only during good visibility. The public will be notified prior to each firing by a Notice to Mariners issued by the U.S. Coast Guard and the area will be patrolled by boat and searched by radar to insure a clear range. A safety officer will always be aboard the firing boat to guarantee that all safety precautions are observed. The regulations in this section will be enforced by the Commandant, 12th Naval District and such agencies as he may designate.

(6018)

§334.1175 Pacific Ocean, at Camp Rilea, Clatsop County, Oregon; Danger Zone.

(6019) (a) *The danger zone*. The danger zone shall encompass all navigable waters of the United States, as defined at 33 CFR part 329, within an area bounded as follows: Beginning at

(6020) 46°09′00.32″N, 123°57′52.57″W; thence to

(6021) 46°09′00.32″N, 124°01′03.92″W; thence to

(6022) 46°05′25.38″N, 124°01′03.92″W; thence to

(6023) 46°05′25.38″N, 123°56′23.19″W. The datum for these coordinates is WGS84.

(6024) (b) *The regulations*. (1) No person or vessel shall enter or remain in the danger zone when restrictions are in force during weapons range training activities. At all other times, nothing in this regulation prohibits any lawful uses of this area.

(6025) (2) A schedule for proposed closures of the danger zone will be furnished to the Coast Guard, Astoria Command Center one week in advance of range training activities to provide local notice to mariners. Changes to the schedule made less than one week in advance of the event will be transmitted to the Command Center on the day the change is made.

(6026) (3) At least 30 minutes prior to restricting navigation in the danger zone, red flags will be raised on wooden poles immediately next to the beach at the north and south boundaries of Camp Rilea. The red flags will remain flying while the ranges are in use. During night weapons training activities, red lights will be substituted for the flags. Closure announcements will be broadcast over marine VHF Channel 16/19. When range training activities are completed, the red flags will be removed and an announcement made over marine VHF Channel 16/19 that restrictions are lifted.

(6027) (4) When restrictions are in force, Camp Rilea will visually monitor the danger zone using radar and guards, equipped with binoculars and two-way radios, posted on the beach near the north and south boundaries of the

Camp. If a vessel is detected in the danger zone, a cease fire will be called on all active weapons ranges and Camp Rilea will attempt to contact the vessel using marine VHF radio. Cease fire will be maintained until the vessel leaves the danger zone.

(6028) (c) *Enforcement.* The regulations in this section shall be enforced by the Commanding Officer, Camp Rilea, Oregon and such agencies as he/she may designate.

(6029)

§334.1180 Strait of Juan de Fuca, Washington; air-to-surface weapon range, restricted area.

(6030) (a) *The restricted area*. A circular area immediately west of Smith Island with a radius of 1.25 nautical miles having its center at latitude 48°19'11" North and longitude 122°54'12" West. In the center of the area will be located a lighted and radar reflective buoy to serve as a navigational aid to mariners. The area will be used for air-to-surface target practice using non-explosive training devices.

(6031) (b) *The regulations*. (1) No person, vessel or other watercraft shall enter or remain within the designated restricted area between 0700 and 1200 hours daily, local time except as authorized by the enforcing agency and as follows: The area will be open to commercial gill net fishing during scheduled fishing periods from June 15 to October 15, annually. The October 15 closure date will be extended by the enforcing agency if determined as advantageous to the commercial gill net fishing by the Washington State Department of Fisheries.

(6032) (2) Prior to each target practice operation the restricted area will be patrolled by naval aircraft. Those persons and vessels found within the restricted area will be overflown by the aircraft at an altitude of not less than 300' in the direction in which the unauthorized person and vessel are to proceed to clear the area.

(6033) (c) The regulations in this section shall be enforced by the Commandant, Thirteenth Naval District, Seattle, Washington, and such agencies as he may designate.

(6034)

§334.1190 Hood Canal and Dabob Bay, WA; naval non-explosive torpedo testing areas.

(6035) (a) *Hood Canal in vicinity of Bangor*–(1) *The area*. All waters of Hood Canal between latitude 47°46'00" and latitude 47°42'00", exclusive of navigation lanes one-fourth nautical mile wide along the west shore and along the east shore south from the town of Bangor (latitude 47°43'28").

(6036) (2) *The regulations*. (i) The area will be used intermittently by the Navy for non-explosive torpedo ranging. Launching will be conducted only between 8 a.m., and sunset on days other than Saturdays, Sundays, and holidays. At no time will the navigation lanes generally paralleling the shore be closed to navigation.

(6037) (ii) Navigation will be permitted within the area at all times except when naval exercises are in progress. No vessel shall enter or remain in the area when such exercises are in progress. Prior to commencement of an exercise, the Navy will make an aerial or surface reconnaissance of the area. Vessels underway and laying a course through the area will not be interfered with, but they shall not delay their progress. Vessels anchored or cruising in the area and vessels unobserved by the Navy reconnaissance which enter or are about to enter the area while a torpedo is in the water will be contacted by a Navy patrol boat and advised to steer clear. Torpedoes will be tested only when all vessels or other craft have cleared the area.

(6038) (iii) When operations are in progress, use of the area will be indicated by the presence of Naval vessels flying a "Baker" (red) flag.

(6039) (iv) Notices of temporary suspension and revival of operations will be published in local newspapers and in Notice to Mariners published by the United States Coast Guard.

(6040) (b) *Dabob Bay in the vicinity of Quilcene*–(1) *The area*. All waters of Dabob Bay beginning at latitude 47°39'27", longitude 122°52'22"; thence northeasterly to latitude 47°40'19", longitude 122°50'10"; thence northeasterly to a point on the mean high water line at Takutsko Pt.; thence northerly along the mean high water line to latitude 47°48'00"; thence west on latitude 47°48'00" to the mean high water line on the Bolton Peninsula; thence southwesterly along the mean high water line of the Bolton Peninsula to a point on longitude 122°51'06"; thence south on longitude 122°51'06" to the mean high water line at Whitney Pt.; thence along the mean high water line to a point on longitude 122°51'15"; thence southwesterly to the point of beginning.

(6041) (2) *The regulations*. (i) Propeller-driven or other noise- generating craft shall not work their screws or otherwise generate other than incidental noise in the area during periods of actual testing, which will be indicated by flashing red beacons at strategic locations, and all craft shall keep well clear of vessels engaged in such testing.

(6042) (ii) No vessel shall trawl or drag in the area.

(6043) (iii) No vessel shall anchor in the area except between the shore and the 10-fathom depth line.

(6044) (iv) Operations will normally be confined to the period from 9:30 a.m., to 2:30 p.m., on Mondays through Fridays, and will normally consist of intermittent tests of less than 30 minutes duration, with boat passage permitted between tests. Transits of log-tows and other slow-moving traffic will be arranged on a mutually satisfactory individual basis as appropriate. Emergencies or high-priority projects may occasionally cause operations outside the periods specified above. No operations will be conducted on Sundays.

(6045) (c) The regulations in this section shall be enforced by the Commandant, Thirteenth Naval District, and such agencies as he may designate.

(6046)

§334.1200 Strait of Juan de Fuca, eastern end;

off the westerly shore of Whidbey Island; naval restricted areas.

(6047) (a) *Area No. 1*. Bounded by a line commencing at
(6048) 48°20'57"N., 122°40'39"W.; thence to
(6049) 48°20'40"N., 122°42'59"W.; thence to
(6050) 48°21'19"N., 122°43'02"W.; thence to
(6051) 48°21'13"N., 122°40'26"W.; and thence along the shore line to the point of beginning.
(6052) (b) *Area No. 2.* Bounded by a line commencing at
(6053) 48°21'53"N.; 122°40'00"W.; thence to
(6054) 48°23'12"N., 122°41'17"W.; thence to
(6055) 48°23'29"N., 122°40'22"W.; thence to
(6056) 48°22'21"N., 122°39'50"W.; and thence along the shore line to the point of beginning.
(6057) (c) *The regulations*. (1) Persons and vessels shall not enter these areas except at their own risk.
(6058) (2) All persons and vessels entering these areas shall be obliged to comply with orders received from naval sources pertaining to their movements while in the areas.
(6059) (3) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he/she may designate.

(6060)

§334.1210 Admiralty Inlet, entrance; naval restricted area.

(6061) (1) *The area*. Beginning at Point Wilson Light thence southwesterly along the coast line to latitude 48°07'N.; thence northwesterly to a point at latitude 48°15'N., longitude 123°00'W.; thence due east to Whidbey Island; thence southerly along the coast line to latitude 48°12.5'N.; thence southerly to the point of beginning.
(6062) (2) *The regulations*. (i) Use of any equipment such as anchors, fishing gear, grapnels, etc., which may foul underwater installations within the restricted area, is prohibited. Dumping of any non-buoyant objects in this area is prohibited.
(6063) (ii) The regulations of this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he/she may designate.

(6064)

§334.1215 Port Gardner, Everett Naval Base, Naval Restricted Area, Everett, Washington.

(6065) (a) *The area*. The waters of Port Gardner and East Waterway surrounding Naval Station Everett beginning at Point 1, a point near the northwest corner of Naval Station Everett at
(6066) 47°59'40"N., 122°13'23.5"W.; thence to
(6067) 47°59'40"N., 122°13'30"W. (Point 2); thence to
(6068) 47°59'20"N., 122°13'33"W. (Point 3); thence to
(6069) 47°59'13"N., 122°13'38"W. (Point 4); thence to
(6070) 47°59'05.5"N., 122°13'48.5"W. (Point 5); thence to
(6071) 47°58'51"N., 122°14'04"W. (Point 6); thence to
(6072) 47°58'45.5"N., 122°13'53"W. (Point 7); thence to
(6073) 47°58'45.5"N., 122°13'44"W. (Point 8); thence to
(6074) 47°58'48"N., 122°13'40"W. (Point 9); thence to
(6075) 47°58'59"N., 122°13'30"W. (Point 10); thence to
(6076) 47°59'14"N., 122°13'18"W. (Point 11); thence to
(6077) 47°59'13"N., 122°13'12"W. (Point 12); thence to
(6078) 47°59'20"N., 122°13'08"W. (Point 13); thence to
(6079) 47°59'20"N., 122°13'02.5"W. (Point 14), a point upon the Naval Station's shore in the northeast corner of East Waterway.
(6080) (b) *The regulation*. (1) All persons and vessels are prohibited from entering the waters within the restricted area for any reason without prior written permission from the Commanding Officer of the Naval Station Everett.
(6081) (2) Mooring, anchoring, fishing and/or recreational boating shall not be allowed within the restricted area without prior written permission from the Commanding Officer, Naval Station Everett.
(6082) (c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commanding Officer, Naval Station Everett and such agencies and persons as he/she shall designate.

(6083)

§334.1220 Hood Canal, Bangor, naval restricted areas.

(6084) (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
(6085) 47°46'18"N, 122°42'18"W; thence
(6086) 47°46'32"N, 122°42'20"W; thence to
(6087) 47°46'38"N, 122°42'52"W; thence to
(6088) 47°44'15"N, 122°44'50"W; thence to
(6089) 47°43'53"N, 122°44'58"W; thence to
(6090) 47°43'17"N, 122°44'49"W.
(6091) (2) *Area No. 2*. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at
(6092) 47°46'26"N, 122°42'49"W.
(6093) (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.
(6094) (ii) *Area No. 2*. (A) The area will be used intermittently by the navy for magnetic silencing operations.
(6095) (B) Use of any equipment such as anchors, grapnels, etc., which may foul underwater installations within the restricted area, is prohibited at all times.
(6096) (C) Dumping of any nonbuoyant objects in this area is prohibited.
(6097) (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.
(6098) (E) When magnetic silencing operations are in 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.
(6099) (4) *Enforcement*. The regulations in this subsection shall be enforced by the Commander, Naval Submarine Base Bangor, or his/her authorized representative.

(6100)

§334.1230 Port Orchard; naval restricted area.

(6101) (1) *The area*. Shoreward of a line beginning at a point on the west shoreline of Port Orchard bearing 90° from stack (at latitude 47°42'01", longitude 122°36'54"); thence 90°, approximately 190 yards, to a point 350 yards from stack; thence 165°, 6,000 yards, to a point bearing 179°, 1,280 yards, from Battle Point Light; thence westerly to the shoreline at latitude 47°39'08" (approximate location of the Brownsville Pier).

(6102) (2) *The regulations*. (i) No vessel shall, at any time, anchor or tow a drag of any kind in this area.

(6103) (ii) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he/she may designate.

(6104)

§334.1240 Sinclair Inlet; naval restricted areas.

(6105) (a) *Sinclair Inlet; naval restricted areas*.

(6106) (1) *Area No. 1*. All the waters of Sinclair Inlet westerly of a line drawn from the Bremerton Ferry Landing at 47°33'48"N., 122°37'23" W., on the north shore of Sinclair Inlet; and 47°32'52"N., 122°36'58"W., on the south shore of Sinclair Inlet.

(6107) (2) *Area No. 2*. That area of Sinclair Inlet to the north and west of an area bounded by a line commencing at

(6108) 47°33'40"N., 122°37'32"W.; thence south to

(6109) 47°33'36"N., 122°37'30"W.; thence southwest to

(6110) 47°33'23"N., 122°37'45"W.; thence southwest to

(6111) 47°33'19"N., 122°38'12"W.; thence southwest to

(6112) 47°33'10"N., 122°38'19"W.; thence southwest to

(6113) 47°33'07"N., 122°38'29"W.; thence southwest to

(6114) 47°33'04"N., 122°39'07"W.; thence west to the north shore of Sinclair Inlet at

(6115) 47°33'04"N., 122°39'42"W.

(6116) (3) *The regulations*. (i) *Area No. 1*. No vessel of more than, or equal to, 100 gross tons shall enter the area or navigate therein without permission from the enforcing agency, except Washington State Ferries on established routes.

(6117) (ii) *Area No. 2*. This area is for the exclusive use of the United States Navy. No person, vessel, craft, article or thing, except those under supervision of military or naval authority shall enter this area without permission from the enforcing agency.

(6118) (b) *Enforcement*. The regulation in this section shall be enforced by the Commander, Navy Region Northwest, and such agencies and persons as he/she shall designate.

(6119)

§334.1244 Puget Sound, Manchester Fuel Depot, Manchester, Washington; naval restricted areas.

(6120) (a) *The area*. The waters of Puget Sound surrounding the Manchester Fuel Depot Point A, a point along the northern shoreline of the Manchester Fuel Depot at

(6121) 47°33'55"N., 122°31'55"W.; thence to

(6122) 47°33'37"N., 122°31'50"W. (Point B); thence to

(6123) 47°33'32"N., 122°32'06"W. (Point C); thence to

(6124) 47°33'45.9"N., 122°32'16.04"W.(Point D), a point in Puget Sound on the southern shoreline of the Manchester Fuel Depot.

(6125) (b) *The regulations*. No person, vessel, craft, article or thing except those under the supervision of the military or naval authority shall enter the area without the permission of the enforcing agency or his/her designees. The restriction shall apply during periods when a ship is loading and/or pier operations preclude safe entry. The restricted periods will be identified by the use of quick flashing beacon lights, which are mounted on poles at the end of the main fuel pier on the south side of Orchard Point at the entrance of Rich Passage. Entry into the area is prohibited when the quick-flashing beacons are in a flashing mode.

(6126) (c) *Enforcement.* The regulation in this section shall be enforced by the Commander, Navy Region Northwest, and such agencies and persons as he/she shall designate.

(6127)

§334.1250 Carr Inlet, Naval Restricted Areas.–

(6128) (1) *The Area*. The Waters of Carr Inlet bounded on the southeast by a line running from Gibson Point on Fox Island to Hyde Point on McNeil Island, on the northwest by a line running from Green Point (at latitude 47°16'54"N., longitude 122°41'33"W.) to Penrose Point; plus that portion of Pitt Passage extending from Carr Inlet to Pitt Island, and that portion of Hale Passage extending from Carr Inlet southeasterly to a line drawn perpendicular to the channel 500 yards northwesterly of the Fox Island Bridge.

(6129) (2) *The Regulations*. (i) The area shall be used as an acoustic range for research studies and special noise trials. No explosives shall be used.

(6130) (ii) No marine craft of any type shall at any time approach or remain within one hundred yards of the hydrophone buoys. The hydrophone buoys will be anchored in Carr Inlet on a line perpendicular to the course line opposite Ketner's Point, and about one mile from the Fox Island shore. The course line, or range, will bear 134°38'21" (314°38'21") true, and will be marked by range beacons erected near the shoreline approximately one mile north-northeast of Steilacoom and approximately two miles north-northeast of Home.

(6131) (iii) *Buoy Testing Area*. No vessel shall, at anytime, anchor or tow a drag of any kind within 1,000 yards of the buoy testing area.

(6132) (iv) The remainder of the area shall be open to navigation at all times except when the range is in use or when hydrophones are being calibrated. When the range is in use or hydrophones are being calibrated, quick flashing beacon lights will be displayed on signal towers located at Gibson Point, Green Point, Penrose Point, Pitt Island and Hyde Point. These beacon lights will be either red or green. The beacon lights will show quick flashing every two seconds. The ranging of vessels or calibration of hydrophones requiring restrictions will be conducted 24 hours per day for up to 5 days consecutively, and will

total approximately 150 days spread throughout the year. Shutting off of beacon lights will indicate termination of use of the range. Insofar as possible, the schedule of operations giving the days the range will be in use for each forthcoming month will be published in local newspapers and in the local U.S. Coast Guard Notice to Mariners.

(6133) (v) When the red beacon lights are displayed, indicating that the range is in use or hydrophones are being calibrated, navigation within the area will be restricted as follows:

(6134) (a) As used in this section, the words "operate, power vessel, and non-power vessel" are defined as follows:

(6135) (1) "Operate": To be physically present in the designated area.

(6136) (2) "Power vessel": A vessel propelled principally by a mechanical propulsion system (i.e., gasoline, diesel, steam or electric drive to a propeller, pump jet, paddle wheel or other device), and being propelled by that means.

(6137) (3) "Non-power vessel": A vessel not equipped with a mechanical propulsion system, such as a rowboat, canoe, or sailboat propelled by oars, paddles, or sails, respectively.

(6138) (b) Power vessels shall not operate within the area, except that traffic in either direction between Hale Passage and upper Carr Inlet, within 200 yards of the low water mark off Green Point, will be cleared by signal for approximately 15 minutes total time within this area at the termination of individual ranging runs, while the vessel being ranged takes position for the next run. Clearance to traverse the area around Green Point will be indicated by extinguishing the red flashing beacon lights and displaying the green flashing beacon lights on all signal towers.

(6139) (c) Non-powered marine craft shall not operate within one mile of the course line bearing 134°38'21" (314°38'21") true, and within two miles to the southeast and two miles to the northwest of the hydrophone buoys situated in Carr Inlet opposite Ketner's Point; provided, however, non-powered craft may operate within four hundred yards of the low water mark on the northeast side of McNeil Island, within two hundred yards of the low water mark at Green Point, and within two hundred yards of the low water mark on the southwest shore of Fox Island.

(6140) (d) Towboats shall have free access and egress to designated tow havens within Carr Inlet, as follows: The Navy will establish and maintain suitable mooring buoys for the use of tugs and their tows at the following points: (1) approximately 1,500 yards northwest of Gibson Point Light and approximately 400 yards offshore from the low water mark on the Fox Island shore; (2) approximately 1,500 yards northwest of Hyde Point and approximately 400 yards offshore from the low water mark on McNeil Island shore; and (3) approximately 1,500 yards east of Wyckoff Shoal. Towboats will signal by radio (Marine Band Channel 14, 13, 12, or 6) or telephone as far in advance as possible of the time they enter the tow haven, such signals to be directed to "Carr Inlet Range Control" at the range instrument laboratory building located on Fox Island. The Navy shall promptly suspend operations when necessary to permit the access and egress of such tow traffic, and Carr Inlet Range Control shall signal the tows when the area is clear.

(6141) (e) Through commercial traffic, including tows, to points within Carr Inlet, and through Carr Inlet, Pitt Passage and Hale Passage to adjacent waters will be permitted free access and egress, as follows: Such traffic will signal by radio (Marine Band Channel 14, 13, 12, or 6) or telephone as far in advance as possible of the time they enter the area, such signals to be directed to "Carr Inlet Range Control" at the range instrument laboratory located on Fox Island. The Navy shall promptly suspend operations when necessary to permit the passage of such traffic, and Carr Inlet Range Control shall signal when the area is clear for passage.

(6142) (f) The warden of the McNeil Island penitentiary and his authorized representatives shall be permitted to operate within the area at any time, as may be necessary, for the patrol and search for escaped convicts.

(6143) (g) Red or green signal flags will be displayed on the signal towers in case of failure of the red or green beacon lights. The display of the signal flags at the top of the flag masts will have the same significance as the beacon lights.

(6144) (3) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he may designate.

(6145)

§334.1260 Dabob Bay, Whitney Point, Naval Restricted Area.

(6146) (1) *The area.* Beginning at the high water line along the westerly shore of Dabob Bay, 100 yards northerly of the Naval control building located at approximately N. latitude 47°45'36" and W. longitude 122°51'00", thence S. 89°59'E. 2000 yards, thence to S. 00°01'W. 200 yards thence N. 89°59'W. approximately 2000 yards to the high water line 100 yards southerly of the control building.

(6147) (2) *The regulations*. (i) No vessel shall, at any time, anchor or tow a drag of any kind in this area.

(6148) (ii) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, or his/her authorized representative.

(6149)

§334.1270 Port Townsend, Indian Island, Walan Point; naval restricted area.

(6150) (a) *The area*. The waters of Port Townsend Bay bounded by a line commencing on the north shore of Walen Point at

(6151) 48°04'42"N., 122°44'30"W.; thence to

(6152) 48°04'50"N., 122°44'38"W.; thence to

(6153) 48°04'52"N., 122°44'57"W.; thence to

(6154) 48°04'44"N., 122°45'12"W.; thence to

(6155) 48°04'26"N., 122°45'21"W.; thence to

(6156) 48°04'10"N., 122°45'15"W.; thence to

(6157) 48°04'07"N., 122°44'49"W.; thence to a point on the Walen Point shoreline at

(6158) 48°04'16"N., 122°44'37"W.

(6159) (b) *The regulations*. This area is for the exclusive use of the U.S. Navy. No person, vessel, craft, article or thing shall enter the area without permission of the enforcing agency. The restrictions shall apply during periods when ship loading and/or pier operations preclude safe entry. The periods will be identified by flying a red flag from the ship and/or pier.

(6160) (c) *Enforcement.* The regulation in this section shall be enforced by Commander, Navy Region Northwest and such agencies and persons as he/she shall designate.

(6161)

§334.1340 Pacific Ocean, Hawaii; danger zones.

(6162) (a) *Danger zones–*

(6163) (1) *Aerial bombing and strafing target surrounding Kaula Rock, Hawaii*. The waters within a circular area with a radius of three (3) miles having its center on Kaula Rock at 21°39'30"N., 160°32'30"W.

(6164) (2) *Submerged unexploded ordnance danger zone, Kahoolawe Island, Hawaii*. The waters adjacent to Kahoolawe Island within the area encompassed by the following coordinates beginning at

(6165) 20°37'30"N., 156°32'48"W.; thence to

(6166) 20°34'48"N., 156°30'24"W.; thence to

(6167) 20°28'54"N., 156°30'30"W.; thence to

(6168) 20°28'06"N., 156°41'48"W.; thence to

(6169) 20°30'30"N., 156°44'12"W.; thence to

(6170) 20°33'12"N., 156°44'30"W.; thence to

(6171) 20°37'30"N., 156°36'24"W.; thence to the beginning coordinates.

(6172) (b) *The regulations*. No person, vessel or other craft shall enter or remain in any of the areas at any time except as authorized by the enforcing agency.

(6173) (c) *Enforcing agency*. The regulations in this section shall be enforced by the Commander, Naval Base Pear Harbor, HI 96860-5020 and such agencies as he/she may designated.

(6174)

§334.1350 Pacific Ocean, Island of Oahu, Hawaii; danger zone.

(6175) (a) *The danger zone*. Beginning at point of origin at Kaena Point Light in

(6176) 21°34'42"N., 158°16'54"W.; thence on a bearing of 282°30' True to

(6177) 21°38'N., 158°33'W.; thence along the arc of a circle centered at Kaena Point Light to

(6178) 21°42'30"N., 158°03'W.; thence on a bearing of 228° True to

(6179) 21°35'33"N., 158°11'30"W.; thence to point of origin.

(6180) (b) *The regulations*. (1) The area will be closed to the public and all shipping on specific dates to be designated for actual firing and no person, vessel or other craft shall enter or remain in the area during the times designated for firing except as may be authorized by the enforcing agency. Notification to maritime interests of specific dates of firing will be disseminated through the U.S. Coast Guard media of the Local Notice to Mariners and the NOTAMS published by the Corps of Engineers. On dates not specified for firing, the area will be open to normal maritime traffic.

(6181) (2) The regulations of this section shall be enforced by the Commanding General, United States Army, Hawaii/25th Infantry Division, APO 957, and such agencies as he may designate.

(6182)

§334.1360 Pacific Ocean at Barber's Point, Island of Oahu, Hawaii; danger zone.

(6183) (a) *The danger zone*. The waters within a rectangular area beginning at a point in

(6184) 21°17'56"N., 158°05'21"W.; thence to

(6185) 21°17'30"N., 158°05'21"W.; thence to

(6186) 21°17'58"N., 158°02'49"W.; thence to

(6187) 21°18'24"N., 158°02'49"W.; thence along the shoreline at the highwater mark along the southerly boundary of Naval Air Station, Barbers Point, to the point of beginning.

(6188) (b) *The regulations*. (1) The area is closed to all surface craft, swimmers, divers and fishermen except to craft and personnel authorized by the enforcing agency.

(6189) (2) The regulations in this section shall be enforced by the Commanding Officer, Naval Air Station, Barber's Point, HI 96862, and such agencies as he/she may designate.

(6190)

§334.1370 Pacific Ocean at Keahi Point, Island of Oahu, Hawaii; danger zone.

(6191) (a) *The danger zone*. The waters within an area beginning at a point in

(6192) 21°18'21.4"N., 157°59'14.2"W.; thence to

(6193) 21°18'11.0"N., 158°00'17.5"W.; thence to

(6194) 21°17'11.8"N., 158°00'06.5"W.; and thence to

(6195) 21°17'22.5"N., 157°59'03.1"W.

(6196) (b) *The regulations*. (1) The area is closed to all surface craft, swimmers, divers, and fishermen except to craft and personnel authorized by the enforcing agency.

(6197) (2) The regulations in this section shall be enforced by the Commanding Officer, Explosive Ordnance Disposal Training and Evaluation Unit One, Barbers Point, HI 96862-5600.

(6198)

§334.1380 Marine Corps Base Hawaii, (MCBH) Kaneohe Bay, Island of Oahu, Hawaii-Ulupau Crater Weapons Training Range; danger zone.

(6199) (a) *The danger zone*. The area within a sector extending seaward a distance of 3.8 nautical miles between radial lines bearing 357.1° true and 124.9° true, respectively, from a starting point on Mokapu Peninsula at 21°27'11.84"N., 157°43'53.83"W., and overlapping the existing 500-yard wide prohibited area. The danger zone is defined as a pie-shaped area bounded by the landward

starting point on Mokapu Peninsula and the three seaward points forming an arc with a 3.8 nautical-mile radius at its center (Point B) with a radial line bearing 56.9° true. The three seaward points have the following coordinates:

(6200) Point A: 21°30'59.66"N., 157°44'05.97"W.

(6201) Point B: 21°29'16.58"N., 157°40'30.19"W.

(6202) Point C: 21°25'01.79"N., 157°40'33.70"W.

(6203) (b) *The regulations*. (1) Weapons firing at Ulupau Crater Weapons Training Range may occur at any time between 6 a.m. and 11 p.m., Monday through Sunday. Specific dates and hours for weapons firing, along with information regarding onshore warning signals, will be promulgated by the U.S. Coast Guard's Local Notice to Mariners. Information on weapons firing schedules may also be obtained by calling the MCBH Range Manager, AC/S G-3 (telephone number 808 257–8816/17).

(6204) (2) Whenever live firing is in progress during daylight hours, two large red triangular warning pennants will be flown at each of two highly visible and widely separated locations on the shore at Ulupau Crater.

(6205) (3) Whenever any weapons firing is scheduled and in progress during periods of darkness, flashing red warning beacons will be displayed on the shore of Ulupau Crater.

(6206) (4) Boaters will have complete access to the danger zone whenever there is no weapons firing scheduled, which will be indicated by the absence of any warning flags, pennants or beacons displayed ashore.

(6207) (5) The danger zone is not considered safe for boaters whenever weapons firing is in progress. Boaters shall expeditiously vacate the danger zone at best speed and by the most direct route whenever weapons firing is scheduled. Passage of vessels through the danger zone when weapons firing is in progress will be permitted, but boaters shall proceed directly through the area at best speed. Weapons firing will be suspended as long as there is a vessel in the danger zone. Whenever a boater disregards the publicized warning signals that hazardous weapons firing is scheduled, the boater will be personally requested to expeditiously vacate the danger zone by MCBH Kaneohe Bay military personnel utilizing by hailing the vessel on VHF channel 16 or contacting directly by U.S. Navy surface craft.

(6208) (6) Observation posts will be manned whenever any weapons firing is scheduled and in progress. Visibility will be sufficient to maintain visual surveillance of the entire danger zone and for an additional distance of 5 miles in all directions whenever weapons firing is in progress.

(6209) (c) *The enforcing agency*. The regulations shall be enforced by the Commanding Officer, MCB Hawaii, Kaneohe Bay and such agencies as he/she may designate.

(6210)

§334.1390 Pacific Ocean off the Pacific Missile Range Facility at Barking Sands, Island of Kauai, Hawaii; danger zone.

(6211) (a) *The danger zone*. All navigable waters within an area beginning at a point on the shore at

(6212) 22°04′13.65″N, 159°46′30.76″W; and continue south along the shoreline to

(6213) 21°58′42.77″N, 159°45′26.35″W. Thence extending southwest to

(6214) 21°56′6.00″N, 159°46′55.91″W extending northwest to

(6215) 21°58′59.81″N, 159°50′51.42″W, continuing north to

(6216) 22°02′28.09″N, 159°51′28.15″W, and continuing northeast to

(6217) 22°06′30.71″N, 159°49′20.43″W; and thence to point of beginning. All coordinates reference 1983 North American Datum (NAD 83).

(6218) (b) *The regulations*. (1) Dredging, dragging, seining, and other similar operations within the danger zone are prohibited.

(6219) (2) All persons, boats, vessels, or other craft are prohibited from entering, transiting, or remaining within the danger zone during range operations, test and training activities, or increases in force protection that pose a hazard to the general public, as determined by the enforcing agency. The enforcing agency's determination of the necessity of closing the danger zone due to increases in force protection will be based on the Department of Defense Force Protection Condition (FPCON) System. From the lowest security level to the highest, FPCON levels are titled Normal, Alpha, Bravo, Charlie and Delta.

(6220) (3) Closure of the danger zone will be indicated by Notice to Mariners, the presence of Pacific Missile Range Facility range boats, beach markings including beach signs along the north and south beach borders alerting shoreline foot traffic, security patrols, and radio transmissions on common ocean frequencies to include Marine band channel 6 (156.300 MHz), Marine band channel 16 (156.800 MHz), and CB channel 22. The enforcing agency will post the danger zone closure schedule on its official Navy Web site, http://www.cnic.navy.mil/PMRF/, and Facebook page, http://www.facebook.com/PacificMissileRangeFacility. The danger zone closure schedule may also be obtained by calling the following phone numbers: 808–335–4301, 808–335–4388, and 808–335–4523.

(6221) (4) Consistent with paragraph (b)(2) of this section, the enforcing agency is authorized to prohibit access into the danger zone by anyone, and all willful violations of the enforcing agency's prohibitions are punishable under 33 U.S.C. 3.

(6222) (c) *The enforcing agency*. The regulations in this section shall be enforced by the Commanding Officer, Pacific Missile Range Facility, Hawaii and such agencies or persons as he or she may designate.

(6223)

§334.1400 Pacific Ocean, at Barbers Point, Island of Oahu, Hawaii; restricted area.

(6224) (a) *The area*. That portion of the Pacific Ocean lying offshore of Oahu between Ewa Beach and Barbers Point, basically outlined as follows:

(6225) Station
(6226) A (shoreline)–21°18'06"N., 158°04'24"W.
(6227) B–21°17'00"N., 158°03'30"W.
(6228) C–21°15'00"N., 158°03'18"W.
(6229) D–21°15'36"N., 158°01'06"W.
(6230) E (shoreline)–21°18'30"N., 158°02'00"W.
(6231) (b) *The regulations*. (1) Vessels shall not anchor within the area at any time.
(6232) (2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.
(6233) (3) Use of the restricted area for boating, fishing (except as prohibited in Paragraph (b)(2) of this section) and other surface activities is authorized.
(6234) (4) The regulations in this section shall be enforced by the Officer in Charge, Fleet Area Control and Surveillance Facility, Pearl Harbor, Hawaii 96860-7625, and such agencies as he/she may designate.

(6235)

§334.1410 Pacific Ocean, at Makapuu Point, Waimanalo, Island of Oahu, Hawaii, Makai Undersea Test Range.

(6236) (a) *The restricted area*. The waters within an area beginning at a point in
(6237) 21°18'50"N., 157°39'07"W.; thence to
(6238) 21°20'33"N., 157°38'00"W.; thence to
(6239) 21°22'02"N., 157°39'07"W.; and thence to
(6240) 21°19'35"N., 157°40'46"W.
(6241) (b) *The regulations*. (1) During critical testing phases of surface and submerged units, the operating officials of the Makai Test Range will mark in a conspicuous manner the location of the equipment which might be subject to damage from navigation and fishing activities or might represent a hazard to persons or property in the vicinity. During the display of signals in the restricted area, all persons and surface craft will remain away from the area until such time as the signals are withdrawn. At all other times the area is open to unrestricted fishing, boating and general navigation.
(6242) (2) Operating officers and personnel of the Makai Test Range will be responsible for marking in a conspicuous manner the location of surface and underwater equipment which is subject to damage from navigation and fishing activities in the vicinity or represents a hazard to persons or property in the vicinity, and the location of the work area during critical testing phases. Surface communication by boat will be provided by the Makai Test Range during testing phases.

(6243)

§334.1420 Pacific Ocean off Orote Point, Apra Harbor, Island of Guam, Marianas Islands; small arms firing range.

(6244) (a) *The danger zone*. The waters within an area delineated by a line joining the following positions:
(6245) 13°26'03.9"N., 144°37'38.3"E.
(6246) 13°25'26.0"N., 144°36'14.2"E.
(6247) 13°24'51.2"N., 144°36'31.9"E.
(6248) 13°25'28.7"N., 144°37'59.1"E.
(6249) 13°25'43.2"N., 144°38'09.5"E.
(6250) (b) *The regulations*.
(6251) (1) The danger zone shall be closed to the public and shipping on specific dates to be designated for actual firing and no person, vessel or other craft shall enter or remain in the danger zone designated for firing except as may be authorized by the enforcing agency. Notification to maritime interests of specific dates of firing will be disseminated by the enforcing agency. On dates not specified for firing, the danger zone shall be open to normal maritime traffic.
(6252) (2) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Station, Guam, Marianas Islands and such agencies as he may designate.

(6253)

§334.1430 Apra Inner Harbor, Island of Guam; restricted area.

(6254) (a) *The restricted area*. The waters within Apra Inner Harbor and adjacent waters of Apra Outer Harbor inclosed by a line beginning at the northeast corner of a pier at
(6255) 13°26'32.1"N., 144°39'02.8"E., and thence to the northern tip of a small island at
(6256) 13°26'40.2"N., 144°39'28.1"E., and thence to the northwest corner of the point of land at
(6257) 13°26'28.1"N., 144°39'52.5"E.
(6258) (b) *The regulations*.
(6259) (1) All swimmers and all vessels and craft except public vessels of the United States are prohibited from entering this area without prior permission of the enforcing agency.
(6260) (2) The regulations in this section shall be enforced by Commander Naval Forces Marianas and such agencies as he may designate.
(6261) (3) The water areas of the outer boundaries of the restricted area will not be marked but signs will be posted at the designated boundary coordinates to warn against trespassing in the restricted area.

(6262)

TITLE 40–PROTECTION OF ENVIRONMENT

(6263)

Part 140–Marine Sanitation Device Standard

(6264)

§140.1 Definitions.

(6265) For the purpose of these standards the following definitions shall apply:
(6266) (a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;
(6267) (b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(6268) (c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(6269) (d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(6270) (e) *New vessel refers* to any vessel on which construction was initiated on or after January 30, 1975;

(6271) (f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(6272) (g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

(6273)

§140.2 Scope of standard.

(6274) The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

(6275)

§140.3 Standard.

(6276) (a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(6277) (2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(6278) (b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(6279) (c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(6280) (d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/1.

(6281) (e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(6282) (f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(6283) (g) The degrees of treatment described in paragraphs (a) and (d) of this section are "appropriate standards" for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

(6284)

§140.4 Complete prohibition.

(6285) (a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(6286) (b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under

section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application.

(6287) (1) For the following waters the discharge from a vessel of any sewage (whether treated or not) is completely prohibited pursuant to CWA section 312(f)(4)(A):

(6288) (i) Boundary Waters Canoe Area, formerly designated as the Superior, Little Indian Sioux, and Caribou Roadless Areas, in the Superior National Forest, Minnesota, as described in 16 U.S.C. 577–577d1.

(6289) (ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at http://www.fknms.nos.noaa.gov/.

(6290) (2)(i) For the marine waters of the State of California, the following vessels are completely prohibited from discharging any sewage (whether treated or not):

(6291) (A) A large passenger vessel;

(6292) (B) A large oceangoing vessel equipped with a holding tank which has not fully used the holding tank's capacity, or which contains more than *de minimis* amounts of sewage generated while the vessel was outside of the marine waters of the State of California.

(6293) (ii) For purposes of paragraph (b)(2) of this section:

(6294) (A) "Marine waters of the State of California" means the territorial sea measured from the baseline as determined in accordance with the Convention on the Territorial Sea and the Contiguous Zone and extending seaward a distance of three miles, and all enclosed bays and estuaries subject to tidal influences from the Oregon border (41.999325 North Latitude, 124.212110 West Longitude, decimal degrees, NAD 1983) to the Mexican border (32.471231 North Latitude, 117.137814 West Longitude, decimal degrees, NAD 1983). A map illustrating these waters can be obtained from EPA or viewed at http://www.epa.gov/region9/water/no-discharge/overview.html.

(6295) (B) A "large passenger vessel" means a passenger vessel, as defined in section 2101(22) of title 46, United States Code, of 300 gross tons or more, as measured under the International Convention on Tonnage Measurement of Ships, 1969, measurement system in 46 U.S.C. 14302, or the regulatory measurement system of 46 U.S.C. 14502 for vessels not measured under 46 U.S.C. 14302, that has berths or overnight accommodations for passengers.

(6296) (C) A "large oceangoing vessel" means a private, commercial, government, or military vessel of 300 gross tons or more, as measured under the International Convention on Tonnage Measurement of Ships, 1969, measurement system in 46 U.S.C. 14302, or the regulatory measurement system of 46 U.S.C. 14502 for vessels not measured under 46 U.S.C.14302, that is not a large passenger vessel.

(6297) (D) A "holding tank" means a tank specifically designed, constructed, and fitted for the retention of treated or untreated sewage, that has been designated and approved by the ship's flag Administration on the ship's stability plan; a designated ballast tank is not a holding tank for this purpose.

(6298) (c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no-discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(6299) (i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(6300) (ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(6301) (iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(6302) (iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(6303) (2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's

finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(6304) (3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(6305) (4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(6306) (i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(6307) (ii) [Reserved]

(6308)

§140.5 Analytical procedures.

(6309) In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(6310)

TITLE 46–SHIPPING

(6311)

Part 15–Manning Requirements (in part)

(6312)

Subpart J–Vessels in Foreign Trade

(6313)

§15.1001 General.

(6314) Self-propelled vessels engaged in foreign commerce are required to use a pilot holding a valid MMC or license with appropriate endorsement as a first-class pilot when operating in the navigable waters of the United States specified in this subpart.

(6315)

§15.1010 California.

(6316) The following offshore marine oil terminals located within U.S. navigable waters of the State of California:

(6317) (a) *Carlsbad, CA*. The waters including the San Diego Gas and Electric, Encina Power Plant, lying within an area bounded by a line beginning at

(6318) 33°10'06"N., 117°21'42"W.; thence southwesterly to

(6319) 33°08'54"N., 117°24'36"W.; thence southwesterly to

(6320) 33°04'30"N., 117°21'42"W.; thence northeasterly to

(6321) 33°05'36"N., 117°18'54"W.; thence northwesterly along the shoreline to

(6322) 33°10'06"N., 117°21'42"W.

(6323) (b) *Huntington Beach, CA*. The waters including the Golden West Refining Company, Huntington Beach Marine Terminal, lying within an area bounded by a line beginning at

(6324) 33°39'06"N., 118°00'00"W.; thence westerly to

(6325) 33°39'18"N., 118°05'12"W.; thence southeasterly along a line drawn three nautical miles from the baseline to

(6326) 33°35'30"N., 118°00'00"W.; thence easterly to

(6327) 33°35'30"N., 117°52'30"W.; thence northwesterly along the shoreline to

(6328) 33°39'06"N., 118°00'00"W.

(6329) (c) *El Segundo, CA*. The waters including the Chevron USA, El Segundo Marine Terminal, lying within an area bounded by a line beginning at

(6330) 33°56'18"N., 118°26'18"W.; thence westerly to

(6331) 33°56'18"N., 118°30'48"W.; thence southeasterly along a line drawn three nautical miles from the baseline to

(6332) 33°51'48"N., 118°27'54"W.; thence easterly to

(6333) 33°51'48"N., 118°24'00"W.; thence northwesterly along the shoreline to

(6334) 33°56'18"N., 118°26'18"W.

(6335) (d) *Oxnard, CA*. The waters including the Southern California Edison Company, Mandalay Generating Station, lying within an area bounded by a line beginning at

(6336) 34°14'12"N., 119°16'00"W.; thence westerly to

(6337) 34°14'12"N., 119°19'36"W., thence southeasterly along a line drawn three nautical miles from the baseline to

(6338) 34°09'24"N., 119°17'20"W.; thence easterly to

(6339) 34°09'24"N., 119°13'24"W.; thence northwesterly along the shoreline to

(6340) 34°14'24"N., 119°16'00"W.

(6341) (e) *Goleta, CA*. The waters including the ARCO, Ellwood Marine Terminal, lying within an area bounded by a line beginning at

(6342) 34°26'12"N., 119°57'00"W.; thence southerly to

(6343) 34°22'48"N., 119°57'00"W.; thence southeasterly along a line drawn three nautical miles from the baseline to

(6344) 34°21'06"N., 119°50'30.5"W.; thence northerly to

(6345) 34°24'18"N., 119°50'30"W.; thence northwesterly along the shoreline to

(6346) 34°26'12"N., 119°57'00"W.

(6347) (f) *Gaviota, CA*. The waters including the Texaco Trading and Transportation, Gaviota Marine Terminal, lying within an area bounded by a line beginning at

(6348) 34°28'06"N., 120°16'00"W.; thence southerly to

(6349) 34°25'06"N., 120°16'00"W.; thence easterly along a line drawn three nautical miles from the baseline to
(6350) 34°25'24"N., 120°08'30"W.; thence northerly to
(6351) 34°28'24"N., 120°08'30"W.; thence westerly along the shoreline to
(6352) 34°28'06"N., 120°16'00"W.
(6353) (g) *Moss Landing, CA*. The waters including the Pacific Gas and Electric Company Power Plant, lying within an area bounded by a line beginning at
(6354) 36°49'00"N., 121°47'42"W.; thence westerly to
(6355) 36°49'00"N., 121°51'00"W.; thence southerly to
(6356) 36°47'00"N., 121°51'00"W.; thence easterly to
(6357) 36°47'00"N., 121°47'54"W.; thence northerly along the shoreline to
(6358) 36°49'00"N., 121°47'42"W.
(6359) (h) *Estero Bay, CA*. The waters including various moorings, including the Pacific Gas and Electric Company mooring and the two Chevron Oil Company Terminals lying within an area bounded by a line beginning at
(6360) 36°25'00"N., 120°52'30"W.; thence westerly to
(6361) 36°25'00"N., 120°56'00"W.; thence southerly to
(6362) 36°22'00"N., 120°56'00"W.; thence easterly to
(6363) 36°22'00"N., 120°52'12"W.; thence northerly along the shoreline to
(6364) 36°25'00"N., 120°52'30"W.
(6365) (i) *San Luis Obispo Bay, CA*. The waters including the Unocal Corporation Avila Terminal and the approaches thereto, lying in an area bounded by a line beginning at
(6366) 35°09'42"N., 120°46'00"W.; thence southerly to
(6367) 35°07'00"N., 120°46'00"W.; thence easterly to
(6368) 35°07'00"N., 120°43'00"W.; thence northerly to
(6369) 35°10'24"N.,120°43'00"W.; thence westerly along the shoreline to
(6370) 35°09'42"N., 120°46'00"W.

(6371)

§15.1020 Hawaii.

(6372) The following offshore marine oil terminals located within U.S. navigable waters of the State of Hawaii: *Barbers Point, Island of Oahu*. The waters including the Hawai'ian Independent Refinery, Inc. and the Chevron moorings lying within an area bounded by a line bearing 180 degrees true from Barbers Point Light to
(6373) 21°14.8'N., 158°06.4'W.; thence easterly to
(6374) 21°14.8'N., 158°03.3'W.; thence northeasterly to
(6375) 21°15.6'N., 158°01.1'W.; thence northwesterly to
(6376) 21°18.5'N., 158°02.0'W.; thence westerly along the shoreline to
(6377) 21°17.8'N., 158°06.4"W.

(6378)

TITLE 50–Wildlife and Fisheries

(6379)

Part 224–Endangered Marine and Anadromous Species

(6380)

§224.103 Special prohibitions for endangered marine mammals.

(6381) (a) *Approaching humpback whales in Hawaii*. Except as provided in part 222, subpart C, of the chapter (General Permit Procedures), it is unlawful for any person subject to the jurisdiction of the United States to commit, to attempt to commit, to solicit another to commit, or to cause to be committed, within 200 nautical miles (370.4 km) of the Islands of Hawaii, any of the following acts with respect to humpback whales (Megaptera novaeangliae):
(6382) (1) Operate any aircraft within 1,000 feet (300 m) of any humpback whale;
(6383) (2) Approach, by any means, within 100 yards (90 m) of any humpback whale;
(6384) (3) Cause a vessel or other object to approach within 100 yd (90 m) of a humpback whale; or
(6385) (4) Disrupt the normal behavior or prior activity of a whale by any other act or omission. A disruption of normal behavior may be manifested by, among other actions on the part of the whale, a rapid change in direction or speed; escape tactics such as prolonged diving, underwater course changes, underwater exhalation, or evasive swimming patterns; interruptions of breeding, nursing, or resting activities, attempts by a whale to shield a calf from a vessel or human observer by tail swishing or by other protective movement; or the abandonment of a previously frequented area.

(6386)

Part 404–Papahanaumokuakea Marine National Monument

(6387)

§404.1 Scope and purpose.

(6388) The regulations in this part codify the provisions of Presidential Proclamation 8031, and govern the administration of the Northwestern Hawaiian Islands Marine National Monument. These regulations are jointly implemented by the Secretaries of the Interior, through the U.S. Fish and Wildlife Service (USFWS), and Commerce, through the National Oceanic and Atmospheric Administration (NOAA). Nothing in these regulations shall be deemed to diminish or enlarge the jurisdiction of the State of Hawaii.

(6389)

§404.2 Boundary.

(6390) The Northwestern Hawaiian Islands Marine National Monument consists of all lands and interest

in lands owned or controlled by the Government of the United States within the boundaries of the Monument, including emergent and submerged lands and waters of the Northwestern Hawaiian Islands. The map in Appendix A to this part 404 depicts the outer boundary of the Monument, which consists of the geodetic lines connecting the coordinates specified in the Proclamation.

(6391)

§404.3 Definitions.

(6392) The following definitions are applicable only to this Part.

(6393) *Areas to be avoided* means the four designated areas that should be avoided by vessels that are conducting passage through the Monument without interruption.

(6394) *Attract or Attracting* means luring or attempting to lure a living resource by any means, except the mere presence of human beings (e.g., swimmers, divers, boaters).

(6395) *Bottomfish Species* means Bottomfish management unit species as defined at 50 CFR 665.12.

(6396) *Categories of hazardous cargoes* means goods classified in the International Maritime Dangerous Goods (IMDG) Code; substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code); and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code); oils as defined in MARPOL Annex I; noxious liquid substances as defined in MARPOL Annex II; harmful substances as defined by MARPOL Annex III; and radioactive materials specified in the Code for the Safe Carriage of the Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code).

(6397) *Commercial Bottomfishing* means commercial fishing for bottomfish species.

(6398) *Commercial passenger vessel* means a vessel that carries individuals who have paid for such carriage.

(6399) *Commercial pelagic trolling* means commercial fishing for pelagic species.

(6400) *Deserting a vessel* means:

(6401) (1) Leaving a vessel aground or adrift:

(6402) (i) Without notifying the Secretaries of the vessel going aground or adrift within 12 hours of its discovery and developing and presenting to the Secretaries a preliminary salvage plan within 24 hours of such notification;

(6403) (ii) After expressing or manifesting intention to not undertake or to cease salvage efforts; or

(6404) (iii) When the Secretaries are unable, after reasonable efforts, to reach the owner/operator within 12 hours of the vessel's condition being reported to authorities.

(6405) (2) Leaving a vessel at anchor when its condition creates potential for a grounding, discharge, or deposit and the owner/operator fails to secure the vessel in a timely manner.

(6406) *Ecological Reserve* means the areas of the Monument, identified in the Proclamation, consisting of contiguous, diverse habitats that provide natural spawning, nursery, and permanent residence areas for the replenishment and genetic protection of marine life, and also to protect and preserve natural assemblages of habitats and species within areas representing a broad diversity of resources and habitats found within the Monument. Specific coordinates for Ecological Reserves within the Monument are found in the Proclamation, and the Ecological Reserves consist of the areas within the geodetic lines connecting these coordinates. The Ecological Reserves are depicted on the map in Appendix A to part 404.

(6407) *Ecological integrity* means a condition determined to be characteristic of an ecosystem that has the ability to maintain the function, structure, and abundance of natural biological communities, including rates of change in response to natural environmental variation.

(6408) *Fishing year* means the year beginning at 0001 local time on January 1 and ending at 2400 local time on December 31.

(6409) *IMO* means the International Maritime Organization.

(6410) *Introduced Species* means:

(6411) (1) A species (including, but not limited to, any of its biological matter capable of propagation) that is non-native to the ecosystem(s) protected by the Monument; or

(6412) (2) Any organism into which genetic matter from another species has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

(6413) *Landing* means offloading fish from a fishing vessel or causing fish to be offloaded from a fishing vessel.

(6414) *Midway Atoll Special Management Area* means the area of the Monument surrounding Midway Atoll out to a distance of 12 nautical miles, established for the enhanced management, protection, and preservation of Monument wildlife and historical resources. The geographic coordinates of this area, which consists of the area within the geodetic lines connecting these coordinates, are found in the Proclamation. The Midway Atoll Special Management Area is depicted on the map in Appendix A to part 404.

(6415) *Mobile transceiver unit* means a vessel monitoring system or VMS device, as described in Appendix E to this Part, installed on board a vessel that is used for vessel monitoring and transmitting the vessel's position as required by this Part.

(6416) *Monument* means the Northwestern Hawaiian Islands Marine National Monument.

(6417) *Native Hawaiian Practices* means cultural activities conducted for the purposes of perpetuating traditional knowledge, caring for and protecting the environment and strengthening cultural and spiritual connections to the Northwestern Hawaiian Islands that have demonstrable benefits to the Native Hawaiian community. This may include, but is not limited to, the non-commercial use

of Monument resources for direct personal consumption while in the Monument.

(6418) *Ocean-based ecotourism* means a class of fee-for-service activities that involves visiting the Monument for study, enjoyment, or volunteer assistance for purposes of conservation and management.

(6419) *Office for Law Enforcement (OLE)* refers to NOAA, National Marine Fisheries Service, Office for Law Enforcement.

(6420) *Pelagic Species* means Pacific Pelagic Management Unit Species as defined at 50 CFR 665.12.

(6421) *Pono* means appropriate, correct, and deemed necessary by traditional standards in the Hawaiian culture.

(6422) *Proclamation* means Presidential Proclamation 8031, dated June 15, 2006 (71 FR 36443).

(6423) *Recreational activity* means an activity conducted for personal enjoyment that does not result in the extraction of Monument resources and that does not involve a fee-for-service transaction. This includes, but is not limited to, wildlife viewing, SCUBA diving, snorkeling, and boating.

(6424) *Secretaries* means the Secretary of Commerce and the Secretary of the Interior or their designees.

(6425) *Special Preservation Area (SPA)* means discrete, biologically important areas of the Monument, identified in the Proclamation, within which uses are subject to conditions, restrictions, and prohibitions, including but not limited to access restrictions. SPAs are used to avoid concentrations of uses that could result in declines in species populations or habitat, to reduce conflicts between uses, to protect areas that are critical for sustaining important marine species or habitats, or to provide opportunities for scientific research. Specific coordinates for Special Preservation Areas within the Monument are found in the Proclamation, and the Special Preservation Areas consist of the areas within the geodetic lines connecting these coordinates. The Special Preservation Areas are depicted on the map in Appendix A to part 404.

(6426) *Special ocean use* means an activity or use of the Monument that is engaged in to generate revenue or profits for one or more of the persons associated with the activity or use, and does not destroy, cause the loss of, or injure Monument resources. This includes ocean-based ecotourism and other activities such as educational and research activities that are engaged in to generate revenue, but does not include commercial fishing for bottomfish or pelagic species conducted pursuant to a valid permit issued by NOAA.

(6427) *Stowed and not available for immediate use* means not readily accessible for immediate use, e.g., by being securely covered and lashed to a deck or bulkhead, tied down, unbaited, unloaded, or partially disassembled (such as spear shafts being kept separate from spear guns).

(6428) *Sustenance fishing* means fishing for bottomfish or pelagic species in which all catch is consumed within the Monument, and that is incidental to an activity permitted under this part.

(6429) *Vessel monitoring system or VMS* means a vessel monitoring system or mobile transceiver unit as described in §404.5 and approved by Office for Law Enforcement for use on vessels permitted to access the Monument, as required by this Part.

(6430)

§404.4 Access to the Monument.

(6431) (a) Entering the Monument is prohibited and thus unlawful except:

(6432) (1) As provided in §§ 404.8 and 404.9;

(6433) (2) Pursuant to a permit issued under §§ 404.10 or 404.11; or

(6434) (3) When conducting passage without interruption in accordance with paragraphs (b) through (f) of this section.

(6435) (b) Any person passing through the Monument without interruption is subject to the prohibitions in §§ 404.5, 404.6, and 404.7.

(6436) (c) The following vessels, except vessels entitled to sovereign immunity under international law, passing through the Monument without interruption must participate in the ship reporting system as provided in paragraphs (d) and (e) of this section:

(6437) (1) Vessels of the United States, except as provided in paragraph (f) of this section;

(6438) (2) All other ships of 300 gross tonnage or greater, entering or departing a United States port or place; and

(6439) (3) All other ships in the event of an emergency, entering or departing a United States port or place.

(6440) (d) Immediately upon entering the reporting area, the vessels described in paragraph (c) of this section must provide the following information by e-mail sent to nwhi.notifications@noaa.gov in the IMO standard reporting format and data syntax shown in Appendix E:

(6441) (1) Vessel name, call sign or ship station identity, flag, and IMO identification number if applicable.

(6442) (2) Date, time (UTC) and month of entry.

(6443) (3) Position.

(6444) (4) True course.

(6445) (5) Speed in knots and tenths.

(6446) (6) Destination and estimated time of arrival.

(6447) (7) Intended route through the Monument and the reporting area.

(6448) (8) Vessel draft (in meters).

(6449) (9) Categories of hazardous cargoes on board.

(6450) (10) Any vessel defects or deficiencies that restrict maneuverability or impair normal navigation.

(6451) (11) Any pollution incident or goods lost overboard within the Monument, the reporting area, or the U.S. EEZ.

(6452) (12) Contact information for the vessel's agent or owner.

(6453) (13) Vessel size (length overall, gross tonnage) and type.

(6454) (14) Total number of persons on board.

(6455) (e) Immediately upon leaving the reporting area, the vessels described in paragraph (c) must provide the following information by e-mail sent to nwhi.notifications@noaa.gov in the IMO standard reporting format and data syntax shown in Appendix E:

(6456) (1) Vessel name, call sign or ship station identity, flag, and IMO identification number if applicable, and either Federal documentation or State registration number if applicable.

(6457) (2) Date, time (UTC) and month of exit.

(6458) (3) Position.

(6459) (4) Any pollution incident or goods lost overboard within the Monument, the reporting area, or the U.S. EEZ.

(6460) (f)(1) Vessels of the United States less than 300 gross tonnage that are not equipped with onboard e-mail capability must provide notification of entry and the information described in paragraphs (d)(1), (2), (3) as applicable, (6), (7), (8), (9) as applicable, (10), (12), (13), and (14) of this section at least 72 hours, but no longer than 1 month, prior to the entry date. Notification of departure from the Monument and the information described in paragraph (e) of this section must be provided within 12 hours of leaving. Notification under this paragraph may be made by e-mail, telephone, or fax, by contacting:

(6461) (i) E-mail: nwhi.notifications@noaa.gov;

(6462) (ii) Telephone: 866–478–NWHI (6944);

(6463) (iii) *Fax*: 1–808–455–3093.

(6464) (2) The information must be provided in the IMO standard reporting format and data syntax shown in Appendix E.

(6465) (g) All vessels passing through the Monument without interruption other than those described in paragraphs (c)(1) through (3) of this section should participate in the ship reporting system set forth in paragraphs (d) and (e) of this section.

(6466)

§404.5 Requirements for a vessel monitoring system.

(6467) (a) *Requirement for use*. Effective August 28, 2006, an owner or operator of a vessel that has been issued a permit for accessing the Monument must ensure that such vessel has an OLE-approved, operating VMS on board when voyaging within the Monument. An operating VMS includes an operating mobile transmitting unit on the vessel and a functioning communication link between the unit and OLE as provided by an OLE-approved communication service provider. Appendix B to this part 404 provides information regarding OLE-approved transmitting units.

(6468) (b) *Installing and activating the VMS*. Only a VMS that has been approved by OLE may be used. When installing and activating the OLE-approved VMS, or when reinstalling and reactivating such VMS, the vessel owner or operator must:

(6469) (1) Follow procedures indicated on an installation and activation checklist, which is available from OLE; and

(6470) (2) Submit to OLE a statement certifying compliance with the checklist, as prescribed on the checklist.

(6471) (c) *Interference with the VMS*. No person may interfere with, tamper with, alter, damage, disable, or impede the operation of the VMS, or attempt any of the same.

(6472) (d) *Interruption of operation of the VMS*. When a vessel's VMS is not operating properly, the owner or operator must immediately contact OLE, and follow instructions from that office. If notified by OLE that a vessel's VMS is not operating properly, the owner and operator must follow instructions from that office. In either event, such instructions may include, but are not limited to, manually communicating to a location designated by OLE the vessel's positions or returning to port until the VMS is operable.

(6473) (e) *Access to position data*. As a condition of authorized access to the Monument, a vessel owner or operator subject to the requirements for a VMS in this section must allow OLE, the USCG, and their authorized officers and designees access to the vessel's position data obtained from the VMS. Consistent with other applicable laws, including the limitations on access to, and use of, VMS data collected under the Magnuson-Stevens Fishery Conservation and Management Act, the Secretaries may have access to, and use of, collected data for scientific, statistical, and management purposes.

(6474) (f) *Authority for installation and operation*. OLE has authority over the installation and operation of the VMS unit. OLE may authorize the connection or order the disconnection of additional equipment, including a computer, to any VMS unit when deemed appropriate by OLE.

(6475) (g) *Activities Regarding Vessel Monitoring Systems*. Effective August 28, 2006, the following activities regarding vessel monitoring systems are prohibited and thus unlawful for any person to conduct or cause to be conducted:

(6476) (1) Operating any vessel within the Monument without an OLE type-approved mobile transceiver unit described in this section;

(6477) (2) Failing to install, activate, repair, or replace a mobile transceiver unit prior to leaving port;

(6478) (3) Failing to operate and maintain a mobile transceiver unit on board the vessel at all times as specified in this section;

(6479) (4) Tampering with, damaging, destroying, altering, or in any way distorting, rendering useless, inoperative, ineffective, or inaccurate the VMS, mobile transceiver unit, or VMS signal required to be installed on or transmitted by a vessel as specified in this section;

(6480) (5) Failing to contact OLE or follow OLE instructions when automatic position reporting has been interrupted as specified in this section;

(6481) (6) Registering a VMS or mobile transceiver unit to more than one vessel at the same time;

(6482) (7) Connecting or leaving connected additional equipment to a VMS unit or mobile transceiver unit without the prior approval of OLE; and

(6483) (8) Making a false statement, oral or written, to an authorized officer regarding the installation, use, operation, or maintenance of a VMS unit or mobile transceiver unit or communication service provider.

(6484)

§404.6 Prohibited activities.

(6485) The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted:

(6486) (a) Exploring for, developing, or producing oil, gas, or minerals within the Monument;

(6487) (b) Using or attempting to use poisons, electrical charges, or explosives in the collection or harvest of a Monument resource;

(6488) (c) Introducing or otherwise releasing an introduced species from within or into the Monument; and

(6489) (d) Anchoring on or having a vessel anchored on any living or dead coral with an anchor, anchor chain, or anchor rope.

(6490)

§404.7 Regulated activities.

(6491) Except as provided in §§404.8, 404.9 and 404.10, the following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted within the Monument without a valid permit as provided for in §404.11:

(6492) (a)Removing,moving,taking,harvesting,possessing, injuring, disturbing, or damaging; or attempting to remove, move, take, harvest, possess, injure, disturb, or damage any living or nonliving Monument resource;

(6493) (b) Drilling into, dredging, or otherwise altering the submerged lands other than by anchoring a vessel; or constructing, placing, or abandoning any structure, material, or other matter on the submerged lands;

(6494) (c) Anchoring a vessel;

(6495) (d) Deserting a vessel aground, at anchor, or adrift;

(6496) (e) Discharging or depositing any material or other matter into Special Preservation Areas or the Midway Atoll Special Management Area except vessel engine cooling water, weather deck runoff, and vessel engine exhaust;

(6497) (f) Discharging or depositing any material or other matter into the Monument, or discharging or depositing any material or other matter outside the Monument that subsequently enters the Monument and injures any resources of the Monument, except fish parts (i.e., chumming material or bait) used in and during authorized fishing operations, or discharges incidental to vessel use such as deck wash, approved marine sanitation device effluent, cooling water, and engine exhaust;

(6498) (g) Touching coral, living or dead;

(6499) (h) Possessing fishing gear except when stowed and not available for immediate use during passage without interruption through the Monument;

(6500) (i) Swimming, snorkeling, or closed or open circuit SCUBA diving within any Special Preservation Area or the Midway Atoll Special Management Area; and

(6501) (j) Attracting any living Monument resource.

(6502)

§404.8 Emergencies and law enforcement activities.

(6503) The prohibitions in this part do not apply to activities necessary to respond to emergencies threatening life, property, or the environment, or to activities necessary for law enforcement purposes.

(6504)

§404.9 Armed Forces actions.

(6505) (a) The prohibitions in this part do not apply to activities and exercises of the Armed Forces (including those carried out by the United States Coast Guard) that are consistent with applicable laws.

(6506) (b) These regulations shall not limit agency actions to respond to emergencies posing an unacceptable threat to human health or safety or to the marine environment and admitting of no other feasible solution.

(6507) (c) All activities and exercises of the Armed Forces shall be carried out in a manner that avoids, to the extent practicable and consistent with operational requirements, adverse impacts on Monument resources and qualities.

(6508) (d) In the event of threatened or actual destruction of, loss of, or injury to a Monument resource or quality resulting from an incident, including but not limited to spills and groundings, caused by a component of the Department of Defense or the United States Coast Guard, the cognizant component shall promptly coordinate with the Secretaries for the purpose of taking appropriate actions to respond to and mitigate the harm and, if possible, restore or replace the Monument resource or quality.

(6509)

§404.10 Commercial fishing.

(6510) (a) *Lobster fishing*. Any commercial lobster fishing permit is subject to a zero annual harvest limit condition.

(6511) (b) *Fishing and bottomfish and pelagic species*.

(6512) (1) Notwithstanding the prohibitions in §404.7(a) and (h), commercial fishing for bottomfish and associated pelagic species may continue within the Monument subject to paragraph (c) of this section, until June 15, 2011, provided that:

(6513) (i) The fishing is conducted in accordance with a valid commercial bottomfish permit issued by NOAA; and

(6514) (ii) Such permit was in effect on June 15, 2006, and is subsequently renewed pursuant to NOAA regulations at 50 CFR part 665, subpart E as necessary.

(6515) (2) Total landings for each fishing year from fishing allowed under paragraph (b)(1) of this section may not exceed the following amounts:

(6516) (i) 350,000 pounds for bottomfish species; and

(6517) (ii) 180,000 pounds for pelagic species.

(6518) (3) Commercial fishing for bottomfish and associated pelagic species is prohibited in the Monument after June 15, 2011.

(6519) (c) *General requirements*. Any commercial fishing within the Monument shall be conducted in accordance with the following restrictions and conditions:

(6520) (1) A valid permit or facsimile of a valid permit shall be on board the fishing vessel and available for inspection by an authorized officer;

(6521) (2) No attempt is made to falsify or fail to make, keep, maintain, or submit any logbook or logbook form or other required record or report.

(6522) (3) Only gear specifically authorized by the relevant permit issued under the Magnuson-Stevens Fishery Conservation and Management Act is allowed to be in the possession of a person conducting commercial fishing under this section;

(6523) (4) Any person conducting commercial fishing notifies the Secretaries by telephone, facsimile, or electronic mail at least 72 hours before entering the Monument and within 12 hours after leaving the Monument in accordance with §404.4(b) and (c);

(6524) (5) All fishing vessels must carry an activated and functioning VMS unit on board at all times whenever the vessel is in the Monument;

(6525) (6) All fishing vessels must carry an observer when requested to do so by the Secretaries;

(6526) (7) The activity does not take place within any Ecological Reserve, any Special Preservation Area, or the Midway Atoll Special Management Area.

(6527)

§404.11 Permitting procedures and criteria.

(6528) (a) *Issuance*. Subject to such terms and conditions as the Secretaries deem appropriate, a person may conduct an activity prohibited by §404.7 if such activity is specifically authorized by a permit issued under this section.

(6529) (b) *Application requirements*. Applicants for permits under this section shall submit applications to: NOAA/ Inouye Regional Center; NOS/ONMS/PMNM/Attn: Permit Coordinator; 1845 Wasp Blvd., Building 176; Honolulu, HI 96818.

(6530) (c) *Permit Types*. A permit under this subpart may be issued if the Secretaries find that the activity:

(6531) (1) Is research designed to further understanding of Monument resources and qualities;

(6532) (2) Will further the educational value of the Monument;

(6533) (3) Will assist in the conservation and management of the Monument;

(6534) (4) Will allow Native Hawaiian practices subject to paragraph (e) of this section;

(6535) (5) Will allow a special ocean use subject to paragraph (f) of this section; or

(6536) (6) Will allow recreational activities subject to paragraph (g) of this section.

(6537) (d) *Findings*. A permit may not be issued under this section unless the Secretaries find:

(6538) (1) The activity can be conducted with adequate safeguards for the resources and ecological integrity of the Monument;

(6539) (2) The activity will be conducted in a manner compatible with the purposes of the Proclamation, considering the extent to which the conduct of the activity may diminish or enhance Monument resources, qualities, and ecological integrity, any indirect, secondary or cumulative effects of the activity, and the duration of such effects;

(6540) (3) There is no practicable alternative to conducting the activity within the Monument;

(6541) (4) The end value of the activity outweighs its adverse impacts on Monument resources, qualities, and ecological integrity;

(6542) (5) The duration of the activity is no longer than necessary to achieve its stated purpose;

(6543) (6) The applicant is qualified to conduct and complete the activity and mitigate any potential impacts resulting from its conduct;

(6544) (7) The applicant has adequate financial resources available to conduct and complete the activity and mitigate any potential impacts resulting from its conduct;

(6545) (8) The methods and procedures proposed by the applicant are appropriate to achieve the proposed activity's goals in relation to their impacts to Monument resources, qualities, and ecological integrity;

(6546) (9) The applicant's vessel has been outfitted with a mobile transceiver unit approved by OLE and complies with the requirements of §404.5; and

(6547) (10) There are no other factors that would make the issuance of a permit for the activity inappropriate.

(6548) (e) Additional findings for Native Hawaiian practice permits. In addition to the findings listed in paragraph (d) of this section, a permit to allow Native Hawaiian practices under paragraph (c)(4) of this section, may not be issued unless:

(6549) (1) The activity is non-commercial and will not involve the sale of any organism or material collected;

(6550) (2) The purpose and intent of the activity are appropriate and deemed necessary by traditional standards in the Native Hawaiian culture (pono), and demonstrate an understanding of, and background in, the traditional practice, and its associated values and protocols;

(6551) (3) The activity benefits the resources of the Northwestern Hawaiian Islands and the Native Hawaiian community;

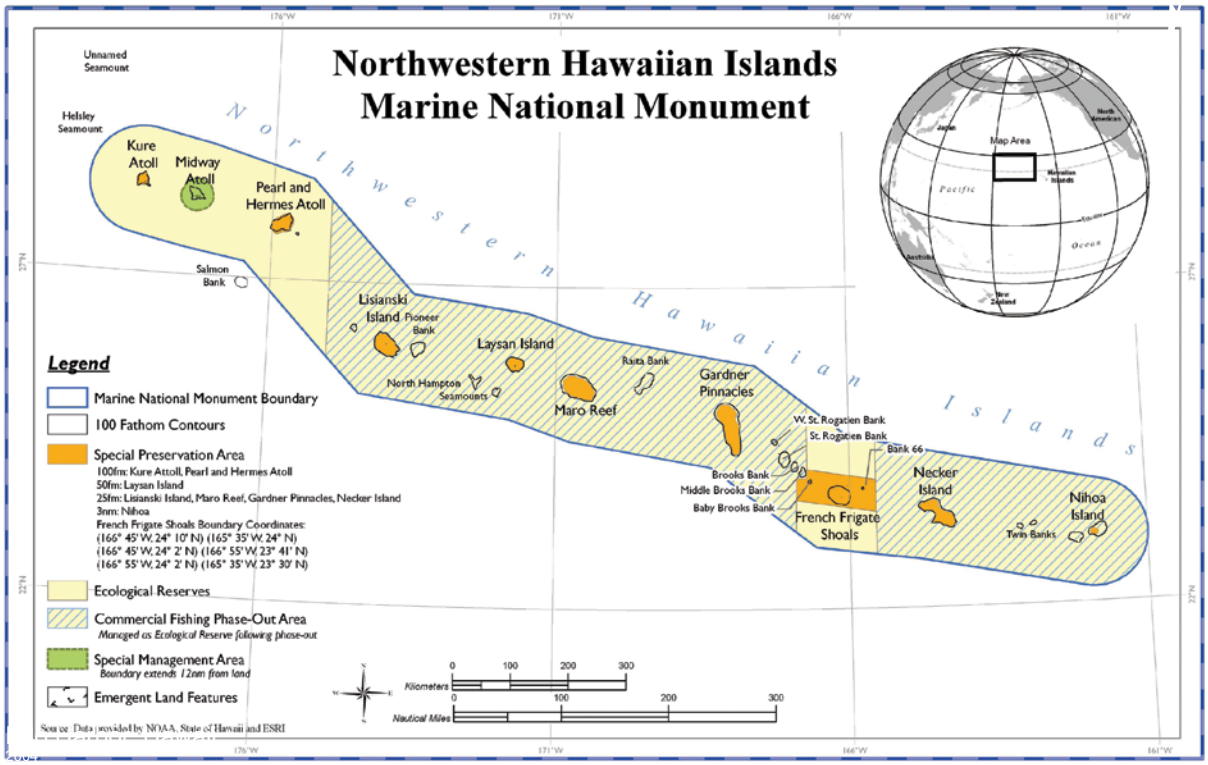
(6552) (4) The activity supports or advances the perpetuation of traditional knowledge and ancestral connections of Native Hawaiians to the Northwestern Hawaiian Islands; and

(6553) (5) Any Monument resource harvested from the Monument will be consumed in the Monument.

(6554) (f) Additional findings, criteria, and requirements for special ocean use permits. (1) In addition to the findings listed in paragraph (d) of this section, the following

(6581)

Appendix A to Part 404—Map of the Monument Outer Boundary and Ecological Reserves, Special Preservation Areas and Midway Atoll Special Management Area



requirements apply to the issuance of a permit for a special ocean use under paragraph (c)(5) of this section:

(6555) (i) Any permit for a special ocean use issued under this section:

(6556) (A) Shall authorize the conduct of an activity only if that activity is compatible with the purposes for which the Monument is designated and with protection of Monument resources;

(6557) (B) Shall not authorize the conduct of any activity for a period of more than 5 years unless renewed;

(6558) (C) Shall require that activities carried out under the permit be conducted in a manner that does not destroy, cause the loss of, or injure Monument resources; and

(6559) (D) Shall require the permittee to purchase and maintain comprehensive general liability insurance, or post an equivalent bond, against claims arising out of activities conducted under the permit and to agree to hold the United States harmless against such claims;

(6560) (ii) Each person issued a permit for a special ocean use under this section shall submit an annual report to the Secretaries not later than December 31 of each year which describes activities conducted under that permit and revenues derived from such activities during the year.

(6561) (2) In addition to the findings listed in paragraph (d) of this section, a permit may not be issued for a special ocean use unless the activity has been determined to be consistent with the findings made pursuant to paragraph (f) of this section.

(6562) (3) Categories of special ocean use being permitted for the first time under this section will be restricted in duration and permitted as a special ocean use pilot project. Subsequent permits for any category of special ocean use may only be issued if a special ocean use pilot project for that category meets the requirements of this section, and any terms and conditions placed on the permit for the pilot project.

(6563) (4) Public notice shall be provided prior to requiring a special ocean use permit for any category of activity not previously identified as a special ocean use.

(6564) (5) The following requirements apply to permits for a special ocean use for an activity within the Midway Atoll Special Management Area.

(6565) (i) A permit for a special ocean use for activities within the Midway Atoll Special Management Area may be issued provided:

(6566) (A) The activity furthers the conservation and management of the Monument; and

(6567) (B) The Director of the United States Fish and Wildlife Service or his or her designee has determined that the activity is compatible with the purposes for which the Midway Atoll National Wildlife Refuge was designated.

(6568) (ii) As part of a permit issued pursuant to this paragraph (f)(5), vessels may be allowed to transit the Monument as necessary to enter the Midway Atoll Special Management Area.

(6592)

TABLE E.1–Information Required for Entry Notification

Telegraphy	Function	Information required	Example field text
	System identifier	CORAL SHIPREP //	CORAL SHIPREP //
A	Ship	Vessel name/call sign/flag/IMO number/Federal documentation or State registration number if applicable//	A/OCEAN VOYAGER/C5FU8/BAHAMAS/IMO 9359165//
B	Date, time (UTC), and month of entry	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits) in coordinated universal time, suffixed by the letter Z (indicating time in UTC), and three letters indicating month //	B/271107Z DEC//
C	Position	A 4-digit group giving latitude in degrees and minutes, suffixed with the letter N (indicating north), followed by a single /, and a five digit group giving longitude in degrees and minutes, suffixed with the letter W (indicating west)// [Report in the World Geodetic System 1984 Datum (WGS-84)]	C/2728N/17356W//
E	True course	3-digit number indicating true course//	E/180//
F	Speed in knots and tenths	3-digit group indicating knots decimal tenths//	F/20.5//
I	Destination and estimated time of arrival	Name of port city/country/estimated arrival date and time group expressed as in (B)//	I/SEATTLE/USA/311230Z DEC//
L	Intended route through the reporting area	Route information should be reported as a direct rhumbline (RL) course through the reporting area and intended speed (expressed as in E and F) or a series of way points (WP). Each waypoint entry should be reported as latitude and longitude, expressed as in (C), and intended speed between waypoints (as in F)//(Note: As many "L" lines as needed may be used to describe the vessel's intended route.)	L/RL/215/20.5// -OR- L/WP/2734N/17352W/20.5// L/WP/2641N/17413W/20.5// L/WP/2605N/17530W/20.5//
O	Vessel draft in meters	Maximum present static draft reported in meters decimal centimeters//	O/11.50//
P	Categories of Hazardous Cargoes*	Classification Code (e.g. IMDG, IBC, IGC, INF)/and all corresponding Categories of Hazardous Cargoes (delimited by commas)// Note: If necessary, use a separate "P" line for each type of Classification Code.	P/IMDG/1.4G,2.1,2.2,2.3,3,4.1,6.1,8,9//
Q	Defects or deficiencies**	Brief details of defects, damage, deficiencies or limitations that restrict maneuverability or impair normal navigation// (If none, enter the number zero.)	Q/Include details as required//
R	Pollution incident or goods lost overboard**	Description of pollution incident or goods lost overboard within the Monument, the Reporting Area, or the U.S. Exclusive Economic Zone// (If none, enter the number zero.)	R/0//
T	Contact information of ship's agent or owner	Name/address/and phone number of ship's agent or owner//	
U	Ship size (length overall and gross tonnage) and type	Length overall reported in meters decimal centimeters/number of gross tons/type of ship (e.g. bulk carrier, chemical tanker, oil tanker, gas tanker, container, general cargo, fishing vessel, research, passenger, OBO, RORO)//	U/294.14/54592/CONTAINER SHIP//
W	Persons	Total number of persons on board//	W/15//

TABLE E.1 Notes

* Categories of hazardous cargoes means goods classified in the International Maritime Dangerous Goods (IMDG) Code; substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code); oils as defined in MARPOL Annex I; noxious liquid substances as defined in MARPOL Annex II; harmful substances as defined in MARPOL Annex III; and radioactive materials specified in the Code for the Safe Carriage of the Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code).

** In accordance with the provisions of the MARPOL Convention, ships must report information relating to defects, damage, deficiencies or other limitations as well as, if necessary, information relating to pollution incidents or loss of cargo. Safety related reports must be provided to CORAL SHIPREP without delay should a ship suffer damage, failure or breakdown affecting the safety of the ship (Item Q), or if a ship makes a marked deviation from a route, course or speed previously advised (Item L). Pollution or cargo lost overboard must be reported without delay (Item R).

(6569) (6) A permit for a special ocean use for activities outside the Midway Atoll Special Management Area may be issued provided:

(6570) (i) The activity will directly benefit the conservation and management of the Monument;

(6571) (ii) The purpose of the activity is for research or education related to the resources or qualities of the Monument;

(6572) (iii) Public notice of the application and an opportunity to provide comments is given at least 30 days prior to issuing the permit; and

(6573) (iv) The activity does not involve the use of a commercial passenger vessel.

(6574) (g) Additional findings for recreation permits. A permit for recreational activities under paragraph (c)(6) of this section may be issued for activities to be conducted within the Midway Atoll Special Management area if, in addition to the findings listed in paragraph (d) of this section:

(6575) (1) The activity is for the purpose of recreation as defined in section 404.3;

(6576) (2) The activity is not associated with any for-hire operation; and

(6577) (3) The activity does not involve any extractive use.

(6578) (h) Sustenance fishing. Sustenance fishing, as defined in 404.3, may be allowed outside of any Special Preservation Area as a term or condition of any permit issued under this part. Sustenance fishing in the Midway Atoll Special Management Area shall not be allowed unless the activity has been determined by the

Director of the U.S. Fish and Wildlife Service or his or her designee to be compatible with the purposes for which the Midway Atoll National Wildlife Refuge was established. Sustenance fishing must be conducted in a manner compatible with the Proclamation and this part, including considering the extent to which the conduct of the activity may diminish Monument resources, qualities, and ecological integrity, as well as any indirect, secondary, or cumulative effects of the activity and the duration of such effects. Sustenance fishing is subject to systematic reporting requirements when developed by the Secretaries.

(6579)

§404.12 International law.

(6580) These regulations shall be applied in accordance with international law. No restrictions shall apply to or be enforced against a person who is not a citizen, national, or resident alien of the United States (including foreign flag vessels) unless in accordance with international law.

(6582)

E.1 Entry Notification Format

(6583) Immediately upon entering the Reporting Area, vessels required to participate must provide the information in Table E.1.

(6584)

E.2 Prior Notification of Entry Format

(6585) Vessels of the United States less than 300 gross tonnage that are not equipped with onboard email capability must provide the following notification of entry at least 72 hrs, but no longer than 1 month, prior to entry date, utilizing the data syntax described above. Notification may be made via the following communication methods, listed in order of preference: Email [*nwhi.notifications@noaa.gov*]; fax [1–808–455–3093]; telephone [1–866–478–NWHI (6944)].

(6586)

Table E.2–Information Required for Prior Notification

System identifier	PRIOR NOTICE//.
Items	A, B, C (as applicable), I, L, O, P (as applicable), Q, T, U, W.

(6587)

E.3 Exit Notification Format

(6588) Immediately upon leaving the Reporting Area, vessels required to participate must provide the following information. Vessels of the United States less than 300 gross tonnage that are not equipped with onboard email capability must provide the following Exit Notification information within 12 hrs of leaving the Reporting Area. Notification may be made via the following communication methods, listed in order of preference: Email [*nwhi.notifications@noaa.gov*]; fax [1–808–455–3093]; telephone [1–866–478–NWHI (6944)].

(6589)

TABLE E.3–Information Required for Exit Notification

Telegraphy	Function	Information required	Example field text
	System identifier	CORAL SHIPREP //	CORAL SHIPREP //
A	Ship	Vessel name/call sign/flag/IMO number/Federal documentation or State registration number if applicable//	A/OCEAN VOYAGER/C5FU8/BAHAMAS/IMO 9359165//
B	Date, time (UTC), and month of entry	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits), suffixed by the letter Z indicating time in UTC, and three letters indicating month//	B/271657Z DEC//
C	Position	A 4-digit group giving latitude in degrees and minutes, suffixed with the letter N (indicating north), followed by a single /, and a five digit group giving longitude in degrees and minutes, suffixed with the letter W (indicating west)// [Report in the World Geodetic System 1984 Datum (WGS-84)]	C/2728N/17356W//
R	Pollution incident or goods lost overboard**	Description of pollution incident or goods lost overboard within the Monument, the Reporting Area, or the U.S. Exclusive Economic Zone// (If none, enter the number zero.)	R/0//

(6590)

TABLE E.4–Example Entry Report

CORAL SHIPREP//
A/SEA ROVER/WFSU/USA/IMO 8674208/DOC 602011//
B/010915Z JUN//
C/2636N/17600W//
E/050//
F/20.0//
I/LOS ANGELES/USA/081215Z JUN//
L/RL/050/20.0//
O/10.90//
P/IMDG/3,4.1,6.1,8,9//
Q/0//
R/0//
T/JOHN DOE/CONTAINER SHIPPERS INC, 500 PORT ROAD, ROOM 123, LOS ANGELES, CA, USA 90050/213–123–1234//
U/199.90/27227/CONTAINER SHIP//
W/15//

(6591)

TABLE E.5–Example Exit Report

CORAL SHIPREP//
A/SEA ROVER/WFSU/USA/IMO 8674208/DOC 602011//
B/011515Z JUN//
C/2747N/17416W//
R/0//

California, Oregon, and Washington

(1) The California-Oregon-Washington coast of the United States, between Mexico on the south and Canada's British Columbia on the north, is mostly rugged and mountainous, with high land rising abruptly from the sea in many places. South of San Francisco Bay the mountains are usually bare or covered with chaparral and underbrush. North of the bay the mountains are generally well timbered, and in some places, especially north of the Columbia River, the timber is particularly dense and heavy.

(2)

Disposal Sites and Dumping Grounds

(3) These areas are rarely mentioned in the Coast Pilot, but are shown on the nautical charts. (See Disposal Sites and Dumping Grounds, chapter 1, and charts for limits.)

(4)

Aids to Navigation

(5) Lights are numerous along the coast; there are only a few places where a vessel is not in sight of one or more lights. Sound signals are at most of the principal light stations. Many coastal and harbor buoys are equipped with radar reflectors, which greatly increase the range at which the buoys may be detected. The critical dangers are buoyed and are generally marked by kelp.

(6) There are many aerolights along the coast that are useful for navigation purposes, but they should not be confused with the marine lights. (See the Light List for a complete description of navigational aids.)

(7) The frequent occurrence of fog along this coast makes radar an invaluable aid in detecting other traffic and obtaining a line of position and/or fix. Bridge-to-bridge radio communication (VHF-FM) is another useful aid, regardless of weather, in waters where maneuvering room is limited or restricted. The primary advantages of this radio system are its line-of-sight characteristic and relative freedom from static interference.

(8)

COLREGS Demarcation Lines

(9) Lines have been established to delineate those waters upon which mariners must comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners must comply with the Inland Navigational Rules Act of 1980 (Inland Rules). The waters inside of the lines are **Inland Rules Waters**, and the waters outside of the lines are **COLREGS Waters**. (See **Part 80,** chapter 2, for specific lines of demarcation.)

(10)

Ports and Waterways Safety

(11) (See **Part 160,** chapter 2, for regulations governing vessel operations and requirements for notification of arrivals, departures, hazardous conditions, and certain dangerous cargoes to the Captain of the Port.)

(12)

Channels

(13) **Federal project depth** is the dredging depth of a channel as authorized by an Act of Congress upon recommendation of the Chief of Engineers, U.S. Army. **Controlling depth** in a channel is its least depth; it restricts use of the channel to drafts less than that depth.

(14) Where deepwater channels are maintained by the Corps of Engineers and the controlling depths are printed on the charts, the Coast Pilot usually gives only the project depth. Because of constant shoaling in places, depths may vary considerably between maintenance dredgings. (See Notice to Mariners and latest editions of charts for controlling depths.)

(15) Where secondary channels are maintained regularly by the Corps of Engineers, the Coast Pilot gives the controlling depths together with the dates of the latest surveys.

(16) In the case of other channels, the controlling depths printed in the Coast Pilot are from the latest available reports, which may, however, be several years old.

(17)

Depths

(18) **Depths** along most of the Pacific coast decrease much too rapidly from seaward to be of any practical use as an aid to navigation. The 100-fathom curve lies at an average distance of less than 10 miles from shore, but this distance is exceeded in the approaches to San Francisco Bay, Heceta Bank, Columbia River and the Strait of Juan de Fuca.

(19) In general, depths given alongside wharves are those reported by owners and/or operators of the waterfront facilities, and have not been verified by government surveys. Since these depths may be subject to change, local authorities should be consulted for current controlling depths.

(20) Depths are in feet below the low-water tidal datum of the charts; deck heights where given are in feet above the chart datum for water depths.

(21)

Traffic Separation Schemes

(22) **Traffic Separation Schemes (Traffic Lanes)** have been established from the Gulf of Santa Catalina to the

(27)

North American Emission Control Area Low Sulfur Fuel Oil Regulations

General Information

International Maritime Organization: The International Convention for the Prevention of Pollution from Ships (MARPOL) ANNEX VI Regulation 14 requires ships with Marine Compression-Ignition Engines at or Above 30 Liters per Cylinder use fuel with sulfur content less than 0.1%, after 01 January 2015 within 200 miles of the North American area and when operating in the United States Caribbean Sea area – as defined in Appendix VII of Annex VI of MARPOL.

The California Air Resources Board (ARB) created regulations for vessel emissions reductions for California's ports as part of its continued mission to improve air quality around the state. The requirements came into effect in July 2009, under Title 13 California Code of Regulations (CCR), Section 2299.2, *Fuel Sulfur and Other Operational Requirements for Ocean Going Vessels within California Waters and 24 Nautical Miles of the California Baseline*.

The regulations require vessels use distillate fuel, either marine gas oil with maximum 0.1% sulfur, or marine diesel oil with maximum 0.1% sulfur, in their main and auxiliary engines. These regulations are still in effect pending review in April 2015.

Following the implementation of the regulations, California continued to experience loss of propulsion (LOP) incidents within state waters at a much higher rate than was seen prior to July 2009. This advisory focuses upon reducing the probability of an LOP incident occurring on vessels due to the use of Low Sulfur Distillate Fuel Oil (LSDFO).

OPERATIONS

Initial Entry

For vessels intending to enter the North American Emissions Control Area (NAECA) for the first time, the crew is advised to conduct a "TRIAL" (actual) fuel switching within 45 days prior to entering NAECA waters. Run main and auxiliary engines no less than four (4) hours on LSDFO if the vessel intends to use distillate fuel to comply with MARPOL ECA regulations. This will help identify any specific change over or operational issues or problems.

REPEAT AND INITIAL ENTRY

Part One–Training:

- Within 45 days prior to entering any port within the NAECA, vessel engineers are strongly advised to exercise:
  - A. Operating main engine from the engine control room.
  - B. Operating main engine from engine side (local).
- Crew should become familiar with "Failure to Start" procedures while maneuvering and establish corrective protocols for "Failure to Start" incidents.

Part Two–While Underway after Fuel Switching Completed (HFO to Low Sulfur Distillate):

- Ensure one of the senior* engineering officers is in the engine control room while the vessel is in pilot waters and be:
  - A. Able to operate the vessel main engine from the engine control room.
  - B. Able to operate the vessel main engine from engine side (local).

  *Special Attention to International Standards of Training, Certification and Watchkeeping (STCW) Rest Requirements

Part Three–Engine Guidelines:

- Consult engine and boiler manufacturers for fuel switching guidance.
- Consult fuel suppliers for proper fuel selection.
- Exercise strict control when possible over the quality of the fuel oils received.
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels.
- Develop detailed fuel switching procedures.
- Establish a fuel system inspection and maintenance schedule.
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational.
- Ensure system purifiers, filters and strainers are maintained.
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained.
- Ensure that the steam isolation valves on fuel lines, filters, heaters etc. are fully tight in closed position while running on Low Sulfur Distillate Fuel Oil.
- Ensure that the fuel oil viscosity and temperature control equipment is accurate and operational.
- Ensure detailed system diagrams are available and engineers are familiar with systems and troubleshooting techniques. Senior engineering officers should know the location and function of all automation components associated with starting the main engine.

(28)

California Code of Regulations – Oil Spill Contingency Plans for Non-tank Vessels

Non-tank vessels (300 gross tons or greater) entering California waters should be aware of California state regulations that set forth planning requirements for oil spill prevention and response, unless otherwise exempt as defined in the regulation.

Owners or operators of non-tank vessels which are 300 gross tons or greater, shall provide an oil spill contingency plan for that non-tank vessel. The planning requirements specify that the owner/operator of a non-tank vessel must own or have contracted for on-water recovery and storage resources sufficient to respond to all spills up to the reasonable worst case spill volume in the time frames specified. The information required must be submitted to the Office of Spill Prevention and Response (OSPR), and maintained by the owner/operator.

For more information, reference the **California Code of Regulations (CCR), Title 14, Division 1, Subdivision 4, Chapter 3, Subchapter 4**: *wildlife.ca.gov/OSPR/Legal/OSPR-Regulations-Index*

In addition to the state regulations noted above, non-tank vessel owners/operators should be familiar with Federal regulations for a Notification of Arrival requirement (**33 CFR 160 – Subpart C, chapter 2**) and non-tank vessel response plans (**33 CFR 155 – Subpart J**, not contained in this Coast Pilot.)

vicinity of Point Conception, off the entrance to San Francisco Bay, and in the Straits of Juan de Fuca and Georgia and Haro Straits. (See chapters 4, 7, and 12, respectively, for details.)

(23)

Vessel Traffic Services

(24) **Vessel Traffic Services (VTS)**, have been established in the San Francisco Bay area and in the Strait of Juan de Fuca, E of Port Angeles and in the waters of Rosario Strait, Admiralty Inlet, Puget Sound and the navigable waters adjacent to these areas. The services have been established to prevent collisions and groundings and to protect the navigable waters from environmental harm.

(25) The Vessel Traffic Services provide for a **Vessel Traffic Center (VTC)** that may regulate the routing and movement of vessels by radar surveillance, movement reports of vessels, VHF-FM radio communications, and specific reporting points. The systems consists of traffic lanes, separation zones, precautionary areas and reporting points.

(26) Participation in the **Vessel Traffic Service San Francisco** is mandatory for certain vessels within navigable waters of the United States and within the 12-mile boundary of the U.S. territorial sea. (See chapter 7, for details.) The Vessel Traffic Service in the Strait of Juan de Fuca, E of Port Angeles, and in the waters of Rosario Strait, Admiralty Inlet, and Puget Sound is mandatory. (See **161.1 through 161.60**, chapter 2, for rules governing vessel operations in the Vessel Traffic Service, and, chapter 12, for details.)

(29) **Offshore Vessel Movement Reporting System San Francisco** has been established in the ocean approaches to San Francisco; the system is mandatory. (See chapter 7 for details.)

(30) **Vessel Traffic Information Service LosAngeles/ Long Beach** has been established for the approaches to Los Angeles and Long Beach; the Service is voluntary. (See chapter 4 for details.)

(31)

Area to be Avoided

(32) Along the coasts of California, Oregon, Washington and Hawaii are areas which require specific attention. Most of these areas are associated with marine sanctuaries and are noted on charts as an Area to be Avoided. These areas are adopted by the International Maritime Organization in an effort to avoid the risk of pollution to their associated sanctuaries. See the following chapters for detailed information on the areas: the Channel Islands (chapter 5), off San Francisco (chapter 7), the Olympic Coast, Washington (chapter 11), and Hawaii (chapter 14).

(33)

Recommended Tracks, California

(34) Along the California coast, west of Monterey Bay and between Point Sur and Pigeon Point, recommended tracks have been adopted by the International Maritime Organization. These tracks consist of two sets (northbound and southbound) each. The tracks closest to the coast are for vessels 300 gross tons or greater, except those carrying hazardous cargo in bulk or crude oil. The other set of tracks farthest offshore is for vessels carrying hazardous cargo in bulk. (See chapter 6 for details.)

(35)

Offshore Vessel Traffic Management Recommendations

(36) Based on the West Coast Offshore Vessel Traffic Risk Management Project, which was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and U.S. Coast Guard Pacific Area, it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recommended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances

between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommendation is intended to reduce the potential for vessel groundings and resulting oil spills in the event of a vessel casualty.

(37)

Drawbridges

(38) The general regulations that apply to all drawbridges are given in **117.1 through 117.49**, chapter 2, and the specific regulations that apply only to certain drawbridges are given in **Part 117, Subpart B,** chapter 2. Where these regulations apply, references to them are made in the Coast Pilot under the name of the bridge or the waterway over which the bridge crosses.

(39) The drawbridge opening signals (see **117.15**, chapter 2) have been standardized for most drawbridges within the United States. The opening signals for those few bridges that are nonstandard are given in the specific drawbridge regulations. The specific regulations also address matters such as restricted operating hours and required advance notice for openings.

(40) The mariner should be acquainted with the general and specific regulations for drawbridges over waterways to be transited.

(41)

Anchorages

(42) Anchorages, affording shelter for large vessels from the severe northwest winds of summer, may be had in a number of places along the coast. In southeast and southwest weather there are few places where shelter is available; San Diego Bay, Los Angeles Harbor, the lee side of the Channel Islands, and Monterey Bay are the only places south of San Francisco Bay. north of San Francisco, good shelter is found in Humboldt Bay, Coos Bay, Columbia River, Willapa Bay, and Grays Harbor; but most of these places must be made before the sea rises, as afterward the bars become impassable. Neah Bay, just inside the entrance to the Strait of Juan de Fuca, is used considerably by small vessels in west or south weather. Many anchorages have been established in the area covered by this Coast Pilot. (See **Part 110**, chapter 2, for limits and regulations.)

(43)

Dangers

(44) There are few outlying dangers, the principal ones being Bishop Rock, west of San Diego; Noonday Rock and the Farallon Islands, off San Francisco Bay; and Blunts, St. George, Rogue River, Orford, and Umatilla Reefs, north of San Francisco. The Channel Islands, off southern California, are the largest, most prominent, and the farthest offshore of any islands along the coast.

(45)

Oil Well Structures

(46) Offshore drilling and exploration operations are increasing in the waters off California, especially in Santa Barbara Channel.

(47) Obstructions in these waters consist of submerged wells and oil well structures (platforms), including appurtenances thereto, such as mooring piles, anchor and mooring buoys, pipes, and stakes.

(48) Pacific offshore platforms are regulated by **safety zones** administered and enforced by the United States Coast Guard. (See **33 CFR 147**, chapter 2, for limits and regulations.) If, for safety reasons, a vessel must approach an offshore platform, it is essential to notify the operator of the platform and/or the Captain of the Port on VHF-FM channel 16 for permission to enter the safety zone. Boarding or mooring to a platform is strongly discouraged and may be considered trespass unless permission is given in advance from the platform operator or Captain of the Port, or access to the platform is required as a result of emergency circumstances.

(49) In general, the oil well structures (platforms), depending on their size, depth of water in which located, proximity of vessel routes, nature and amount of vessel traffic, and the effect of background lighting, may be marked in one of the following ways:

(50) Quick flashing white light(s) visible at least 5 miles: sound signal sounded when visibility is less than 5 miles.

(51) Quick flashing white light(s) visible at least 3 miles: sound signal sounded when visibility is less than 3 miles.

(52) Quick flashing white or red lights visible at least 1 mile: may or may not be equipped with sound signal.

(53) Structures on or adjacent to the edges of navigable channels and fairways, regardless of location, may be required to display lights and sound signals for the safety of navigation.

(54) Associated structures within 100 yards of the main structure, regardless of location, are not normally lighted but are marked with red or white retro-reflective material. Mariners are cautioned that uncharted submerged pipelines and cables may exist in the vicinity of these structures, or between such structures and the shore.

(55) During construction of a well or during drilling operations, and until such time as the platform is capable of supporting the required aids, fixed white lights on the attending vessel or drilling rig may be shown in lieu of the required quick flashing lights on the structure. The attending vessel's foghorn may also be used as a substitute.

(56) Submerged wells may or may not be marked depending on their location and depth of water over them.

(57) All obstruction lights and sound signals, used to mark the various structures, are operated as privately maintained aids to navigation. (See **33 CFR 67**, for detailed regulations for the marking of offshore structures.)

(58) Information concerning the establishment, change, or discontinuance of offshore oil-well structures and their appurtenances is published in the Local Notice to Mariners or by Broadcast Notice. Additional information may also be obtained from the Coast Guard Commander. Mariners are advised to navigate with caution in the vicinity of these structures and in those waters where oil

exploration is in progress, and to use the latest and largest scale chart of the area.

(59) During the continuing program of establishing, changing, and discontinuing oil-well structures, special caution should be exercised when navigating the inshore and offshore waters of the affected areas in order to avoid collision with any of the structures.

(60) Information concerning seismographic operations is not published in Notice to Mariners unless such operations create a menace to navigation in waters used by general navigation. Where seismographic operations are being conducted, casings (pipes), buoys, stakes, and detectors are installed. Casings are marked with flags by day and fixed red lights by night; buoys are colored international orange and white horizontal bands; and stakes are marked with flags.

(61)

Pipelaying Barges

(62) With the increased number of pipeline laying operations, operators of all types of vessels should be aware of the dangers of passing close aboard, close ahead, or close astern of a jetbarge or pipelaying barge. Pipelaying barges and jetbarges usually move at 0.5 knot or less and have anchors which extend out about 3,500 to 5,000 feet in all directions and which may be marked by lighted anchor buoys. The exposed pipeline behind the pipelaying barge and the area in the vicinity of anchors are hazardous to navigation and should be avoided. The pipeline and anchor cables also represent a submerged hazard to navigation. It is suggested, if safe navigation permits, for all types of vessels to pass well ahead of the pipelaying barge or well astern of the jetbarge. The pipelaying barge, jetbarge, and attending vessels may be contacted on VHF-FM channel 16 for passage instructions.

(63)

Fish Havens

(64) Fish havens, some marked by private buoys, are numerous along the Pacific coast. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

(65)

Kelp

(66) Kelp grows on nearly every danger with a rocky bottom and is particularly heavy at various points in Santa Barbara Channel and in the vicinity of San Diego Bay. It will be seen on the surface of the water during the summer and autumn; during the winter and spring it is not always to be seen, especially where it is exposed to a heavy sea. Many rocks are not marked by kelp, because a heavy sea will occasionally tear it away and a moderate current will draw it under water so that it will not be seen. When passing on the side of a kelp patch from which the stems stream away with the current, care should be taken to give it a good berth. Dead, detached kelp floats on the water curled in masses, while live kelp, attached to rocks, streams away level with the surface. Live kelp is usually an indication of depths less than 10 fathoms.

(67)

Logs and Deadheads

(68) Mariners are cautioned that a large number of logs and deadheads are adrift in the navigable water of Washington and Oregon at all times, particularly after storms, spring freshets, and unusually high tide. Mariners are urged to be alert for the presence of such logs and deadheads, as they constitute a serious menace to craft of small and moderate size.

(69)

River Entrances

(70) Along the Oregon and Washington coast, bars build up at the mouths of the many rivers and streams that empty into the Pacific Ocean. The tidal currents at these entrances can obtain considerable velocity, especially when the ebb tide is reinforced by the river runoff. The most dangerous condition prevails when a swift ebb current meets the heavy seas rolling in from the Pacific at the shallow river entrances. The water piles up and breaks and creates a bar condition too rough for small craft. In a bar area, sea conditions can change rapidly and without warning. Always cross it with caution.

(71)

Regulated Boating Areas

(72) The U.S. Coast Guard has provided for the termination of the use of boats during especially hazardous conditions on certain river bars and coastal inlets along the Pacific coastline of Oregon and Washington. The hazardous bar areas are depicted in the Coast Guard "Bar Guides" or in a pamphlet entitled "Boating in Coastal Waters," published by the Oregon Marine Board. It is important for the small-craft operator to know when he is operating in the general vicinity of a regulated boating area, and be prepared for any changing tidal or sea conditions which may be hazardous to his vessel.

(73)

Danger zones

(74) **Danger zones** and **Restricted areas** are along the Pacific coast, around the Channel Islands, in the Straits of Juan de Fuca and Georgia, and in Puget Sound. (See **334**, chapter 2, for limits and regulations.)

(75)

Caution

(76) Heavy concentrations of fishing gear may be expected off Drakes Bay, Grays Harbor, Columbia River, Coos Bay, Humboldt Bay and Destruction Island between December 1 and August 15, from shore to about 30 fathoms.

(77) To reduce the destruction of fishing gear by vessels and to reduce the fouling of propellers and shafts by fishing gear, Washington Sea Grant, Washington State University Extension has coordinated an agreement between towboaters and crab fishermen for the

establishment of towboat lanes along the Pacific coast between San Francisco, California and Cape Flattery, Washington. Copies of the agreement showing fishing areas and towboat lanes may be obtained from Washington Sea Grant, Washington State University Extension, Box 88, South Bend, WA 98586; telephone 360–875–9331.

(78)

Tides

(79) A very important characteristic of the tides along the W coast of the United States is the large inequality in the heights of the two high waters and of the two low waters of each day. On the outer coast the average difference between the heights of the two high waters of the day is from 1 to 2 feet, and the average difference in the heights of the two low waters from 2 to 3 feet. It was because of this large difference in the low-water heights that the mean of the lower low waters, rather than the mean of all low waters, was adopted as the plane of reference for the charts of this region.

(80) This inequality changes with the declination of the Moon. When the Moon is near the Equator the inequality is relatively small; but when the Moon is near its greatest north or south declination, the difference in the heights of the two high waters or of the two low waters of each day reaches a maximum. The tides at this time are called **Tropic tides**.

(81) Off the outer coast, the mean rise of the tide varies from 5 feet off southern California to about 7.5 feet off the coast of Washington. Extreme variations from 3 feet below to 10 feet above the datum may reasonably be expected.

(82) At the entrance to San Francisco Bay the mean rise of the tide is about 5 feet. At the south end of the bay the tide occurs about 1½ hours later, and the mean rise is about 2.5 feet greater than at the entrance of the bay. Passing north into San Pablo Bay, the tide occurs from 1 to 2 hours later than at the Golden Gate, with a mean rise of about 0.5 foot greater than at the latter place. In Suisun Bay the time of tide is about 3 hours later than at the Golden Gate, with a mean rise about the same. It requires about 4 hours for high water to pass from Suisun Bay to Stockton, on the San Joaquin River, and about 5 hours from Suisun Bay to Sacramento, on the Sacramento River. The mean rise of the tide at Stockton is 3.6 feet, and at Sacramento is 2.6 feet.

(83) In Humboldt Bay the tide is from ½ to 1 hour later than on the outer coast. The mean rise is about 6 feet.

(84) In Coos Bay the tide is from ½ to 1½ hours later, and the rise of high water about same as in Humboldt Bay.

(85) In Yaquina Bay the mean rise is about 7 feet.

(86) At the entrance to Columbia River the mean rise is about 7 feet. It requires about 6 hours for high water to pass from the entrance to the Columbia River to the mouth of the Willamette River. In passing up the Columbia River the range of tide decreases until it is only 1.4 feet at the mouth of the Willamette. Above this point the tidal range becomes too small to be of practical importance. There are, however, large fluctuations in the level due to meteorological conditions. An extreme variation of 24.5 feet has been noted at St. Johns on the Willamette River. Columbia River is usually highest during May, June, and July, and lowest during September, October, and November.

(87) In Willapa Bay and in Grays Harbor the mean rise is about 9 feet.

(88) Passing through the Strait of Juan de Fuca, the tide occurs about 3 hours and 40 minutes later at Port Townsend than at Cape Flattery. The mean rise increases from 7.2 feet above the datum at Cape Flattery to 7.9 feet at Port Townsend. There is an increase in the average inequality between the two low waters of each day from 3 feet at Cape Flattery to 5 feet at Port Townsend. The average inequality between the two high waters of each day at both places is about 1.5 feet.

(89) In Puget Sound the tide is about ½ to 1 hour later than at Port Townsend. The mean rise increases from 7.5 feet at Port Townsend to 13.5 feet at Olympia. In Puget Sound the average difference between the two low waters of each day is 6 feet. At Seattle an extreme range from 4.5 feet below the datum of mean lower low water to 15 feet above the same datum has been observed. At Olympia, in the south part of the sound, an extreme high water 18 feet above the datum has been noted.

(90) In the San Juan Islands, the mean rise of the tide varies from 6.5 to 8 feet. An extreme range from 4.5 feet below to 12 feet above the same datum may reasonably be expected.

(91) In using the Tide Tables, high or low water should not be confused with slack water. For ocean stations there is usually little difference between the time of high or low water and the beginning of ebb or flood currents; but for places in narrow channels, landlocked harbors, or on tidal rivers the time of slack water may differ by several hours from the time of high or low water stand. The relation of the times of high and low water to the turning of the current depends upon a number of factors, hence no simple rule can be given. (See the Tidal Current Tables for predicted times of slack water or strength of current.)

(92)

Currents

(93) A current, the outer limit of which extends offshore more than 300 miles, flows approximately parallel to the U.S. Pacific coast from latitude 50° to 30°N. The direction of the current is generally south throughout the year except as noted below. Its velocity, which averages about 0.2 knot, is greatly influenced by prevailing winds; north winds increase it, and south winds diminish it. North of latitude 45°N. the set is usually north from November through February.

(94) Along the coast during certain periods there is a weak north flow known as the **Davidson Inshore Current**, which is evident between San Diego and Point Conception from July through February and between

Point Conception and Cape Flattery from November through February.

(95) Along the coast of Vancouver Island there is usually a northwest flow, which as measured at Swiftsure Bank (48°32.0'N., 124°59.7'W.) has a velocity of nearly 0.5 knot at all seasons.

(96) The above statements apply to general or average conditions. The currents, particularly offshore, at a specific time depend largely upon prevailing winds, whereas alongshore and off the entrances to inland waterways they depend also upon tidal and drainage effects. (See the Tidal Current Tables at *tidesandcurrents.noaa.gov/curr_pred.html* for detailed information.)

(97)

Tsunamis

(98) Although the coasts of California, Oregon, and Washington are not generally subject to waves of the magnitude which strike the Hawai'ian Islands and other Pacific areas, widespread damage to shipping and to waterfront areas occasionally occurs. The tsunami of March 28, 1964, originating in the Gulf of Alaska, caused 16 deaths and several million dollars damage to ships and property in California, Oregon, and Washington. The loss of life and property can be lessened if shipmasters and others acquaint themselves with the behavior of these waves so that intelligent action can be taken when they become imminent. (See chapter 1 for details about these waves.)

(99) The Warning System operated by the National Oceanic and Atmospheric Administration and described in chapter 14 supplies warnings to the Civil Defense authorities in California, Oregon, and Washington who are responsible for disseminating this information to the affected areas. The warnings are also broadcast by the National Weather Service on NOAA Weather Radio.

(100) When a warning is received, persons should vacate waterfront areas and seek high ground. The safest procedure for ships will depend on the amount of time available, and this may not always be known. A ship well out at sea would ride such waves safely, and hence if time is available to put to sea, that would be the safest action. On the other hand, the crew of a ship in harbor may have a difficult time averting serious damage. The ship may be washed ashore by incoming waves or grounded because of excessive withdrawal of water between crests. Much of the damage in the Los Angeles area during the 1960 Chilean tsunami was caused by rapid currents and the swift rise and fall of the water level that parted mooring lines and set floating docks and ships adrift.

(101)

Blue, Fin and Humpback Whales

(102) All whales are protected under the Marine Mammal Protection Act (MMPA) and, when in Sanctuary waters, under the National Marine Sanctuaries Act (NMSA). Certain large whales, including blue, fin and humpback whales, are also listed as endangered under the Endangered Species Act (ESA). Blue, fin and humpback whales migrate through, or may be found in large aggregations, feeding in the nutrient-rich and highly productive waters along the continental shelf of California, Oregon and Washington. Whales may not react to approaching vessels, increasing the risk of collision. A collision could result in significant damage to the vessel and death or serious injury to the whale. Collisions with vessels in these waters may be affecting the recovery of blue, fin and humpback whales. NOAA is responsible for providing protection to whales under the MMPA, ESA and NMSA and provides the following species information and precautionary measures for mariners to reduce risk of vessel collisions.

(103) **Descriptions of blue, fin and humpback whales:**

(104) **Blue whales**: body is mottled bluish-gray; up to 85 feet in length; blow is tall and columnar; relatively small dorsal fin is usually not seen during surfacing (but can be seen prior to a dive); tail flukes are often raised before a dive. The most recent population estimate for blue whales off the U.S. west coast is approximately 2,500.

(105) **Fin whales**: body is solid gray to black above and white below, with a chevron pattern behind head often visible from above; up to 79 feet in length; blow is tall and shaped like an inverted cone; the dorsal fin is usually sickle shaped and visible during surfacing; tail flukes are rarely raised before a dive. The most recent population estimate for fin whales off the U.S. west coast is approximately 3,000.

(106) **Humpback whales**: body is dark gray with black and white patches on underside; up to 52 feet in length; blow is round and bushy; long white and black flippers; head covered with knobs or nodules; relatively prominent dorsal fin relative to body size; flukes are often raised before deep dives. The most recent population estimate for humpback whales off the U.S. west coast is approximately 2,000.

(107) **Occurrence of blue, fin and humpback whales:** Though these large whales are found along the western coast of the United States year-round, overall abundance is highest from May to November, when whales are feeding on dense aggregations of krill and other forage fish. Blue whales are most commonly seen in California from May through September. Fin whales are most common in summer and winter, and humpback whales are most common in summer and fall. These whales regularly occur in large feeding groups around the Channel Islands and off of Long Beach and Orange County in southern California and in the waters off of San Francisco and Monterey Bay in central California.

(108) **Precautions when transiting whale habitat:**

(109) Vessel operators and observers are advised to keep a sharp lookout for whales when transiting near the coast, especially near the 100-fathom curve and offshore islands. NOAA has established two whale advisory zones to alert mariners of the seasonal presence (May through November) of blue, fin and humpback whales and to encourage vessel operators to keep a sharp lookout for whales and proceed with caution within these areas. One

whale advisory zone, in southern California, includes the waters from Point Arguello to Dana Point; a second, in Central California, extends from Point Piedras Blancas to Bodega Bay. NOAA works with the U.S. Coast Guard and the National Weather Service to broadcast and publish this information annually.

(110) NOAA may make recommendations to large vessels to reduce speed in specific areas to reduce the risk of lethal ship strikes. NOAA's recommendations are broadcast via the Coast Guard Notice to Mariners (and appear in the published Local Notice to Mariners) and NOAA Weather Radio. To receive current advisories and other whale-related information, mariners can sign up for e-mail announcements here: *rain.org/mailman/listinfo/noaa-whale-advisory-l*.

(111) Please report any collisions with whales or any observed injured, entangled or dead whales to NOAA at 877–SOS–WHALE (877–767–9425) or to the U.S. Coast Guard on VHF Channel 16. For more information, visit: *sanctuaries.noaa.gov/protect/shipstrike/welcome.html*.

(112) **Precautions when in the presence of whales**:

(113) NOAA has established additional guidelines to help keep both mariners and whales safe. In the presence of whales, mariners should:

(114) Maintain a distance of at least 100 yards from any marine mammal

(115) Never pass in front of a whale's path

(116) Avoid sudden speed or directional changes around whales

(117) Never get between two whales, especially a cow and her calf

(118) Always travel parallel to whales and at or below their speed

(119) Never chase whales

(120) Civil and criminal penalties could apply if these guidelines are not observed. NOAA's National Marine Fisheries Service (NMFS) has regulatory responsibility for implementing the MMPA and ESA. Whales in a national marine sanctuary are also protected under the National Marine Sanctuaries Act (NMSA), which prohibits unauthorized take or possession of any marine mammal in sanctuary waters, including harassment and disturbance.

(121)

Weather, West Coast and Hawaii

(122) This section presents an overall, seasonal picture of the weather that can be expected in the offshore waters along the entire west coast of the United States as well as coastal and near-coastal sites and the Hawai'ian and Pacific Islands. Detailed information, particularly concerning navigational weather hazards, can be found in the weather articles in the following chapters.

(123) All weather articles in this volume are the product of the **National Oceanographic Data Center (NODC)** and the **National Climatic Data Center (NCDC).** The meteorological and climatological tables are the product of the NCDC. Both centers are entities of the **National Environmental Satellite, Data, and Information Service (NESDIS)** of the **National Oceanic and Atmospheric Administration (NOAA)**. If further information is needed in relation to the content of the weather articles, meteorological tables or climatological tables, contact the National Climatic Data Center, Attn: Customer Service Division, Federal Building, 151 Patton Avenue, Room 120, Asheville, NC 28801-5001. You may also contact the CSD at 704–271–4994, or fax your request to 704–271–4876.

(124) Climatological tables for coastal locations, meteorological tables for the coastal ocean areas, and a table of mean surface water temperatures and densities relevant to locations discussed within this volume, Appendix B. The climatological tables are a special extraction from the International Station Meteorological Climate Summary. The ISMCS is a CD-ROM jointly produced by the National Climatic Data Center, Fleet Numerical Meteorology and Oceanography Detachment-Asheville, and the U.S. Air Force Environmental Technical Applications Center, Operating Location–A. The meteorological tables for the ocean areas are compiled from observations made by ships in passage and extracted from the National Climatic Data Center's Tape Deck-1129, Surface Marine Observations. Listed in Appendix A are National Weather Service offices and radio stations which transmit weather information.

(125) The Pacific coastal region of the United States and the adjacent ocean areas are located along the east portion of the Pacific high-pressure system. This high, when well developed, forms the principal circulation control forcing most of the low-pressure systems to follow a course to the north of the contiguous United States. This is reflected in the presence of the Aleutian low in the Gulf of Alaska. This action damps out weather changes that might otherwise occur and brings a stability factor that would not otherwise exist. Air which reaches the coast as a result of the prevailing westerly winds has acquired much moisture during its ocean passage, resulting in high humidities along the coast. The marine influence is also evidenced in a cooling effect in summer and a warming influence in winter.

(126) Two features of the climate in these waters, while not commonplace, warrant the mariner's attention because of their severity. One is the tropical cyclones and the other a local wind known as the Santa Ana.

(127) **Tropical cyclones** originate south of the area, off the west Mexican coast, in summer and autumn. About 15 form each season, of which eight reach hurricane intensity. Few come far enough north to affect U.S. coastal waters. The ones that do have usually lost their hurricane intensity and are short-lived. However, these storms can be dangerous and have generated winds of more than 120 knots. Further reference is made to tropical cyclones in the seasonal description.

(128) The **Santa Ana** is an offshore desert wind that occurs in or near San Pedro Bay. While infrequent, it may be violent; speeds have been measured at more than 50

knots. These winds diminish little, if any, immediately after passing over water, and can extend up to 50 miles (93 km) out to sea. They are most likely in late autumn or winter. (See Weather articles, chapter 4, for more details.)

(129) A third feature, the **El Nino/Southern Oscillation (ENSO)**, sporadically influences these waters. **ENSO** is a two-phased weather phenomenon with roots in the equatorial Pacific and coastal South America; El Nino is the warm water phase and **La Nina**, the cool water phase.

(130) El Nino is an abnormally warm, eastward-moving, Equatorial Pacific current which is thought to have a pronounced influence on the global atmospheric circulations. It is known that during an El Nino event, the normal southeast trade winds of the near Equatorial Pacific region break down allowing for near-global-wide altered weather patterns. During a strong El Nino, this typically means an unusually strong subtropical jet stream that brings storms from central and southern California eastward through the gulf coast and southeast states. If the El Nino is weaker, drought to California and rains to the gulf coast and southeast states may be expected.

(131) Following an El Nino event, the near-equatorial trade winds return to normal. On occasion, the southeast trade winds become stronger than normal. If this occurs, a La Nina is present, the opposite of El Nino. It is believed that a strong La Nina leads to drought across much of North America.

(132) Winter, like an incoming tide, creeps over the northeastern North Pacific. Subtle changes begin in September. Seas off central and southern California come under the protection of a weak, good-weather subtropical high centered near 35°N and 145°W. Only enough storms penetrate this protective barrier to make winter a distinguishable season off southern California. This same high pressure system in conjunction with a strengthening Aleutian Low, bodes differently for points further north. Summer breezes become gales. Rain is commonplace. Winds and cool temperatures make the air feel damp and chilly. Storms become routine and onshore flow is near-persistent. Choppy seas turn rough.

(133) Winter storms usually work their way from the central Pacific northward into the Gulf of Alaska or to the coast of British Columbia, trailing their frontal systems across the area. Two or three times a month, on an average, a storm will move directly through the seas off the Washington-Oregon coast. The more seaward storms generate the moderate to strong southeast through west winds that prevail over northern waters and influence the weather as far south as central California. The stronger winds that blow over a long fetch of water whip up rough seas. Seas of 12 feet (3.7 m) or more are generated 15 to 20 percent of the time. In addition, the warm south flow brings cloudiness, drizzle, and sometimes fog. Drizzle occurs about 5 to 8 percent of the time, and there are about 2 to 4 days a month when dense fog reduces visibilities to 0.5 mile (0.9 km) or less at sea. These conditions can persist for a week or more if one of these big storms stalls in the Gulf of Alaska. The south flow is also responsible for air temperatures in the upper forties and fifties (8.9° to 15°C). Cold temperatures are unusual and are most likely when cold Arctic air is fed into a low in the Gulf by a large high in the Bering Sea or when a rare outbreak of Arctic air occurs over the area from the north or northeast. Temperatures at these times may drop below freezing (<0°C) off the Washington coast and into the upper thirties (3.3° to 3.9°C) farther south. The infrequency of cold temperatures lessens the chances for snow, which is observed less than 2 percent of the time off Washington and less than 1 percent of the time off Oregon.

(134) When a storm moves close or through these northern waters, weather changes rapidly. The center is preceded by a strong southeast to southwest flow that may reach gale force (gales occur on about 3 to 5 days per winter month) and may whip seas up to 20 feet (6.1 m) or more; seas of these heights occur up to 4 percent of the time. These conditions are often accompanied by clouds and rain, with temperatures in the fifties (10° to 15°C). After the center passes, winds will veer to the west through north and remain strong for a while. Brief showers soon end, the clouds break, and temperatures drop into the low forties (5° to 6.7°C). A high-pressure system from the central Pacific may follow and bring a brief period of clear conditions. If a storm stalls or it is followed by a series of storms, bad weather can be prolonged for a week or more. Rain falls on 18 to 28 days per winter month in these north waters, and skies are overcast or obscured 40 to 50 percent of the time.

(135) About once or twice a month, a storm moves into northern California offshore waters. While these lows are often weaker than those farther north, some cause gales and rough seas. Gales blow on 4 to 5 days per month, and seas reach 12 feet (3.7 m) or more about 8 to 16 percent of the time. These conditions can also be generated by the interaction of a low to the north and a high to the south. The south winds can raise temperatures into the sixties (16.1° to 20.6°C) off northern and central California. Clouds and rain accompany these systems. Rain falls on about 10 to 15 days per month.

(136) Off northern and central California, storms bring a preponderance of southeast through southwest winds, but this is matched by northwest and north winds that blow around the subtropical highs. These highs either form in the Pacific or migrate from Asia. They dominate the weather off the southern California coast, where west through north winds blow more than 60 percent of the time. However, these highs are weakest during winter, and occasionally storms move close enough to bring some clouds, rain, and wind. Rain occurs on about 5 to 10 days per month off central and southern California. Gales and rough seas are rare south of Los Angeles. Between Los Angeles and San Francisco, gales blow on about 1 to 4 days per month, while seas of 12 feet (3.7 m) or more occur about 4 to 8 percent of the time.

(137) Fog is a problem in the offshore waters between Los Angeles and San Francisco. Visibilities less than 2 miles (4 km) occur 5 to 7 percent of the time, while dense fog

reduces visibilities to less than 0.5 mile (0.9 km) on 2 to 5 days per month.

(138) Spring brings change. March is an epilogue to winter, while May provides a prologue to summer. Cold rainy days alternate with mild sunny ones. The gradual changeover takes place under the forceful prodding of the expanding good-weather Pacific high. In March the center approximates 30°N and 140°W. As the high expands, it forces the increasingly weak and infrequent storms north into the western Gulf of Alaska and Bering Sea. Since the high is not yet a permanent feature, storms will occasionally penetrate the area, particularly in early spring, when they sometimes move into the Pacific northwest or even across the northern California coast. Southern California waters remain protected by the high. This expanding high-pressure system, which brings good weather, creates a problem in the offshore waters of central and northern California. It causes a tightening of the pressure gradient, which increases wind strength. In other areas, winds and waves are becoming less of a problem. A change is taking place in the direction of prevailing winds. Off southern California, prevailing northwest and north winds are becoming increasingly persistent. With the expansion of the high, north and northwest winds are becoming the prevailing directions throughout the area. This is a slow change. In March, south and north winds share equal billing.

(139) Storms to the west and northwest of the Washington-Oregon offshore waters, while not as frequent as in winter, still generate southeast to west winds as they work their way north. The prevailing storm track is shifting northward so not as many lows move directly through the area, and they are often less intense. Gales from these near and distant storms blow on about 2 days in March, and they are rare by May. Seas also calm down. In March, waves of 12 feet (3.7 m) or more occur 15 to 20 percent of the time; this drops to 10 percent by April and to around 5 percent by May. The general south flow from these storms still bring rain, drizzle, and fog. Rain or drizzle can be expected on about 15 to 18 days in March and 9 to 15 days in May. Dense fog (visibilities less than 0.5 mile (0.9 km)) forms on less than 2 days per month, while visibilities drop below 2 miles (4 km), 2 to 4 percent of the time. Because of the clouds and rain associated with this south flow, it is not always responsible for the warmest spring temperatures. Usually, it is accompanied by temperatures in the forties and low fifties (5° to 11.1°C) in March and 50°F (10°C) readings during May. An occasional cold north outbreak, usually following a storm, can drop March temperatures into the mid- to upper thirties (0.6° to 3.9°C).

(140) Occasionally a low will move close enough to bring some clouds, rain and drizzle; distant lows often account for some of the cloudy days. This is more likely in early spring, when rain falls on about 4 to 5 days in the south, and 5 to 15 days in central and Northern waters. By May, storms are less frequent, and rain occurs on just 1 or 2 days south of Los Angeles and 3 to 10 days to the north.

(141) Fog is a problem in the offshore waters between Los Angeles and San Francisco. In April and May, visibilities drop below 2 miles (4 km) 8 percent of the time, and fog reduces visibilities to less than 0.5 mile (0.9 km) on about 2 to 3 days per month. It occurs mostly with winds from the southwest through northwest, when they bring warm air over the cooler waters.

(142) Two important features are responsible for the summer weather in these offshore waters, the subtropical Pacific high and the cold California Current.

(143) The influence of high-pressure systems becomes increasingly frequent in these northern waters during spring. In fact, a principal path of highs from the central and western Pacific runs through this area and onto the Washington-Oregon coast. These systems bring clearing conditions, west through north winds, and sometime mild temperatures. Temperatures can, on occasion, get up into the upper fifties and low sixties (14.4° to 16.7°C) in March and into the upper sixties (19.4° to 20.0°C) in May. Clear to partly cloudy skies occur most often with west to north winds. Wind speeds are less than 10 knots most often with west to north winds.

(144) High-pressure systems dominate the weather in California offshore waters, although an occasional storm disrupts the good weather, particularly in early spring. Wind and sea conditions are not so good, however, in waters from off San Francisco northward. In this region, the pressure gradient between highs and lows is often very tight, creating strong north winds which blow at speeds that average near 20 knots and whip up seas of 12 feet (3.7 m) or more from 8 to 20 percent of the time. This situation continues throughout spring.

(145) Conditions improve rapidly toward the south, where winds are lighter and seas calmer. The high-pressure systems are responsible for west through north winds, clear skies, and cool temperatures. Winds become increasingly persistent during spring, as the highs become more frequent. By May, northwest through north winds are blowing close to 70 percent of the time north of San Francisco, and west through northwest, about the same to the south. These winds blow over cold water and help keep temperatures in the fifties (10.6° to 15.0°C) throughout the spring, north of San Francisco. Even to the south, temperatures in the fifties (10.6° to 15°C) in March only climb into the mid-fifties to mid-sixties (11.7° to 19.4°C) by May. This compares with temperatures in the 70° to 80° (21.1° to 26.7°C) range at the same latitudes in North Atlantic offshore waters, where the Gulf Stream helps warm the air. The high-pressure systems are also responsible for the clear skies (about one-quarter cloud cover) that occur 25 to 50 percent of the time in these offshore California waters.

(146) The high is made up of high-pressure systems, which either form in the Eastern Pacific or move into the area from Western Pacific waters, the Bering Sea, or the Gulf of Alaska. By July the mean center of the Pacific High is located around 40°N and 150°W. The south flowing California Current is partially driven by the clockwise

circulation of these high-pressure systems. Upwelling also contributes to cool water temperatures. Sea-surface temperatures run 10° to 15°F (-12.2° to -9.4°C) cooler than they do off the Atlantic coast. Its influence is so great that average air temperatures off Eureka never get out of the fifties (10.6° to 15.0°C), and extremes have only reached 87°F (30.6°C), just 9°F (-12.8°C) warmer than the January extreme. The California Current and coastal upwelling are responsible for the poor visibilities of summer and fall. The most dense and frequent fog occurs over the narrow stream of coldest water, just off the coast, and is often limited to a band of 50 miles (81 km) or less. At other times, fog covers large areas, both in latitude and longitude, and may extend for hundreds of miles (>161 km). Its effect is even more pronounced onshore, as you can read in the Weather articles in the chapters following. The effect of the California Current in summer extends along the entire coast.

(147) When a high sits to the west, which is most of the time in summer, west through north winds blow over the offshore waters. Between Point Arguello and Portland, this warm moist air is being chilled by the California Current. This results in not only cool temperatures but low clouds and fog. West through north winds blow 70 to 80 percent of the time. In the offshore waters, where merchant ships are trying to avoid poor visibilities, fog and haze are still encountered 30 to 40 percent of the time between Point Arguello and San Francisco. The fog reduces visibilities to below 0.5 mile (0.9 km) up to 5 days per month. Skies are obscured by fog, or are overcast, up to 50 percent of the time in these offshore waters. Temperatures are often in the midfifties to midsixties (11.7° to 19.4°C) at these times.

(148) Between San Francisco and Portland, fog and haze occur 15 to 25 percent of the time. Fog reduces visibilities to below 0.5 mile (0.9 km) on about 3 to 8 days per month. Skies are obscured or overcast about 30 to 40 percent of the time. In addition to fog, this offshore area is often plagued by gales and rough seas created by a tight pressure gradient between a high off the coast and a heat low over the southwestern United States and Mexico. Gales blow on about 4 to 6 days per month. Strong winds whip up seas of 12 to 20 feet (3.7 to 6.1 m) about 3 to 10 percent of the time.

(149) As storms become less frequent during summer, so does rain. By August, rain falls 3 to 7 percent of the time in the offshore waters from Point Arguello to Vancouver Island.

(150) In the offshore waters between Portland and Vancouver Island, west and northwest winds blow more than one-half of the time, skies are clear 20 to 30 percent of the time, and temperatures are frequently in the sixties (16.1° to 20.6°C). Gales are rare; and, while it rains 5 to 10 percent of the time, this a lot less frequent than during any other season. West through north winds often bring poor visibilities to this area. Fog and haze are encountered 8 to 15 percent of the time. Fog drops visibilities below 0.5 mile (0.9 km) on about 2 to 5 days per month and is most frequent from midsummer on.

(151) South of Point Arguello, weather is fair. Visibilities are usually better than 5 miles, winds and seas are calmer, but temperatures are cool. These offshore waters are almost always under the influence of a high. West through northwest winds, which blow 70 to 75 percent of the time, keep temperatures mostly in the sixties (16.1° to 20.6°C) and bring haze and fog about 15 percent of the time. These warm, moist winds blowing over the California Current also help keep the sky overcast or obscured almost one-half of the time. Skies are clear about one-quarter of the time. Gales are rare, as are rough seas. Winds blow at about 10 knots.

(152) The subtropical high-pressure system forces most tropical storms south of southern California. There is a threat of tropical cyclones from June through November. An average tropical cyclone season sees about 15 tropical cyclones (winds of about 34 knots), of which an average of 8 reach hurricane strength. These storms seldom move north of 30°N. They are most likely to reach the latitudes of 30° to 35°N in August or September. However, by this time, they are usually weak and either well out to sea or well inland over Arizona. The eastern North Pacific season peaks in July, August and September. About three to five tropical cyclones can be expected each month, with an average of one to two reaching hurricane strength. The last damaging tropical cyclone to affect southern California was the September 1939 storm which moved inland near Los Angeles. In September 1972, the remains of a hurricane moved inland between San Diego and Los Angeles; it carried only 20-knot winds at the time of landfall. Several other tropical storms have completed the decaying process in the California coastal waters near the Channel Islands.

(153) Fall arrives subtly in September north of Point Arguello. It is delayed a month or so to the south by the subtropical high. High-pressure systems still bring some sunny, mild days with light west through north winds off Oregon and Washington, but even on these days, swells from distant storms often cast an ominous mood over these waters. Some storms move close enough to generate a southeast through southwest flow off Oregon and Washington. They also bring rain to offshore Washington waters about 8 to 13 percent of the time. A tightening of pressure gradients, off northern California and Oregon in September, is responsible for gales on 2 to 5 days, and for seas of 12 feet (3.7 m) or more, 2 to 4 percent of the time. Meanwhile, off central California, gales blow less often and seas are calmer than they were last month. September is usually the driest month in offshore waters from Oregon southward. Precipitation frequencies range from 6 percent off Oregon to less than 1 percent off southern California. Poor visibilities continue to plague the offshore waters north of Point Arguello. Fog reduces visibilities to less than 0.5 mile (0.9 km) on about 4 to 6 days in September. September temperatures usually range from the upper fifties and low sixties (14.4° to

16.7°C) in the north, to the mid- and upper sixties (18.3° to 20.6°C) off southern California.

(154) During October and particularly November, storms become more frequent, more intense, and move closer to the area than those of summer and early autumn. As the subtropical high weakens and retreats southward and the Aleutian Low is at its deepest, these storms move to the northwest and north, most affecting the vulnerable waters off Washington and Oregon. They frequently sweep these seas with strong southeast through southwest winds, which carry rain and sometimes fog. These winds average 15 to 20 knots. Gales occur on about 2 to 4 days in October and 3 to 6 days in November, off Washington and Oregon. Strong winds whip up seas of 12 feet (3.7 m) or more about 10 to 16 percent of the time. Rain falls more often as autumn progresses. It occurs about 8 to 20 percent of the time in October, increasing to 16 to 30 percent by November in these north seas. This is about as much as it rains in any month. Fog continues to plague this area, and often rides in on a strong, warm south flow that accompanies a low-pressure system. It reduces visibilities to below 0.5 mile (0.9 km) on about 2 to 5 days per month. Temperatures of Washington and Oregon are often in the fifties (10.6° to 15°C) in October and mid-forties to mid-fifties (8.9° to 13.9°C) the following month.

(155) The winter transition comes later to California offshore waters. High-pressure systems remain influential, so winds often blow out of the north and northwest through late autumn, particularly in the south. Even off northern California, winds out of the north are only slightly less frequent than southerlies as late as November. Storms move closer and occasionally break through the protective barrier in November. In offshore northern California waters, they are responsible for about 3 to 5 gale days per month, and for seas of 12 feet (3.7 m) or more, 6 to 10 percent of the time. They also dump rain up to 10 percent of the time. Weather generally improves to the south, where rain falls as little as 3 percent of the time. Gales occur on about 2 days or less. Seas of 12 feet (3.7 m) or more occur about 8 percent of the time in central waters, and about 1 percent in the south. Temperatures change slowly over offshore waters. In October, they frequently run in the fifties (10.6° to 15.0°C) in the north, and in the sixties (16.1° to 20.6°C) to the south. Temperatures drop just a few degrees in November.

(156) Fog continues to be the most frequent navigational weather hazards in the waters of offshore northern and central California. Fog reduces visibilities to below 0.5 mile (0.9 km) on about 5 to 7 days during October, the worst month. Fog and haze are reported about 15 to 20 percent of the time, except off Los Angeles, where they occur about 40 percent of the time.

(157)

Principal Ports

(158) The principal deep-draft commercial ports within the area of this Coast Pilot are: San Diego, Long Beach, Los Angeles, San Francisco, Oakland, Richmond, Stockton, Humboldt Bay, Coos Bay, Portland, Vancouver, Grays Harbor, Seattle, Tacoma, and Honolulu.

(159) Other ports are Port Hueneme, Port San Luis, Redwood City, Sacramento, Astoria, Longview, Port Angeles, Anacortes, Bellingham, Olympia, and Hilo.

(160)

Pilotage

(161) In the area covered by this Coast Pilot, pilotage, with a few exceptions, is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. It is optional for U.S. vessels in the coastwise trade, provided they are under the control and direction of a pilot duly licensed by Federal law for the waters which that vessel travels.

(162) Only at San Francisco do pilot boats cruise on station continuously. At the other ports the pilots must be notified in advance in order for the pilot boat to meet the vessel at the proper time. Most of the pilot boats and stations may be contacted by radio; though ships' agents normally arrange for pilots, a vessel may notify the pilot station of its estimated time of arrival by radio. Specific information is given in the description of the various ports.

(163)

Towage

(164) Tugs of various sizes are available at all the deep-draft ports. Arrangements for their use are usually made by the ship's agent, but in some cases may be made from the vessel by radio. For further information, refer to the description of the port.

(165)

Vessel Arrival Inspections

(166) Quarantine, customs, immigration and agricultural quarantine officials are stationed in most major U.S. ports. Consult Appendix A for a list of ports of entry found in this Coast Pilot. Vessels subject to such inspections generally make arrangements in advance through ships' agents. Unless otherwise directed, officials usually board vessels at their berths.

(167)

Harbormasters and Wharfingers

(168) Harbormasters and wharfingers are mentioned in the text when applicable. They generally have charge of the anchorage and berthing of vessels.

(169)

Supplies

(170) Supplies of all kinds are available at San Diego, Los Angeles, Long Beach, San Francisco Bay, Portland, Seattle, and Tacoma. Limited quantities can be obtained at many other ports.

(171)

Repairs

(172) Large ocean-going vessels may be drydocked for complete repairs at Los Angeles, Long Beach, San Francisco Bay, Portland, and Seattle. Smaller ships of up to about 7,000 tons may also be drydocked at San Diego. Fishing boats and yachts can be hauled out and can have hulls and engines repaired at numerous other places. The Coast Pilot gives information on some of these facilities; usually the largest repair facility in each area is mentioned.

(173) **Salvage** equipment is available at Los Angeles, San Francisco Bay, Portland, and Seattle.

(174)

Small-craft Facilities

(175) There are numerous places where fuel, supplies, protected berths, repairs and shore facilities are available for small craft. For isolated places and small cities, the Coast Pilot describes the more important of these facilities; for large port areas, where individual facilities are too numerous to mention, the information given is more general. Additional information may be obtained online and from various local small-craft guides.

(176) **A vessel of less than 65.6 feet (20 meters) in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. (Navigation Rules, International-Inland Rule 9(b).)**

(177) Southern California has many small-craft harbors with excellent facilities, but north of San Francisco the distances between protected harbors having facilities increases considerably until in the Puget Sound area. Temporary moorage is usually available for transients at most of the harbors. The intense yachting activity of California as far north as San Francisco, however, makes transient moorage more difficult along this section of the coast, even with its numerous harbors built especially for such craft.

(178)

Standard Time

(179) California, Oregon, and Washington use Pacific standard time, which is 8 hours slow of Greenwich mean time. Example: When it is 1000 at Greenwich, it is 0200 in the three coastal States. Hawaii uses Hawaii-Aleutian standard time (H.A.s.t.), which is 10 hours slow of Greenwich mean time. Example: When it is 1000 at Greenwich, it is 0000 in Hawaii.

(180)

Daylight Saving Time

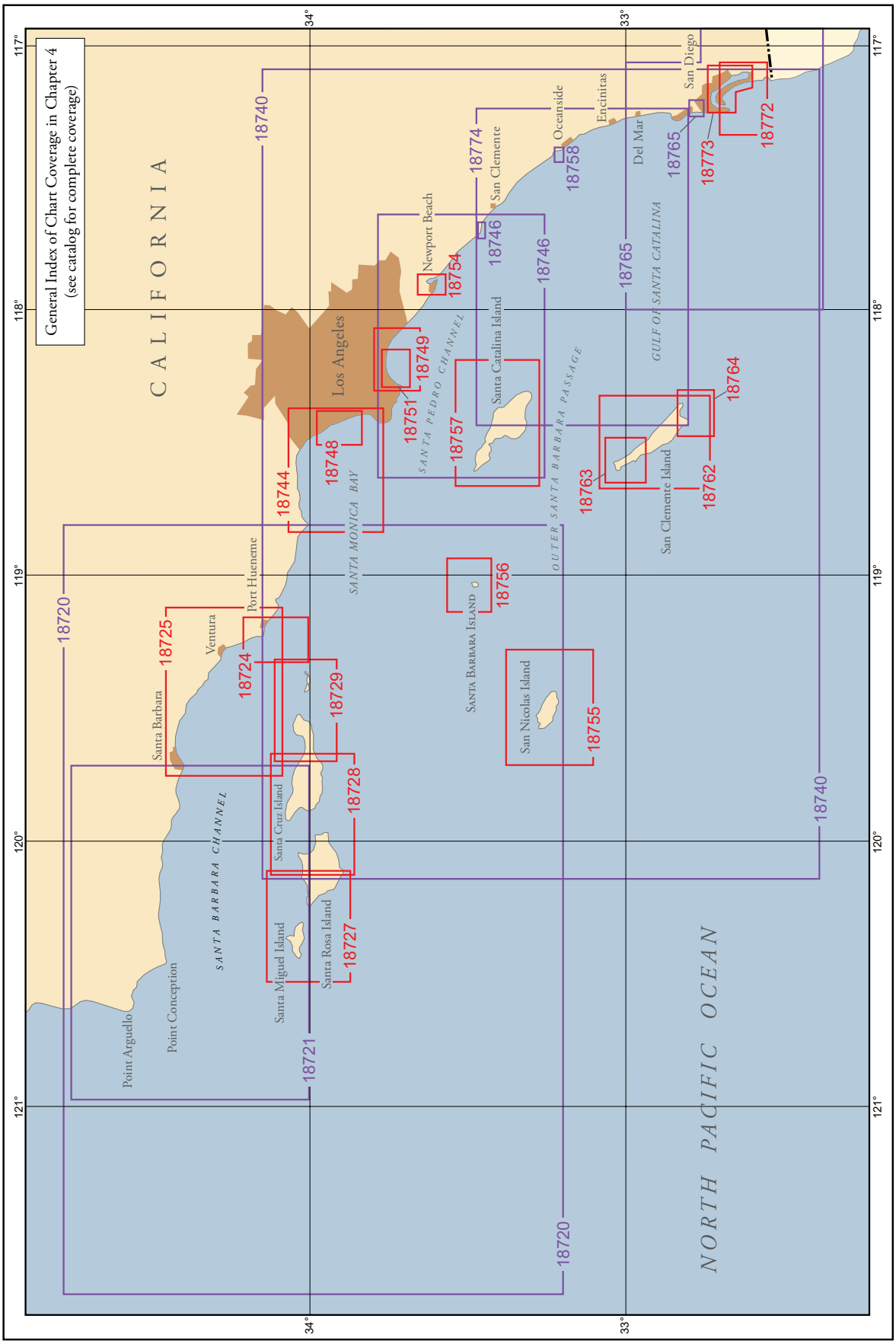
(181) In California, Oregon, and Washington, clocks are advanced 1 hour on the second Sunday of March and are set back to standard time on the first Sunday of November. Daylight saving time is not observed in the State of Hawaii, American Samoa, or the U.S. territory of Guam.

(182)

Legal Public Holidays

(183) The following are legal holidays in the area covered by this Coast Pilot: New Year's Day, January 1; Martin Luther King, Jr.'s Birthday, third Monday in January; Washington's Birthday, third Monday in February; Memorial Day, last Monday in May; Independence Day, July 4; Labor Day, first Monday in September; Columbus Day, second Monday in October; Veterans Day, November 11; Thanksgiving Day, fourth Thursday in November; and Christmas Day, December 25. The national holidays are observed by employees of the Federal Government and the District of Columbia, and may not be observed by all the States in every case.

(184) In addition, the following holidays are also observed in the area covered by this Coast Pilot: Lincoln's Birthday, February 12, in California and Washington, first Monday in February, in Oregon; Presidents Day, first Monday in February, in Hawaii; Kuhio Day, March 26, in Hawaii; Good Friday, in Hawaii, in California from 1200 to 1500; Kamehameha Day, June 11, in Hawaii; Admission Day, third Friday in August, in Hawaii; Admission Day, September 9, in California; General Election Day, first Tuesday after first Monday in November, in California and Washington.


General Index of Chart Coverage in Chapter 4
(see catalog for complete coverage)
CALIFORNIA
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SANTA BARBARA CHANNEL
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GULF OF SANTA CATALINA
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Oceanside
Encinitas
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San Diego
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San Clemente Island
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118°
119°
120°
121°
34°
33°

San Diego to Point Arguello, California

(1) This chapter describes the 240-mile irregular coast of southern California from the Mexican border to Point Arguello. The coast extends in a general NW direction and includes the major ports of San Diego, Long Beach, Los Angeles, and Port Hueneme. This chapter also describes the recreational and fishing ports of Oceanside, Newport Beach, Ventura, Santa Barbara, and the many other ports on San Pedro and Santa Monica Bays and along the Santa Barbara Channel.

(2)

COLREGS Demarcation Lines

(3) The lines established for this part of the coast are described in **80.1104 through 80.1126**, chapter 2.

(4)

Blue, fin and humpback whales

(5) All whales are protected under the Marine Mammal Protection Act (MMPA) and, when in Sanctuary waters, under the National Marine Sanctuaries Act (NMSA). Certain large whales, including blue, fin and humpback whales, are also listed as endangered under the Endangered Species Act (ESA). See chapter 3 for more information.

(6)

Chart 18022

(7) There are several islands and dangers from 7 to 100 miles off the southern California coast; they are described in chapter 5.

(8) Many restricted and danger areas are in these waters. (See **334.860, 334.870, 334.880, and 334.890**, chapter 2 for limits and regulations.) In addition, missile firing, gunnery, and bombing operations are conducted on and over offshore waters not included in the areas defined in chapter 2, and at times endanger surface vessels. Information about these areas is published in Local Notice to Mariners issued by Commander, Eleventh Coast Guard District, Alameda, CA, and Notices to Mariners issued by National Geospatial-Intelligence Agency, Washington, D.C.

(9) Submerged submarine operations are conducted at various times in the waters off the coast of southern California; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(10)

Weather, San Diego to Point Arguello

(11) The mild climate from San Diego to Point Arguello is controlled by the Pacific high-pressure system. Aided by the sea breeze, it brings winds from off the water, mainly south through north, which help keep coastal temperatures up in winter and down in summer. Coldest average temperatures range from the middle to upper fifties (12° to 16°C), while summertime readings are most often in the seventies (22° to 27°C). Occasionally a hot dry flow off the land in autumn will cause temperatures to soar into the nineties (33° to 38°C), and a rare winter outbreak from the east can drop temperatures to below freezing (<0°C). Winter is the rainy season, although not much rain falls along these coasts.

(12) Strong winds and rough seas, while less frequent than farther north, can be a problem from the middle of fall through late spring. Strong pressure gradients, distant storms, and infrequent close storms account for most of the gales and seas of 12 feet (3.7 m) or more, particularly off Point Arguello and in the Santa Barbara Channel. Strong local winds (Santa Ana) also generate gales along sections of this coast.

(13) Advection or sea fog, formed by warm moist air flowing over cool water, frequently confronts mariners in these waters. It is a persistent and widespread problem, particularly in the summer and fall north of Santa Monica, and in fall and winter south of Santa Monica.

(14)

Charts 18740, 18765

(15) In clear weather, vessels coming from south will sight Table Mountain, and its surrounding high land, and Los Coronados before picking up the San Diego landmarks.

(16) **Table Mountain** (chart 18022), conspicuous and flat-topped, is in Mexico, 25 miles southeast of Point Loma and 6 miles inland.

(17) **Los Coronados (Coronado Islands)** are four bare, rocky islands, extending 4.5 miles in a northwest direction, 7 miles offshore in Mexican waters, and 15 miles south of Point Loma. These islands are prominent in clear weather, and the passage east of them is commonly used by vessels. Depths in the vicinity of the islands are irregular, and in thick weather or at night caution must be observed when near them.

(18) A light is shown from a white cylindrical masonry tower on the south end of the south island; it is obscured from certain directions by the north islands. Another light is shown from a white square masonry tower near the north end of the south island; local fog sometimes obscures it.

(19) The boundary between the United States and Mexico is marked by a 14-foot white marble obelisk on a pedestal

41 feet above the water near the edge of a low table bluff. The visible marker is 200 yards from the beach and 10 miles 142° from Point Loma Light. A large circular concrete arena is conspicuous just south of the marker. A stone mound, 365 feet above the water and 1 mile east of the obelisk, marks another point on the boundary line. Directly north of the obelisk the mesa falls to the low marshy land south of San Diego Bay.

(20) About 1.5 miles north of the border at Imperial Beach is a fishing pier extending 400 yards to seaward.

(21) In the approach from seaward in clear weather, San Clemente Island, the southernmost of the off-lying islands, will be sighted before the distinguishing features of the coast are seen. This will check the vessel's position and indicate subsequent shaping of the course for Point Loma. Upon a nearer approach, Cuyamaca Peak and the high land of the interior, Los Coronados, and Point Loma will be distinguished. Several aerolights in the vicinity of San Diego are visible at night from seaward.

(22) When making the approach to San Diego, useful radar targets are San Clemente Island, Los Coronados, the pleasure piers at Imperial Beach and Ocean Beach, the jetties of Mission Bay, Point Loma, and Ballast Point.

(23) When entering the harbor, the buoys marking the channel and Ballast Point are easily identified targets, thence Shelter Island, the radar reflector on North Island, and the various piers on either side of the channel; thence Harbor Island, the Coast Guard station pier, B Street Pier, and the Tenth Avenue Marine Terminal.

(24)

Charts 18773, 18772

(25) **San Diego Bay**, where California's maritime history began in 1542, is 10 miles NW of the Mexican boundary. In September of that year, Juan Rodriquez Cabrillo, the Spanish explorer, sailed his frail bark into the bay. The bay is considered one of the finest natural harbors in the world, and affords excellent protection in any weather; it is free of excessive tidal current movements. A low, narrow sandspit, which expands to a width of 1.6 miles at North Island on its NW end, separates the bay from the ocean.

(26) The city of **San Diego** is on the northeast shore of the bay. **Coronado** is on the sandspit opposite San Diego. **National City** and **Chula Vista** are south of San Diego on the southeast shore of the bay. The principal wharves are at San Diego and National City. Coronado, connected to San Diego by a highway bridge, is a residential and resort area of little commercial importance.

(27)

Prominent features

(28) **Point Loma**, on the west side of the entrance to San Diego Bay, is a ridged peninsula with heights of about 400 feet. The ridge is bare of trees except in the gullies and where planted around the houses near the summit, and is sparsely covered with grass, sagebrush, and cactus. The tanks and buildings of a sewage treatment plant are conspicuous about 0.9 mile north of the point. At a distance the point usually has the appearance of an island. **Point Loma Light** (32°39'54"N., 117°14'33"W.), 88 feet above the water, is shown from a black house on a 70-foot white square pyramidal skeleton tower at the south end of the point. The light has a sound signal. Thick kelp beds extend more than 1.5 miles south of the point, and a sunken wreck is about 0.5 mile south of the light.

(29) On the nearer approach, an abandoned lighthouse will be seen on the highest part of the hill immediately back of Point Loma Light. The old lighthouse and grounds form the **Cabrillo National Monument**, honoring the discoverer of San Diego Bay. The statue of Cabrillo, about 300 yards northeast of the abandoned lighthouse, is reported to be an excellent mark when fog obscures the old lighthouse. From inside the bay, prominent objects along the crest of the ridge are a large red and white checkered elevated tank, a green standpipe, and a tall lookout tower all about 2.5 miles north from the light.

(30) **Ballast Point**, low and sandy, projects 0.4 mile northeast from the east side of Point Loma, 1.3 miles north from Point Loma Light. **Ballast Point Light B** (32°41'11"N., 117°13'58"W.), 16 feet above the water, is shown from a dolphin with a green and white diamond-shaped daymark off the end of the point. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 81A. Three piers of the Naval Submarine Base are just north of Ballast Point.

(31) **North Island**, the filled NW end of the sandspit on the east side of the bay entrance, is Naval Base Coronado. On its southeast side is the City of Coronado. Prominent features that show up well from the entrance are the tall condominiums at Coronado Shores 2.7 miles east of the entrance, the cupola of Hotel del Coronado 3 miles east of the entrance, and the tower of the Naval Air Station Administration Building, which is marked by an aerolight and is operated intermittently with varying characteristics. In clear weather the skyline of the city of San Diego is very prominent on the south approach.

(32)

COLREGS Demarcation Lines

(33) The lines established for San Diego Harbor are described in **80.1104**, chapter 2.

(34)

Channels

(35) A **Federal project** provides for a dredged channel with depths of 47 feet in the entrance and through North San Diego Bay to the turning basin on the northeast side of North Island (near Pier K), thence 42 feet to just northwest of the San Diego-Coronado Bay bridge, thence 37 feet to a basin southwest of the National City Marine Terminal. (See Notice to Mariners and the latest editions of charts for controlling depths.)

(36)

Anchorages

(37) General anchorages, special anchorages, and anchorages for Government vessels have been established in San Diego Bay. (See **110.1, 110.90, and 110.210**, chapter 2, for limits and regulations.) The Port of San Diego has temporarily prohibited anchoring or mooring in **Special Anchorage A-8** (Sweetwater Anchorage), in South San Diego Bay, through the end of 2011. The anchorage is currently undergoing environmental restoration and clean-up.

(38) Permission to use anchorage berths 212 through 216 and Mooring Buoy 19, south of Harbor Island, must be obtained from Navy Afloat Training Group Pacific at 619–556–0914.

(39) Vessels waiting outside the entrance for a pilot will find good anchorage in 36 feet or more southeast of the entrance to the channel, although permission to anchor in the restricted area must be obtained from the local naval authorities. For permission to use anchorage berths 125, 126, 147, 158, and 171, contact Navy Afloat Training Group Pacific at 619–556–0914. For permission to use anchorage berths 124, 135, 146, and 170, contact Navy Region Southwest Port Operations at 619–556–3147 or 619–556–3148. For permission to use all other anchorage berths off Silver Strand, contact COMNVBEACHGRU at 619–437–2476. The area in the lee of Point Loma, south of Ballast Point and west of the east line of the project channel, is reserved for pilot boats and harbor patrol or U.S. Government craft. (See **334.880**, chapter 2, for limits and regulations.)

(40)

Dangers

(41) A submerged jetty, marked by lights and a sound signal at the seaward end, extends 1 mile south along **Zuñiga Shoal** from **Zuñiga Point**, the southwest extremity of North Island. The outer two-thirds of the jetty has only small sections visible at high water. The lights marking the jetty have a white daymark with orange border and the words "DANGER SUBMERGED JETTY."

(42) A submerged jetty, marked by lights with daymarks that read "DANGER SUBMERGED JETTY," extends about 220 yards west from Zuñiga Point.

(43) There are numerous wrecks and obstructions in the shallow area of southeast San Diego Bay. Caution should be exercised when navigating outside the marked channels.

(44)

Regulated Navigation Areas

(45) **Restricted areas** are: in the waters off the entrance to San Diego Bay; in the lee of Point Loma and south of Ballast Point; between Ballast Point and Zuñiga Point (degaussing station); adjacent to the west side of North Island; 0.4 mile north of Ballast Point, west of the dredged channel; off the northeast side of North Island surrounding the Navy Pier; adjacent to and extending southeast from the entrance channel to Glorietta Bay. (See **33 CFR 334.860, 334.865, 334.870, 334.880 and 334.890**, chapter 2, for limits and regulations.)

(46) **Security zones** are: on the west side of the entrance to San Diego Bay surrounding the Naval Base, extending from Ballast Point to just south of the entrance to Shelter Island Yacht Basin (**165.1102**, chapter 2); adjacent to the west and northeast sides of North Island (**165.1105 and 165.1104**, chapter 2); along the west shore of the entrance to West Basin (**165.1103**, chapter 2); surrounding the Naval Amphibious Base just south of the entrance channel to Glorietta Bay (**165.1120**, chapter 2); surrounding the Naval Station along the waterfront of National City from Chollas Creek to Pier 14 (**165.1101**, chapter 2); within 25 yards of all piers, abutments, fenders, and pilings of the Coronado Bay Bridge (**165.1110**, chapter 2). (See **33 CFR 165.1101, 165.1102, 165.1103, 165.1104, 165.1105, 165.1110 and 165.1120**, chapter 2, for limits and regulations.)

(47) A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facilities within the security zones: on the west side of the entrance to San Diego Bay; just north of Ballast Point, on the northeast side of North Island; and of the Naval Station along the waterfront of National City.

(48) **Security zones** are in effect around all cruise ships entering, leaving, or anchored in the Port of San Diego Bay. (See **33 CFR 165.1108**, chapter 2, for limits and regulations.)

(49) **Regulated navigation areas** have been established in all waters of San Diego Bay, Mission Bay, and their approaches, and adjacent to the Naval Submarine Base just north of Ballast Point, extending east across the channel to the west shore of North Island. (See 3**3 CFR 165.1122** and **165.1107**, chapter 2, for limits and regulations.)

(50) A **safety zone** is east of Harbor Island on the north side of the bay. (See **33 CFR 165.1106**, Chapter 2, for limits and regulations.)

(51)

Bridges

(52) A fixed highway bridge linking San Diego and Coronado crosses San Diego Bay 0.3 mile southeast of the Tenth Avenue Marine Terminal.

(53)

San Diego-Coronado Bay Bridge Clearances (feet)

Span	Horizontal	Vertical
Piers 14 and 15	194	156
Piers 18 and 19	660	195
Piers 19 and 20	660	214
Piers 21 and 20	500	175

RACONS mark the center of the spans between piers 18-19 and 19-20 and a sound signal is on pier 19.

(54)

Currents

(55) The currents set generally in the direction of the channels. In the vicinity of the entrance the usual velocity varies from 0.5 to 5 knots depending upon the stage of the tide. South of the end of the jetty there is a slight set toward Zuñiga Shoal on the ebb. Great care should be taken while passing Ballast Point as a vessel may take a sudden sheer because of a crosscurrent deflected from Ballast Point.

(56) The eddy usually encountered along the ends of the municipal piers makes docking difficult. The velocity and direction of the eddy are irregular, and the greatest care must be exercised by even the most experienced. Strangers should not attempt to dock large vessels without a pilot. (See the Tidal Current Tables for daily predictions.)

(57)

Weather, San Diego

(58) In the San Diego Bay area, visibilities are reduced to less than 0.5 mile (0.9 km), mostly by radiation fog, on about 3 to 7 days per month from September through April. December is the foggiest month. This fog is worst during the late night and early morning hours. Dense fog is as frequent at North Island as it is at Imperial Beach. However, sound signals indicate that in general it is foggier around the entrance to the bay than it is in the north sections. For example, in December, the sound signal at Point Loma is operating about 20 percent of the time, compared to 10 percent at Ballast Point.

(59) Temperatures are moderate. The average high is 71°F (21.7°C) and the average low, 57°F (14°C). August is the warmest month with an average temperature of 72.2°F (22.3°C). Absolute extremes range 82°F (27.8°C) from an all-time high of 111°F (43.8°C) recorded in September 1963 to an absolute minimum of 29°F (1.7°C) in January 1949. Every month has seen temperatures of 90°F (32°C) or greater except January and December. Only January has recorded below freezing (0°C) temperatures.

(60) Precipitation is light and falls, on average, only 71 days each year. January is the wettest month when an average of just over two inches (51 mm) can be expected. January through March is the rainiest period where an average of eight days each month records precipitation. July is the driest month and June through October comprise the dry season. On average, only two one-hundredths (0.5 mm) of an inch falls in July while August is the most rain-free month when an average of only two days during the month records measurable rainfall. Annual precipitation measures less than ten inches (<254 mm) each year. The wettest year on record, 1978, documented 19.48 inches (495 mm) of precipitation and the driest year, 1953, saw only 3.41 inches (87 mm) of rainfall. Only trace amounts of snowfall have occurred on several occasions during the months of December and January.

(61) Winds in the area are strongest from March through September, when they blow 17 knots or more about 2 percent of the time. Gales are unheard of. Wind gusts have reached 50 knots or more during January. Strong winds often have a southerly component, but they also blow from the west and east. Winds along the coast are often affected by local topography, particularly when the flow is off the land. For example, at Imperial Beach, east winds blow 15 to 20 percent of the time from November through March. At Lindbergh Field Municipal Airport, prevailing winds are out of the north through northeast during this period. West through northwest winds are also common at both places. They become increasingly more frequent by March. During the late spring and summer, southwest through northwest winds prevail at both locations. However, at the more exposed Imperial Beach, west winds occur up to 25 percent of the time, whereas the flow is more variable at San Diego. By October, the winter wind regime begins to reestablish itself.

(62) No vessel over 1,600 designed displacement tons should transit the Coronado Bay Bridge in low visibility conditions if the bridge is not held visually within stopping distance. Tank ships or barges carrying petroleum products, explosive or other hazardous materials should not commence a movement in the approaches to or within the outer or inner harbor of San Diego when visibility of less than 0.5 mile or 1,000 yards is prevalent.

(63) The National Weather Service maintains an office at Lindbergh Field Municipal Airport; barometers may be compared there or by telephone.

(64) (See Appendix B for **San Diego climatological table**.)

(65)

Pilotage, San Diego

(66) All foreign vessels and vessels from a foreign port or bound thereto, and all vessels over 300 gross tons sailing under register between the port of San Diego 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.

(67) Vessels sailing under enrollment and licensed, and engaged in the coasting trade, between the port of San Diego and other U.S. ports, are exempt from all pilotage, unless a pilot is actually employed.

(68) Pilotage and berthing requirements for naval vessels are coordinated by Navy Region Southwest Port Operations, 619–556–1433.

(69) San Diego Bay is served by the San Diego Bay Pilots Association, Inc. (Dispatch phone 619–233–3096). The pilot boat 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.

(70) Pilot boat NATIONAL CITY is a 38-foot white monohull with the word PILOT on the forward facing bulkhead. An AIS transmitter identifies the vessel as "SD Pilot Boat". International Code flag 'H' is displayed

during daylight hours and white over red lights are displayed at night.

(71) 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 will monitor VHF-FM channels 12 and 16 one hour prior to scheduled arrivals.

(72) Pilots board vessels just southeast of the San Diego Bay Approach Lighted Whistle Buoy SD in approximate position 32°37'12"N., 117°14'00"W. Vessels should pass to the south and east 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 (2 meters) above the water on the lee side (typically starboard side).

(73) The San Diego Unified Port District operates a VHF-FM radio station from Harbor Control Headquarters at Shelter Island for contacting merchant ships, port pilots, and other nearby stations. Channel 16 is for calling; channels 12 and 17 are for port operations. The station call sign is KJC-824.

(74)

Towage

(75) Tugs to 5,000 hp are available from commercial operators in the San Diego area. Naval tugs handle navy vessels, but will assist commercial vessels in emergencies.

(76)

Quarantine, customs, immigration and agriculture quarantine

(77) San Diego is a customs port of entry. U.S. Customs requires that all non-commercial vessels, including corporate yachts, less than 130 feet in length returning from a foreign port or place, report directly to the Harbor Police Dock (32°42'30"N., 117°14'05"W.) on Shelter Island. When space is unavailable at the dock, vessels should utilize one of the three quarantine buoys located across from the dock until space is available. Commercial and non-commercial vessels greater than 130 feet in length returning from a foreign port or place, must contact the Harbor Police Communications Center at 619–686–6272, eight hours prior to arrival and request dock space. Only the master may leave the vessel to contact Customs and Border Protection in order to request an inspector respond to Shelter Island. All persons aboard the clearing vessel are quarantined to the vessel until cleared by Customs. Additionally, no visitors are allowed aboard the vessel. Persons of foreign nationality should identify themselves to make arrangements to declare entry into the county with the Immigration and Naturalization Service. Officials usually board documented vessels at their berths. Customs and Border Protection can be reached at 619–685–4300, 24-hours a day.

(78) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(79) Sentence added to paragraph above (customs and quarantine)

(80)

Coast Guard

(81) Coast Guard Sector San Diego is on the mainland just northeast of the east end of Harbor Island. Coast Guard Sector San Diego is a consolidated unit that includes an air station, a small boat station, cutters, an aids-to-navigation team, a command center and other personnel. The Prevention Department handles the business of the former Marine Safety Office (see Appendix A for address); telephone, 619–278–7000. On San Diego Bay adjacent to the base is a **safety zone** for Coast Guard search and rescue and law enforcement missions.

(82)

Harbor regulations

(83) The Port of San Diego is under control of the San Diego Unified Port District. Rules and regulations are enforced by a Port Director, who is appointed by the Board of Port Commissioners. The general offices of the port district are at 3165 Pacific Highway, San Diego. The manager of marine operations and the chief wharfinger have offices at the Tenth Avenue Marine Terminal, 687 Switzer Street, San Diego. The office of wharfinger can be reached by telephone at 619–686–6346 or fax 619–686–6354.

(84) The Coast Guard Captain of the Port, San Diego, has designated the ship channels in San Diego Harbor as "narrow channels" for the purposes of enforcing Rule 9 of the Navigation Rules. Vessels of less than 20 meters (65.6 feet), sailing vessels, vessels engaged in fishing, and crossing vessels shall not impede the passage of a vessel that can safely navigate only within a narrow channel.

(85) As a general rule, the areas of the bay that are not regulated by a speed zone are to be navigated at a safe and prudent speed with regards to Rule 6 of the U.S. Coast Guard Navigation Rules. South San Diego Bay is governed by a 5 mph speed limit and is delineated by concrete pylons. All lagoons are posted as 5 mph zones. These include the Shelter Island Yacht Basin, the America's Cup Harbor, Harbor Island West and East Lagoons and Glorietta Bay. The speed limit for areas near anchorages is 5 mph.

(86) The Navy Port Operations Manager requests that vessels slow to 7 knots when an aircraft carrier is moored in the restricted area (334.865) on the northeast side of North Island. This is especially important for heavier/larger vessels as the surge is greater than smaller vessels.

(87) The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in San Diego Bay. The NDZ is comprised of the portion of San Diego Bay that is less than 30 feet deep at mean lower low water (MLLW), as determined from the most recent NOAA nautical chart.

(88) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(92)

Facilities in the Port of San Diego

	Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
1	B Street Pier Cruise Ship Terminal	32°43'03"N., 117°10'36"W.	2,400	35-37	13	Passenger terminal	Mooring cruise ships; Boarding passengers	San Diego Unified Port District
2	Broadway Pier	32°42'57"N., 117°10'36"W.	2,030	35	13	n/a	Mooring cruise ships; Mooring miscellaneous excursion vessels and craft for US Customs	San Diego Unified Port District
3	Tenth Avenue Marine Terminal (Berths 1 and 2)	32°42'05"N., 117°09'32"W.	1,120	30-32	13	Tank storage (167,850 barrels); Pipelines extend from storage tanks to berths	Receipt and shipment of conventional and containerized general cargo and perishable food; Bunkering vessels	San Diego Unified Port District/ Jankovich & Son
4	Tenth Avenue Marine Terminal (Berths 3, 4, 5 and 6)	32°41'55"N., 117°09'28"W.	2,580	35-36	13	Covered storage (40,000 tons); Open storage (3.5 acres); Tank storage (3 million gallons); One traveling gantry cement unloader served by a conveyer	Receipt and shipment of conventional and containerized general cargo and perishable food; Receipt of bulk fertilizer and cement; Bunkering vessels	San Diego Unified Port District/ Jankovich & Son/ Pacific Coast Cement Corp.
5	Tenth Avenue Marine Terminal (Berths 7 and 8)	32°41'48"N., 117°09'12"W.	920	20-42	13	Tank/Silo storage (33,000 metric tons); One traveling bulk shiploader served by a belt conveyer	Receipt and shipment of miscellaneous dry bulk commodities and conventional/ containerized general cargo; Bunkering vessels	San Diego Unified Port District/ Jankovich & Son/ North American Terminals, Inc.
6	National City Marine Terminal (Berths 24-1 and 24-2)	32°39'25"N., 117°07'18"W.	1,400	20-35	13	Open storage (107 acres); Covered storage (40,320 square feet); Tank storage (348,000 barrels)	Receipt and shipment of general cargo and automobiles; Occasional reciept of fuel oil	San Diego Unified Port District
7	National City Marine Terminal (Berths 24-3 and 24-4)	32°39'14"N., 117°07'18"W.	1,000	35-37	13	One traveling container crane (40 long tons); One mobile straddle carrier (40 tons)	Receipt and shipment of conventional and containerized general cargo and automobiles; Occasional reciept of fuel oil	San Diego Unified Port District
8	National City Marine Terminal (Berths 24-10 and 24-11)	32°38'56"N., 117°06'54"W.	1,500	35	13	Open storage (76 acres)	Receipt and shipment of conventional general cargo and automobiles; Receipt of lumber; Shipment of cattle	San Diego Unified Port District

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(89) In addition to the **No-Discharge Zone** and concurrent with the federal regulations above, the **San Diego Unified Port District Code** (section 8.50) prohibits the discharge of any material, including sewage, into San Diego Bay without written permission by the Port Director.

(90)

Wharves

(91) The **San Diego Unified Port District** owns the deepwater commercial facilities in the bay and operates them either independently or in conjunction with private firms. The port piers and wharves have water, rail, and highway connections. There are a number of smaller privately operated wharves and piers used for receiving oil, repairing vessels, and for mooring and fueling small craft. Only the deep-draft commercial facilities are listed in the table. The alongside depths given for each facility listed are reported depths. (For information on latest depths, contact the Port of San Diego.)

(93) General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is listed in the table for the particular facility.

(94) In the port area, the San Diego Unified Port District and private companies operate warehouses having a total of 764,500 square feet of dry storage space and 1,997,400 cubic feet of cold storage space. A large amount of transit shed space and open storage is available.

(95)

Supplies

(96) Marine supplies of all kinds are available in San Diego. Bunker fuel, diesel oil, and lubricants are available.

Large vessels can be bunkered via pipeline at the Tenth Avenue Marine Terminal, or arrangements can be made to fuel at all commercial berths from barges. Water is available at most of the berths.

(97)

Repairs

(98) There are shipbuilding and repair yards in San Diego with floating drydocks, the largest of which has a lifting capacity of 25,000 tons. The largest marine railway can handle craft up to 1,000 tons. Complete shipyard facilities are available for all types of repair work.

(99) A U.S. Navy graving dock, located at the naval station near the foot of 32nd Street, may be used by local repair firms by prior arrangements with the San Diego Unified Port District and local naval authorities. The dock has a clear inside length of 693 feet and an entrance width of 90 feet. The dock is served by a 27½-ton full portal traveling crane. The graving dock at National Steel and Shipbuilding Co., about 0.9 mile NW of the Navy graving dock, has a clear length of 998 feet and an entrance width of 176 feet.

(100)

Communications

(101) San Diego has transcontinental railroad connections to the north and east. Major airline service is available at San Diego International Airport, Lindbergh Field. San Diego is the port of call for many steamship and cruise lines. Major bus, railroad, and motor freight lines serve the city.

(102)

Small-craft facilities

(103) **Shelter Island**. across the channel from North Island and 1.5 miles above Ballast Point, includes the **Shelter Island Yacht Basin** on the south and the **Americas Cup Harbor** on the north. Shelter Island is the most important small-boat area in San Diego Bay. The yacht basin has several large marinas and yacht clubs. It can accommodate more than 2,000 boats at its piers, floats, and moorings. The entrance channel has depths of 20 feet to inside the entrance, thence 15 feet to most of the facilities; the least depth is 9 feet. The entrance is marked by lights and lighted buoys. The **354°** lighted range marking the entrance to San Diego Bay also marks the approach to the entrance to Shelter Island Yacht Basin. The **harbor police** are at the Harbor Control Headquarters just inside the entrance to the yacht basin. The police dock is also the boarding station for the inspection of small craft by Customs, Public Health, Immigration and Agricultural quarantine personnel when such inspections are necessary. Harbor police boats, providing fire protection, law enforcement, and assistance to small boats in distress, operate from this facility on a 24-hour basis. Overnight berths for transient vessels are usually available at one of the marinas; if no such berth is available, temporary mooring or berthing may be made available through the harbor police. The Americas Cup Harbor has accommodations for over 600 vessels and is the home port for many commercial fishing vessels. Repair yards in the basin have marine railways that can handle craft up to 800 tons. All kinds of repairs to small vessels may be obtained here. Both the yacht basin and the Americas Cup Harbor have fueling docks, a launching ramp, and marine supplies.

(104) **Harbor Island**, about 0.5 mile northeast of Shelter Island, is in the northernmost part of the bay. **Harbor Island West Basin** has berthing and mooring accommodations for nearly 1,600 craft. A number of marinas, hotels, restaurants, and shops are along the shore of the basin. A light shows from atop a building near the west end of the island.

(105) A **090°–270° measured nautical mile** is off the S side of Harbor Island. Each range is marked by two diamond-shaped markers.

(106) **Glorietta Bay**, on the south side of Coronado and 6 miles from Ballast Point, is a small-craft harbor occupied by a yacht club and a small marina. The facilities include berths for over 215 yachts and small craft. A channel marked by lighted and unlighted buoys and a **232°** lighted range leads from the main channel in San Diego Bay to the basin in Glorietta Bay. In 2004, the controlling depth in the channel was 15 feet; thence in 1993, depths of 15 to 17 feet were reported in the basin with lesser depths along the edges. A 5 mph **speed limit** is enforced in Glorietta Bay. Water, ice, and a launching ramp are available.

(107) A **restricted area**, marked by buoys, is outside the southeast limit of the channel into Glorietta Bay. (See **334.860**, chapter 2, for limits and regulations.)

(108) A **security zone** is also outside the southeast limit of the channel into Glorietta Bay, within the restricted area off the Naval Amphibious Base. (See **165.1 through 165.8, 165.30, 165.33, and 165.1120**, Chapter 2, for limits and regulations.)

(109) **Speed Control Lights** cross South San Diego Bay, near the head, north of Chula Vista.

(110) **Chula Vista Harbor** is on the east side near the head of South San Diego Bay at Chula Vista. The entrance is protected by breakwaters marked at the outer ends by private lights. The entrance channel and basin channel are marked by private buoys, lights, and daybeacons. In 2002, the approach to the basin had a reported depth of 18 feet with 16 feet reported alongside the piers. Berthing, electricity, water, ice, sewage pump-out, nautical supplies, and a launching ramp are available.

(111)

Chart 18740

(112) The 80-mile coast between San Diego Bay and San Pedro Bay is thickly settled, and the buildings of numerous towns and resorts are prominent from offshore. Several small-boat harbors and the port of Newport Bay are along the coast.

(113) The first 11 miles of the coast, between Point Loma and Point La Jolla, is extremely rocky, and the kelp beds extend up to 2 miles from shore; vessels should stay well offshore.

(114) About 1 mile north of Point Loma Light is a submerged sewer outfall line extending about 1 mile to the west.

(115) **Ocean Beach**, 5 miles north of Point Loma, has a large Y-shaped fishing pier with a private sound signal on the end.

(116)

Weather, Gulf of Santa Catalina

(117) Over the Gulf of Santa Catalina and along its shores, fog is a problem during fall and winter. This is most often a land (radiation) fog that drifts out over the gulf at night. By late morning, conditions begin to clear, particularly along the coast. Offshore, fog reduces visibilities to less than 0.5 mile (0.9 km) on about 4 to 9 days per month, from September through February and in May. September and October are the worst months. Along the coast, visibilities drop below 0.5 mile (0.9 km) on about 2 to 8 days per month from August through April. November, December, and February are the worst months.

(118) Gale force winds never occur as much as 1 percent of the time in the Gulf of Santa Catalina. They are infrequently encountered from November through April. Wind speeds of 17 knots or more occur about 1 to 3 percent of the time from December through May. Winds on the coast are often light. At Camp Pendleton, winds less than 3 knots occur 40 to 50 percent of the time from September through March. Seas are most likely to get choppy from November through April, when distant storms south of 40°N. generate west swells. These swells are 6 feet (1.8 m) or more, about 2 to 5 percent of the time. In winter, they occasionally exceed 9 feet (2.7 m) and some 12-foot (3.7 m) swells have been reported.

(119)

Chart 18765

(120) **Mission Bay**, entered between two jetties 5.5 miles north of Point Loma, is a recreational small-craft harbor administered by the city of San Diego. Lights mark the entrance to the bay as well as a sound signal on the outer end of the north jetty. The mariner radio activated sound signal is initiated by keying the microphone five times on VHF-FM channel 81A. A prominent feature when approaching the harbor is the municipal fishing pier at Ocean Beach, 0.3 mile south of the entrance. The lighted 338-foot tower at Sea World is prominent 1.8 miles east of the entrance. Sound signals are sounded from the fishing pier. A dredged channel leads from deep water in the Pacific Ocean to the highway bridge about 1.3 miles above the entrance. **Quivira Basin** and **Mariners Basin**, on the east and west sides of the channel, respectively, are entered about 1 mile above the entrance. A jetty marked on its outer end by a light, extends about 125 yards northwest from the south side of the entrance to Quivira Basin.

(121) The entrance to Mission Bay can be difficult to navigate under certain conditions. Large swells in any season and from virtually any direction can break completely across the entrance channel. With a rough sea outside, a heavy surge exists inside the bay, especially in Quivira Basin. Boats must be securely moored to prevent damage from this surge condition. Mission Bay contains an enormous amount of water which is funneled in and out of the narrow entrance channel with tidal changes. During periods of unusually large tidal flow, an extremely strong current may be present in the channel; mariners are urged to use caution when transiting the entrance.

(122)

No-Discharge Zone

(123) The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Mission Bay. It encompasses the entire by (see NOAA chart 18765 for the zone limits).

(124) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(125)

COLREGS Demarcation Lines

(126) The lines established for Mission Bay are described in **80.1106**, chapter 2.

(127) Two fixed highway bridges cross Mission Bay. The first bridge, crossing above the entrance between Ventura Point and Sunset Point, has a clearance of 38 feet. The second bridge, connecting Vacation Isle with Crown Point to the north and Dana Landing to the south, has a clearance of 31 feet under the north span and 38 feet under the south span.

(128) An aerial tramway cable, with a clearance of 42 feet, crosses the entrance to **Perez Cove**, immediately southeast of Dana Landing.

(129) The San Diego City Lifeguard Headquarters and the San Diego Police Department, Mission Bay Harbor Unit, are on the south side of the entrance to Quivira Basin. Harbor regulations are enforced and emergency assistance is provided by the two units. The Lifeguard Service maintains a 24-hour watch on VHF-FM Channel 16 and handles all dispatches. Police matters are dispatched to the Police Harbor Patrol. Calls for assistance in Mission Bay and within 3 miles of the coastline, from Point Loma to the south, to Blacks Beach, about 3 miles north of Point La Jolla to the north, are the responsibility of the Lifeguard Service. Both units have patrol boats and make safety inspections. Water skiing, swimming, sailing, fishing and speed regulations are enforced in Mission Bay. Most regulations are posted; complete regulations are available from the City Lifeguard Headquarters Office. A full service repair facility is available in Quivira Basin. A 100-ton hoist for hull and engine repairs, gasoline, diesel fuel, water, ice, and marine supplies are available. There are numerous launching ramps and parking areas around the bay. The inner bay has several marinas and many private moorings.

(130)

Anchorages

(131) **Special anchorages** are along the west side of Mission Bay in **San Juan Cove**, **Santa Barbara Cove**, **Bonita Cove**, Mariners Basin, and Quivira Basin. (See **110.1 and 110.91**, chapter 2, for limits and regulations.)

(132) **Mission Beach**, 6.5 miles north of Point Loma, is an amusement place with prominent buildings. From seaward the highest part of the roller coaster looks like a dome.

(133) **Pacific Beach**, 8 miles north of Point Loma, has a pleasure pier extending about 260 yards from the beach. The pier was partially destroyed in the winter of 1984, and submerged piles are reported within 90 yards of the seaward end; caution is advised.

(134) A 2-mile rounding rocky point, 9 miles north of Point Loma, is the first high land north of San Diego Bay. The point is a spur from 822-foot **Soledad Mountain**. The south end of this headland is called **False Point**, and the north end is **Point La Jolla**. In the vicinity of Point La Jolla, rock cliffs with caves rise abruptly from the water to heights of 80 feet. The buildings at **La Jolla** and Pacific Beach, and the television towers on Soledad Mountain are prominent.

(135) **Scripps Institution of Oceanography**, one of the leading institutions in research in oceanography and marine biology, has extensive facilities 12 miles north of Point Loma. The institution maintains a long pier for observation purposes.

(136) Just north of Scripps Institution the bluffs rise to a height of 300 feet, then decrease gradually for the next 5 miles to heights of 20 to 80 feet.

(137) A **000°–180° measured nautical mile** has been established 13.5 miles north of Point Loma; each range is marked by two steel towers.

(138) **Del Mar**, 18 miles north of Point Loma, is a resort city.

(139) The coast from Del Mar north for 31 miles to San Mateo Point is a low, flat tableland with abrupt cliffs 60 to 130 feet high and with broad beaches. The tableland is intersected by numerous deep valleys with streams that usually dry in the summer. In the north part, the high ridges of the interior are much nearer the coast. Paralleling this coast are U.S. Highway 101 and a Class I railroad.

(140)

Charts 18740, 18774, 18758

(141) **Carlsbad**, 30 miles north of Point Loma, is a resort area with a number of hotels and motels. The stack of the San Diego Gas and Electric Co. near the south end of town is very prominent. The stack is marked by flashing white lights during the day and by fixed and flashing red lights at night. The company maintains a lighted bell buoy about 0.9 mile offshore. Mariners are cautioned to pass west of the lighted bell buoy because it marks the seaward end of a submerged pipeline. Near the north edge of town the low white square tower on the west end of the San Diego Army and Navy Academy is distinctive.

(142) The pleasure pier at **Oceanside**, 32.5 miles north of Point Loma, has a fish haven covered 10 feet around its seaward end. The pier is marked by lights.

(143) **Oceanside Harbor**, at the north end of the city, 1.2 miles northwest of the pleasure pier, is a small-craft harbor administered by the City of Oceanside, Department of Harbor and Beaches. The harbor, which can accommodate about 950 small craft, shares a common entrance with Del Mar Boat Basin (**Camp Pendleton Marine Corps Base**) to the north.

(144) Prominent features when approaching the harbor include a large lighted sign reading "OCEANSIDE" in white letters on a blue background located on a grassy bluff overlooking the middle of the harbor, a tall condominium on the east side of the harbor, a lighted tower on the southeast side of the harbor resembling a lighthouse, and a hotel in the vicinity of the harbor entrance.

(145) The common entrance to Oceanside Harbor and Del Mar Boat Basin is between two jetties. The long west jetty is marked by a single light at the seaward end. The short east jetty has a north and south extension which are both marked by lights. A mariner radio activated sound signal at the light on the south extension is initiated by keying the microphone five times on VHF-FM channel 81A. Inside the common entrance is a lighted junction buoy separating the entrance channels to Oceanside Harbor and Del Mar Boat Basin. The entrance channel for Oceanside Harbor is marked by lighted buoys, lights and a daybeacon. A submerged jetty, just north of the entrance channel to Oceanside Harbor, is marked by a danger buoy at its outer end.

(146)

No-Discharge Zone

(147) The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Oceanside Harbor. It encompasses the entire harbor including Del Mar Boat Basin.

(148) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(149)

COLREGS Demarcation Lines

(150) The lines established for Oceanside Harbor are described in **80.1108**, chapter 2.

(151)

Channels

(152) A dredged channel leads from deep water through the entrance jetties, thence branches east to Oceanside Harbor and north to Del Mar Boat Basin. Strangers should not attempt the entrance at night in rough seas without assistance. The entrance channel is subject to severe wave action and shoaling, and buoys are frequently shifted with

changing conditions. Mariners are requested to contact the harbor patrol on VHF-FM channel 16 before entering.

(153)

Harbor regulations

(154) The harbor is under the control of the City of Oceanside, Department of Harbor and Beaches. The harbor headquarters building is on the east side of the harbor opposite the entrance. About 50 berths for transient craft are available at the harbor headquarters. All moorage must be arranged with the harbor office in the headquarters building. Prepaid reservations are accepted for 24 guest slips, with the remainder available on a first come, first served basis. The **Oceanside Harbor Police** operates from the headquarters building. The police boats are equipped with rescue and fire fighting equipment. The police boats monitor VHF-FM channel 16, 24 hours a day, and work on channel 12.

(155)

Weather, Oceanside

(156) Wind speeds at Oceanside rarely get above 28 knots; they are most likely to occur from December through April. Fog is sometimes a late night and early morning navigational hazard from August through March. During this period, visibilities drop below 0.5 mile (0.9 km) on 2 to 8 days per month; November is usually the foggiest month. The worst time of day is between midnight and 0500.

(157) Swells are most frequent from January through April.

(158)

Supplies

(159) Gasoline and diesel fuel are pumped at the fuel dock. Marine supplies, ice, and pumpout facilities are available.

(160)

Repairs

(161) A repair yard just north of the harbor district headquarters has a mobile lift that can handle craft to 42 feet and 14 tons. Hull, engine, and electronic repairs are available.

(162) **Del Mar Boat Basin (Camp Pendleton)**, just north of Oceanside Harbor, is part of the U.S. Marine Corps reservation. (See **334.910**, chapter 2, for limits and regulations of the **restricted area.**) The boat basin shares a common entrance with Oceanside Harbor. The channel is marked by buoys and daybeacons. A **restricted area** is off the outer breakwater. (See **334.900**, chapter 2, for limits and regulations.)

(163) A **military exercise area** extends about 3 miles seaward from about 2 miles northwest of the boat basin northwestward to San Clemente. Mariners are advised to consult Eleventh Coast Guard District Local Notice to Mariners for scheduled exercise dates and times.

(164) A **restricted area** is within the military exercise area and centered about 4.5 miles northwest of Del Mar Boat Basin entrance. (See **334.905**, chapter 2, for limits and regulations.)

(165) A red and white checkered elevated tank, 1.7 miles northeast of the boat basin, is prominent from well offshore. The highway bridge and the trestlework of the railroad crossing of the **Santa Margarita River**, 1.7 miles W of the tank, also are prominent. A large white building nearly 7 miles NW of the boat basin is conspicuous from seaward.

(166) **San Onofre Mountain**, 44 miles north of Point Loma and 1.5 miles inland, is the highest of the coastal range in the area.

(167) **San Mateo Point**, locally known as **Cottons Point** and 47 miles northwest of Point Loma, ends in cliffs 60 feet high and is the north head at the mouth of **San Mateo Creek**. Both San Mateo Creek and **Arroyo San Onofre**, a mile southeast, are crossed by a trestle. Two large domes of a nuclear powerplant are 2.3 miles southeast of San Mateo Point. A smaller dome-shaped building is on top of the bluff a few hundred yards southeast.

(168) **San Mateo Point Light** (33°23'18"N., 117°35'45"W.), 63 feet above the water, is shown from a pole with a red and white diamond-shaped daymark on San Mateo Point.

(169)

Charts 18740, 18774, 18746

(170) From San Mateo Point to Dana Point, 7.5 miles northwest, the land is higher and more rugged, and is broken by **San Juan Creek** about 1.5 miles east of Dana Point. The railroad and the highway run close together along the beach under the bluffs in this stretch of the coast to San Juan Creek, where the railroad turns inland.

(171) **San Clemente**, 2 miles north of San Mateo Point, has many white houses with red-tiled roofs, making the place conspicuous from the sea. There is a small pleasure pier at the town; a fish haven covered 10 feet is off its seaward side. A reef that uncovers 3 feet is about 700 yards northwest of the pier.

(172) **Dana Point**, 8 miles northwest of San Mateo Point, is the seaward end of a high ridge. The spur forming the point ends in a moderately bold sandstone cliff 220 feet high with a precipitous broken face. Outlying rocks and ledges marked by a lighted whistle buoy extend offshore for 350 yards. **San Juan Rock**, 6 feet high and about 50 feet in extent, is 340 yards south of the highest point on the cliff, and a rock covered 2 fathoms is 2.4 miles southeast of the point.

(173)

Charts 18740, 18746

(174) **Dana Point Harbor** is a small-craft harbor in the lee of Dana Point. The harbor, administered by the Orange County Harbor, Beaches, and Parks District, is entered from the east between two breakwaters each marked by a light on the seaward end. A mariner radio activated sound signal at the south light is initiated by keying the microphone five times on VHF-FM channel 81A. A church with a giant cross is very visible on the hill

above the harbor. A submerged sewer outfall line extends about 0.6 mile from shore, passing about 300 yards east of the south breakwater light. A rock, covered 7½ feet and marked by a lighted buoy, is about 300 yards northeast of the south breakwater light. When entering the harbor care should be taken to remain clear of these dangers, especially during low stages of the tide and/or periods of heavy southeast swell.

(175) Numerous uncharted private racing buoys are off the entrance to the harbor.

(176) The harbor's east and west basins are separated by a fixed highway bridge with a 45-foot channel span and a clearance of 20 feet. Berths in the east basin can accommodate over 1,400 vessels, and berths in the west basin can accommodate over 1,000 vessels. A **harbormaster** assigns berths in the harbor.

(177) The Dana Point Harbor Patrol has an office in the most southeasterly building observed after passing through the breakwater. Patrol craft equipped with rescue and fire fighting equipment are stationed here. The patrol maintains a 24-hour radio watch on 2182 kHz and VHF-FM channel 16. Berthing assignments for about 42 transient craft are available at the harbor patrol office.

(178) A **speed limit** of 5 mph is enforced in Dana Point Harbor. A swimming area, marked by private buoys, is in the northwest corner of the harbor.

(179)

Anchorage

(180) A **special anchorage** is in the west part of the harbor. (See **110.1 and 110.93**, Chapter 2, for limits and regulations.)

(181)

No-Discharge Zone

(182) The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Dana Point Harbor. It encompasses the entire harbor (see NOAA chart 18746 or 18774 for the zone limits).

(183) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(184)

COLREGS Demarcation Lines

(185) The lines established for Dana Point Harbor are described in **80.1110**, chapter 2.

(186)

Supplies and repairs

(187) Most supplies and repairs are available at the marinas and service facilities at the harbor. Lifts to 25 tons are available.

(188) **San Juan Capistrano**, a small town about 4 miles inland from Dana Point, is the site of the old mission founded in 1776. The grounds and the buildings have undergone extensive preservation, and services are held regularly in the chapel used by founding Father Junipero Serra. This mission is famous for the return of the swallows each March 19.

(189) The 11.5-mile coast from Dana Point to Newport Bay is bold with rocky cliffs 40 to 100 feet high; these are the seaward ends of ridges separated by narrow, deep valleys. The community of **Laguna Beach** is midway along this stretch. A fishing and pleasure pier is near the mouth of **Aliso Creek** about 3.5 miles northwest of Dana Point.

(190) **Santiago Peak**, 17.5 miles northeast of Dana Point and visible 80 miles, is the dominant feature of this part of the coast; the peak is double-headed and dark in contrast with the immediate coastal range.

(191)

Chart 18754

(192) **Newport Bay**, 64 miles northwest of Point Loma, is an extensive lagoon bordered on the seaward side by a 3-mile sandspit. The bay is an important yachting and sport fishing center, and offers excellent anchorage for large yachts and small craft under all weather conditions. The city of**Newport Beach**embraces the districts of **Newport** and **Balboa**, on the sandspit, and **Corona del Mar**, East of the entrance.

(193)

Prominent features

(194) The numerous houses and buildings along the beach and on the hills back of the bay are prominent from seaward. The tall office buildings at the Newport Center, 1.4 miles north of the harbor entrance, are the most conspicuous. The memorial hospital building, 0.3 mile north of the turning basin, and the light-colored concrete school buildings on the high ground 1 mile back from the beach are also conspicuous.

(195) The entrance to Newport Bay is between jetties 275 yards apart with lights at their outer ends. A mariner radio activated sound signal at the west jetty light, is initiated by keying the microphone five times on VHF-FM channel 81A. A lighted bell buoy is off the entrance.

(196) A **111°37'–291°37' measured nautical mile** is in San Pedro Channel, about 1.3 miles west of the entrance to Newport Bay. The east range is marked in front by a daymark on an 800-foot pleasure pier and in the rear by a daymark on shore at Balboa Beach. The west range is marked by daymarks on shore at Newport Beach. Another 950-foot pleasure pier is 2.8 miles northwest of the W jetty.

(197)

COLREGS Demarcation Lines

(198) The lines established for Newport Bay are described in **80.1112**, chapter 2.

(199)

Channels

(200) A **Federal project** provides for a 20-foot main channel from the entrance to a turning basin of the same

depth northwest of Lido Isle and a 10-foot Balboa Island North Channel extending north from the entrance along the east and north sides of Balboa Island. (See Notice to Mariners and latest editions of charts for controlling depths.)

(201)

Anchorages

(202) Special anchorages are in Newport Bay. (See **110.1 and 110.95,** chapter 2, for limits and regulations.) Assignments are made by the harbormaster.

(203)

Dangers

(204) A **speed limit** of 5 m.p.h. in Newport Bay has been established by the Orange County Harbors, Beaches, and Park District. The upper reaches of the bay are extremely shoal.

(205)

Bridges

(206) There are no bridges over the main channel. None of the bridges to the islands in the bay restrict passage to the anchorage areas.

(207)

Weather, Newport Bay

(208) Severe storms are rare. The Santa Ana is an exceptional wind that blows from the northeast or east with great violence, although of short duration. (See Weather, Los Angeles, indexed as such, this chapter for discussion of Santa Ana winds.)

(209)

Harbor regulations

(210) The Orange County Harbors, Beaches, and Parks District controls the movement and berthing of vessels under the direction of a harbormaster, who has an office on the east side of the bay about 0.8 miles from the entrance. Patrol and assistance craft operate from the harbor office on a 24-hour basis. The harbor office may be contacted by telephone 949–723–1002 or VHF-FM channels 12 and 16. The patrol boats monitor VHF-FM channel 16.

(211)

Coast Guard

(212) A search and rescue craft of the U.S. Coast Guard is stationed at the pier adjacent to the Harbor District Headquarters.

(213)

Wharves

(214) The numerous small wharves and landings in the bay are mostly for the use of local yachts and fishing craft. Five berths and several offshore moorings are available for transient craft at the Harbor District Headquarters pier. The harbormaster must be consulted before mooring. Five other transient berths are usually available at a marina at the NW end of the turning basin.

(215)

Supplies

(216) Fuel, water, and marine supplies are available at most of the facilities in the bay.

(217)

Repairs

(218) The largest marine railway in Newport Bay has a capacity of 325 tons and can handle craft up to 150 feet. Machine shops are available. Several shipyards can haul out small boats for general repairs.

(219)

Chart 18746

(220) The 20-mile coast from Newport Bay to Point Fermin is low, and there are several lagoons near the beach. There are no trees near the shore; towns and resorts are almost continuous along the beach.

(221) **Huntington Beach State Park** is a recreational area that extends 2 miles northwest along the coast from the mouth of **Santa Ana River**, which is 4.5 miles northwest of Newport Bay entrance. The trestle crossing the mouth of this river is conspicuous. A buoy marks the seaward end of a terminal structure of a water conduit extending from shore 1.4 miles northwest of Santa Ana River. The twin stacks of the Southern California Edison Co. plant on shore and a spire about 1 mile back from the beach are conspicuous from any direction.

(222) A submerged oil pipeline extends nearly 1.2 miles seaward, 2 miles northwest of Santa Ana River; mooring buoys are off the end of the pipeline. **Huntington Beach**, a resort 5 miles northwest of Newport Beach, is identified by its many oil derricks. The city has a fishing and pleasure pier which has a fish haven covered 10 feet around its seaward end. **Sunset Beach** is a small town 5 miles northwest of Huntington Beach. An elevated tank is near the west extremity of the town.

(223)

Charts 18746, 18749

(224) **Anaheim Bay**, 14 miles northwest of Newport Bay, is the site of the U.S. Naval Weapons Station. Jetties protect the entrance to the bay. Waters inside the jetties are within a **restricted area**, and **explosive anchorages** have been established on the east and west sides of the channel. (See **334.930 and 110.215**, chapter 2, for limits and regulations.) The Navy has implemented a protection barrier at the Naval Weapons Station in the bay. This barrier consists of alternating orange and white spherical buoys connected by wire rope. All boating traffic is required to stay within the small craft channel at all times.

(225) An entrance channel leads NE between converging jetties to a turning basin inside Anaheim Bay. The channel is marked by lighted and unlighted buoys, lights and a **036°48'** lighted range. The outer ends of the jetties are marked by lights. A mariner radio activated sound signal

on the W jetty light, is initiated by keying the microphone five times on VHF-FM channel 81A.

(226) In Anaheim Bay, during a flooding tide, the current 50 to 75 yards from the Naval Weapons Station's pier flows east to west as opposed to the normal flow of west to east. This causes a ship approaching the berth for a portside mooring to experience difficulty in twisting to starboard. An ebbing tide has an opposite effect. After a heavy rain, runoff water from the area north of Anaheim Bay during an ebbing tide increases the rate of ebb up to 5 knots with resultant swirls and countercurrents.

(227)

COLREGS Demarcation Lines

(228) The lines established for Anaheim Bay are described in **80.1114,** chapter 2.

(229) **Huntington Harbour**, a small-boat basin, is just south of Anaheim Bay. The harbor is a private development, and, with the exception of two small marinas, consists of private docks adjacent to waterfront homes.

(230) The harbor is entered through the restricted waters of Anaheim Bay, and permission to pass must be obtained from the Commanding Officer, U.S. Naval Weapons Station, Seal Beach, CA. (See **334.930**, chapter 2, for regulations governing passage.)

(231) The **Harbor Patrol** office is adjacent to the boat launch ramp in the northwest corner of the harbor. A repair yard can handle craft to 50 feet and 25 tons for engine and hull repairs. Gasoline, diesel fuel, and marine supplies are available in the harbor. Launching ramps are in the northwest and southeast corners of the harbor.

(232) **Seal Beach**, just northwest of Anaheim Bay, has several resort structures and a 1,650-foot pleasure pier, which has a fish haven covered 9 feet at its seaward end.

(233) **Alamitos Bay**, 15 miles northwest of Newport Bay, is the site of the **Long Beach Marina**, a small-craft harbor administered by the city of Long Beach Marine Department. The harbor is entered from the south between two jetties each marked by a light on the seaward end. A mariner radio activated sound signal at the light on the west jetty, is initiated by keying the microphone five times on VHF-FM channel 81A.

(234) A dangerous wreck (33°43'45"N., 118°07'26"W.) is in the approach to the entrance of Alamitos Bay and a dangerous wreck (33°44'10"N., 118°07'35"W.), covered 19 feet, is just west of the entrance.

(235) A **general anchorage** has been designated around the entrance channel to Alamitos Bay. (See **33 CFR 110.214**, chapter 2, for limits and regulations.)

(236) The fixed bridge across Marine Stadium, which forms the inner part of the bay, has a fixed span with a clearance of 32 feet. A fixed bridge with a clearance of 13 feet crosses the junction of the west waterway and Marine Stadium. A fixed bridge, with a clearance of 11 feet, crosses the east waterway off Marine Stadium that leads to a northeast basin. A fixed bridge, with a clearance of 4 feet, crosses the west waterway between Naples and Belmont Shore. The five fixed bridges crossing the Rivo Alto Canal on Naples Island have a least clearance of 7 feet, and the power cable has a reported clearance of 55 feet.

(237) Berths in Long Beach marina are limited to about 1,800 boats, but extensive parking and ramp-launching areas are provided for trailer-drawn craft. Visiting yachts may obtain temporary berthing on a first-come first-served basis. All mooring is controlled by a **harbormaster**, who has an office on the east side of the entrance channel near the end of the point about 500 yards above the bend in the channel.

(238)

Supplies and repairs

(239) All types of supplies and services are available at the marinas and service facilities in the bay. The largest repair yard can handle craft up to 40 tons and 60 feet.

(240) A pleasure pier on the west side of Belmont Shore, 1.7 miles northwest of Alamitos Bay entrance, extends about 340 yards from the beach; a fish haven is 100 feet off the seaward end. A reported wreck covered 16 feet is about 940 yards south of the end of Belmont Pier.

(241)

Charts 18751, 18749

(242) **San Pedro Bay**, between Seal Beach on the east and Point Fermin on the west, is 82 miles nnrthwest of San Diego. On the shores of the bay are the cities and port areas of **Long Beach** and **Los Angeles. Terminal Island**, in the northwest part of San Pedro Bay, separates the outer bay from Los Angeles and Long Beach inner harbors. The bay is protected by breakwaters and is a safe harbor in any weather.

(243) **Long Beach Harbor**, in the east part of San Pedro Bay, includes the City of Long Beach and part of Terminal Island.

(244) **Los Angeles Harbor**, at the west end of San Pedro Bay, includes the districts of **San Pedro, Wilmington**, and a major part of Terminal Island.

(245) Long Beach and Los Angeles Harbors are connected by Cerritos Channel. The distance between the seaward entrance to the two harbors is about 4 miles.

(246) Four oil production islands, marked by lights, are to the north and east of Long Beach Pier J. A sound signal is sounded from the south end of each island.

(247) The **Port of Long Beach**, one of the largest ports on the Pacific coast, has the reputation of being America's most modern port. It has extensive foreign and domestic traffic with modern facilities for the largest vessels. It is a major container cargo port with several of the largest and most efficient container terminals on the Pacific coast. Some of the principal exports are bulk petroleum, bulk coke, steel and steel products, bulk potash, grains, fresh fruits, scrap steel, animal feed, and copper concentrate. Some of the principal imports are crude petroleum, steel and steel products, motor vehicles and parts, machinery,

(258)

Vessel Operating Procedures for Los Angeles/Long Beach
(Best Maritime Practices)

Anchoring Procedures

In addition to observing all port tariffs and U.S. Coast Guard regulations, the Master of any commercial vessel at anchor shall implement the following Standards of Care:

• Maintain a 24-hour bridge watch by an English speaking licensed deck officer monitoring VHF-FM Channel 16.
• Make frequent checks to assure vessel is not dragging anchor.
• When winds exceed 40 knots, have the propulsion plant on standby ready to bring on line on short notice and make another anchor ready to let go. Accurate wind speed can be determined by contacting either VTS or the appropriate pilot station.
• Provide 15-minute advance notice to the Long Beach pilot station (for inside anchorages) or to VTS (for outside anchorages) before heaving anchor to get underway.

General Anchoring Guidelines

Santa Catalina Island

The three federal anchorages offshore of Santa Catalina Island (A, B and C) will be assigned by the Vessel Traffic Service.

Outside the Federal breakwaters:

• All anchorages outside the Federal breakwater will be managed and monitored by the Vessel Traffic Service (VTS).
• Any vessel desiring to use one of these anchorages must advise their intentions to VTS on VHF-FM Channel 14 and receive clearance to do so from VTS.
• VTS will not assign an anchorage to tankers or vessels exceeding 200 meters in length overall (LOA) on the first row of anchorage sites closest to the breakwater (G-1 to G-3 and F-1 to F-4).
• VTS will not provide shoreside radar direction during anchoring; however, ranges and bearings for either the Angel's Gate or Queen's Gate Light to the center of a particular anchorage site will be offered, if requested.
• Pilot or tug assistance outside the federal breakwater is not required for anchoring.

Inside the Federal breakwaters:

• All anchorages inside the Federal breakwater will be managed and monitored by the Long Beach Pilot Station.
• All vessels with a draft of 15.2 meters or greater must use a minimum of one tug to ensure proper placement of the anchor and chain, as well as to assist in turning the vessel at the proper placement of the anchor site. Tank vessel masters shall refer to the tug escort/assistant standards.

Under-Keel Clearance

Masters and Pilots should use their vessel's deepest draft in still water when calculating under-keel clearance. Masters and pilots should apply a plus or minus allowance for the tide when calculating depth of water, and consider the following factors: Vessel trim and list characteristics, depth of transit area, depth at the facility or anchorage, tide and current conditions and weather impact on water depth.

Port of Los Angeles

• Between **Los Angeles Approach Channel Lighted Buoy 1** and **Los Angeles Main Channel Lighted Buoy 11**, minimum under-keel clearance before correctin for roll and pitch is 10 percent of vessel's draft.
• In the channel between **Los Angeles Main Channel Lighted Buoy 11** and a position off the designated berth, minimum under-keel clearance is 2.0 feet (0.61 meters).
• Vessels must always remain afloat in the final approach to the berth and while at berth.
• Shifts via outer harbor between Los Angeles and Long Beach, minimum under-keel clearance is 3.0 feet (0.91 meters).

Port of Long Beach

• Between the **Long Beach Channel Approach Lighted Whistle Buoy LB** and **Long Beach Channel Lighted Buoy 3**, minimum under-keel clearance before correction for roll and pitch is 10 percent of vessel's draft.
• In the channel between **Long Beach Channel Lighted Buoy 3** and a position off the designated berth, minimum under-keel clearance is 2.0 feet (0.61 meters).
• Vessels must always remain afloat in the final approach to the berth and while at berth.
• At anchorages inside the breakwater, minimum under-keel clearance is 4.0 feet (1.22 meters) for Anchorages B-7 and B-11 when vessels draft is 50 feet (15.24 meters) or more and 2.5 feet (0.76 meters) for all other anchorages.
• Shifts via outer harbor between Los Angeles and Long Beach, minimum under-keel clearance is 3.0 feet (0.91 meters). Tank vessel masters and operators should also be guided by the under-keel clearance regulations for tank vessels contained in 33 CFR §157.455. Chapter XIV of the Harbor Safety Plan includes formulas for calculating the increase in draft due to pitch or list.

(259)

Vessel Operating Procedures for Los Angeles/Long Beach
(Best Maritime Practices)

Inclement Weather—Standards of Care for Vessel Movements

Inclement weather requires heightened awareness and vigilance. This section is intended to provide clear guidance to mariners as to what is expected of them when navigating in inclement weather in the area covered by the Harbor Safety Plan. Nothing in this section shall be construed to require the master of a vessel to commence a transit during inclement weather, nor does this section replace compliance with the COLREGS. It is recognized, however, under certain circumstances, **vessels may safely transit during inclement weather provided that equivalent safety levels are applied**.

Inclement Weather Definitions

High winds are defined once the National Weather Service issues a *small craft advisory* for sustained winds of 21 to 33 knots, potentially in combination with wave heights exceeding 10 feet (or wave steepness values exceeding local thresholds).
Restricted visibility is defined once conditions of visibility fall below the following:
• For tankers 150,000 DWT or greater: 1 nautical mile
• For tankers greater than 60,000 DWT, but less than 150,000 DWT: 0.75 nautical mile
• For all other vessels 45-foot draft or more: 0.75 nautical mile
• For all other tankers and petroleum barges: 0.5 nautical mile
• For all other vessels: Three (3) times vessel's LOA

Guidelines for Commencing a Transit During Inclement Weather Definitions

Vessel characteristics, navigational equipment and the availability of shoreside support must be considered when a movement is undertaken during inclement weather. Conditions of visibility and wind can vary considerably throughout the port complex at any given time and may impact the decision to proceed. While specific movement parameters are difficult, if not impossible, to define, it is recommended that mariners carefully consider commencing vessel movements inside the federal breakwater when conditions reach the defined thresholds shown above under **Inclement Weather Definitions**.

Piloted Vessel Guidelines

When inclement weather exists along a vessel's intended route, the respective pilot station management will be notified. Prior to commencing a transit, the operating pilot will conduct a risk analysis that includes consultation with a second pilot. This expanded participation is a key risk reduction measure.

Reduced Visibility

• When visibility inside the federal breakwater is less than 0.5 mile, the respective vessel traffic center (VTC) will impose one-way traffic restrictions when and where appropriate.
• When commencing a vessel movement in reduced visibility (0.75 nautical mile) shoreside radar assistance and carry-on enhanced navigational tools such as a Portable Pilot Unit (PPU) shall be readily available for use.
• When reduced visibility is encountered after commencing a transit, the operating pilot should take appropriate precautions to minimize the risk of collision. Precautions may include but are not limited to continuing the transit or anchoring, reducing speed, enlisting shore-based radar support and securing additional tug assistance.

High Winds

Vessel movements will proceed on a case by case basis. Depending on direction and force of wind, type and characteristics of the vessel, movements requiring more than 50 tons of force to hold the vessel against a wind on the beam shall be carefully considered. Below are examples of wind velocities acting on corresponding sail areas that would require 50 tons of counter force exerted by tugs and/or thrusters.

Wind Force

		Force (tonnes per square meter)						
Wind force (knots)	Wind force (m/sec)	1000 m²	5000 m²	7500 m²	10,000 m²	12,000 m²	14,000 m²	16,000 m²
5	2.5	0.3	1.74	2.60	3.5	4.2	4.9	5.6
10	5	1.4	6.94	10.42	13.9	16.7	19.4	22.2
15	7.5	3.1	15.63	23.44	31.3	37.5	43.8	50.0
20	10	5.6	27.78	41.67	55.6	66.7	77.8	88.9
25	12.5	8.7	43.40	65.10	86.8	104.2	121.5	138.9
30	15	12.5	62.50	93.75	125.0	150.0	175.0	200.0
35	17.5	17.0	85.07	127.60	170.1	204.2	238.2	272.2
40	20	22.2	111.11	166.67	222.2	266.7	311.1	355.6
45	22.5	28.1	140.63	210.94	281.3	337.5	393.8	450.0
50	25	34.7	173.61	260.42	347.2	416.7	486.1	555.6

$V^2/18$ = tonnes per 1000 m²
V = wind speed in m/sec

(260)

Vessel Operating Procedures for Los Angeles/Long Beach
(Best Maritime Practices)

Non-piloted Vessel Guidelines
It is recommended that all vessels develop, and follow, their own internal operating guidelines for inclement weather transits, including a provision for second opinion consultation.

Application of Equivalent Safety Levels
When a vessel master intends to commence a transit during inclement weather, at a minimum, the following equivalent safety levels should be adhered to.

Vessels 1600 GT or greater:
• When operating inside the federal breakwater, be under the control of a USCG licensed pilot with the appropriate endorsement for the vessel and area of operation.
• Have shore-based radar immediately available to assist the vessel.

All vessel masters and pilots (if employed) should make a positive evaluation of the following:
• The number of vessels transiting within the harbor and expected traffic concentrations.
• Planned transit speeds appropriate for the prevailing conditions.
• The maneuvering characteristics of the vessel.
• The quality of the vessel's radar and navigation systems.
• The vessel's size and draft in relation to the area to be transited.
• Number, type and power of assist tugs.
• Number and power of bow/stern thrusters available.
• Maneuvering room at various stages of the transit.
• Quality of the vessel's bridge team.
• Special circumstances to be encountered (e.g. dredging projects, obstructions).
• Wind direction in relation to planned maneuvers.

COTP Notification of Intention to Move in Inclement Weather Without Applying Equivalent Safety Levels
Vessels 1600 GT or greater that intend to commence a vessel transit during inclement weather without complying with **inclement weather standards of care for vessel movements** (including shore-based radar support) shall make the following broadcast to the VTS on VHF Channel 14 at least 15 minutes prior to getting underway:

*"**Vessel name/call sign**, making our inclement weather COTP notification, as per guidance within the Harbor Safety Plan, that we intend to transit from **vessel location to intended destination**."*

In addition, a safety broadcast will be made on Channel 13 and the vessel will coordinate its movement with the appropriate pilot station and the VTS.

bulk gypsum, newsprint, lumber, bulk salt, bananas, plywood, and bulk molasses.

(248) The **Port of Los Angeles**, also one of the largest ports on the Pacific coast, has a history of leading the Pacific coast ports in terms of tonnage handled. It has extensive facilities to accommodate all types of traffic. Some of the principal exports are crude minerals, iron and steel scrap, inorganic chemicals, animal feed, cotton, manufactured fertilizers, and fresh fruits and nuts. Some of the principal imports are iron and steel products, motor vehicles and parts, organic chemicals, fresh fruits/nuts, paper/paperboard, sugar, molasses and syrups, glass, and fresh/frozen fish.

(249)

Prominent features

(250) **San Pedro Hill** (chart 18746), 3.3 miles northwest of Point Fermin, is the distinguishing feature for making San Pedro Bay from southeast or west. The hill terminates seaward in steep, rocky cliffs about 60 feet high, with several horizontal terraces between them and the summit. On top of the summit are two large white radar domes.

(251) Because it is high above the usual low-lying fog area, the lighted tower atop Santa Catalina Island is reported a useful guide for vessels approaching the Los Angeles-Long Beach area; the light can be seen for about 16 miles.

(252) **Point Fermin**, the southeast extremity of San Pedro Hill, is a bold cliff about 100 feet high. **Point Fermin Light** (33°42'17"N., 118°17'38"W.), 120 feet above the water, is shown from a pole on the southern extremity of the point. A prominent pavilion (The Bell of Friendship) is on the high ground about 0.3 mile north of the light.

(253) In Long Beach Harbor, prominent charted objects are a hotel tower located just north of the Municipal Auditorium, and the white stone tower of another hotel 0.4 mile east, and the lighted large white dome on the south side of the entrance to Queensway Bay. The derricks on the artificial oil islands east of Long Beach Pier J are constructed to appear as high-rise apartment buildings.

(254) Prominent charted objects in Los Angeles Harbor which are of use to the navigator are the green and white tank near the south end of Pier 1, the lighted radio tower atop San Pedro City Hall, and the stack on Terminal Island.

(255) **Long Beach Light** (33°43'23"N., 118°11'13"W.), 50 feet above the water, is shown from a 42-foot white rectangular tower on a white building on the east end of Middle Breakwater; a sound signal is at the light.

(256) **Note:** The Long Beach Pilots have established a current meter in about 57 feet of water 0.41 mile and bearing 198.5° from Long Beach Light. A cable runs from the meter to the Long Beach Light. Mariners are requested to avoid anchoring or bottom fishing in this area.

(257) **Los Angeles Light**, (33°42'31"N., 118°15'06"W.), 73 feet above the water, is shown from a white cylindrical tower with black stripes on a concrete block on the outer end of the San Pedro breakwater; a sound signal is at the light.

(261)

COLREGS Demarcation Lines

(262) The lines established for San Pedro Bay are described in **80.1114**, chapter 2.

(263)

Traffic Separation Scheme

(264) **Traffic Separation Schemes for Los Angeles/ Long Beach** are between the Gulf of Santa Catalina and San Pedro Channel and along the coast between Point Arguello and Point Vicente. (See charts 18022, 18740, 18720, 18746, 18721.) This Traffic Separation Scheme is recommended for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme (See 33 CFR 167.1 through 167.15 and , chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMO COLREG.2/Circ.64.)

(265) Extreme caution must be exercised in the Precautionary Area off the entrances to Los Angeles and Long Beach Harbors as both incoming and outgoing vessels use this area. (See also Traffic Separation Schemes, chapter 1, for additional information.)

(266) **Ferry Routes** in the Gulf of Santa Catalina and San Pedro Channel differ from the Traffic Separation Scheme in that area. Mariners using the area's Traffic Separation Scheme are advised to **use caution and beware of crossing ferries** enroute between local coastal ports and ports at Santa Catalina Island.

(267)

Vessel Traffic Service

(268) The **Vessel Traffic Service (VTS) Los Angeles/ Long Beach**, jointly operated by the U.S. Coast Guard and the Marine Exchange, has been established within the approaches to San Pedro Bay and the ports of Los Angeles and Long Beach. The VTS is a California State mandatory service and a federally mandated Vessel Movement Reporting System (VMRS). It is designed to enhance navigational safety in the main approaches to the ports of Los Angeles and Long Beach.

(269) The VTS area consists of the waters of San Pedro Bay and San Pedro channel, including Santa Monica Bay, within a 25 nautical mile radius of Point Fermin Light and Los Angeles and Long Beach Harbors, inside the breakwater. This includes parts of the Traffic Separation Scheme Lanes and the Precautionary Area. Communication in the VTS area outside the breakwater will be handled by the Marine Exchange Vessel Traffic Center (VTC), and inside the breakwater by the appropriate Pilot Station. All reports and communications made to the VTC (voice call **San Pedro Traffic**) shall be on VHF-FM channel 14, to Los Angeles Pilots on VHF-FM channel 73, and to Long Beach Pilots on VHF-FM channel 74. All stations monitor VHF-FM channels 16 and 13.

(270) Participating vessels are to ensure that a copy of the **VTS User Manual** is available on board the vessel when operating within the VTS area. The manual is available at no charge from the Marine Exchange of Southern California, P.O. Box 1949, San Pedro, CA 90733, phone 310–832–6411. The manual can be viewed and downloaded at *www.mxsocal.org*.

(271) The State of California has established Tank Vessel Escort Regulations for tank vessels underway in the Los Angeles/Long Beach Harbor and their approaches. The full text of the regulations can be found at *wildlife.ca.gov/ ospr* or can be obtained from the California Office of Spill Prevention and Response 24-hour Communications Center at 916–445–0045. .

(272) Tug Escort Applicability: All laden tank vessels (tankers or barges carrying as cargo a total volume of oil greater than or equal to 5,000 metric tons of oil) entering the port should ensure proper implementation of either the Tanker Force Selection Matrix or the Tank Barge and Tug Matching Criteria listed below. In addition, except for tank barge/primary towing units that have total displacements of 20,000 metric tons or less, escort tugs must be tethered.

(273) Three Tank Vessel Escort Zones are established as follows:

(274) Zone 1: Upon all waters within 2.0 nautical miles to seaward of the Federal Breakwater, escort tugs required for all laden tank vessels.

(275) Zone 2: Upon all waters in the approaches to the Port of Long Beach within 3.5 nautical miles to seaward of the Federal Breakwater, escort tugs required for all

laden tank vessels with static deep draft greater than 16.5 meters.

(276) Zone 3: Upon all waters in the approaches to the Port of Los Angeles within 4.0 nautical miles to seaward of the Federal Breakwater, escort tugs required for all laden tank vessels with static deep draft greater than 14.0 meters.

(277) Inbound, laden Oil and Chemical Tank Vessels shall not proceed closer than the seaward limit of the applicable Tank Vessel Escort Zone, unless the prescribed escort tug(s) are in position at the seaward limit of the applicable Tank Vessel Escort Zone. Masters shall also ensure the anchors are ready for letting go prior to entering the applicable Tank Vessel Escort Zone. The tank vessel master/pilot shall hold a "pre-escort conference" that should at a minimum include:

(278) 1. Contacting the escort tug operator to confirm the number and position of the escort tug(s); and

(279) 2. Establishing the radio frequency to be used; and

(280) 3. Establishing the destination of the tank vessel; and

(281) 4. Discussing any other pertinent information that the master/pilot and escort tug operator deem necessary.

(282) An "Escort Tug," as defined by California regulations, is a tug that is designed primarily for pushing or pulling ahead or astern, or towing alongside another vessel. A tug is considered to be designed for escort work whether or not it is involved in such activity. In the harbors of Los Angeles/Long Beach, an "Assist/Escort Tug" means any tug that is accepted by the tank vessel master and/or pilot to escort a tank vessel that is transiting waters where an assist/escort is required. Arrangements should be made via the vessel agent, tug company and appropriate pilot service. Outbound laden tank vessels are not required to use tugs once they have safely cleared the breakwater. All tank vessels shifting within the harbor(s) (including dock to anchor, anchor to anchor, and dock to dock) shall comply with the escort requirements. Arrangements should be made via the vessel agent, tug company or appropriate pilot service to ensure compliance.

(283)

TANKER FORCE SELECTION MATRIX

Tanker Displacement	Forces For Tug(s) Tethered at the Stern (see notes below)
Metric Tons	**Short Tons**
0 to < 60,000	10
60,000 to < 100,000	20
100,000 to < 140,000	30
140,000 to < 180,000	40
180,000 to < 220,000	50
220,000 to < 260,000	62
260,000 to < 300,000	75
300,000 to < 340,000	87
340,000 to < 380,000	105
380,000 to < 420,000	128

Note 1: Ahead forces for tugs using stern lines (e.g., Voith-Schneider propeller – VSP tugs). Astern forces for tugs using headlines (e.g., azimuth stern drive – ASD tugs)

TANKER FORCE SELECTION MATRIX

Note 2: The *Forces For Tugs* described in the Tanker Force Selection Matrix were evaluated in a water depth equal to 1.2 times the tanker's deep draft for tankers with a displacement of less than 260,000 metric tons, and in a water depth equal to 1.1 times the tanker's deep draft for tankers with a displacement equal to or greater than 260,000 metric tons.

(284)

Small Tank Barge Matrix

Total Displacement Tonnage of the Tank Barge and the Primary Towing Tug	Minimum Required Escort Tug(s) Static Bollard Pull *tethered escort tug(s)/ un-tethered escort tug(s)*
0 to 20,000 displacement tons	10 short tons/15 short tons
> 20,000 displacement tons	A total astern static bollard pull (in pounds) equal to or greater than the sum of both the primary towing tug(s) and barge(s) total displacement tonnage. (e.g., where the total towing tug and tank barge displacement is 25,000 displacement tons, the escort tug(s) astern static bollard pull shall be at least 25,000 pounds or 12.5 short tons.)

(285) All the escort tugs required to satisfy the Tanker Force Selection Matrix shall be tethered on the tanker's stern.

(286) These force requirements reflect favorable circumstances and conditions. The tanker master/pilot shall arrange for additional escort tug(s) should adverse weather conditions, unusual port congestion, the contemplated movement of the vessel or other conditions or circumstances so require.

(287) (See **33 CFR 157**, chapter 2, for regulations for Tank Vessels Carrying Oil in Bulk and Maneuvering Performance Capability.)

(288) **Vessel Speed Reductions**, in addition to the mandatory 12 knot speed limit in the Los Angeles/Long Beach Vessel Traffic Service (VTS) Precautionary Area, the following excerpt is from Rule 402 from the South Coast Air Quality Management District (SCAQMD):

(289) The Port of Long Beach asks every vessel entering or leaving the port to observe the **voluntary 12-knot speed limit** that extends seaward 40 nautical miles from Point Fermin. Reducing ship speed will reduce exhaust emissions into Southern California's air, which will result in better air quality. The speed of every vessel in the speed reduction zone is measured and recorded by the Marine Exchange of Southern California; please contact the Marine Exchange for more information. Your cooperation with this important air quality improvement program is greatly appreciated.

(290) Vessels making the breakwater entrances should proceed at speeds no greater than is necessary for steerage. Vessels that approach the entrance close in and attempt to turn at or near the entrance are in danger of collision with outbound vessels, especially with smaller craft at night when their lights are not easily distinguishable at low tide or against the background of lights in the harbor.

(291) Vessels awaiting a pilot should stay well to seaward and east of the outer fairway buoys.

(292) **San Pedro Breakwater** extends about 0.9 mile in a southeast direction from the east side of Point Fermin, then turns east-northeast for another 0.9 mile to Los Angeles Light. **Middle Breakwater** extends east-northeast for 2.1 miles from the Los Angeles entrance, thence east for 1 mile to the Long Beach entrance, and is marked at both ends by lights. **Long Beach Breakwater** extends east 2.2 miles from Long Beach entrance and is marked by lights on both ends. Ranges for a 090°–270° measured nautical mile are on the Long Beach Breakwater. They are yellow diamond-shaped daymarks on iron pipes.

(293) Kelp beds are along the inside edge of the west end of Middle Breakwater and a shallow water habitat is on the inside edge of San Pedro Breakwater; the shallow water habitat is surrounded by a submerged dike and is marked by lights.

(294) **Fish Harbor**, on the south side of Terminal Island near its west end, is protected by two sets of breakwaters and the mole of Pier 300, the outer ends of which are marked by lights. A dredged channel with a controlling depth of about 14 feet leads between the outer and inner breakwaters to Fish Harbor, which has depths of about 16 to 18 feet. The seawall is lined with canneries and other fish works. The outer breakwaters enclose the Yacht Club Anchorage, sometimes called the Fish Harbor Extension. This anchorage has depths of 17 to 20 feet east and depths of 11 to 14 feet west of the dredged channel.

(295)

Channels

(296) **Long Beach Channel** leads northwest from west of Long Beach Breakwater for 2.2 miles to **Middle Harbor**, thence north to **Back Channel** and the **Inner Harbor**. A **restricted harbor** entrance area has been designated in the channel and side areas which extends from about 1 mile north of the breakwater to inside Middle Harbor; regulations of the Board of Harbor Commissioners, Port of Long Beach, grant priority to outbound vessels and stipulate a **6-knot speed limit** in this restricted area.

(297) Most of the channels in Long Beach Harbor are maintained at more than the project depth of 35 feet. (See Notice to Mariners and latest editions of charts for depths.)

(298) **Los Angeles Main Channel** leads northwest from east of the San Pedro Breakwater for about 1 mile, thence north to the Inner Harbor turning basin, thence northeast through **East Basin Channel** and **Cerritos Channel**. About 0.6 mile northwest of the breakwater, **Super Tanker Channel** leads west from the Main Channel to the deep-draft facilities at Berths 45–50. Los Angeles Main Channel from the breakwater to the Super Tanker Channel and the Super Tanker Channel are maintained at more than the project depth of 45 feet and 40 feet, respectively. (See Notice to Mariners and latest editions of charts for depths.)

(299) Los Angeles Main Channel is marked by a **296°** lighted range.

(300) The Los Angeles and Long Beach main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing, or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel per Inland Navigation Rules, Rule 9. To obtain information on the movement of deep draft vessels inside the Federal Breakwater, contact the Los Angeles Pilot Station on VHF-FM channel 73 or Long Beach Pilot Station of VHF-FM channel 74.

(301)

Anchorages

(302) Limits and regulations of general, naval, explosives, and special anchorage areas in San Pedro Bay are given in **110.1, 110.100, and 110.214**, chapter 2. When inside the breakwaters, vessels are required to anchor in the anchorage area prescribed in the regulations except in cases of great emergency. The Santa Ana is the only wind dangerous to vessels anchored inside the breakwaters.

(303) The shallow water habitat along the east side of Pier 400 and about 0.4 mile south of the Naval Base Mole extends into Special Anchorage B-1 (**33 CFR 110.100**), however, there are no boating or anchorage restrictions associated with the shallow water habitat.

(304) Vessels are cautioned against anchoring in the vicinity of pipeline and cable areas shown on the charts.

(305)

Dangers

(306) A shoal area, with a rock covered 3 feet and a rock awash near the outer end, extends about 0.3 mile south of the shore just east of Point Fermin Light. A lighted whistle buoy is about 300 yards southwest from the south end of the shoal area.

(307)

Regulated navigation areas

(308) A **regulated navigation area** has been established in the waters south of the Los Angeles-Long Beach breakwater encompassing the approaches to both Los Angeles and Long Beach harbors, the pilot areas, and Commercial Anchorage G. (See **165.1 through 165.13 and165.1152**, chapter 2, for limits and regulations.)

(309) **Safety zones** have been established in San Pedro Bay, including around the oil drilling platforms, in

(310)

33°35'45"N., 118°08'27"W.	Platform Edith (§147.1108)
33°35'00"N., 118°07'40"W.	Platform Elly (§147.1104)
33°34'57"N., 118°07'42"W.	Platform Ellen (§147.1104)
33°33'50"N., 118°07'00"W.	Platform Eureka (§147.1111)

(311) See **33 CFR §147.1** through **§147.20** for general regulations and the specific regulations listed above in chapter 2; also see **Oil Well Structures** in chapter 3 for additional information.

(312) A **naval restricted area** is in the West Basin off the south shore of Terminal Island inside the jetty of the Naval Base Mole (See **33 CFR 334.990**, chapter 2, for limits and regulations.)

(313) A **restricted area** is off the E side of Reservation Point. (See **334.938**, chapter 2, for limits and regulations.)

(314)

Bridges

(315) The Vincent Thomas Bridge, a highway suspension span with a clearance of 185 feet over the center 500-foot width, crosses Los Angeles Main Channel just below the turning basin, 3.2 miles above the entrance breakwater.

(316) Two bridges cross Cerritos Channel on the north side of Terminal Island: Schuyler F. Heim Highway Bridge, under construction (2012), consult Local Notice to Mariners, or contact Caltrans at 213-444-1171 for latest conditions; and Henry Ford (Badger) Avenue railroad bridge 25 yards west with authorized span clearances of 6 feet down and 165 feet up. The Henry Ford (Badger) Avenue railroad bridge is maintained in the down position. The bridgetender of the Schuyler F. Heim bridge monitors VHF-FM channel 13; call sign WHX-947. (See **117.1 through 117.59 and 117.147**, chapter 2, for drawbridge regulations.)

(317) It is reported that clearance gages have been established on a pier flanking the navigable span of the Schuyler F. Heim Bridge and on the dolphins flanking the Henry Ford Avenue railroad bridge. The gages indicate the vertical navigational clearance beneath each of the bridges at any height of tide.

(318) Near the east end of Cerritos Channel are several power cables that have a clearance of 155 feet. Vessels are required to have a clearance of at least 6 feet under the cables to avoid the danger of arcing.

(319) The Gerald Desmond Bridge, across Back Channel between Long Beach Inner Harbor and Middle Harbor, has a fixed span with a clearance of 155 feet.

(320) The Queen's Way (Magnolia Avenue) Bridge, crossing **Queensway Bay** 0.8 mile west of oil **Island Grissom**, is a fixed span connecting downtown Long Beach with the terminal facilities of Piers F, G, H, and J; clearances are 36 feet for the 500-foot main channel span or 45 feet at the center, and 31 feet elsewhere.

(321)

Currents

(322) The tidal currents follow the axis of the channels and rarely exceed 1 knot.

(323)

Surge

(324) Both Los Angeles and Long Beach Harbors are subject to seiche and surge. The most persistent and conspicuous oscillation has a period of approximately 1 hour. In the vicinity of Reservation Point and near the east end of Terminal Island, the hourly surge is very prominent, causing velocity variations which at times may be as great as 1 knot, and which often overcome the lesser tidal current so that the current floods and ebbs at half-hour intervals. Because of the more restricted channel, the surge through Back Channel at the east end of Terminal Island usually reaches a greater velocity than through the channel west of Reservation Point. In Back Channel, the hourly variation may sometimes be 1.5 knots or more. The hourly surge, together with other oscillations of shorter period and of more irregular occurrence, at times causes a very rapid change both in height of the water and the velocity and direction of the current and may endanger vessels tied up at the piers. A 3-minute surge is reported to be responsible for major ship movements and damage. Pilots advise taut lines to reduce the effect of the surge.

(325)

Weather, Los Angeles

(326) Fog is most likely from October through February. Out over the bay, it drops visibilities below 0.5 mile (0.9 km) on about 11 days per month during this period. It is mostly a land (radiation) fog that drifts out and is worst in the late night and early morning. Smoke from nearby industrial areas often adds to the thickness and persistence of the fog. There are times when it will hang over the inner channels for several days and along the coast can be very local in occurrence. For example, at Long Beach, which is particularly susceptible to cold air drainage, fog reduces visibilities to less than 0.5 mile (0.9 km) on an average of 18 more days annually than at nearby Los Angeles International Airport. Along the shores, visibilities drop to less than 0.5 mile (0.9 km) on about 3 to 8 days per month from August through April; December is usually the worst month.

(327) Winds are variable particularly in fall and winter. They are also strongest during this period when the **Santa Ana wind** can blow. This is an offshore desert wind which, though infrequent, may be violent. It occurs when a strong high-pressure system sits over the plateau region and generates a northeast to east flow over southern California. The air streams through Cajon Pass into the Great Valley, swings toward the southwest, and follows either the Santa Ana River Canyon through the Santa Ana Mountains or moves directly over the low mountains south of the canyon and then follows a well-defined path over the plains of Orange County to reach the ocean near Newport. It diminishes little in intensity immediately after passing over the bay, and some reports credit it with blowing far out to sea. However, beyond 50 miles (93 km) from shore, Santa Anas are of little concern. These winds have reached speeds of 50 knots or more along the coast.

(328) Aside from weather forecasts, there is little warning of the onset of a Santa Ana. For some hours preceding its arrival, good visibility and unusually low humidity often prevail. Shortly before its arrival on the coast, the Santa Ana may be observed as an approaching dark-brown dust cloud. This will often give from 10 to 30 minutes warning, and is a positive indication. The Santa Ana may come at any time of the day. It can be reinforced by a land

breeze in the early morning or weakened by a sea breeze during the afternoon.

(329) Winter storms are also responsible for strong winds over San Pedro Bay, particularly from the southwest through northwest. Winds of 17 knots or greater occur about 1 to 2 percent of the time from November through May. Winter winds often have an east component, although west-northwest winds are most frequent at Long Beach. At Los Angeles International Airport, west and northeast winds are the most common, while at Los Alamitos, northeast, east, and southwest winds are frequent. However, at both locations, calm conditions are as common or more so from fall through spring. Southwest through west winds begin to prevail in spring, and this lasts through the summer and into early fall. Gales are rare and have occurred occasionally during March and November. March, April, and May are the windiest months and December the most calm. An all-time peak gust of 54 knots was recorded in March 1952.

(330) The average temperature for Los Angeles is 63°F (17.2°C). The average high is 70°F (21.1°C) and the average low is 55°F (12.8°C). Every month has recorded temperatures in excess of 90°F (32.2°C) except January. The all-time maximum is 110°F (43.3°C) recorded in September of 1963. The all-time minimum is 27°F (-2.8°C) recorded in January of 1949. April, June, September, October, and November have each had temperatures in excess of 100 F (37.8°C). August is the warmest month and January the coolest.

(331) The average annual precipitation at Los Angeles is just under twelve inches (305 mm). The average number of days with precipitation is 60 each year. The driest month is July when only 0.02 inches (0.51 mm) can be expected and the wettest month is January with an average monthly rainfall of 2.88 inches (71.1 mm). July and August each average only two days per month with measurable precipitation while January and March average eight days each with measurable rainfall. The driest year on record is 1947 when only 3.11 inches (79 mm) of rain fell and the wettest year on record is 1983 when 29.46 inches (748 mm) of precipitation was recorded. Only trace amounts of snowfall have been recorded in Los Angeles and January is the only month of this occurrence.

(332) The National Weather Service maintains an office at Long Beach Airport, Los Angeles International Airport, and downtown Los Angeles (see Appendix A for address). Barometers may be compared at these locations or by telephone.

(333) (See Appendix B for **Los Angeles climatological table**.)

(334)

Pilotage, Port of Los Angeles

(335) All vessels 300 gross registered tons and over and all foreign vessels leaving, entering, or shifting within the Port of Los Angeles are subject to pilotage. Vessels licensed and engaged in the fishing trade and enrolled vessels of the United States under the direction of an officer federally licensed for the port are exempt from pilotage.

(336) The Port of Los Angeles Pilot Service boards vessels in the vicinity of Los Angeles Approach Channel Lighted Whistle Buoy 3. Tank vessels will be boarded at least two miles from the Los Angeles entrance. Deep-draft vessels (draft more than 55 feet) will be boarded in the vicinity of Los Angeles Approach Channel Lighted Buoy 1. The pilot boats, STEPHEN M. WHITE and PHINEAS BANNING, have black hulls and white cabins with L.A. PILOTS displayed on each side. The pilot station is at the southeast end of Pier 1. Pilotage can be arranged through the pilot station, telephone 310–732–3805, or VHF-FM channels 73 and 16; call sign KEB-260. The pilot station and boats monitor and use as working frequencies VHF-FM channels 73, 14, and 16. The pilot boats display the standard day and night signals. The pilot station requests 2 hours advance notice of estimated time of arrival on VHF-FM channel 73. The pilots normally board the vessels on the starboard side with the ladder about 1 meter above the water. Vessels may not be boarded during periods of poor visibility or severe weather.

(337)

Pilotage, Port of Long Beach

(338) All foreign vessels and U.S. vessels of 300 gross registered tons and over sailing under register are subject to a pilotage fee whether or not a municipal pilot is actually employed. Vessels sailing under U.S. enrollment and licensed and engaged in coastwise, intercoastal, or fishing trades under the direction of an officer federally licensed for the port are exempt from pilotage unless a municipal pilot is employed.

(339) The Jacobsen Pilot Service, Inc., handles pilotage for San Pedro Bay, Los Angeles Harbor, Anaheim Bay, and primarily Long Beach Harbor. The pilots board vessels 1 mile south of Long Beach Approach Lighted Whistle Buoy LB. Large deep-draft vessels are boarded 2 miles or more south of the approach buoy. The pilot boats, POLARIS, VEGA and ALTAIR have yellow hulls and white cabins with LONG BEACH PILOTS displayed on each side. The pilot station is at the northwest end of Pier F. Pilotage can be arranged by telephone (562–432–0664), fax (562–432–3597) and VHF-FM channels 12 and 74. The pilot station monitors VHF-FM channels 12 and 16; the pilot boats monitor VHF-FM channels 12, 13, 14, and 16. The pilot boats display the standard day and night signals. The pilot station requests 2 hours advance notice of estimated time of arrival (ETA) by radiotelephone; call sign, KMA-372. Vessels should state name, call sign, ETA at the pickup station, and draft, and for vessels equipped with bow or stern thrusters, the operational status of the thrusters. Vessels will be given information regarding the desired lee for boarding. In normal weather, pilots board on the starboard side, with the ladder about 2 meters above the water, and a moderate speed. Accommodation ladders must not be used outside the breakwater. In very

(355)

Facilities in the Port of Los Angeles

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Operated by:
POLA Liquid Bulk Terminal (Berths 45-47)	33°42'53"N., 118°16'31"W.	1063	47	16	Two hydraulic unloading arms	Crude oil	Port of Los Angeles
POLA Breakbulk Terminal (Berths 49-53)	33°43'08"N., 118°16'26"W.	2100	35-51	14.6	Open storage (24 acres)	Breakbulk steel	Port of Los Angeles
SSA (Berths 54-55)	33°43'29"N., 118°16'34"W.	1340	35	14	Transit shed (211,000 sq feet)	Imported meats, Imported fruits	Stevedoring Services of America
Westway (Berths 70-71)	33°43'29"N., 118°16'29"W.	800	35	14.8	Tank storage (593,000 barrels)	Liquid bulk	Westway Terminal Company
World Cruise Center (Berths 91-93)	33°44'51"N., 118°16'34"W.	2850	37	15	Terminal buildings and warehouses	Handling passenger vessels	Pacific Cruise Ship Terminals
West Basin Container Terminal (Berth 100)	33°45'09"N., 118°16'30"W.	1200	45-53	15	• Four Panamax cranes • Open storage (75 acres)	General cargo in containers	West Basin Container Terminal LLC
Kinder Morgan Liquid Terminal	33°45'22"N., 118°16'51"W.	825	35	13	Tank storage (498,000 barrels)	Petroleum products	Kinder Morgan, Inc.
West Basin Container Terminal (Berths 121-131)	33°45'39"N., 118°16'33"W.	3500	35-45	15	• Eight Panamax cranes • Open storage (186 acres)	General cargo in containers	West Basin Container Terminal LLC
TraPac Terminal (Berths 135-139)	33°46'00"N., 118°16'25"W.	4050	35-53	15.7	• Eleven Panamax cranes • Open storage (173 acres)	General cargo in containers	Trans Pacific Container Service Corp.
ConocoPhillips Terminal (Berths 148-151)	33°45'18"N., 118°16'22"W.	1328	37	15.2	Tank storage (825,000 barrels)	Petroleum products	ConocoPhillips
Warehouse Terminal (Berths 153-155)	33°45'23"N., 118°16'12"W.	1781	34	12.8	Covered storage (26,880 sq ft)	General cargo	Port of Los Angeles
Valero (Berths 163-164)	33°45'36"N., 118°16'03"W.	888	40	13.7	Tank storage (1.5 million barrels)	Petroleum products	Valero
Ultramar (Berth 164)	33°45'35"N., 118°16'03"W.	888	40	13.7	Tank storage (947,000 barrels)	Petroleum products	Ultramar
Borax (Berths 165-166)	33°45'30"N., 118°16'05"W.	679	37	14.2	Storage for (350 tons)	Industrial borates	U.S. Borax Inc.
Shell Oil (Berths 167-169)	33°45'18"N., 118°16'04"W.	1238	40	13	Tank storage (580,000 barrels)	Petroleum products	Shell Oil
Pasha (Berths 174-181)	33°45'43"N., 118°15'40"W.	3300	35-45	15	• Three cranes (40 tons) • Transit shed (235,000 sq feet)	Steel	Pasha Properties Inc.
Vopak (Berths 187-191)	33°45'50"N., 118°15'35"W.	2336	38	15	• Tank storage (700,000 barrels) • Covered storage (86,000 sq feet)	Liquid bulk chemical products	Vopak
WWL Vehicle Services (Berths 195-199)	33°46'07"N., 118°15'09"W.	2250	32-34	16-18	Storage for up to 8000 vehicles	Automobiles	WWL Vehicle Services Americas, Inc.
POLA Container Terminal (Berths 206-209)	33°45'46"N., 118°14'55"W.	2180	40-45	15.5	• Four gantry cranes • Open storage (86 acres)	General cargo in containers	Port of Los Angeles
Hugo Neu-Proler (Berths 210-211)	33°45'40"N., 118°15'12"W.	1500	35	13.7	Open storage (26.7 acres)	Scrap metal (ferrous/non-ferrous)	Hugo Neu-Proler Co.
Yusen Terminal (Berths 212-225)	33°45'16"N., 118°15'46"W.	5800	35-45	15	• 10 Panamax cranes • Open storage (185 acres)	General cargo in containers	Yusen Terminals Inc.
Seaside Terminal (Berths 226-236)	33°44'32"N., 118°16'26"W.	4700	38-45	13-15	• Eight Panamax cranes • Open storage (205 acres)	General cargo in containers	Seaside Transportation Services, LLC
ExxonMobil (Berths 238-240C)	33°44'01"N., 118°16'21"W.	903	37	14	Tank storage (2.3 million barrels)	Petroleum products	ExxonMobil
LAXT (Berth 301)	33°43'51"N., 118°15'46"W.	1000	72	16	•Open and domed storage •Enclosed conveyor sysytem	Petroleum coke	Los Angeles Export Terminal, Inc.
APL Terminal/Global Gateway South (Berths 302-305)	33°44'00"N., 118°15'14"W.	4000	50	15	• 12 Panamax cranes • Open storage (292 acres)	General cargo in containers	Eagle Marine
APM Terminals/Pier 400 (Berths 401-406)	33°43'44"N., 118°15'30"W.	7190	55	15.2	• 14 Panamax cranes • Open storage (484 acres)	General cargo in containers	APM Terminals

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(359)

Facilities in the Port of Long Beach

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Operated by:
Pier J (Berths 266-270)	33°44'11"N., 118°11'24"W.	2711	47-56	15	• 16 gantry cranes • Open storage (64 acres)	General cargo in containers	SSA Marine
Pier J (Berths 243-247)	33°44'36"N., 118°11'44"W.	3300	36-40	16	• Open storage (57 acres) • Covered storage (100,000 sq feet)	General cargo in containers	SSA Marine
Pier G (Berths 226-236)	33°44'39"N., 118°11'56"W.	6379	36-42	15	• 16 gantry cranes • Open storage (160 acres) • Container freight station (70,000 sq feet)	General cargo in containers	International Transportation Service
Pier G (Berths 212-215)	33°44'52"N., 118°12'23"W.	1900	50	18-19	• Two traveling shiploaders • Covered storage (540 tons)	Petroleum Coke, Coal, Potash, Borax, Soda ash, Concentrates, Prilled sulfer	Metropolitan Stevedore Company
Pier F (Berths 211A and 209)	33°45'02"N., 118°12'24"W.	800	43	19	• Pipeline system • Tank storage (425,000 barrels)	Petroleum products	Chemoil Marine Terminal
Pier F (Berth 211)	33°45'02"N., 118°12'28"W.	1100	40	19	• Terminal services for bulk materials	Petroleum coke	Koch Carbon, Inc.
Pier F (Berth 210)	33°44'59"N., 118°12'34"W.	700	40	19	Belt conveyor system	Bulk salt	Morton Salt Company
Pier F (Berth 208)	33°44'54"N., 118°12'44"W.	420	29-33	19	• Storage space (50,000 sq feet) • Belt conveyor system	Bulk cement	MCC-Lucky Cement Company
Pier F (Berths 206-207)	33°44'46"N., 118°12'43"W.	1200	32	18.5	• Open storage (12.2 acres) • Covered storage (190,000 sq feet)	Steel products, Plywood, Lumber, Large machinery	Crecent Terminal (SSA)
Pier F (Berths 204-205)	33°44'38"N., 118°12'32"W.	1265	36	18.5	• Open storage (5.5 acres) • Covered storage (180,000 sq feet)	Steel products, Plywood, Lumber	Cooper/T. Smith Stevedoring
Pier F (Berths 6-10)	33°45'15"N., 118°12'40"W.	2750	50	14.4	• Seven gantry cranes • 240 reefer outlets	General cargo in containers	Long Beach Container Terminal, Inc.
Pier E (Berths 24-26)	33°45'35"N., 118°12'50"W.	2100	48	17.7	• Five gantry cranes • Open storage (58 acres) • 400 reefer outlets	General cargo in containers	California United Terminals
Pier D (Berths 30-31)	33°45'31"N., 118°12'55"W.	700	43	19.5	• Tank storage (6.7 million gallons)	Tallow, Vegetable oils	Baker Commodities, Inc.
Pier D (Berths 32-33)	33°45'31"N., 118°13'00"W.	680	36	13.8	• Silo storage (50k tons) • Open storage (87k sq. feet)	Bulk cement	Pacific Coast Cement Corp.
Pier T (Berths 132-140)	33°45'13"N., 118°14'08"W.	5000	55	14.7	• 14 gantry cranes • Open storage (237 acres) • 1088 reefer outlets	General cargo in containers	TTI-Hanjin Shipping Co.
Pier T (Berth 122)	33°45'17"N., 118°13'08"W.	600	40	23	• Open storage (7.7 acres) • Covered storage (15,000 sq feet)	Lumber and Lumber products	Fremont Forest Group Corp.
Pier T (Berth 121)	33°45'24"N., 118°13'11"W.	1140	76	20	• Tank storage available in Carson	Crude oil and Petroleum products	BP
Pier T (Berth 118)	33°45'39"N., 118°13'14"W.	900	36	22	• Vessel loading crane • Open storage (13.5 acres)	Recyclable metal & steel products	Pacific Coast Recycling Co.
Pier T (Berths 116-117)	33°45'47"N., 118°13'17"W.	600	32-35	23	• Open storage (9.9 acres)	Lumber and Lumber products	Weyerhaeuser Company
Pier D (Berth 46)	33°46'10"N., 118°12'44"W.	640	40	17.2	• Belt-conveyor system • Storage shed (40,000 tons)	Gypsum	G-P Gypsum Corp.
Pier D (Berths 50-54)	33°46'16"N., 118°12'36"W.	2370	36	10-17	• Open storage (6.9 acres) • Transit shed (495,000 sq feet)	Newsprint and Lumber	Forest Terminals
Pier C (Berths 60-62)	33°46'13"N., 118°13'00"W.	1800	42	14.5	• Three gantry cranes • Open storage (57 acres)	General cargo in containers & Automobiles	SSA Marine-Matson Terminal
Pier B (Berths 76-78)	33°46'33"N., 118°12'47"W.	2200	46	14.4	Tank storage (1.8 million barrels)	Petroleum products	BP
Pier B (Berths 82-83)	33°46'28"N., 118°13'05"W.	1060	38	14.4	• Tank storage (410k barrels) • Open storage (110 acres) • Transit shed (150k sq. feet)	Petroleum products and Automobiles	Petro-Diamond and Toyota
Pier B (Berths 84-87)	33°46'20"N., 118°13'21"W.	1980	52	16.8	Tank storage (254k barrels)	Crude oil, Petroleum products, Bunker fuel	Tesoro Refining and Marketing Company

Facilities in the Port of Long Beach

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Operated by:
Pier A (Berths 88-96)	33°46'09"N., 118°13'54"W.	3600	50	14.2	• Ten gantry cranes • Open storage (90 acres) • 652 reefer outlets	General cargo in containers	SSAT Long Beach Terminal

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

thick fog vessels may be requested to anchor outside the breakwater in Anchorage F.

(340)

Towage

(341) Several tugboat companies operate in the Los Angeles-Long Beach area with tugs up to 5,000 hp available. Large vessels usually have one or more tugs in attendance while berthing at or departing from the wharves along the inner channels.

(342)

Quarantine, customs, immigration and agricultural quarantine

(343) The Los Angeles/Long Beach Seaport is a customs port of entry (See Vessel Arrival Inspections, chapter 3.)

(344) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(345)

Coast Guard

(346) A **sector office** is located in the Los Angeles/Long Beach Harbor complex. (See Appendix A for addresses.)

(347) **Los Angeles/Long Beach Coast Guard Station** is on the east side of Main Channel at **Reservation Point**.

(348)

Harbor regulations

(349) Local rules and regulations for the Port of Los Angeles are enforced by the Port Warden of the Harbor Department. The Los Angeles Harbor Department Headquarters are at 425 South Palos Verdes Street, San Pedro.

(350) Similar regulations for the Port of Long Beach are enforced by the Executive Director of the Harbor Department assigned by a Board of Harbor Commissioners. The Long Beach Harbor Department Administration Building is located at 4801 Airport Plaza Drive, Long Beach, CA 90815. The **speed limit** for Middle Harbor and Inner Harbor is 6 knots.

(351) Permits are required from the Port Warden for any method of underwater diving within Los Angeles Harbor. Similarly, a permit from the Port Manager is required in Long Beach Harbor.

(352) Copies of the regulations may be obtained from the local office concerned.

(353)

Wharves

(354) All land of the Port of Los Angeles is owned by the City of Los Angeles. This land is leased to various facilities listed in the table; only the major deep-draft facilities are listed. The alongside depths given in the table are reported. (For information on the latest depths contact the port authorities or the private operators.) Most of the piers and wharves have shore connections (electrical/water), highway and railroad connections.

(356) General cargo at the port is usually handled by ship's tackle. Special handling equipment, if available, is noted in the table. Floating cranes to 350 tons are available.

(357) The office of the chief wharfinger is at 425 South Palos Verdes Street, San Pedro

(358) All land of the Port of Long Beach is owned by the City of Long Beach. This land is leased to various facilities listed in the table; only the major deep-draft facilities are listed. The alongside depths given in the table are reported. (For information on the latest depths contact the port authorities or the private operators.) Most of the piers and wharves have shore connections (electrical/water), highway and railroad connections.

(360) The famous passenger liner QUEEN MARY, retired in 1967 and purchased by the Port of Long Beach, is moored on the NE side of Pier H, parallel to the skyline of the city of Long Beach. The ship is used as a floating museum, hotel, and convention center.

(361) The large lighted white dome south of the QUEEN MARY was once the exhibit center for Howard Hughes' famous flying boat SPRUCE GOOSE. The dome is now used by Carnival Cruise Lines to support the Long Beach Cruise Terminal.

(362)

Supplies

(363) Fuel oil, water, and marine supplies can be had in any quantity at both Los Angeles and Long Beach. Fuel oil can be supplied at the oil docks or by barge.

(364)

Repairs

(365) Los Angeles Harbor is well equipped with marine repair plants. The largest marine railway, at Berth 264 in the northeast end of Fish Harbor in East San Pedro, has a hauling power of 1,000 tons. There are a number of smaller facilities. There are no graving docks. The port is well equipped with salvage facilities. A trained salvage crew and a corps of expert divers are ready at all times to render aid in any disaster to shipping along the coast and at distant localities.

(366) Long Beach Harbor is also well equipped for marine repairs. A variety of barge cranes are available in the

40- to 275-ton capacity range. There are several marine railways for small craft at Long Beach Harbor.

(367)

Communications

(368) Los Angeles and Long Beach Harbors have connections to the extensive freeway system which connects the cities of Los Angeles and Long Beach and their suburbs; four U.S. or Interstate highways extend from the area freeway system to the north, south, and east. The harbors are served by three major railroads and many airlines. The harbors are ports of call for many foreign and domestic steamship lines and by coastal barge lines.

(369) While the Ports of Los Angeles and Long Beach are separate entities, their harbor facilities are closely interrelated.

(370)

Small-craft facilities

(371) The major small-craft facilities in Long Beach are Long Beach Marina in Alamitos Bay and the Downtown Marina on Queensway Bay, W of oil Island Grissom. Other facilities in Long Beach Harbor are just inside the entrances to both Channel Two and Channel Three. All repair facilities, supplies, fuel, moorage, and related yacht requirements may be had at individual private marinas or from other establishments in the Middle Harbor. Several boatyards are in Channel Two and Channel Three.

(372) Los Angeles Harbor has small-craft facilities on both sides of Cerritos Channel from the Heim lift bridge to East Basin, on the east side of East Basin, in Watchhorn Basin, and along the west side of West Channel. All the berths, fuel, supplies, and services required for small boats are available at the individual private marinas or may be obtained nearby.

(373)

Chart 18746

(374) From Point Fermin the coast trends in a general west direction 6.5 miles to Point Vicente, and forms the north shore of San Pedro Channel, which is discussed in chapter 5. From Point Vicente the shoreline curves north. The coast is free of off-lying dangers and is well marked by kelp.

(375) The Traffic Separation Scheme between Point Fermin and Point Conception is discussed earlier in this chapter.

(376) Several submarine sewers extend 1.3 miles offshore near **White (Whites) Point**, 1.3 miles NW from Point Fermin.

(377) **Point Vicente**, 6.3 miles northwest of Point Fermin, is a steep rocky cliff, 120 feet high, white and red in color, with red predominating. A rock awash is 250 yards southwest from the point with kelp extending 100 yards farther to seaward. A small black 25-foot high pyramidal rock is close inshore 0.3 mile east of the point.

(378) **Point Vicente Light** (33°44'31"N., 118°24'38"W.), 185 feet above the water, is shown from a cylindrical tower on the SW end of the point.

(379)

Danger zone

(380) A **danger zone** for practice firing extends off Point Vicente. (See **334.940**, chapter 2, for limits and regulations.)

(381)

Charts 18740, 18744

(382) **Palos Verdes Point**, 2 miles north-northwest of Point Vicente, is a bold, bluff point, 120 feet high, rising abruptly to the west extremity of Palos Verdes Hills. There are no dangers off the point, but heavy kelp extends 0.6 mile offshore and is marked by a lighted bell buoy 0.7 mile west of the point.

(383) **Lunada Bay** is a small bight on the south side of Palos Verdes Point. **Resort Point** forms the south side of this bay.

(384) **Flat Rock Point**, 1.7 miles northeast of Palos Verdes Point, is on the south side of Santa Monica Bay. A narrow spur protrudes from the otherwise rounded point. **Flat Rock**, 6 feet high, and **Bit Rock**, 5 feet high, are 175 yards and 250 yards, respectively, off the end of the spur. **Bluff Cove** is a shallow bight on the south side of Flat Rock Point. The beach is covered with boulders.

(385) **Santa Monica Bay** is formed by the curving coast between Point Vicente and Point Dume. From Flat Rock Point to Santa Monica the shore is comparatively low with a sand beach backed by a continuous city area to the inland mountains. The depths of Santa Monica Bay are comparatively shoal, the 10-fathom curve in general lying about 1 mile from shore, except at Redondo Beach where a deep submarine valley, **Redondo Canyon**, heads close to the shore.

(386) **Malaga Cove**, just north of Flat Rock Point, is used occasionally by fishing boats with local knowledge, but it is open to the prevailing west winds. Boats enter through a break in the kelp and anchor inside in 6 to 7 fathoms, with the south point of the cove bearing 207°.

(387) **King Harbor**, 4.5 miles north-northeast of Palos Verdes Point, is a large small-craft harbor at **Redondo Beach**. The harbor is used mostly by pleasure craft and accommodates upwards of 1,400 boats.

(388)

Prominent features

(389) At the north end of King Harbor and about 200 yards inshore is a large power plant with five large smokestacks approximately in-line and parallel with the beach. A private light is shown from atop the power plant.

(390)

COLREGS Demarcation Lines

(391) The lines established for Redondo Harbor are described in **80.1116**, chapter 2.

(392) The entrance is between two lights at the ends of the breakwaters at the south end of the harbor. A mariner radio activated sound signal at the light on the east side of the entrance is initiated by keying the microphone five times on VHF-FM channel 81A. A lighted bell buoy is

south-southwest of the south end of the west breakwater. The channel is marked by private buoys, with lights at the entrances to Basins 1 and 2. Natural depths through the entrance are 27 to 30 feet with a depth of 8 feet in the three basins, except for an isolated depth of 6 feet in the northeasternmost channel of Basin 1. In 1977, shoaling was reported on the south side of the entrance to Basin 3, and in 1989, rocks awash were reported near the north side of the entrance to the basin.

(393)

Harbor regulations

(394) The harbor is administered by the city of Redondo Beach and is under the control of a harbormaster, who has an office near the entrance to Basin 2. Transients should contact the **harbormaster** for berth assignments. The harbor patrol operates from Basin 2. Both the harbor office and the patrol monitor radiotelephone VHF-FM channel 16 and can be reached be telephone at 310–318–0632.

(395)

Supplies

(396) There is a fuel dock that has gasoline and diesel fuel; most other small-craft supplies are available.

(397) A yacht club is in Basin 3.

(398)

Repairs

(399) A boatyard here can handle craft up to 50 feet and 60 tons for all general repairs.

(400)

Caution

(401) The city of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

(402) Sport fishing barges usually anchor 1 or 2 miles offshore during the summer; caution is advised to avoid them.

(403)

Submarine oil seepage

(404) About 1.5 miles off Redondo Beach, in the deep water of Redondo Canyon, there is a submarine oil seepage and the water surface is often covered with a film of petroleum. Gas bubbles have been reported in several locations in this vicinity. A second seepage 3.5 to 4 miles to the northwest is more noticeable and more continuously in action. On calm days, globules and large blobs of oil have been seen projected clear of the water surface. Gas also escapes continuously in large bubbles often 3 to 6 inches in diameter.

(405)

Charts 18740, 18744, 18748

(406) **Hermosa Beach** and **Manhattan Beach** are between Redondo Beach and El Segundo; both have public fishing piers with fish havens covered 9 feet around their seaward ends. The pier at Hermosa Beach is about 1.3 miles north of Redondo Beach and extends about 275 yards from shore; a private sound signal is at the outer end. The Manhattan Beach pier, 2.5 miles north of Redondo Beach, extends almost 175 yards from shore.

(407) **El Segundo**, about 2 miles north of Manhattan Beach, has extensive oil refineries with several large oil tanks on high ground being prominent. Other prominent features are: an aero light north of El Segundo at Los Angeles International Airport, two 334-foot striped stacks in about 33°55'06"N., 118°25'39"W., and a power plant with four stacks about 0.6 mile south-southeast of the striped stacks. A rock groin, marked at its outer end by a private light, extends seaward from the north end of the power plant.

(408) An offshore oil terminal with two multi-buoy sea berths is about 1.3 miles west of El Segundo. The terminal, operated by Chevron USA, loads and discharges tankers through several submerged hoses and pipelines. A private lighted bell buoy is west of the offshore terminal and a safety zone surrounds the terminal. (See **33 CFR 165.1156**, chapter 2, for limits and regulations.) Two anchorages are west-southwest of the offshore terminal for vessels awaiting berthing assignments at the terminal. Vessels intending to use these anchorages must first contact the Vessel Traffic Information Service on VHF-FM channel 14 for assignment and further instruction.

(409)

Caution

(410) Mariners should exercise caution when navigating over the sewer outfalls and submerged pipelines that extend seaward from El Segundo. Numerous uncharted buoys and other potential hazards to navigation exist within this area.

(411) A **restricted area** extends about 7 miles offshore at El Segundo. (See **162.195**, chapter 2, for limits and regulations.)

(412) **Marina del Rey**, 7.6 miles NNW of Redondo Beach and King Harbor, is a large manmade small-craft harbor. It has a capacity for over 6,000 pleasure craft.

(413)

COLREGS Demarcation Lines

(414) The lines established for Marina del Rey are described in **80.1118**, chapter 2.

(415) A detached breakwater parallel to the shore is just to seaward of the jetties protecting the entrance channel.

(416)

Channels

(417) A dredged entrance channel leads northeast from the detached breakwater for about 0.7 mile, then the harbor channel continues north for about 0.6 mile to the north end of the harbor. There are two openings between the jetties and the detached breakwater; the chart is the best guide for navigating the openings. The north and south ends of the detached breakwater and the outer ends of the jetties are marked by lights. A mariner radio activated sound signal at the light on the outer end of the north jetty

is initiated by keying the microphone five times on VHF-FM channel 81A.

(418) A **restricted area** governing navigation inside the detached breakwater has been established. (See **162.200**, chapter 2, for limits and regulations.)

(419) **Traffic separation lanes** have been established in the entrance channel to Marina del Rey. These lanes are marked by State Waterway Regulatory Buoys with the words "No Sail." All vessels under power, or power and sail, shall keep these buoys to their port when entering or departing the harbor. The center lane between the buoys is used by vessels solely under sail, both entering or departing the harbor.

(420)

Anchorage

(421) A **special anchorage** is in the upper reach of the harbor channel. Anchoring is permitted only during storm, stress, or other emergency. (See **110.1 and 110.111**, chapter 2, for limits and regulations.)

(422)

Coast Guard

(423) A search and rescue craft is stationed at the pier just south of the harbor office, on the east side of the bend in the entrance channel.

(424)

Harbor regulations

(425) The harbor is administered by the Los Angeles County Department of Beaches and Harbors. The Harbormaster, under the Los Angeles County Sheriffs Department, has an office on the east side of the bend in the entrance channel. Guest berths are available further down the channel at Burton Chace Park.

(426) The Sheriff's Harbor Patrol operates the office on the east side of the entrance channel, providing 24-hour service. Radiotelephone VHF-FM channel 16 is monitored on a 24-hour basis, and the Sheriff's Department can be reached by telephone at 310–823–7762.

(427)

Supplies

(428) Marine supplies of all kinds can be obtain at most of the marinas and repair yards. Gasoline and diesel fuel are available at the fuel docks. Several yacht clubs are on the shores of the various basins. Medical facilities are available at the harbor, and a hospital is nearby.

(429)

Repairs

(430) There are two boatyards in the harbor that have hull and engine repair facilities. The largest lift can handle vessels to 100 tons.

(431) Fish havens, marked by private buoys, are about 1.1 miles W of the light at the north end of the detached breakwater.

(432)

Charts 18740, 18744

(433) About 1 mile north of the entrance to Marina del Rey is the 1,100-foot-long Los Angleles city public fishing pier at Venice; a fish haven covered 10 feet surrounds its seaward end.

(434) A **144°40'-324°40' measured nautical mile** is off Marina del Rey. The south range is two triangular white and orange markers located at the midpoint of Marina del Rey detached breakwater. The north range is an orange and white triangle located on the centerline of Los Angeles city public fishing pier.

(435) **Santa Monica**, 3.5 miles northwest of Marina del Rey, has a large pleasure pier, but there is no water commerce. A private sound signal is on the outer end of the pier. A 0.3-mile-long breakwater, submerged at high tide, is off the outer end of the pier and parallel to the beach.

(436) The city of Santa Monica Harbor Patrol maintains a temporary office on the large pleasure pier. VHF-FM channels 12 and 16 are monitored on a 24-hour basis. A rescue boat is on call for emergencies.

(437) The buildings and structures along the beach are prominent. Most conspicuous from offshore are the tall General Telephone Building with a red and white antenna on top, and the clock tower atop a bank building.

(438) The 16-mile coast between Santa Monica and Point Dume is bold, rocky, and rugged. Steep cliffs rise abruptly from the water's edge, ascending gradually within 3 or 4 miles to the summits of the Santa Monica Mountain Range, about 3,000 feet high. The seaward termination of this range is at Point Mugu, 14 miles west of Point Dume.

(439) **Kellers Shelter**, 9 miles west of Santa Monica at **Malibu Beach**, is an open bight offering protection from north and west winds in 2 to 7 fathoms, sandy bottom. A reef marked by kelp extends a short distance offshore about 0.5 mile west of the anchorage.

(440) A fishing and pleasure pier, 700 feet long with 15 feet of water at its outer end, is on the west side of Kellers Shelter. Twin white buildings are prominent marks at the outer end of the pier. Private mooring buoys are maintained east of the pier for the use of sport fishing boats which leave for the nearby fishing grounds. Frequently the headlights of automobiles on the highway along the beach are directed toward the sea.

(441) **Paradise Cove**, 2 miles NE of Point Dume, affords protection similar to Kellers Shelter. The anchorage is abreast the fourth break or arroyo in the cliffs from Point Dume, and is immediately outside the kelp line, in 6 to 7 fathoms, sand bottom, with Point Dume bearing 240°. Kelp should be avoided because of possible dangers. A 300-foot sport fishing pier is on the NW side of Paradise Cove. A rescue vessel is moored in Paradise Cove.

(442) In 1985, hazardous submerged pilings were reported about 300 yards SSW of the fishing pier in about 34°01.1'N., 118°47.1'W.

(443) **Point Dume** is the seaward end of a rather low plateau that terminates in a dome-shaped head, about 200 feet high, rising from a bold rocky bluff. The bluff is reddish, with white cliffs east and west. A small bare rock is 150 yards south of the point, and a reef that uncovers is 150 yards farther out. Foul ground extends about 500 yards east of the reef.

(444) A rescue boat is moored at **Zuma Beach**, about 1 mile northwest of Point Dume. The rescue boat can be contacted through the Coast Guard or the lifeguard station, which monitors VHF-FM channel 16, from 0900-1700 daily; call sign, Bay Watch.

(445) **Dume Canyon** (see also chart 18740) is a submarine valley with extremely steep slopes running about 0.3 mile offshore from Point Dume, and extending northwest roughly parallel to the beach. Moderately strong currents of a confused directional nature have been observed in the vicinity of this submarine valley.

(446)

Chart 18720

(447) The 14-mile coast between Point Dume and Point Mugu is very rugged, and there are no known outlying dangers. About 2 miles east of Point Mugu, on the beach at the foot of a very high bluff, is a 140-foot sand dune. This is quite prominent and can be made out on clear moonlit nights. The dune is charted as a "prominent slide."

(448) **Point Mugu**, the seaward termination of the Santa Monica Mountains, is prominent because of the lowland of the Santa Clara Valley to the W. The cuts and fills of the highway which skirt the shore from Point Mugu E are prominent. Aluminum-colored twin tanks, 1.5 miles northwest of the point and on the west slopes of Laguna Peak, show well from southeast through west. A pipeline runs from the tanks to a prominent white radar structure atop Laguna Peak. The tanks and the pipeline are marked by flashing red lights.

(449)

Weather, Point Mugu

(450) Fog hampers visibilities most often from July through December, when the visibility drops below 0.5 mile on about 5 to 8 days per month; September is usually the worst month. North through northeast winds are common from October through March, while west winds prevail from April through September. While gales are infrequent, wind gusts have reached 50 to 60 knots from fall through spring. These strong winds often blow out of the east-northeast. Calm conditions are frequent all year round, but particularly from May through October.

(451)

Caution

(452) The U.S. Navy advises navigation interests and others that continuous hazardous operations may take place on the Pacific Missile Test Range, Point Mugu, CA, Monday through Sunday. The test range extends for 180 miles in a southwest direction from Point Mugu and is up to 210 miles wide. The specific danger portions of the firing area are broadcast daily Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz (See Eleventh Coast Guard District Local Notice to Mariners for additional information). The U.S. Navy will make broadcast every 30 minutes on VHF-FM Marine bridge-to-bridge radio channels 11 and 16 during hazardous operations. For information regarding the current hazardous operations status contact "PLEAD CONTROL" on VHF-FM channels 11 or 16, or at 805–989–8841/8843 from 0600-1800, or 805–816–0792 RODO (Range Operation Duty Officer) after 1800. A recorded message is available at 805–989–1470. If PLEAD CONTROL cannot be reached, contact "San Pedro Traffic" on VHF-FM channel 14 or 310–832–6411.

(453) The U.S. Navy requests all vessels transiting through the Pacific Missile Test Range submit a notification to PLEAD CONTROL indicating the vessel name, destination and estimated time of entry into and departure from the test range. Notifications can be faxed to 805–989–0102. This is for information only and does not constitute approval to enter the range. When inbound, contact PLEAD CONTROL or "San Pedro Traffic" to determine when and where an exercise is scheduled. Communicate in sufficient time to divert or adjust vessel speed to avoid naval operations. When outbound, advise "San Pedro Traffic" intention to transit "Northbound" (through the Santa Barbara Channel) or "Westbound" (south of the Channel Islands) when reporting fifteen minutes prior to departing the federal breakwater. San Pedro Traffic will provide the most recent information regarding hazardous naval operations.

(454)

Danger zone

(455) **Danger zones** for Navy small-arms firing ranges extend about 2 miles offshore at Point Mugu and about 3 miles offshore at Laguna Point. (See **334.1120** and **334.1125**, chapter 2, for limits and regulations.)

(456) **Mugu Canyon** is a submarine valley with its head near Mugu Lagoon. The 50-fathom curve is about 0.5 mile offshore.

(457) **Santa Barbara Channel** is discussed in chapter 5.

(458)

Chart 18724

(459) **Point Hueneme** (pronounced: y-nee-me), 22 miles WNW of Point Dume is low, rounding, and sandy. It is the outermost point of the low land of the Santa Clara Valley.

(460) **Point Hueneme Light** (34°08'43"N., 119°12'36"W.), 52 feet above the water, is shown from a 48-foot white square tower on the point. A mariner radio activated sound signal at the light, is initiated by keying the microphone five times on VHF-FM channel 81A. A sewer outfall line, about 1.4 miles south-southeast of Point Hueneme Light, extends about 1 mile from shore.

(461)

Weather, Point Hueneme

(462) In the coastal waters from Point Hueneme to Santa Barbara, sea fog hampers navigation most often from July through October. It is generally more widespread and often more persistent than land (radiation) fog. Visibilities fall below 0.5 mile (0.9 km) on about 5 to 10 days per month during these months; August and September are usually the worst.

(463) **Port Hueneme** is an inland basin, about 1,400 feet long by 1,200 feet wide, located at the head of a submarine canyon, **Hueneme Canyon**. It is under the control of the U.S. Navy, Naval Base Ventura County. The southeast part of the basin is owned by the Oxnard Harbor District and is operated as a deep-draft commercial terminal. The commercial terminal is used by cargo vessels, commercial and sport fishing craft, and offshore supply vessels operating from here to offshore drilling rigs.

(464)

Prominent features

(465) The most prominent objects around the shores of the harbor are two red and white striped stacks at a powerplant, 2.4 miles southeast of the harbor, are prominent, and the aerobeacon at Oxnard, 3 miles north of the harbor, is a good night mark.

(466)

COLREGS Demarcation Lines

(467) The lines established for Port Hueneme are described in **80.1120**, chapter 2.

(468) A **Safety Fairway** leading to the channel has been established. (See **166**, chapter 2, for limits and regulations.)

(469)

Channel

(470) The dredged channel leads between two jetties and through a land cut into the basin. The outer ends of the jetties are marked by lights. A lighted whistle buoy is about 800 yards southwest of the outer end of the east jetty. Lighted buoys and a **037°** lighted range mark the channel.

(471) A **Federal project** provides for a depth of 36 feet in the entrance channel and 35 feet in the basin. Mariners are advised that between periodic dredging, depths in the channel and basin are subject to change due to minor silting. Vessels with deep drafts are advised to consult with the Port Hueneme Pilots Association (805–986–3213) concerning the available depths prior to vessel arrival. General guidelines call for under-keel clearances of 3 feet for inbound vessels and 2 feet for outbound vessels, taking tidal height into consideration. The narrowest width of the entrance channel is 330 feet. However, because of prevailing fresh winds only one-way traffic is permitted for large ships. The pilots control the traffic direction.

(472)

Anchorage

(473) There is no anchorage area in the harbor basin because of space limitations. The recommended anchorage for deep-draft vessels is about 1.7 miles south of Port Hueneme Light. This location offers no protection in heavy weather.

(474)

Dangers

(475) A **naval restricted area** is in Port Hueneme. (See **334.1 through 334.6 and 334.1127**, chapter 2, for limits and regulations.)

(476)

Currents

(477) The harbor is not affected by tidal streams or currents, however, cross currents do occur near the entrance to the harbor, and are not predictable.

(478)

Pilotage, Port Hueneme

(479) All commercial vessels 300 gross registered tons and over, entering, leaving, or shifting within the Port of Hueneme, including the area of the Oxnard Harbor District, must be piloted by a port pilot duly licensed to perform the services of piloting vessels within the Port. The Oxnard Harbor district does not maintain pilots. Requests for pilots may be made by calling the Port Hueneme Pilots Association, telephone 805–986–3213. Pilots are available on a 24-hour basis and board vessels from a tug at a point 2 miles from the sea buoy on the entrance range. When pilots are boarding, vessels should stay on the range line and reduce speed to 5 knots or less.

(480) Pilot ladder should be rigged on the lee side (normally starboard while inbound, port side outbound) amidship, about 5 feet (1.5 m) above the water. Pilot ladder should be rigged well away from any overboard discharge. At night, the ladder must be properly lighted.

(481) Access to and from the ladder to the deck of the ship should be through a break in the rail, or if the ladder tends over the rail, then steps should be provided on the inboard side to permit access back to the deck level. Manropes should NOT be rigged, when boarding a Pilot, coming from sea.

(482) A proper ring-buoy (with light and line attached) should be provided at the boarding area. The harbor pilots guard VHF-FM channel 16. Vessels are cautioned to remain a safe distance off-shore when calling pilots because dock space must often be cleared.

(483)

Towage

(484) Tug service for the port is furnished by a private tug company. Requests for service may be made by telephone, 805–986–1600. Tugs up to 4,000 hp are available on a 24-hour basis.

(485)

Quarantine, customs, immigration and agricultural quarantine

(486) Port Hueneme is a U.S. Customs port of entry and can be reached at 805–488–8574. (See Vessel Arrival Inspections, chapter 3.)

(487) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter.)

(488)

Agricultural quarantine

(489) All vessels from outside of California that dock at Port Hueneme, except those specifically exempt, must be inspected by U.S. Department of Agriculture and/or the Ventura County Department of Agriculture. There are local representatives in the Oxnard area.

(490)

Harbor regulations

(491) The U.S. Navy exercises overall Port Control Authority. Port Hueneme, Control One, is on duty at all times, and monitors VHF-FM channel 6; the Oxnard Harbor District is responsible for its commercial operations. The Wharfinger is on duty at all times and guards VHF-FM channel 14; the Wharfinger office is at the E end of Slip A, along with the pilot and tugboat offices. Entrance to Naval Base Ventura County is restricted, and no photography is permitted without clearance.

(492) No garbage, waste, or refuse shall be discharged in any manner from any vessel in accordance with the California Administrative Code, a copy of which is available at the port's main administrative building. A 5-knot **speed limit** is enforced in the harbor.

(493)

Wharves

(494) Oxnard Harbor District has three 600-foot long deep-draft berths (Wharf No. 1) and two 700 foot -long deep- draft berths (Wharf No. 2). There is also a shallow depth wharf at the west end of the port property adjacent to the entrance channel. It is 379 feet long with 15 to 18 feet alongside.

(495) Wharf No. 1: 1,800 feet long; 35 feet alongside; deck height, 14 feet; three refrigerated warehouses providing 210,000 square feet of covered storage; 20 acres of open storage; three 60-ton vehicular weight scales; and Central Gate; operated by Oxnard Harbor District.

(496) Wharf No. 2: 1,450 feet long; 35 feet alongside; deck height, 14 feet; 96,000 square feet of warehouse; 23 acres of open storage; operated by Oxnard Harbor District.

(497)

Supplies

(498) Water and most marine supplies are available. Bunker fuel from dockside pipeline at commercial berths and diesel oil are obtainable.

(499)

Repairs

(500) Minor repairs may be made in the port. Machine shops in Ventura and Oxnard are qualified for normal voyage repair work.

(501)

Communications

(502) Oxnard has good rail, air, and highway connections with Los Angeles and points N.

(503)

Chart 18725

(504) **Channel Islands Harbor**, 1 mile northwest of Port Hueneme and 5.8 miles southeast of Ventura Marina, is a small-craft harbor. It is used by pleasure and sport fishing vessels and has existing berthing facilities for over 2,400 boats.

(505)

No-Discharge Zone

(506) The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Channel Islands Harbor. It encompasses the entire harbor (see NOAA chart 18725 for the zone limits).

(507) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(508)

COLREGS Demarcation Lines

(509) The lines established for Channel Islands Harbor are described in **80.1122**, chapter 2.

(510)

Channels

(511) The entrance to Channel Islands Harbor is between two jetties protected by an offshore breakwater. Each end of the breakwater and both the seaward and inshore ends of both jetties are marked by lights. A mariner radio activated sound signal at the light on the south jetty, is initiated by keying the microphone five times on VHF-FM channel 81A.

(512) The areas southeast of the entrance channel and northwest of the north jetty are subject to rapid and uncertain shoaling. Mariners are advised to approach the entrance channel from the south and to exercise caution when approaching the harbor at night.

(513)

Coast Guard

(514) The Channel Islands Harbor Coast Guard Station is just south of the harbormaster's office. Search and rescue vessels are stationed here.

(515)

Harbor regulations

(516) The harbor is administered by the Harbor County Department, Ventura County, and is under control of a **harbormaster**, who has an office on the east side of

the harbor about 400 yards north of the first bend in the channel. The harbor office maintains guest berths for 70 craft. Transients should report to the harbormaster for berth assignments. The harbormaster guards VHF-FM channel 16, 24 hours a day. Harbor patrol boats operate from the office.

(517)

Supplies

(518) Gasoline and diesel fuel are pumped at a fueling dock on the east side of the harbor just north of the harbor office. Water, ice, and most marine supplies are available.

(519)

Repairs

(520) Two full-service marine repair yards are on the east side of the channel, about 0.5 mile north of the harbormaster's office. Mobile lifts can handle craft to 25 tons, and a fixed lift can handle vessels to 60 tons.

(521) A **147°51'–327°51'measured nautical mile** is off the breakwater and beach just north of the harbor entrance. The south range is marked by the breakwater south light and the south jetty light. The north range is marked by less visible poles on the beach.

(522) A row of cottages extends northwest along the beach for 2 miles from Point Hueneme. From the point, low sand beaches and dunes trend northwest for 9 miles to the mouth of **Ventura River**.

(523) A striped 209-foot stack having a bright flashing red light on top is 0.6 mile north of **Mandalay Beach** and is conspicuous throughout the area.

(524) **Ventura** is 8.5 miles north of Point Hueneme on **Pierpont Bay**. It has a 1,960-foot fishing pier with about 19 feet of water at the outer end, and about 18 feet at the inner end of a 250-foot loading face.

(525) Freshwater is piped to the pier, and gasoline is available in the town.

(526) Two fish havens are about 2.3 miles southwest and 1.7 miles south, respectively, from Ventura Pier.

(527) Small craft may anchor anywhere in Pierpont Bay, but the anchorage is unprotected and is not recommended except for short day use. Boats may obtain moorage at Ventura Harbor.

(528) The most prominent features around Ventura are the lighted microwave tower, atop a hill 1.8 miles northeast of the seaward end of Ventura Pier, and the tall motel, about 300 yards west of the pier. Also prominent are the railroad trestle crossing Ventura River, just west of town, and **Padre Junipero Serra Cross**, on a 350-foot hill immediately northwest of the center of town. There are several aluminum-colored tanks and many oil derricks high up the slopes of the hills northwest of town.

(529) **Ventura Harbor**, 6.7 miles north of Point Hueneme and just north of Santa Clara River, is a small-craft harbor used by pleasure craft and commercial fishing vessels. It has existing berthing facilities for about 1,500 boats. Commercial fish handling facilities are available in the harbor. In 2001, a submerged rock was reported in about 34°15.3'N., 119°16.4'W. Caution is advised.

(530)

COLREGS Demarcation Lines

(531) The lines established for Ventura Harbor are described in **80.1124**, chapter 2.

(532) The entrance to Ventura Harbor is between two jetties protected by a 1,800-foot detached breakwater. The south end of the breakwater and the seaward ends of both jetties are marked by lights. A mariner radio activated sound signal at the light on the south jetty, is initiated by keying the microphone five times on VHF-FM channel 81A.

(533) Dangerous breakers can develop in the approach area to the entrance channel in winter when the prevailing winds are from the west. Inbound and outbound vessels are advised by local interests to run a direct course between Ventura Marina Entrance Lighted Whistle Buoy 2V and the breakwater entrance.

(534)

Channels

(535) The dredged entrance channel leads northeast between the jetties, then turns east into the harbor. The buoys in the entrance channel and harbor are frequently relocated due to changing conditions. Mariners are advised to exercise extreme caution and to contact the harbormaster for the latest channel and harbor conditions prior to entering.

(536) A channel leads northeast from the north part of the harbor to a private waterfront home development called **Ventura Keys**. In 2000, depths of 14 feet were reported in the development.

(537)

Harbor regulations

(538) Ventura Harbor is administered by the Ventura Port District and is under the control of a **harbormaster**, who has an office on the point north of the entrance basin. Transients should report to the harbormaster for guest slip assignments. The harbormaster monitors VHF-FM channels 16 and 12, from 0600 to 0200 daily.

(539)

Supplies

(540) Gasoline and diesel fuel are available just east of the harbormaster's office and at the south end of the harbor. Water, ice, and marine supplies are available. Two yacht clubs are on the shores of the harbor.

(541)

Repairs

(542) Boatyards in the harbor have mobile lifts that can haul out vessels to 150 tons for hull and engine repairs. Electronic service is also available.

(543) From Ventura River, the **Santa Ynez Mountains** extend to Point Conception and Point Arguello. For 11 miles west from the river to Rincon Point the coast is very rugged; elevations of over 2,000 feet being found

within 1 mile of the beach. The dangers do not extend over 0.5 mile from the beach which is well fringed with kelp. Between Ventura and Santa Barbara are several small towns, and the highway and railroad skirt the shore; retaining walls are a common feature.

(544) **Pitas Point**, 5.5 miles northwest of Ventura, is the first bold point west of Ventura River. A very steep gulch is on the west side. East of the point is 1 mile of beach cottages. High on the steep slopes above the cottages are the derricks and tanks of an oil field. Aluminum-colored tanks and oil-processing plants are prominent 1 mile east of the point.

(545) **Punta Gorda**, 9 miles northwest of Ventura, is low at its outer extremity, but rises rapidly to prominent **Rincon Mountain**. Tanks and numerous derricks are along the highway southeast of Punta Gorda. A causeway extends south from Punta Gorda for 0.5 mile to an artificial island used for oil operations.

(546) **Rincon Point,** 11 miles northwest of Ventura, is low and sandy. **Sand Point**, 3.5 miles west of Rincon Point, is low and rounding. A rock that uncovers is 550 yards offshore from Sand Point.

(547) Just east of **Carpinteria**, several submerged pipelines lead to offshore oil drilling platforms over three miles offshore. A pier here is used to load support boats operating to and from the oil platforms.

(548) **Ortega Hill**, just west of **Summerland** and 18 miles northwest of Ventura, is 250 feet high and conspicuous because of the extensive cuts for the highway; from offshore it has the appearance of a large slide.

(549) **Santa Barbara**, 29 miles northwest of Point Hueneme, is a resort city and popular yachting harbor. The harbor is used mostly by pleasure craft and fishing vessels. There are about 1,200 slips in the harbor.

(550) **Santa Barbara Light** (34°23'47"N., 119°43'21"W.), 142 feet above the water, is shown from a 24-foot white tower about 2 miles west of the harbor entrance. **Lavigia Hill**, 0.6 mile northeast of the light is 459 feet high and the distinguishing feature in approaching Santa Barbara from the east or west.

(551) Submerged shellfish structures are about 0.7 mile southeast of Santa Barbara Light in about 34°23'15"N., 119°42'45"W.

(552) **Santa Barbara Point**, 1 mile east of the light, is a high cliff at the southeast limit of the narrow tableland extending from Lavigia Hill. The point is the beginning of a sand beach extending 0.6 mile east to **Point Castillo**, the W point of the breakwater forming Santa Barbara Harbor.

(553) Conspicuous landmarks are the neon-lighted hotel tower on the beach 1 mile east of the town, the several radio towers, and the many residences on the hillsides back of the town. At night the lights of Santa Barbara are prominent from the channel, but they are obscured from the west by Lavigia Hill.

(554)

COLREGS Demarcation Lines

(555) The lines established for Santa Barbara Harbor are described in **80.1126**, chapter 2.

(556) The harbor has a 500-yard breakwater extending northeast from **Point Castillo** to an extensive sandbar which forms the south side of the harbor. A jetty extends across the sandbar about 400 yards north from the northeast end of the breakwater. A light is at the end of the jetty and a light and sound signal mark the connection between the breakwater and jetty. The sound signal is activated by the Santa Barbara Harbor Patrol. The northeast side of the harbor is formed by Stearns Wharf; the wharf is marked by a light at the south end. A groin, about 125 yards long, extends south from shore about 0.3 mile west of Stearns Wharf. At night, sometimes the lights are difficult to see against the background of city lights.

(557)

Channels

(558) A dredged entrance channel leads northwest between the breakwater and Stearns Wharf then turns southwest into the harbor. The channel is marked by lighted buoys which are frequently relocated due to changing conditions. The entrance and harbor are subject to rapid shoaling. The harbormaster advises that the entrance channel has a tendency to shoal after southeast storms. Mariners should contact the harbormaster on VHF-FM channel 16 for channel conditions and assistance in entering.

(559)

Anchorage

(560) A special anchorage area is in the basin behind the breakwater. (See **110.1 and 110.115**, chapter 2, for limits and regulations.) Anchoring inside the harbor is usually prohibited by the harbormaster. A seasonal anchorage area (April-October) and a permitted mooring area are east of Stearns Wharf; the mooring area contains several mooring buoys. Anchorage is prohibited within 300 feet east of Stearns Wharf. Large vessels should anchor outside the anchorage and mooring areas in better holding ground. The harbormaster desires advanced requests for permission to anchor (805–564–5530).

(561)

Regulated Navigation Area

(562) A security zone exists within a 100-yard radius of any cruise ship located within 3 nautical miles of the Santa Barbara Harbor Breakwater Light. (See **33 CFR 165.1157,** chapter 2, for limits and regulations.)

(563)

Caution

(564) The long sandbar north of the breakwater light is inconspicuous on a high-tide night, but the masts of boats moored in the harbor are quite visible over the breakwater. The **harbormaster** reports that these circumstances have caused several groundings on the sandbar when strangers making for the harbor at night failed to identify the

breakwater light, failed to see the sandbar, but sighted the masts in the harbor and steered toward them, consequently going hard aground on the sandbar. The shoreline of the sandbar is subject to continual change. Caution should be exercised when entering at night; the buoyed channel should be carefully followed.

(565)

Weather, Santa Barbara

(566) Fog plagues the harbor most often from August through November, when it reduces visibilities to less than 0.5 mile (0.9 km) on 4 to 7 days per month. Morning is usually the worst time. Winds are often calm at Santa Barbara. Winds of 3 knots or less occur 18 percent of the time or more year round, and 25 to 40 percent of the time from September through March. The sea breeze helps reduce this percentage. These spring and summer winds are mainly out of the east through west-southwest. Northeast winds, common throughout the year, are the most frequent winds from November through February, though a distant second to calm conditions.

(567)

Coast Guard

(568) A Coast Guard rescue vessel is stationed at the city pier in the southwest part of the harbor; Marine Safety Detachment is nearby.

(569)

Harbor regulations

(570) Santa Barbara Harbor is administered by the City of Santa Barbara Water Front Department and is under the control of a **harbormaster**. who has an office at the southwest corner of the harbor. Transients should report to the harbormaster for guest slip assignments. The office monitors VHF-FM channel 16, and can be reached by telephone 805–564–5530.

(571) The harbor patrol is on 24-hour duty and monitors VHF-FM channel 16. Strangers desiring assistance entering the harbor will be assisted by a patrol boat as needed when requested.

(572)

Supplies

(573) The City Pier, inside the harbor, has diesel fuel, gasoline, commercial ice, water, and other marine supplies.

(574)

Repairs

(575) The City Pier has a hoist with a maximum lift of 2 tons. There is a boatyard on the SW side of the basin that can handle craft up to 25 tons and 50 feet for hull and engine repairs. A small floating drydock in the harbor can lift craft up to 20 tons for hull maintenance and repair. There are several other boat builders and repair yards in the city of Santa Barbara.

(576)

Communication

(577) Communication is by rail, motor vehicle, and by airplane. The Santa Barbara Municipal Airport is at **Goleta**, 7 miles W of the harbor.

(578)

Chart 18721

(579) The 8-mile coast from Santa Barbara west to Goleta Point consists of bluffs 30 to 100 feet high with short stretches of sand beach and is fringed with kelp 0.2 mile offshore.

(580) **Goleta Point**, 6.2 miles west of Santa Barbara Light, is low and terminates in a cliff about 30 feet high. The buildings of the University of California at Santa Barbara are conspicuous just north of the point and are dominated by a lone tower. The aerolight 1.5 miles north and the two lighted radio towers 1.5 miles northeast of the point are good marks at night. A 1,475-foot pleasure pier is in the bight east of the point. A 4-ton hoist is available.

(581) The 32-mile coast from Goleta Point to Point Conception is more rugged than that Eastward. **Cañada de la Gaviota**, 12 miles east of Point Conception, is a conspicuous break in the mountains back of this coast. A railroad skirts the shore over trestles and embankments which cross the mouths of numerous gulches and arroyos. The kelp grows quite heavily, and in some places extends over a mile offshore. The Pacific Coast Highway parallels the coast from Santa Barbara to Gaviota, where it turns inland.

(582) Oil well production heads covered 6 fathoms or more and submerged pipelines to shore extend as much as 3 miles offshore between Goleta Point and Point Conception. Several oil-well structures in the area are lighted and equipped with racons and fog signals.

(583)

Safety zones

(584) Safety zones have been established around oil drilling platforms and an offshore storage and treatment vessel mooring area, about 13 miles W of Goleta Point, in

(585) 34°23'27"N., 120°07'14"W. (**Platform Hondo**);

(586) 34°22'36"N., 120°10'03"W. (**Platform Harmony**);

(587) 34°21'01"N., 120°16'45"W. (**Platform Heritage**); and

(588) 34°24'19"N., 120°06'00"W. (**vessel mooring area**). (See **147.1 through 147.20, 147.1105, 147.1106, 147.1114 and 147.1115**, chapter 2 for limits and regulations and chapter 3 under **'Oil well structures'** for additional information.)

(589) Temporary drilling platforms can be found along this coastline and may be moved periodically. Mooring buoys for tankers are southwest of Coal Oil Point and south of Gaviota.

(590) **Coal Oil Point**, 1.8 miles west of Goleta Point, is low and may be distinguished by the strong odor of

petroleum discharged by a spring. This odor is noticeable over 2 miles offshore.

(591) Pilings of former piers and ruins of a drilling rig may exist from Coal Oil Point for about 2.5 miles northwest to the pier at **Ellwood**. The private 2,300-foot pier is owned by Arco Oil. Passage without local knowledge is not advisable.

(592) A rock covered 14 feet is at 34°25'18"N., 119°57'06"W., about 4.3 miles west of Coal Oil Point and 0.9 mile offshore; it is surrounded by kelp.

(593) **Capitan**, 7.5 miles west of Coal Oil Point, is in a small bight which offers little protection to small craft. A lone tank stands on a bare hill 500 feet high and 0.3 mile inland.

(594) **Refugio Beach** at **Orella**, 2.5 miles west of Capitan, is a state park for camping at the mouth of the canyon. A small bight here offers some protection for small boats in northwesterly winds in about 15 feet.

(595) Oil is loaded from a submerged pipeline at **Gaviota**, 13.5 miles E of Point Conception. A number of large green storage tanks mark the inshore end of the pipeline. About 1 mile W of Gaviota is a State beach park with a 545-foot pleasure-fishing pier. An electric hoist for launching skiffs is available. The railway trestle along the beach is quite prominent.

(596) **Cojo Anchorage**, 1.5 miles E of Point Conception, affords protection off the mouth of the Cojo Valley from moderate west and northwest winds. The suggested anchorage is opposite a culvert under the railroad tracks in 5 to 10 fathoms, hard sandy bottom. The cove 1.7 miles east of this anchorage known as Little (Old) Cojo, is foul and affords little protection.

(597) **Point Conception**, 118 miles NW of Point Fermin and at the west end of Santa Barbara Channel, is a bold headland 220 feet high that marks an abrupt change in the trend of the coast. There is comparatively low land immediately behind it. At a distance from north or east, it usually looks like an island.

(598) Point Conception has been called the **Cape Horn of the Pacific** because of the heavy northwest gales encountered off it during the passage through Santa Barbara Channel. A marked change of climatic and meteorological conditions is experienced off the point, the transition often being remarkably sudden and well defined. When the northwesterly winds are strong they blow down the canyons between Point Conception and Capitan and cause heavy offshore gusts.

(599) **Point Conception Light** (34°26'55"N., 120°28'15"W.), 133 feet above the water, is shown from a 52-foot white tower behind a building near the west part of the point. A low black rock, nearly awash at high tide, is 220 yards offshore, southwest of the light.

(600)

Danger and Safety zones

(601) **Danger zones** extend offshore from Point Conception to Point Sal. (See **334.1130,** chapter 2, for limits and regulations.) For additional information on Vandenberg Danger Zones, contact 800–648–3019 or 805–606–8825.

(602) **Safety zones** have been established around oil drilling platforms in

(603) 34°27'19.0"N., 120°38'47.0"W. **(Platform Hermosa)**;

(604) 34°28'09.5"N., 120°40'46.1"W. **(Platform Harvest)**; and

(605) 34°29'42.0"N., 120°42'08.0"W. **(Platform Hidalgo)**. (See **147.1 through 147.20, 147.1109, 147.1110, and 147.1112**, chapter 2 for limits and regulations and chapter 3 under **'Oil well structures'** for additional information.)

(606) From Point Conception, the coast trends in a gentle curve northwest for 12 miles to Point Arguello and consists of bold rocky cliffs, 100 to 400 feet high. The coast railroad runs along these cliffs and through several tunnels.

(607) The 100-fathom depth curve off Point Arguello, and to a lesser extent off Point Conception, is characterized by a succession of indenting deeps or gorges. In following the curve during thick weather with an echo sounder, these submarine features should be found extremely useful.

(608) **Espada Bluff** is a prominent cliff 378 feet high, 5.5 miles north-northwest of Point Conception. The cliffs on each side drop sharply to less than 100 feet in height.

(609) **Tranquillon Mountain**, near the seaward end of the Santa Ynez Mountains, is prominent in clear weather. It terminates in Rocky Point, Point Arguello, and Point Pedernales.

(610) **Rocky Point**, 1.2 miles south of Point Arguello, has numerous detached rocks extending in some cases 300 yards offshore.

(611) **Point Arguello** is a narrow, jagged, rocky projection, extending about 800 yards west of the general trend of the coast. An outlying rock is about 200 yards seaward. The extremity of the point overhangs the water's edge, and about 200 yards inshore the point is nearly divided by gullies on the north and south sides. These form a saddle which, from north and south, looks like two heads. **Point Arguello Light** (34°34'37"N., 120°38'50"W.), 97 feet above the water, is shown from a 15-foot high post on the west end of the point.

(612)

Weather, Point Arguello

(613) Off Point Arguello, sea fog becomes a persistent and frequent navigational hazard. The cool California Current is responsible for a sudden increase in fog frequencies. These fogs are often thick, and Point Arguello is considered by mariners to be one of the most dangerous areas along the coast. The observing station at Point Arguello, 371 feet (113 m) above mean sea level, records an annual average of twice as many days with visibilities less than 0.5 mile (0.9 km) as at any location farther south. From June through October, visibilities drop below 0.5 mile (0.9 km) on about 12 to 20 days per month; July and August are the worst months.

(614)

Chart 18687

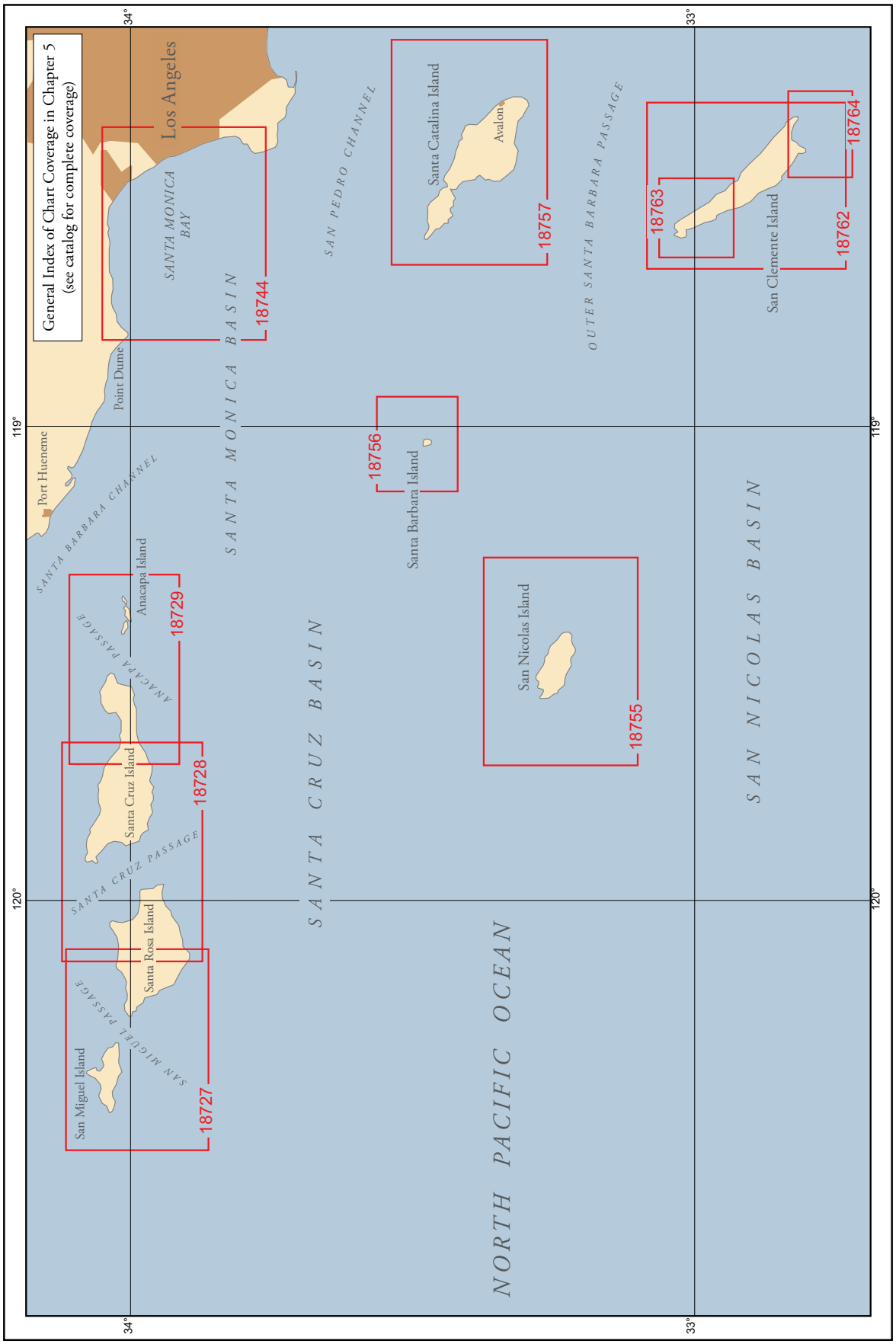
(615) **Lake Mead**, Arizona-Nevada, is a National Recreation Area on the **Colorado River** impounded by **Hoover Dam** (36°01.0'N., 114°44.2'W.).

(616)

Anchorage areas

(617) Restricted and anchorage areas established by Federal regulations are in Lake Mead. (See **110.1,** 110.127, and 162.220, chapter 2, for limits and regulations.) Additional information may be obtained from the local office of the National Park Service, U.S. Department of the Interior, 601 Nevada Highway, Boulder City, NV 89005.

(618) Eleventh Coast Guard District Local Notice to Mariners contains information concerning boating events, boating safety, bridge construction and lighting, aids to navigation, and anchorages on the Colorado River, Lake Mead National Recreation Area, and Glen Canyon National Recreation Area. These notices may be obtained, free of charge, by making application to Commander, Eleventh Coast Guard District. (See Appendix A for address.)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Channel Islands, California

(1) This chapter describes the eight **Channel Islands** that extend for 130 miles in a northwest direction off the coast of southern California from San Diego to Point Conception. They include the four islands of the southern group–San Clemente, Santa Catalina, San Nicolas, and Santa Barbara; and the four islands of the northern group also referred to as the **Santa Barbara Islands**–Anacapa, Santa Cruz, Santa Rosa, and San Miguel. Also described are the passages and channels between these islands including Outer Santa Barbara Passage, San Pedro Channel, Anacapa Passage, Santa Cruz Channel, San Miguel Passage, and Santa Barbara Passage, and Avalon Bay, the most active harbor in the area, as well as many smaller harbors and landings.

(2)

COLREGS Demarcation Lines

(3) The lines established for this part of the coast are described in **80.1102**, chapter 2.

(4)

Blue, fin and humpback whales

(5) All whales are protected under the Marine Mammal Protection Act (MMPA) and, when in Sanctuary waters, under the National Marine Sanctuaries Act (NMSA). Certain large whales, including blue, fin and humpback whales, are also listed as endangered under the Endangered Species Act (ESA). See chapter 3 for more information.

(6)

Chart 18022

(7) San Clemente, San Nicholas, and San Miguel Islands are military reservations and, except for San Miguel Island, off limits to the public.

(8) Santa Barbara, Anacapa, Santa Cruz, Santa Rosa, and San Miguel Islands form **Channel Islands National Park.** The park was created in 1980 to protect the extensive flora and fauna of the islands. The park is under the supervision of the National Park Service, Department of the Interior.

(9) In the approach from the south, several banks are encountered before reaching the Channel Islands. **Sixtymile Bank**, 62 miles south-southwest of Point Loma (32°39.9'N., 117°14.5'W.), has a least depth of 53 fathoms over it.

(10) **Channel Islands National Marine Sanctuary** has been established to protect and preserve the natural, cultural and historical resources in the waters surrounding the northern Channel Islands and Santa Barbara Island. The sanctuary encompasses the waters within six nautical miles of Santa Barbara Island and the northern Channel Islands (Anacapa, Santa Cruz, Santa Rosa and San Miguel Islands), including Castle and Richardson Rocks. Visitor use is encouraged for boating, diving, snorkeling, fishing, swimming, kayaking, and wildlife viewing. (See **15 CFR 922.70** through **922.74**, chapter 2, for limits and regulations.)

(11)

Area to be Avoided, Channel Islands

(12) The International Maritime Organization (IMO) has adopted the waters surrounding the Channel Islands as areas to be avoided. In order to avoid risk of pollution in the area designated as the Channel Islands National Marine Sanctuary, all ships, except those bound to and from ports on one of the islands within the area, engaged in the trade of carrying hazardous cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas in the region of San Miguel, Santa Rosa, Santa Cruz, and Anacapa Islands bounded by a line connecting the following points:

(13) 33°58.7'N., 119°12.8'W.

(14) 33°54.0'N., 119°17.0'W.

(15) 33°46.3'N., 120°07.8'W.

(16) 33°59.0'N., 120°39.5'W.

(17) 34°10.4'N., 120°39.5'W.

(18) 34°14.0'N., 120°31.3'W.

(19) 34°10.0'N., 119°56.4'W.

(20) 34°01.4'N., 119°18.6'W., and the area surrounding Santa Barbara Island contained within a circle of radius 7.5 nautical miles, centered on the following point:

(21) 33°28.6'N., 119°02.2'W.

(22)

Local Magnetic Disturbance

(23) Differences of 4° or more from the normal magnetic variation have been observed within a radius of 8 miles of Sixtymile Bank.

(24)

Chart 18740

(25) **Bishop Rock**, in about 32°27'N., 119°08'W. and which the clipper ship BISHOP struck in 1855, is awash and marked by a lighted bell buoy. The rock, about 40 miles southwest of San Clemente Island, is the farthest outlying danger along the coast. A wreck, covered ½ fathom and about 0.1 mile southeast of the rock, is the shallowest point on **Cortes** Bank. The currents are largely nontidal in character; velocities between 1 and 2 knots have been measured. These currents cause considerable

swell, and even in moderate weather the sea usually breaks at this rock.

(26) The area for about 2.5 miles east-southeast of Bishop Rock should be avoided because of the broken bottom. Deep-draft vessels should also avoid a 9-fathom spot 5 miles west-northwest of the rock where the bottom is extremely broken, although no breakers have been reported.

(27) **Tanner Bank** covers an area about 12 miles long in a west-northwest direction and about 5 miles wide. The least survey depth over it is 9 fathoms. The northwest end of the bank is about 28 miles southeast of San Nicolas Island.

(28) A bank covered 45 to 70 fathoms is 18 miles northwest of Tanner Bank. The bank extends 9 miles in a northwest-southeast direction and has an average width of 2 miles. The bottom is hard with fine gray sand and shells. The bank is fished extensively during the winter.

(29)

Chart 18762

(30) **San Clemente Island** is 43 nautical miles south-southwest of Point Fermin and 57 nautical miles west-northwest of Point Loma. The island is oriented in a northwest direction and is 21 miles long and 4 miles wide at the widest part, and reaches an elevation of 1,965 feet. Since 1934, the island has been owned and operated by various naval commands. More than a dozen range and operational areas are clustered within a 60 mile radius of the island. The island is closed to the public and the waters around the island may be restricted at any time to non-military users. Vessels including yachts and fishing craft are warned that these waters may be dangerous at any time due to naval activities, including gunfire, bombing and rocket fire. Non-military users wishing to navigate through these waters should refer to *scisland.org* for schedule updates of hazardous conditions, limiting waterway access to the public and information on the eight sections surrounding San Clemente Island. Restricted access areas and times are highlighted in red and listed in the associated table on the website. If a safety zone section is green, mariners may access the waters for recreational or commercial uses.

(31) Waterway clearances are apt to change on a daily basis, thus, mariners should be acquainted with the information on the website and be prepared to change navigation plans if directed by the U.S. Navy or U.S. Coast Guard. Mariners should further note that the safety zones of Section G and the Wilson Cove section are always closed to marine traffic. If there is a need to transit through Section G, Wilson Cove or any closed section, contact the U.S. Navy on VHF-FM channel 82A via call sign *KRAKEN* or Coast Guard Sector San Diego on VHF-FM channel 16. (See **33 CFR 165.1131**, **165.1141**, **334.920**, **334.921**, **334.950**, **334.960** and **334.961**, chapter 2, for limits and regulations.) Regulation violations of the safety and security zones may carry fines up to $40,000 and criminal Class C or D felony violations.

(32)

Local magnetic disturbance

(33) Differences of as much as 5° from normal variation have been observed up to 3 miles offshore along the north, east and south coasts of the island.

(34) The top of the island appears as a tableland from a distance. A prominent white radar dome (32°53.1'N., 118°27.0'W.), on the highest part of the island, is visible from both the east and west sides of the island.

(35) The northeast side of the island is bold, with rocky cliffs. The water is generally deep close inshore, and kelp grows close to the beach. On this side of the island a prominent white rock is close inshore, 6 miles northwest of Pyramid Head. On the beach behind this rock is a freshwater spring, the only one available during the dry season.

(36) The southwest side of the island is more irregular, but it is lower and has more gentle slopes. Here the kelp extends several hundred yards offshore, and generally to or beyond the 10-fathom curve. Rocks are numerous close inshore and inside the kelp, but outside the kelp line, the bottom slope is more gradual than on the other side of the island, and there are many places where vessels might anchor safely in the lee of the island during the northeast storms, known as the Santa Anas.

(37) **Seal Cove**, on the southwest side of the island midway between the two ends, affords a boat landing and indifferent anchorage for small craft in northwest weather.

(38) **Outer Santa Barbara Passage** lies between San Clemente and Santa Catalina Islands.

(39)

Chart 18764

(40) **China Point** is the southwest extremity of San Clemente Island and on the west side of Pyramid Cove. A light is shown from a white pyramidal structure on the point.

(41) **Pyramid Cove**, the deep bight in the south end of San Clemente Island, is used as a naval shore bombardment area and is included in a **danger zone**. (See **334.950**, chapter 2, for limits and regulations.) The cove offers protected anchorage in 10 fathoms or more in northwest weather. Vessels should not enter the kelp as there are indications of other dangers in addition to those already charted. Some swell makes into the cove most of the time.

(42) **Pyramid Head**, the southeast point of San Clemente Island and the east side of Pyramid Cove, is about 900 feet high, sharp, jagged, and prominent. **Pyramid Head Light** (32°49'13"N., 118°21'12"W.), 226 feet above the water, is shown from a post with red and white diamond-shaped daymark.

(43)

Chart 18763

(44) **Wilson Cove**, on the northeast shore of San Clemente Island, 15.5 miles northwest of Pyramid Head, is a fair anchorage in the prevailing west weather, but is uncomfortable at times as the swells make around the point from the northwest. A strong wind usually blows down off the hills in the afternoon. A **restricted anchorage area** and a **naval restricted area** and **security zone** are in the vicinity of the cove. (See **110.218, 165.1131, and 334.920**, chapter 2, for limits and regulations.)

(45) **Wilson Cove Light** (33°00'14"N., 118°33'10"W.), 125 feet above the water, is shown from a post with a red and white diamond-shaped daymark.

(46) Wilson Cove should be approached from the northeast to avoid the numerous buoys north and south of the cove.

(47) The buildings on the hill overlooking Wilson Cove are prominent from the southeast. The best anchorage for small craft is in the lee of the kelp making off from a point nearly a mile northwest of the pier.

(48) The Navy pier in the middle of Wilson Cove is of steel construction and extends 550 feet from shore. A landing section at the outboard end of the pier is 38 feet wide and 210 feet long, and has a deck height of 18 feet. Depths alongside the landing section range from 14 feet inboard to 24 feet outboard. The two breasting mooring buoys on each side opposite the landing should be used to avoid danger of damage from surge. Time of the tide is about the same as that for Los Angeles.

(49) **Northwest Harbor**, on the northwest end of the island, affords shelter in south weather and is a comfortable anchorage in the prevailing west weather, as the large beds of kelp and the low islet to the north of the anchorage afford protection. It is open north and is unsafe in heavy northwest weather.

(50) **San Clemente Island Light** (33°01'50"N., 118°35'47"W.), 202 feet above the water, is shown from a post with red and white diamond-shaped daymark on the headland at the north end of the island.

(51) A line of rocks extends west from the northwest extremity of San Clemente Island, terminating about 0.4 mile off the point in bold and rocky **Castle Rock**. A **danger area** for aerial bombing, rocket firing, and strafing extends 300 yards around this prominent islet.

(52) **West Cove**, on the northwest side of San Clemente Island, 1.5 miles southeast of Castle Rock, offers some shelter from Santa Ana winds; holding ground is good. A **safety zone, naval restricted area, and a danger zone** extend off the west coast of San Clemente Island from West Cove. (See **334.921, 334.960, and 334.961**, chapter 2, for limits and regulations.)

(53) A **150°-330°** measured nautical mile is 1.3 miles south from West Cove. The 70-foot towers of the front and rear markers on San Clemente Island are more than 500 feet high.

(54)

Chart 18757

(55) **Santa Catalina Island**, 18 miles south of Point Fermin, is 18.5 miles long in a southeast direction and has a greatest width of 7 miles. The island is privately owned. Arrangements for overnight permits and the leasing of the many mooring buoys found throughout the area may be made through Two Harbors Enterprises at Two Harbors. Except at Avalon, permits are required for activities other than day use on the other islands.

(56) The island is almost divided by a deep north cut about 6 miles from the west end. The cut forms coves less than 0.5 mile apart at their heads, and because the isthmus separating these coves is low, the island appears as two from a few miles off. Rugged and mountainous, the island has steep, precipitous shores intersected occasionally by deep gulches and valleys, and is covered with a thick growth and some scrub oak. The highest peak, 2,125 feet, is near the middle of the east part of the island.

(57) Much of the north shore is free from kelp, but the south side in general has a narrow fringe of kelp close to the beach. The island rises abruptly from deepwater, the 30-fathom curve being close inshore. Most of the dangers in the approaches to the island are inside the kelp.

(58) Lights are shown from a pole with a red and white diamond-shaped daymark on the south end, **Long Point** (east side), and **West End** (northwest point) of the island.

(59) **Ribbon Rock**, on the W side of Santa Catalina Island, 2.9 miles southeast of West End, shows as a dark vertical rock wall with a gigantic ribbon of quartz veining that is visible for many miles.

(60) **Farnsworth Bank**, 9.2 miles SSE of West End and 1.6 miles offshore, has a least known depth of 9 fathoms over it.

(61) Shelter from Santa Ana winds can be had by anchoring in the bight near the **Palisades** on the south side of the island, 2 to 3 miles northwest of the south extremity.

(62) Two prominent rock quarries are on the island; one is on the east end of the island, about 1.5 miles southeast of Avalon Bay, and the other is about 1.5 miles southeast of Isthmus Cove. Private lighted mooring buoys are off the quarry at the east end of the island.

(63) **White Cove**, 3.5 miles northwest of Avalon, affords anchorage in 8 fathoms and provides almost the same protection as that found at Avalon. The beach in White Cove is known as **Whites Landing**.

(64)

COLREGS Demarcation Lines

(65) The lines established for Santa Catalina Island are described in **80.1102**, chapter 2.

(66) **Avalon Bay**, on the north shore of Santa Catalina Island, 2.5 miles from its southeast extremity is entered between **Casino Point**, breakwater on the north and the breakwater extending from **Cabrillo Peninsula**, on the

south. The breakwaters are marked by lights on their seaward ends.

(67) The small bay has depths of 2 to 13 fathoms; a depth of 20 fathoms is immediately outside the points of the bay. The **harbormaster** reports that shelter is good during southwest, northwest, and southeast weather if the wind does not exceed 20 knots. The breakwater provides limited protection in the northwest and southeast ends of the harbor during northeast Santa Ana winds that occasionally blow during the fall and winter.

(68) A large white circular building, brilliantly illuminated for about half the night during summer, is on Casino Point.

(69) **Avalon**, an incorporated city and part of Los Angeles County, is an extensive resort and the principal settlement of the island. Daily ferry and helicopter service is maintained year round to San Pedro, Long Beach, Newport Beach, Marine del Rey, and Dana Point. A road along the beach extends some distance on each side of the cove, and at night the lights along this road are conspicuous from San Pedro Channel.

(70) The bay is extremely popular as a yacht haven and vacation resort during the summer. Yachting and fishboat supplies, limited engine and underwater repair facilities, and towing service are available at Avalon.

(71) A pleasure pier with various loading floats, concessions, equipment rental firms and a 2-ton hoist are in the south part of Avalon Bay. There are three, 100-foot floating docks, with reported depths of 30 feet alongside, on the east side of the **Cabrillo Mole** (Cabrillo Peninsula.) The Cabrillo Mole floats are used by passenger vessels that operate to the mainland, and are available to any vessel through prior arrangement with the harbormaster.

(72) Yachts and other small craft moor to buoys in the bay; there are no alongside berths. The mooring buoys in the bay are privately owned. The harbormaster will rent mooring buoys that are not reserved by the owner to vessels on a daily basis. The **harbormaster**, located on the pleasure pier, offers 24 hour service year round and can be reached on VHF-FM channel 12 and 16 or call 310–510–0535. A harbor patrol boat will meet visiting yachts at the harbor entrance upon arrival and will assign them to a mooring if desired; a fee is collected for the daily use of moorings. Shoreboats can be reached on VHF-FM channel 9.

(73) Emergency rescue services are available at Avalon. The fire and rescue boat can be contacted through the Coast Guard or the harbormaster at Avalon on VHF-FM channel 16, 24 hours a day; the call sign is "Baywatch Avalon."

(74) Weather information for Avalon is broadcast by NOAA weather radio channel 1.

(75)

Anchorage

(76) A **small-craft anchorage** is in Descanso Bay, just north of Casino Point. Three **anchorage areas**, used for large passenger vessels and assigned by VTS Los Angeles/Long Beach, are just outside Avalon Bay. (See **33 CFR 110.1 and 110.216**, chapter 2, for limits and regulations.) In 1978, it was reported that the holding ground was poor, and that heavy concentrations of kelp made anchoring difficult in the Descano Bay anchorage.

(77) **Isthmus Cove**, on the north shore 6 miles from the west end of the island, affords shelter for small vessels in S and W weather, but is dangerous in north and northeast weather. Several prominent buildings are on shore. Isthmus Cove and Avalon are connected by a road, and during the tourist season launch service is maintained between the two points. Two Harbors Enterprises manages and leases all coves and moorings outside the City of Avalon. Isthmus Harbor Base can be reached on VHF-FM channel 9 or call 310–510–4254.

(78) A pier at the head of the cove extends out to a depth of about 12 feet; a fuel dock is on the east side of the pier. Water, ice, marine supplies, and limited repairs are available; a general store and restaurant are ashore.

(79) Emergency rescue service is available at Two Harbors. The fire and rescue boat can be contacted through the Coast Guard or on VHF-FM channel 16 from 0900 to 1700 daily; the call sign is "Baywatch Isthmus."

(80) **Fourth of July Cove** and **Cherry Cove**, just northwest of Isthmus Cove, are popular overnight mooring destinations for yachts using the facilities at Two Harbors. There are a number of leased moorings in both coves. The shore areas are leased by camps or yacht clubs with restricted shore access.

(81)

Anchorage

(82) A **restricted** and **nonrestricted anchorage** area is in Isthmus Cove. (See **110.1 and 110.216**, chapter 2, for limits and regulations.)

(83) The approach to Isthmus Cove alongshore from the east is clear, but west of the entrance is **Eagle Reef**, covered 3 feet. The reef is marked by growing kelp and by a buoy about 100 yards to the east. In the approach from the north, **Ship Rock**, about 1 mile north of the cove, is the guide. A light is shown from a pole on the rock. From the channel the rock resembles a black haystack; the top is mostly white because of bird droppings. A reef extends about 120 yards south of Ship Rock, ending in a rock that uncovers 3 feet.

(84) **Bird Rock**, 37 feet high and about 150 yards long, is about 500 yards off the beach north from the east part of the cove entrance. The rock is covered with sand and grass. In places, reefs extend off the rock more than 100 yards, but it may be approached close-to on the east side.

(85) **Harbor Reefs**, about 400 yards southwest of Bird Rock, are about 450 yards long, orientated in a northwest direction, and about 250 yards wide. They are usually well marked by kelp. A rock near the southeast end uncovers about 2 feet. The reef is marked by a light on the east side and a lighted buoy on the west side.

(86) **Fisherman Cove**, in the east part of Isthmus Cove, is small, but is said to be the only shelter against Santa Ana winds on the north shore of Santa Catalina Island. The cove is privately operated by the USC Marine Science Center with restricted access for visiting boaters.

(87) **Catalina Harbor**, on the south side of the isthmus separating it from Isthmus Cove, affords excellent shelter for small vessels in all but south weather. **Catalina Harbor Light** (33°25'24"N., 118°30'50"W.), 400 feet above the water, is shown from a pole on **Catalina Head**, on the west side of the harbor entrance. The harbor, a popular yacht anchorage, is funnel-shaped, open to the south, and easy of access. Small and bare **Pin Rock**, close inside the east head of the harbor, is 150 yards offshore and has deep water around it. The anchorage is in 4 to 5 fathoms, soft bottom, abreast **Ballast Point**, the long low point on the east shore. The head of the harbor is shoal. The 3-fathom curve is marked by kelp, and vessels entering should give the shores a berth of 150 yards. The facilities on Ballast Point are leased by a yacht club. From the head of the harbor it is only about 0.3 mile overland to Two Harbors.

(88)

Chart 18740

(89) **San Pedro Channel** is about 17 miles wide between the mainland, Point Fermin to Point Vicente, and Santa Catalina Island. Current observations have been made 7 miles south of San Pedro Breakwater. Two periodic currents occur at this location: a tidal current, and a daily current apparently due to a land and sea breeze. Both are rotary, turning clockwise, and each is weak, having a velocity of 0.2 knot. The tidal current is very complicated, but the daily current is simple, maintaining on the average an approximately constant velocity and shifting direction to the right about 15° each hour. It sets north about 0900, east at 1500, south at 2100, and west at 0300.

(90)

Currents

(91) Currents due to winds and oceanic drifts vary in velocity and direction. The average current for the period of observations sets 112° with a velocity of 0.1 knot. Currents greater than 1 knot occur infrequently. The greatest velocity during 5 months of observations was 1.5 knots.

(92)

Chart 18755

(93) **San Nicolas Island**, the outermost of the group off southern California, is 53 miles off the nearest point of the mainland, 43 miles west-northwest of San Clemente Island, and 24 miles southwest of Santa Barbara Island. The island is a military reservation and off limits to the public.

(94) A **naval restricted area** extends 3 miles from the shoreline around the island. (See **334.980**, chapter 2, for limits and regulations.)

(95) The island is 8 miles long in an east direction, 3 miles wide, and 907 feet high at its highest point; it is visible about 38 miles. The island has a gently rounding profile from a distance. The west part is covered with sand, some of which has drifted to the middle north shore. The rest of the island is cut by deep arroyos, and the top of the mesa is spotted with patches of burr clover and bunch grass. With the exception of the rocky points, the beaches are all sand. The island is practically surrounded by kelp. At the west end the kelp extends west about 3 miles over very irregular bottom. Two reefs in the kelp extend 1.6 miles west from the west extremity of the island. In thick weather great caution must be exercised in approaching from west and vessels should in no case pass inside the kelp. No dangers are known to exist outside the kelp.

(96) An aerolight, 981 feet above the water, is near the center of San Nicholas Island. A light is on the east side of the island.

(97) **Begg Rock**, 15 feet high, is 8 miles northwest of the west point of San Nicolas Island. A reef extends north and south of the rock over 100 yards in each direction. The rock rises abruptly from depths of 50 fathoms.

(98) A bank covered 30 to 50 fathoms extends 7.8 miles east from the east point of San Nicolas. From the 50-fathom curve the depths increase rapidly to the east and south.

(99) A **restricted anchorage area** surrounds the east end of San Nicolas Island. (See **110.1 and 110.220**, chapter 2, for limits and regulations.) Upon approval by naval authorities, indifferent anchorage may be had on the south side of the 0.6-mile-long sandspit on the east end of the island. Small craft anchor in 8 fathoms, hard sand bottom, near the inshore edge of the kelp. Larger vessels anchor farther offshore in 10 to 17 fathoms, hard sand bottom. The anchorage is often uncomfortable because the island tends to split the west seas and they break with equal force on both sides and meet off the end of the spit in a maelstrom of breakers. This condition tends to move the sand from the west end of the island and builds up the sandspit. After sunset a strong wind frequently blows off the mesa, making holding difficult. In a blow, local fishermen usually leave this anchorage, preferring the one at Santa Barbara Island. A landing can usually be made at the east end on the south side of the island during the summer without difficulty.

(100)

Chart 18740

(101) **Osborn Bank**, about 22 miles east-northeast of San Nicolas Island and 6.5 miles south of Santa Barbara Island, is 5 miles long in a west northwest/east southeast direction and has an average width of 1 mile. The least depth found over it is 19 fathoms.

(102) A submerged pinnacle rock of very small area covered by at least 17 fathoms is 16 miles north-northwest of Santa Barbara Island.

(103)

Channel Islands National Park

(104) Santa Barbara Island, Anacapa Island, Santa Cruz Island, Santa Rosa Island, San Miguel Island and areas within 1 mile of the shoreline of these islands, except for certain described parcels of land, have been reserved as Channel Islands National Park, and are subject to rules and regulations prescribed by the Secretary of the Interior and administered by the National Park Service. Landing on rocks and islets is prohibited. Additional information may be obtained from Channel Islands National Park, 1901 Spinnaker Drive, Ventura, CA 93001.

(105)

Chart 18756

(106) **Santa Barbara Island**, 33 miles south-southwest of Point Dume and 21 miles west from the west end of Santa Catalina Island, is 1.5 miles long in a north direction and has a greatest width of 1 mile. The profile of the island is saddle-shaped, and at a considerable distance it appears to be two islands. The greatest elevation is 635 feet on the south side of the saddle, and the island is visible for over 25 miles in clear weather. The shores are bold and precipitous and well marked by kelp extending to about 10 fathoms at irregular distances from the shore. West of the island the kelp makes out more than a mile over very irregular bottom; a rock that breaks in moderate swells is 0.7 mile west of the point. This rock may not break in a calm sea and is dangerous, even for small craft. The water around the island is deep except where the kelp indicates foul or rocky bottom.

(107) **Santa Barbara Island Light** (33°29'15"N., 119°01'49"W.), 195 feet above the water, is shown from a post located on the northeast point of the island.

(108) **Sutil Island**, a rocky islet 300 feet high and surrounded by kelp, is 0.4 mile west from the south point of Santa Barbara Island; its north face is steep. A smaller 145-foot-high rock islet is 200 yards offshore about 0.2 mile west from the north point of Santa Barbara Island.

(109)

Anchorage

(110) A **general anchorage area** extends 2 miles off the east coast of Santa Barbara Island. (See **110.1 and 110.222,** chapter 2, for limits and regulations.) For yachtsmen desiring to go ashore, an anchorage reported to give fair protection for small craft in the prevailing west weather is in the small cove about 700 yards west of Santa Barbara Island Light. (If the water is too deep or too rough to anchor off the cove, anchor inside, but maintain an anchor watch.) Swinging room on a single anchor is restricted in the cove. The cove affords no landing beach; yachtsmen can debark from a dinghy onto rock steps in the side of the cliff. Large vessels can anchor within the 30-fathom curve with hard gray sand bottom.

(111)

Chart 18729

(112) **Anacapa Island**, 11 miles southwest of Point Hueneme, is the easternmost of the northern group of Channel Islands and consists of three islands separated by two very narrow openings that cannot be used as passages. The east opening is filled with rocks and is bare. The west opening is only 50 feet wide and is blocked by sand. **Anacapa Island Light** (34°00'57"N., 119°21'34"W.), 277 feet above the water, is shown from a 55-foot white cylindrical tower on the east end of the island. A sound signal is at the light.

(113) From its east point the island extends 4.5 miles in a general west direction. The east and lowest island of the Anacapa group is 1 mile long, 0.2 mile wide, 250 feet high, and rather level on top. The middle one is 1.5 miles long, 0.2 mile wide, and 325 feet high. The west and largest island is 2 miles long and 0.6 mile wide, and rises to a 930-foot peak. The westernmost island is visible at a distance of 35 miles in clear weather; the other two at 15 to 20 miles. The shores of Anacapa Island are perpendicular and filled with numerous caves. The east extremity terminates in 80-foot **Arch Rock**, with a 49-foot arch and a pyramidal rock just south of its east end. The island is surrounded by kelp except in a few small places.

(114) The National Park Service rangers are on Anacapa Island. Seals and pelicans are present in large numbers. The cream-colored houses with tile roofs of the park service rangers are 300 to 400 yards west of the light. A single large white building is 100 yards farther to the west.

(115)

Anchorages

(116) The best anchorage in southeast storms is on the north side about 0.2 mile north of the center of the middle island in depths of 9 to 12 fathoms. In northwest weather the best anchorage is 0.3 mile south of the east opening in depths of 8 to 12 fathoms. However, it is best for larger vessels to lie at Smugglers Cove, on the east side of Santa Cruz Island, where the bottom is not so steep-to. Small boats anchor in 5 to 7 fathoms in **East Fish Camp**, a bight about 0.4 mile southwest of the east opening. About the only protection from northeasters is to anchor as close as possible in the bight immediately west of **Cat Rock**, on the south side of the west island. The National Park Service maintains a boat landing and kayak hoist on the north side near the east extremity. Landings can also be made on either side of the island near the west opening and at East Fish Camp. In thick weather, vessels in the area should stay in 50 fathoms or more, because the island rises abruptly from deep water.

(117) **Anacapa Passage**, between Anacapa and Santa Cruz Islands, is 4 miles wide and free of dangers. It is steep-to on the Anacapa Island side and has a gradual slope to

the shore of Santa Cruz Island. The passage is seldom used, and should not be attempted in thick weather as soundings give no warning of a close approach to the islands. Tide rips are strong under certain conditions of wind and current, especially during southeast storms and northeasters.

(118)

Charts 18729, 18728

(119) **Santa Cruz Island**, 17 miles west-southwest of Point Hueneme, is the largest of the Channel Islands. The Nature Conservancy, a private, non-profit organization dedicated to preserving unique islands, owns most of Santa Cruz Island. It is considered an inholding within the National Park. Landing permits may be obtained from Santa Cruz Island Preserve, 213 Sterns Wharf, Santa Barbara, CA 93101, (Telephone 805–964–7839). The eastern quarter of the island is public land administered by the National Park Service.

(120) The island is about 21 miles long in a west direction and has an average width of 5 miles. The highest peak, in the west part of the island, rises to 2,434 feet; in the east part the land attains an elevation of about 1,800 feet. The east part is very irregular and barren; the west part has a few trees, is well covered with grass, and has several springs. The shores are high, steep, and rugged, with deep water close inshore, and there is considerably less kelp than around the other islands. The reefs, extending a mile offshore on the south coast at Gull Island, are the only outlying dangers.

(121) **San Pedro Point** is the east extremity of the island. There is a small-boat landing in **Scorpion Anchorage**, a shallow bight 1.8 miles northwest of San Pedro Point; it consists of a cribbed area with a float and gangway at the end of the roadway. Several large buildings are along the roadway. Large clumps of trees are near the houses. A rock covered 3 feet is reported to be 150 feet southeast from the southeasternmost pinnacle rock in Scorpion Anchorage.

(122) **Chinese Harbor**. in the E part of the broad bight on the north shore, 4.5 miles west of San Pedro Point, affords anchorage in the kelp in 5 to 6 fathoms. The northeast part of the harbor is an excellent anchorage in southeast to southwest weather in 9 to 10 fathoms. This harbor affords the best shelter on the island from northeast winds.

(123) **Prisoners Harbor**, in the west part of the bight on the north shore 8 miles west of San Pedro Point, affords shelter from all winds except from northeast to west. Some protection from northwest weather is afforded by the kelp, but a heavy swell rolls in. In northeast weather the anchorage is unprotected and dangerous. A wharf with 16 feet at its face is in the harbor. There are buildings back of the wharf. The best anchorage is in 12 to 15 fathoms, sandy bottom, abreast a white rock on the west shore of the bight, and the outer end of the wharf in range with the buildings at the inner end.

(124) **Pelican Bay**, a small indentation in the north shore of Santa Cruz Island, 1 mile west-northwest of Prisoners Harbor, is used as a yacht anchorage during the summer. In northwest weather small boats anchor close to the cliff that forms the west shore of the bay.

(125) **Painted Cave**, 3 miles east of **West Point**, the northwest extremity of the island, is a large cave into which dinghies may be rowed for a considerable distance. The entrance is over 150 feet high. The inner end of the first chamber, 600 feet from the entrance, has depths of more than 2 fathoms.

(126) **Forney Cove**, 1 mile east of **Fraser Point** at the west end of the island, affords shelter in north weather in 7 to 8 fathoms. The surf is heavy on the beach, but the rocky islet west and the reef connecting it with the shore lessen the swell at the anchorage.

(127) **Gull Island**, 65 feet high and about 0.2 mile in extent, is the largest and outermost of a group of small rocky islets, 0.7 mile south of **Punta Arena**, on the south side of Santa Cruz Island. Kelp surrounds Gull Island, and the bottom in the vicinity of the group is foul.

(128) **Willows Anchorage**, on the south shore 3.6 miles east of Gull Island, can be used by small craft in northwest weather and affords a good boat landing.

(129) **Smugglers Cove**, 1.2 miles southwest of San Pedro Point, affords shelter in northwest weather in 5 fathoms, sandy bottom.

(130)

Charts 18728, 18727

(131) **Santa Rosa Island**, 24.5 miles southwest of Goleta Point on the mainland, is 15 miles long in a west direction and has a greatest width of nearly 10 miles. No landing fee or permit is required.

(132) The highest point, near the middle of the island, is 1,589 feet high and visible over 40 miles. The island has some water and is partially covered with vegetation. The shores are bold, high, and rocky; kelp surrounds most of the island. Depths in the approaches to the island shoal more abruptly from south than from north, where the 100-fathom curve is over 5 miles and the 20-fathom curve about 2 miles from the beach.

(133) There are no harbors, but anchorage may be made in Bechers Bay and Johnsons Lee. There are several good boat landings and a pier near Northwest Anchorage.

(134) **East Point**, the east extremity of Santa Rosa Island, is moderately high, sharp, and bold. A rock covered 2¾ fathoms is in the kelp 0.7 mile north from the point, and a shoal covered 3½ fathoms is 2 miles north of the point.

(135) Numerous rocks and pinnacles covered 5¾ fathoms are in an area centered 1.5 miles south of the point and extend 0.8 mile northwest and southeast.

(136) **Skunk Point**, 2.5 miles north of East Point, is formed of drifts of sand; it is difficult to see on dark nights. There are sand beaches west and south, and the sand dunes behind the point are as much as 300 feet high. Care should be taken to avoid the sandspit off the point

where the sea breaks heavily in bad weather. The current is sometimes strong in the vicinity of the point.

(137) **Bechers Bay**, a broad semicircular bight on the northeast side of Santa Rosa Island, is 4.5 miles wide between Skunk and Carrington Points and 1.5 miles in depth. **Southeast Anchorage**, 1.3 miles west of Skunk Point, affords protection in southeast weather in about 6 fathoms, sandy bottom. **Northwest Anchorage**, in the west part of the bight and 1.5 miles south from Carrington Point, affords fair shelter in northwest weather.

(138) A **naval operating area** is in Bechers Bay bounded by the following:

(139) 34°02'12"N., 120°01'34"W.,

(140) 34°00'58"N., 120°02'17"W.,

(141) 34°00'04"N., 120°02'02"W.,

(142) 33°59'18"N., 120°00'32"W.,

(143) 33°59'33"N., 119°59'02"W.,

(144) 34°00'32"N., 119°59'05"W.,

(145) 34°01'40"N., 120°00'25"W.

(146) Anti-ship mining operations take place at frequent and irregular intervals, including weekends, throughout the year. They are conducted as air drops from low-flying aircraft or released from submarines. Submerged metallic remains from these operations may pose a hazard to fishing operations conducted along the seabed. Particular operations are published in Eleventh Coast Guard District Local Notices to Mariners. Announcements are also made locally on VHF-FM channel 16, at 0800 local time, 1200 local time, and/or 1 hour prior to mining operations. Status of the zone and/or permission to enter, may be requested by calling PLEAD CONTROL on VHF-FM channel 16, or by telephone to the Pacific Marine Test Center at 805–989–8280/8841, or 805–816–0792 RODO (Range Operation Duty Officer) after 1800; fax 805–989–0102.

(147) **Carrington Point**, the north point of the island, has a seaward face 0.8 mile in length. It is bold and rocky, and rises rapidly to an elevation of 452 feet.

(148) Foul ground extends about 0.3 mile north from Carrington Point and terminates in **Beacon Reef**, which covers 2¼ fathoms. The reef rarely breaks, and there is no safe passage behind it.

(149) **Brockway Point**, high, bold, and rounding, is about midway along the north shore of Santa Rosa Island. **Rodes Reef**, marked by kelp, is a patch of three submerged rocks 1.6 miles east-northeast from Brockway Point and 0.8 mile offshore. It breaks in nearly all weather.

(150) **Sandy Point**, the west extremity of the island, is moderately bold and rocky, with a detached rock lying close inshore and sand dunes more than 400 feet high extending inland. These white dunes are prominent when approaching from south or west. Shallow water extends off the point. During the general northwest weather, swells form at a considerable distance from the shore. The swell also reaches the point from the SW direction.

(151) **Talcott Shoal**, covered 1¾ fathoms, is on the edge of the kelp 1.5 miles north-northeast from Sandy Point. Depths surrounding the shoal range from 4 to 12 fathoms. The shoal breaks only in heavy weather. In calm weather there is little indication of the shoal as the kelp is light and there is very little lumping of the water. A detached kelp patch is 1 mile north of the shoal.

(152) **Bee Rock**. 0.8 mile offshore 3.6 miles south-southeast of Sandy Point, is 5 feet high, but is not easily seen. It is surrounded by kelp that stretches from South Point to Sandy Point. A smaller rock, 10 feet high, is about 100 yards southeast of the rock. In ordinary weather there is a lumping of the water with an occasional break on the rock, covered 2 fathoms, 0.3 mile northwest of Bee Rock. Another rock, covered 1¼ fathoms, is close south of Bee Rock. Several other rocks and shoals exist inside the kelp. Vessels should not go inside the kelp in this area.

(153) **South Point**. the south point of Santa Rosa Island, terminates in a rocky bluff 100 feet high, and rises rapidly to a height of 460 feet, then to 603 feet. Cliffs, several hundred feet high and about 0.5 mile in extent, form the southwest face of the point. A light is shown from a small white house on the point.

(154) **Johnsons Lee**, an open roadstead immediately east of South Point, affords fair shelter from west and northwest winds, but is dangerous in south weather. The Coast Guard makes landings on the west shore of Johnsons Lee with supplies for South Point Light.

(155) **San Miguel Passage**, between Santa Rosa and San Miguel Islands, is 2.5 miles wide between the ledges which project from Sandy Point and Cardwell Point, the closest points between the two islands. There is much broken water with many current rips near these ledges. To avoid Talcott Shoal, vessels making the passage from the southwest should not allow the outer rock off the west point of Santa Rosa Island to bear west of south until clear of the shoal. Sailing vessels should avoid this passage as the light airs and calms under the lee of San Miguel Island and the currents frequently combine to set a vessel toward Talcott Shoal.

(156)

Danger zone

(157) A **naval danger zone** is around San Miguel Island and extends into San Miguel Passage. (See **334.1140**, chapter 2, for limits and regulations.)

(158)

Chart 18727

(159) **San Miguel Island**, 23 miles south-southeast of Point Conception, is the westernmost of the Channel Islands and the most dangerous to approach. The island is irregular in shape and 7.6 miles long in an east-west direction, with an average width of 2 miles; the highest points, 831 and 817 feet, are near the middle of the island and are visible about 35 miles. The island is covered with grass, but there are no trees. The west part has more sand dunes on it than any of the other islands in the group. The shores are bold, broken, and rocky, with a few short stretches of beach; the south shore is more precipitous than the north.

(160) San Miguel Island, although a military reservation, is administered on a day to day basis by the National Park Service. Cuyler Harbor is the only place landing is allowed. A permit is required for other than beach use.

(161)

Danger zone

(162) A **naval danger zone** has been established around San Miguel Island. (See **334.1140**, chapter 2, for limits and regulations.)

(163) **Cardwell Point** is the east extremity of the island. A low sandy area which uncovers extends 0.5 mile east of the point and a dangerous reef extends an additional 0.4 mile from the tip of the area. In 1994, a shoal with breakers was reported near the reef in about 34°01'06"N., 120°17'24"W. A submerged rock and rock awash are about 400 yards south of the middle of the sandy point. During prevailing weather, breakers off this point are caused by the meeting of the seas.

(164) **Prince Island**, 296 feet high, is 2.6 miles northwest of Cardwell Point and 0.4 mile off the east head of Cuyler Harbor. The island is dark in color and rocky, with a precipitous seaward face.

(165) **Cuyler Harbor** is a bight 1.2 miles long and 0.6 mile wide on the north shore southwest of Prince Island. The anchorage is in the west part of the harbor; the east part is foul. Good shelter may be had in south weather, but the holding ground is poor. In strong northwest weather the heavy swells that sweep around the north shore and into the harbor make the anchorage dangerous. The harbor is not safe in rare north or east winds. Water may be obtained at a small spring abreast the anchorage. Prince Island and Harris Point are prominent in the approaches.

(166) **Middle Rock**, 0.5 mile west-southwest of Prince Island, uncovers about 4 feet; foul ground surrounds the rock for a distance of 100 yards. **Can Rock**, 4 feet high, is 0.3 mile southwest of Prince Island; there is foul ground between the rock and the south shore of the harbor. Kelp grows all over the bight.

(167) To enter Cuyler Harbor, bring Harris Point to bear **261°**, distant 1.7 miles, and the west point of Prince Island to bear **186°**, distant 1.3 miles; thence steer **209°**, heading midway between Middle Rock and the west point at the entrance, and when the south point of Prince Island bears **084°**, anchor in 5 to 7 fathoms. The course heads for **Judge Rock**, small and black, near the west end of the sand beach. The west point at the entrance off **Bat Rock** should be given a berth of about 0.3 mile to avoid the shoal extending east for over 300 yards. Anchorage may be made about 0.2 mile south of Bat Rock where better protection is afforded in northwest weather. The passage between Prince Island and the east head should be attempted only by small craft.

(168) **Harris Point**, the north extremity of the island, is bold and precipitous, rising to a hill, 485 feet high, 1 mile south of the point.

(169) **Wilson Rock**, 2.2 miles northwest of Harris Point, is 19 feet high and black. A reef, extending about 1 mile west-northwest from the rock, uncovers in two places; foul ground is a short distance north of the reef. It breaks in any light swell from the northwest. There is foul ground south and southwest of the rock. The covered rock 0.3 mile south of Wilson Rock breaks. This locality should not be approached in thick weather, as the dangers rise abruptly from deep water and are not marked by kelp; soundings give no positive warning of their proximity.

(170) **Simonton Cove**, on the northwest side of San Miguel Island, is a very shallow bight 2.4 miles long and 0.6 mile wide. This cove has considerable kelp and a few covered rocks. From the southwest head of Simonton Cove, foul ground extends northwest for nearly 1 mile.

(171) **Castle Rock**,.180 feet high, is a three-headed islet 1.6 miles north-northeast from Point Bennett, in the middle of the kelp field, and 0.5 mile offshore. A shoal spot 0.5 mile west of the rock is near the edge of the kelp. Submerged rocks have been reported to extend about 100 to 200 yards southwest of Castle Rock.

(172) **Westcott Shoal**, covered 4¾ fathoms, is 0.8 mile north from Castle Rock. A 2¾ fathom spot near an oil spring is about 0.6 mile north from the shoal.

(173) **Point Bennett**, the west point of the island, is a long, narrow, jagged bluff, 74 feet high, rising rapidly to 337 feet. High sand dunes extend from the point for 2 miles. There are two rocky islets south of and close under the point, and foul ground extends about 0.5 mile west and 1 mile north of the point but inside the limit of the kelp.

(174)

Caution

(175) Navigation in this area should not be attempted without local information.

(176) **Richardson Rock**, 5.5 miles northwest from Point Bennett, is 53 feet high, white-topped, and small in area. Two smaller and lower rocks are close-to on the east side. Richardson Rock rises abruptly from deep water, 30 to 40 fathoms being found within 0.3 mile. The rock is prominent in clear weather, but in thick weather the locality should be avoided, as soundings give no warning of a near approach.

(177) **Tyler Bight** is on the south shore 1.8 miles east of Point Bennet and has a sand bottom. In moderate northwest weather, the winds may attain velocities up to 45 knots 0.5 mile offshore; the sea in the bight, however, is quite smooth.

(178) **Wyckoff Ledge**, 1.4 miles west from Crook Point and 0.5 mile offshore, is covered 1½ fathoms.

(179) **Crook Point**, the south point of the island, is low and irregular. A boat landing may be made on the south shore of the island in a small cove immediately west of the point, but there is no anchorage.

(180)

Chart 18720

(181) **Santa Barbara Channel** is 63 miles long and increases gradually in width from 11 miles at the east end to 23 miles at the west end. The channel is free of dangers and has depths of 40 to more than 300 fathoms along the recommended track from San Diego and Los Angeles to northern ports.

(182) Offshore oil wells and oil drilling platforms, some privately marked by lights, buoys, and sound signals, extend as much as 10 miles offshore between Point Hueneme and Point Conception.

(183)

Safety zones

(184) **Safety zones** have been established around the oil drilling platforms and an offshore storage and treatment vessel mooring area in:

(185)

34°07'02"N., 119°16'35"W.	Platform Gina (§147.1103)
34°07'30"N., 119°24'01"W.	Platform Gail (§147.1113)
34°10'56"N., 119°25'07"W.	Platform Gilda (§147.1107)
34°10'47"N., 119°28'05"W.	Platform Grace (§147.1102)
34°23'27"N., 120°07'14"W.	Platform Hondo (§147.1105)
34°24'19"N., 120°06'00"W.	Santa Ynez offshore storage and treatment vessel safety zone (§147.1106)
34°22'36"N., 120°10'03"W.	Platform Harmony (§147.1114)
34°21'01"N., 120°16'45"W.	Platform Heritage (§147.1115)
34°27'19"N., 120°38'47"W.	Platform Hermosa (§147.1109)
34°28'09.5"N., 120°40'46.1"W.	Platform Harvest (§147.1110)
34°29'42"N., 120°42'08"W.	Platform Hidalgo (§147.1112)
34°36'37.5"N., 120°43'46.0"W.	Platform Irene (§147.1116)

(186) See **33 CFR§147.1** through**§147.20** for general regulationsand the specific regulations listed above in chapter 2; also see **Oil Well Structures** in chapter 3 for additional information.

(187) On the north side of Santa Barbara Channel is the mainland between Point Hueneme and Point Conception. On the south side is the northern group of the Channel Islands–Anacapa, Santa Cruz, Santa Rosa, and San Miguel–which break the force of the heavy westerly Pacific swell and afford a lee in winter from the full force of the southeast gales.

(188) The east entrance to Santa Barbara Channel has a clear width of 2 miles between the 100-fathom curves, and lies between Anacapa Island and Point Hueneme. On the north side of this entrance is deep **Hueneme Canyon**, which extends from Point Hueneme in a south-southwest direction across the channel. The west entrance to the channel has a clear width of 10 miles between the 100-fathom curves, and lies between Richardson Rock and Point Conception. (See chapter 4 for details about the **Traffic Separation Scheme** between Point Fermin and Point Conception.)

(189)

Weather, Channel Islands

(190) The prevailing winds are west and northwest and blow nearly every day, especially in the afternoon. Strong southeast winds occur in the winter, and at times the sea is too rough for several days to permit the passage of small vessels.

(191) In the summer the winds in the channel are wholly different from those outside the islands and off the coast to the northwest. Under the north shore, which is protected by the bold range of the Santa Ynez Mountains, the west winds do not reach far east of Point Conception with much strength but are felt towards the islands, a strong northwest wind and heavy swell coming in from the open ocean. The climate in the Santa Barbara Channel, because of this blocking of the winds, is much milder than to the north along the coast. However, during northwest weather boats crossing the channel from the mainland usually encounter heavier seas as the islands are approached. The belt of rough seas, locally known as **Windy Lane**, lies along the north shores of the islands and is about 6 miles (11 km) wide. This sea condition is the opposite to that experienced in the crossing from Los Angeles-Long Beach to Santa Catalina Island. Strangers are cautioned that good seamanship sometimes calls for returning to the mainland rather than attempting Windy Lane when rough seas are encountered. These west winds usually begin about 1000 and grow progressively stronger until sundown.

(192) During heavy northwest weather strong squally winds draw down the canyons between Point Conception and Capitan and pass directly offshore, causing a severe choppy sea. Heavy northwest gales are often encountered off Point Conception on coming through Santa Barbara Channel, and great changes of climatic and meteorological conditions are experienced; the transition is often remarkably sudden and well defined.

(193) In the fall and winter, stiff northeasters are occasionally experienced at and near the east end of the channel. They come up without warning, usually at night in clear dry weather, and when the barometer is either high or rising rapidly. At such times small boats should be prepared to seek shelter at a moment's notice.

(194) During the summer heavy fogs are a common occurrence in the Santa Barbara Channel and envelop the main shore, channel, and islands. Sometimes the mainland and channel are clear while the islands alone are hidden. At other times all are clear during the day, but wrapped in dense wet fog nights and mornings. This condition, the fog lying offshore during the day and enveloping the land at night, is characteristic of the whole southern California coast. The fogs occur mostly during calm weather and light winds, and are generally dissipated by the strong northwest winds.

(195) Winds at **San Nicolas Island**, located about 75 miles (140 km) southwest of Los Angeles, average 12 knots from the northwest on an annual basis. A peak wind of 57 knots was recorded in both July and August 1979. The average annual temperature for San Nicolas is 61°F (16.1°C). The average maximum is 66°F (18.9°C) and the average minimum is 55°F (12.8°C). An extreme maximum temperature of 103°F (39.4°C) was recorded in August 1976 and an extreme minimum of 30°F (-1.1°C) was recorded in January 1978. San Nicolas Island averages only 34 days each year with measurable precipitation. Snowfall has never been reported on the island.

(196) At **San Clemente Island**, about 60 miles (111 km) northwest of San Diego, west winds dominate at a lower average speed of only seven knots. The average annual temperature for San Clemente is 61°F (16.1°C). The average maximum temperature is 66°F (18.9°C) and the average minimum is 56°F (13.3°C). An extreme maximum temperature of 97°F (36.1°C) was recorded in April 1989 and extreme minimum of 33°F (0.6°C) was recorded in January 1976. San Clemente averages only 49 days each year with measurable precipitation. Snowfall has never been reported on the island.

(197)

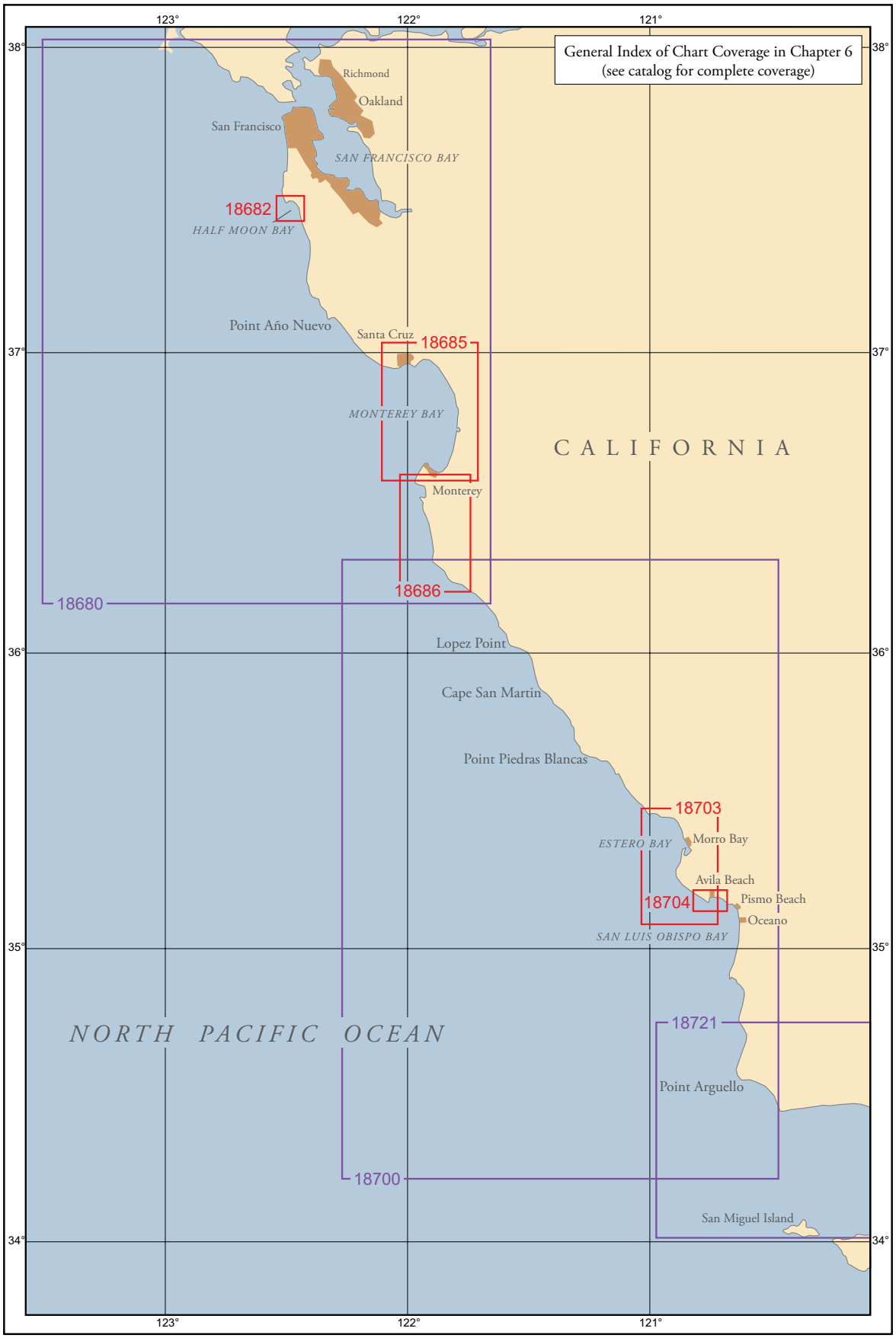
Currents

(198) Currents in Santa Barbara Channel are variable, depending to a great extent upon the wind. It appears that a weak nontidal flow sets east in the spring and summer, and west in autumn and winter.

(199) It has been observed that a strong inshore set prevails on a rising tide in the deep waters of Hueneme Canyon. In general, there are conflicting currents, at times quite strong, around the slopes of the submarine valleys both here and off Point Mugu.

(200) The tidal current sets along the north shore of Santa Barbara Channel with velocities of 0.5 to 1 knot. In heavy northwest weather, the current and heavy swells make into the south side of the west entrance to the channel and along the north shore of San Miguel Island.

(201) The currents in the vicinity of the Channel Islands frequently follow the direction of the wind, with eddies under the lee of the islands and projecting points. Tidal currents of about 1 knot set through the passages between the islands.


General Index of Chart Coverage in Chapter 6
(see catalog for complete coverage)
123°
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38°
37°
36°
35°
34°
Richmond
Oakland
San Francisco
SAN FRANCISCO BAY
18682
HALF MOON BAY
Point Año Nuevo
Santa Cruz
18685
MONTEREY BAY
Monterey
CALIFORNIA
18686
18680
Lopez Point
Cape San Martin
Point Piedras Blancas
18703
ESTERO BAY
Morro Bay
Avila Beach
18704
Pismo Beach
Oceano
SAN LUIS OBISPO BAY
NORTH PACIFIC OCEAN
18721
Point Arguello
18700
San Miguel Island

Point Arguello to San Francisco Bay, California

(1) This chapter describes the waters of San Luis Obispo, Estero, Morro, Monterey, and Half Moon Bays; also, the port of Port San Luis, and the small-craft and commercial fishing harbors of Morro Bay, Monterey, Moss Landing, Santa Cruz, and Pillar Point. The coast, except for the bays, is rugged with many detached rocks close inshore and other dangers extending no more than 2 miles offshore. However, in 1975, shoaling to 10 fathoms was reported in 37°00.0'N., 122°30.1'W., about 12 miles SW of Pigeon Point. The area is well marked with navigational aids.

(2)

COLREGS Demarcation Lines

(3) The lines established for this part of the coast are described in **80.1130 through 80.1140,** chapter 2.

(4)

Blue, fin and humpback whales

(5) All whales are protected under the Marine Mammal Protection Act (MMPA) and, when in Sanctuary waters, under the National Marine Sanctuaries Act (NMSA). Certain large whales, including blue, fin and humpback whales, are also listed as endangered under the Endangered Species Act (ESA). See chapter 3 for more information.

(6)

Sea Otter Refuge

(7) The State of California Fish and Game Code prohibits the discharge of firearms or bows and the trapping of birds or mammals in the California Sea Otter Game Refuge. The refuge extends as a continuous band between the coastline and the three nautical mile limit for the state of California extending offshore from the mouth of the Santa Rosa Creek (35°34'N.) in the north. (See charts 18700 and 18680.) Additional information may be obtained by writing the Department of Fish and Game, Marine Region, 20 Lower Ragsdale Drive, Suite 100, Monterey, CA 93940, telephone 831–649–2870.

(8)

Weather, Point Arguello to San Francisco Bay

(9) The weather along this coast is mostly cool, damp, and foggy in the summer, becoming mild and wet in winter. Summer afternoons on the coast are often clear and pleasant. The dominant weather feature is the semipermanent Pacific high. In summer, it is big and strong and covers the entire region. Storms and fronts are forced to move along the north side, so few affect this coast. In winter, the high weakens and retreats southeast. This allows storms or frontal systems to pass through the area about every 7 to 10 days, on the average. Sometimes a series of these systems may result in a prolonged period of strong winds and heavy rains along the central and southern California coast. This situation is rare and occurs about every 2 to 3 years.

(10) The clockwise flow around the highs results in a northwest flow along the coast in summer. These winds are enhanced by the formation of a thermal low over land, to the southeast. The combination of these two features results in a sea breeze that can reach 20 knots during the afternoon and persist, at lower speeds, until midnight. Daytime temperatures often climb to near 70°F (21.1°C); nighttime lows drop to the low fifties (10.6° to 11.7°C) in summer. Occasionally a hot flow from the land will push temperatures into the nineties (32.8° to 37.2°C). This is as likely in early fall as it is in summer. The winds blowing across the cool **California Current** produce low clouds and sea fog. These conditions are prevalent close to the coast in the early morning hours. They improve during the day, particularly close to and on the shore. August and September are the worst months; fog reduces visibilities to below 0.5 mile (0.9 km) on more than 15 days per month at some locations.

(11) Winds are more variable, but often northwest, in winter, becoming west-northwest in midwinter. Weak east winds often occur when a warm-type high centers itself over the **Great Basin** to the northeast. (The Great Basin is the desert plateau comprising most of Nevada, western Utah and portions of northern Arizona.) This warm high pressure system produces clear skies and ideal conditions for land fog, which may drift out over coastal waters. This fog, while often dense, is shallow and usually burns off during the morning hours. Occasionally following a passage of a cold front, a cold-type high will move into the Great Basin. This can result in a foehn wind, over central and southern California, known as a **Santa Ana**. This northeast wind flows down the canyons and into certain coastal basins. Its effect varies from place to place, but speeds may reach 50 knots. In some areas, an intensified sea breeze counterflow is observed. The most severe conditions are normally observed in late fall, but may occur from fall through spring, which is also considered the rainy season. From about November through April, precipitation occurs on about 6 to 12 days per month. Average maximum temperatures in winter range from the middle fifties (11.7° to 13.9°C) around San Francisco, to the low sixties (16.1° to 17.2°C) at Point Arguello, while nighttime lows drop to the low to middle forties (5.0° to 8.3°C). Occasionally a cold outbreak will send temperatures below freezing (<0°C).

(12)

Charts 18700, 18721

(13) From Point Arguello to Point Sal, the coast trends north for 19.5 miles in two shallow bights separated by Purisima Point. From Point Sal the coast continues north for 14 miles, then bends sharply west for 6 miles to Point San Luis, forming San Luis Obispo Bay. Soundings are useful along this stretch of the coast, and between Point Arguello and Point San Luis the 20-fathom curve can be followed with safety in thick weather. In clear weather, the headlands and other natural features can be easily recognized.

(14) **Danger and restricted areas** extend 3.5 miles offshore from south of Point Arguello to Point Sal. (See **334.1130**, Chapter 2, for limits and regulations.)

(15) **Point Pedernales**, 1.5 miles north of Point Arguello, and the largest of the numerous rocks as far as 300 yards offshore, are very dark and conspicuous alongside the sand dunes immediately north of the point.

(16) **La Honda Canyon**, 2 miles north of Point Arguello, is a deep gulch crossed by a railroad trestle easily distinguished when abreast the mouth. From here the coast to Purisima Point consists of a low tableland and sand dunes that contrast strongly with the dark cliffs south.

(17) **Surf**, 7 miles north of Point Arguello, is a station along the railroad. The yellow station house and a black tank are conspicuous. A white elevated water tank, 1.3 miles northeast of the station house, and several launching gantries at the Vandenberg Air Force Base are conspicuous along this section of the coast.

(18)

Chart 18700

(19) **Purisima Point**, 10.6 miles north of Point Arguello, is low and rocky, with reefs extending southeast for 0.3 mile. The north side of the point is bare sand. It has been reported that an inshore set is experienced off the coast in the vicinity of the point. From Purisima Point to Point Sal, the coast is sandy and lower than that south.

(20) **Point Sal**, 19.5 miles north of Point Arguello, is a bold dark headland marked by stretches of yellow sandstone. From the northwest the headland looks like a low conical hill with two higher conical hills immediately behind it. It rises gradually to a ridge, 1,640 feet high, 3 miles to the east. From the south the hills are not so well defined. **Lion Rock**, 54 feet high, is a rocky islet 200 yards off the south face of Point Sal. A small rock is close to the point. Breakers and reefs extend nearly 600 yards south and west from Point Sal and 200 yards southwest of Lion Rock.

(21) Anchorage under Point Sal affords some protection from northwest winds in 7 to 9 fathoms, sandy bottom, but is subject to swells. Shoal water extends nearly 0.5 mile west from the southeast point of the anchorage. The best anchorage is in 7 fathoms 500 yards 123° from Lion Rock and with the northern end of the rock just open of the extremity of Point Sal.

(22) From Point Sal north the coast is a sand beach backed by low dunes for 14 miles and then changes to bold rocky cliffs that curve sharply west to Point San Luis and form the north shore of San Luis Obispo Bay.

(23) **Oceano** is a small resort 12 miles north of Point Sal. The county airport is here.

(24) **Pismo Beach** is a resort 14 miles north of Point Sal. The pleasure pier is 1,200 feet long and has 12 feet at the outer end. In 1983, the pier was partially destroyed by storms, and submerged pilings are reported to exist at the outer end. Caution is advised in the area near the pier. **Shell Beach** is a small residential settlement, 1.5 miles northwest of Pismo Beach. An aerolight, 6 miles north of Pismo Beach, is visible from seaward.

(25)

Charts 18703, 18704

(26) **San Luis Obispo Bay**, 35 miles north of Point Arguello, is a broad bight that affords good shelter in north or west weather. South gales occur several times during the winter. The east shore is a narrow tableland that ends in cliffs 40 to 100 feet high to within 0.5 mile of **San Luis Obispo Creek** where a sand beach fronts **Avila Beach**. west of the creek the shore is high with rocky bluffs extending to **Point San Luis.**

(27) **Port San Luis**, on the west shore of the bay, is the seaport for San Luis Obispo which is 10 miles inland. The port is primarily a base for commercial fishing boats, sport-fishing boats, and recreational craft.

(28)

Prominent features

(29) Point San Luis, a bold prominent headland, and the pier in about 35°10'13"N., 120°44'27"W. are reported to be useful radar targets.

(30) **San Luis Obispo Light** (35°09'37"N., 120°45'38"W.), 116 feet above the water, is shown from a cylindrical structure on Point San Luis. **San Luis Hill**,.0.5 mile northwest of the light, is prominent from the south.

(31)

COLREGS Demarcation Lines

(32) The lines established for San Luis Obispo Bay are described in **80.1130**, chapter 2.

(33)

Anchorage

(34) The general anchorage is inside a line extending southwest from Fossil Point to the outer end of a breakwater which extends southeast from Whaler Island. Mariners should contact the harbormaster's office for anchorage information.

(35) **Special anchorages** are east of Avila Pier 1 (County Wharf) and in the west end of the harbor. (See **33 CFR 110.1** and **110.120**, chapter 2, for limits and regulations.)

All anchorages are exposed to weather from the south and southeast which cause heavy swells.

(36) The dangers off the entrance to San Luis Obispo Bay are buoyed; the east part of the bay has many rocks and heavy growths of kelp. **Souza Rock**, 2.1 miles southeast of San Luis Obispo Light, is covered 16 feet and rises abruptly from 19 fathoms. **Westdahl Rock**, 1.3 miles southwest of the light, is covered 18 feet and rises abruptly from 10 fathoms. **Howell Rock**, 1.6 miles east of the light, is covered 13 feet. **Lansing Rock** covered 18 feet and **Atlas Rock** covered 13 feet are 0.7 and 0.5 mile east of the light, respectively.

(37) A 2,400-foot breakwater, extending southeast from Point San Luis through **Whalers Island** to a ledge partly bare at low water, provides some protection to vessels at anchor or at the wharves. **Smith Island**, 44 feet high and about 90 yards wide, is 0.2 mile north of Whalers Island.

(38)

Routes

(39) San Luis Obispo Bay may be entered from south by passing 100 yards west of the lighted gong buoy marking Souza Rock, thence a **000°** course for about 2 miles until past Lansing Rock, and thence to anchorage or to the wharves. From north stay outside the lighted bell buoy marking Westdahl Rock and the lighted whistle buoy off Point San Luis breakwater, then head into the bay as previously mentioned.

(40)

Quarantine, customs, immigration and agricultural quarantine

(41) Vessels subject to inspection are requested to contact the harbormaster's office. (See Vessel Arrival Inspections, chapter 3.)

(42) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(43)

Harbor regulations

(44) The port of Port San Luis is administered by the Port San Luis Harbor District and under the control of a harbormaster. The office is at the foot of Harford Pier 3. The harbormaster monitors VHF-FM channel 16 and can be contacted by phone at 805–595–5435. Transients should report to the harbormaster for guest mooring assignments.

(45)

Wharves

(46) Harford Pier 3, 0.5 mile north of Point San Luis, is used by commercial and sport fisherman. The berthing space at the end has 17 to 20 feet alongside. In 1990, shoaling to an unknown extent was reported along the pier. The pier is lighted at night. A fuel dock is at the bulkhead just north of the pier. The pier is operated by the Port San Luis Harbor District.

(47) The California Polytechnic State University Pier, 1 mile northeast of Point San Luis, has 31 feet along both sides. The entire length of the pier is lighted at night. It is not safe to moor alongside in strong south to southeast weather; vessels usually leave the pier on the approach of a storm and anchor until it moderates.

(48) Avila Pier 1 (County Wharf), 1.4 miles northeast of Point San Luis, was damaged by a winter storm in 1983. Submerged obstructions are reported to be in the area near the pier. A submarine sewer line is about 40 feet east and parallel to the pier.

(49)

Supplies and repairs

(50) Gasoline, diesel fuel, water, marine supplies, a launching ramp, and a 50-ton mobile hoist are available. Some repairs can be made.

(51)

Communications

(52) Transportation is by automobile to San Luis Obispo where rail, bus, and air connections can be made.

(53)

Charts 18703, 18700

(54) From Point San Luis to Point Buchon, the coast trends northwest for 9 miles and consists of cliffs 40 to 60 feet high. The land rises rapidly from the cliffs to Mount Buchon. There are numerous outlying rocks and submerged ledges that extend more than a mile from the shore in some places.

(55) Point San Luis and Point Buchon, both bold prominent headlands, are reported to be useful radar targets when navigating this section of the coast.

(56) **Mount Buchon**, a rugged mountain mass between San Luis Obispo Bay, Estero Bay, and the valley of San Luis Obispo, is prominent from either north or south. **Saddle Peak**, 4.1 miles north-northwest of San Luis Obispo Light, is visible for over 40 miles.

(57) **Santa Rosa Reef**, 1.4 miles west-southwest from San Luis Obispo Light, is covered 2¾ fathoms and rises abruptly from 13 fathoms. **Lone Black Rock**, 2 feet high and of small extent, is 0.5 mile west from the light and 0.2 mile offshore.

(58) **Pecho Rock**, 40 feet high, is 3 miles west-northwest from the light and 0.5 mile offshore. Two smaller rocks, 0.3 mile east (2 feet high) and 0.4 mile southeast, are in the vicinity of Pecho Rock. Foul ground, marked by kelp, is between the rocks and shore.

(59) A fish haven with a least depth of 9 fathoms is about 0.7 mile northwest of Pecho Rock.

(60) **Diablo Canyon**, 5.8 miles NW of San Luis Obispo Light, is the site of a large nuclear powerplant. The two concrete dome-shaped structures and other large buildings are conspicuous from well offshore. A **security zone** has been established in the waters of the Pacific Ocean off Diablo Canyon. (See **165.1155**, chapter 2, for limits and regulations.)

(61) A sharp prominent dark gray rock, 111 feet high, is 0.1 mile offshore from the powerplant.

(62) **Lion Rock**, 0.9 mile northwest from the powerplant and 0.2 mile offshore, is 240 yards long in a northwest direction and 136 feet high. A high rock lies between it and the shore, and a small low rock is 200 yards W.

(63) **Point Buchon** ends in an overhanging cliff 40 feet high, with a low tableland behind that rises rapidly to a bare hill a mile to the east. There are a few detached rocks close under the cliffs. A lighted whistle buoy is 1 mile southwest of the point and about 400 yards west-southwest of a rock covered 3¾ fathoms.

(64) **Estero Bay** is formed by a curve in the coast between Point Buchon and **Point Estero**, 13.5 miles north-northwest. The shore of the bay follows a general north direction from Point Buchon for 11 miles, then turns sharply west for 5 miles to Point Estero. The north part of Estero Bay is fringed with covered rocks and scattered kelp. The seaward faces of Cayucos Point and Point Estero are cliffs 50 to 90 feet high.

(65) The coast drops abruptly from bold Mount Buchon to a sandy spit bordering Morro Bay and then rises to a bluff-bordered treeless country of rolling hills.

(66) Point Estero, Morro Rock, and Cayucos Point are reported to be useful radar targets in the vicinity of Estero and Morro Bays.

(67) **Morro Bay**, 6 miles north of Point Buchon, is a shallow lagoon separated from Estero Bay by a narrow strip of sand beach. The port facilities at the city of Morro Bay, a mile inside the entrance, are used by commercial fishing, sport-fishing, and recreational craft.

(68) **Morro Rock**, the tall cone-shaped mound on the north side of the entrance to Morro Bay, is the dominant landmark in this area. A breakwater, extending 600 yards south from the rock, is marked at its outer end by **Morro Bay West Breakwater Light** (35°21'46"N., 120°52'11"W.), 36 feet above the water and shown from a white column. A sound signal is at the light. Sections of the south end of the breakwater are reported to be frequently awash under heavy seas and high tides, but have never been observed completely submerged.

(69) The three 450-foot powerplant stacks 0.5 mile east of Morro Rock are visible from far offshore. The standpipe about 500 yards east of the stacks is prominent from close in. **Hollister Peak**, 4.2 miles east-southeast of Morro Rock, is the most prominent of a row of peaks behind Morro Bay because of its jagged outline.

(70)

COLREGS Demarcation Lines

(71) The lines established for Estero-Morro Bay are described in **80.1132,** chapter 2.

(72)

Channels

(73) The entrance to Morro Bay is through a buoyed channel between the protective breakwaters. Due to continual shifting of the channel, buoy positions are frequently shifted to mark the best water.

(74) Mariners are advised to use extreme caution when entering the bay and to contact the harbormaster or Coast Guard Sector Los Angeles/Long Beach on VHF-FM channel 16 for current entrance and channel conditions. A **safety zone**, at the entrance to Morro Bay, is enforced when there are rough bar conditions. See **33 CFR 165.1 through 165.23** and **165.T11-750**, chapter 2, for limits and regulations. Morro Bay Rough Bar Warning Light is on the north end of the USCG and Harbormasters Office pier. The light will flash when seas exceed four feet in height. The light is extinguished for lesser bar conditions, but with no guarantee that bar is safe.

(75) From Fairbank Point, on the east side of the bay, a privately maintained channel leads south to the Morro Bay State Park Basin at **White Point**. Vessels heading for the basin should approach White Point close inshore as the channel narrows at this point. Swells from North Pacific winter storms sometimes break across the entire entrance.

(76)

Anchorages

(77) **Special anchorages** are in Morro Bay, 1 and 2 miles above the entrance. (See **110.1 and 110.125**, chapter 2, for limits and regulations.)

(78) Extremely high waves created by the sandbars in the entrance to Morro Bay make dangerous navigation conditions.

(79)

Currents

(80) Currents in the entrance channel and around the breakwaters are strong at times. It is advisable to approach the entrance from the southwest because of the currents and sea conditions. Sharp turns should be avoided in the vicinity of the breakwaters, especially in heavy weather. It is reported that currents in the north part of the bay, especially flood currents, have a tendency to set vessels toward the city north T-pier.

(81)

Weather, Estero Bay

(82) Estero Bay is one of the foggiest areas along the Pacific Coast. The fog is most common in the mornings and evenings. (See Weather, West Coast and Hawaii, indexed as such, chapter 3, for further information.)

(83)

Coast Guard

(84) A Coast Guard station is at the foot of the city north T-pier. The station maintains motor lifeboats and monitors VHF-FM channel 16.

(85)

Harbor regulations

(86) Morro Bay Harbor is owned by the city of Morro Bay and is under the control of a **harbormaster**, who maintains an office at the foot of the city north T-pier. The harbormaster monitors VHF-FM channels 16 and 12 and can be reached by telephone at 805–772–6254.

Harbor patrol boats operate from the city north T-pier and monitor VHF-FM channel 16. The boats are manned during daylight, and a patrolman is on call at all other times.

(87) Yachts and small craft may tie up to the yacht club dock; otherwise they must either anchor in the bay or check with the harbormaster for other accommodations

(88)

Wharves

(89) The city north T-pier, at the city of Morro Bay, is on the north side of the harbor about 0.8 mile above the entrance; depths alongside are about 22 feet. The pier is owned and operated by the city of Morro Bay.

(90) The city south T-pier, southeast of the city north T-pier, is owned and operated by the city. It has about 20 feet alongside.

(91)

Supplies and repairs

(92) Gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available in the port.

(93) A boat works has a crane that can handle craft up to 20 tons and 50 feet long; hull, engine, and rigging repairs can be made.

(94) For 3 miles north of Morro Rock, submerged pipelines extend up to 0.6 mile offshore in Estero Bay. A rock covered 5¼ fathoms, 1.3 miles northwest of Morro Rock, is marked by a gong buoy. An unmarked fish haven, covered 6¾ fathoms, is about 1.4 miles north-northwest of Morro Rock in about 35°23'36"N., 120°52'32"W.

(95) **Cayucos**, 4.5 miles north of Morro Rock and in the northeast part of Estero Bay, has a fishing and pleasure pier; a depth of 12 feet is at the outer end.

(96) Anchorage with fair shelter from the north and northwest may be had in 11 fathoms, sandy bottom, with the prominent white concrete tank on a hill west of Cayucos bearing 017°.

(97) **Mouse Rock**, 0.7 mile west of Cayucos, is covered ½ fathom and breaks heavily in all but smooth weather; it is marked by a bell buoy.

(98) **Cayucos Point**, 2 miles west of Cayucos, is a low rocky promontory. **Constantine Rock**, 0.5 mile south of the point, is covered 1 fathom and breaks heavily in a moderate swell; it is marked on the south side by a buoy.

(99)

Chart 18700

(100) From Point Estero north for 8 miles to the village of Cambria, the bluffs increase in height and the range of grassy hills is close to shore. The shore is well fringed with kelp; several rocks are close inshore. **White Rock**, 6 miles northwest of Point Estero, is the most prominent. A pinnacle rock, 0.7 mile southwest of White Rock, is covered 5½ fathoms.

(101) **Von Helm Rock**, 7.2 miles northwest of Point Estero and nearly a mile offshore, is covered 2½ fathoms. The rock is very sharp and breaks only in the roughest weather.

(102) **Cambria** is about 1 mile inland in a grove of pine trees. Some of the streets and buildings are visible from seaward. No landing or anchorage is recommended.

(103) From Cambria for 6.5 miles to San Simeon, rocks continue close inshore, but the bluffs decrease in height and the hills recede from the shoreline. Thick groves of pine trees scatter the hillsides. Of the several rocks offshore, **Cambria Rock**, 10 feet high, and **Pico Rock**, 12 feet high, are the largest, but they are not prominent from seaward. Shoal patches up to 360 yards surround Cambria Rock, and there is foul ground northwest and south of Pico Rock. A shoal, 580 yards southwest of Pico Rock, is covered 3¾ fathoms.

(104) **San Simeon Bay**, 14 miles northwest of Point Estero, is formed by the shoreline curving sharply to the west, and on the west side by **San Simeon Point**, a low wooded projection extending southeast. The trees show well from west, but from south the warehouses and buildings in San Simeon are more prominent. From west the point itself is not easily recognized by those not familiar with it.

(105) San Simeon Bay offers good shelter in north weather, but is exposed to south gales in winter. The best anchorage is in the middle of the bight in 5 to 8 fathoms, hard sand bottom. A small ravine due west of the anchorage can be used to go ashore.

(106) **San Simeon**, 1.7 miles east-southeast of San Simeon Point, is a small town with a 995-foot sport fishing pier. A number of motels are in the town to handle the many tourists that visit Hearst Castle.

(107) Prominent **Hearst Castle**, 2.7 miles northeast of San Simeon, is the former palace of the late William Randolph Hearst; it is now a State Historical Monument. The structure is lighted at night.

(108) The coast from San Simeon Point for 5 miles northwest to Point Piedras Blancas, is low, with numerous detached rocks lying in some cases over 0.5 mile offshore and usually well marked by kelp.

(109) **Point Piedras Blancas** is a low rocky point projecting about 0.5 mile from the general trend of the coast. **Piedras Blancas Light** (35°39'56"N., 121°17'04"W.), 142 feet above the water, is shown from a white conical tower with a flat top at the point.

(110) **Piedras Blancas** are two large white rocks, 74 and 31 feet high, 500 yards offshore and about 0.8 mile east of the point. From the south they look like one rock.

(111) **Outer Islet**, a large and prominent white rock 110 feet high, is 0.25 mile west of the point. In hazy weather this rock is sometimes visible from the northwest and west when the light cannot be seen.

(112) Anchorage for a small vessel, with protection from northwest winds, may be had under Point Piedras Blancas in 4 to 5 fathoms, sandy bottom, with the light about 0.2 mile bearing 280°.

(113) A bank covered 11 fathoms, 3 miles west-northwest from Piedras Blancas Light, has been reported breaking in a heavy W swell.

(114) From Point Piedras Blancas for 6 miles north-northwest to the mouth of the San Carpoforo Valley, the coast is low, with small bluffs and rolling treeless hills. Numerous rocks, fringed with kelp, extend well offshore. **Harlech Castle Rock**, 0.7 mile offshore and 1.5 miles northwest of Piedras Blancas Light, is the outermost rock and uncovers 1 foot; it is not usually marked by kelp. A shoal covered 2¾ fathoms, 0.5 mile NW of this rock, is surrounded by 10 to 12 fathoms.

(115) **La Cruz Rock**, 48 feet high and fairly prominent, is 3 miles north-northwest of Piedras Blancas Light and just south of Point Sierra Nevada. A sandy beach inshore from the rock is a fair landing place in heavy northwest weather. This stretch of beach is relatively free from breakers in northwest weather. There is a suitable anchorage for small boats east of the north limits of the rock in heavy northwest or light south weather.

(116) **Point Sierra Nevada**, a low inconspicuous bluff, is named for the steamship SIERRA NEVADA, which stranded on the rock 400 yards northwest of the point.

(117) About 1.8 miles north of Point Sierra Nevada is a group of isolated buildings inland from **Breaker Point**; the point is not prominent nor easily identified.

(118) **Ragged Point**, 6 miles north of Point Piedras Blancas, is a low projection readily identified, being the first point south of prominent San Carpoforo Valley; visible rocks and ledges extend about 0.3 mile west of the point.

(119) From Ragged Point northwest for 41 miles to the Big Sur River, the coast is very bold and rugged. The cliffs are 200 to 500 feet high, and the land rises rapidly to elevations of 2,500 to 5,000 feet within 2 to 3 miles from the coast. There are few beaches and few outlying rocks. The highway along the coast is plainly visible from seaward.

(120) Two conspicuous landmarks lie between Ragged Point and Cape San Martin. **White Rock No. 1**, 39 feet high and rather sharp, is 0.5 mile offshore and 3.8 miles northwest of Ragged Point, about 200 yards west of White Rock No. 1 is a rock awash. **White Rock No. 2**, 64 feet high and with a rounded top, is 0.2 mile offshore and 5.8 miles northwest of Ragged Point.

(121) **Salmon Cone**, 500 feet high, is a rocky butte close to the shore and 0.5 mile northeast of White Rock No. 1. The cone is not conspicuous as it blends into the background.

(122) Several deep narrow gulches indent the coast between Salmon Cone and Cape San Martin. Two of the most prominent are **Villa Creek** and **Alder Creek**. Villa Creek is crossed by a conspicuous white bridge.

(123) A pinnacle rock, covered 1¾ fathoms, is 1.7 miles southeast of Cape San Martin and 0.5 mile offshore.

(124) **Whaleboat Rock**, which uncovers 5 feet, and **Bird Rock,** 5 feet high, are about a mile southeast of Cape San Martin; they are conspicuous only when close inshore. A group of buildings is on the bluff just north of these rocks.

(125) **Cape San Martin,** 16 miles northwest of Point Piedras Blancas, has a ragged precipitous seaward face and is readily identified by the **San Martin Rocks**. From south, the inner rock, which is 100 yards offshore, is the most prominent, being 144 feet high and white in appearance. The middle rock is 34 feet high and triangular. The outer and northernmost rock is cone-shaped, 44 feet high, and 0.5 mile offshore.

(126) **Willow Creek** bridge, about 0.3 mile north of Cape San Martin, is prominent from W.

(127) From Cape San Martin for 9.5 miles to Lopez Point, the coast forms an open bight with rugged shores intersected occasionally by deep narrow valleys. There are a few detached rocks, but only two extend far from the shoreline.

(128) **Plaskett Rock** is a large prominent white rock, 110 feet high, 2 miles north of Cape San Martin and 0.3 mile offshore.

(129) **Tide Rock**, 4 miles north of Cape San Martin and 0.7 mile offshore, is awash and quite sharp; it is a menace in smooth weather as there is no breaker to indicate its position.

(130) **Lopez Point**, 9.5 miles northwest of Cape San Martin, is a narrow tableland, 100 feet high, projecting a short distance from the highland. **Lopez Rock**, 51 feet high with a prominent cleft in the middle, is 0.3 mile offshore and 0.8 mile northwest of Lopez Point. A shoal covered 6 fathoms is 0.3 mile southwest of Lopez Rock.

(131) An open anchorage affording some protection from northwest weather may be had about 1 mile southeast of Lopez Point in 10 fathoms, sandy bottom. Smaller vessels may obtain better shelter by anchoring inside the kelp bed in about 5 fathoms, sandy bottom, with Lopez Point bearing about 287°. A rock covered 1¾ fathoms is in the kelp beds 0.5 mile southeast of Lopez Point.

(132) **Harlan Rock**, 10 feet high, is 0.3 mile offshore and 1.7 miles east-southeast of Lopez Point. The rock is conspicuous only when approaching the anchorage. A shoal covered ¾ fathom is 680 yards southeast of Harlan Rock.

(133) Several peaks are prominent behind Lopez Point. **Junipero Serra Peak**, 10 miles northeast of Lopez Point, has pines on and near the summit. **Twin Peak** and **Cone Peak**, 4 miles northeast of Lopez Point, are known as the twin peaks; they have scattered trees on their summits and are good landmarks even at night. An observation tower on the summit of Cone Peak is lighted when occupied.

(134) From Lopez Point for 17.5 miles to Pfeiffer Point, the coast is rugged, and high mountains rise precipitously from the shore. The coastline makes in slightly, forming a shallow bight. Several hundred feet above the beach, the slopes are marked by numerous highway cuts, and the highway bridges over these are conspicuous from offshore.

(135) **Square Black Rock**, 4 miles north-northwest of Lopez Point, is 62 feet high.

(136) **Dolan Cone**, 4.5 miles north-northwest of Lopez Point, is white in appearance and 77 feet above the water.

(137) **Little Slate Rock**, 7.5 miles north-northwest of Lopez Point, is 4 feet high; **Slate Rock** is 18 feet high. Both rocks are discernible only when close inshore.

(138) Two major landslides are prominent in the vicinity of **Partington Point**, about 6.5 miles east-southeast of Pfeiffer Point.

(139) A prominent dwelling, visible from the west and north, is on a bluff 5.5 miles east-southeast of Pfeiffer Point. Several conspicuous highway bridges cross the canyons. The highway leaves the coast about 3.5 miles east-southeast of Pfeiffer Point and does not appear again until north of Point Sur.

(140) A deep submarine valley makes in from the south in the bight 13.5 miles northwest of Lopez Point and 4.5 miles southeast of Pfeiffer Point. The head of the canyon parallels the shore for about a mile and the 100-fathom curve lies only 500 yards from the shore.

(141)

Chart 18686

(142) **Pfeiffer Point**, 17.5 miles northwest of Lopez Point and 6 miles southeast of Point Sur, is 400 to 500 feet high; it is the seaward end of a long ridge 2,000 feet high, 1.5 miles northeast of the point. The point presents a bold, precipitous, light-colored face to seaward. It is distinguished from the south by its color, and from north the pointed summit stands out. The point is more prominent from north than from south. **Sycamore Canyon** is immediately northwest of the point.

(143)

Anchorage

(144) Anchorage, affording fair protection in north and northwest weather, may be had for small vessels about 0.9 mile east-southeast of Pfeiffer Point and 500 yards offshore in 8 fathoms, sandy bottom, with chain sufficient to clear the kelp line. This anchorage is used extensively by local fishermen. Access by land is difficult as the road is poor.

(145) **Cooper Point**, 1.5 miles NW of Pfeiffer Point, is marked by a prominent pinnacle 172 feet high and an off-lying rock 18 feet high.

(146) From the mouth of **Big Sur River**, 3.5 miles northwest of Pfeiffer Point, to Point Sur, the shore is low, with sand beaches and dunes extending east. Submerged rocks and ledges extend 1 mile or more offshore in some places between Cooper Point and Point Sur.

(147) **False Sur**, 1.2 miles southeast of Point Sur Light, is a 209-foot rounded hillock of somewhat similar appearance to Point Sur, and during fog and low visibility may be mistaken for it.

(148) **Point Sur**, 121 miles northwest of Point Arguello and 96 miles south-southeast of San Francisco Bay entrance, is a black rocky butte 361 feet high with low sand dunes extending east from it for over 0.5 mile. From north or south, it looks like an island and in clear weather is visible about 25 miles. The buildings on the summit of Point Sur may confuse the stranger. **Point Sur Light** (36°18'23"N., 121°54'06"W.), 250 feet above the water, is shown from a white tower on a gray stone building on the seaward face of the point. The buildings of a U.S. Naval Facility for oceanographic research are about 0.5 mile east from the light.

(149) **Pico Blanco**, 4.5 miles east of Point Sur, rises from the long ridge bordering the south side of Little Sur River. The pointed and white-topped peak is prominent in clear weather.

(150) **Sur Rock**, 1.8 miles south-southeast from Point Sur Light and nearly 0.8 mile offshore, is awash. A shoal covered 2 fathoms, 0.3 mile west of Point Sur, breaks heavily in all but very smooth weather. About 0.5 mile southwest from Sur Rock is a shoal covered 4½ fathoms that breaks in heavy weather. Extending 0.9 mile from Sur Rock toward Point Sur are many covered rocks that show breakers in moderately smooth weather. Foul ground lies between the rocks and the beach. These dangers are usually well marked by kelp, but it is a dangerous locality in thick or foggy weather, and vessels should stay in depths greater than 30 fathoms.

(151)

Chart 18680

(152) The coast trends north-northwest from Point Sur for 17 miles to Cypress Point, then northeast for 4 miles to Point Pinos.

(153) Monterey Bay is a broad open bight 20 miles wide between Point Pinos and Point Santa Cruz. The shores decrease in height and boldness as Point Pinos is approached, while those of Monterey Bay are, as a rule, low and sandy. The valleys of Salinas and Pajaro Rivers, which empty into the east part of Monterey Bay, are marked depressions in the coastal mountain range and are prominent as such from a considerable distance seaward. From Point Santa Cruz the coast curves west and north for 23 miles to Pigeon Point, and then extends for 25 miles in a general north-northwest direction to Point San Pedro, the south headland of the Gulf of the Farallones.

(154) Between Cypress Point and Point Pinos the coast is bold and the 30-fathom curve is less than 1 mile from shore in many places; deep submarine valleys extend into Carmel Bay and Monterey Bay. North of Monterey Bay, depths are more regular and the few dangers extend less than 1 mile from shore.

(155) **Monterey Bay National Marine Sanctuary**was established to protect and manage the conservation, ecological, recreational, research, educational, historical and esthetic resources and qualities of the coastal and ocean waters and submerged lands in and surrounding Monterey Bay. (See **15 CFR 922,** chapter 2, for limits and regulations.)

(156)

Routes

(157) **Routes** or **recommended tracks** for vessels **300 gross tons and higher** transiting the vicinity of Monterey Bay National Marine Sanctuary are from a position (36°18.31'N., 122°12.79'W.) 15 miles off Point

Sur, to a position (37°10.86'N., 122°39.74'W.) 12.7 miles off Pigeon Point, for north-bound vessels; and from a position (37°10.85'N., 122°43.87'W.) 16 miles off Pigeon Point, to a position (36°18.29'N., 122°18.98'W.) 20 miles off Point Sur, for **south-bound vessels**.

(158) Vessels carrying **hazardous bulk cargo** recommended tracks are further offshore, beginning at a position (36°18.27'N., 122°25.16'W.) 25 miles off Point Sur, to a position (37°10.81'N., 122°55.14'W.) 25 miles off Pigeon Point, for north-bound vessels; and from a position (37°10.78'N., 123°01.39'W.) 30 miles off Pigeon Point, to a position (36°18.24'N., 122°31.35'W.) 30 miles off Point Sur, for south bound vessels.

(159) **Tank vessels** are recommended to transit the Monterey Bay National Marine Sanctuary area well offshore (at least 50 miles). Tank vessels and vessels **carrying hazardous cargo** transiting San Francisco Golden Gate are recommended to use the Main (W) Traffic Lanes when proceeding to and from south of San Francisco Traffic Separation Scheme.

(160)

Chart 18686

(161) Just north of Point Sur (36°18.4'N., 121°54.0'W.), a sandy beach and bluff continue for 1.8 miles to **Little Sur River**, where the coast becomes bold, the 30-fathom curve lying in many cases less than 1 mile from shore. The highway returns to the coast just north of Point Sur and is visible from seaward until it reaches Pinnacle Point. It is marked by several bridges.

(162) **Ventura Rocks**, 2.2 miles north of Point Sur, are two rocks close together about 0.6 mile offshore. The north rock is conical-shaped and 12 feet high. It is fairly conspicuous when seen from the north with the sand bluff north of Point Sur as a background, but when seen from the south it is confused with the rocks near the beach and to the north. The south rock uncovers.

(163) From the conspicuous valley of the Little Sur River for more than 7 miles to Soberanes Point, the coast, although moderately straight, is bold, rugged, and broken, with numerous detached rocks and covered ledges close inshore.

(164) **Bixby Landing**, 4 miles north of Point Sur, is identified by a prominent concrete arch bridge across Bixby Creek; the bridge shows well to the west, but is obscured to the north. Less prominent is another concrete arch bridge across Rocky Creek, which is just north of Bixby Creek.

(165) **Soberanes Point** projects slightly from the general trend of the coast. An isolated 200-foot grassy hillock lies immediately back of the point, and a grassy ridge extends inland to heights of 1,600 feet.

(166) The 4.6-mile coastline from Soberanes Point to Pinnacle Point is rugged and broken, but becomes less precipitous and the mountain ridges lessen in height as Pinnacle Point is approached. Innumerable rocks and ledges extend in some cases over 0.3 mile offshore.

(167) **Lobos Rocks**, a group of small rocky islets, are nearly 0.5 mile west of Soberanes Point. The two larger islets are white-topped, and each is about 40 feet high. From seaward they rise abruptly from 20 fathoms, but there is foul ground between them.

(168) **Mount Carmel** (chart 18680), 7.3 miles northeast of Point Sur, is round and bare on the summit. This peak and **Pico Blanco**, 4.5 miles east of Point Sur, sometimes can be seen when the lower land is covered by fog or haze.

(169) **Yankee Point**, 2.5 miles north of Soberanes Point, projects 0.3 mile from the general trend of the coast. The seaward face is irregular and broken, with numerous detached rocks. **Yankee Point Rock**, 6 feet high, is 125 yards west of the point. A covered rock that generally breaks is 0.4 mile south of the point and the same distance offshore.

(170) **Pinnacle (Carmel) Point**, the outer tip of **Point Lobos** and the south point at the entrance to Carmel Bay, is an irregular, jagged, rocky point 100 feet high. **Whalers Knoll**, the 200-foot-high hill 0.5 mile east-southeast of Pinnacle Point, is one of the prominent knobs on Point Lobos. **Sea Lion Rocks** are a group of rocks off the point. A rock, formerly known as Whalers Rock, is the farthest offshore of the group and is 0.5 mile southwest of the point. It is 12 feet high, the most conspicuous of the group, and more prominent from the north than from the south.

(171) The entire Point Lobos area is included in a state ecological reserve. Regulations prohibit landing anywhere within its boundaries. **Whalers Cove**, the bight on the north shore 0.8 mile east-southeast of Pinacle Point, may be used as a harbor of refuge only. Kelp growth is quite heavy in the cove.

(172) **Carmel Bay** is a 2.8-mile-wide open bight between Pinnacle Point and Cypress Point. The beach in front of the city of Carmel is low, but the land on the south side of the bay is bare and mountainous, and the north side is hilly and heavily wooded.

(173) Carmel Bay affords shelter in north and south weather to small craft having local knowledge. In north weather anchorage may be had in two coves on the north shore, **Pebble Beach** on the west and **Stillwater Cove** on the east. These are shallow kelp-filled bights, with rock and gravel bottom. Anchorage is in 1 to 3 fathoms, but local knowledge is necessary to avoid the dangers. In south weather, anchorage may be had in Whalers Cove in 3 to 4 fathoms, rock or gravel bottom, but there is a rock covered 1¾ fathoms near the middle of the cove.

(174) **Carmel Canyon**, a deep submarine valley, heads in the southeast part of Carmel Bay and has depths of 50 fathoms less than 0.2 mile from the beach. The bay is not recommended for strangers.

(175) On the northeast shore of Carmel Bay, and north of **Carmel River**, is the city of **Carmel**. The lights of Carmel are prominent on a clear night. The tower of Carmelite Monastery, 1.5 mile east of Pinnacle Point, is a conspicuous structure.

(176) **Cypress Point**, on the north side of the entrance to Carmel Bay, is comparatively low and extends about 2 miles beyond the general trend of the coast. The cliffs are steep, and numerous detached rocks are close under them. The point is heavily wooded to within 400 yards of its tip. **Cypress Point Rock**, 12 feet high, is 450 yardsnorthwest of Cypress Point and is prominent from either north or south. A lighted gong buoy is northwest of the point.

(177)

Chart 18685

(178) From Cypress Point to Point Pinos, the coast trends northeast for 4 miles. Numerous small rocks and ledges closely border the shoreline. The land is low, with the height of the cliff decreasing toward **Point Joe**, a rocky extension of the shoreline where the surf breaks heavily. From this point to Point Pinos, white sand dunes are conspicuous against the dark trees behind them, even in moonlight.

(179) **Point Pinos**, on the south side of Monterey Bay, is low, rocky, and rounding with visible rocks extending offshore for less than 0.3 mile. The point is bare for about 0.2 mile back from the beach, and beyond that is covered with pines. **Point Pinos Light** (36°38'00"N., 121°56'01"W.), 89 feet above the water, is shown from a 43-foot white tower on a dwelling near the north end of the point. A lighted bell buoy is about 0.7 mile off the point.

(180) **Monterey Bay**, between Point Pinos and Point Santa Cruz, is a broad 20-mile-wide open roadstead. The shores are low with sand beaches backed by dunes or low sandy bluffs. **Salinas Valley**, the lowland extending east from about the middle of the bay, is prominent from seaward as it forms the break between the Santa Lucia Range south and the high land of the Santa Cruz Mountains north. The bay is free of dangers, the 10-fathom curve lying at an average distance of 0.7 mile offshore. The submarine **Monterey Canyon** heads near the middle of the bay with a depth of over 50 fathoms about 0.5 mile from the beach near Moss Landing. Shelter from northwest winds is afforded at Santa Cruz Anchorage and Soquel Cove, off the north shore of the bay, and from southwest winds at Monterey Harbor, off the south shore. The tidal currents are reported to be generally weak except at the Deep-draft Mooring Facility about 0.8 mile northwest from Moss Landing harbor entrance.

(181)

Weather, Monterey Bay

(182) Sea fog is a problem on the bay from about July through September. It is worse over open waters and along the exposed east shore. Around Monterey Harbor in the south and Santa Cruz Anchorage in the north, fog reduces visibility to less than 0.5 mile (0.9 km) on 4 to 8 days per month during the worst period. Close to shore, cloudiness begins to increase and descend in the evening by 2100 or 2200. Low clouds or fog cast a pall over the east shore. Around sunrise, conditions begin to improve, and, by 0900, visibilities are usually better than 0.5 mile (0.9 km). The best conditions occur in the early afternoon, when visibilities are less than 3 miles (6 km) and cloud ceiling are less than 1,500 feet (458 m) only 10 to 20 percent of the time. Clear skies and excellent visibility occur 15 to 20 percent of the time. Poor conditions can be expected over the bay and along exposed coasts on 10 to 15 days per month during July, August, and September. Moss Landing is an exposed location, and sound signals operate about 25 percent of the time in August. Radiation fog occurs infrequently from the fall through spring.

(183) Gales are rare over Monterey Bay; extreme gusts have been reported at 40 to 50 knots from October through May. The maximum gust for Monterey Peninsula was a gust of 60 knots from the northeast in January 1989. Winds of 17 knots or more occur 1 to 4 percent of the time from November through March; they are rare during July, August, and September. Prevailing winds are west averaging seven knots, except in late fall and early winter, when east winds are as frequent. West through northwest winds remain the predominant directions into October, when winds become more variable again.

(184) Winter winds over the bay are variable. Winds from the east-southeast are as common as winds from the west-northwest, and, along the shore, calms occur more than 20 percent of the time. In late winter, west-northwest winds prevail. Strongest winter winds are often out of the south. During spring and summer, they are most likely from the northwest.

(185) The average annual temperature at Monterey is 57°F (13.9°C). The average maximum is 65°F (18.3°C) and the average minimum is 48°F (8.9°C). The all-time warmest temperature is 104°F (40°C) recorded in October of 1987. The coolest thermometer reading is 20°F (-6.7°C), recorded in December 1990. The average annual precipitation for Monterey is 18.6 inches (472 mm). Trace amounts of snow have fallen during February in Monterey.

(186)

Pilotage, Monterey Bay

(187) Pilotage in and out of Monterey Bay is compulsory for all vessels of foreign registry and U.S. vessels under enrollment not having a federal licensed pilot onboard. Pilotage is required in Monterey Bay east of the Territorial Sea line between Point Santa Cruz and Point Pinos. The San Francisco Bar Pilots provide pilotage to harbors in Monterey Bay and can be contacted by telephone 415–393–0457, telex (SF Pilot 415–371–5595), fax messages 415–982–4721, or cable (BARPILOTS, San Francisco). The pilot boarding area is within a 1-mile radius centered around a point located at 36°40'00"N., 121°58'00"W., about 2.5 miles northwest of Point Pinos Light. For additional details, including pilot boat description, see Pilotage, San Francisco, chapter 7.

(188) A **restricted and a prohibited area** for an army firing range is in the southeast part of the bay, and a naval

operating area is in the northeast part of the bay. (See **334.1150**, chapter 2, for limits and regulations.)

(189) **Pacific Grove**, a summer resort just southeast of Point Pinos, has no commercial wharves, but a small solid-concrete jetty with low-level landing usable only on a seasonal basis, is just south of **Lovers Point**.

(190) **Monterey Harbor**, 3 miles southeast of Point Pinos, is a compact resort harbor with some commercial activity and fishing. The harbor can accommodate over 800 vessels.

(191) Depths of more than 20 feet are available in the outer harbor and entrance, and 12 to 6 feet in the small-boat basin. There are many sport-fishing landings, and the small-craft basin provides good shelter for over 500 boats. There are four public launch ramps available in the harbor. The municipal marina has transient berths available and can provide electricity, pump-out, ice, and marine supplies; a 3-ton and 70-ton lift is available for hull, engine, and electrical repairs. The marina monitors VHF-FM channels 16 and 5. The boat yard, located just inside the breakwater has a 70-ton travel lift.

(192) **Monterey**, a colorful and picturesque city on the W side of the harbor, was the capital of California under Mexican rule and for sometime after it became a State. The old adobe custom house is still standing near the waterfront and is now used as a historical museum.

(193)

Prominent features

(194) Prominent features include the granite **Presidio Monument** on the brow of a hill on the west side of the harbor and a radio tower 0.6 mile north of the monument.

(195) Two radio towers just inshore from the sand dunes at **Marina**, 6.5 miles northeast from the breakwater, are conspicuous in the south part of Monterey Bay. An aerolight at Monterey Peninsula Airport is 1.9 miles east-southeast of Monterey Harbor Light 6. Another aerolight is 7.3 miles NE of Light 6.

(196)

COLREGS Demarcation Lines

(197) The lines established for Monterey Harbor are described in **80.1134**, chapter 2.

(198) Monterey Harbor breakwater is on the north side of the entrance to Monterey Harbor. The breakwater extends seaward from the Coast Guard pier for a combined length of about 1,700 feet. This affords excellent protection in northwest weather. However, in heavy weather there may be a strong surge in the harbor. The outer end of the breakwater is marked by a light. A sound signal is at the light. The outer harbor is marked by a private lighted junction buoy. The north channel at the junction buoy leads to a private marina and fuel dock. Loud-barking sea lions occupy the breakwater during the day and should not unnecessarily be disturbed.

(199)

Anchorages

(200) A **special anchorage** is just south of the breakwater. (See **110.1** and **110.126**, chapter 2, for limits and regulations.) A **seasonal special anchorage and mooring area** is just east of Municipal Wharf No. 2. Mariners operating in the vicinity of Monterey Harbor are requested to avoid transiting through this area. Mooring or anchoring is restricted based on current weather conditions. Permission to moor or anchor may be obtained through the Office of the Harbormaster.

(201)

Currents

(202) A very strong current is reported to exist at the small-boat basin entrance when swells run following winter storms. The current runs mainly from the breakwater towards Municipal Wharf No. 1; caution is advised.

(203)

Quarantine, customs, immigration and agricultural quarantine

(204) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(205)

Coast Guard

(206) Monterey Coast Guard Station is at the foot of the Coast Guard pier.

(207)

Harbor regulations

(208) The harbor is owned by the city of Monterey and under the control of a harbormaster. His office is in a building on shore about midway between the two municipal wharves. Transients requesting berth assignments should contact either the harbormaster's office or the privately-owned Monterey Bay Boatworks Company on VHF-FM channel 16. The harbormaster can be contacted by phone at 831–646–3950 or at *monterey.org*.

(209) The **speed limit** in the harbor is 3 knots.

(210)

Wharves

(211) Municipal Wharf No. 2, the most easterly pier, is 1,600 feet long and 86 feet wide at the outer end; depths alongside the outer east and west sides are 24 feet. Freight and supplies are handled by trucks directly to the pier; a 3-ton hoist is at the pier on the marina side.

(212) Municipal Wharf No. 1, frequently called Fishermans Wharf, is 300 yards west of Wharf 2. It is lined with restaurants and shops.

(213) A marina is just south of the foot of the Coast Guard dock. A 60-ton boat lift is available; complete hull, electrical, and electronic repairs are available.

(214)

Supplies

(215) Gasoline and diesel fuel are available at Municipal Wharf No. 2. Water, ice, and marine supplies, are

(219)

available at the marina south of the Coast Guard dock and Municipal Wharf No. 2.

(216)

Communications

(217) Monterey has good air and highway connections with San Francisco and points south.

(218) **Moss Landing Harbor**, on the east shore of Monterey Bay 12.5 miles northeast of Point Pinos and just north of the small town of **Moss Landing**, is a good harbor of refuge. The harbor is used by pleasure craft and a fishing fleet of about 300 boats. The harbor has 500 berths.

(220)

Prominent features

(221) The two huge stacks at a large powerplant near the harbor are the dominating landmarks on Monterey Bay. The stacks are 528 feet high and are marked by flashing red lights. Other stacks at the powerplant and at the nearby mineral processing plant are less conspicuous.

(222) An area of turbulent water, caused by water discharge from the power plant, is about 250 yards southwest of the south jetty light; the turbulence may be dangerous to small craft.

(223)

COLREGS Demarcation Lines

(224) The lines established for Moss Landing Harbor are described in **80.1136**, chapter 2.

(225)

Channels

(226) A jettied entrance channel leads northeast to an outer turning basin, thence an inner channel leads south to an inner turning basin about 0.8 mile above the entrance. (See Notice to Mariners and latest editions of charts for controlling depths.) The approach to the harbor is marked by a lighted bell buoy. The entrance channel is marked by a buoy, lights and a **052.5°** lighted range. The jetties are marked by lights on their outer ends and the inner channel is marked by lights, buoys and a daybeacon. A sound signal is at the south jetty light. Shoaling usually occurs on the south side of the entrance between the jetties; vessels should favor the north side of the channel when entering.

(227) A channel, marked by private buoys, leads north from the outer turning basin to Moss Landing Harbor's North Harbor basin; a private yacht club is adjacent to the basin. In 2004, the reported controlling depth was 10 feet, thence the North Harbor basin had depths of 10 to 16 feet. Because of frequent shoaling, local knowledge is advised prior to entering the channel. A surfaced launching ramp is on the east side of the channel, south of the North Harbor basin.

(228)

Anchorage

(229) The anchorage off Moss Landing Harbor is unprotected, but the holding ground is good for larger vessels in fair weather.

(230)

Weather, Moss Landing

(231) The prevailing winds are northwest, but there are a few southeast winds and north gales during the winter. Mariners in the area should be aware of reported unique environmental conditions. Vessels have experienced sudden wind shifts during the late morning to early afternoon hours. At this time the new wind begins to generate its own waves from the west and northwest, dissipating existing swells, and creating a cross pattern of waves giving the sea a "choppy" or confused appearance. During the first few hours following the wind shift, the appearance of the sea surface may not provide a reliable indication of the wind speed. This condition has effected ship handling by setting deep-draft vessels. Occasionally, when there is a southwesterly wind during an ebb tide, slight breaking seas cross the harbor entrance. (See Weather, West Coast and Hawaii, indexed as such, chapter 3, for further information.)

(232)

Harbor regulations

(233) The harbor is administered by the Moss Landing Harbor District and is under the control of a harbormaster. The office is near the inner turning basin. Transients should report to the harbormaster for mooring assignments. Contact the harbormaster on VHF-FM channel 9, 16 or telephone 831–633–2461 for local weather conditions.

(234)

Supplies and Repairs

(235) Gasoline, diesel fuel, water, ice, and some marine supplies can be obtained; bilge and sewage pumpout is available; a 70-ton mobile hoist is available for repair work.

(236) The great mountain barriers north and south of Monterey Bay and the receding shoreline to the east offer a broad entrance to the cold foggy northwest winds of the summer, and they drive over the bay and well into Salinas Valley to the south.

(237) **Soquel Cove** is in the northeast part of Monterey Bay, east of Santa Cruz Anchorage. Fair shelter is afforded in northwest weather, but the cove is open to south weather. The best anchorage is southeast of the mouth of **Soquel Creek** in 5 to 6 fathoms, sandy bottom.

(238) At **Seacliff Beach**, 0.5 mile west of **Aptos Creek**, a concrete ship has been beached and filled with sand. The pleasure pier for sport fishing extends from ship to the shore.

(239) A small fishing and pleasure wharf at **Capitola**, on the northwest side of Soquel Cove, has 11 feet alongside the landing at the outer end. There are facilities to hoist out small boats. Houses on the bluffs about 1.5 miles east of Capitola are prominent. Three radio towers 0.6 mile northwest of **Soquel Point** are conspicuous from the east and south.

(240) **Point Santa Cruz**, 20 miles north of Point Pinos and 2.5 miles west of Soquel Point, consists of cliff heads about 40 feet above the water. The area back of the point is flat, but rises in terraces to higher land. There are two flat rocks close under the point; the outer one is the higher. A lighted whistle buoy is 1.1 miles southeast of the point.

(241) The city of **Santa Cruz** is on the northwest shore of the bay. **Seabright, Twin Lakes**, and **Soquel**, suburbs of Santa Cruz, are along the beach to the east.

(242) **Santa Cruz Anchorage**, on the northwest shore of Monterey Bay between Point Santa Cruz and Soquel Point, has a municipal pier and small-craft harbor.

(243) The Santa Cruz small-craft harbor is just east of Seabright and has slips and end-ties for about 1,200 small craft.

(244)

Prominent features

(245) The Casino building and the roller coaster immediately east of the town are prominent.

(246)

COLREGS Demarcation Lines

(247) The lines established for Santa Cruz Anchorage (Santa Cruz Harbor) are described in **80.1138**, chapter 2.

(248)

Channels

(249) The entrance to the small-craft harbor is protected by jetties; a light, and sound signal are at the end of the west jetty. The least clearance for the bridges between the north and south basins is 18 feet.

(250) The Santa Cruz harbormaster advises that extensive shoaling occurs at the harbor entrance from November through May. Persons unfamiliar with the area should contact the harbormaster's office prior to entering the harbor; a radio guard on VHF-FM channel 16 is maintained 24 hours a day or telephone 831–475–6161 between 0830 and 1700 daily. The Santa Cruz harbormaster further recommends that mariners without local knowledge should not attempt to enter the harbor during periods of high ground swells.

(251)

Anchorage

(252) Good anchorage can be had anywhere off the pier in 5 fathoms, sand bottom. Santa Cruz Anchorage provides good shelter in north weather, but in northwest weather a heavy swell is likely to sweep into the anchorage. In south weather there is no protection in the harbor; vessels must run for Monterey or Moss Landing Harbor or take refuge in Santa Cruz Municipal small-craft harbor.

(253)

Harbor regulations

(254) The harbor is administered by the Santa Cruz Port District Commission. Transient vessels should report to

the harbor office at the southeast corner of the small-craft harbor, for berth assignments.

(255) A patrol boat operates in the harbor and monitors VHF-FM channel 16. The patrol boat will guide vessels into the harbor on request.

(256)

Wharves

(257) The municipal pier, 0.8 mile west of the entrance to the small-craft harbor, is over 0.4 mile long with 26 feet alongside at its outer end; a private seasonal sound signal in on the outer end of the pier. Landings can be made in all but heavy south weather, but few vessels land except fishing boats. Due to the ocean swell sweeping around the point, there is usually considerable surge. The pier is lined with restaurants and stores. A small-boat hoist is on the pier.

(258)

Supplies

(259) Gasoline, diesel fuel, and marine supplies are available. A launching ramp and a yacht club are in the harbor.

(260)

Repairs

(261) A repair yard at the harbor has a 40-ton mobile lift that can handle vessels for hull and engine repairs. Electronic repairs are also available.

(262)

Communications

(263) Santa Cruz has highway and rail connections with San Francisco and the interior.

(264)

Chart 18680

(265) From Point Santa Cruz the coast trends west about 4 miles to Needle Rock Point and thence northwest to Point Ano Nuevo. The shoreline rises from high bluffs, with a few intervening beaches, to a low flat tree-covered mountain range.

(266) **Needle Rock Point** is 4 miles west of Point Santa Cruz. A slender pillar of rock stands a short distance seaward from the face of the cliffs and another lower pinnacle is about 200 yards east; neither is distinguishable once abreast.

(267) **Sand Hill Bluff**, 6.5 miles west of Santa Cruz Light, is composed of sandstone cliffs about 50 feet high with a rounding irregular hillock of white sand near the edge of the cliffs; this hillock is white on the northwest side, and is covered with brush and grass on the southeast side. Neither this bluff nor Needle Rock Point is a good landmark.

(268) The buildings of a large cement works at **Davenport**, 9 miles northwest of Point Santa Cruz, are conspicuous. A steel tower is prominent by day, and many lights are visible at night. The ruins of an old cement loading wharf are at the plant.

(269) In 1975, shoaling to 10 fathoms was reported in 37°00.0'N., 122°30.1'W., about 14.5 miles W of Davenport.

(270) **Loma Prieta**, a prominent flat-topped peak surmounting the high mountainous ridge 13 miles northeast of Point Santa Cruz, is the predominating mountain feature of this section. A fire observation tower is on the top of the peak.

(271) **Waddell Creek**, 14.5 miles northwest of Point Santa Cruz, is in a narrow steep-sided valley. The high whitish bluffs, immediately north, are quite prominent.

(272) **Point Ano Nuevo**, 18 miles northwest of Point Santa Cruz, is formed by sand dunes 20 to 100 feet high. A low black rocky islet is 0.3 mile off the point. Foul ground extends northwest and southeast from the islet. A group of white houses on the islet is conspicuous. A lighted whistle buoy is about 0.8 mile south of the tower.

(273) Anchorage with protection from north and northwest winds can be had in the bight south of the point. The kelp bed and reef, extending a little over 0.5 mile southeast from the islet, break the force of the swell.

(274) The 5-mile coast between Point Ano Nuevo and Pigeon Point is low and rocky. **Pigeon Point**, 22.5 miles northwest of Point Santa Cruz, is 50 feet high and rises in a gentle slope to the coastal hills. Several moderately large detached rocks extend 350 yards southwest. Pigeon Point was named from the wreck at this place of the clipper ship CARRIER PIGEON.

(275) **Pigeon Point Light** (37°10'54"N., 122°23'38"W.), 148 feet above the water, is shown from a 110-foot cylindrical tower on the end of the point. The light cannot be seen in the bight east of a line joining Pigeon Point and Pillar Point, 20 miles to the north. The light station buildings on Pigeon Point are white with red roofs. A group of farm buildings is about 0.5 mile east. A row of trees, conspicuous against a background of barren hills is about 500 yards northeast of the light.

(276) From Pigeon Point for 4 miles to **Pescadero Point,** the coast is nearly straight and is composed of reddish cliffs with numerous outlying submerged and visible rocks. A rocky patch covered 3 feet is about 0.8 mile south of Pescadero Point; a 6¼-fathom rocky patch is about 0.7 mile west-southwest of the point.

(277) From **Pescadero Creek**, 1.5 miles north of Pescadero Point, the coast for 8 miles north becomes more broken and rugged, with yellow or white vertical cliffs. A prominent whitish cliff over 100 feet high is 7.5 miles north of Pescadero Point. About 9 miles north of the point is a pale yellow building surrounded by numerous antenna poles.

(278) The coast is broken by several small streams in deep steep-sided valleys. North of the high cliff, a low flat tableland extends north for 9 miles and then bends sharply west to Pillar Point, forming Half Moon Bay. The land consists generally of grass-covered rolling hills with ranch houses and cultivated ground in the foreground.

(279)

Chart 18682

(280) **Pillar Point**, 18 miles south of San Francisco entrance, is the south extremity of a 2.5-mile low ridge. Several black rocks extend over 300-yards south of the point; from north these appear as three or four, but from south as only one. **Half Moon Bay** comprises the bight from **Miramontes Point** on the south to Pillar Point on the north.

(281) **Pillar Point Harbor**, in the north part of Half Moon Bay east of Pillar Point, is used by fishing vessels and pleasure craft. The harbor is well protected by breakwaters. The entrance, 200-yards wide, is between the east and west breakwaters. A light marks the end of the east breakwater, and a light and sound signal are on the end of the west breakwater. The entrance has a depth of about 20 feet with depths of 2 to 17 feet inside the harbor. Shoaling has been reported along north side of the breakwaters inside the harbor. The harbor provides good holding ground for anchored and moored vessels. Two breakwaters and a detached breakwater, protect a marina on the north side of the harbor. The detached breakwater is marked by lights on the east and west ends.

(282)

Prominent features

(283) Several buildings and a white radar antenna at the U.S. Air Force radar site about 0.2 mile north of Pillar Point are conspicuous when approaching the harbor. The lights of the radar site are conspicuous at night. A rotating aero beacon located 1 mile northwest of the marina is visible from the south.

(284) **Caution** is necessary in approaching Pillar Point Harbor because of the foul ground off the entrance. Rocks and reefs, marked by kelp and a lighted bell buoy, extend southeast for over 1 mile from Pillar Point. **Southeast Reef**, extending from 1.5 to over 2 miles southeast of Pillar Point, is covered 4 to 20 feet and has a pinnacle rock awash at extreme low water at the southeast end. Mariners are advised to exercise caution in the vicinity of Pillar Point in dense fog.

(285)

COLREGS Demarcation Lines

(286) The lines established for Pillar Point Harbor are described in **80.1140,** chapter 2.

(287)

Routes

(288) Vessels from the south approach the harbor east of the lighted gong buoy marking Southeast Reef; vessels from the north use the buoyed opening between the Pillar Point foul ground and Southeast Reef.

(289)

Harbor regulations

(290) Pillar Point Harbor is administered by the San Mateo County Harbor District and under the control of a harbormaster. The harbormaster's office is at the head of the L-shaped pier in the marina. The harbormaster can be contacted on VHF-FM channel 16 or telephone 650–726–4382.

(291) There are only private mooring floats in the harbor so transients must anchor. The harbormaster should be consulted before tying alongside piers.

(292)

Wharves

(293) An L-shaped pier, 590 feet long with 13 feet alongside the 275-foot outer face, is on the north side of Pillar Point Harbor. Water, ice, and electricity are at the pier, and gasoline and diesel fuel are pumped at the landing. A skiff hoist is on the end of the pier. Marine railways are in the harbor west of the marina and are capable of hauling vessels up to 50 tons.

(294) The 660-foot pier west of the L-shaped pier has about 5 feet at the outer end. A surfaced launching ramp and parking area are near the inshore end of the east breakwater.

(295)

Chart 18680

(296) **Montara Mountain**, 4 miles north of Pillar Point and 2.5 miles inland, is covered with grass and bare trees. From south it shows as a long ridge with several small elevations upon it, but from northwest it appears as a flat-topped mountain with four knobs on the summit. It is a prominent feature in approaching the entrance to San Francisco Bay.

(297) **Point Montara**, 2.8 miles north of Pillar Point, is the seaward end of a spur from Montara Mountain and the northwest extremity of the ridge forming Pillar Point. It terminates in cliffs about 60 feet high with numerous outlying rocks. Covered rocks and ledges lie 0.8 mile west of the point and extend in a northwest direction for about 1.5 miles. This is a dangerous locality in thick weather, and extreme caution should be used when inside the 30-fathom curve.

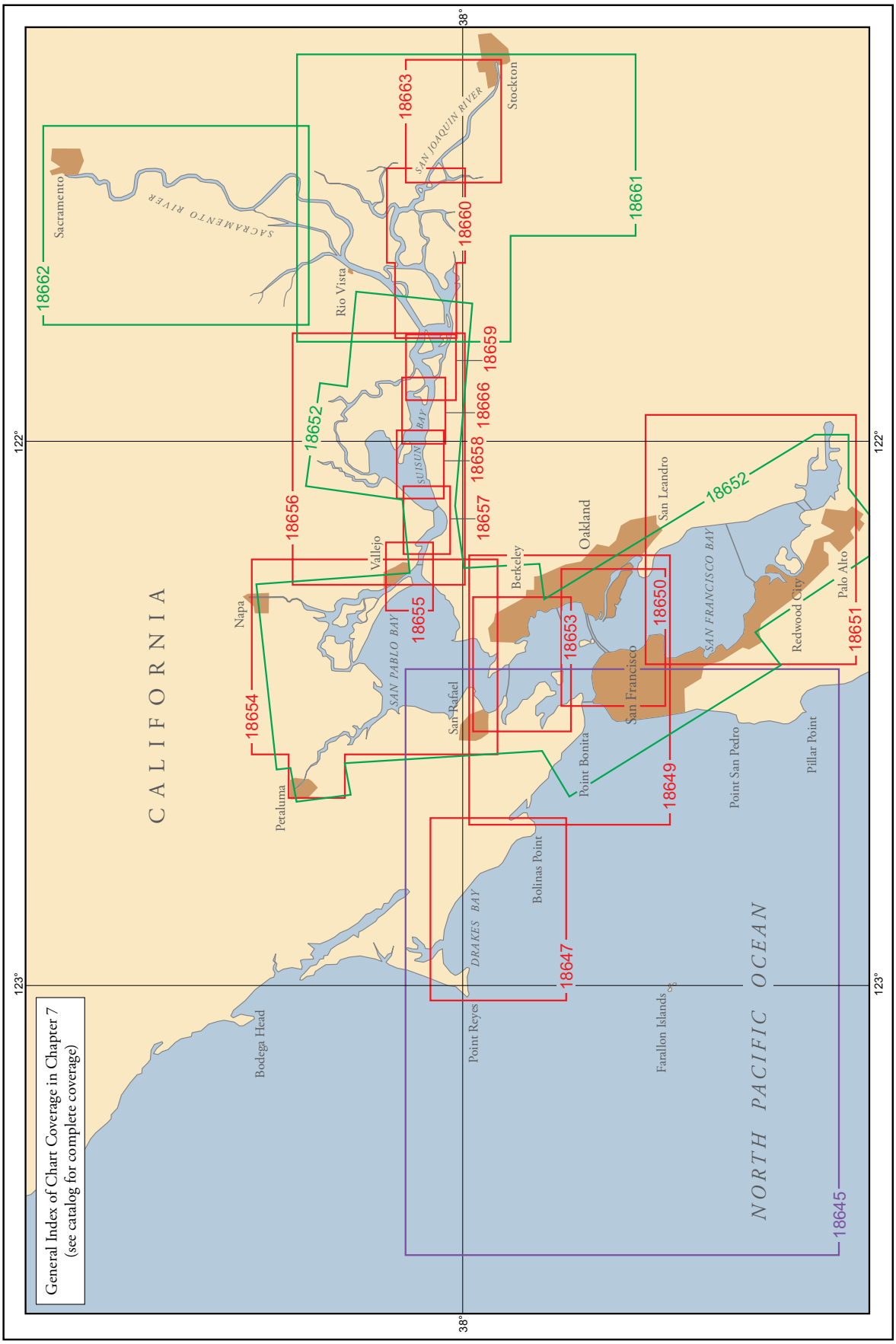
(298) **Point Montara Light** (37°32'11"N., 122°31'09"W.), 70 feet above the water, is shown from a 30-foot white conical tower on the point. A group of white buildings with red roofs is prominent on the point.

(299) From Point Montara for 2.5 miles to Point San Pedro the coast is bold and rugged, rising sharply from the sea to the spurs extending from Montara Mountain. **Devils Slide** is light-colored and is the highest bluff in this locality. The highway cuts are distinctive features in the bluffs. There are no outlying rocks or dangers other than those off Point Montara.

(300) **Point San Pedro** is a dark, bold, rocky promontory, 640 feet high. It is the seaward termination of Montara Mountain and is an excellent mark in clear weather from either north or south. A large triple-headed rock, about 100 feet high and white on its south face, projects 0.3 mile W from the point. A rocky area, which breaks in a

heavy swell, is reported to exist about 1 mile north of the point.

(301) A 200-yard-long Municipal fishing pier is about 2.5 miles northeast of Point San Pedro.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18650
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18654
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18656
18657
18658
18659
18660
18661
18662
18663
18666
122°
123°
38°

San Francisco Bay, California

(1)

Chart 18640

(2) **San Francisco Bay**, the largest harbor on the Pacific coast of the United States, is more properly described as a series of connecting bays and harbors of which San Francisco Bay proper, San Pablo Bay, and Suisun Bay are the largest. Depths of 29 to 40 feet are available for deep-draft vessels to San Francisco, Oakland, Alameda, Richmond, and Redwood City in San Francisco Bay proper; to Stockton on the San Joaquin River; and to Sacramento through the lower Sacramento River and a deepwater channel. Much of the local navigation is by light-draft vessels and barges.

(3) The extensive foreign and domestic commerce of San Francisco Bay is handled through the several large ports which are the terminals for many transpacific steamship lines, airlines, and transcontinental railroads.

(4) The east shore of San Francisco Bay proper is low except for rolling grassy hills in the north part and extensive marshes intersected by numerous winding sloughs in the south part. The west shore north of the entrance is much bolder than the east shore where there are only a few stretches of low marsh. Below San Francisco, marshes and flats intersected by numerous sloughs extend to the south end of the bay.

(5) The Coast Guard Captain of the Port, San Francisco, has ordered that all ships greater than 300 gross tons, anchored in San Francisco Bay maintain a radio listening watch on VHF-FM channels 13 and 14 when the wind is 25 knots or greater. Any ship not equipped with channel 13 shall maintain a listening watch on VHF-FM channel 16. This radio watch must be maintained by a person who can speak the English language.

(7)

COLREGS Demarcation Lines

(8) The lines established for San Francisco Bay are described in **80.1142**, chapter 2.

(9)

Blue, fin and humpback whales

(10) All whales are protected under the Marine Mammal Protection Act (MMPA) and, when in Sanctuary waters, under the National Marine Sanctuaries Act (NMSA). Certain large whales, including blue, fin and humpback whales, are also listed as endangered under the Endangered Species Act (ESA). See chapter 3 for more information.

(11)

Chart 18645

(12) The entrance to San Francisco Bay is through **Gulf of the Farallones** and the narrow Golden Gate. The gulf extends from Point San Pedro on the south for 34 miles to Point Reyes on the north, and has a greatest width of 23 miles from Farallon Islands on the west to the mainland.

(13) In clear weather many prominent features are available for use in making San Francisco Bay, but in thick weather the heavy traffic and the currents, variable in direction and velocity, render the approaches difficult and dangerous. Point San Pedro, Montara Mountain, Farallon Islands, Mount Tamalpais, and Point Reyes are prominent in clear weather and frequently can be seen when the land near the beach is shut in by low fog or haze. Radar navigation on the approach to San Francisco Bay is not difficult because of the numerous distinctive and high relief of targets available. Southeast Farallon Island, Point Reyes, Double Point, Bolinas Point, Duxbury Point, Rocky Point, Point Bonita, San Pedro Rock and Point, and Pillar Point are good radar targets.

(14) The first 8 miles of coast from Point San Pedro to San Francisco Bay entrance consists of whitish bluffs that reach a height of 600 feet, then a 3-mile sand beach extends to the entrance. **Shelter Cove**, on the north side of Point San Pedro, provides shelter from the east storms with good holding ground in gray sand bottom. **San Pedro Rock**, close to the point and 100 feet high, also gives some protection in south weather.

(15) The **Greater Farallones National Marine Sanctuary** has been established to protect and preserve the natural, cultural and historical resources in the waters surrounding the Farallon Islands, including offshore of the Marin and Sonoma county coasts to Bodega Head. The sanctuary boundary includes the estuarine waters of Bolinas Lagoon, Tomales Bay, Estero Americano, Estero de San Antonio and Bodega Bay but not Bodega Harbor. Visitor use is encouraged for boating, diving, snorkeling, fishing, swimming, kayaking and wildlife viewing. (See **15 CFR 922.80** through **922.85**, chapter 2, for limits and regulations.)

(16) **Farallon Islands**, 23 miles west of San Francisco Bay entrance, are rocky islets extending northwest for 7 miles. **Southeast Farallon**, the largest of the group, actually consists of two islands separated by a narrow impassable gorge. The larger east island is pyramidal in shape and 350 feet high; a small-boat landing is on the south side. **Farallon Light** (37°41'57"N., 123°00'07"W.),

(6)

Enforcement of Navigation Rules in San Francisco Bay

For any vessel operating within a narrow channel or fairway east of the COLREGS Demarcation Line, Rule 9 of the Inland Navigation Rules (33 CFR §83), Narrow Channels, applies.

The following locations are designated as *narrow channels or fairways* for the purpose of enforcing the Inland Navigation Rules (33 CFR §83) within San Francisco Bay. This list is not all-inclusive, but identifies areas where deep draft commercial and public vessels routinely operate.

1	All traffic lanes, separation zones and precautionary areas within the San Francisco Bay Region's Regulated Navigation Area (RNA) defined in 33 CFR §165.1181 including: • Golden Gate Traffic Lanes Golden Gate Precautionary Area • Central Bay Traffic Lanes • Central Bay Precautionary Area • North Ship Channel RNA • San Pablo Strait Channel RNA • Pinole Shoal Channel RNA • Benicia-Martinez Railroad Bridge RNA • Southampton Shoal Channel/Richmond Harbor RNA • Oakland Harbor RNA
2	Point Potrero Reach/Turn
3	Richmond Harbor Channel
4	Santa Fe Channel
5	Oakland Inner Harbor from Inner Harbor Channel Light 8 to, and including Brooklyn Basin South Channel
6	Oakland Outer Harbor
7	Alameda Naval Air Station Channel
8	South San Francisco Bay Channels between the Central Bay Precautionary Area and Redwood Creek Entrance Light 2
9	Redwood Creek between Redwood Creek Entrance Light 2 and Redwood Creek Light 21
10	Carquinez Strait between the Pinole Shoal Channel RNA and the Benicia-Martinez Highway Bridge
11	Mare Island Strait between Mare Island Light 2 and Mare Island Causeway Bridge
12	Suisun Bay Channels between the Benicia-Martinez Highway Bridge and Suisun Bay Light 34
13	New York Slough between Suisun Bay Lighted Buoy 30 and San Joaquin River Light 2
14	Sacramento River and Sacramento Deep Water Ship Channel from Suisun Bay Light 34 to the Port of Sacramento
15	San Joaquin River from San Joaquin River Light 2 to the Port of Stockton

For any vessel west of the COLREGS Demarcation Line operating within the Off San Francisco Traffic Separation Scheme, Rule 10 of the International Regulations for Preventing Collisions at Sea 1972 (72 COLREGS), Traffic Separation Schemes, applies.

The following areas are designated Traffic Separation Schemes per 33 CFR §167.400-406.
• Off San Francisco: Precautionary Area
• Off San Francisco: Northern Approach
• Off San Francisco: Southern Approach
• Off San Francisco: Western Approach
• Off San Francisco: Main Ship Channel
• Off San Francisco: Area to be Avoided

358 feet above the water, is shown from a white conical tower on the highest peak of the island. Dwellings are on the lowland on the south side of the island. **Fisherman Bay**, just north of Farallon Light, is somewhat protected by several rocky islets on the west side and affords anchorage in 8 fathoms in the outer part. Boats can be landed on a small sand beach on the largest islet.

(17) **Hurst Shoal**, 0.6 mile southeast of Farallon Light, is covered 22 feet and breaks only in heavy weather.

(18) **Middle Farallon**, 2.3 miles northwest of the light, is a 20-foot single black rock 50 yards in diameter; several rocks covered 5 to 7 fathoms are within 0.7 mile south and southwest of it.

(19) **North Farallon**, 6.5 miles northwest of Farallon Light, consists of two clusters of bare precipitous islets and rocks from 91 to 155 feet high, 0.9 mile in extent, and 0.3 mile wide; submerged rocks surround them.

(20) **Fanny Shoal**, 9.8 miles northwest of Farallon Light and 14 miles southwest of Point Reyes, is 2 miles in extent and covered 2 to 30 fathoms. **Noonday Rock**, covered 3 1/4 fathom, rises abruptly from 20 fathoms and is the shallowest point of the shoal; it is the principal danger in the north approach to San Francisco Bay. A lighted bell buoy is about 0.7 mile west of the rock. Noonday Rock derives its name from the clipper ship that struck it in 1862 and sank within an hour, in 40 fathoms.

(21) **Cordell Bank**, 27 miles northwest of Farallon Light and 20 miles west of Point Reyes, is about 6 miles long and 3 miles wide; the bank is covered 20 to 40 fathoms, but depths increase rapidly outside it.

(22) The **Cordell Bank National Marine Sanctuary** has been established to protect and conserve the special, discrete, highly productive marine area of Cordell Bank and its surrounding waters and to ensure the continued availability of the areas ecological, research, educational, aesthetic, historical, and recreational resources. (See **15 CFR 922,** chapter 2, for limits and regulations.)

(23)

Chart 18647

(24) **Point Reyes**, 18 miles north of Farallon Light, is a bold, dark, rocky headland 612 feet high at the west and higher extremity of a ridge running in an east direction for 3 miles. It is an excellent radar target in thick weather. There is lowland north of the point, so that from north and south, and from seaward in hazy weather, it usually appears as an island. The point is visible for over 25 miles.

(25) **Point Reyes Light** (37°59'44"N., 123°01'23"W.), 265 feet above the water, is shown from a platform on top of a square building on the west extremity of the point. A sound signal is at the light. Two rocks, 275 yards west of the light, are covered about 3 feet and break in a moderate swell.

(26) **Drakes Bay**, named after English explorer Sir Francis Drake, who anchored here in 1579, is northeast of the 1-mile-long 200-foot-high, narrow peninsula that forms the easternmost part of Point Reyes. White cliffs commence at the southwest angle of the bay and curve round to the northeast for about 6 miles, ending at high white sand dunes. This curving shoreline forms Drakes Bay, which affords good anchorage in depths of 4 to 6 fathoms, sandy bottom, in heavy northwest weather. Several lagoons back of the north shore empty into the bay through a common channel which is navigable by shallow-draft vessels with local knowledge.

(27) **Chimney Rock** lies close under the outer end of the Drakes Bay peninsula. The area between Chimney Rock and the 5-fathom curve, 0.4 mile east and southeast, breaks in moderate weather. A lighted whistle buoy is moored 0.6 mile southeast of the rock.

(28) Drakes Bay is used extensively in heavy northwest weather and many fishing vessels operate from here during the season. A fish wharf is about midway along the inner side of the peninsula. A visible wreck is about 100 feet east of the fish wharf in about 37°59'41"N., 122°58'19"W. Visible and submerged piles west of the fish wharf are a hazard.

(29) From the sand dunes near the east part of Drakes Bay, cliffs 100 to 200 feet high extend 5 miles southeast to **Double Point**, which has two high spurs, 0.4 mile apart, projecting 200 to 300 yards from the general coastline. A small 47-foot-high island is 300 yards off the northwest spur, and a 54-foot-high rock is close under the longer and lower southeast spur. From Double Point to Bolinas Point, about 3.5 miles southeast, the coast is bold with high cliffs behind narrow sand beaches.

(30) **Bolinas Point**, 15.3 miles southeast of Point Reyes Light, is 160 feet high and the west extremity of the comparatively level tableland extending east to Bolinas Lagoon. An aerolight and numerous radio towers are 0.6 mile north of the point.

(31) **Duxbury Point**, 16.5 miles southeast of Point Reyes Light, is 160 feet high and yellow in color. The point is the south edge of the tableland west of Bolinas Lagoon.

(32) **Duxbury Reef**, extending 1.2 miles southeast of Duxbury Point, is long, narrow, and partly bare at low water. A ledge covered 9 to 36 feet extends from the reef to about 1.4 miles south of the point; a lighted buoy is about 2 miles south of the point. Great care must be exercised in passing this area.

(33)

Warning

(34) It was reported that in heavy weather strong north currents resulting from prolonged south winds may exist in the area from Duxbury Reef to Golden Gate.

(35)

Charts 18645, 18649

(36) **Bolinas Bay**, east of Duxbury Point, is an open bight 3.5 miles wide between Duxbury Point and Rocky Point. The bay affords shelter in northwest weather in 24 to 36 feet, sandy bottom. Care must be taken to avoid Duxbury Reef and the dangers extending up to 0.7 mile east of it. **Bolinas Lagoon** is separated from the bay by a narrow strip of sandy beach that is cut by a narrow shifting channel. The lagoon is shoal and entered only by small boats with local knowledge. The entrance has a depth of less than 3 feet.

(37) **Rocky Point** is 100 feet high and shelving. Numerous detached rocks are within 200 yards of the high and precipitous cliffs on the south side of the point.

(38) The 6-mile coast between Rocky Point and Point Bonita is very rugged and broken. The cliffs, which are seaward ends of spurs from Mount Tamalpais, rise to heights of over 500 feet and are cut by deep narrow valleys stretching inland.

(48)

Golden Gate and San Francisco Bay, California
Image courtesy of U.S. Army Corps of Engineers

(39) **Point Bonita**, on the north side of the entrance to Golden Gate, is a sharp black cliff 100 feet high, increasing to 300 feet on its seaward face, 0.3 mile north. From northwest it shows as three heads. **Point Bonita Light** (37°48'56"N., 122°31'46"W.), 124 feet above the water, is shown from a 33-foot white tower on the south head. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 81A. A tower and radar antenna operated by the San Francisco Vessel Traffic Service is prominent on the north head about 0.3 mile from the light. In summer the cliffs are white with bird droppings, but the first heavy rain restores them to their natural black color. There are a few detached rocks surrounding the point, but these do not extend over 200 yards offshore.

(40) **Bonita Cove**, east of Point Bonita, is occasionally used as an anchorage by small vessels. The anchorage is close under Point Bonita in about 36 feet.

(41) **Mount Tamalpais**, 7 miles north of Point Bonita, is visible for over 60 miles in clear weather. From south and west it shows three summits, the westernmost with two radar domes is the highest and the easternmost with a lookout tower is the sharpest. The mountain is covered with bushes and scrub trees, giving it a dark appearance which contrasts strongly with the surrounding hills, especially in summer when the hills assume a light reddish color.

(42) **San Francisco Approach Lighted Whistle Buoy SF** (37°45'00"N., 122°41'34"W.) is 9 miles west-southwest of San Francisco Bay entrance. The buoy is red and white and is equipped with a racon.

(43) **San Francisco Bar**, a semicircular shoal with depths less than 36 feet, is formed by silt deposits carried to the ocean by the Sacramento and San Joaquin River systems. The bar extends from 3 miles south of Point Lobos to within 0.5 mile of Point Bonita off the southern coast of Marin Peninsula; the extreme outer part is about 5 miles west-southwest of San Francisco Bay entrance. **Potatopatch Shoal**, the north part of the bar on **Fourfathom Bank**, has depths from 24 to 28 feet.

(44)

Warning

(45) Very dangerous conditions develop over the bar whenever large swells, generated by storms far out at sea, reach the coast. A natural condition called shoaling causes the large swells to be amplified and increase in height when they move over the shallow water shoals. This piling up of the water over the shoals is worsened during times when the tidal current is flowing out (ebbing) through the Golden Gate. Outbound tidal current is strongest about 4 hours after high water at the Golden Gate Bridge and attains a velocity in excess of 6 knots at times. The incoming large swells are met by outbound tidal current causing very rough and dangerous conditions over the bar. Steep waves to 20 or 25 feet have been reported in

the area. Mariners should exercise extreme caution as the bar conditions may change considerably in a relatively short period of time.

(46) **The most dangerous part of the San Francisco Bar is considered to be Fourfathom Bank. Bonita Channel, between the shoal and the Marin coast, can also become very dangerous during large swell conditions. The safest part of the bar is the Main Ship Channel through the center of the bar. But even that area can be extremely dangerous when the tidal current is ebbing.**

(47) **Golden Gate**, the passage between the ocean and San Francisco Bay, is 2 miles wide at the west end between Point Bonita and Point Lobos, but the channel is reduced in width to 1.5 miles by Mile Rocks and to less than 0.7 mile by the Golden Gate Bridge pier. Depths in the passage vary from 108 feet to over 300 feet.

(49) **Point Lobos**, the south entrance point to the Golden Gate, is high, rocky and rounding with black rugged cliffs at its base. A large water tank is on the summit. The **Cliff House** is near the south part of the west face of the point; high and rocky **Seal Rocks** are just offshore.

(50) **Mile Rocks**, 700 yards northwest of the sharp projecting point off **Lands End** on the north face of Point Lobos, are two small 20-foot-high black rocks about 100 feet apart. **Mile Rocks Light** (37°47'34"N., 122°30'37"W.), 49 feet above the water, is shown from an orange and white horizontally banded tower on the outer and larger rock; a sound signal is at the light.

(51) Passage between Mile Rocks and Point Lobos should not be attempted because of the covered and visible rocks extending over 300 yards from shore and the rocks covered 6 and 14 feet south of Mile Rocks Light.

(52) The south shore of the Golden Gate extends in a gentle curve northeast for 2 miles to Fort Point, forming a shallow bight called **South Bay**. The cliffs rise abruptly from narrow beaches, except near the middle of the bight where a valley terminates in a sand beach 0.3 mile long. Sailing craft are sometimes obliged to anchor here when becalmed, or when meeting an ebb current, to avoid drifting onto Mile Rocks, but the anchorage is uncomfortable and it is difficult to get underway from it.

(53) **Fort Point** projects slightly from the high cliffs and is marked by a square red brick fort with a stone seawall in front. The fort, which is obscured by the south end of the Golden Gate Bridge, and 29 acres of land adjacent to the fort are part of the Fort Point National Historic Site. The fishing wharf at Fort Point is unsafe for mooring because of surge conditions.

(54) The north shore of the Golden Gate is bold and rugged, with reddish cliffs rising abruptly from the water's edge to over 600 feet.

(55) **Point Diablo**, 1.4 miles east of Point Bonita, rises abruptly from a 0.1-mile sharp projection to a height of over 200 feet with deep water on all sides. A light is shown from a white house on the end of the point; a sound signal is at the light.

(56) The mile-long shore between Point Diablo and Lime Point forms a shallow bight with steep cliffs. Near the middle of the bight the cliffs are cut by a narrow valley which ends in a low beach at the shore.

(57) **Lime Point**, 2.5 miles east of Point Bonita, is high and precipitous, and rises abruptly to a height of nearly 500 feet in less than 0.3 mile. A light is shown from a pole at the end of the point.

(58) **Golden Gate Bridge**, crossing the Golden Gate from Fort Point to Lime Point, has a clearance of 225 feet at the center of the 4,028-foot-wide channel span between the 740-foot-high supporting towers; the least clearance of 211 feet at the south pier. Two scaffolds located in the main navigation channel span and one scaffold in the southern span reduce vertical clearance by approx 12 feet and are lighted at night with red lights. The Golden Gate Bridge District will move the scaffolding upon 48 hours advance notice for the passage of vessels. Scaffolding is moved to the piers when not in use. Mariners should contact the Golden Gate Bridge at 415–923–2230. The center of the span is marked by a fixed green light with three fixed white lights in a vertical line above it and by a private sound signal and racon; a private light and sound signals are on the south pier. When approaching Golden Gate Bridge in the eastbound traffic lane in fog, channel Buoy 2 sometimes provides a radar image that indicates the location of the south pier of the bridge. Aero obstruction lights mark the tops of the bridge towers.

(59)

Traffic Separation Scheme

(60) **Traffic Separation Scheme San Francisco** is off the entrance of San Francisco Bay and inside the Golden Gate into San Francisco Bay (See chart 18645.) These schemes are designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme. (See 33 CFR 167.1 through 167.15, chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMO COLREG.2/Circ.64.)

(61) Traffic Separation Scheme San Francisco is composed of directed traffic areas each with one-way inbound and outbound traffic lanes separated by defined separation zones, a precautionary area and a pilot boat cruising area. The scheme is recommended for use by vessels approaching or departing San Francisco Bay, but is not necessarily intended for tugs, tows or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

(62) The precautionary area off the entrance to San Francisco Bay is inscribed by a circle with a radius of 6 miles centered on San Francisco Approach Lighted Whistle Buoy SF (37°45'00"N., 122°41'34"W.) with the traffic lanes fanning out from its periphery. Extreme caution must be exercised in navigating within the precautionary area as both incoming and outgoing vessels use the area while making the transition between San Francisco Main Ship Channel and one of the established directed traffic areas as well as maneuvering to embark and disembark pilots. Vessels are advised to maintain a 1 mile closest point of approach with other vessels while transiting the precautionary area. It is recommended that all vessels in the precautionary area guard VHF-FM channels 13 and 14.

(63) A circular area to be avoided, with a 0.5 mile radius centered on the San Francisco Approach Lighted Whistle Buoy SF, is established in the precautionary area of the San Francisco Traffic Separation Scheme. This area is for the protection of the lighted whistle buoy. Mariners are cautioned that the buoy cannot be safely used as a leading mark to be passed close aboard and are requested to stay outside that area.

(64) When not calling at San Francisco mariners are urged to sail direct between Point Arguello and Point Arena so as to pass the San Francisco Bay area to the west of the Farallon Islands and clear of the San Francisco Traffic Separation Scheme. In this manner through coastwise traffic will avoid crossing the directed traffic areas and/or precautionary area.

(65) The pilot boat cruising area is about 1 mile northeast of the San Francisco Approach Lighted Whistle Buoy SF. (See pilotage for San Francisco Bay, this chapter.)

(66) An additional **Traffic Separation Scheme** has been established through the Main Ship Channel and Golden Gate into San Francisco Bay. The scheme consists of one-way **traffic lanes** separated by a **separation line** and, after entry into San Francisco Bay, includes a **precautionary area**, a **regulated navigation area**, and **recreation areas**. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation Schemes, chapter 1, for additional information).

(67)

Vessel Traffic Service

(68) **Vessel Traffic Service San Francisco** serves San Francisco Bay, its seaward approaches and its tributaries as far inland as Stockton and Sacramento. Participation is mandatory for certain vessels within navigable waters of the United States. (See **161.1 through 161.23 and 161.50**, chapter 2, for limits and regulations.)

(69) The purpose of the San Francisco Vessel Traffic Service (VTS) is to coordinate the safe, secure, and efficient transit of vessels in San Francisco Bay including its approaches and tributaries in an effort to prevent accidents with the possible associated loss of life, damage to property and the environment. VTS also fully supports Coast Guard and other public service missions through its unique communications and surveillance capabilities. The Vessel Traffic Center (VTC), located on Yerba Buena Island in San Francisco, is staffed 24 hours a day, seven days a week by Coast Guard personnel.

(70) The VTS uses radar, closed-circuit television and VHF-FM radiotelephone to gather information, and uses VHF-FM radiotelephone to disseminate information. Information provided by the VTS is mostly generated from vessel reports; this information can therefore be no more accurate than the reports received from mariners coupled with the ability of VTS equipment to verify those reports. The VTS may not have first hand knowledge of hazardous circumstances existing in the VTS area. Unreported hazards may still confront mariners at any time. This service does not in any way supersede or alter applicable Navigation Rules. The owner, operator, charterer, master, or person directing the movement of the vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances.

(71) The VTS maintains a continuous radiotelephone watch on VHF-FM channels 12, 13, 14, and 16. The VTS is also equipped to communicate on all VHF-FM radiotelephone channels. The radio call sign is "San Francisco Traffic Service." After communications have been established, the abbreviated call sign "Traffic" may be used. Mariners may also contact VTS by cellular or land-line telephone at 415–556–2760.

(72) The VTS area is divided into two sectors: offshore and inshore. The **Offshore Sector** consists of the ocean waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area. (The San Francisco Offshore Precautionary Area is the area within a six-mile radius of the San Francisco Approach Lighted Whistle Buoy SF.) Channel 12 VHF-FM is the designated working frequency for the Offshore Sector. At minute 15 and minute 45 of each hour, VTS makes broadcasts giving the positions, courses, and speeds of participating vessels in the sector.

(73) The **Inshore Sector** consists of the waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay and its tributaries extending inland to the ports of Stockton, Sacramento, and Redwood City. VHF-FM Channel 14 is the designated working frequency for the Inshore Sector.

(74)

Reporting points for the San Francisco VTS area are as follows:

(75)

Offshore Sector Procedures

(76)

Initial Check-in and Sailing Plan Report

(77) The Offshore Sector area is formally defined as the ocean waters within a 38 nautical mile radius of Mount

Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area (the area within a six mile radius of the San Francisco Sea Buoy).

(78) This translates roughly to an arc starting at the shoreline near Bodega Head, crossing Cordell Bank, then circling southward to pass about 30 nautical miles W of the San Francisco Sea Buoy, and curving eastward to the shoreline near Pescadero Point (see charts 18640 and 18680).

(79) The eastern boundary of the Offshore Sector is a line from Duxbury Point due south to the boundary of San Francisco Offshore Precautionary Area, then following the boundary of the Precautionary Area past the "N""W" and "S" buoys, and then due east to Mussel Rock.

(80) When approaching from sea, check in with VTS 15 minutes from the outer boundary on VHF-FM channel 12 and report your Sailing Plan.

(81)

Sailing Plan

(82) Give the following information in your Sailing Plan:

(83) Vessel name

(84) Vessel type

(85) Position; latitude and longitude (if unable to provide coordinates then provide your bearing and range from the San Francisco Sea Buoy)

(86) ETA at next reporting point

(87) ETA at the San Francisco Sea Buoy (if inbound) or the outermost reporting point on your route (if outbound or transiting across the Offshore Sector)

(88)

Sailing Plan Amplification Reports

(89) When your vessel is at the next reporting point, call VTS. Give the following information:

(90) Vessel name and position of the Offshore reporting point you are passing

(91) Vessel's course and speed

(92) ETA at the San Francisco Sea Buoy if you are inbound

(93) ETA to the outermost reporting point if you are outbound

(94)

Other reports

(95) When conducting research, engaged in naval exercises, or conducting other special operations in the Offshore Sector, report your Sailing Plan to VTS and include the nature of your operation. Report any emergency on board your vessel or other vessels to VTS immediately.

(96) When you are engaged in fishing you may report this fact to VTS. However, you are not required to do so unless your vessel fits into one of the categories as described in **161.2**, chapter 2 of this Coast Pilot.

(97)

Transiting across the offshore sector

(98) When you are transiting across the Offshore Sector and will not enter the San Francisco Offshore Precautionary Area, call VTS on VHF-FM channel 12 and report your Sailing Plan when you reach the first Offshore Sector reporting point on your route. (See below list of reporting points in the Offshore Sector).

(99)

Offshore vessel traffic advisories

(100) VTS broadcasts the positions, courses, speeds, and estimated times of arrivals at reporting points of all VTS users who have reported to VTS in the Offshore Sector. VTS makes these advisories at minute 15 and minute 45 each hour. VTS strongly recommends that vessels in the area of the Offshore Sector listen to these broadcasts.

(101)

Offshore Reporting Point Inbound

(102)

North

(103) Bodega Head or Cordell Bank;

(104) Point Reyes (or entering the Traffic Separation Scheme);

(105) "N" Buoy or Duxbury Reef Buoy.

(106)

West

(107) Approximately 30 nautical miles from the San Francisco Sea Buoy or at longitude 123°20'W.;

(108) Southeast Farallon Island (entering the Traffic Separation Scheme);

(109) "W" Buoy.

(110)

South

(111) Pescadero Point or approximately 30 nautical miles from the San Francisco Sea Buoy or at latitude 37°15'N.;

(112) Pillar Point (entering the Traffic Separation Scheme);

(113) "S" Buoy or Mussel Rocks.

(114)

Inshore Sector:

(115) • Pilot Area/Point of Entry into VTS area

(116) • San Mateo Bridge

(117) • Redwood Creek Entrance Light 2

(118) • Dumbarton Bridge

(119) • Richmond-San Rafael Bridge

(120) •"E" buoy in San Pablo Bay

(121) • Petaluma Channel Daybeacon 19

(122) • Mare Island Strait Lighted Buoy 1

(123) • Mare Island Causeway Bridge (when inbound/outbound Mare Island Strait)

(124) • Carquinez Bridge

(125) • Military Ocean Terminal Concord (MOTCO)

(126) • New York Point

(127) • Antioch Bridge

(128) • Prisoners Point

(129) • Rio Vista Bridge

(130) • Sacramento Deep Water Channel Lights 51 and 65

(131) • when secured at the destination or when departing the VTS area

(132) For detailed information about the VTS, go to *uscg.mil/d11/vtssf*. The site contains links to the Users Manual, Communications Guide, Regulated Navigation

Areas, and other information particularly useful to commercial and recreational mariners. Vessels operating within the VTS Area defined as VTS Users are reminded of the requirement to carry a copy of the National VTS Regulations aboard their vessel and are recommended to carry a copy of the San Francisco VTS User's Manual.

(133)

Routes

(134) The routes for approaching San Francisco Bay are described in chapter 3 and at the beginning of this chapter under San Francisco Traffic Separation Scheme.

(135) Taking care to avoid the circular 0.5-mile-radius area centered on San Francisco Approach Lighted Whistle Buoy SF, steer a course to enter the charted eastbound San Francisco Bay traffic lane. The recommended route for outbound vessels is via the charted westbound San Francisco Bay traffic lane to the precautionary area of the San Francisco Traffic Separation Scheme.

(136) Vessels with a draft of 45 feet or greater bound for the deepwater anchorages south of the San Francisco-Oakland Bay Bridge or north to San Pablo Bay and Carquinez Strait should use the charted **Deep Water Route** east of the Golden Gate Bridge. Vessels intending to use the Deep Water Route should notify San Francisco Traffic before passing Mile Rocks. Deep draft vessels will neither meet nor overtake in the Deep Water Route. Deep draft vessels bound for Anchorage 9, south of San Francisco-Oakland Bay Bridge, should pass east of Blossom Rock then through the C-D or D-E spans of the bridge.

(137) From the Golden Gate Bridge, vessels with drafts less than 45 feet bound for San Pablo Bay and Carquinez Strait set a course to follow the charted Traffic Separation Scheme to the precautionary area east of Alcatraz Island, thence north through the charted Traffic Separation Scheme to San Pablo Bay and Carquinez Strait.

(138) Mariners are cautioned that the traffic lanes between Angel Island and North Point are frequently crossed by tugs with barges, and self-propelled dredges. These vessels normally transit to and from the dumping ground south of Alcatraz Island.

(139)

Channels

(140) The principal approach to San Francisco Bay is through the buoyed **Main Ship Channel** over the bar on bearing **070°** toward Alcatraz Light. The project depth is 55 feet in the 2,000-foot wide channel. (See Notice to Mariners and latest edition of chart for controlling depths.) A wreck covered 62 feet lies near the middle of the channel at 37°47'23"N., 122°33'16"W.

(141) From north, coasters and other vessels use buoyed **Bonita Channel**, between the east end of Potatopatch Shoal and the shore north of Point Bonita. The channel is narrowed to 0.2 mile by several rocky patches including **Sears Rock**, covered 22 feet, 1.2 miles northwest of Point Bonita.

(142)

Regulated navigation areas

(143) **Security zones** have been established in the entrance to San Francisco Bay (Main Ship Channel) and Golden Gate. (See **165.1183 and 165.1187**, chapter 2, for limits and regulations.)

(144) A **Regulated Navigation Area** has been established in Golden Gate and San Francisco Bay. (See **165.1181**, chapter 2, for limits and regulations.)

(145)

Caution

(146) Vessels departing San Francisco Bay through Bonita Channel on the ebb current must use extreme caution when crossing the tide rip off Point Bonita. When the bow passes the rip the stern is thrown to port and, unless promptly met, the vessel will head straight for the rocks off the point. Vessels favoring Potatopatch Shoal too closely have reported a set toward it.

(147) Bonita Channel should not be used by large vessels. Strangers wishing to cross the bar in thick weather should either wait for clearing or take a pilot. Fog is prevalent in the Golden Gate; radar is a great aid here.

(148) It has been reported, however, that radar targets at the entrance to San Francisco Bay may be difficult to identify at times because of ghost echoes.

(149)

Currents

(150) The currents at the entrance to San Francisco Bay are variable, uncertain, and at times attain considerable velocity. Immediately outside the bar there is a slight current to the north and west, known as the **Coast Eddy Current**. The currents at San Francisco Approach Lighted Whistle Buoy SF are described in some detail in the Tidal Current Tables. The currents most affecting navigation in this vicinity are the tidal currents. Across the bar the flood current converges toward the entrance and is felt sooner around Point Lobos and Point Bonita than across the Main Ship Channel. The ebb current spreads from the entrance over the bar, but the main strength is west-southwest, parallel with the south edge of the Potatopatch Shoal, and through the Main Ship Channel. In the Bonita Channel the ebb current is weak and of short duration; the flood current begins so early that during the last half of the ebb in the Golden Gate the current in Bonita Channel forms an eddy flowing southeast around Point Bonita into Bonita Cove.

(151) In the vicinity of Mile Rocks the currents attain considerable velocity within a few minutes after slack on both flood and ebb.

(152) In the Golden Gate the flood current sets straight in, with a slight tendency toward the north shore, with heavy overfalls both at Lime Point and Fort Point when strong. It causes an eddy in the bight between Point Lobos and Fort Point. The ebb current has been observed to have a velocity of more than 6.5 knots between Lime Point and Fort Point, and it sets from inside the bay on the north side toward the latter point. Like the flood current,

it causes an eddy in the bight between Fort Point and Point Lobos, and a heavy rip and overfall reaching about 0.25 mile south from Point Bonita. At the Golden Gate Bridge, large current eddies near the foundation piers cause ships to sheer off course. Daily current predictions are given in the Tidal Current Tables.

(153)

Weather, San Francisco Bay

(154) The climate of the San Francisco Bay Area is classified as a Mediterranean Climate, which generally means that summers are dry, sunny, and warm and winters are wet and occasionally stormy. However, the Mediterranean Climate classification is somewhat of a simplification and in reality the Bay Area has several climate regimes, sometimes referred to as microclimates. Significant differences in temperature, winds, and fog patterns over relatively short distances are due to variations in air mass between land and sea and to the complex terrain of the coastal mountain ranges. Gaps in the coastal mountain ranges further modify weather conditions on a local scale.

(155)

Spring

(156) Storms that periodically affect the region during the winter months often continue with regularity into March, but by April the storm track begins to shift north and storms rolling inland off the pacific become less frequent. The rainy season is typically over by mid-April and the variation in wind direction that occurs with passing storms mostly ends by May. During spring, an area of high pressure over the Pacific gradually strengthens and moves north. Meanwhile, longer days and a more direct sun angle result in increased warming over land, particularly in the interior valleys. Warming near the surface causes air to rise and air pressures near the surface to fall. The resulting difference between high pressure over the ocean and low pressure over land bring about increased west to northwest onshore winds during the spring months. In fact, spring is generally the windiest time of the year. However, springtime weather can be highly variable and onshore breezes do not blow as consistently as they do in the summer months. The region can experience several days of generally light winds before the next round of brisk west to northwest winds kick up. Wind speeds with the stronger springtime wind events sometimes reach gale force over the coastal waters outside the Golden Gate, and approach Gale Force locally in northern San Francisco Bay. West to northwest winds during the spring months decrease farther inland and are generally lighter in the delta and into the Central Valley.

(157) Strong springtime winds over the coastal waters kick up rough and choppy seas with short period swells. The large, long-period swells that are common during the winter months still roll through the coastal waters quite often during the early spring, but taper off significantly by late spring as the storm track across the pacific becomes less active.

(158) Persistent northwest winds along the California coast during the spring months enhance the river of surface water flowing south and parallel to the coast known as the California current. In the northern hemisphere, oceanic currents are deflected to the right by the Coriolis force. The deflection caries surface water offshore and causes cold nutrient-rich water from the bottom of the ocean to surge up along the coast. As moist air blowing across the Pacific comes into contact with the cold waters near the coast, condensation occurs and a layer of low clouds and/or fog develops. The low clouds that form in this situation are called stratus clouds. Stratus clouds are gray with generally uniform bases. They usually do not produce precipitation, although drizzle can sometimes occur if the stratus layer is sufficiently thick. When stratus and fog are present along the coast, meteorologists often use the term "marine layer." The marine layer is a moist and cool layer near the surface that is capped by an inversion (a very stable atmospheric condition where warm air lies above cold air). The marine layer ranges in depth from just a few hundred feet to as much as 4000 feet. The depth of the marine layer depends on the height of the inversion above the surface, and the inversion height is regulated by various atmospheric conditions as well as land-sea interaction. The marine layer can exists without low clouds and fog, but typically clouds and/or fog are present when there is a marine layer. In the spring and summer months, fog and low clouds typically form first over the coastal waters and are then swept inland with onshore breezes through the Golden Gate or other low spots in the coastal ranges. This type of fog is referred to as "advection fog." People often mistakenly refer to stratus clouds as fog or "high fog." By definition, fog is composed of tiny water droplets that are in contact with the surface, essentially a cloud in contact with the ground. The distinction between stratus clouds and fog is important because fog reduces visibility and makes marine navigation more difficult or even dangerous. Stratus clouds, on the other hand, do not by themselves reduce the visibility at the surface of the water.

(159) Dense fog is defined as a fog that reduces visibility to one-half mile or less on San Francisco Bay or to one mile or less over the coastal waters. Advection fog is not usually dense over the bays and into the Delta and Central Valley. However, this type of fog can often be dense over the coastal waters when the marine layer is shallow. Under those circumstances the fog is usually confined to the coastal waters and moves only locally into San Francisco Bay, usually around the Golden Gate. Because the marine layer typically is not as shallow in the spring months as in summer, episodes of coastal dense fog are not as common in spring as in summer. Also, the low levels of the atmosphere are more stable in summer than in spring which is another factor contributing to a greater incidence of dense coastal fog in summer compared to the spring months.

(160) Dense fog is more common in San Francisco Bay, and especially in the delta and central valley, during the

winter months. That type of fog is called "radiation fog." Radiation fog is covered in more detail in the winter section.

(161)

Summer

(162) During the months of June, July and August the Eastern Pacific high is well established offshore while a trough of low pressure is a nearly a constant feature over California's interior. The inland low pressure is often referred to as a "thermal trough" because its formation and strength is primarily driven by strong surface heating that persists throughout the great Central Valley during the dry and sunny summer months. The pressure difference between the eastern pacific high and thermal trough over the interior maintain both northwesterly winds over the coastal waters and onshore winds through the coastal gaps and across the bays. Persistent NW winds over the coastal waters in turn maintain cold upwelling near the coast. Meanwhile subsidence under the strengthening eastern Pacific high produces additional warming aloft and strengthens the low level inversion, effectively placing a "cap" on the marine layer. Because these meteorological conditions are in place nearly every day in the summer, the marine layer is a semi-permanent fixture along the California coast from June through August. Fog and low clouds can remain entrenched along the coast for days, sometimes weeks, at a time.

(163) Marine layer fog and low clouds generally begin to roll in off the ocean and spread into San Francisco Bay through the Golden Gate and gaps in the coastal mountains during the late afternoon or early evening hours, when surface heating by the sun diminishes. The fog and low clouds then typically travel east toward the Berkeley hills where they spread both north and south, eventually covering the bay and adjoining land areas. Fog and stratus are most widespread around the bay from late night until a few hours after sunrise. By mid morning the strong summer sun provides enough heating to begin dissipating the fog and stratus. Clearing typically occurs in the bay by midday, but often remains over the coastal waters through the day.

(164) How far inland the stratus and fog develop overnight depends primarily on the depth of the marine layer, but also on the strength of the onshore flow. If the marine layer is shallow (i.e., less than 1000 feet) low clouds will spread only locally inland around San Francisco Bay, but seldom reach farther inland into the Delta and never into the Central Valley. A shallow marine layer typically results in more fog and reduced visibilities, especially over the coastal waters and locally into San Francisco Bay from the Golden Gate E to Alcatraz or Angel Island.

(165) A deeper marine layer and stronger onshore flow will allow stratus to surge well inland through the delta overnight and sometimes as far inland as Sacramento and Stockton by sunrise. Inland marine surges such as these typically are characterized by low overcast conditions and lack of fog. Daytime clearing is gradual, and low clouds often persist near the Golden Gate and locally around the Bay well into the afternoon.

(166) During the summer months winds throughout the area follow a daily cycle that is most heavily influenced by inland heating during the day and cooling at night. The general tendency during the summer is for winds to blow from high pressure offshore to low pressure over land. This sea to land wind flow is referred to as "onshore flow." The magnitude of the onshore flow is regulated by the daily cycle of differential heating between land and sea. Because ocean temperatures remain nearly constant from day to night, the most important factor in driving the daily wind cycle is inland heating. Daytime heating over land causes surface air pressure to drop during the afternoon hours, and the difference between high pressure over the ocean and low pressure over land increases. Onshore winds begin to increase by early afternoon and reach a peak by late afternoon into the early evening hours. Winds then gradually subside during the evening as surface heating over land decreases. Wind speeds reach their lowest point late at night and remain relatively light through mid morning before the cycle starts over again. Wind direction is generally west to east (from sea to land), but wind direction exhibits a great deal of variation on a local scale; that variation is due primarily to mountain/valley location and orientation and gaps in the coastal mountain ranges. Of course the most prominent gap in the coastal ranges is the Golden Gate and it is here the onshore winds funnel inland with the least amount of resistance. Once the airflow moves through the Golden Gate, it fans out across the northern San Francisco Bay, deflected to the southest toward the southern part of the bay and the warm Santa Clara Valley, to the northeast toward Carquinez Strait and delta and the heat of the Central Valley beyond, and toward the north into the Petaluma and Napa Valleys of the North Bay. The strongest afternoon and evening summer sea breezes occur along the route from the Golden Gate to the Central Valley, specifically past Alcatraz and the southern end of Angel Island, Point Blunt, east to Berkeley and then north past Pinole Point, northeast to the Carquinez Strait and finally east into the Delta and Central Valley where the airflow spreads out and diminishes. Afternoon and evening wind speeds frequently reach 20 to 25 knots (meeting small craft advisory criteria) in northern San Francisco Bay from mid afternoon through mid evening during the summer months. In fact, small craft advisory conditions occur nearly every day in summer through this area and wind speeds sometimes reach 30 knots locally. Gales are rare in summer, but can occur during an unusually intense onshore push. Marine air spills inland through other gaps in the coastal ranges including the San Bruno gap just to the west-northwest of San Francisco Airport (SFO). Some of the strongest sea breezes occur on the west side of the Bay from Hunters Point south through the area around SFO, and small craft conditions are common here as well. Elsewhere in the Bay, summer sea breezes generally do not exceed 20 knots. Wind

speeds gradually taper off throughout the Bay after sunset and reach a low point from the late night hours through late morning. On many days winds can be variable at less than 10 knots during this time. But once surface heating increases in the interior around midday, the daily cycle begins again and onshore winds began to increase.

(167) Over the coastal waters outside of the Golden Gate, in the Gulf of the Farallones, summer winds are predominantly from the northwest, parallel to the coast and the coastal mountain ranges. Maximum wind speeds here occur from mid afternoon to mid evening, similar to the time of maximum sea breeze winds in San Francisco Bay. Wind speeds generally range from 5 to 15 knots during the night and morning hours, and increases to 10 to 20 knots in the afternoon and early evening hours, but can often reach 25 knots. Strongest northwest winds over the coastal waters in summer typically occur to the south of points and capes.

(168) During the summer months seas in the coastal waters are mostly generated from local winds and therefore have a short period and tend to be choppy. Large long period swell from the open ocean contribute much less to the overall wave spectrum than in the late autumn to early spring time frame. Swell direction is predominantly from the northwest, but during the late summer swell with an south to southwest direction become more frequent. The southerly swells are generated from tropical storms over the pacific. Because these swells originate a long distance from our coast, they typically have long periods, generally 15 seconds or more.

(169) Although summer time wind patterns over the coastal waters and through the Bays and into the Central Valley are consistent in their direction and diurnal patterns, occasionally the typically wind patterns are disrupted. This disruption occurs when high pressure builds inland over the Pacific Northwest and over the Great Basin. At the same time, the trough of low pressure that usually resides over the interior of California drifts to the west and sets up over the coastal waters. Under this scenario, the usual pattern of high pressure over the ocean and low pressure over land is reversed and winds then blow from land to see. This is called offshore flow. Because these winds originate over land, they are typically hot and dry. Also, the air mass undergoes further warming as it descends mountain ranges on its journey from inland areas to the sea. Strongest winds during offshore wind events typically occur in the hills of the northern and eastern San Francisco Bay Area during the late night and morning hours, but offshore winds can sometimes reach 20 knots or more through Carquinez Strait to the Golden Gate. Even during offshore wind events, a weak late afternoon and early evening sea breeze often develops. Often too, the start of an offshore wind event is characterized by strong and gusty northerly winds down the Sacramento Valley and across the Delta. Winds over the coastal waters during offshore wind events are usually light, except locally moderate just outside the Golden Gate.

(170) Offshore flow events usually last no more than two or three days before the inland high pressure breaks down and onshore flow returns. Often, offshore events are followed by a phenomenon known as a "southerly surge." A southerly surge occurs when surface air pressure over the coastal waters on the lee side of the coastal ranges drop. When the pressure along the northern California coast drops lower than along the southern California coast, a southerly wind develops. Usually, the onset of southerly winds is also accompanied by a fog bank that surges up along the coast in a very shallow marine layer. During southerly surge events, weather conditions over the coastal waters can change rapidly from light winds with clear skies, to 15 to 20 knots of southerly winds accompanied by thick fog reducing visibilities to less than a half mile. Once the leading edge of the southerly surge reaches the Golden Gate, the colder fog-ladden airmass surges inland across northern San Francisco Bay towards Carquinez Strait. Here too, weather conditions can change rapidly from light winds to southwest winds reaching 25 knots or greater. After several hours, the shallow marine layer deepens and onshore breezes spread out across a more widespread area, and locally strong winds gradually subside.

(171)

Autumn

(172) Weather in and around San Francisco Bay is most tranquil during the months of September, October and November. The Pacific high gradually weakens while heating over the interior subsides and weakens the inland thermal trough. Pressure gradients relax and wind speeds ease over the ocean and bays. The trend toward lighter winds starts in late summer (August) and continues through autumn. Gales are almost nonexistent from August through October. Offshore wind events are most common during the autumn months. Because of the weakened sea breezes, and more frequent offshore wind events, the marine layer becomes less prominent during the autumn and low clouds and fog are less prevalent than in summer. Wave heights are also at a minimum during the autumn months. Storms over the northern Pacific become stronger and more common by late October and early November. This is when long period swells from the W and NW begin to increase along the northern and central California coast.

(173)

Winter

(174) The storm track across the Pacific becomes increasingly active in November and also migrates to the south. By the second half of the month weather systems begin to roll through the San Francisco Bay Area. Most rainfall in the Bay Area falls between mid-November and lasts until early April, with the stormiest months being December, January, and February. Late November and much of March can also have active stormy times. Some storms during the winter months can produce powerful

winds and seas, conditions that can be very hazardous to the mariner.

(175) As frontal systems approach the coast, winds from the south and southeast increase in magnitude. Typically, strongest winds in the winter occur in the hours prior to a cold frontal passage. Depending on the strength of the storm, southerly winds ahead of the cold front can easily reach 20 knots across the region, often 25 knots and sometimes gale force. Although rare, storm force winds of 48 knots or greater can occur with the strongest of these winter storms. A few notable cases of storm force winds over San Francisco Bay are December 12, 1995 and January 4, 2008. Strong south winds occur on a large scale and are not as dependent on topography and microclimates as the summer sea breeze is. Gale force winds can occur anywhere from the coastal waters east through the delta and into the Central Valley.

(176) After frontal passage winds veer to the southwest and eventually west and northwest. Generally wind speeds decrease significantly after frontal passage, but can remain quite strong and gusty for several hours after frontal passage. On occasion, winds will veer from southeast to southwest after frontal passage, only to swing back to the south or southeast a few hours later before gradually veering back to the west and northwest.

(177) Winter is the season with the most significant seas, both in terms of locally driven wind waves and open ocean swells that are built by long fetches of strong winds over the eastern Pacific. Seas can be confused ahead of a front with wind waves moving from south to north on top of long period swells coming in from the west or northwest. Seas can often build enough to produce breakers across the San Francisco bar, several miles offshore of the Golden Gate. These breaking waves in the open ocean present a significant danger to mariners, especially those unfamiliar with the area. Breakers across the bar are most common with a west long period swell, during maximum ebb current through the Golden Gate.

(178) Although the strongest winds occur during the winter months, there are often long periods of tranquil weather in the winter when the storm track can shift to the north for weeks at a time. During this time, high pressure dominates the area and sets up conditions where the low levels are very stable and an inversion develops over the inland valleys. Widespread fog will develop if the surface is sufficiently moist during these times (after soaking rains), particularly in the Central Valley. This type of radiation fog can be particularly dense and persistent and is often referred to as "tule fog." Visibilities often fall to near zero in the southern Sacramento Valley, northern San Joaquin Valley, and through the Delta, making marine navigation in these areas dangerous. Lowest visibilities occur late at night through the mid morning hours. Visibilities improve by late morning and often the fog layer lifts into a low overcast during the afternoon. Sometimes if there is a light offshore flow during a tule fog event, dense fog can develop west into northern San Francisco Bay and even spread south into the south part of the bay. It is during these times that San Francisco Bay realizes its worst visibility problems.

(179) Offshore winds during the winter months are generally light. However, locally strong and gusty easterly winds can occur through Carquinez Strait and also over the coastal waters below coastal canyons. On some clear winter mornings when winds are light from the east across most of the region, locally strong winds have been reported along the San Mateo and Marin county coasts.

(180) Winter can be highly variable in terms of weather. Long periods of dry weather with light winds can be followed by weeks of stormy weather with only short breaks in between individual storms. Years of studies have concluded that sea surface temperature anomalies in the equatorial Pacific can have an impact on the overall amount of precipitation and storminess across California during the winter months. When El Nino conditions exist, sea surface temperatures in the eastern tropical Pacific are above normal. Strong or moderately strong El Nino winters are characterized by higher than normal precipitation across central and southern California. However, this does not mean that individual storms with the heaviest rain and strongest winds occur during El Nino winters. In fact, two of the most powerful winter storms to pummel the region in the past 20 years occurred during non El Nino winters. The upshot is that mariners need to be prepared for the possibility of dangerous storms in any winter, and not assume that navigating the open ocean and bays will be easier during non El Nino winters.

(181)

Pilotage, San Francisco

(182) Pilotage in and out of San Francisco is compulsory for all vessels of foreign registry and U.S. vessels under enrollment not having a federal licensed pilot on board. The San Francisco Bar Pilots provide pilotage to ports in San Francisco Bay and to ports on all tributaries to the bay, including Stockton and Sacramento.

(183) The San Francisco Bar Pilots keep one of two vessels on station at all times, the SAN FRANCISCO or the CALIFORNIA. The pilot boats are 85 feet long with a blue waterline band, international orange hull, and white superstructure. The top of the cabin houses, the mast, and after deck covers are orange. The word "PILOT" is shown on the fore part as well as the port and starboard sides of the midship house. The boat displays the standard day and night signals. The pilot vessel cruises on station 24 hours a day near the San Francisco Approach Lighted Whistle Buoy SF, or, in foul weather, seaward of it. Prior arrangements with the bar pilots' office can be made by telephone 415–393–0457, telex (SF Pilot 415–371–5595), fax messages 415–982–4721, or cable (BARPILOTS, San Francisco). If prior arrangements have not been made with the pilots' office on Pier 9, masters may give these signals upon approaching the San Francisco Approach Whistle Buoy SF:

(184) **Clear visibility:** by day, hoist code flag "G"; by night, four long flashes on the signal lamp. **Limited visibility**: four long blasts and lay to. The pilot boat monitors VHF-FM channels 10, 13, and 16. The pilot boats' radio calls are SAN FRANCISCO WYZ-8288 and CALIFORNIA WYK-4689; the pilot office call is KMG-389; cable address: BARPILOTS, San Francisco. The office monitors VHF-FM channel 10. Masters or agents are requested to advise the pilots whenever there is a change in the draft, arrival or sailing time, or maneuvering or equipment limitations.

(185) The pilots board directly from the pilot boat. Pilot ladders should be rigged clear of all discharges and spouts about 10 feet from the waterline and amidship of the vessel at all times. The ladder must comply with International Maritime Organization (IMO) and IMPA recommendations and be made in one length and not consist of two lengths shackled or lashed together, and should be equipped with spreaders about ten feet apart to comply with SOLAS Regulation 17, Chapter 5, (not in this text). A light must be ready to illuminate the ladder if necessary. Contact pilot boat about 30 minutes prior to arrival to determine on what side the ladder should be rigged. No lines should be attached to the lower end of the ladder. A manrope, heaving line, and a ring buoy with a self-igniting light must be provided; vessel speed, 6 to 8 knots.

(186) Pilot boarding is usually conducted in all but the most severe conditions. Extensive fog conditions are often experienced. Strong currents, accelerated by river freshets in the winter and spring months, often exist and greatly alter the predicted current calculations.

(187) The preferred anchorage for deep-draft vessels in the vicinity of the bar pilots pickup station (San Francisco Approach Lighted Whistle Buoy SF) is an area with a 1 mile radius centered in 37°49'N., 122°42'W. Anchoring offshore is strictly forbidden. Exceptions may be made for vessel engine casualties or severe weather preventing transit into port. Any vessel anchoring outside of established anchorages is required to notify the VTS immediately.

(188) **Inbound tank vessels under escort embark pilots about 1 mile W of San Francisco Approach Lighted Whistle Buoy SF.**

(189)

Coast Guard

(190) Golden Gate Coast Guard Station is about 0.4 mile north-northeast of the bridge at the entrance to Horseshoe Bay. Station Golden Gate is participating in the Coastal Weather Display Program. A 35-foot flag pole is located near the south end of the Coast Guard Station, visible to mariners exiting San Francisco Bay. Coastal warning flags will be flown from one hour before sunrise to one hour after sunset. (See illustration; Chapter 1.)

(191) Weather flags are flown only at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(192)

State regulations

(193) **Tank Vessel Escort Regulations** have been established by the State of California for San Francisco, San Pablo, and Suisun Bays. Tank vessel masters, owners, and operators are expected to be familiar and in compliance with the regulations. Failure to be in compliance may result in unsafe transit delays, and fines. The regulations can be found at *wildlife.ca.gov*, or may be obtained by calling the California Office of Spill Prevention and Response 24-hour Communications Center at 916–445–0045. Tank vessel masters should contact their agent or vessel manager/owner for additional information. The San Francisco Marine Exchange may also be able to provide mariners with additional information and can be contacted at 915–441–6600.

(194)

Chart 18650

(195) **San Francisco**, one of America's great cities, occupies the north portion of the peninsula forming the south entrance to the bay. The 3-mile north shore of San Francisco from the Golden Gate Bridge to the main waterfront includes the **Presidio of San Francisco**; several yacht harbors; Government buildings and piers on Black Point; Aquatic Park; and Fisherman's Wharf. Shoals with depths less than 10 feet extend up to 0.2 mile from the shore.

(196) The charted **recreation area** extending along this shore is intended primarily for use by recreation vessels. It should not be utilized by vessels 300 tons or more for through passage or for any other purpose, except in case of emergency or special circumstances.

(197) **Alcatraz Island**, 2.5 miles east of the Golden Gate Bridge, is one of the leading marks in entering San Francisco Bay. The small island is 148 feet high and has many buildings on it. Near the northwest end of the island is a water tower, which is reported to be usually the only landmark visible when that area is in fog. **Alcatraz Light** (37°49'34"N., 122°25'20"W.), 214 feet above the water, is shown from a gray, octagonal pyramidal tower on the southeast part of the island. A mariner radio activated sound signal, on the northwest end of the island, is initiated by keying the microphone five times on VHF-FM channel 81A.

(198) A rock awash, marked on its west side by a bell buoy, is 125 yards west of the northwst end of Alcatraz Island. The rocks and tide pools, which extend about 100 feet from the south tip of the island, are reported to cover at high water.

(199) Mariners are advised that surveys indicate shoaling tends to build to the northwest of the disposal area south of Alcatraz Island and caution should be used in the area.

(208)

San Francisco–Oakland Bay Bridge				
Span	Clear Width of Draw or Span Opening (feet)	Clear Height above Mean High Water (feet)		Information
		Midspan	Piers	
Between San Francisco and Yerba Buena Island				
A–B	2224	204	Pier A - 174 Pier B - 217	Northeast half of Span A-B is the recommended passage for southbound vessels. Span is equipped with a RACON.
B–C	1072	220	Pier C - 220	
C–D	1078	220	Pier D - 218	Span is equipped with a RACON.
D–E	2212	204	Pier E - 175	Southwest half of Span D-E is the recommended passage for northbound vessels. Span is equipped with a RACON.
Between Yerba Buena Island and Oakland				
Old Span				Bridge is being removed. See 33 CFR 165.T11-589, chapter 2
New Span G–H (main navigation span)	1000	136		
H–I	413	125		
I–J	417	118		

A shoal oriented southwest to northeast with a least depth of 32 feet extends off the east shore of the island.

(200) Alcatraz Island, a part of the Golden Gate National Recreation Area, is administered by the Department of Interior's National Park Service.

(201) Federal regulations require that prior permission to land at Alcatraz, or to berth vessels at Fort Mason, Black Point, and Aquatic Park must be obtained from the General Superintendent, Golden Gate National Recreation Area, Fort Mason, San Francisco, CA 94123.

(202) A passenger ferry, which operates frequently, uses a dock on the southeast side of the island. In 1979, 28 feet was reported off the dock.

(203) **Yerba Buena Island**, 345 feet high and 2.5 miles southeast of Alcatraz Island, is of small extent, irregular in shape, and covered with a scrubby growth of trees. On its summit is a former lookout tower and the Coast Guard operated San Francisco Vessel Traffic Service Operation Center and radar antenna site. **San Francisco Coast Guard Station** is on the east side of the island.

(204) **Treasure Island** is a low filled area north of and connected by a causeway to Yerba Buena Island. Built originally for the San Francisco International Exposition of 1939-40, Treasure Island now belongs to the city of San Francisco. A light is on the north end of the island and a shoal, covered 15 feet, is off the north end of the island.

(205) When the prevailing west winds are blowing, deep-draft vessels proceeding to the berthing area on the east side of the island may have extreme difficulty making the 90° turn from the narrow channel between the 30-foot curves southeast of Yerba Buena Island.

(206) **Naval restricted areas**, are off the north end of Treasure Island and between this island and Yerba Buena Island. (See **334.1070 and 334.1080**, chapter 2, for limits and regulations.) A **restricted area** surrounds the Coast Guard Station off the east side of Yerba Buena Island. (See **334.1065**, chapter 2, for limits and regulations.)

(207) The **San Francisco-Oakland Bay Bridge**, one of the longest bridges in the world, crosses the bay from **Rincon Point** in San Francisco to Yerba Buena Island, thence to Oakland. New bridges have been completed east of Yerba Buena Island and the old bridge, just south, is being removed. The old bridge span between piers G and I is removed. A safety zone (**33 CFR 165T11-589,** chapter 2) has been established to protect mariners from the dangers associated with pier removal, overhead demolition, and debris removal of the old span. Vessels transiting under the new bridge should use the new spans between piers G and H, until demolition of the rest of the bridge is complete. The clearances given in the San Francisco-Oakland Bay Bridge table are approximate; they may be reduced by several feet due to heavy traffic on the bridge and prolonged periods of extremely high temperature, and as much as 10 feet under extreme conditions. Maintenance scaffolding located in each span reduces vertical clearance by approximately 5 feet and is lighted at night with red lights. Caltrans will move the scaffolding if requested for the passage of vessels. Mariners should contact Caltrans Toll Sergeant at 510–286–1148.

(209) The **Port of San Francisco** is the oldest on the Pacific coast. Though primarily a general cargo port, grain, bulk liquids, containers, newsprint, automobiles, bananas, copra, cotton, and other commodities are handled here. San Francisco is a popular port of call for passenger vessels on regular scheduled and special cruises.

(210)

Prominent features

(211) The skyline of the city of San Francisco is unmistakable, with several dominant landmarks: the 980-foot television tower supporting three antennas, the pyramid-shaped Transamerica Building, the Coit Tower

on Telegraph Hill 3.4 miles east of the bay entrance, and the Bay Bridges with their freeway elevated approaches. Inside the bay, the Bank of America Building, the Bank of America Clock Tower, the clock tower at the south end of the San Francisco-Oakland Bay Bridge, the old Ferry Building with its 240-foot clock tower on the waterfront south of Pier 1, and the U.S. Coast Guard radar tower on Yerba Buena Island are prominent.

(212) The **Ferry Building**, terminal of many ferry boats, also houses the **San Francisco Port Authority** offices, the offices of the Marine Exchange, Inc., and the many offices and exhibits of the World Trade Center.

(213)

Channels

(214) Depths of 45 feet or more are available from the Golden Gate Bridge to most of the anchorages; depths ranging from 29 to 40 feet can be taken to most of the San Francisco piers.

(215)

Anchorages

(216) General, naval, and explosives anchorages are in San Francisco Bay. (See **110.1 and 110.224**, chapter 2, for limits and regulations.)

(217)

Warning

(218) Two submarine pipeline areas cross San Francisco Bay within General Anchorage 9; one crosses between Metropolitan Oakland International Airport and **Brisbane**, and the other about 1.5 miles to the south. Mariners are cautioned not to anchor in these areas. (See chart 18651)

(219)

Dangers

(220) **Anita Rock**, 1.1 miles east of Fort Point and 300 yards from shore, is covered 3 feet and marked by a light.

(221) There are several rocky patches with depths of 33 to 35 feet west and northwest of Alcatraz Island that must be avoided by deep-draft vessels. The northwesternmost of these shoals is **Harding Rock**, marked by a lighted buoy equipped with a racon.

(222) **Blossom Rock**, covered 39 feet and marked on the west side by a lighted bell buoy, is about 1 mile southeast of Alcatraz Island. Another rock, covered 41 feet, is 0.3 mile south of Blossom Rock.

(223) The Trans-Bay Tube of the Bay Area Rapid Transit District crosses San Francisco Bay from the vicinity of the Ferry Tower to Oakland. Mariners are **prohibited** from dropping or dragging anchors when in the vicinity of the tunnel crossing.

(224) Heavy tide rips occur in the vicinity of Alcatraz Island.

(225)

Regulated navigation areas

(226) **Regulated navigation areas** have been established in the waters of San Francisco Bay. (See **165.1181** and **165.1185**, chapter 2, for limits and regulations.)

(227)

Currents

(228) Inside the Golden Gate the flood current sets into all parts of the bay and causes swirls from the Golden Gate as far east as Alcatraz and Angel Islands and through Raccoon Strait, north of Angel Island. The ebb current, inside the Golden Gate, is felt first along the south shore. In the Golden Gate, the average duration of the ebb stream is somewhat greater than that of the flood. The Sacramento and San Joaquin Rivers have weak flood currents during periods of freshets.

(229) The San Francisco-Oakland Bridge has large current eddies near the foundation piers that cause ships to sheer off course.

(230) Strong currents due to heavy spring runoffs have been reported along the San Francisco waterfront between pier 39 (37°48'36"N., 122°24'38"W.) and pier 94 (37°44'34"N., 122°22'13"W.)

(231)

Caution

(232) Oakland's Seventh Street Marine Terminal, about 1 mile east of Yerba Buena Island, forms a current lee on both the flood and the ebb current. Vessels making for Middle Harbor and Oakland Inner Harbor on a flood current will encounter a lee on the south side of the terminal; when the bow enters the slack water, the vessel will tend to sheer to the left. Similarly, vessels bound for the Outer Harbor on an ebb current will encounter slack water on the north side of the terminal, with a tendency to sheer to the right. This condition may be dangerous to deep-draft, loaded vessels, and should be anticipated.

(233) See the Tidal Current Tables for daily predictions for San Francisco Bay area.

(234)

Weather, San Francisco

(235) San Francisco enjoys a marine-type climate characterized by mild and moderately wet winters and by dry, cool summers. Winter rains (December through March) account for about three-fourths of the average annual rainfall of just over 19 inches (483 mm), and measurable precipitation occurs on an average of 13 days per month during this period. Snowfall occurs, but is infrequent. The greatest amount is 1.5 inches (38 mm) recorded in January 1962. Flurries have occurred in each month, December through March. There are frequent dry periods lasting well over a week. Severe winter storms with gale winds and heavy rains occur only occasionally. December is the month most likely to experience gales followed by January. Thunderstorms average five a year and may occur in any month, but are usually very mild.

(236) The daily and annual range in temperature is small ranging from an average annual maximum of 65.2°F (18.4°C) and an average annual minimum of 48.7°F (9.3°C). A few frosty mornings occur during the winter, but the temperature seldom drops below freezing. The coldest temperature on record at the International Airport is 24°F recorded in December 1972. Each month,

November through March, has recorded temperatures below freezing (0°C). Winter temperatures generally rise to the high fifties (13.9° to 15°C) in the early afternoon.

(237) The summer weather is dominated by a cool sea breeze resulting in an average summer wind speed of nearly 13 knots. Winds are light in the early morning, but normally reach 17 to 22 knots in the afternoon, depending on location. Where topography and man-made structures funnel the winds, higher gusts may occur in those areas.

(238) A sea fog, arriving over the station during the late evening or night as a low stratified cloud, is another persistent feature of the summer weather. This "high" fog, occasionally producing drizzle or mist, usually disappears during the late forenoon. Despite the morning overcast, summer days are remarkably sunny. On the average a total of only 15 days during the 4 months from June through September are classified as cloudy.

(239) Daytime temperatures are held down both by the morning low overcast and the afternoon strengthening sea breeze, resulting in daily maximum readings averaging in the lower- to middle seventies (21.7° to 23.9°C) from May through August. However, during these months occasional "hot" spells lasting a few days are experienced without the usual "high" fog and sea breeze. September, when the sea breeze becomes less pronounced, is the warmest month with an average maximum of 73°F (22.8°C). Minimum temperatures during the summer are in the lower- to middle fifties (10.6° to 12.8°C). The all-time high temperature recorded at the International Airport is 106°F (41.1°C) recorded in June 1961.

(240) A strong temperature inversion with its base usually at a height of 1,500 feet (458) m) persists throughout the summer. Inversions close to the ground are infrequent in summer, but rather common in fall and winter. As a consequence of these factors and the continued population and economic growth of the area, atmospheric pollution has become a problem of increasing importance.

(241) The National Weather Service maintains offices in Oakland, Redwood City, and at San Francisco International Airport; barometers may be compared there or by telephone. (See Appendix A for addresses.)

(242) (See Appendix B for **San Francisco climatological table**.)

(243)

Towage

(244) Tugboats are available in sufficient quantity for the traffic in the greater harbor.

(245)

Quarantine, customs, immigration and agricultural quarantine

(246) San Francisco is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(247) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(248)

Coast Guard

(249) **Sector Office San Francisco** is located on Yerba Buena Island. (See Appendix A for addresses.) **San Francisco Coast Guard Air Station** is at San Francisco International Airport. A Coast Guard base and station are on the E side of Yerba Buena Island.

(250) The **Marine Exchange** of the San Francisco Bay region reports and records all Golden Gate ship arrivals and departures and conducts communications to serve the bay area commercial traffic. The station can be called 24 hours a day for relay of messages and other marine related services on VHF-FM channels 10 and 18. The station also monitors channels 13 and 16. The ship spotting station is located in Building B, Fort Mason, about 2.5 miles east of the Golden Gate Bridge.

(251)

Harbor regulations

(252) The Port of San Francisco is under control of the city of San Francisco, and its management is vested in the San Francisco Port Commission, in direct charge of the port director of that body. The office of the **Chief Wharfinger** is in the Ferry Building.

(253) The harbor regulations are prescribed by the San Francisco Port Authority and enforced by the Chief Wharfinger.

(254) In addition to the San Francisco Port Authority regulations, the Coast Guard Captain of the Port has issued the following supplemental regulations for vessels carrying explosives and certain hazardous bulk cargoes. Vessels entering or leaving San Francisco Bay laden with explosives (Class A or Military) having a net explosive weight in excess of 100 short tons for ships and in excess of 5 short tons for barges, or carrying certain dangerous cargo as listed in **33 CFR 160.204**, may be escorted by a Coast Guard patrol craft while underway within the bay. These escorts are at the discretion of the Captain of the Port (COTP). Each vessel shall coordinate all movements with the Captain of the Port and ensure:

(255) (a) Speed of transit shall not exceed 12 knots.

(256) (b) No Vessel movement will occur unless visibility is a minimum of 1,000 yards, in/out or within the San Francisco Bay area.

(257) (c) A 96 hour advance notice of arrival is required.

(258) (d) Vessels shall participate in the Vessel Traffic Service (VTS) and adhere to the traffic separation scheme, except as permitted by VTS or COTP.

(259)

Wharves

(260) The general cargo and specialized terminals of the Port of San Francisco are on the bay and on Islais Creek. All of the piers listed are owned by the San Francisco Port Authority and leased to private concerns. Only the major piers are listed in the table. The alongside depths given for each facility are reported depths. (For information on the latest depths, contact the Port of San Francisco.) Cargo at the port is handled mostly by ship's tackle, but

(261)

Facilities in the Port of San Francisco

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Pier No. 45 (Sheds B and D)	37°48'36"N., 122°25'06"W.	1,200	14-25	12	• Covered storage (88,150 square feet) • Six mast-and-boom derricks	• Receipt of seafood • Mooring fishing vessels	Port of San Francisco
Pier No. 35	37°48'35"N., 122°24'23"W.	2,055	35	12	Passenger terminal (32,000 square feet)	• Mooring cruise ships • Boarding passengers	Port of San Francisco/ Metropolitan Stevedore Company
Pier No. 33	37°48'32"N., 122°24'15"W.	1,624	15	12	Covered storage (66,900 square feet)	• Receipt of seafood • Mooring fishing vessels and excursion boats	Port of San Francisco
Pier Nos. 17 and 15	37°48'09"N., 122°23'48"W.	2,085	17-35	12	• Covered storage (173,700 square feet) • Open storage (33,000 square feet)	Mooring floating equipment	Port of San Francisco/ Baydelta Maritime
Pier No. 9	37°48'05"N., 122°23'44"W.	1,754	15	12	Covered storage (61,200 square feet)	Mooring floating equipment and pilot boats	Port of San Francisco/ Blue and Gold Fleet and San Francisco Bar Pilots
Pier No. 50 Mission Rock Terminal	37°46'25"N., 122°22'54"W.	4,155	35-45	12	Covered storage (231,700 square feet)	Mooring vessels and equipment	Port of San Francisco/ Westar Marine Services and Clean Bay Cooperative
Pier No. 54	37°46'11"N., 122°23'01"W.	1550	18-20	12	Covered storage (15,000 square feet)	• Mooring vessels • Receipt of seafood	Port of San Francisco/ Crowley Maritime Corperation
Pier No. 70	37°45'43"N., 122°22'47"W.	2,480	35	12	Tank storage (404,000 barrels)	Mooring vessels	Port of San Francisco
North Container Terminal (Pier No. 80)	37°45'02"N., 122°22'33"W.	5,091	38	13	• Covered storage (393,000 square feet) • Four traveling container cranes (up to 40 long tons)	• Receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo	Port of San Francisco/ Marine Terminals Corp.
Pier No. 92	37°44'50"N., 122°22'48"W.	868	35	12	• Tank storage (2.9 million gallons) • Open storage (20,000 tons of sand) • Belt conveyor	• Shipment of tallow • Receipt of sand	Port of San Francisco/ Darling International, Inc. and Mission Valley Rock
Pier Nos. 94 and 96	37°44'34"N., 122°22'13"W.	2,456	40	14	• Open storage (76 acres) • Four traveling container cranes (up to 40 long tons)	Mooring vessels	Port of San Francisco

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

hoisting and heavy lift equipment is available in the port. Most piers have electrical shore power and water connections.

(262) The Port of San Francisco is served by a Class I railroad. The port offers wharf side intermodal transfer of containers between ship and rail at both the San Francisco Container Terminals North (Pier 50) and South (Piers 94 and 96), and has a dedicated Intermodal Container Transfer Facility located adjacent to Container Terminal South with direct access to both terminals. Most of the ports inbound and outbound cargo moves to and from the piers by truck. The Embarcadero, a four-lane thoroughfare, provides access to most of the piers.

(263) **China Basin**, 1.1 miles south of the Ferry Building, is a canal extending about 0.6 mile southwest from San Francisco Bay. The 3rd and 4th Street bascule bridges across the canal have a least clearance of 1 foot. (See **33 CFR 117.1**through **117.59** and **117.149**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 9 and works on channels 13, 17 and 65A; call sign WXY–959, San Francisco Drawbridges. China Basin is a no anchorage zone.

(264) **Islais Creek Channel** is entered 2.9 miles south of the Ferry Building. Two bascule bridges, the Illinois Street Bridge and the 3rd Street Bridge, cross the creek about 0.6 mile above the mouth; both have clearances of 5 feet. (See **33 CFR 117.1** through **117.59** and **117.163**, chapter 2, for drawbridge regulations.) The 3rd Street Bridge is inoperable.

(265)

Supplies

(266) Fuel oils, gasoline, and all other marine supplies and services may be had in any desired quantity. Fuel oil is usually delivered by barge. Water can be obtained on the piers or by barge.

(267)

Repairs

(268) San Francisco, Oakland, Richmond, and Alameda have facilities for making repairs to vessels and machinery of all kinds and sizes. The largest commercial floating drydock in San Francisco has a length of 900 feet, width of 148 feet, and a lifting capacity of 65,000 tons. There are several small drydocks on the San Francisco side,

and several marine railways and floating docks on the Oakland side.

(269)

Ferries

(270) High speed and traditional ferries frequently operate in central/south San Francisco Bay and San Pablo Bay. Concentrations of these ferries are highest around the San Francisco Ferry Building (37°47'45"N., 122°23'35"W.) where most central bay routes terminate. Mariners are cautioned when transiting these waters that ferries may maneuver quickly when approaching and departing the dock. Departing ferries from the Ferry Building often back away from the dock. Charted ferry routes can be seen on applicable charts of the area; however, mariners are cautioned that these ferries may deviate from their routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions.

(271) In San Francisco Bay charted ferry routes run north and south in North Channel (east of Angel Island) and in the Precautionary Area just east of Alcatraz Island. They generally run east and west in the waters between Alcatraz Island and Angel Island. The routes cross each other in the Precautionary Area (37°49'30"N., 122°24'10"W.) and about 1.2 miles south of the Richmond-San Rafael Bridge. In these areas all vessels should maintain a close watch for ferries. In San Pablo Bay, ferry routes run in both directions just south of Pinole Shoal Channel between the Richmond-San Rafael Bridge and Mare Island; one route runs east of East Brothers Island. Many ferries also operate between San Francisco's north shore, Alcatraz and Sausalito/Tiburon. These ferries do not run along charted ferry routes. They too may back away when departing San Francisco docks and may maneuver rapidly when approaching San Francisco.

(272) The **San Francisco Harbor Safety Committee**, in conjunction with the Coast Guard, has established a **Ferry Traffic Routing Protocol** for: the area surrounding the Ferry Building terminal along the waterfront of San Francisco, the waters of central San Francisco Bay, and the waters of San Pablo Bay. The protocol is intended to increase safety in the area by reducing traffic conflicts and, while not compulsory, the guidelines set forth in the protocol are strongly recommended. The Harbor Safety Committee also recommends that recreational and fishing vessels keep a close lookout when near ferry routes, and avoid ferry routes whenever possible. For additional information, see the San Francisco Vessel Traffic Service site *uscg.mil/d11/vtssf* and San Francisco Marine Exchange site *www.sfmx.org*.

(273)

Communications

(274) San Francisco is the terminus of several transpacific steamship lines and the port of call for numerous lines of foreign, coastal, and intercoastal vessels. It is served directly by a major highway and is connected by the Bay Bridge to several others. The city is served by three transcontinental railroads; connections to two of the railroads are by barge, while one has tracks extending south and east around the south bay. San Francisco International Airport is on the west shore of the bay about 5 miles south of the city; it is served by many airlines.

(275)

Small-craft facilities

(276) San Francisco Municipal Yacht Harbor, 1.8 miles east of the Golden Gate Bridge with a west and east basin about 0.3 mile apart, has depths of 8 to 12 feet to the berths. A light near the end of a point marks the north side of the entrance to west basin; a prominent stone tower is 0.2 mile west of the light. The east basin is protected on the north by a breakwater extending east from the west shore, and on the east by a pier of **Fort Mason**. The seaward end of the breakwater is marked by a light. east basin is entered between the breakwater light and the pier. The harbor accommodates about 700 boats in the west and east basins. Guest berths are available; transients should report to the harbormaster's office on the south side of the west basin for berth assignment.

(277) **Aquatic Park**, 2.6 miles east of the Golden Gate Bridge, is a recreation area protected on the west by a curved pier extending out from Black Point and on the east by a pier that berths historic ships of the National Maritime Museum. The basin is closed to power vessels, and other vessels must stay offshore away from buoys marking a swimming area. The **speed limit** is 3 knots. Depths of 9 to 16 feet are inside the basin. Small craft can find anchorage in about 13 feet. Permission to anchor for more than 24 hours must be obtained from the Aquatic Park Ranger Station.

(278)

Charts 18651, 18652

(279) South of San Francisco, **Point Avisadero**, which is the east extremity of Hunters Point, **Sierra Point,** Oyster Point, **Point San Bruno**, and Coyote Point, all on the west shore of the bay, are prominent natural features. The Bayshore Freeway extends south on a filled area from the vicinity of **Candlestick Point**, and cuts back inland at Sierra Point. Sierra Point is the site of a small-boat harbor which can accommodate about 500 boats. **Oyster Point Channel** is marked by private lights and leads to a small basin. A spur channel, marked by private lights, branches off the north side of Oyster Point Channel and leads to the entrance to the small-boat harbor at Sierra Point. The basin at the end of Oyster Point Channel has two private wharves in ruins and sheds on the west side; a marina that can accommodate about 200 boats is on the south side.

(280) **Oyster Point**, a low filled area, is the site of a small-boat harbor accommodating about 570 boats. An entrance channel east of the harbor is marked by private lights. Transients should report to the harbormaster's office for berth assignment. A prominent sculptured tower is on the hill 0.7 mile south of Oyster Point; the tower is floodlighted.

(287)

Facilities in the Port of Redwood City

Name	Location	Berthing Space (feet)	Depths* (feet)	Mechanical Handling Facilities and Storage**	Purpose	Owned/ Operated by:
Port of Redwood City Wharves 1 and 2	37°30'50"N., 122°12'27"W.	855	34	• Unloading conveyor (800/1000 tons per hour) • Bulk cement pipeline and hoppers • Adjacent to 30,000-square foot transit shed	Bulk cement and general cargo	Port of Redwood City
Port of Redwood City Wharves 3 and 4	37°30'42"N., 122°12'42"W.	730	34	• Unloading conveyor (300 tons/hour) • Open storage area	Scrap metal and dry bulk cargo	Port of Redwood City
Port of Redwood City Wharf 5	37°30'20"N., 122°12'40"W.	500	34	• Petroleum pipeline • Adjacent to paved area and storage tanks	Petroleum and liquid bulk products	Port of Redwood City

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.
** Handling equipment: 25-ton mobile crane, tractors and forklifts.

Wharves lighted for 24-hour operation and have electric, telephone and water hookups.
USCG certified oil waste reception facility.

(281) The area between Point San Bruno and Coyote Point is occupied by **San Francisco International Airport.** A **security zone** has been established in the waters surrounding the airport. (See **165.1192**, chapter 2, for limits and regulations.)

(282) **Coyote Point** is covered by a heavy growth of trees and is raised as an island. It is the most prominent point on the south bay. A small-craft harbor accommodating about 580 boats is on the east side of the point. The approach channel, marked by two private lights, had a depth of 8 feet in 2010. The harbor, operated by San Mateo County, is composed of two basins with depths of 6 to 8 feet. Transients should report to the harbormaster's office on the northwest side of the harbor for berth assignment; guest berths are usually available and a harbor patrol boat is maintained.

(283) The **San Mateo-Hayward Bridge** crossing the lower part of San Francisco Bay near **San Mateo** has a fixed span with a clearance of 135 feet over the main channel. The bridge is marked at mid span by a racon. An overhead power cable with a clearance of 160 feet over the main channel crosses the bay just south of the bridge.

(284) A section of the old San Mateo lift bridge, now used as a fishing pier, extends 4,135 feet from the San Mateo shore just south of the new bridge. A part of the fishing pier extends into the west part of the main channel.

(285) **Redwood Creek**, 4 miles southeast of San Mateo Bridge, is entered through a marked channel that leads to the municipal wharves at the **Port of Redwood City**, 2.5 miles above the mouth. Turning basins are to the north and south of the wharves. Federal project depths are 30 feet in the channel and basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

(286) Traffic in the waterway is in bulk cement, gypsum, rock salt, sand and scrap metal. Overhead power cables across the waterway have a clearance of 155 feet. Prominent silos of a cement plant are at the junction with **Westpoint Slough**, just north of the port.

(288) **Redwood City** is 2 miles south of the port facilities. Redwood City Municipal Marina, just south of the port in about 37°30'08"N., 122°12'45"W., can accommodate about 225 small craft. Other small-craft facilities are further upstream in Redwood Creek. A full service marina on the south side of Westpoint Slough can accommodate vessels up to 120 feet.

(289) **Ravenswood Point** and **Dumbarton Point** are at the head of the bay and the mouth of Coyote Creek. Two bridges and an aqueduct cross the bay at this point. The **Dumbarton Highway Bridge**, the northwest bridge, has a fixed span with a clearance of 85 feet. About 1,100 yards southeast of the Dumbarton bridge, an aqueduct, used to supply the city of San Francisco with water, crosses the bay. On the west shore, the aqueduct is carried on a trestle to a concrete building (charted) where it tunnels the channel to the east shore. The **Dumbarton Railroad Bridge**. just south, has a swing span with a clearance of 13 feet. The bridge is maintained in the open position. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

(290) **Coyote Creek** has many tributary sloughs. The main channel is marked as far as **Calaveras Point**, about 4 miles above the railroad bridge at Dumbarton Point. The power cables, 1.3 miles above Calaveras Point, have a clearance of 65 feet.

(291) Just south of the Metropolitan Oakland International Airport, a dredged channel leads to a small-craft harbor operated by the city of San Leandro. The channel is marked by lights and daybeacons; a seasonal sound signal is at the entrance. In 2011-2012, the controlling depth was 4 feet in the entrance channel to the basin, thence 2 feet in the access channel through the basin. The access channel branching east from the entrance to the basin had a depth of 5 feet.

(292) The harbor accommodates about 500 small craft and 15 guest slips are maintained. The harbormaster's office is on the southeast side of the basin.

(299)

(293)

Charts 18650, 18652

(294) **Alameda** is on an island separated from the mainland by **San Leandro Bay** on the east, and Oakland Inner Harbor and Tidal Canal on the north. A ferry terminal owned by the City of Alameda and operated by the Blue and Gold Fleet LP, is at Alameda (37°47'28"N., 122°17'38"W.) The ferry service operates daily to Oakland and San Francisco.

(295)

Coast Guard

(296) The Coast Guard Shore Infrastructure Logistics Center is on **Coast Guard Island** (Government Island). A **security zone** has been established along the SW side of the island surrounding the Coast Guard pier. The security zone extends into the navigation channel about 10 to 20 yards at each end. (See **33 CFR 165.1190**, chapter 2, for limits and regulations.)

(297) **Ballena Bay Yacht Harbor**, a large small-craft harbor, is on the east side of an island along the south shore of Alameda. The harbor offers safe refuge in storms. A depth of 9 to 10 feet is available in the channel between the island and Alameda. A fixed bridge, with a clearance of 5 feet, crosses the channel about midway along the north shore of the island.

(298) **Oakland**, on the east or mainland shore opposite San Francisco, is the second largest city on San Francisco Bay. It is the main-line terminus of the transcontinental railroads entering the San Francisco Bay area.

(300) The Port of Oakland encompasses two areas: Outer and Inner Harbors. **Oakland Outer Harbor** is between the Ben E. Nutter Container Terminal (Seventh Street Marine Terminal) on the south and the San Francisco-Oakland Bay Bridge approach on the north. A **restricted area** is in the north end of Oakland Outer Harbor adjacent to the Oakland Army Base. (See **334.1050 and 334.1060**, chapter 2, for limits and regulations.)

(301) **Oakland Inner Harbor** is that part of Inner Harbor Channel extending east from San Francisco Bay to **Tidal Canal**. It is adjacent to the most highly developed section of the city, bordering Oakland to the north and Alameda to the south. At the east end of the harbor, the artificial Tidal Canal leads to San Leandro Bay where a channel continues to the Metropolitan Oakland International Airport. Mariners should exercise caution when transiting Oakland Inner Harbor to prevent wake damage to boats moored at marinas along the waterway.

(302) A **restricted area** is in Oakland Inner Harbor from the entrance to the E boundary of the Naval Air Station. (See **334.1020 and 334.1030** chapter 2, for limits and regulations.)

(313)

Facilities in the Port of Oakland

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Ports America Oakland (Berths 20 and 21)	37°49'09"N., 122°18'39"W.	1,355	42	14	• Open storage (166 acres) • Three container cranes (30 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Ports America, Inc.
Ports America Oakland(Berths 22–24)	37°49'02"N., 122°18'56"W.	3,129	50	14	• Open storage (166 acres) • Four container cranes (50 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Ports America, Inc.
Ports America Oakland (Berths 25 and 26)	37°48'42"N., 122°19'16"W.	1,138	50	14	• Open storage (44 acres) • Three container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Ports America, Inc.
TraPacTerminal (Berths 30–32)	37°48'37"N., 122°19'41"W.	2,172	50	14	• Open storage (66 acres) • Four container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ TraPac, Inc.
Seventh Street Container Terminal (Berth 33)	37°48'39"N., 122°19'53"W.	701	50	14	• Open storage (19 acres)	Receipt and shipment of bulk cargo	Port of Oakland/ TraPac, Inc.
Ben E. Nutter Terminal (Berths 35–37)	37°48'26"N., 122°20'23"W.	2,157	50	14	• Open storage (74 acres) • Four container cranes (50 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Seaside Transportation Services
TTI Terminal (Berths 55 and 56)	37°47'52"N., 122°19'15"W.	2,400	50	14.5	• Open storage (120 acres) • Four container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Total Terminals International
Oakland International Container Terminal (Berths 57–59)	37°47'42"N., 122°18'38"W.	3,600	50	14.5	• Open storage (150 acres) • Six container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Stevedoring Services of America Terminals
Global Gateway Central (Berths 60–63)	37°47'37"N., 122°18'01"W.	2,743	42	13.7	• Open storage (80 acres) • Four container cranes (50 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Eagle Marine Services
Schnitzer Steel Products 7th Street Pier	37°47'38"N., 122°17'33"W.	875	36	12	• Open storage (33 acres) • One traveling container crane (30 long tons)	Shipment of ferrous scrap metal	Schnitzer Steel Products Co.
Schnitzer Steel Products 6th Street Pier	37°47'39"N., 122°17'30"W.	700	36	11	Belt-conveyor and vessel loading spout (500 tons per hour)	Shipment of shredded scrap metal	Schnitzer Steel Products Co.
Schnitzer Steel Products Bulkhead Wharf	37°47'43"N., 122°17'22"W.	500	31	10	Barge mounted cranes and crawler cranes	Receipt of scrap metal	Schnitzer Steel Products Co.
Charles P. Howard Terminal (Berths 67 and 68)	37°47'41"N., 122°17'03"W.	1,946	42	13	• Open storage (50 acres) • Four container crane (50 long tons)	Receipt and shipment of containerized cargo and automobiles	Port of Oakland/ Stevedoring Services of America Terminals

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(303)

Channels

(304) A **Federal project** provides for a depth of 50 feet from the Bar Channel to and including the Oakland Outer Harbor, 50 feet in the Inner Harbor Reach, thence 35 feet from the Grove Street Pier to the Park Street Bridge Reach, thence 18 feet to Tidal Canal. (See Notice to Mariners and latest editions of charts for controlling depths.)

(305)

Bridges

(306) The fixed highway bridge across Brooklyn Basin at the east end of Coast Guard Island has a clearance of 11 feet. The three highway drawbridges across Tidal Canal have a least clearance of 15 feet. The vertical lift railroad bridge across Tidal Canal has a clearance of 13 feet down and 135 feet up. The bridgetenders monitor VHF-FM channel 16 and work channel 9. (See **117.1 through 117.59 and 117.181**, chapter 2, for drawbridge regulations.)

(333)

(307)

Quarantine, customs, immigration and agricultural quarantine

(308) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(309)

Harbor regulations

(310) The Port of Oakland is under the jurisdiction of the Board of Port Commissioners of the City of Oakland, and is managed by an executive director. The port's general offices are at 530 Water Street, Oakland, CA 94607.

(311)

Wharves

(312) The Port of Oakland owns the facilities engaged in handling general cargo in the port, and their operation is carried out through private companies. The port also has a number of smaller piers and wharves that are used for mooring small vessels, repair work, and for other purposes. Most major deep-draft facilities are listed in the table. The alongside depths given for each facility are reported depths. (For information on the latest depths contact the Port of Oakland or the facility operator.) General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. Floating cranes with lifting capacities to 350 tons are available.

(314) The port is served by two transcontinental Class I railroads. Truck connections are also available to the city's freeway system.

(315)

Supplies

(316) Bunker fuel, diesel oil, gasoline, water, and most other marine supplies and services are available in Oakland. Bunker fuel is usually delivered by barge.

(317)

Repairs

(318) A drydock and repair firm in Oakland has a maximum drydock capacity of 2,800 tons; marine railways here are capable of hauling out to 500 tons. All kinds of repairs are made to both hulls and engines.

(319)

Small-craft facilities

(320) There are many small-craft facilities on both sides of the channel from Oakland Inner Harbor entrance to the airport at the south end of San Leandro Bay. Mariners should exercise caution when transiting Oakland Inner Harbor to prevent wake damage to boats moored at marinas along the waterway.

(343)

Facilities in the Port of Richmond

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Port of Richmond Terminal No. 4 Wharf	37°57'47"N., 122°25'46"W.	1,047	32-35	14	• Tank storage (504,500 barrels) • One 5-ton mobile crane	Receipt and shipment of liquid bulk products (petroleum products, petrochemicals, chemicals, vegetable oils)	City of Richmond/ Paktank Corp.
Cheveron Products Richmond Long Wharf	37°55'19"N., 122°24'39"W.	3,065	40-50	15	• Tank storage (20.2 million barrels) • Pipelines extend from wharf to refinery	• Receipt of crude oil • Receipt and shipment of petroleum products	Cheveron Products Co.
Port of Richmond Point Potrero Marine Terminal No. 7 Wharf	37°54'27"N., 122°21'50"W.	1,615	38	12	• Open storage (40 acres with an additional 50 acres available if needed)	Occasional receipt and shipment of general cargo	City of Richmond/ Pasha Group
ARCO Products Richmond Tanker Wharf	37°54'43"N., 122°21'53"W.	710	38	12	• Tank storage (737,000 barrels) • Pipelines extend from wharf to tanks	Receipt and occasional shipment of petroleum products	ARCO Products Co.
Tosco Refining Richmond Tanker Wharf	37°54'54"N., 122°21'55"W.	836	37	12	• Tank storage (857,300 barrels) • Pipelines extend from wharf to tanks	Receipt and shipment of petroleum products and liquid bulk products (solvents, vegtable oils, coconut oil, caustic soda)	Tosco Refining Co./ Tosco Refining Co. and GATX Terminals Corp.
Tosco Refining Richmond Barge Wharf	37°54'58"N., 122°21'56"W.	836	37	12	• Tank storage (5,000 barrels) • Pipelines extend from wharf to tanks in Ref. No 5	Shipment and occasional receipt of petroleum products	Tosco Refining Co.
National Gypsum Richmond Dock	37°55'10"N., 122°22'06"W.	600	38	9-11	• Covered storage (40,000 tons of gypsum) • Belt conveyor (1,400 tons per hour)	Receipt of gypsum rock	National Gypsum Co., Gold Bond Building Products
Castrol North America Richmond Wharf	37°55'21"N., 122°22'26"W.	700	32	7	• Tank storage (85,000 barrels) • Pipelines extend from wharf to tanks	Receipt and shipment of petroleum products	Castrol North America, Incorperated
IMTT-Richmond Richmond Wharf	37°55'16"N., 122°22'09"W.	650	38	8	Tank storage: (441,200 barrels petroleum products) (4.2 million gal. caustic soda) (2.5 million gal. paraffin wax)	• Receipt and shipment of petroleum products • Receipt of caustic soda and paraffin wax	IMTT-Richmond-CA
Levin-Richmond Terminal Richmond Wharf (Berths A, B and C)	37°55'16"N., 122°22'01"W.	1,450	34-37	13	• Open storage (15 acres) • Five gantry cranes (25-50 tons) • Belt-conveyors (600 tons per hour)	• Shipment of scrap metal and petroleum coke • Receipt of miscellaneous dry bulk commodities	Levin-Richmond Terminal Corperation
Shore Terminals Richmond Wharf	37°55'05"N., 122°21'51"W.	700	33	12	• Tank storage (618,000 barrels) • Pipelines extend from wharf to tanks	Receipt and shipment of petroleum products	Shore Terminals LLC
Port of Richmond Terminal No. 2 Upper Wharf	37°54'59"N., 122°21'44"W.	300	38	13	• Tank storage (2 million gallons) • Pipelines extend from wharf to tanks	Receipt and shipment of edible oils	City of Richmond/ California Oils Corp.
Port of Richmond Terminal No. 3 Wharf	37°54'47"N., 122°21'42"W.	1,109	38	13	• Open storage (18 acres) • Two traveling container cranes (37 ton)	Receipt and shipment of conventional general cargo (steel, wood products and heavy lift items)	City of Richmond/ Stevedoring Services of America

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(321)

Communications

(322) Oakland is served directly by three major highways, with connections to several others. The city is the main-line terminus of three transcontinental railroads. Metropolitan Oakland International Airport, on the bay about 5 miles southeast of the city, is served by many airlines.

(323)

Chart 18650

(324) **San Leandro Channel** connects San Leandro Bay with San Francisco Bay. The channel is very narrow with shallow uneven depths at the east end. Mariners should seek local knowledge before transiting the channel. Three bascule bridges, operating simultaneously, with a minimum clearance of 20 feet at the south side of the draw, cross the channel at its east end. The bridgetender for the San Leandro Bay bridges at Alameda monitors VHF-FM

channel 16, and works on channel 9; call sign: WHX 870, Bay Farm Island Bridge. (See **117.1 through 117.59 and 117.193**, Chapter 2, for drawbridge regulations.)

(325)

Charts 18649, 18653, 18652

(326) **Berkeley**, the site of the University of California, adjoins Oakland and **Emeryville** to the north. The long pier extending into the bay is marked by a light; the 1.7-mile offshore section of the pier is in ruins, and the inshore 3,000-foot section is used for fishing. In clear weather the Campanile (bell tower) at the university shows prominently from the bay.

(327) **Berkeley Marina**, on the north side of the long pier, is protected at the entrance by two detached breakwaters. The south breakwater is marked by lights on the ends and at the center. The north breakwater is marked by a light on the northeast and southwest ends. The north side of the entrance into the harbor is marked by a private light, and the south side by a private light and sound signal. **Berkeley Reef**, awash, is 0.9 mile northwest from the inner harbor entrance; it is marked by a light. The marina accommodates 1,100 boats including transient berths; electricity, gasoline, diesel fuel, pumpout facility and ramp are available. All vessels entering the harbor must contact the harbormaster's office on the south side of the harbor.

(328) Two marinas are at Emeryville, about 1.5 miles south of Berkeley Marina, and can provide transient berths, gasoline, diesel fuel, electricity, water, pump-out facility and launch ramp.

(329) **Southampton Shoal Light** (37°52'55"N., 122°24'01"W.), 32 feet above the water, is shown from a white cylindrical tower near the south end of the 1.6-mile-long shoal. A sound signal (bell) is at the light. A wreck covered 4 feet lies 0.6 mile to the northeast at 37°53'16"N., 122°23'18"W.

(330) Vessels going from San Francisco Bay proper bound for Richmond usually use the 45-foot project channel through the shoal area NW of Southampton Shoal Light.

(331) **Red Rock**, 3.2 miles north-northwest of Southampton Shoal Light, is 169 feet high and prominent in the south approach. Buoyed **Castro Rocks**, 0.6 mile east-northeast of Red Rock, are small and low.

(332) **Richmond Harbor**, on the east shore of San Francisco Bay 1.5 miles north of Southampton Shoal Light, includes the port facilities to Point San Pablo. The harbor is served by two Class I railroads, and is an important oil refining center and oil shipping port.

(334)

Channels

(335) A **Federal project** provides for a depth of 45 feet in Southampton Shoal Channel and in the maneuvering area off Richmond Long Wharf, thence 38 feet in the channels leading to the port facilities at the Port of Richmond, to a point about 2,000 feet in Sante Fe Channel, thence 30 feet in the remainder of Sante Fe Channel and the turning basin. The channel is well marked by navigational aids. (See Notice to Mariners and latest editions of charts for controlling depths.) A 10,000-foot training wall is south of the dredged channel and extends west from Brooks Island.

(336) A **Federal project** further provides for an approach area 32 feet deep to the wharves at Point Orient and Point San Pablo. (See latest editions of charts for controlling depths.)

(337)

Regulated Navigation Areas

(338) A **security zone** has been established around the Chevron Long Wharf. (See **165.1197**, chapter 2, for limits and regulations.) A **restricted area** extends 0.3 mile offshore at Point Molate, site of a Navy fuel depot 0.8 mile north of Richmond-San Rafael Bridge. (See **334.1090**, chapter 2, for limits and regulations.) **Regulated navigation areas** are in the entrance channel and between Point Richmond and Point Potrero. (See **165.1181**, chapter 2, for limits and regulations.)

(339)

Quarantine, customs, immigration and agricultural quarantine

(340) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(341)

Wharves

(342) Commodities handled at the Port of Richmond consist primarily of crude oil, petroleum products and miscellaneous dry and liquid bulk cargoes. All major deep-draft facilities are listed in the table. The alongside depths given for each facility are reported; the operators of the wharves should be contacted for information on the latest depths. Most of the large oil wharves have hose-handling cranes. Of the facilities listed, all have truck access and most have rail connections to Class I railroads. Water and electrical shore power are available at most piers.

(344) General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is mentioned in the table under *Mechanical Handling Facilities*.

(345)

Repairs

(346) Repairs to fishing boats, recreational craft and other types of small vessels can be made at three marine repair yards on the Santa Fe Channel. A marine railway at one of the yards has a 20-ton hauling capacity and boat lifts to 88 tons are also available. There are no floating drydocks for public use at the port; the nearest such facilities are located at Oakland.

(347)

Small-craft facilities

(348) A marina and yacht club are in **Richmond Marina Bay** and a private yacht harbor is on the east side of Point Richmond. Available services include: transient berths, gasoline, diesel fuel, electricity, water, ice, pump-out and a launching ramp.

(349)

Bridge

(350) The 21,343-foot**Richmond-San Rafael Highway Bridge**, 8.8 miles above the Golden Gate Bridge, is one of the longest fixed high level double deck bridges. The east 970–foot fixed channel span clearance is 135 feet; the west fixed span has a 1,000–foot opening with a clearance of 185 feet. The centerline of both channels through the bridge spans is marked by a racon. The bridge is well lit, and the channels leading to it are marked with navigational aids.

(351) **Invincible Rock**, 1.3 miles north of Richmond-San Rafael Bridge, is covered 7 feet. **Whiting Rock**, covered 13 feet, is 0.2 mile north-northeast of Invincible Rock. Both rocks are buoyed. The buoy marking Whiting Rock is reported to submerge during strong ebb currents caused by the heavy spring runoffs in the area. Large vessels changing course and other craft in this area are advised to use caution.

(352) **The Brothers,** 1.7 miles north of Richmond-San Rafael Bridge, are two small low flat-topped islands. **East Brother Island Light** (37°57'48"N., 122°26'01"W.), 61 feet above the water, is shown from a buff square tower on the east island; a seasonal sound signal is at the station.

(353) **Point San Pablo**, 0.3 mile northeast of East Brother Island Light, is the northwest extremity of a low ridge of hills on the east shore of San Francisco Bay at its junction with San Pablo Bay. The point rises abruptly to a height of 140 feet. A dredged channel off the northeast shore of the point is used to access the Point San Pablo Yacht Harbor, and is reported to have significant shoaling.

(354) A small-boat basin used by commercial and sport fishermen is 0.5 mile southeast from Point San Pablo.

(355) A private yacht basin is 1 mile southeast from Point San Pablo. A channel leading to the basin has reported depths of about 2 feet.

(356) **Point Cavallo**, on the west side of San Francisco Bay 0.5 mile northeast of the Golden Gate Bridge, is sharp and rocky with some visible and covered rocks under its face. **Horseshoe Bay** is a shallow bight W of the point.

(357)

Coast Guard

(358) From Point Cavallo the steep rocky shore tends north for 0.3 mile to **Yellow Bluff**, thence northwest for 1 mile to Sausalito. A rock, covered 5 feet, is about 100 yards east-southeast of Yellow Bluff in about 37°50.2'N., 122°28.2'W.

(359) **Richardson Bay**, 2 miles north of the Golden Gate Bridge, is shoal except for the south part fronting Sausalito. In the north part of Richardson Bay, a wildlife sanctuary, established by the National Audubon Society, provides safe refuge for migratory fowl that arrives each fall. The sanctuary is closed to marine traffic from October to March. Seasonal buoys north of a line approximately **097°**True from Strawberry Point to Belvedere, mark the perimeter of the sanctuary. Three concrete piles topped by white cones, also mark the southern edge of the sanctuary. A special anchorage is in Richardson Bay. Local authorities control the anchoring of vessels and placement of moorings in Richardson Bay. Mariners should contact the Richardson Bay Regional Agency at (415) 289-4143 for specific information. Richardson Bay is a no-discharge zone; it is illegal for vessels to discharge any form of waste into the bay. (See **33 CFR 110.1** and **110.126a**, chapter 2, for limits and regulations.) A channel leading northwest through Richardson Bay to facilities at Sausalito is marked by lights, daybeacons, and buoys.

(360) A **no-wake speed limit** is in all channels in Richardson Bay.

(361) **Sausalito** harbors some commercial fishing boats and many pleasure craft. Several boatbuilding and repair yards have marine ways, the largest of which can handle craft up to 350 tons.

(362) The Corps of Engineers has an operations base and model current-flow basin at Sausalito.

(363) **Belvedere Cove,** 3 miles north-northeast of the Golden Gate Bridge, is entered between **Peninsula Point** on the south and **Point Tiburon** on the north. Two private yacht clubs are in the cove. There are several small piers used by ferry boats about 0.2 mile west of Point Tiburon. Passenger ferry service is available between Tiburon and San Francisco and between Tiburon and Angel Island. The ruins of an abandoned railroad ferry slip is just west of Point Tiburon.

(364) **Angel Island**, 3 miles northeast of the Golden Gate Bridge, is partially wooded and level on top. The irregular-shaped island is separated from the mainland by Raccoon Strait. The island, formerly an immigration detention station, is now a State park. A ferry operates from the island to Tiburon and just south of Pier 1 in San Francisco.

(365) **Point Blunt**, the southeast extremity of Angel Island, terminates in a 60–foot-high knob, and is connected with the island by a low neck of land. **Point Blunt Light** (37°51'12"N., 122°25'09"W.), 60 feet above the water, is shown from a white house on the point; a sound signal is at the station. A shoal with visible and covered rocks extends south-southeast for 0.1 mile. Tide rips and swirls are heavy around the point, especially with a large falling tide.

(366) **Quarry Point**, the east end of Angel Island, is a bold bluff with deepwater close-to. The wharf 0.6 mile north of the point is in ruins. The point is marked by a light.

(367) A lighted buoy is off **Point Stuart**, the west extremity of Angel Island. A shoal area covered 14 to 30 feet, extending southwest from **Point Knox**, is marked by a lighted buoy.

(368) **Ayala Cove**, indenting the north side of Angel Island, about 0.6 mile northeast of Point Stuart, is reported to afford good anchorage in depths of 10 to 12 feet, mud bottom, and protection from south and west winds. Slips are available for day use only; mooring buoys are available for overnight stays. A pier at the State park facility in the cove is used by ferries and State park personnel.

(369) **Raccoon Strait**, nearly 0.5 mile wide between Angel Island and the mainland, is used by ferry boats and pleasure craft. The tidal currents in the strait have considerable velocity, and rips and swirls are heavy at times. A midchannel course can be followed. **Raccoon Shoal**, covered 29 feet, is 500 yards north of Raccoon Strait Lighted Buoy 4. A strong ebb current sets directly across the channel at the east entrance.

(370) The charted **recreation area** extending southwest of Angel Island and including all of Raccoon Strait and Richardson Bay is intended primarily for use by recreation vessels. It should not be utilized by vessels 300 tons or more for through passage or for any other purpose, except in case of emergency or special circumstances.

(371) **Bluff Point**, on the mainland and marked by a light, is the east extremity of Tiburon Peninsula 1.2 miles north of Point Stuart. Point Chauncey, 0.8 miles northwest of Bluff Point, is the site of the University of San Francisco Romberg Fisheries Laboratory. Pier ruins at the site are marked by lights.

(372) **Paradise Cay**, a filled real estate project 2.6 miles northwest of Bluff Point, has a small-boat harbor that accommodates about 200 boats. The harbor is on the north side of the project.

(373) **Corte Madera Creek**, at the head of a marshy bight about 2 miles northwest of Paradise Cay, is the site of a ferry terminal with frequent service to and from San Francisco.

(374) **Corte Madera Channel** leads northwest from deep water in the bay over the flats to a turning basin at the mouth of the creek. In 2013, the controlling depth in the entrance channel was 8 feet, with 11 to 15 feet available in the turning basin. The channel and turning basin are marked by lights.

(375) A railroad bridge, 0.4 mile above the turning basin, has a 38-foot bascule span with a clearance of 10 feet. (See **117.1 through 117.59 and 117.153**, chapter 2, for drawbridge regulations.) The bridge remains in the open position except when trains or rail maintenance equipment are crossing the creek. The fixed highway bridges, 0.1 mile above the railroad bridge, have 35-foot channel spans with a clearance of 21 feet. Submerged obstructions that protrude 3 to 4 feet from the bottom are under the fixed bridges. The obstructions are marked by signs on either side of the bridges. In 1984, a submerged obstruction was reported on the north edge of the channel about 400 yards west of the fixed bridges. The power cables over the turning basin and creek have a least clearance of 120 feet.

(376) **Point San Quentin**, at the west end of the Richmond-San Rafael Bridge, has low land on either side. The buildings of the State Prison south of the bridge and the long wharf north of it are prominent. A State **security zone** extends off the southeast side of Point San Quentin. The buoys are orange and white and display the words "San Quentin Prison."

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

(378) The municipal yacht harbor is on the south side of San Rafael Creek, about 400 yards east of the turning basin, and there are numerous small-craft facilities elsewhere along the creek.

(379) **Point San Pedro**, 3 miles north of Point San Quentin at the west entrance to San Pablo Bay, extends 100 yards east of 356-foot-high **San Pedro Hill**. Three charted brick stacks are just south from the point. There is a large quarry just north from the point.

(380)

Charts 18654, 18652

(381) **San Pablo Bay**, is nearly circular, 10 miles long in a northeast direction, with a greatest width of 8 miles. The north part consists of low marshes intersected by numerous sloughs and a large area of shoal water and mudflats that bare at extreme low water. The south shore is bolder, except between Point San Pablo and Pinole Point, where it is low and marshy for about 3 miles. Carquinez Strait joins San Pablo Bay with Mare Island Strait and Suisun Bay at its east extremity. There is considerable traffic through the bay. Deep-draft oil tankers and sugar-laden vessels pass through the bay bound for Crockett and Martinez. Lighter draft vessels pass through bound for points on Suisun Bay, and the Sacramento River to Sacramento, and on the San Joaquin River to Stockton.

(382) Mariners are advised that winds and currents in San Pablo Bay may be particularly strong and must be taken into consideration by tankers bound for the oil terminals. Vessels transiting the Pinole Shoal Regulated Navigation Area westbound on an ebb current should use extra

(393)

Structures across Petaluma River					
			Clearances (feet)		
Name•Description•Type	Location	Miles*	Horizontal	Vertical**	Information
Overhead power cable	38°06'39"N., 122°29'30"W.	0.4		125	
Northwestern Pacific Railroad bridge (swing)	38°06'44"N., 122°30'06"W.	0.8	110	7	Notes 1 and 2
State Route 37 bridge (fixed)	38°06'55"N., 122°30'18"W.	1.0	140	70	
Overhead power cable	38°06'57"N., 122°30'20"W.	1.1		100	
Overhead power cable	38°07'14"N., 122°30'32"W.	1.3		96	
Overhead power cable	38°08'09"N., 122°30'50"W.	2.2		140	
Overhead power cable	38°13'38"N., 122°36'36"W.	12.2		100	
Overhead power cable	38°13'42"N., 122°36'48"W.	12.3		70	
Haystack Landing railroad bridge (bascule)	38°13'42"N., 122°36'50"W.	12.4	87	3	Note 1
U.S. 101 Bridge (fixed)	38°13'43"N., 122°36'55"W.	12.5	100	70	
Overhead power cable	38°14'05"N., 122°38'06"W.	13.7		100	
D Street bridge (bascule)	38°14'05"N., 122°38'08"W.	13.7	52	5	Notes 1 and 3
Washington Street bridge (fixed)	38°14'10"N., 122°38'25"W.	14.2	30	8	

* Distance is in nautical miles above the mouth
** Clearance above Mean High Water
Note 1 – See 33 CFR 117.1 through 117.59 and 117.187, chapter 2, for drawbridge regulations.
Note 2 – When not in use, the drawspans are maintained in the open to navigation position.
Note 3 – Bridgetender monitors VHF-FM channel 16 and works channel 9, call sign WQX–644.

caution to avoid being set down on the aids to navigation following the turn at San Pablo Bay Channel Light 11.

(383) The marked channel through San Pablo Bay extends in a gentle curve north and east from the entrance to the east end. The Federal project depth is 35 feet across Pinole Shoal. (See Notice to Mariners and latest editions of charts for controlling depths.) A **regulated navigation area** has been established in Pinole Shoal Channel. (See **33 CFR 165.1181(e)(2)**, chapter 2, for limits and regulations.) Vessels that do not meet the tonnage requirements to transit the Pinole Shoal Regulated Navigation Area follow an informal transit pattern along the 25-foot curve just to the south of Pinole Shoal between the entrance to Pinole Shoal Channel (38°00'00"N., 122°25'00"W.) and the entrance to Carquinez Strait.

(384) A **safety zone** has been established in San Pablo Bay north of the Pinole Shoal Channel. (See **33 CFR 165.1184**, chapter 2, for limits and regulations.)

(385) **General and naval anchorages** are in San Pablo Bay. (See **110.1 and 110.224**, chapter 2, for limits and regulations.)

(386) Shoals and flats, which uncover, extend from Point San Pablo to Pinole Point, thence northeast to Lone Tree Point.

(387) **Pinole Point** is a moderately high, rocky bluff, projecting about 1 mile from the southeast shore of San Pablo Bay. A T-head fishing pier extends northwest from the east side of the point. Piles and a light are off the face of the pier. The ruins of a former wharf extend from the east side of the point, and numerous oil tanks are on the hills about 2 miles in back of it. About 3.5 miles east of Pinole Point, the black and white tank at a chemical fertilizer plant is prominent. A pleasure fishing pier and a small-craft harbor are at **Lone Tree Point**, 4.6 miles east from Pinole Point. A steel skeleton tower is 0.6 mile south of Lone Tree Point. **Oleum**, on **Davis Point**, is an oil town. There are many prominent oil tanks, painted in pastel colors, on the hills back of the town. Six stacks in a line southeast of Davis Point are also prominent.

(388) The Conoco-Phillips Wharf, a T-shaped wharf, extends out from the Oleum refinery on Davis Point. In 2005, a least depth of 40 feet was alongside the 1,250-foot wharf; 1,375 feet of berthing space is available with dolphins. All four corners of the wharf are marked by private lights, and a private sound signal is at the east end; the trestle leading to the wharf is lighted at night. The deck height is 17 feet. Pipelines extend from the wharf to nearby storage tanks. The wharf is used for receipt and shipment of petroleum products and for bunkering vessels. A **security zone** has been established surrounding the wharf. (See **165.1197**, chapter 2, for limits and regulations.)

(389) Shore Oil Terminal Wharf, about 1 mile east of the Conoco-Phillips wharf, has a 72-foot face with 980 feet of berthing space with dolphins and 40 to 45 feet alongside; deck height, 20 feet. The wharf is used for receipt of petroleum products

(390) **Gallinas Creek** enters San Pablo Bay about 1.5 miles northwest of Point San Pedro. The entrance channel, marked by private markers on the north side, leads across flats to the mouth of the creek. In 1983, the channel had a controlling depth of 2 feet. Local knowledge is advised. Overhead cables crossing the creek have a minimum clearance of 65 feet.

(391) A dredge offloading facility and booster pump facility are about 1.43 miles northeast of Point San Pedro

(414)

in about 38°00'22"N., 122°25'53"W. and 38°01'15"N., 122°27'04"W., respectively. The two facilities consist of several pilings with permanently moored barges. A marked, submerged pipeline and power cables connect the two facilities, thence runs northwest to the shoreline in about 38°02'47"N., 122°29'36"W. Mariners are advised to use caution when transiting the area.

(392) **Petaluma River** enters San Pablo Bay on the northwest side. The city of **Petaluma**, 12 miles above the mouth, is the center of an extensive dairy and egg industry. The river is used by pleasure craft and by barges handling gravel, oyster shell, heavy construction equipment, and prestressed concrete products. A dredged channel leads from deep water in San Pablo Bay to the mouth of the Petaluma River and continues upstream to the city of Petaluma.

(394) A privately dredged channel with private markers leads south-southwest from the dredged entrance channel to Petaluma River just below the entrance to the river and thence to **Novato Creek**. In 1985, the reported controlling depth was 2 feet.

(395)

Danger zones

(396) Danger zones are in the east part of San Pablo Bay adjacent to the west shore of Mare Island and in the north central part of the bay. (See **334.1160 and 334.1170**, chapter 2, for limits and regulations.)

(397)

Charts 18655, 18652

(398) **Mare Island Strait**, at the mouth of the Napa River, is between the mainland and **Mare Island**. The project depth for the Mare Island Strait Channel, from the entrance to just south of the Vallejo-Mare Island Causeway Bridge, about 2.9 miles above the entrance, is 30 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

(399) The waters around Mare Island are included in a **restricted area.** (See **334.1100**, chapter 2, for limits and regulations.)

(400) A power cable crossing lower Mare Island Strait between Vallejo and Mare Island has a clearance of 206 feet. If the clearance between the masthead and the cable is less than 10 feet or if the clearance is not known, vessels shall not move under the cable without authority.

(401) The entrance to Mare Island Strait is between two dikes. On the east side of the entrance, Dike No. 9 extends about 700 yards southwest from the mainland and on the west side, Dike No. 14 extends about 500 yards southeast from Mare Island; both dikes have submerged outer sections. Dike No. 9 is marked at the outer end by a light and Dike No. 14 is marked at the outer end by a lighted buoy.

(402)

Coast Guard

(403) **Coast Guard Station Vallejo**, about 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge, is on the east side of the strait.

(404) **Vallejo**, on the east shore of Mare Island Strait, is the terminus of a railroad. A large flour mill is prominent south of the railroad yard. A passenger ferry operates between Vallejo and San Francisco. Two small-craft facilities are on the east side of the Mare Island Strait.

(405) The Vallejo-Mare Island causeway and lift bridge connects Mare Island with the city of Vallejo. It has a lift span with a clearance of 100 feet up and 12 feet down. (See **33 CFR117.1** through **117.59** and **117.169**, chapter 2, for drawbridge regulations.) The bridge is equipped with radiotelephone. The bridgetender monitors VHF-FM channel 16 and works on channel 13; voice call, Mare Island Causeway Bridge. Just above **Sears Point**, 1 mile above Vallejo, a fixed highway bridge with a clearance of 100 feet crosses the strait. A public fishing pier is close south of this bridge and extends about 350 yards from the east side of the strait. A Navy reserve fleet pier is on the west side of the strait between Vallejo-Mare Island causeway lift bridge and the fixed bridge just above Sears Point. If practical, approach the bridges only when running against the current. No passage should be attempted during the periods of peak flood or ebb current.

(406)

Charts 18654, 18652

(407) **Napa River**, the continuation of Mare Island Strait above the Vallejo-Mare Island Causeway Bridge, is used by barges and pleasure boats. Barge traffic on the river is in crushed rock, salt, and steel. A dredged channel leads from the causeway bridge to a turning basin at **Jacks Bend**, thence to the head of navigation at the 3rd Street Bridge in **Napa,** 13 miles above the causeway bridge. A **Federal project** provides a depth of 10 feet from **Horseshoe Bend** to the upstream limit of the channel. (See Notice to Mariners and latest editions of charts for controlling depths.) Napa River is marked to Horeshoe Bendby lights and a daybeacon; above Horseshoe Bend, the river is marked by lights and daybeacons to the 3rd Street Bridge in Napa. A visible wreck, marked by a buoy, is on the east side of the channel just north of Slaughterhouse Point. In 2004, a submerged obstruction was reported in the channel east of Knight Island in about 38°08'16.5"N., 122°16'57.2"W.

(408) The railroad bridge across Napa River at **Brazos**, about 6.8 miles above the Vallejo-Mare Island Causeway, has a vertical lift span with a clearance of 2 feet down and 97 feet up. When not in use, the drawspan is maintained in the open to navigation position. (See **117.1 through 117.59 and117.169**, chapter 2, for drawbridge regulations.) The channel through the bridge crosses from one bank to the other causing a hazardous condition, particularly for downbound loaded barges, because the direction of the ebb current is as much as 50° from the axis of the channel.

(409) A fixed highway bridge with a clearance of 107 feet crosses the Napa River at Suscol, about 9.7 miles above the Vallejo-Mare Island Causeway.

(410) Near **Imola**, 12 miles above Vallejo-Mare Island Causeway bridge, a fixed highway bridge crosses the river with a clearance of 60 feet. The three fixed bridges in Napa have a minimum width of 47 feet and a clearance of 3.7 feet. The minimum clearance of the power cables crossing the river below Napa is 125 feet, and in Napa, 40 feet.

(411) A small-craft basin is on the W side of Napa River opposite **Bull Island**, 8 miles above the Vallejo-Mare Island Causeway and several other small-craft facilities are elsewhere on the river.

(412)

Charts 18656, 18652

(413) Six-mile-long **Carquinez Strait** connects San Pablo and Suisun Bays. For the first 3.5 miles it is a little less than 0.5 mile wide, and then widens to about 1 mile. It is deep throughout with the exception of a small stretch of flats on the north shore, and a small shoal area in the bight on the south shore near the east end.

(415)

Anchorages

(416) **General anchorages** are in Carquinez Strait. (See **33 CFR110.1** and **110.224**, chapter 2, for limits and regulations.) Mariners should take note of the cable area which runs through Anchorages 22 and 23, south of Benicia.

(417)

Charts 18655, 18652

(418) The **California State Maritime Academy** and pier are in **Morrow Cove**, on the north shore of the west entrance to Carquinez Strait.

(419) Interstate Route 80 fixed highway bridges cross Carquinez Strait near its west entrance at **Semple Point**. The channel on each side of the center pier is 998 feet wide; the least clearance is 146 feet through the north span and 132 feet through the south span. Private sound signals are sounded at the bridge piers and racons are at the center of each span of the east bridge.

(420) Power cables cross the strait 0.3 mile west of the highway bridges and 1.2 miles east of it; the minimum clearance is 179 feet.

(421) **Crockett**, on the south shore just east of the highway bridges, is built around The California and Hawaiian Sugar Company Refinery. The refinery's wharf has a 2,715-foot face with 2,815 feet of berthing space with dolphins, and a deck height of 12 feet. A depth of 30 feet is alongside. Four cranes and a conveyor system serve

(437)

Structures Across Carquinez Strait (east end)				
Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Mean High Water (feet)	Information
Benicia-Martinez highway bridge (fixed)	38°02'18"N., 122°07'16"W.	440	135	A sound signal and RACON mark the main channel span. **(Note 1)**
Union Pacific Raiload bridge (vertical lift)	38°02'19"N., 122°07'15"W.	291	70 (down) 135 (up)	Bridgetender monitors VHF-FM channel 13 and works on channel 14; call sign KQ-7193, Union Pacific Railroad Bridge. **(Note 2)**
Interstate 680 highway bridge (fixed)	38°02'21"N., 122°07'09"W.	574	153	

Note 1 – Regulated Navigation Area under the main channel span (See **33 CFR 165.1181**, chapter 2, for limits and regulations)
Note 2 – All mariners intending to transit underneath the Union Pacific Railroad Bridge should be familiar with the communications protocol established specifically for vessel-to-bridge radiotelephone communications at the bridge. The protocol addresses procedures for requesting an opening of the bridge as well as special emergency communication procedures for all vessels transiting underneath the bridge. For a complete explanation of the San Francisco communications protocol, or to contact the Training Director, go to *http://www.uscg.mil/d11/vtssf/*.

the wharf, maximum unloading rate is 250 tons per hour each; water is available. The wharf is used for receipt and shipment of sugar products and the transfer of bulk liquid molasses; it is owned and operated by California and Hawaiian Sugar Company.

(422) A marina is on the south shore just west of the highway bridges, and a small-boat basin is in **Elliot Cove** on the north side of the strait opposite Crockett.

(423)

Charts 18657, 18652

(424) A light is 130 yards off the south side of Carquinez Strait, 1.5 miles east of Interstate Route 80 fixed highway bridges; a light is off **Port Costa**, 0.6 mile to the east. On the north side of the strait, a light is on **Dillon Point** and another is off **Benicia Point**.

(425) The Defense Fuel Supply Center Support Point, Ozol Oil Wharf, at **Ozol**, is about 1.6 miles southeast of Port Costa. The 270-foot offshore wharf has 880 feet of berthing space with dolphins. The depth alongside is 37 feet and the deck height is 8 feet. Water and electrical shore power connections are available. The wharf is owned by the U.S. Government and operated by Blaiz Co., Inc.

(426) There are three wharves extending out to deep water at **Martinez**, 2 miles southeast of Point Carquinez.

(427) The westernmost of these facilities is the municipal fishing pier. A small-boat harbor, protected by breakwaters, is on the east side of the pier. A private light is on the channel end of both breakwaters. In 1994, shoaling to a depth of about 4 feet was reported at the entrance to the marina.

(428) The Shell Oil Company, Martinez Refinery Wharf, is east of the municipal fishing pier. The 900-foot offshore wharf has 1,850 feet of berthing space with dolphins and has a depth of 42 feet alongside decreasing to 39 feet at the west end; the deck height is 15 feet. Water and electrical shore power connections are available. The wharf is owned and operated by the Shell Oil Company and is marked by private lights and a sound signal. A **security zone** surrounds the wharf. (See **33 CFR165.1197**, chapter 2, for limits and regulations.)

(429) The Tesoro Amorco Pier, Upper and Lower Wharves, are northeast of the Shell Oil Company Wharf. The wharves provide 978 feet of berthing space and have a depth of 35 feet alongside; the deck height is 15 to 17 feet. The wharves are used for the receipt and shipment of petroleum products and for bunkering vessels. The wharves are owned and operated by Tesoro Corporation and are marked by private lights. A **security zone** surrounds the wharves. (See **33 CFR165.1197**, chapter 2, for limits and regulations.)

(430) **Benicia** is on the north shore at the east end of Carquinez Strait. Most of the smaller piers around the town are in ruins.

(431)

Caution

(432) The bottom of Carquinez Strait south of Benicia Point is sandy and changeable. Strong tides, alongshore currents and seasonal runoff influence the bottom, resulting in a shoaling trend migrating southeast from the point through much of General Anchorage No. 22. Mariners should use caution in transiting this area, with the expectation of changing depths, possibly shoaler than charted.

(433) A marina, protected by breakwaters, is at Benicia; private lights on the breakwater mark the entrance.

(434) The **Port of Benicia** is at Army Point at the east end of the town. Highway and railroad connections, and water and electrical shore power connections are available at all of the facilities.

(435) Valero-Benicia Refinery (38°02'41"N., 122°07'45"W.): 1,100 feet of berthing space; 40.4 feet alongside; deck height, 15 feet; receipt and shipment of petroleum products; receipt of crude oil; owned and operated by Valero Energy Corporation. A **security zone** has been established around the wharf. (See **33 CFR165.1197**, chapter 2, for limits and regulations.)

(436) Benicia Port Terminal Berth (38°02'28"N., 122°08'05"W.): 2,404 feet of berthing space; 34 to 37 feet

alongside; deck height, 11 to 15 feet; receipt of automobiles and crude oil; receipt and shipment of general cargo; shipment of bagged rice, petroleum coke and petroleum products; owned by Benicia Port Terminal Company and operated by various companies.

(438) **Bulls Head Point**, just east of the south end of the bridge, shows as a 100-foot rounding hill with numerous towers.

(439) The Plains Products Terminal Wharf is 0.9 miles northeast of the Interstate 680 highway bridge and is marked by four private lights. The wharf has 970 feet of berthing space, a depth of 34 feet alongside, and is used for shipping/receiving petroleum products.

(440) The Tesoro Golden Eagle Refinery, Avon Marine Terminal extends across the flats at Avon, northeast of the Plains Products Terminal Wharf. The wharf has a total berthing space of 1,320 feet with depths of 35-40 feet alongside the channel face; deck height is 19 feet, with 14 feet at the center section. Tankers berth along the channel side of the face and barges along the inshore side of the face. The wharf receives and ships petroleum products and is owned/operated by The Tesoro Refining and Marketing Company. Private lights and sound signals are on the outer ends of the pier. A security zone surrounds the wharf. (See **33 CFR 165.1197**, chapter 2, for limits and regulations.)

(441)

Charts 18656, 18652

(442) **Suisun Bay** is a broad shallow body of water with marshy shores and filled with numerous marshy islands, many of which have been reclaimed and are now under cultivation. It is practically the delta of the Sacramento and San Joaquin Rivers which empty into the east part of the bay. Two narrow winding channels lead to the mouths of the rivers; they are marked by lights. The rivers and the channels near the mouths have been improved to increase the depth, remove obstructions and provide relief during freshet seasons. A Federal project provides for a main channel 35 feet deep through the bay to the San Joaquin River. (See Notice to Mariners and latest editions of charts for controlling depths.)

(443) The bay is used by many light-draft vessels having local knowledge. It is recommended that large vessels take a pilot if bound above Crockett. For information on obtaining an inland pilot contact the San Francisco Marine Exchange or San Francisco Bar Pilots.

(444)

Anchorages

(445) **General anchorages** are in Suisun Bay. (See **110.1 and 110.224,** chapter 2, for limits and regulations.)

(446) **Suisun Slough** empties into the northwest side of Suisun Bay 5.5 miles north of Benicia. A dredged channel leads from Suisun Bay into the entrance to the slough. In 1990, the controlling depth was 6½ feet. The entrance channel is marked by lights. Above the dredged channel, river channel had a reported depth of 6.3 feet in 2001, from the mouth to **Suisun City**, 12 miles above the entrance. Traffic on the slough includes gasoline, jet fuel, and residual fuel oil. Petroleum products are barged to an oil distributor at Suisun City. A power cable with a clearance of 110 feet crosses the slough just south of the city.

(447) A **restricted berthing area** for Maritime Administration Reserve Fleet vessels is along the west side of Suisun Bay. (See **162.270,** chapter 2, for limits and regulations.)

(448) (See **117.1 through 117.59, 117.151, and 117.185**, chapter 2, for drawbridge regulations for the bridges over the minor tributaries of Suisun Bay.)

(449)

Charts 18658, 18652

(450) **Military Ocean Terminal Concord (MOTCO)** is on the south side of the bay. A **restricted area** has been established along the waterfront of the terminal (See **33 CFR 334.1110**, Chapter 2, for limits and regulations.) A **security zone** has also been established around the piers of the terminal. (See **33 CFR 165.1199**, Chapter 2, for limits and regulations.)

(451)

Charts 18656, 18652

(452) Two adjacent small-craft basins are on the south side of the flats about 1.6 miles east of **Middle Point**, the east boundary of the Navy weapons station. The basins are connected to the bay by twin canals cut through the flats, though the east basin is shoaled in and not in use. All access is via the west basin, with a reported depth of 6 feet or less.

(453)

Charts 18659, 18661, 18652

(454) **Pittsburg**, on the south side of New York Slough 12 miles east of Suisun Point bridges, is a manufacturing city with several deepwater berths.

(455) The PGE-Pittsburg Fuel Pier, about 0.3 mile west of **New York Point**, is an offshore wharf with 1,070 feet of berthing space, 35 feet alongside, and a deck height of 14 feet. It is used for receiving and transshipping petroleum products.

(456) The Diablo Service Corp. Wharf, about 0.6 mile east of New York Point is an offshore wharf with 1,154 feet of berthing space with dolphins, 35 feet alongside, and deck height of 12 feet. There is a conveyer system and crawler tractors. Rail and highway connections, and water and electrical shore-power connections are available. It is owned by Tosco Corp. and is used for the receipt of petroleum coke.

(457) USS-Posco Industries, Pittsburg Wharf, about 1.3 mile east of New York Point, is a 891-foot marginal wharf with depths of 33 feet alongside and a deck height of 11

feet. Three 37½-ton cranes are available, and there are rail and highway connections, and water and electrical shore power connections. It is used for receipt of semifinished steel.

(458) The Dow Chemical Co., Pittsburg Plant Wharf, about 2 miles east of New York Point, is an offshore wharf with 672 feet of berthing space with dolphins, 40 feet alongside and a deck height of 20 feet. It is used for shipment and receipt of caustic soda.

(459) **Antioch** on the south side of San Joaquin River 16 miles east of Suisun Point bridges, is a manufacturing city with waterborne commerce.

(460) Georgia-Pacific Corp., Antioch Plant Wharf, about 38°00'56"N., 121°47'08"W., is a 197-foot offshore wharf, 780 feet usable with dolphins, with 31 feet alongside and a deck height of 11 feet. A conveyor system is available for the receipt of gypsum rock. Highway connections, and water and electrical shore power connections are available.

(461) Gaylord Container Corp., California Mill Wharf, about 0.5 mile east of Kaiser Gypsum Co. Pier, is a 291-foot offshore wharf, 766 total berthing space, with depths of 35 feet alongside. Receipt of miscellaneous dry bulk commodities.

(462) There are also barge facilities at Antioch.

(463) The Fulton Shipyard, on the east edge of the city, has a marine railway that can haul out vessels up to 350 tons for general repairs. The yard repairs auxiliary vessels such as towboats and barges.

(464) Several small-craft facilities are at Pittsburg and Antioch.

(465)

Charts 18661, 18662

(466) The **Delta Region**, the combined deltas of the San Joaquin and Sacramento Rivers, comprises the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers. Hundreds of miles of navigable waterways for small boats are available in the Delta; both local and visiting small craft use these waterways extensively. Common types of pleasure craft peculiar to the Delta include pontoon boats and houseboats, but many conventional powerboats and sailboats use these waters also, especially in summer when San Francisco Bay is foggy and choppy. Some of the more important sloughs are used by tugs and barges.

(467) Bordering the various waterways are levees which are 12 feet or more higher than the land behind them. The levees are built up from dredged material taken from the adjacent waterway, and because of the settlement of the levees, dredging has been done periodically to keep the tops at height and grade. As material is needed for levee work, the dredge pays more attention to the requirements of the levee than to the depth of the channel for navigation purposes. This leaves an uneven bottom. The tops of the levees generally have dirt roads. **Tule** is often found on the channel side of the levees. Tule is the name given to a tall aquatic plant growth similar to bulrush.

(468) Many public and private small-boat harbors, marinas, and boating resorts are spread over the Delta region. All types of facilities and services for small craft are available, though some areas in the Delta are much more developed than others. Groceries are one of the most difficult items to obtain in this region; groceries in any quantity must be obtained from the larger towns on the Sacramento River, at Antioch or Stockton on the San Joaquin River, or at one of the larger resorts. Diesel oil is similarly rather scarce, since most craft on these waters use gasoline. Diesel oil may be obtained at the junction of the Mokelumne and San Joaquin Rivers, on the W side of King Island, at or near the cities of Antioch and Stockton, and at Bethel Island.

(469) Some areas in the Delta in which small-craft facilities are especially concentrated are: most of the perimeter of **Bethel Island (Bethel Tract)**, 3.4 miles east from Antioch Bridge; the south side of San Joaquin River on both sides of Antioch Bridge; the west side of the Mokelumne River from its junction with the San Joaquin River to Georgiana Slough; and the San Joaquin River from Fourteenmile Slough through Stockton.

(470)

Cable Ferries

(471) The Sacramento and San Joaquin Rivers, including some of the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers, are crossed by cable ferries (see charts 18661 and 18662). These ferries in the delta region are guided by cables and sometimes propelled by a cable rig attached to the shore. Cables to the ferries, which extend from both banks of the waterway, may be at, near, or above the water surface. Operating procedures vary and mariners are advised to use extreme caution and seek local knowledge. In 1978, the U.S. Coast Guard advised that cable ferries were not operating in many charted locations in the delta region. These ferries may operate intermittently, so caution is advised while operating in their vicinity. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(472) **Clearances for structures** (bridges, cables, pipelines, etc.) across all navigable waterways throughout the **Delta Region** (except the San Joaquin River) are listed on structure-crossing tables. These tables are located near the waterways being discussed in the text. Mariners are advised that **low water datum** listed on the tables is **mean lower low water** at **low-river stage**; overhead cable clearances reference **high water datum**. During **flood stage levels**, bridge and overhead cable clearances may be **reduced** as much as 29 feet or more. See chapter 1 for more information about bridges and overhead cables.

(486)

Structures Across the Principal Tributaries of the San Joaquin River

Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet)		Information
			Low	High	
Mokelumne River					
Mokelumne River highway swing bridge	38°07'34"N., 121°34'47"W.	100	11	8	Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign KMJ-382 Mokelumne River Bridge. **(Note 1)**
South Fork Mokelumne River					
Overhead power cable	38°07'04"N., 121°29'44"W.			110	
Overhead power cable	38°13'32"N., 121°29'30"W.			110	
San Joaquin County highway bridge (removable span)	38°13'32"N., 121°29'30"W.	58	16	13	**(Note 1)**
North Fork Mokelumne River					
Millers Ferry highway swing bridge	38°13'25"N., 121°30'25"W.	85	15	12	Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign WBE-8326 Millers Ferry Bridge. **(Note 1)**
Wilson Bridge/Deadhorse Island Bridge (removable span)	38°13'28"N., 121°30'17"W.	56	14	11	
Mokelumne River					
Interstate 5 fixed highway bridges	38°15'18"N., 121°26'52"W.	65	24	21	
Franklin Road swing bridge	38°15'20"N., 121°26'23"W.	80	21	18	Clearances are for the south draw only. **(Note 1)**
Union Pacific Railroad swing bridge	38°15'17"N., 121°25'54"W.	61	19	16	Clearances are for the south draw only. **(Note 1)**
Galt-New Hope Road fixed bridge	38°14'12"N., 121°25'07"W.	62	18	2	
Little Potato Slough					
Potato Slough Bridge (swing, highway)	38°06'56"N., 121°29'52"W.	100	37	35	Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign KSK-278 Potato Slough Bridge. **(Note 2)**
Georgiana Slough					
Overhead power cable	38°08'47"N., 121°36'03"W.			85	
Tyler Island Bridge Road (swing)	38°09'43"N., 121°35'05"W.	80	13	10	Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign WHU-246 Tyler Island Bridge. **(Note 3)**
Old River					
Overhead power cable	38°04'16"N., 121°34'32"W.			110	
Overhead power cable	37°58'57"N., 121°34'53"W.			110	
BNSF Railroad Bascule Bridge	37°56'24"N., 121°33'38"W.	95 (75 feet open)	14	11	Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign WHU-322 Santa Fe Railroad Bridge.
Overhead power cable	37°55'44"N., 121°33'32"W.			125	
State Route 4 highway swing bridge	37°53'28"N., 121°34'13"W.	98	16	12	**(Note 4)**
Overhead power cable	37°53'13"N., 121°34'32"W.			50	Cable is temporary with estimated duration through April 2011; vertical clearance is approximate.
Old River Fixed Bridge	37°50'36"N., 121°32'16"W.	24	18	14	
Overhead power cable	37°50'36"N., 121°32'16"W.			110	
Overhead power cable	37°50'21"N., 121°32'20"W.			115	
Overhead power cable	37°49'44"N., 121°33'09"W.			110	
Overhead power cable	37°49'08"N., 121°33'15"W.				data unavailable
Overhead power cable	37°48'54"N., 121°33'11"W.			26	
Overhead power cable	37°47'26"N., 121°30'51"W.				data unavailable
Tracy Boulevard Fixed Bridge	37°48'16"N., 121°26'59"W.	46	18	15	
Overhead power cable	37°48'28"N., 121°24'36"W.			110	
Junction with San Joaquin River	37°48'30"N., 121°19'39"W.				
Middle River					
Bacon Island Swing Bridge	37°57'23"N., 121°31'41"W.	37[1] 90[2]	18[1] 11[2]	15[1] 8[2]	[1]Clearances for west span [2]Clearances for east span Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign WHU-8326 Bacon Island Bridge. **(Note 5)**

Structures Across the Principal Tributaries of the San Joaquin River

Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet)		Information
			Low	High	
Overhead power cable	37°56'33"N., 121°31'57"W.			110	
BNSF Railroad Bascule Bridge	37°56'23"N., 121°32'00"W.	85 (79 feet open)	14	11	**(Note 5)**
Overhead power cable	37°56'09"N., 121°31'52"W.			125	
Overhead power cable	37°54'24"N., 121°30'26"W.			114	
State Route 4 Highway Fixed Bridge	37°53'28"N., 121°29'21"W.	105	14	11	**(Note 5)**
Overhead power cable	37°53'04"N., 121°28'15"W.			110	
Tracy Boulevard Fixed Bridge	37°52'56"N., 121°27'23"W.	68	15	12	
Overhead power cable	37°53'28"N., 121°26'25"W.			110	
Overhead power cable	37°53'35"N., 121°25'51"W.			70	
Howard Road Fixed Bridge	37°52'39"N., 121°23'00"W.	24	18	15	
Undine Road Fixed Bridge	37°50'05"N., 121°23'02"W.	45	18	15	
Overhead power cable	37°49'57"N., 121°23'07"W.				**data unavailable**
Overhead power cable	37°49'45"N., 121°23'11"W.			110	
Junction with Old River	37°49'20"N., 121°22'30"W.				
Turner Cut					
Zuckerman Bridge (retractable span)	37°58'35"N., 121°28'30"W.	30	19	16	Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign WHV-959 Zuckerman Brothers Bridge (202-464-1253). **(Note 6)**

Note 1 – See **117.1 through 117.59 and 117.175**, chapter 2 for limits and regulations
Note 2 – See **117.1 through 117.59 and 117.167**, chapter 2 for limits and regulations
Note 3 – See **117.1 through 117.59 and 117.157**, chapter 2 for limits and regulations
Note 4 – See **117.1 through 117.59 and 117.183**, chapter 2 for limits and regulations
Note 5 – See **117.1 through 117.59 and 117.171**, chapter 2 for limits and regulations
Note 6 – bridge maintained in the open position except when being crossed by a vehicle. If it is necessary for the bridge to be in the closed position for an extended period, the bridgetender may be contacted.

(473)

Charts 18661, 18660, 18663

(474) **San Joaquin River** rises in the Sierra Nevada, flows 275 miles in a west direction, and enters Suisun Bay through **New York Slough**. The winding river is navigable for deep-draft vessels to Stockton. The water is generally fresh at Antioch. Major floods in the river valley may occur from November to April, caused by intense general storms of several days' duration. At the mouth of the river an ordinary flood will cause a rise of 8 feet and an extreme flood a rise of 10 feet in the river level. At Stockton, ordinary flood will cause a rise of 8.5 feet, and extreme flood a rise of 13.5 feet in the river level. The delta of the river is formed of many marshy islands intersected by sloughs and channels. The islands are reclaimed tule and cattail marshes which have been converted to agriculture. Bordering the river are levees that are 12 feet or more higher than the land behind them. Important information regarding inland waterway navigation can be found in **33 CFR 162.205**, chapter 2.

(475) Reports of gage heights of the San Joaquin River delta can be obtained from the Sacramento National Weather Service Office at any time. The information is published in the Sacramento Bee and, in addition, is reported on radio broadcasts from station KFBK (1530 kHz) whenever the gage heights are sufficient to be of general interest.

(476) Information on gage heights can also be obtained from the State Department of Water Resources, 1416 9th Street, Sacramento, CA 95814 or by recorded message at (916) 653-6416.

(477) A **Federal project** provides for a 35-foot channel from the mouth of the San Joaquin River to a turning basin at Stockton, and for suitable passing and turning basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

(478)

Anchorages

(479) **General and explosives anchorages** are in the San Joaquin River on the west side of Sherman Island near the mouth, and just north of Venice Cut between Mandeville Island and Venice Island. (See **110.1 and 110.224**, chapter 2, for limits and regulations.)

(480) **Antioch Bridge**, (State Route 160), a fixed highway bridge with a clearance of 142 feet, crosses San Joaquin River about 3 miles east of Antioch. There are no other bridges over the main channel below the turning basin at Stockton. Power cables over the main channel of San Joaquin River from the mouth to the turning basin at Stockton have a minimum clearance of 140 feet.

(481) There are small-craft facilities on the south side of San Joaquin River on both sides of Antioch Bridge.

(482) The main channel in San Joaquin River to Stockton is marked by a daybeacon, buoys, lights, and lighted

(503)

Facilities in the Port of Stockton

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Port of Stockton Wharves 12 and 13	37°57'02"N., 121°20'05"W.	843	40	13.4	• 130,000-ton Open storage area • Tank storage (19.2 million gallons) • Loading tower and belt conveyor system	• Shipment of miscellaneous dry bulk commodities (clay, sulphur, and petroleum coke) • Receipt and shipment of liquid fertilizer	Port of Stockton/ Metropolitan Stevedoring Co., Hydro Agri North America, Inc., Rice Terminals, Bay Sulfur Co.
Port of Stockton Wharves 10 and 11	37°57'05"N., 121°19'55"W.	1,011	35	15.5	• Open storage (18.5 acres) • Two 30-ton container cranes • Three 30-ton bridge cranes • One 150-ton crawler crane	• Receipt and shipment of conventional and containerized general cargo • Receipt and shipment of steel products and liquid fertilizer	Port of Stockton/ The Learner Co., Hydro Agri North America, Inc., Rice Terminals
Port of Stockton Wharf 9	37°57'06"N., 122°19'46"W.	645	35	15.5	• Covered storage (56,800 square feet) • Open storage (175 acres)	Receipt and shipment of conventional general cargo and miscellaneous dry bulk commodities	Port of Stockton
Port of Stockton Wharf 8	37°57'00"N., 121°19'30"W.	484	35	15.5	• Tank storage: (8 million gal. molasses) (14 million gal. ammonia) • Open storage (30,000 square feet) • Covered storage (36,150 square feet)	• Receipt and shipment of conventional general cargo • Reciept of molasses and anhydrous ammonia	Port of Stockton/ Brusco Tug & Barge, Inc., California Ammonia Co., Cargill Inc., PM Ag Products Inc.
Port of Stockton Wharf 7	37°57'07"N., 121°19'35"W.	516	35	15.5	Covered storage (25,100 square feet)	Receipt and shipment of conventional general cargo	Port of Stockton
Port of Stockton Wharf 6	37°57'06"N., 121°19'34"W.	418	35	15.5	Covered storage (17,650 square feet)	Receipt and shipment of conventional general cargo	Port of Stockton
Port of Stockton Wharf 5	37°57'06"N., 121°19'30"W.	429	35	15.5	Covered storage (41,000 square feet)	Receipt and shipment of conventional general cargo	Port of Stockton
Port of Stockton Wharf 4	37°57'07"N., 121°19'22"W.	461	35	15.5	• Covered storage (41,300 square feet) • Open storage (62,800 square feet)	• Receipt and shipment of conventional general cargo • Receipt of dry bulk fertilizer	Port of Stockton
Port of Stockton Wharf 3	37°57'07"N., 121°19'16"W.	461	35	15.5	• Covered storage (30,000 square feet) • One 30-ton container crane • Belt-conveyor system	• Receipt and shipment of miscellaneous dry bulk material • Receipt of dry bulk fertilizer and cement	Port of Stockton/ Viridian Fertilizer Inc., Calaveras Cement Co.
Port of Stockton Wharf 2	37°57'05"N., 121°19'12"W.	585	35	15.5	• Covered storage (75,000 tons) • Open storage (175 acres) • Two 30-ton gantry cranes	• Receipt and shipment of miscellaneous dry bulk material • Receipt of dry bulk fertilizer and cement	Port of Stockton/ Viridian Fertilizer Inc., Calaveras Cement Co.
Continental Grain Corp. Stockton Elevator Wharf	37°57'04"N., 121°18'59"W.	564	37	15.5	• Covered storage (6.8 million bushels) • Two grain towers with loading spouts (1,000 tons per hour)	Shipment and occasional receipt of grain	Continental Grain Corperation

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

ranges. At **Mandeville Cut** and **Venice Cut**, 15 miles above Antioch Bridge, the river still follows its old channel and violent sheers are experienced if the navigator is not prepared to meet the river current when passing from the cuts into the river and from the river into the relatively quiet waters of the dredged channel. Under freshet conditions, vessels tend to sheer off course at the junction of the San Joaquin River and the main ship channel at Channel Point near Stockton.

(483) **Stockton**, 28 miles above Antioch Bridge, is in the center of the fertile San Joaquin Valley. The deep-draft harbor is near the W city limits.

(484)

Bridges

(485) A fixed highway bridge with a clearance of 45 feet at high water (50 feet at low water) crosses the upper Stockton channel 0.2 mile E of the turning basin.

(487)

Weather, Stockton

(488) Stockton, the county seat of San Joaquin County, is near the center of the great **Central Valley** of California, on the southeast corner of the broad delta formed by the confluence of the San Joaquin and Sacramento Rivers. The surrounding terrain is flat, irrigated farm- and orchard-land, near sea level, with the rivers and canals of the delta controlled by a system of levees.

(489) About 25 miles (46 km) east and northeast of Stockton lie the foothills of the Sierra Nevada, rising gradually to an elevation of about 1,000 feet (305 m). Beyond the foothills, the mountains rise abruptly to the crest of the Sierra, at a distance of about 75 miles (139 km), with some peaks here exceeding 9,000 feet (2745 m) in elevation. On a few days during the year, when atmospheric conditions are favorable, the "downslope" effect of a north or northeast wind can bring unseasonably dry weather to the delta area; but on the whole the Sierra Nevada has little or no effect on the weather of San Joaquin County. The Sierra Nevada does affect the area, however, to the extent that the entire economy of the Central Valley depends upon the underground water supplies and rivers which are fed in summer by the melting snows which have piled up during the winter on the windward (W) slopes of the mountains.

(490) To the west and southwest, the Coast Range, with peaks above 2,000 feet (610 m), form a barrier separating the Central Valley from the marine air, which dominates the climate of the coastal communities. Several gaps in the Coast Range in the San Francisco Bay Area, however, permit the passage inland of a sea breeze which fans out into the delta and has a moderating effect on summer heat, with the result that Stockton enjoys slightly cooler summer days than communities in the upper San Joaquin and Sacramento Valleys.

(491) Stockton's climate is characterized in summer by warm, dry days and relatively cool nights, with clear skies and no rainfall; and in winter by mild temperatures and relatively light rains, with frequent heavy fogs. The annual average temperature is 62°F (16.7°C) with an average daily maximum of 74°F (23.3°C) and an average daily minimum of 49°F (9.4°C).

(492) The annual rainfall averages between 13 and 14 inches (330 to 356 mm), with 90 percent of this precipitation falling in the winter-half year, i.e., November through April. Thunderstorms are infrequent, occurring on 3 or 4 days a year, generally in the spring, and occasionally in summer, although rainfall with summer thunderstorms is negligible. Measurable rain can be expected on about 52 days a year, and rain exceeding 0.5 inch (13 mm) on about 7 days a year. Since the Pacific storms that bring rainfall to this area are associated with above-freezing temperatures (>0°C) at sea-level elevations, snowfall is practically unknown in the Stockton area with trace amounts happening a few times and measurable snowfall happening only one time; February 1976.

(493) In summer, temperatures exceeding 100°F (37.8°C) can be expected on 6 days in July and about 14 days during the entire summer. During these hot afternoons the air is extremely dry, with relative humidities running generally less than 20 percent. Even on these hot days, however, temperatures will fall into the low sixties (16.1° to 17.2°C) at night. In winter the nighttime temperature on clear nights will fall to, or slightly below, freezing (0°C), and will rise in the afternoon into the low fifties (10.6° to 11.7°C). The all-time recorded maximum for Stockton is 114°F (45.5°C) recorded in July 1972 while the all-time minimum is 16°F (-8.9°C) recorded in January 1949. Each month, April through October, has recorded temperatures in excess of 100°F (37.8°C) while each month, November through April, has recorded temperatures of freezing (0°C) or lower.

(494) In late autumn and early winter, clear still nights give rise to the formation of dense fogs, which normally settle in during the night and burn off sometime during the day. In December and January, the so-called fog season, under stagnant atmospheric conditions the fog may last for as long a 4 or 5 weeks, with only brief and temporary periods of clearing.

(495)

Pilotage, San Joaquin River

(496) River pilots, commissioned by the Port of Stockton, are obtained by ship's agents, through the office of the Port of Stockton, or the San Francisco Bar Pilots.

(497)

Towage

(498) It has not been necessary for towage companies to operate at this port because all vessels operate under their own power; however, tugs up to 1,200 hp are available.

(499)

Quarantine, customs, immigration and agricultural quarantine

(500) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(501)

Wharves

(502) Deep-draft facilities at the Port of Stockton are on the south side of Stockton Deep Water Channel from the junction with the San Joaquin River East to the turning basin (East Complex). All facilities have highway connections and the facilities operated by the Port of Stockton are served by the ports beltline railroad, which connects with two major railroads. All facilities have water connections and most have electrical. Warehouse storage is available in the port for general merchandise and dry bulk materials. General cargo is usually handled by ships tackle or by shore side traveling cranes; special handling equipment, if available, is listed under *Mechanical Handling Facilities* in the table. Shore-based hoisting facilities with lifting capacities to 150 tons are available. Additional rental cranes are available locally. Floating cranes for heavy lifts are available at Alameda. Depths alongside are reported; for information on the latest depths contact the Stockton Port District. Only the deep-draft facilities are listed in the table.

(504)

Supplies

(505) Supplies may be had in any quantity, and water is piped to the wharves. Ships may fuel from barges; alongside bunkering of large vessels may be done at the oil terminals in San Pablo Bay and Carquinez Strait.

(506)

Repairs

(507) Some dockside facilities are available here, but major repairs to oceangoing vessels must be done at the drydocks in San Francisco, Oakland, Alameda, and Richmond. Several facilities make repairs to small craft; marine railways up to 200–ton capacity are available.

(508)

Small-craft facilities

(509) Several small-craft facilities are at Stockton or nearby.

(510) From its junction with Stockton Channel, the river has a controlling depth of about 3 feet for 70 miles to Hills Ferry, and is used only by small pleasure craft, fishermen, and an occasional small barge. The only facilities available are those dispensing gasoline, lubricants, and water at a few points.

(511) More than 15 bridges cross San Joaquin River between Stockton and Hills Ferry. The minimum clearance for bridges crossing the river between Stockton and Mossdale, about 13 miles above Stockton, is 17 feet. (See **117.1 through 117.59 and 117.191**, chapter 2, for drawbridge regulations.)

(512)

Charts 18661, 18662

(513) The principal tributaries of the San Joaquin River are described as the river is ascended. Bridge clearances are at low water. (See **117.1 through 117.59, 117.143, 117.150, 117.157, 117.159, 117.161, 117.167, 117.171, 117.175, and 117.183**, chapter 2, for drawbridge regulations.)

(514) **Threemile Slough**, meets the San Joaquin River 5.8 miles above Antioch Bridge and joins the Sacramento River at the north end of Decker Island. The slough is a route frequently used by tugs and barges making passage between Sacramento and Stockton. Near the junction with the Sacramento River is a highway lift bridge with clearances of 16 feet down and 110 feet up at low water. The bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KMJ–385, Threemile Slough Bridge. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) The power cable east of the bridge has a clearance of 108 feet.

(515) **Mokelumne River**, one of the principal tributaries of the San Joaquin River, rises in the Sierra Nevada and empties into it 11.8 miles above Antioch Bridge. The river separates, 3.5 miles above its mouth, into two branches, the **North Mokelumne River (North Fork)** and the **South Mokelumne River (South Fork)** The branches continue in a north direction and rejoin 9 miles north-northeast from the mouth. The river then describes a semicircular route for 7 miles to the north and east to the head of navigation at the Galt-New Hope Bridge.

(516) Corps of Engineers project maps for 1978 show the following controlling depths for Mokelumne River: 12 feet from the mouth to the lower junction of the North and South Mokelumne Rivers, thence 7 feet by North Mokelumne River to Snodgrass Slough; thence 2 feet to upper junction of the North and South Mokelumne Rivers; 7 feet from the lower junction by South Mokelumne River to the upper junction; and thence 2 feet to the Galt–New Hope bridge. Mokelumne River is subject to shoaling; local knowledge is advised.

(517) **Little Potato Slough** (38°06'00"N., 121°29'30"W.) enters the South Fork of the Mokelumne River about 6 miles east of the confluence of the north and south forks and connects the river with other tributaries of the San Joaquin River.

(518) **Georgiana Slough** enters Mokelumne River about 3 miles above the mouth, and connects that river with the Sacramento River at Walnut Grove. The controlling depth through the slough is about 13 feet. Tugs and barges formerly used the slough in making the run from Sacramento to Stockton, but to avoid the snags and sharp turns they now favor the route through Threemile Slough.

(519) **Old River** flows into the San Joaquin River about 13 miles above the Antioch Bridge after diverging from the latter river about 38 miles above the bridge. It is the most west branch of the interconnecting tidal channels into which San Joaquin River divides in crossing its delta. Old River has many sloughs and canals that connect with Middle River to the east.

(520) In 1978, the controlling depths in Old River were: 10 feet for 10 miles from the mouth to Orwood; thence 10 feet for 9 miles to the lower end of Grant Line Canal; thence 7 feet for 9 miles to the Holly Sugar Factory near Tracy; and from the other end of Grant Line Canal to the head of Old River in San Joaquin River, 5 feet.

(521) The Holly Sugar Co. refinery and terminal near Tracy has a large wharf and an unloading basin; a passing basin is about 0.5 mile downstream from the terminal.

(522) **Middle River** enters the San Joaquin River 15.3 miles above Antioch Bridge. The river and connecting channels are a part of a complicated network of tidal canals, some natural and some artificial, in the delta of the San Joaquin River. One of the principal channels, Middle River leaves Old River at the SW corner of Roberts Island about 7 miles south-southwest of Stockton and roughly parallels Old River to the San Joaquin River.

(523) The controlling depth in Middle River is about 6 feet to the Bacon Island swing bridge, about 15.5 miles below the junction with Old River. The channel is not maintained above the bridge, and navigation is obstructed by many snags and shoals.

(524)

Cable ferry

(525) Woodward Island Ferry crosses Middle River about 12.5 miles below the junction with Old River. The ferry carries passengers and vehicles, and operates from 0800 to 1700 daily. White warning signs, with black letters and orange borders, are posted about 500 feet on either side of the ferry crossing. Flashing red beacons are shown by the ferry when underway. When the ferry is underway,

(535)

Structures Across the Sacramento Deep Water Ship Channel, Sacramento River and its Principal Tributaries

Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet) Low	High	Information
Sacramento River					
Overhead power cable	38°03'55"N., 121°47'09"W.			125	
Overhead power cable	38°04'56"N., 121°45'10"W.			140	
Overhead power cable	38°05'07"N., 121°44'45"W.			130	Clearance of 160 feet over ship channel
Rio Vista/State Highway 12 Vertical Lift Bridge (highway)	38°09'31"N., 121°40'57"W.	270	22 (down) 149 (up)	18 (down) 144 (up)	Bridgetender monitors VHF-FM channel 16 and works on channels 9 and 13; call sign KMJ-384, Rio Vista Bridge. **(Note 1)**
Overhead power cable	38°10'04"N., 121°37'43"W.			125	
Overhead power cable	38°09'52"N., 121°37'16"W.			125	
Isleton Bascule Bridge (highway)	38°10'19"N., 121°35'38"W.	200 (166 open)	18	15	Bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KMJ-383, Isleton Bridge. **(Note 2)**
Walnut Grove Bascule Bridge (highway)	38°14'33"N., 121°30'53"W.	199 (187 open)	24	21	Bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KMJ-491, Walnut Grove Bridge. **(Note 2)**
Overhead power cable	38°17'34"N., 121°33'45"W.			110	
Paintersville Bascule Bridge (highway)	38°19'07"N., 121°34'40"W.	198	27	24	Bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KMJ-381, Paintersville Bridge. **(Note 2)**
Overhead power cable	38°20'45"N., 121°32'56"W.			125	
Freeport Bascule Bridge (highway)	38°27'21"N., 121°30'07"W.	199 (190 open)	32	29	Bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KMJ-490, Freeport Bridge. **(Note 2)**
Overhead power cable	38°28'02"N., 121°30'17"W.			125	
Interstate 80 Fixed Bridges	38°34'18"N., 121°30'57"W.	214	84	81	
Tower Vertical Lift Bridge (highway)	38°34'50"N., 121°30'30"W.	170	32 (down) 98 (up)	30 (down) 96 (up)	Bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KDO-739, Tower Bridge. **(Notes 2 and 7)**
I Street Swing Bridge (highway & railway)	38°35'11"N., 121°30'23"W.	148	32	30	**(Note 2)**
Overhead power cable	38°35'11"N., 121°30'23"W.			80 (east draw) 74 (west draw)	Clearances reference the draws of the I Street Swing Bridge
Junction with American River	38°35'50"N., 121°30'32"W.				
Overhead power cable	38°35'33"N., 121°30'28"W.			125	
Interstate 80 Fixed Bridges	38°35'54"N., 121°32'53"W.	250	85	82	
Overhead power cable	38°35'58"N., 121°33'00"W.			80	
Interstate 5 Fixed Bridges	38°40'24"N., 121°37'35"W.	175	84	55	
Overhead power cable	38°47'00"N., 121°37'06"W.			125	
Junction with Feather River	38°47'06"N., 121°37'16"W.				
Overhead power cables	38°45'49"N., 121°41'00"W.			80	
Overhead power cables	38°45'49"N., 121°41'15"W.			125	
State Highway 113/Knights Landing Bascule Bridge	38°48'08"N., 121°43'12"W.	199 (160 open)	23		**(Note 2)**
Overhead power cables	38°48'13"N., 121°43'23"W.			125	
Overhead power cable	38°49'09"N., 121°43'27"W.			124	
Overhead power cable	38°51'34"N., 121°43'52"W.			125	
Overhead power cable	38°51'35"N., 121°43'52"W.			125	
Overhead power cable	38°53'58"N., 121°48'12"W.			80	
Overhead power cable	39°00'51"N., 121°49'32"W.			125	
Overhead power cable	39°02'27"N., 121°50'02"W.			80	
Overhead power cable	39°04'00"N., 121°52'13"W.			125	
Overhead power cable	39°04'25"N., 121°53'26"W.			60	
Meridian/State Highway 20 Swing Bridge	39°08'44"N., 121°55'04"W.	143	39	10	**(Note 2)**
Overhead power cable	39°08'45"N., 121°55'04"W.			120	
Overhead power cable	39°10'12"N., 121°56'15"W.			106	

Structures Across the Sacramento Deep Water Ship Channel, Sacramento River and its Principal Tributaries

Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet) Low	High	Information
River Road Bridge (removable span)	39°12'51"N., 122°00'02"W.	100	32		Vertical clearance is 6 feet (25 feet when raised) above flood level. **(Note 2)**
Overhead telephone cable	39°12'52"N., 121°00'04"W.			75	
Overhead power cable	39°12'53"N., 121°00'07"W.			75	
Sacramento Deep Water Ship Channel at Cache Slough					
Overhead power cable	38°11'16"N., 121°39'36"W.			137	
Overhead power cable	38°15'58"N., 121°39'52"W.			140	
Overhead power cable	38°19'17"N., 121°39'02"W.			140	
Overhead power cable	38°28'26"N., 121°35'01"W.			140	
Overhead power cable	38°33'08"N., 121°34'43"W.			140	
Overhead power cable	38°33'40"N., 121°33'33"W.			140	
Industrial Boulevard Fixed Bridge	38°33'41"N., 121°32'20"W.	130	32	29	
Jefferson Boulevard Bascule Bridge (highway/railway)	38°33'41"N., 121°31'43"W.	86 (73 open)	20	17	
Steamboat Slough					
Overhead power cable	38°13'49"N., 121°36'09"W.			125	
Steamboat Slough Bascule Bridge	38°18'17"N., 121°34'28"W.	200 (184 open)	24	21	Bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign WHX-295, Steamboat Slough Bridge. **(Note 3)**
Lindsey Slough					
Hastings Farm Highway Bridge (removable span)	38°14'49"N., 121°52'09"W.	53	22	19	**(Note 4)**
Overhead power cable	38°14'51"N., 121°42'24"W.			110	
Overhead power cable	38°15'30"N., 121°43'37"W.			85	
Miner Slough					
Overhead power cable	38°15'56"N., 121°38'37"W.			114	
State Route 84 Swing Bridge	38°17'32"N., 121°37'51"W.	72	21	17	**(Note 5)**
Overhead power cable	38°17'12"N., 121°36'27"W.			110	
Sutter Slough					
Overhead power cable	38°16'00"N., 121°36'08"W.			93	
Overhead power cable	38°19'44"N., 121°34'42"W.			93	
State Route 160 Swing Bridge	38°19'40"N., 121°34'35"W.	75	22	19	**(Note 6)**

Note 1 – See **117.1 through 117.59**, chapter 2 for limits and regulations
Note 2 – See **117.1 through 117.59 and 117.189**, chapter 2 for limits and regulations
Note 3 – See **117.1 through 117.59 and 117.199**, chapter 2 for limits and regulations
Note 4 – See **117.1 through 117.59 and 117.165**, chapter 2 for limits and regulations
Note 5 – See **117.1 through 117.59 and 117.173**, chapter 2 for limits and regulations
Note 6 – See **117.1 through 117.59 and 117.201**, chapter 2 for limits and regulations
Note 7 – The decorative lighting on the bridge will be extinguished upon request of the mariner.

the cables are 6 to 7 feet above the water surface; when docked, the cables are on or within 1 or 2 feet of the bottom. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(526) **Empire Cut** enters Middle River about 16.5 miles below the latter's junction with Old River.

(527)

Cable ferries

(528) Mildred Island Ferry crosses Empire Cut about 0.6 mile east of the junction with Middle River. This private cable ferry carries passengers, vehicles and farm equipment, and operates during daylight hours. When the ferry is underway, the cables are suspended at an unknown depth below the water surface; when docked, the cables are dropped to the bottom. A sign on each side of the ferry warns of the cables; a flashing red signal is shown when underway. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(529) Gasoline and fishing supplies may be obtained at the town of **Middle River**, about 8.5 miles above the mouth.

(530) **Little Connection Slough** enters the San Joaquin River about 1 mile above the mouth of Middle River.

(531)

Cable ferry

(532) Venice Island Ferry crosses Little Connection Slough about 1 mile above the entrance. The ferry carries passengers and vehicles and operates from 0800 to 1700 daily. White warning signs, with black letters and orange borders, are posted about 500 feet on either side of the

ferry crossing. Flashing red beacons are shown by the ferry when underway. When the ferry is underway, the cables are 6 to 7 feet above the water surface; when docked, the cables are dropped to the bottom. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(533) **Turner Cut** enters the San Joaquin River about 7.5 miles below Stockton and is crossed about 2 miles above the entrance by a highway bridge with a 30-foot retractable span. The bridge is normally maintained in the open position except when it is being crossed by a vehicle.

(534) **Sacramento River** rises in the Trinity Mountains in north central California, flows south for 325 miles, and enters Suisun Bay on the north side of **Sherman Island**. Deep-draft vessels follow the lower Sacramento River to **Cache Slough**, 1.5 miles above Rio Vista Bridge, thence through a deepwater ship channel to Sacramento, a distance of 37 miles above the mouth of the river. Barges and other small craft also use Sacramento River all the way to Sacramento, a distance of 50 miles. Above Sacramento, small craft go to Colusa, 125 miles above the mouth, but there is no regular navigation above this point. Important information regarding inland waterway navigation can be found in **33 CFR 162.205**, chapter 2.

(536)

Cable ferry

(537) **Steamboat Slough** enters Cache Slough about 1.8 miles above Rio Vista bridge. A cable ferry crosses the Steamboat Slough about 5 miles above the junction with Cache Slough. The ferry carries passengers and vehicles, and operates 24 hours daily. When the ferry is underway, the cable is suspended below the water surface at varying depths. When the ferry is docked, the cable is about 5 feet below the surface of the water. Warning signs are posted at the crossing. When underway, the ferry shows flashing red lights. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(538)

Channels

(539) **Sacramento River Deep Water Ship Channel** extends from Suisun Bay through lower Sacramento River, Cache Slough, and a 22-mile land cut to a triangular harbor and turning basin at the Port of Sacramento. The **William G. Stone Lock** is on the barge canal that once connected the Deep Water Ship Channel with the Sacramento River; the lock is closed to all navigation.

(540) The project depth in the ship channel is generally maintained. (See Notice to Mariners and latest editions of charts for controlling depths.) The controlling depth in the river route is about 10 feet. Above Sacramento, the controlling depth is about 6 feet to Colusa. The sounding datum is **mean lower low water at low-river stage.**

(541) Numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the river. Mariners are advised to exercise extreme caution while navigating close to the banks of the river.

(542)

Currents

(543) Currents in Sacramento River depend on the river stage. During high-river stages, there is little or no flood current and the ebb current is strong to Sacramento. During the dry season a flood current can be carried to Paintersville and from there slack water to Freeport, 30 and 41 miles above the mouth, respectively. At times of extreme low-river stages, flood current may be evident as far as Sacramento. Local knowledge is required to estimate current conditions for a particular time.

(544) Major floods in the Sacramento River valley usually occur from November to April and are generally caused by intense general storms of several days' duration, the runoff from which may be augmented by the melting of snow in the mountains. At the mouth of the river an ordinary flood will cause a rise of 8 feet and an extreme flood a rise of 10 feet in the river level. At Sacramento, ordinary flood will cause a rise in the river level of 20 feet and extreme flood, a rise of 30 feet.

(545) Reports of gage heights of the Sacramento River can be obtained from the Sacramento National Weather Service Office at any time of the year. The information is published in the **Sacramento Bee** and, in addition, is reported on the radio broadcast from station KFBK (1530 kHz) whenever the gage heights are of sufficient magnitude to be of general interest. Information on gage heights can also be obtained from the State Department of Water Resources, 901 "P" Street, Sacramento, CA 95814 or by recorded message at 916–651–0725.

(546) The upper 20 miles of Sacramento River Deep Water Ship Channel are free of river current and flood waters. However, the area is still affected by tidal currents.

(547)

Weather, Sacramento Valley

(548) The climate of the lower Sacramento Valley is mild, with plenty of sunshine year round. Cloudless skies prevail during the spring, summer, and fall. Winter is the rainy season, with measurable amounts falling on about 10 days per month. Snow is rare, since freezing temperatures are rare. The valley is protected from most severe winter storms by the mountains to the west, north, and east. Sometimes, torrential rains on the slopes can cause flooding along the Sacramento River. The average annual precipitation for the Sacramento Airport is about 17.5 inches (445 mm) with about 90% of this amount falling from November through April.

(549) The mountains are responsible for the predominantly south winds throughout the valley. These are oceanic winds that have moved through the Carquinez Strait and been turned north by the Sierra ranges. At the port of Sacramento, southeast through southwest winds prevail, particularly during spring and summer. northwest through north winds are also frequent, and bring warm, dry air down the mountains. These winds cause brief heat waves, with temperatures rising to over 100°F (37.8°C) in summer, and they modify cool weather in winter.

Strongest winds occur in winter although gales occur less than 1 percent of the time, even in midwinter. Winds of 17 to 28 knots occur 6 to 10 percent of the time from December through March, and less than 5 percent of the time during July, August and September. Extreme winds have reached 60 knots, with gusts of more than 70 knots; these are most likely during fall or winter.

(550) Dense fog is common in winter, infrequent during spring and fall, and rare in summer. It is a radiation type fog that occurs during the late night and early morning hours. It usually clears by noon. Occasionally stagnant weather conditions will cause the fog to hang on for a few days. Visibilities at Sacramento drop below 0.5 mile (0.9 km) on about 5 to 10 nights per month, from November through February. During this same period, they fall below 7 miles (13 km) on about 10 to 20 occasions per month. During the summer, visibilities are almost always better than 7 miles (13 km). Twenty-two out of 31 days during each month, December and January, can expect fog. This number drops to less than one day for both June and July.

(551)

Routes

(552) The deep-draft channel to the Port of Sacramento through Sacramento River Deep Water Ship Channel is marked with navigational aids.

(553) The shallow-draft route continues in Sacramento River from 1.5 miles above the Rio Vista Lift Bridge to Sacramento, and for the most part is marked by leading lights.

(554) From Ida Island for a distance of 3.5 miles upstream there are shifting shoals. After passing Ida Island work gradually over to the west half of the channel and favor that side around the next bend. From this point to Clarksburg the channel is clear, and midchannel courses may be followed favoring the falling tide bends. At Clarksburg favor the east shore a little until just past the town, then swing into midchannel again. From just below Freeport the channel is rather shoal and wing dams have been built at several places to scour out the channel. These are covered at high-water stages and may be struck if the shore is approached too closely. By favoring the ebbtide bends no trouble should be encountered from here to Sacramento.

(555) **NOTE:** Care should be exercised at all times to keep clear of the levees, as most of them are faced with rock which may damage vessels that drag along them.

(556)

Pilotage, Sacramento River

(557) Riverpilots, commissioned by the Port of Sacramento, are arranged for by the ship's agents, but may be obtained through the office of the port of Sacramento or the San Francisco Bar Pilots

(558)

Towage

(559) Tugs up to 1,500 hp are available.

(560)

Chart 18661

(561) **Rio Vista**, on the northwest bank, 10.5 miles above the mouth of the Sacramento River, is commercially the most important town below Sacramento. The **Rio Vista Coast Guard Station** is just south of the town. A small-craft harbor on the south side of the town has gasoline, diesel fuel, water, and berths available. A 20 ton lift here can handle craft up to 40 feet for hull and engine repairs. A large dredging facility is on the northwest side of the river just north of the Rio Vista Bridge.

(562) **Ida Island**, on the south bank 13.5 miles above the mouth of the river, is the site of a resort and small-boat basin. Gasoline, water, and moorage are available. A full marine service with marine railway can handle vessels up to 40 feet.

(563) **Isleton**, on the south bank 15 miles above the mouth of the river, has a 140-foot public landing. Gasoline, diesel fuel, and some supplies are available in town. A large grain elevator is on the southeast side of the river, 0.75 mile above Isleton.

(564)

Chart 18662

(565) **Walnut Grove**, 24 miles above the mouth of Sacramento River, is at the junction with Georgiana Slough. Public landings are on the southeast and northwest bank of the river at Walnut Grove. Moderate quantities of gasoline, diesel, marine supplies, ice and food may be obtained in town only. **Delta Cross Channel** just north of Walnut Grove is used by small vessels transiting between Sacramento River and Snodgrass Slough when the control gates are open. A wharf with a large wooden boat storage shed is on the east side of the river and can provide gasoline, a pump out station and a boat hoist. A **measured nautical mile** along the northeast side of the river begins 1.2 miles above Walnut Grove.

(566) **Courtland**, 31 miles above the mouth of the river, has supplies in moderate quantities; gasoline, oil, water, and ice are available.

(567) At **Clarksburg**, 37.5 miles above the mouth of the river, there are two abandoned oil company landings.

(568) **Freeport**, 41.5 miles above the mouth of the river, has gasoline. A water intake facility at 38°28'21"N., 121°30'24"W. is marked by four private white lights.

(569) A paved highway between Antioch and Sacramento runs along the levee of the river for nearly its entire distance.

(570) **Sacramento,** the State capital, is the head of navigation for most of the shipping on the river, and is a distribution and transportation center for north California and parts of Nevada and Oregon. The **Port of Sacramento**, 79 miles above the Golden Gate Bridge and at the head of the deepwater channel, is an important point for interchange of cargo between rail, highway and water

(590)

Facilities in the Port of Sacramento

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Port of Sacramento Berth 8	38°33'56"N., 121°33'04"W.	840	35	19	• Covered storage (308,000 square feet) • Open storage (27.3 acres)	Shipment of miscellaneous dry bulk commodities	Port of Sacramento
Port of Sacramento Berth 7	38°33'53N., 121°32'58"W.	840	35	19	Covered storage (86,400 square feet)	Receipt and shipment of general cargo	Port of Sacramento
Port of Sacramento Berth 6	38°33'50"N., 121°32'54"W.	600	35	19	Open storage (6 acres)	Receipt and shipment of general cargo and miscellaneous dry bulk	Port of Sacramento
Port of Sacramento Berth 5	38°33'46"N., 121°32'48"W.	600	35	19	• Silo storage (1.2 million bushels) • Vessel loading spouts	Shipment of grain, feed pellets, miscellaneous dry and liquid bulk	Port of Sacramento/ Cargill, Inc.
Port of Sacramento Berth 2	38°33'42"N., 121°32'38"W.	600	35	19	Covered storage (86,400 square feet)	Receipt and shipment of general cargo	Port of Sacramento
Port of Sacramento Berth 1	38°33'42"N., 121°32'31"W.	613	35	19	• Silo storage (21,500 tons) • Vessel loading spouts	Receipt and shipment of bulk rice	Port of Sacramento

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

transportation. The port has a 124 metric ton capacity mobile harbor crane that will handle container cargo.

(571)

Weather, Sacramento

(572) The lower Sacramento Valley, where Sacramento is located, enjoys a mild climate and abundance of sunshine throughout the year. Cloudless skies prevail during the summer and largely in the spring and autumn. The summers are remarkably dry, with warm days and pleasant nights. In the winter "rainy season" (December, January, and February) over one-half of the total annual precipitation falls, yet rain in measurable amounts occurs only on about 10 days monthly during winter. Snow is rare since freezing temperatures are rare, with trace amounts falling several times and measurable snowfall having fallen on only one occasion, two inches (51 mm) in February 1976. Mountains surround the valley to the west, north, and east. The Sierra Nevada snow fields are only 70 miles east of Sacramento and usually provide a plentiful supply of water in the valley streams during the dry season. Because of the shielding influence of the high mountains around the valley, winter storms reach valley districts in modified form. However, torrential rain and heavy snow frequently fall on the western Sierra slopes, the southern Cascades, and to a lesser extent the Coastal Range. As a result, flood conditions occasionally occur along the Sacramento River and its tributaries. Excessive rainfall and damaging windstorms are rare in the valley. The average annual precipitation for the Sacramento Airport is about 17.5 inches (445 mm) with about 90% of this amount falling from November through April.

(573) Prevailing winds at Sacramento are south all year, due to the north-south direction of the valley and the deflecting effect of the towering Sierra Ranges on the prevailing oceanic winds that move through the Carquinez Strait at the junction of the Sacramento and San Joaquin Rivers. No other tidewater gap exists in the coastal mountains to admit marine air into the Sacramento or the San Joaquin Valley. Occasionally a steep northerly barometric pressure gradient develops and air is forced over the Siskiyou Mountains to the north, warmed dynamically with descent, and reaches the valley floor as a warm, dry, north wind. These occasionally disagreeable winds, known as "northers" in the valley, are the counterpart of the well-known "chinook" winds of the Rocky Mountains, and they, or modifications of them, produce the pronounced heat waves in summer. Fortunately, they are of infrequent occurrence and produce an unstable atmospheric condition that is usually followed within 2 or 3 days by the normally cool south breezes, especially at night. Summer nights in the lower Sacramento Valley are, with few exceptions, cool and invigorating, the result of a prevailing oceanic influence. While it is true that "northers" cause dry, hot weather for brief periods during the summer, it is equally true they are the modifications of cold waves in the winter. Winter northers, with only a few exceptions, are comparatively warm, drying winds. The average annual temperature for Sacramento is 61°F (16.1°C) with an average maximum of 74°F (23.3°C) and an average minimum of 48°F (8.9°C). The all-time maximum occurred in June 1961 when the mercury climbed to 115°F (46.1°C). The all-time minimum of 18°F (-7.8°C) was recorded in December 1990. Each month, May through October, has seen temperatures in excess of 100°F (37.8°C) while every month, November through April, has recorded temperatures at or below freezing (0°C).

(574) The average annual thunderstorm occurrence is three. They are usually mild and are most likely in February and March. However, they have been documented in each of the twelve months. Snow falls so rarely, and in such small amounts, that its occurrence may be disregarded as a climatic feature. Heavy fog occurs mostly in midwinter, rarely in summer, and seldom in spring or autumn. Light and moderate fog are more frequent and may come anytime during the wet, cold season. The fog is usually

the radiational cooling type, and confined to the early morning hours. An occasional winter fog, under stagnant atmospheric conditions, may continue for several days.

(575) (See Appendix B for **Sacramento climatological table**.)

(576)

Pilotage, Sacramento

(577) See Pilotage, Sacramento River, indexed as such, earlier in this chapter.

(578)

Towage

(579) Tugs up to 1,500 hp are available.

(580)

Quarantine, customs, immigration and agricultural quarantine

(581) Sacramento is a port of entry. (See Vessel Arrival Inspections, chapter 3.)

(582) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(583)

Coast Guard

(584) **Sacramento Coast Guard Air Station** is NE of Sacramento at McClellan Air Force Base.

(585)

Harbor regulations

(586) Copies of the harbor regulations are available from the Port of Sacramento located at 1110 West Capital Avenue, West Sacramento, CA 95691.

(587) The port radio station KPB–386 VHF-FM channel 18A is monitored 24 hours a day.

(588)

Wharves

(589) The deepwater facilities of the Port of Sacramento consist of six berths, each of which has a berthing length of at least 600 feet with a deck height of 19 feet and reported depths alongside of 35 feet. All berths are served by railroad and highway connections, and all berths have water and electrical shore power connections. General cargo at the port is usually handled by ship's tackle; mechanical handling equipment, if available, is mentioned in the facilities table. All of these facilities are owned and most are operated by the Sacramento-Yolo Port District.

(591)

Supplies

(592) Provisions are available in any quantity. Some marine supplies may be obtained. Fuel oil may be obtained by tank truck or barge. Ships do not normally take on fuel or provisions in Sacramento.

(593)

Repairs

(594) There are no repair facilities for large oceangoing vessels in Sacramento; the nearest shipyards with large drydocks are at Richmond, Oakland, Alameda, and San Francisco.

(595)

Small-craft facilities

(596) There are several small-craft facilities along the Sacramento River at Sacramento. Mariners are advised that there are no facilities serving small craft along the Sacramento Deep Water Ship Channel and at the Port of Sacramento. Once at the head of navigation on the channel, there is no way to pass through the locks to the Sacramento River.

(597)

Communications

(598) Sacramento is served by four railroads, several highways, and two airports.

(599)

Chart 18664, 18667

(600) Above Sacramento the prevailing flood conditions are as follows: At Verona at the junction of Feather River, 70 miles above the mouth, 20 feet at ordinary floods and 24 feet at extreme floods; at Colusa, 125 miles above the mouth, 25 feet at ordinary floods and 32 feet at extreme floods.

(601) Between Sacramento and Colusa are numerous warehouses and small landings.

(602) **Feather River** rises in the Sierra Nevada and empties into Sacramento River at **Verona**, 18 miles above Sacramento. The river has been improved by snagging and the construction of wing dams at **Marysville**, 26 miles above the mouth. The controlling depth is usually 3 feet from about February 15 to June 15. Ordinary flood fluctuation is 20 feet, and extreme flood fluctuation is about 25 feet. With the exception of several small privately owned landings, all loading is handled on the banks. There has been no commercial navigation on the Feather River in recent years.

(603)

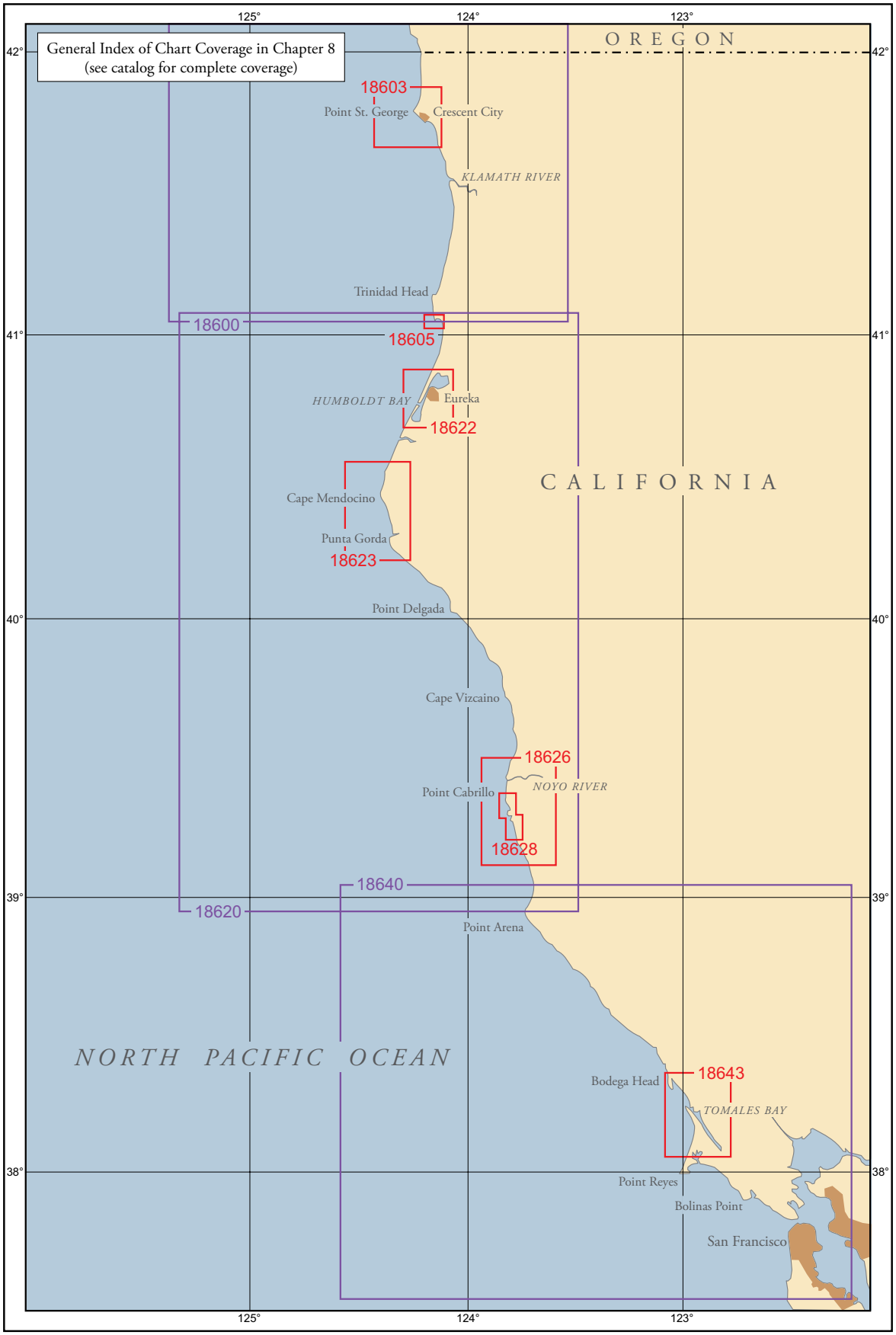
Chart 18665

(604) **Lake Tahoe** (39°06'N., 120°00'W.), California-Nevada, is a recreation area almost surrounded by Tahoe, Toiyabe, and Eldorado National Forests. **Restricted areas** established by Federal regulations are given in **162.210 and 162.215**, chapter 2. Lake Tahoe is to be navigated by leaving all white buoys with orange bands to starboard when transiting in a counterclockwise direction; safe water will always be found toward the center of the lake from these buoys. Information about facilities may be obtained from one of the local offices of the Forest Service, U.S. Department of Agriculture.

(605)

Coast Guard

(606) **Lake Tahoe Coast Guard Station** is on the W shore of the lake about 1.2 miles NE of Tahoe City.


General Index of Chart Coverage in Chapter 8
(see catalog for complete coverage)
125°
124°
123°
42°
41°
40°
39°
38°
OREGON
CALIFORNIA
NORTH PACIFIC OCEAN
18603
Point St. George
Crescent City
KLAMATH RIVER
Trinidad Head
18600
18605
HUMBOLDT BAY
Eureka
18622
Cape Mendocino
Punta Gorda
18623
Point Delgada
Cape Vizcaino
18626
NOYO RIVER
Point Cabrillo
18628
18640
18620
Point Arena
18643
Bodega Head
TOMALES BAY
Point Reyes
Bolinas Point
San Francisco

San Francisco Bay to Point St. George, California

(1)

Chart 18010

(2) This chapter describes Bodega Bay, Tomales Bay, Noyo River and Anchorage, Shelter Cove, Humboldt Bay, and numerous other small coves and bays. The only deep-draft harbor is Humboldt Bay, which has the largest city along this section of the coast, Eureka. The other important places, all for small craft, are Bodega Harbor, Noyo River, Shelter Cove, and Crescent City Harbor. The coast is rugged and often mountainous, with many detached rocks. The principal dangers, all marked, are Blunts Reef, Redding Rock, and St. George Reef.

(3)

COLREGS Demarcation Lines

(4) The lines established for this part of the coast are described in **80.1144 through 80.1152, chapter 2**.

(5)

Blue, fin and humpback whales

(6) All whales are protected under the Marine Mammal Protection Act (MMPA) and, when in Sanctuary waters, under the National Marine Sanctuaries Act (NMSA). Certain large whales, including blue, fin and humpback whales, are also listed as endangered under the Endangered Species Act (ESA). See chapter 3 for more information.

(7)

Weather, San Francisco Bay to Point St. George

(8) Winter storms and a strong spring pressure gradient between the subtropical high and the Aleutian Low make these two seasons very windy. Speeds of 20 to 30 knots occur 15 to 20 percent of the time. Gales occur about 5 percent of the time off Point Arena and north of Cape Mendocino. Fronts and storms cause varying wind directions, but since many lows pass well offshore and to the north, winds are often out of a Southerly direction. Strong winds inhibit radiation or winter fog formation. It is most likely south of Eureka in the early morning after a night of clear skies and light winds. At times, this type of fog can plague Humboldt Bay. South winds help keep winter temperatures mild for these latitudes. Daytime highs in the mid-fifties (11.7° to 13.9°C) and nighttime lows around 40°F (4.4°C) are common; this compares with highs in the upper thirties (3° to 4°C) and lows in the mid-twenties (-5° to -2.8°C) along the East Coast. The storms that pass near or through the area make winter the rainy season. December through January is the height of the season, and precipitation of 0.1 inch (2.54 mm) or more can be expected on about 10 to 11 days per month south of Cape Mendocino and on up to 20 days to the north. Snow falls occasionally along this north coast.

(9) Winds in spring are more variable than in winter, as the subtropical high builds and the Aleutian Low shrinks. The change takes place gradually from north to south. Northwest through north winds become more common while south winds are not quite so prevalent. With the decrease in storm activity, rain falls on only about 6 or 7 days per month. Temperatures rise by about 4° or 5°F (-15.6° or -15.0°C) over winter averages by April. Visibilities are at their best during March and April. The pressure gradient keeps strong winds frequent.

(10) By summer, the high has taken control along this coast. However, south winds continue to occur frequently in the north. Northwest through north winds are most common and are reinforced by the sea breeze. Wind speeds of 20 to 30 knots occur 10 to 20 percent of the time, attesting to this reinforcement. They are most likely north of Cape Mendocino, where gales occur 5 to 10 percent of the time. These speeds do not inhibit the formation of advection fog, which plagues the area from July through September. Visibilities drop below 1 mile (2 km) on about 10 to 15 days per month south of Point Delagada and 5 to 10 days per month to the north. Sound signals fill the air 30 to 50 percent of the time during August, which is the worst month. At coastal stations, visibilities drop below 0.5 mile (0.9 km) on 10 to 20 days per month. Fog is particularly dangerous in shoal-ridden Humboldt Bay. Point Reyes and Point Arena are the foggiest spots, while Point St. George appears to be the least foggy. Fog and low stratus often blanket the waters around Point Reyes for weeks at a time, permitting little sunshine. As a result, Point Reyes has close to the lowest average midsummer temperature of any observing site in the United States. In general along the coast, daytime temperatures average in the low to midsixties (16.7° to 19.4°C), while nighttime lows drop into the low fifties (11° to 12° C). This compares with an average July high of 85°F (29°C)and a low of 67° F (19°C) in New York. Rain is of little concern.

(11) Autumn brings a gradual return to winter conditions. Fog becomes less frequent. This is a gradual change in sheltered regions like Humboldt Bay, where radiation fog is likely. Temperatures fall off by 2° or 3°F (-17.2° or -16.7°C) on the average by October. Winds become a mix of south and north, with north gaining the edge, as fall turns toward winter. Gales are infrequent, and winds blow 20 to 30 knots 10 to 15 percent of the time.

(12)

Charts 18640, 18643

(13) From Point Reyes, the coast trends in a general north direction for 10 miles as a broad white sand beach backed by high grassy sand dunes, and then curves northwest for 6 miles in high yellow cliffs, terminating in **Tomales Point**. The large white building at the radio station, 7 miles northeast of Point Reyes, is prominent.

(14) The **Greater Farallones National Marine Sanctuary** has been established to protect and preserve the natural, cultural and historical resources in the waters surrounding the Farallon Islands, including offshore of the Marin and Sonoma county coasts to Bodega Head. The sanctuary boundary includes the estuarine waters of Bolinas Lagoon, Tomales Bay, Estero Americano, Estero de San Antonio and Bodega Bay but not Bodega Harbor. Visitor use is encouraged for boating, diving, snorkeling, fishing, swimming, kayaking and wildlife viewing. (See **15 CFR 922.80** through **922.85**, chapter 2, for limits and regulations.)

(15) **Bodega Bay,** a broad opening between Tomales Point and Bodega Head, affords shelter from northwest weather at its north end, but is dangerous in south or west weather. The summit of **Bodega Head** is rounding and grassy, with steep rocky cliffs on the south and west ends. Low **Bodega Rock** and foul ground extend from 0.2 to 0.7 mile southeast of the south face of Bodega Head.

(16) **Bodega Marine Life Refuge** is just north of Bodega Head. Its sea perimeter begins at 38°18'40"N., 123°04'04"W. and extends offshore around **Mussel Point** to 38°19'23"N., 123°04'22"W. The refuge extends from the shoreline, at the line of mean high water (tide), a distance of 1,000 feet offshore. Within these perimeters all marine plants and invertebrates are protected. Established by an act of the California legislature in 1965, the refuge is managed by the University of California at Davis.

(17) **University of California Bodega Marine Laboratory is on Horseshoe Cove** about 1.3 miles northwest of Bodega Head Light. Two large white buildings at the site are reported to be prominent and lighted at night.

(18) **Bodega Head Light** (38°18'01"N., 123°03'14"W.), 110 feet above the water, is shown from a post with a red and white diamond-shaped daymark on the SE end of Bodega Head.

(19) Lighted buoys mark the entrance to Bodega Bay.

(20)

Danger

(21) In good weather small boats having local knowledge sometimes use the passage between Bodega Head and Bodega Rock. The passage is unsafe whenever breakers from heavy ground swells reduce the width of the passage. Large breaking waves can occur inside the 30-foot depth contour line northwest and southwest of Bodega Rock. The safest part of the passage between Bodega Head and Bodega Rock is along the deeper part of the passage. When the width of the passage is reduced by breakers, mariners entering Bodega Bay should pass south of Bodega Harbor Approach Lighted Gong Buoy BA.

(22)

COLREGS Demarcation Lines

(23) The lines established for Bodega and Tomales Bays are described in **80.1144**, chapter 2.

(24) **Tomales Bay** enters the south part of Bodega Bay east of Tomales Point, and extends southeast for 12 miles with an average width of 0.5 mile. The channel with depths of 3 to over 10 feet is marked by buoys and daybeacons for about 4 miles to deeper water inside the bay. The shoals and channels within the bay are subject to continual change, local knowledge is advised. An unmarked rock covered 10 feet is near the center of the bay, 0.8 mile southeast of Pelican Point in about 38°10'47"N., 122°55'08"W. In 2006, a partially submerged metal pipe was reported near the entrance to Tomales Bay in about 38°14'21"N., 122°59'09"W. Mariners are advised to transit the area with caution.

(25) **The entrance bar is dangerous and should not be attempted by strangers**. A 6-knot current may be encountered on a spring tide at the entrance to the bay. The shallow area on the entrance bar frequently becomes rough, and it is reported that the sudden appearance of breakers in a calm sea is common. Because such waves appear with little warning, they are called "sneaker waves." These waves occur primarily during the ebb tide, but the entire bar area can become rough owing to strong afternoon winds. Boatmen should plan to leave the area before the tide turns or be prepared to remain outside until the rough water subsides, or to go to another harbor such as Bodega.

(26) Fish, clams, mussels, and oysters are taken from Tomales Bay by commercial and sport fishermen. Oyster farms occupy large sections of tide flats south of Toms Point. A small-craft facility on the bay can make hull and engine repairs and is equipped with a travel lift and a crane, each capable of handling craft up to 15 tons. Long piers used by sport fishermen extend out into the bay at several places. Berths with electricity, gasoline, water, ice, winter boat storage, marine supplies, and launching ramps are available.

(27) Tomales Bay is part of the Point Reyes/Farallon Islands National Marine Sanctuary.

(28) **Bodega Harbor**, in the north part of Bodega Bay, is an important commercial fishing base and, in season, an active sports fishing and recreation harbor. During salmon season more than 500 fishing craft either anchor just outside in the shelter of the north part of the bay or dock at the numerous marinas inside the harbor.

(29) A **Federal project** provides for a 12-foot channel, protected by entrance jetties (the south jetty is marked by a light and a sound signal), which leads from Bodega Bay to facilities along the north and northeast sides of

the harbor at the town of Bodega Bay. The channel has a turning basin just inside the entrance, at the north end of the harbor and along the northeast side of the harbor. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is marked by buoys, daybeacons and lights; lighted ranges also mark the channel from the entrance to the turning basin at the north end of the harbor.

(30) Transient berths with electricity, gasoline, diesel fuel, ice, water, and some marine supplies and provisions can be obtained in the harbor. The marina at Spud Point on the west side of the harbor has the largest lift in the area, which can handle boats up to 20 tons. Hull, engine, and electronic repairs, launching ramps, and winter dry and wet storage are available in the harbor. A channel marked by private buoys and a light, leads from the main channel just southwest of the outer turning basin to a marina at the northwest side of the harbor.

(31)

Coast Guard

(32) **Bodega Bay Coast Guard Station** is on the east side of the channel, 0.8 mile above the entrance.

(33)

Chart 18640

(34) The coast from Bodega Head for 52 miles to Point Arena trends in a general NW direction. There are some dangers, but they do not extend over a mile offshore, and in thick weather the 30-fathom curve may be followed with safety. In the summer the rocks are generally marked by kelp, which extends in some cases to the 10-fathom curve, but during the winter gales much of the kelp is torn away.

(35) In clear weather the mountains may be readily seen, and at times are visible when the lower land is shut in by haze or fog. In thick weather soundings should be taken frequently, as the currents are extremely irregular both in direction and velocity.

(36) Protection from the prevailing northwest winds of summer may be had at several places, but there is no shelter from the winter winds, which are usually accompanied by a heavy west swell.

(37) North of Bodega Head, the cliffs are about 200 feet high for 2 miles, and then are succeeded by a broad sand beach 2 miles long backed by sand dunes 120 feet high. From this point the coast north consists of abrupt rocky cliffs, broken by gulches, to the mouth of the Russian River, 10 miles north of Bodega Head.

(38) Numerous rocks, 20 to 130 feet high, are within 0.3 miles of the shore, but some extend as much as a mile offshore. **Gull Rock**, 100 feet high, is 1.7 miles southeast of the mouth of Russian River and 0.3 mile offshore. About 0.5 mile northwest of Gull Rock and 400 yards offshore is a large arched rock, 85 feet high, with a flat top. This is the largest arched rock on this part of the coast.

(39) **Duncans Landing**, 6 miles north of Bodega Head, is a fair small-boat landing in NW weather.

(40) The spit making out from the south point of **Russian River** has been partially reinforced by a short rock jetty, but the mouth of the river is closed by a shallow bar. The bold sharp point immediately to the south of the river appears as an island from the south; it is connected to the mainland by a roadway. Many summer resorts are on the shores of Russian River; at the settlement of **Jenner** there is a landing. Gasoline and water can be obtained nearby.

(41) **Ross Mountain**, 3 miles inland and north of Russian River, is the highest knob on the ridge. A few clusters of trees are near its summit; the slopes are bare of trees and the gulches are wooded.

(42) From Russian River for 6.5 miles to Fort Ross Cove, the coast is high, consisting of bare steep spurs from Ross Mountain. **Sunken Reef** extends 0.8 mile from shore 4.5 miles NW of Russian River.

(43) **Fort Ross Reef**, 5.7 miles northwest of Russian River and nearly 1 mile southeast of Fort Ross Cove, consists of pinnacle rocks 35 feet high, 600 yards offshore, and connected with the beach by a reef which is partially marked by kelp.

(44) **Fort Ross Cove**, 15.5 miles north of Bodega Head and 33 miles north of Point Reyes, affords good shelter in northwest weather. The holding ground is poor, and the anchorage is constricted by a rock that uncovers in the middle of the cove and a rock about 50 yards north of it that is covered 14 feet. The cove is divided into two bights, the west one being slightly the larger. The anchorage is suitable for small vessels only, and if used by strangers should be entered with caution.

(45) **Fort Ross** was first settled by the Russians in 1812, and the old Russian church is still standing. The buildings have been restored, and the area is now a State Historical Monument. There are no landing facilities.

(46) From Fort Ross Cove the coast extends northwest and is nearly straight. It is bold and wooded to the crests of the hills which closely approach the coast, and is cut by numerous gulches and bordered by many inshore rocks. The 30-fathom curve is at an average distance of 0.7 mile offshore from Fort Ross Cove for 20 miles to near Gualala River.

(47) **Salt Point**, 5 miles north of Fort Ross Cove, is 35 feet high, very rocky, and bare of trees; it is bordered by outlying rocks for 200 yards. The 30-fathom curve is less than 0.5 mile off this point.

(48) **Fisk Mill Cove**, 2.5 miles north of Salt Point, affords fair shelter for small vessels in northwest weather. The bottom is rocky, but there are no hidden dangers.

(49) **Horseshoe Point**, 3 miles north of Salt Point, is a cliff 180 feet high, with a depression of 60 feet immediately behind it. It is bare of trees and the summit is marked by several projecting rocks.

(50) From Horseshoe Point the coast trends northwest for 12.5 miles to Gualala River and consists of cliffs, about 60 feet high, bordered by numerous outlying rocks. The tree line is from 0.1 to 0.5 mile back from the edge of the cliffs.

(51) **Fisherman Bay**, 26.5 miles northwest of Bodega Head, is a fair shelter for small craft in northwest weather. There are two covered rocks marked by kelp 350 yards off the south point of the bay. There is a general store at the village of **Stewarts Point** on the north side of the bay.

(52) **Gualala Point**, 16 miles southeast of Point Arena and 1 mile south of Gualala River, is 42 feet high, about 300 yards offshore, and connected with the bluff by a rocky reef covered with sand. Sand dunes extend behind the bluff for 600 yards.

(53)

Local magnetic disturbance

(54) Differences of as much as 8° from normal variation have been reported near Gualala Point, and a difference of as much as 4° near Saunders Reef.

(55) **Gualala River** intersects the coast 15 miles southeast of Point Arena. A long sand beach extends a mile south from the mouth. The white hotel building at **Gualala** can be seen from the west and southwest.

(56) **Robinson Reef** lies north of the mouth of Gualala River and 1.1 miles north of Gualala Point. It consists of a cluster of 25 or more visible rocks about 600 yards offshore, with a covered rock 70 yards west-northwest of the outer rock.

(57) **Havens Anchorage**, 12 miles southeast of Point Arena and 4 miles northwest of Gualala Point, offers shelter for small vessels from the prevailing northwest winds south of Fish Rocks. The cove is constricted by rocks and ledges extending 250 yards southeast from the west head. Strangers should approach the anchorage with caution. During the summer the anchorage is used extensively by fishing boats in northwest weather.

(58) **Fish Rocks**, two rocky islets 4.2 miles northwest of Gualala Point, are connected at low water with the shore and surrounded by numerous smaller rocks. The outer rock is 150 feet high and the inner 100 feet high and 100 yards offshore. A rock 40 feet high lies 175 yards southeast of the outer rock.

(59) **Havens Neck**, 145 feet high and prominent, is 0.6 mile northwest of Fish Rocks. It is bare of trees and connected with the bluffs by a narrow neck.

(60) **Gualala Mountain**, 5 miles inland northeast of Havens Neck, is heavily wooded and prominent in clear weather. **Sail Rock**, 44 feet high, is a sharp, pyramidal rock 800 yards offshore, 2.8 miles northwest of Fish Rocks. From off Point Arena it resembles a small vessel under sail. **Saunders Reef**, 4.5 miles northwest of Fish Rocks, is 0.5 mile offshore. It shows several rocks that uncover and is well marked by kelp. Foul ground extends between it and the shore.

(61) **Arena Cove**, 2.5 miles southeast of Point Arena, is a slight indentation affording shelter to small vessels in northwest weather. The south head is a high yellow cliff that under favorable circumstances is visible for a considerable distance. A wharf is at the head of the cove. A 3-ton hoist is on the wharf; gasoline, diesel fuel, and water are available. Some groceries may be had. A white lookout tower with a red roof on a steel structure is prominent. A lighted bell buoy is 0.6 mile southwest from the end of the wharf. To enter, make the lighted bell buoy, then bring the end of the wharf to bear **074°** and stand in on this course. This leads about 150 feet south of a rock covered 16 feet that lies 300 yards 264° from the end of the wharf. In thick weather during the summer in approaching the cove from north or south, the edge of the kelp may be followed which will lead to within 300 yards of the lighted bell buoy. The town of **Point Arena** is on the highway 1 mile east of the landing.

(62) A breaker is reported in a heavy southwest swell 0.8 mile west-southwest of the north point of Arena Cove, and scattered kelp extends almost out to that position.

(63) **Point Arena**, 68 miles northwest of Point Reyes, consists of a long level plateau, diminishing in height to the end of the 60-foot-high point. It is the first prominent point north of Point Reyes. The point is bare of trees for about a mile from the shore.

(64) **Point Arena Light** (38°57'17"N., 123°44'26"W.), 155 feet above the water, is shown from a 115-foot white cylindrical tower with black gallery at the extremity of the point. A reef that usually shows breakers extends about 0.6 mile NW from the extremity of the point.

(65) **Arena Rock**, 1.4 miles north of Point Arena Light, is covered 13 feet and shows a breaker except in very smooth weather. A covered rock which rises abruptly from deep water and breaks only in heavy weather is 200 yards north of Arena Rock.

(66)

Caution

(67) Vessels approaching Point Arena from north in thick weather are advised to keep outside the 40-fathom curve because Arena Rock is only 0.8 mile inside the 30-fathom curve and shoaling near it is abrupt.

(68)

Chart 18620

(69) From Point Arena the coast extends in a general north-northwest direction for 50 miles and then trends northwest for nearly 35 miles to Punta Gorda, thence north-northwest for 10 miles to Cape Mendocino. The south portion is less bold and rugged than the north portion, and the mountains are neither as high nor as close to the coast. The dangers are all included within the 30-fathom curve, and except for Blunts Reef and the other reefs in the vicinity of Cape Mendocino, do not extend more than a mile offshore. Several submarine valleys with depths greater than 50 fathoms come within 0.5 to 2 miles of the shore between Point Delgada and Cape Mendocino; the currents are irregular in this area.

(70) From Cape Mendocino to Trinidad Head, the coast trends in a north-northeast direction for 40 miles and, with the exception of the rocks off False Cape, the dangers are within 0.5 mile of the shore. The land is generally low with sandy beaches, broken by the mouths of the Eel and

Mad Rivers and the entrance to Humboldt Bay. The only marked elevations north of False Cape are Table Bluff and Buhne Point.

(71) In clear weather the mountains are good landmarks and can frequently be seen when the lower land is obscured by fog or haze.

(72) Between Point Arena and Cuffeys Cove, protection from the prevailing northwest winds of summer may be had in a few places, but there is none from south or west.

(73) From Point Arena the cliffs of the point extend 0.5 mile northeast to the mouth of **Garcia River,** from which sand dunes and beaches extend north for 4 miles. Beyond this point for 40 miles to **Ten Mile River Beach** the coast is rugged, with high, bold cliffs bordered by numerous outlying rocks.

(74) **Elk Rock**, 8.5 miles north of Point Arena, is 95 feet high and 0.5 mile offshore.

(75)

Chart 18626

(76) **Nose Rock**, 10.3 miles north of Point Arena and 0.7 mile offshore from Elk, is 24 feet high. **Casket Rock**, 700 yards northeast of Nose Rock, is the outermost of three large rocks west of a 150-foot cliff fronting the village of **Elk**.

(77) **Cuffeys Cove**, 11 miles north of Point Arena, is a small anchorage affording fair shelter in northwest winds. **Cuffeys Inlet**, just west of the cove, is an excellent anchorage for small boats in north and west weather. Caution is necessary to avoid the many covered and visible rocks in the approaches to the cove and inlet. A small kelp-covered rock that uncovers lies near the center of the entrance to the inlet. The cove is covered with patches of kelp during most of the year.

(78) From Cuffeys Cove for 3 miles to **Navarro River,** the coast consists of cliffs 200 feet high, bordered by outlying rocks. Although the mouth of the river is nearly always closed by a bar with only 1 or 2 feet of water over it, the entrance has fair shelter from northwest winds. **Navarro Head**, 405 feet high, is on the north bank of the river.

(79)

Chart 18628

(80) **Salmon Point**, the south entrance point to **Whitesboro Cove**, 1.2 miles north of Navarro River, is a treeless cliff 109 feet high. Detached rocks extend west of the point for 0.2 mile, with **Bull Rock**, a covered ledge, usually showing a breaker 0.5 mile northwest of the extremity of the point. In a heavy swell, breakers show between it and the visible rocks off the point. Whitesboro Cove is rocky, exposed to northwest and west winds, and seldom used as an anchorage.

(81) **Albion Cove**, 16.5 miles north of Point Arena, affords good shelter in north weather. The south point at the entrance rises to a knoll 179 feet high; low rocks extend nearly 500 yards west of the point. The north point is a rocky islet 80 feet high lying close to the point which has the same elevation; both are bare. Small visible rocks lie 200 yards west of the islet, and covered rocks, showing breakers in a moderate swell, extend out more than 500 yards west-southwest from it. **Mooring Rock**, in about the middle of the cove, is 30 feet high, pyramidal in shape, and marked by a light and and a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 81A. Small rocks extend from Mooring Rock to the north shore. A lighted whistle buoy marks the entrance to the cove.

(82) The village of **Albion** is on both high banks of **Albion River**. Several small piers on the river serve the commercial and sport fishermen. Gasoline, diesel oil, water, ice, fishing supplies, and a launching ramp are available. The river is crossed by a fixed highway bridge that has a clearance of 118 feet, 0.1 mile above the mouth.

(83)

COLREGS Demarcation Lines

(84) The lines established for the Albion River are described in **80.1146**, chapter 2.

(85) Between Albion Cove and Colby Reef, breakers are seen in a heavy swell nearly 0.5 mile from shore; vessels should not approach closer than 1 mile.

(86) **Stillwell Point**, 1.6 miles north of Albion Cove, is a bold, sharp 190-foot cliff. A 141-foot-high rocky islet lies close inshore on its northwest side. A yellow slide is on the south face of Stillwell Point. **Colby Reef**, 0.5 mile offshore west of Stillwell Point, is a shoal rocky patch. Numerous other dangers are just inside the 20-fathom curve along this stretch of coast.

(87) **Little River**, 19 miles north of Point Arena, offers shelter in the entrance cove. The reefs and rocks surrounding the cove are well marked by kelp, and a heavy undertow is felt when in the vicinity of the rocks. The northwest shore of the cove is bluff, rocky, and bare of trees for over 0.5 mile. The entrance is marked by a bell buoy, but the channel narrows to 60 yards by covered rocks north of the inner visible rock. The beach area at Little River is a State Park.

(88) The 2-mile coast between Little River and Mendocino Bay is a broad tableland with a seaward face of cliffs, 40 to 60 feet high, bordered by numerous low rocks. The tree line is over 0.5 mile from the cliffs.

(89) **Mendocino Bay**, 21 miles north of Point Arena, affords fair shelter in northwest weather, but vessels are obliged to leave in south or west weather. In heavy southwest gales the sea breaks clear across the entrance. The south point at the entrance is a rocky, irregular cliff 100 feet high, bordered by numerous rocks extending 150 yards offshore. A knoll 156 feet high is 300 yards inshore from the point. A reef covered 3 fathoms extends 500 yards northwest of the outermost visible rock. This area should be avoided when there is any swell running. The north point is a broken cliff 60 feet high, bordered by

numerous rocks close inshore. A whistle buoy marks the entrance to the bay.

(90) **Big River** enters in the northeast part of Mendocino Bay. The town of **Mendocino** is on the north shore of the bay. Water is available.

(91) **Russian Gulch**, 2 miles north of Mendocino, is a small cove occasionally used as an anchorage by small craft with local knowledge as it affords excellent protection. A State Park is at the head of the cove. The concrete arch highway bridge across Russian Gulch should show well from south to west. An important danger is a submerged rock 400 yards northwest of the south entrance point, surrounded by a reef covered 1¼ fathoms.

(92) **Point Cabrillo**, 3 miles north of the town of Mendocino and 24 miles north of Point Arena, is a flat-topped point 50 to 60 feet high terminating seaward in nearly vertical cliffs; numerous low rocks extend offshore over 200 yards, and the 30-fathom curve is barely 0.2 mile outside of them. The point is bare except for a few trees at the houses near the light.

(93) **Point Cabrillo Light** (39°20'55"N., 123°49'34"W.), 81 feet above the water, is shown from a 47-foot white octagonal frame tower on a dwelling on the point.

(94) From Point Cabrillo the coast trends north for 9 miles to Laguna Point as a nearly straight line of bluffs, with numerous rocks close under the cliffs. It is moderately high, partly wooded to the face of the cliffs, and is broken by several indentations and small streams. The 30-fathom curve is an average distance of 1 mile from shore.

(95) **Caspar Anchorage**, a mile north of Point Cabrillo, is a small cove at the mouth of **Caspar Creek**. Fair shelter, except from west, is afforded, but the anchorage is constricted and seldom used. The village of **Caspar** is on the north bank of the creek near its mouth.

(96)

Chart 18626

(97) From Caspar Creek for 4 miles to Noyo Anchorage the coast consists of broken irregular cliffs, 40 to 60 feet high, with numerous rocks extending 400 yards offshore. These are fairly well fringed by kelp, especially in summer.

(98) **Noyo Anchorage**, 5 miles north of Point Cabrillo, affords fair shelter from north or south. The anchorage is limited to an area about 400 yards long and less than 200 yards wide, with depths of 3½ to 6½ fathoms. Buoys mark the entrance to the anchorage.

(99) **Noyo River** enters at the head of Noyo Anchorage. A jetty with a light and sound signal is on the north side of the entrance, and a small jetty, with a light off the seaward end, is on the south side of the entrance. A fixed highway bridge with a clearance of 97 feet crosses the river about 300 yards east of the mouth. The river above the first sharp bend affords excellent protection for small boats.

(100) A dredged channel leads between the jetties to **Noyo Basin**, about 0.6 mile above the entrance. In 2007, the controlling depth was 6.7 feet with lesser depths to 3.4 feet along the edges of the channel. Noyo Basin had reported depths of 10 feet. The basin is protected by a breakwater which is marked on its outer end by a light. The river channel is marked by lights, a buoy, and a directional light. **Dolphin Cove** is about 0.5 mile above Noyo Basin just past the federally maked channel; local knowledge is advised. Overhead power cables crossing the river have a least clearance of 80 feet.

(101) **Hazardous bar conditions** are common at the entrance to Noyo River. Mariners should monitor VHF-FM channel 16 for safety broadcast/advisories concerning the Noyo River and are encouraged to contact the Coast Guard prior to transiting the entrance.

(102) The Coast Guard has established Noyo River Entrance Small Boat Warning Light on the north side of the river in about 39°25'40"N., 123°48'20"W. The light is equipped with two quick flashing yellow lights that will be activated when seas exceed 4 feet in height and are considered hazardous for small boats. Mariners are cautioned that if the lights are not flashing, there is no guarantee that sea conditions are favorable.

(103) Caution is necessary in entering to avoid the reefs and a rock on the south side of the entrance. Heavy west or southwest swells form breakers at the entrance to the river; once inside there is good shelter. With west winds and seas, heavy surge is felt in the river as far as Noyo Basin.

(104)

COLREGS Demarcation Lines

(105) The lines established for the Noyo River are described in **80.1148**, chapter 2.

(106)

Coast Guard

(107) The Noyo River Coast Guard Station is located on the south bank of the river, just below Noyo Basin. The station monitors VHF-FM channel 16 or can be reached at 707–964–6612.

(108) A **Storm Warning Flag System** consisting of a series of square flags and triangular pennants, will be displayed on a pole that is located on the southwest end of the Noyo River Coast Guard Station dock and will be visible to mariners from both directions. The flags will indicate that winds and/or sea conditions forecast for the area may pose a hazard to boaters. (See illustration; Chapter 1.) Flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases, mariners should rely upon National Weather Service Broadcasts as their primary source of government provided weather information.

(109) The lower section of Noyo River is the principal commercial and sport fishing center of this section of the coast. Many fishing boats are based here. Most of the facilities extend along both banks of the river to about 0.5 mile above the entrance. Water and ice can be obtained at

several fishhouses with wharves having depths from 4 to 8 feet alongside. Berths, gasoline, diesel fuel, water, ice, marine supplies, and launching ramps are available at the facilities along the river and at Fort Bragg. Machine shops and marine railways can handle vessels up to 45 feet for hull and engine repairs. The phone number for the Noyo Basin Harbormaster is 707–964–4719.

(110) From Noyo River, for 0.7 mile to Fort Bragg, the coast consists of rocky cliffs, 40 to 60 feet high, bordered by rocks and sunken ledges extending 100 to 400 yards offshore.

(111) **Fort Bragg**, 30 miles north of Point Arena, is the largest coast town between San Francisco and Eureka. It is near the head of a cove formerly known as **Soldiers Harbor**. The former loading wharf has been removed; lumber is now shipped out by rail and truck. Groceries can be obtained, and minor repairs made.

(112) The cove is constricted by the rocks and ledges extending from both the north and south, leaving only a limited area for small boats to anchor. A rocky reef, partly bare at high water, extends southwest from the north head and breaks the force of the swell from northwest. In west weather the cove is wide open. Since Noyo River gives better protection, the cove is seldom used.

(113) For 3 miles from Fort Bragg to Laguna Point, the coast is moderately low and rocky and cut by two small streams; the tree line is within 0.2 mile of the beach.

(114) **Laguna Point**, 8.5 miles north of Point Cabrillo, is near the south end of Ten Mile River Beach. It is a small, projecting cliff, 30 feet high, flat-topped, and bare of trees for 600 yards. It is noticeable only when close inshore. A bare reef extends 300 yards northwest from the point. The cove immediately north of Laguna Point is exposed and only available for small boats. It affords fair protection in south weather and is occasionally used in winter.

(115) **Bald Hill** (chart 18620), 2.5 miles southeast of Laguna Point, is a prominent landmark; its summit and southwest slope are bare of timber.

(116)

Chart 18620

(117) For 0.5 mile north of Laguna Point the bluffs are low, thence a straight sand beach extends for 3 miles to the mouth of **Ten Mile River**. The beach is backed by sand dunes for 0.5 mile inland; the tree line is about 1.5 miles from the beach. The concrete highway bridge over Ten Mile River is conspicuous from the west.

(118) From Ten Mile River the coast extends in a general northwest direction for 52 miles to Punta Gorda. This stretch of the coast is particularly bold and rugged, bordered by numerous rocks, and is heavily timbered as far as Point Delgada. North of Point Delgada the tops of the ridges are generally bare or only partly covered with trees and brush. The cliffs along the shore range from 40 to 100 feet in height. The high, rugged mountains in the vicinity of the coast, which reach elevations of 3,000 to 4,000 feet, are prominent.

(119) **Kibesillah Rock**, 1.2 miles north of Ten Mile River and 0.4 mile off the line of the cliffs, is the outermost danger for many miles north and south. It is small and washed over almost continuously even in ordinary weather. Other rocks and rocky islets up to 80 feet high are inside of Kibesillah Rock.

(120) **Bells Mountain**, 4.5 miles north of Ten Mile River and 0.5 mile inland, is bare on top with a few trees on the oceanside.

(121) **Switzer Rock**, 5.5 miles north of Ten Mile River and 0.3 mile offshore, is small with deep water close around it; every large swell washes over the rock. A covered rock marked by a breaker is 170 yards southeast of Switzer Rock.

(122) **Gordon Hill,** 6.5 miles north of Ten Mile River, is bare to the summit and terminates seaward in 60-foot-high **Abalone Point**, which is bordered by low outlying rocks.

(123) **Hardy Rock**, 9.5 miles north of Ten Mile River and 0.4 mile offshore, is a small 47-foot-high islet.

(124) From Abalone Point the coast trends northwest for 4 miles to **Cape Vizcaino**, which is a broad, irregular line of precipitous cliffs, 100 feet high, very broken, and bordered by low rocks, 200 to 300 yards offshore.

(125) **Island Knob**, a rocky lime-covered islet, lies close-to and almost connected with Cape Vizcaino. A covered rock marked by a breaker is 275 yards W of the islet. **Cottaneva Rock**, 20 feet high, is 500 yards southeast of Island Knob and 275 yards offshore. Several smaller rocks lie inside of it and two others about 160 yards northwest.

(126) **Cahto Peak**, 11.5 miles east of Cape Vizcaino, is prominent in clear weather.

(127) Between Cape Vizcaino and Point Delgada are several small exposed landings available for use only in the summer and in smooth weather.

(128) **Sea Lion Rock**, a mile north of Cape Vizcaino and 500 yards offshore, is 5 feet high and inhabited by sea lions. **Cottaneva Needle**, 0.5 mile north of Sea Lion Rock, is a prominent black pinnacle rock 55 feet high.

(129) **Double Cone Rock** is 3.5 miles north of Cape Vizcaino and 300 yards offshore.

(130) **Usal Rock**, 5 miles north of Cape Vizcaino, is 45 feet high and black in color. It lies 200 yards off a small point of rocks.

(131) The mouth of **Usal Valley** is about a mile north of Usal Rock, and is a narrow, steep gulch, in front of which is a small area of flat land with a low beach. A small grassy hillock is just inside the gulch. The view up the valley is open for a very short time while passing.

(132) **Big White Rock**, 95 feet high, lies 7.7 miles north of Cape Vizcaino, and 125 yards offshore from the steep cliffs, which are bordered by numerous rocks. The rock is a prominent feature when the higher points of the land are in fog.

(133) **Anderson Cliff**, 10 miles north of Cape Vizcaino, is a projecting rocky spur 715 feet high, with one large rock and numerous smaller ones close inshore. **Jackson**

Pinnacle, 1.1 miles north of Anderson Cliff, is a black rock 45 feet high, so close to the rocky beach that from seaward it is hard to distinguish from the bluff behind it. When seen from along shore, it is prominent.

(134) **Cluster Cone Rock**, a prominent 68-foot pinnacle, is the largest and whitest of a small cluster of 6 rocks, 200 yards offshore, lying 12.5 miles north of Cape Vizcaino.

(135) **Morgan Rock**, a large white-topped, block-shaped rock 57 feet high and 0.5 mile northwest of Cluster Cone Rock, shows prominently. It is the largest of a group of rocks extending some 200 yards from a high rocky cliff and is particularly valuable as a landmark when higher land is covered by fog.

(136) **Bear Harbor Ridge**, a detached coastal ridge about a mile northwest of Cluster Cone Rock, has two peaks; the south one, 375 feet high, is the higher. It is the most prominent feature in this vicinity when viewed from the northwest. The seaward face of the ridge is marked by steep, loose slides.

(137) **Needle Rock**, 46 feet high, is 14.5 miles north of Cape Vizcaino; the rock blends into the bluff from offshore. A group of old mill buildings, a few houses, and an old landing platform about midway up the flat mark the abandoned landing.

(138) **Small White Rock**, 37 feet high, lies 5 miles north of Cluster Cone Rock and 4 miles south of Point Delgada. It is close inshore and just outside the low-water beach; once identified, this rock makes a valuable landmark.

(139) From just below Small White Rock to Point Delgada, the country is not timbered, but is covered with dense, low brush, which presents a uniform dark green appearance.

(140) A submarine ridge known as a **Tolo Bank** extends south from Point Delgada for about 7 miles. The depths are quite irregular; the least depth found is 9 fathoms.

(141)

Caution

(142) The area just south of Shelter Cove is subject to slides which might deposit rocks along the shore.

(143) **Point Delgada**, 66 miles north of Point Arena, and nearly 20 miles south of Punta Gorda, is a cliff-faced plateau making out about a mile from the general trend of the coast. The seaward face of the plateau is a mile long and bordered by numerous rocks. A lighted horn buoy is 1.1 miles southwest from the point, and a bell buoy is 0.8 miles southeast from the point. A paved airplane landing strip, approximately 3,500 feet and a 43-foot high lighthouse (unlit) which can be observed offshore during the day are on the point.

(144) **Shelter Cove** lies under the south face of Point Delgada and affords fair shelter in northwest weather, but is exposed and dangerous with south or southeast winds. Occasionally a swell runs in the cove. There are no wharves in the cove. Water may be obtained ashore, but must be carried down from the plateau. A marine supply store is on the bluff on the west side of the cove. Gasoline, diesel fuel, lubricants, ice, marine supplies, and provisions are available. A launching ramp is at the head of the cove. Shelter cove is used extensively as an offshore moorage for fishing boats. A pump-out station and dry winter storage are at Shelter Cove. Local boat launch service monitors VHF-FM channel 68. A paved road is maintained to the cove. Telephone service is available.

(145) The rocks covered 1 to 5 fathoms south of Point Delgada can be avoided in approaching Shelter Cove by staying over 200 yards south of the lighted whistle buoy and east of the bell buoy.

(146) From Point Delgada the coast extends northwest for 19 miles to Punta Gorda, and is backed by steep mountains covered with chaparral and trees. A black-sand beach, 0.8 miles north of Point Delgada, extends north for 4 miles. **Kaluna Cliff** overlooks the south end of the sand beach, and its steep face, scarred by frequent slides, is a noticeable landmark.

(147) **King Peak**, 4,090 feet high, the highest of three, is the well-known landfall generally called **Three Peaks**. It lies 8.5 miles north of Point Delgada, 2.5 miles from the coast, and in clear weather is visible seaward for about 75 miles.

(148) About 6 miles north from Point Delgada is the head of **Delgada Canyon**, a submarine valley; the 100-fathom curve lies within 0.5 mile of the beach. This valley extends in a north direction with an average width of 1 mile between the 100-fathom curves for 3.5 miles, and then expands, funnel-shaped, for 3 miles more. Over 400 fathoms are found at its mouth and 300 fathoms within 4 miles of the beach. The side slopes are steep.

(149) **Big Flat** is a narrow strip of low, flat land 7 miles northwest of Point Delgada. It is 2 miles long and is bordered by sand beaches. A few abandoned ranch houses and barns are at the south end of the flat. **Shubrick Rock**, low and small, lies 300 yards off the south end.

(150) About 11.5 miles northwest of Point Delgada is the head of **Spanish Canyon**, a submarine valley. The 100-fathom curve lies within 2 miles of the shore.

(151) **Reynolds Rock**, 10 feet high, is 14.5 miles northwest of Point Delgada. It is 550 yards offshore and, when seen from close inshore, appears as a double-headed rock over which the swell breaks in nearly all weather.

(152) **Rodgers Break**, 0.5 mile west of Reynolds Rock, is covered 1¾ fathoms. This pinnacle rock lies 4 miles southeast of Gorda Rock and 6.8 miles west-northwest of Big Flat; it seldom breaks and the top is occasionally seen in a heavy swell. A pinnacle rock covered 2½ fathoms lies about 0.5 mile northwest about the same distance offshore. It probably breaks in very heavy weather. This pinnacle and Rodgers Break are the outermost known dangers in this stretch of the coast.

(153) From Reynolds Rock northwest to Punta Gorda the shore is bordered by numerous rocks extending about 0.3 mile offshore. The sharp depression in the hills near the coast, caused by the gulch of **Cooskie Creek**, 3.5 miles S of Punta Gorda, is sometimes useful on dark nights to vessels close inshore in making the point from south.

(154)

Chart 18623

(155) **Punta Gorda** is a high, bold, rounding cape, 83 miles northwest of Point Arena and 11 miles south of Cape Mendocino. The seaward face rises to about 900 feet, 400 yards back from the beach, and terminates in a spur, 140 feet high, almost overhanging the sea. It is bare of trees except in the gulches. The gray rectangular structure of an abandoned lighthouse, 25 feet high, is south of the point. For over 1.5 miles north and about 2 miles south of the point, the beach is bordered by numerous rocks and shoals extending in some cases 0.6 mile offshore.

(156) The wind, sea, and currents off Punta Gorda are probably as strong as off any point on the coast; frequent and strong tide rips have been noted. Many times when the weather at Shelter Cove and even at Big Flat is clear and calm and the sea smooth, both the wind and the sea will pick up as Punta Gorda is approached, until just north of this point where strong breezes to moderate gales will be experienced. At other times clear weather south of this point will lead to fog north, or vice versa.

(157) **Gorda Rock**, 10 feet high and conical in shape, is 0.7 mile south of Punta Gorda and 0.6 mile offshore.

(158) **Conical Rock**, 20 feet high, is 100 yards off the point, and another 20-foot rock is 350 yards north from it; these rocks have foul ground between them.

(159) From Punta Gorda to Cape Mendocino the hills back of the coast are lower than those south; they are bare of trees and bordered by stretches of low, narrow, sandy flats with a narrow, low-water beach. The outlying rocks are not more than 0.7 mile offshore until about 2.5 miles south of Cape Mendocino, where they extend offshore to Blunts Reef, 2.5 miles west of the cape. **Mattole Canyon**, a narrow submarine valley, is 3 miles north of Punta Gorda where the 100-fathom curve is about 1 mile from the beach. **Mendocino Canyon** is 4.5 miles south of Cape Mendocino where the 100-fathom curve is about 2 miles from the beach.

(160) **Christmas Rock**, covered 1½ fathoms, is 0.9 mile northwest of Punta Gorda.

(161) **Mattole River**, 2 miles north of Punta Gorda, is not navigable. The north 360-foot-high head is bare and the south head, about the same height, is partly covered with oak trees. A prominent sand dune is on the south side at the entrance to the valley. Another large sand dune, 3.5 miles to the north, marks the north side of **McNutt Gulch** and should not be confused with the one at Mattole River.

(162) **Mattole Point** is 0.3 mile north of the river at the base of **Moore Hill**. **Sea Lion Rock**, 8 feet high, is 0.3 mile north of Mattole Point and 250 yards off the beach at the head of Mattole Canyon. A rock covered ½ fathom lies 0.4 mile northwest of Mattole Point.

(163) A rock, 16 feet high, is the largest of a cluster of small rocks 0.5 mile offshore and nearly 4 miles north of Punta Gorda. **The Brothers,** 8 feet high, consist of two small rocks, close together, 800 yards offshore and 1.5 mile north-northwest of Sea Lion Rock. **Mussel Rocks**, 0.9 mile north of The Brothers, form a ledge that projects 400 yards from the shore.

(164) **Devils Gate Rock**, 20 feet high, lies nearly 2.8 miles south of Cape Mendocino and 0.5 mile offshore. It is low and pyramidal, with a smaller rock close under the northwest face. A reef extends 200 yards west from the rock; numerous rocks lie inshore. A rocky shoal covered 3½ fathoms lies 1.4 miles west of Devils Gate Rock.

(165) A rock which bares 1 foot is about 1.1 miles north-northwest of Devils Gate Rock and 0.8 mile offshore.

(166) **Steamboat Rock**, 30 feet high, lies 1.5 miles south of Cape Mendocino and 600 yards offshore. The upper part of the rock is white and the lower black, somewhat resembling a steamer with a low black hull and white upper works.

(167) **Cape Mendocino**, 185 miles north of San Francisco Bay entrance and 367 miles south of Columbia River entrance, is a mountainous headland, the famous landmark of the old Spanish navigators and the galleons from the West Indies. The cape is the turning point for nearly all vessels bound north or south. In view of the dangers in the vicinity, it should be approached with considerable caution in thick weather; the bottom and the currents are very irregular. It is in the latitude of great climatic change; the winds do not blow home so violently in the bight south of it, and the amount of rainfall increases rapidly to the north. Fog is more prevalent south. The strong northwest winds of summer are less violent south of the cape, which forms a parallel lee for vessels working their way north.

(168) The seaward face of Cape Mendocino is steep, rocky, and water worn toward the shoreline. To the northeast, the general appearance is rolling and grass-covered, except in the deep ravines and upon some of the steep hillsides where the north exposure is covered with forest or brush. For about 3 miles south of the cape, the beach is bordered by numerous rocks and sunken ledges extending in some cases to over 0.5 mile offshore.

(169) **Sugar Loaf**, 326 feet high, is 250 yards west of Cape Mendocino and is connected with it at low water by a narrow neck of rocks and shingle beach. This rock is a prominent feature in making the cape from either north or south, but in thick or hazy weather care should be taken to avoid mistaking it for False Cape Rock, which it somewhat resembles, that is in a similar position off False Cape, 4.5 miles north of Cape Mendocino. False Cape Rock is about 216 feet high and is not so regular in outline as the Sugar Loaf, and, from the west or northwest, shows two large rocks, 95 and 54 feet high, immediately inside it, whereas the Sugar Loaf stands solitary and compact. As seen from the southwest, Sugar Loaf shows a cave on its southwest face, extending about one-third the height of the rock.

(170) **Blunts Reef**, 2.6 miles west of Cape Mendocino, is one of the outermost visible dangers in the area. The reef consists of two small black rocks awash about 230 yards apart. **Blunts Reef Lighted Bell Buoy 40** (40°26'45"N., 124°29'55"W.), is 1.4 miles W of the outer rock.

(184)

Humboldt Bay, California
Image courtesy of U.S. Army Corps of Engineers

(171) The area as far west as Blunts Reef Lighted Buoy 40 and for about 4 miles north and south of Cape Mendocino includes dangerous rocks and covered ledges. Vessels should not attempt the passage between Blunts Reef Lighted Bell Buoy 40 and the cape under any circumstances. A heavy west swell breaks even in 9 to 10 fathoms in this locality.

(172) From Cape Mendocino for 4.5 miles to False Cape, the coast is straight, bold, and bordered by a broad low-water beach.

(173) **False Cape** is a steep, bold headland, rising to a height of over 600 feet in less than 0.2 mile from the beach; it projects slightly from the general trend of the coast. It is covered with grass, but the gulches on its sides are wooded. The base of the cape is bordered by a narrow, low-water beach of shingle and sand. For about a mile on each side of the cape are numerous rocks and ledges, the outermost of which are about a mile from the beach.

(174) **False Cape Rock**, 216 feet high, lies 0.4 mile west of the cape; other rocky islets are between it and the shore. It is not as regularly shaped nor as high as the Sugar Loaf off Cape Mendocino, and the top is much flatter. **Mussel Rock**, 7 feet high, is 0.8 mile north of False Cape Rock.

(175)

Chart 18620

(176) North of False Cape the hills decrease in height; 4 miles beyond the cape is the beginning of a stretch of sand beach and dunes, broken only by Table Bluff and Buhne Point, that extend to Trinidad Head.

(177) **Centerville Beach**, 4 miles north of False Cape, is not prominent from seaward. A white cross is on the 120-foot bluff just south of Centerville Beach. A number of buildings from a former U.S. Naval facility are on the bluffs 0.8 mile south of the village.

(178) **Eel River** empties 8 miles north of False Cape. This is a stream of considerable size and is occasionally entered by light-draft vessels, but the channel over the bar is continually shifting. The depth on the bar varies largely with the amount of water in the river, depending upon the character of the winter, and has been at times as much as 14 feet, but generally the depth is about 8 or 9 feet. The river is seldom entered except by fishing boats and other very small craft, and then only by those with local knowledge of the bar.

(179) **Eel Canyon** is a submarine valley extending in a northwest direction. It comes to a head 10 miles northwest of Cape Mendocino. Vessels are cautioned against mistaking this valley for one of those south of the cape.

(180)

Chart 18622

(181) **Table Bluff**, 12 miles north of False Cape and 4.5 miles south of Humboldt Bay entrance, is a prominent feature from seaward. The west face is 0.5 mile long, 165 feet high, and very steep, and has a narrow sand beach under it.

(182) From Table Bluff for 4 miles to Humboldt Bay entrance the coast consists of a narrow sand spit.

(183) **Humboldt Bay**, 21 miles north of Cape Mendocino, is the first important harbor north of San Francisco and is used by vessels drawing up to 38 feet. Humboldt Bay is the second largest natural bay on the coast of California and as such contains many environmentally and economically important wetland habitats. In addition to being a nursery area for many species of commercially and recreationally important fish and invertebrates, Humboldt Bay also produces more than 50 percent of the oysters harvested in California. Due to Humboldt Bay's location on the Pacific Flyway, it is also an important feeding, resting and nesting area for thousands of migratory shorebirds and waterfowl. Along Humboldt Bay's shoreline, thousands of acres have been set aside by State, Federal and local agencies as wildlife habitat for a variety of threatened and endangered species. Humboldt Bay can be used as a harbor of refuge in impending bad weather, providing a vessel can get inside before the bar becomes impassable. The bay consists of two shallow basins, South Bay in the south and Arcata Bay in the north part, connected by a narrow channel about 5 miles long. Due to the sensitive nature of Humboldt Bay's environment, extreme care should be taken to utilize all best management practices when transiting Humboldt Bay, fueling or transferring fuels or lubricants and transferring cargo.

(185) The redwood timber industry dominates Humboldt Bay. Large quantities of lumber and wood products are shipped to both foreign and domestic ports. General merchandise, gasoline, and fuel oil are received.

(186) Coast Guard Captain of the Port considers the following channels to be narrow channels or fairways for the purpose of enforcing the International and Inland Rules of the Road, Rule 9.

(187) a. Humboldt Bay Bar Channel.

(188) b. Humboldt Bay Entrance Channel.

(189) c. Fields Landing Channel.

(190) d. North Bay Channel.

(191) e. Eureka Channel; Outer and Inner Reaches.

(192) f. Samoa Channel.

(193) g. All other government maintained channels and turning basins.

(194)

Routes

(195) A pilot should be engaged by deep-draft vessels and by strangers if there is any sea on the bar. Because the bar is subject to change, the entrance ranges may not always mark the deepest channel.

(196)

From South

(197) From a position 1.5 miles 260° from Blunts Reef Lighted Bell Buoy 40, steer **356½°** for 5 miles, thence a **038½°** course made good for 20 miles leads to Humboldt Bay Entrance Lighted Whistle Buoy HB. In thick weather, after passing False Cape Rock, all dangers will be cleared by keeping in a depth of over 15 fathoms until up with the lighted whistle buoy, where anchorage should be made until a pilot is obtained.

(198)

From North

(199) From a position 3 miles west of Trinidad Head Light, a **187°** course, made good for 17 miles, leads to Humboldt Bay Entrance Lighted Whistle Buoy HB. In thick weather the depths should not be shoaled to less than 20 fathoms between Turtle Rocks and Trinidad Head and, when south of the head, the depths should not be shoaled to less than 15 fathoms until up with the lighted whistle buoy, where a vessel should anchor until a pilot is obtained.

(200)

From seaward

(201) In clear weather the high land of Cape Mendocino and Punta Gorda S, and Trinidad Head north of the entrance, are good landmarks. In thick weather soundings should be taken frequently, and upon getting depths of 30 fathoms or less great caution must be exercised until sure of the vessel's position, when the course should be shaped for the lighted whistle buoy.

(202) Sailing craft during the prevailing northwest winds of summer should try to make the land in the vicinity of Trinidad Head; this gives a fair slant for the entrance and is an additional precaution against the irregular south set of the current. In thick weather soundings should be taken constantly when inside of 50 fathoms. Making the land north of the entrance avoids the irregular bottom and dangerous currents in the vicinity of Cape Mendocino.

(203) From the Humboldt Bay Entrance Lighted Whistle Buoy HB, make good a course of **105°** following the Humboldt Bay Approach Range to the intersection with Humboldt Bay Entrance Range, thence a course of **140.3°** on the entrance range into the bay. The entrance range parallels the south jetty and is only about 150 yards from it. The turn from the approach to the entrance range, 200 yards off the outer end of the south jetty, is rather abrupt and is difficult under certain conditions of wind, sea, and current. Inside the bay the channels are well marked by navigational aids.

(204) The approach to the bay is marked by a lighted whistle buoy and a bell buoy off the entrance, and approach range lights and a sound signal on the outer end of the North Spit. A light is shown near the seaward ends of the north and south jetties. The south jetty light has a sound signal. Range lights and lighted buoys mark the entrance channel inside the bar.

(205) **NOTE:** The approach range should not normally be used beyond its intersection with the entrance range. The entrance range should not normally be used seaward of the outer ends of the jetties. Both ranges are lighted 24 hours a day.

(206) Two jetties are at the entrance to the bay, 700 yards apart. The bar northwest of the south jetty is subject to considerable shifting and shoaling at times, especially during the winter.

(207) In the past **Humboldt Bar** was considered treacherous and dangerous, and many disasters have occurred there. Even with present improvements, mariners are still advised to use extreme caution on the bar and, because strong currents may be encountered, when approaching the abrupt turn at the outer end of the south jetty. The bar is smoothest during the last of the flood current, and it is often passable at this time and impassable 2 hours later, when the ebb current has set in. Mariners are advised to contact Coast Guard Station Humboldt Bay on VHF-FM channel 16 or 22A prior to transitting the bar. Caution should also be exercised inside the jetties due to the rapid change in the channel conditions. Deep-draft vessels are usually taken in and out of the bay at high tide if there is any swell on the bar because of the shoaling in the entrance channel.

(208) The Coast Guard has established Humboldt Bay Entrance Small Boat Warning Sign at **Coast Guard Station Humboldt Bay** (40°45'59"N., 124°13'02"W.). The north-facing sign is equipped with two flashing yellow lights that will be activated when seas exceed 6 feet in height and are considered hazardous for small boats. A **Hazardous Bar Conditions Advisory** will also be broadcast when seas exceed 10 feet in height. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(209)

COLREGS Demarcation Lines

(210) The lines established for Arcata–Humboldt Bay are described in **80.1150**, chapter 2.

(211)

Channels

(212) **Federal project** depths for Humboldt Bay are 48 feet over the bar and in the entrance channel, thence 38 feet in North Bay Channel to Eureka, thence 38 feet in the Eureka Channel outer reach and 26 feet in the inner reach. Project depth in Samoa Channel, including the turning basin, is 38 feet, and in Fields Landing Channel leading to South Bay, including the turning basin, is 26 feet. Maintenance dredging is performed regularly. (See Notice to Mariners and latest chart edition for controlling depths.)

(213)

Prominent features

(214) From seaward Humboldt Bay can be identified by Humboldt Bay Entrance Lighted Whistle Buoy HB. Both north and south jetty tips are marked by lights. By day the tall stacks and the smoke from the pulp mill in the bay can usually be seen. North Spit has clumps of trees along the bay shore near the channel while South Spit is barren. The red bluff at **Buhne Point** on the east shore of the bay and a lighted radio tower about 1.0 mile east are conspicuous in entering the bay.

(215) **South Bay**, in the south part of Humboldt Bay, is about 3 miles long and 2 miles wide. A marked channel on the east side of the bay leads to a lumber wharf on the east side of the channel at **Fields Landing**.

(216) **Bucksport** is on the east shore about 3 miles above the entrance. The two oil piers at Bucksport are used mainly by barges.

(217) **Fairhaven** is a small town on the west shore, about 3.5 miles above the entrance. The pier of a pulp company is here.

(218) **Eureka**, the principal town on the bay, is on the east shore, 4 miles north of the entrance. It handles much of the waterborne commerce on the bay. Eureka is the terminus of the North Coast Railroad Co.; a branch of the railroad continues to Arcata and Samoa.

(219) **Samoa** is a small settlement on the west shore opposite Eureka, about 5.5 miles above the entrance. A large pulp mill here ships a considerable amount of pulp.

(220) **Arcata Bay**, the north part of Humboldt Bay, is about 3 miles in diameter with low, marshy shore cut by sloughs. **Arcata** is on the north shore of the bay. The town has no serviceable wharves. The ruins of several old wharves are near the head of abandoned Arcata Channel.

(221)

Anchorages

(222) There are no authorized anchorages in Humboldt Bay.

(223)

Regulated navigation areas

(224) The Bar Channel and Entrance Channel of Humboldt Bay are included in a **regulated navigation area.** (See **33 CFR 165.1195**, chapter 2, for limits and regulations.)

(225)

Bridges

(226) A fixed highway bridge crosses Humboldt Bay from Eureka to a point just above Samoa on the Samoa Peninsula. Clearances of the fixed spans are 40 feet from Eureka to Woodley Island; 30 feet from Woodley Island to Indian Island; and 45 feet from Indian Island to the Samoa Peninsula.

(227)

Currents

(228) The tidal currents follow the general direction of the channels. In the main channel, the average velocity is less than 2 knots and the maximum does not exceed 3 knots. Between the jetties, the average velocity is about 2 knots, with a maximum of about 4 knots; during storm conditions, velocities can reach up to 5.5 knots. Current predictions are given in the Tidal Current Tables.

(253)

Facilities at Humboldt Bay and Eureka

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Chevron Products Co. Eureka Terminal Wharf	40°46'41"N., 124°11'42"W.	400	24-30	10.5	• Tank storage (105,000 barrels) • Pipelines extend from wharf to storage tanks	Receipt of petroleum products by barge	Chevron Products Co.
Sierra Pacific Industries Eureka Wharf	40°47'42"N., 124°11'15"W.	470	32-35	10	• Open storage (15 acres) • Wood chip loader and belt conveyor	Shipment of logs, lumber and wood chips	Eureka Forest Products, Inc/Sierra Industries, Inc.
Pacific Affiliates Eureka Wharf	40°47'51"N., 124°11'12"W.	1,000	35	11	Open storage (17 acres)	Receipt and shipment of conventional general cargo	David L Schneider/ Pacific Affiliates, Inc.
City of Eureka Humboldt Dock B	40°48'05"N., 124°10'58"W.	200	23	11	Three mast-and-boom derricks with 15-foot booms	Receipt of seafood	City of Eureka
Louisiana-Pacific Corp. Samoa Chemical Wharf	40°48'13"N., 124°11'18"W.	1,147	35	20	Tank storage (645,000 barrels)	Receipt of caustic soda	Louisiana-Pacific Corp.
Louisiana-Pacific Corp. Samoa Chip Export Wharf	40°47'55"N., 124°11'26"W.	1,260	38	20	• Open storage • Pneumatic chip loader (1,200 tons per hour)	Shipment of wood chips	Louisiana-Pacific Corp.
Fairhaven Terminal Co./ Westfall Stevedore Co. Simpson Mill Wharf	40°47'18"N., 124°11'41"W.	700	38	15	• Open storage (10 acres) • Covered storage (5 acres)	• Receipt and shipment of conventional general cargo and wood pulp • Receipt of lumber	Simpson Investment Co./Fairhaven Terminal Co. and Westfall Stevedore Co.
Humbolt Bay Forest Products Fields Landing Wharf	40°43'57"N., 124°13'09"W.	600	36	12	• Open storage (50 acres) • Three 12-ton crawler cranes	Receipt and shipment of logs, lumber and wood chips	Humboldt Bay Forest Products, Inc.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(229)

Weather, Eureka

(230) The climate of Eureka is completely maritime, and high humidity prevails the entire year, which is divided into the "rainy" season and the "dry" season. The rainy season begins in October and continues through April. About 90 percent of the year's precipitation falls during this period. The dry season extends from May through September and is marked by considerable fog or low cloudiness. On average, 23 of the 31 days in August will record fog where only 10 of the 31 days in March will note fog. Usually, however, the fog clears in the late forenoon and the early afternoons are generally sunny. On average, better than 38 inches (965 mm) of precipitation falls on an annual basis in Eureka and 152 of the 365 days of the year record some sort of precipitation. January is the wettest month and July, the driest. Snowfall is light and averages less than one-half inch annually (13 mm) however, snowfall has been recorded in each of the months November through April. The greatest daily snowfall was two inches (51 mm) in February 1989.

(231) Temperatures are moderate the entire year. Although the highest ever recorded was 87°F (30.6°C) in October 1993, and the lowest 21°F (-6.1°C) in December 1972, the usual range is from a low of about 47°F (8.3°C) to a high of about 58°F (14.4°C). The daily range of temperature averages from about 10°F (-12.2°C) in the summer to 13°F (7°C) in the winter, and is occasionally not over 2° to 3°F (1° to 2°C).

(232) The principal industries are lumbering, fishing, and dairy farming. Owing to the low temperatures and lack of sunshine, there is very little truck farming, but the climate is nearly ideal for berries and flowers.

(233) The National Weather Service is on **Woodley Island. Barometers** may be compared there or by telephone. (See Appendix A for address.)

(234) See Appendix B for **Eureka climatological table**.

(235)

Pilotage, Humboldt Bay

(236) Pilotage is compulsory for foreign vessels under registry and U.S. vessels under registry and enrollment. Pilotage is voluntary for all other vessels.

(237) Pilotage for ports in Humboldt Bay is available from **Humboldt Bar Pilots**. Arrangements for pilots are made by ship's agents.

(238) The pilots monitor VHF-FM channel 16. The pilot boat monitors VHF-FM channels 13 and 16, and the pilot and tug boat use 13, 18, and 77 as working frequencies. The pilot boat, TUG KOOS KING, is 65 feet long and has a black hull, buff and white house, and red stack with a white K.

(239) Pilots board vessels within 0.5 mile radius of Humboldt Bay Entrance Lighted Whistle Buoy HB (40°46.4'N., 124°16.2'W.) or 1.5 miles W of Humboldt Bay Entrance Jetties. When boarding, pilots request vessels maintain a speed not to exceed 5 knots and rig the pilot ladder on the leeward side about 3 meters above the water; no man ropes.

(240) In the summer, vessels are entered on flood and ebb tidal currents; in the winter, vessels usually are entered on the first or last of the flood or first of the ebb. Vessels depart on flood tidal currents only, regardless of the time

of year. Vessels with drafts over 30 feet, enter or depart on the last of the flood from November through March 30; night sailing depends on the bar condition before dark.

(241) Pilots report that strong currents create a north set in the Bar Channel from October to April. When vessels enter the jetties, this current has a tendency to twist vessels by setting the stern north and turning the bow south toward the south jetty. During or shortly after southeast, south, and southwest storms, currents in the Bar Channel and Entrance Channel are reported to attain a velocity of about 4 to 5.5 knots. Heavy swells about 8 to 10 feet high occur well inside the jetties when seas from the southwest are deflected, about midway along the north jetty.

(242)

Towage

(243) Tugs up to 2,000 hp are available.

(244)

Quarantine, customs, immigration and agricultural quarantine

(245) Eureka is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(246) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The city has several hospitals.

(247)

Coast Guard

(248) Humboldt Bay Coast Guard Station is on North Spit.

(249)

Harbor regulations

(250) These regulations are prescribed by the Humboldt Bay Harbor Recreation and Conservation District. The District operates a large marina on the south side of Woodley Island, just north of Eureka on the north side of Eureka Channel Inner Reach. A wharfinger, located at the Eureka Public Marina, has jurisdiction over fishing and pleasure craft using the facilities at the city-owned boat basin.

(251)

Wharves

(252) The deep-draft facilities at Humboldt Bay are alongside the channels leading to Arcata Bay and at Fields Landing in South Bay. Only the deep-draft facilities are listed in the table. The alongside depths for the facilities are reported; for the latest depths, contact the private operators. All facilities have direct highway connections. One facility, Pacific Affiliates Eureka Wharf, has a railway connection. All facilities have water connections and some have electrical connections.

(254)

Supplies

(255) Deep-draft vessels are usually bunkered at the berths by tank truck. Marine supplies and provisions, including water, are available at the port.

(256)

Repairs

(257) There are no facilities for making major repairs to deep-draft vessels; the nearest such facilities are at the Port of San Francisco. Complete hull and engine repairs are available for small craft. The Humboldt Bay Harbor, Recreation and Conservation District has a lift to 150 tons. The largest marine railway, located on the W side of the channel opposite Eureka, can handle craft up to 300 tons, 100 feet long, 30 feet wide, and with a 10-foot draft.

(258)

Small-craft facilities

(259) Transient berths with electricity are available at the marina on the side side of Woodley Island and at Eureka Public Marina (40°48'14"N., 124°10'36"W.). Water, gasoline, diesel fuel, marine supplies, and launching ramps are available in Humboldt Bay.

(260)

Chart 18620

(261) North of the entrance to Humboldt Bay, the coast consists of sand dunes partly covered with timber for 11 miles to the mouth of **Mad River**. The first 7 miles forms the west shore of Humboldt Bay, and then the land behind the dunes is low and marshy as far as the river.

(262) From the mouth of Mad River, the sand dunes are 20 to 60 feet high and continue for 5.5 miles to **Little River**, a small shallow stream. The north point at the mouth of the stream is rocky, and from this point the coast consists of rocky cliffs extending beyond Trinidad Head.

(263)

Coast Guard

(264) **Humboldt Bay Coast Guard Air Station** is at McKinleyville about 2.5 miles north of the mouth of Mad River.

(265)

Chart 18605

(266) **Little River Rock**, 126 feet high, is 0.8 mile northwest of the mouth of Little River, and 0.3 mile offshore. Several rocks and foul ground are between it and the beach, and a rock 4 feet high is about 100 yards northwest.

(267) From Little River Rock to Trinidad Head, the shore is bordered by numerous rocks and ledges extending 0.3 mile offshore.

(268) **Pilot Rock,** 93 feet high, is 0.5 mile south of Trinidad Head. It is of small extent, conical, and whitish in color, rising abruptly from depths of 48 to 50 feet on all sides. Pilot Rock is marked on its west side by a gong buoy.

(269) **Trinidad Head** is nearly 39 miles north-northeast of Cape Mendocino and 17.5 miles north of the entrance to Humboldt Bay. It rises to a height of 380 feet. The sides are steep and covered with chaparral. From north or south the head is generally raised as a dark, round-topped island. Near the north end it is joined to the mainland by a

narrow neck, from the south side of which **Little Head**, a rocky knoll 125 feet high, projects into Trinidad Harbor. The white cross 200 yards north of the south point of Trinidad Head is fairly prominent.

(270) **Trinidad Head Light** (41°03'07"N., 124°09'05"W.), 193 feet above the water, is shown from a lighthouse near the southwest side of the head; a sound signal is at the light. A lighted whistle buoy is 1 mile west of the head.

(271) **Trinidad Harbor**, a small cove east of Trinidad Head, affords shelter in northwest weather, but is dangerous in west or south weather. The cove is small and is further constricted by several rocks, and, as a rule, there is always a swell even in north weather. It is used by fishing boats to a considerable extent during the summer, even though the holding ground is only fair. A white lighthouse structure, a memorial containing the original oil-burning light used at Trinidad Head until 1948, is at the center of the bluff on the north side of the harbor. A pier with a bait and tackle shop, and restaurant is located in the bight west of Little Head. A small marine railway near the foot of the pier is used for launching and retrieving small craft up to 25 feet long and 8½ feet wide. A beach boat launch is located on the east side of the marine railway. A water taxi is available during the summer months and a floating pier is provided to access the main pier during the months of May through September. Gasoline, marine supplies, and ice are available in **Trinidad**, a town on the north shore of the cove. The harbor monitors VHF-FM channel 78.

(272) **Prisoner Rock**, 220 yards east of Trinidad Head, is 42 feet high and the most prominent of the rocks in the cove. It consists of two rocks so close together that they are usually taken for one. From south they resemble an animal lying down with its head toward the west. A rock covered 7 feet is 150 yards north-northwest from them.

(273) **Flat Rock**, low and small, lies 350 yards east-northeast from Prisoner Rock; a rock covered 5 feet lies 150 yards south-southeast from it. A bell buoy is 175 yards west of a rock covered 9 feet, which lies 400 yards south-southeast of Prisoner Rock.

(274)

Anchorage

(275) The best anchorage is in 42 feet, muddy bottom, about halfway between Prisoner Rock and Trinidad Head, with Flat Rock, bearing 073°, just open south of Prisoner Rock. A **special anchorage** is on the east side of Trinidad Head. (See **110.1 and 110.127c**, chapter 2, for limits and regulations.)

(276) **Blank Rock**, 111 feet high, lies 0.3 mile west of Trinidad Head. Foul ground is between it and the head. A smaller rock is 150 yards north of Blank Rock. A rock awash and a ledge covered 15 feet are 275 yards south-southeast of Blank Rock.

(277) **Flatiron Rock**, 72 feet high, lies 0.3 mile northwest of Blank Rock. It is considerably larger than Blank Rock, with two rocky heads of about the same height. A covered rock lies 300 yards off its southwest face, and numerous ledges extend southeast toward the head.

(278)

Chart 18600

(279) From Trinidad Head for 5.5 miles to Rocky Point, the coast is rocky, with numerous outlying islets and ledges extending as much as 1.2 miles offshore and cliffs reaching elevations of over 100 feet. The mountains back of Trinidad Head are good landmarks for vessels approaching from seaward. North of Rocky Point, the beach is low and sandy, with several lagoons behind it, for nearly 11 miles to the south end of the Gold Bluffs. From this point to Point St. George, the coast is rocky, the cliffs being from 100 to 500 feet high and bordered by numerous rocks. The Klamath River breaks through the cliffs 16 miles south of Point St. George. From Point St. George for 65 miles to Cape Blanco, the coast trends in a general northwest direction with a shallow bight known as Pelican Bay immediately north of Point St. George. The beach is fringed by numerous rocks and ledges, but, with the exception of St. George, Rogue River, and Orford Reefs, these in general do not extend over a mile from shore. The 30-fathom curve follows the general trend of the coast, and in thick weather may be considered as the limit inside of which it is unsafe to approach, but in the vicinity of St. George, Rogue River, and Orford Reefs, the depths should not be shoaled to less than 50 fathoms.

(280) **Green Rock**, 108 feet high and of small extent, lies 1.5 miles north of Trinidad Head and nearly 600 yards offshore. The top is covered with grass. Numerous rocks lie inshore, and a rock awash lies 700 yards west of it. A rock covered 2¾ fathoms lies 0.5 mile west of Green Rock. It seldom breaks and rises abruptly from 15 fathoms. Two covered rocks lie 0.5 and 0.8 mile north-northeast of Green Rock.

(281) **White Rock**, 118 feet high, lies 1.9 miles north of Trinidad Head. It is of small extent and is 250 yards off a wooded projecting head about the same height. Another rocky islet 129 feet high is 1 mile north of White Rock.

(282) **Cone Rock**, 17 feet high, is 3.8 miles north of Trinidad Head and over 1 mile offshore. It is conical in shape and of small extent. A smaller rock, 15 feet high, lies 0.5 mile east.

(283) **Turtle Rocks**, two rocks of small extent 20 and 29 feet high, are 1.5 miles north of Cone Rock and abreast of Rocky Point. east of Turtle Rocks the ground is foul, with two breakers 600 and 800 yards from the outer rock and numerous visible rocks extending to the beach. A bell buoy is 0.5 mile west of Turtle Rocks.

(284) **Rocky Point**, 5.5 miles north of Trinidad Head, is a bold feature with cliffs about 200 feet high, bordered by numerous rocks and ledges extending 200 to 300 yards offshore. The point is covered with oak and scrub pine for 0.5 mile back to the redwood forest; through this oak growth two rocky pinnacles about 250 feet high are visible.

(309)

Crescent City Harbor, California
Image courtesy of Rick Hiser/Crescent City Harbor District (2008)

(285) **Rodgers Peak**, 2,800 feet high and 6.3 miles east of Rocky Point, is heavily wooded and easily identified.

(286) North of Rocky Point the cliffs are succeeded by a low sandy beach for 4.5 miles to the north end of **Big Lagoon**. which is immediately behind the sand beach. Above Big Lagoon the cliff formation is resumed and extends 2 miles to **Stone Lagoon**.

(287) **Sharp Point**, 6.2 miles north of Rocky Point, is a sharp-pointed conical rock cliff about 400 feet high. Its light-gray color makes it readily distinguishable for a distance of 15 miles in clear weather from any direction. The beach in this area is bordered by numerous rocks extending about 0.8 mile offshore.

(288) **Gold Bluffs**, a 9-mile stretch of gravel and sand 100 to 500 feet high, begin about 9 miles north of Rocky Point. The south part is comparatively low and bordered by several outlying rocks; in about the middle the buffs are broken by two valleys.

(289) **Mussel Point**, 11.2 miles north of Rocky Point, is a light gray cliff about 300 feet high, with a small, flat top distinguishable at 10 to 12 miles in clear weather.

(290) **Reading Rock**, 94 feet high and of small extent, is 4.5 miles offshore west of Mussel Point. It is dark for about one-third the height and white above with a cleft on the south face. It is marked by a light, 98 feet above the water, shown from a house with a red and white diamond-shaped daymark.

(291) North of Gold Bluffs the coast becomes rocky, irregular, and broken, the bold cliffs being bordered by many rocks.

(292) A yellow clay slide extending from the top of a 900-foot slope to the beach is 9 miles north of Mussel Point. It is sharp at the top, broad at the base, and the highest and most prominent of the bluffs in that vicinity. It may be seen in clear weather for a distance of 15 to 18 miles.

(293) **Split Rock** is a slightly projecting head 3.5 miles north of the north end of Gold Bluffs; it is so named because of the cut on the north face.

(294) **High Bluff** is a slightly projecting head 0.8 mile north of Split Rock. It is prominent because of an enormous split or chasm on its north face; at the south edge of the cut the bluff is 340 feet high.

(295) **White Rock**, 107 feet high, lies 600 yards north of High Bluff and 300 yards offshore. Numerous rocks, covered and visible, lie between it and the beach. Its south face is very precipitous, and its west face is steep, sloping north. It can be distinguished by its color for several miles.

(296) **Flint Rock Head**, 177 feet high, is a detached rocky head connected with the cliffs by a low sandspit. It is at the south end of the Klamath River sand beach, 1.8 miles north of Split Rock. Its southwest face is precipitous. A rock awash lies 0.6 mile northwest from Flint Rock Head and 0.5 mile offshore.

(297) **Klamath River** mouth is 16 miles south of Point St. George and 30 miles north of Trinidad Head. It is a large river draining an extensive mountainous area. The entrance is no longer navigable, but there is small-craft traffic on the river. There are several float landings where sport fishing craft berth. Gasoline, water, ice, launching ramps, and marine supplies are available.

(298) The coast highway crosses the river at **Klamath**, a small town 2 miles inland. A fixed highway bridge, 3 miles above the mouth, has a clearance of 13 feet.

(299) **Requa** is a small village on the north shore of the river just inside the mouth with a hotel and private landings.

(300) **Red Mountain**, 8 miles east of the mouth of Klamath River, is visible for about 60 miles in clear weather.

(301) From the mouth of the Klamath River the coast curves northwest for 3 miles to the mouth of **Wilson Creek**. The cliffs are high, irregular, and jagged, and the hills above are covered with grass and chaparral. Numerous rocks extend about 300 yards offshore.

(302) A covered rock 0.6 mile offshore is 1.4 miles northwest of the mouth of Klamath River. A rock, 37 feet high, is 1 mile offshore, 2.6 miles northwest of the mouth of Klamath River, and about 1.5 miles south of Wilson Creek.

(303) **False Klamath Rock**, 203 feet high, reddish, and round-topped, is the most prominent rock on this part of the coast. It lies 650 yards west of the south point of the small cove into which Wilson Creek empties. **Wilson Rock**, awash, is 0.5 mile west of False Klamath Rock. A rock awash is 0.9 mile northwest of False Klamath Rock. Numerous covered rocks lie east and northeast of the line from this rock to another rock, 37 feet high, southwest of False Klamath Rock.

(304) From False Klamath Rock for 7 miles north the coast consists of bold rocky cliffs, much broken and bordered by numerous covered and exposed rocks. Beyond these, extending 3 miles to Crescent City, is a broad sand beach backed by flat cultivated land.

(305) **Midway Point**, 4 miles north of False Klamath Rock, is bold, rising to a height of 820 feet, 800 yards from the beach.

(306) **Sister Rocks**, a cluster of prominent rocks, 0.5 mile west of Midway Point, consist of three large and several smaller rocks covering a limited area; the outer one is 69 feet and the inner one 72 feet high.

(307)

Chart 18603

(308) **Crescent City Harbor**, protected by breakwaters, is midway between San Francisco Bay and the entrance to Columbia River. Commercial and sport fishing boats operate out of the harbor. Waterborne traffic in the harbor is in the receipt of gasoline and fuel oils. **Crescent City** is on the north side of the harbor.

(310) **Crescent City Entrance Light** (41°44'11"N., 124°11'28"W.), 55 feet above the water, is shown from a pile at the seaward end of the west breakwater. A sound signal is at the light. A historic private light is on the islet south of **Battery Point**. The entrance to the harbor is marked by lighted buoys, lights, and a lighted range.

(311) The entrance range should not be followed past a point approximately abeam of Whaler Island, as it leads close to the end of the breakwater extending north from this island.

(312)

COLREGS Demarcation Lines

(313) The lines established for Crescent City Harbor are described in **80.1152**, chapter 2.

(314) A dredged entrance channel leads north into the harbor to an inner harbor basin which extends around the outer end of the inner breakwater. In 2008, the controlling depth was 14 feet in the entrance channel; thence in 2008-2011, 12 feet in the basin.

(315) The west breakwater gives good protection from northwest winds for vessels anchored in the outer harbor, but the harbor is open to the south. The basin north of **Whaler Island** provides excellent anchorage for small craft.

(316) Vessels anchored in the harbor should take precaution against a local southeast wind known as the **kick back** or **back draft**, which frequently blows with considerable violence. This wind follows only periods of strong northwest winds outside. It usually starts in the early afternoon and ends about midnight.

(317)

Caution

(318) Care should be exercised in approaching Crescent City Harbor because of the many rocks and shoals. **Chase Ledge,** covered 21 feet, lies 0.9 mile south of **Round Rock**. **Mussel Rock,** only a few feet high, is 0.6 mile southeast of Round Rock; a rock covered 8 feet, 700 yards to the south, breaks only in a heavy swell. Other covered rocks extend north to Whaler Island. Foul ground with many bare and covered rocks extends nearly a mile offshore along the low but rocky coast northwest of Crescent City Harbor for 3.5 miles to Point St. George. This area should be avoided.

(319) The long wharf in the west part of the harbor is used by fishing vessels to offload fish. The remains of two other wharves, just east, were almost completely wiped out by the seismic sea wave which struck the harbor following the March 27, 1964, Alaska earthquake. The seismic wave caused considerable damage and changes to the harbor shoreline.

(320) The basin just north of Whaler Island is formed by the inner breakwater extending northwest from the island and the sand barrier from the island to the east shore. Citizens Dock, the Y-shaped pier at the north side of the harbor, extends out to a depth of about 9 feet. Several fishhouses are on the pier. Fishing boats unload their catch along both of the outer spurs of the pier. Water and

ice are available on the pier. Gasoline and diesel fuel are available. The inner small-craft basin just north of Citizens Dock can accommodate about 250 boats with an additonal 100 boats at the small sport dock. Several mooring floats for commercial fishing boats are in the basin. Berths with electricity, gasoline, diesel fuel, water, ice, wet and dry winter storage, a pump-out station, a launching ramp and marine supplies are available.

(321) The **harbormaster** has an office at the basin north of Whaler Island. The harbormaster assigns berths and monitors VHF-FM channels 9 and 16, Monday through Friday from 0700 to 1700.

(322) A boatyard in the basin has lifts that can handle boats up to 110 feet, 270 tons. Engine repairs are available from several local firms.

(323) A Coast Guard vessel is stationed in the basin north of Whaler Island.

(324) **Castle Rock**, 2.3 miles northwest of Battery Point and 0.5 mile south of the south point of Point St. George, has a rather flat top, with a small knob near the east edge.

(325) **Point St. George**, 3 miles northwest of Battery Point, is low with several irregular and rocky hillocks near the beach. The seaward face is about a mile long in a northwest direction, with sand dunes and low land immediately behind it. The tree line is about 0.6 mile inland, with a few trees near the south end of the point. Numerous conspicuous rocks fringe the point up to 0.5 mile offshore. **Brown Rock**, 28 feet high, is near the outer end of the exposed rocks extending northwest from the point.

(326) **St. George Channel**, over a mile wide, is clear between the visible rocks fringing Point St. George and the east rocks of St. George Reef. It is frequently used in clear weather by coastwise vessels.

(327) **St. George Reef** is composed of rocks and covered ledges extending 6.5 miles northwest and west from Point St. George. Nine visible rocks are in the group.

(328) **Saint George Reef Light** (41°50'14"N., 124°22'32"W.), 146 feet above the water, is shown from a gray tower on **Northwest Seal Rock**, the outermost rock of St. George Reef; the light is private.

(329) **Star Rock,** the southeast rock of the group, is 64 feet high. It is 1.7 miles west of the south Point St. George. Between Star and Northwest Seal Rocks are three rocks, **Hump Rock, Whale Rock**, and **Southwest Seal Rock**, almost in line, varying in height from 18 to 45 feet. South of these visible rocks are two covered ledges, **Mansfield Break**, and **Jonathan Rock**. The latter is 2.5 miles northwest of Star Rock and 3.2 miles southeast of Northwest Seal Rock. It breaks only in a heavy swell, and not continuously then; deep water surrounds it. Mansfield Break lies 2.3 miles south of Northwest Seal Rock and nearly 3.5 miles northwest of Star Rock. It is about 100 yards in extent, with 20 fathoms close-to and around it.

(330) **Great Break**, 0.5 mile southeast of Southwest Seal Rock, is about 150 yards in extent. A covered ledge that breaks at low water is 125 yards southwest of Southwest Seal Rock.

(331) **Dragon Channel**, which leads north of Jonathan Rock and between Mansfield Break and Great Break, is not recommended.

(332) **East Rock** and **Long Rock** are 2.1 and 1.6 miles, respectively, north of Star Rock.

(333) **Flat Rock** lies nearly midway between Long and Whale Rocks, and about 0.6 mile from the former. **Mussel Rock** is nearly 0.5 mile west of Long Rock; a covered ledge showing a breaker is 200 yards north of the rock. A covered rock that breaks in moderate swells is 330 yards northeast of Hump Rock.

(334) All the rocks of St. George Reef rise abruptly; soundings made in the vicinity give no warning of their presence. In thick weather, the greatest caution should be observed and the reef given a wide berth.

(335)

Chart 18600

(336) For about 10 miles north of Point St. George, the shores of **Pelican Bay** are composed of sand dunes, with a broad beach extending to the mouth of **Smith River. Lake Talawa** and **Lake Earl** are surrounded by low marshy land behind this stretch of dunes.

(337) A small rock about 10 feet high is 1.8 miles south of the mouth of Smith River, and nearly 0.5 mile offshore. A cluster of three low rocks is nearly a mile offshore and 0.9 mile north-northeast of the 10-foot rock.

(338)

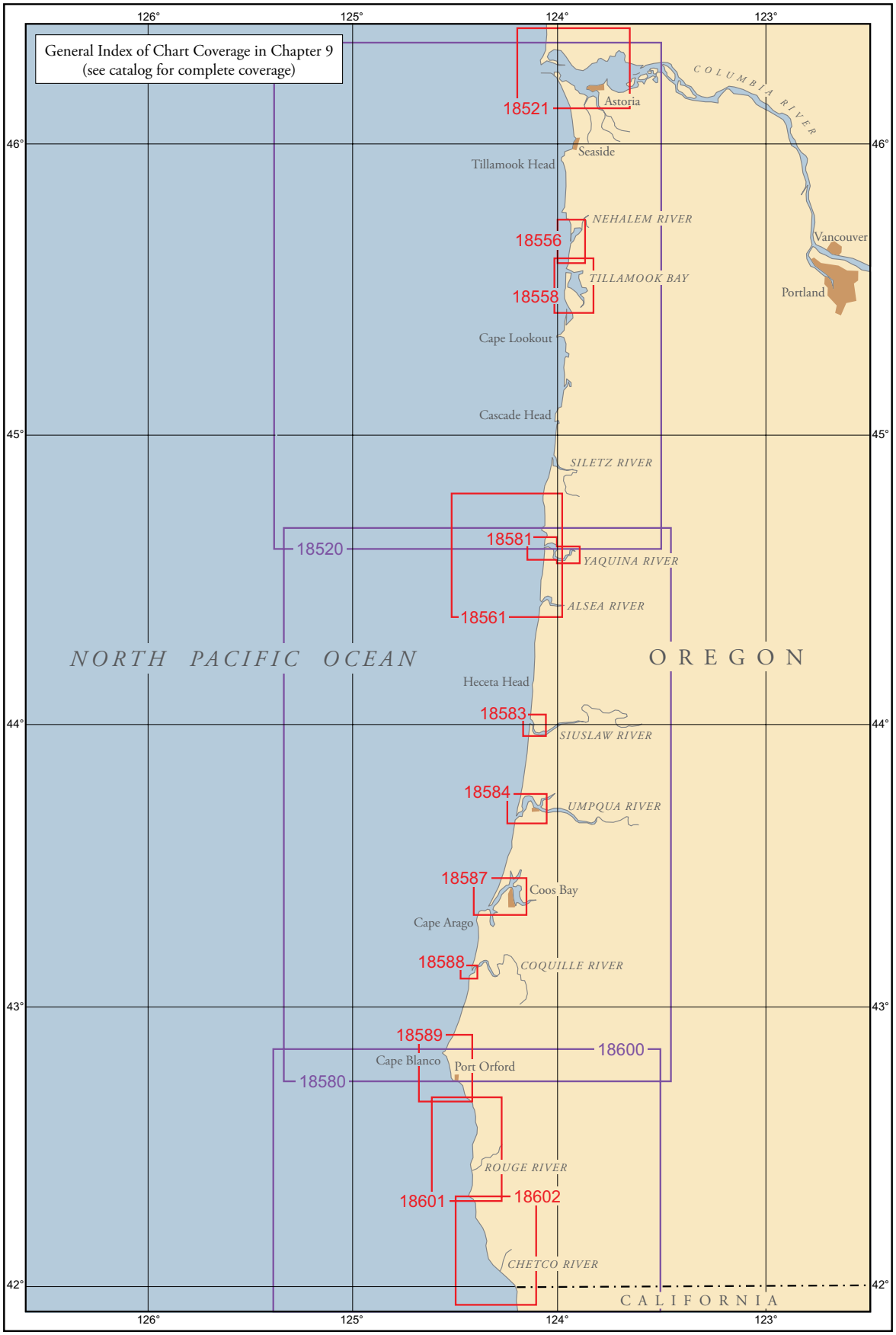
Chart 18602

(339) From Smith River for 3.2 miles to the California-Oregon boundary, the coast is composed of low rocky cliffs, bordered by numerous rocks and ledges, covered and awash, and backed by a low narrow tableland. Several prominent rocky knolls rise from 100 to 200 feet above this tableland.

(340) **Pyramid Point**, a rocky knoll 222 feet high, marks the north point of Smith River.

(341) **Prince Island**, of small extent and 171 feet high, lies 0.1 mile offshore abreast Pyramid Point. **Hunter Rock**, 177 feet high, double-headed and somewhat smaller, is 0.3 mile north of Prince Island. Several other smaller rocks are in the vicinity.

(342) **Cone Rock**, 1.3 miles north of Prince Island and 0.6 mile offshore, is the most prominent of the visible dangers in this vicinity. It is 68 feet high and of small extent.


General Index of Chart Coverage in Chapter 9
(see catalog for complete coverage)
126°
125°
124°
123°
46°
45°
44°
43°
42°
18521
Astoria
COLUMBIA RIVER
Seaside
Tillamook Head
NEHALEM RIVER
18556
Vancouver
TILLAMOOK BAY
18558
Portland
Cape Lookout
Cascade Head
SILETZ RIVER
18581
18520
YAQUINA RIVER
ALSEA RIVER
18561
NORTH PACIFIC OCEAN
OREGON
Heceta Head
18583
SIUSLAW RIVER
18584
UMPQUA RIVER
18587
Coos Bay
Cape Arago
18588
COQUILLE RIVER
18589
18600
Cape Blanco
Port Orford
18580
ROUGE RIVER
18601
18602
CHETCO RIVER
CALIFORNIA

Chetco River to Columbia River, Oregon

(1) This chapter describes 200 miles of the Oregon coast from the mouth of the Chetco River to the mouth of the Columbia River. Also described are the Chetco and Rogue Rivers, Port Orford, Coquille River, Coos Bay, Umpqua and Siuslaw Rivers, Yaquina Bay and River, Nehalem River, and Tillamook Bay. The cities of Coos Bay and North Bend on Coos Bay and Newport on Yaquina Bay are the only deep-draft ports on the Oregon coast. The principal dangers are unmarked Rogue River Reef, and Orford Reef, which is marked by a light.

(2)

COLREGS Demarcation Lines

(3) The lines established for this part of the coast are described in **80.1305 through 80.1360**, chapter 2.

(4)

Weather, Chetco River to Columbia River

(5) Fog and rain are the major weather headaches to the mariner along the Oregon coast. Summer and early fall bring light winds, mild temperatures, clear or partly cloudy skies, and frequent fog. While fog is a problem all along the coast, its frequency increases as you head south. Around Astoria, visibilities drop below 0.5 mile (0.9 km) on 4 to 6 days per month from August through October. At North Bend, this happens on 6 to 13 days per month from July through December. August is usually the worst month. Fog is thickest at night and in the morning. Conditions often improve by midafternoon, when skies clear or become partly cloudy. Temperatures climb into the mid-sixties (16.7° to 19.4°C) in summer and low sixties (16.1° to 17.2°C) in fall. At night, they drop into the low fifties (10.6° to 11.7°C) in summer and mid-forties (6.1° to 8.3°C) in autumn. Winds are generally light in summer and early fall. Northwesterlies and southwesterlies through southerlies are frequent, the latter becoming increasingly so in fall. Winds at North Bend on Coos Bay are an exception, and strongest in June, July, and August. They blow at 17 knots or more 15 to 20 percent of the time and at 28 knots or more 1 to 2 percent of the time.

(6) Rain (0.1 inch or more) falls on less than 10 days per month from May through September. It becomes more frequent in October and reaches a peak in January, when 15 to 20 rainy days occur on the average. Snow is uncommon, since temperatures are usually mild. Winter temperatures reach the low fifties (10.6° to 11.7°C) during the day and fall into the upper thirties (3° to 4°C) at night; extremes have dipped into the low teens (-11.7° to -10.6°C). Fog can occur in winter with fronts or under rare clear skies; it is more likely in early winter. Winter and spring winds are moderately strong, particularly south of Newport. From North Bend southward, winds reach 17 knots or more about 5 to 15 percent of the time and 28 knots or more about 1 to 3 percent of the time. Extreme wind speeds usually occur in either winter or early spring, and have climbed to around 50 knots. They are most common from a south direction. Winter winds along the entire coast are generally out of the southeast through south. Northwesterlies are also common. It is not until May that these directions switch roles and northwesterlies become more or as frequent. Spring warming is also a slow process. By April, temperatures are about 4° to 7° above January levels.

(7)

Charts 18602, 18600

(8) From the California-Oregon boundary for 3.8 miles to Chetco River, the coast is composed of low rocky cliffs, bordered by numerous rocks and ledges, covered and awash, and backed by a low narrow tableland. Several prominent rocky knolls rise from 100 to 200 feet above this tableland. Due to the numerous dangers, the coast should not be approached closer than 1.5 miles. The sea boundary between the Eleventh and Thirteenth Coast Guard Districts is at the state boundary between California and Oregon.

(9) **Chetco Cove**, 15.5 miles north of Point St. George, affords some protection from NW winds, but is exposed in south weather. **Chetco Point** marks the northwest side of the cove. There are numerous visible and covered rocks fringing the shore of the cove and its approaches. **Chetco River** empties into the north side of the cove. The river is entered through a dredged channel which leads between two stone jetties to the **Port of Brookings** turning basin, about 0.3 mile above the jetties. The turning basin and a small-craft basin just north of it are protected to the west by a 1,800-foot-long dike. Another small-craft basin is about 250 yards southeast of the turning basin. A barge slip, just east of the turning basin, is at the north side of the mouth of the entrance channel to the lower small-craft basin. The river entrance channel is marked by a **030°** lighted range. A light is on the outer end of the west jetty and a mariner radio activated sound signal is on the inner end of the east jetty, initiated by keying the microphone five times on VHF-FM channel 83A.

(10) A **Federal project** provides for a 14-foot entrance channel and turning basin from deep water in Chetco Cove to the turning basin just inside the breakwater protecting the Port of Brookings; access channels with

project depths of 12 feet, lead north and south from the turning basin. (See Notice to Mariners and latest editions of charts for controlling depths.) An overhead power cable crossing the river about 0.6 mile above the jetties has a clearance of about 46 feet. The highway bridge has a clearance of 59 feet.

(11)

COLREGS Demarcation Lines

(12) The lines established for the Chetco River are described in **80.1305**, chapter 2.

(13)

Coast Guard

(14) **Chetco River Coast Guard Station** is on the east side of the river 450 yards inside the entrance. A lookout tower atop a building at the station is used to observe the bar during heavy weather. The Coast Guard has established Chetco River Regulated Navigation Area Warning Sign, a **rough bar advisory sign** 13 feet above the water, visible from the channel looking seaward, on the north end of the Coast Guard moorings, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words "Rough Bar" in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(15) A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the north end of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(16) The upper and lower small-craft basins are used primarily by commercial fishing boats and pleasure craft. The upper basin has over 500 berths, most with electricity; gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp are available. Berths with electricity and water are reported to be available in the lower basin. A 60-ton lift and wet and dry winter storage are available.

(17) From Chetco Cove for 4.5 miles to Cape Ferrelo, the coast is composed of high broken cliffs, bordered by numerous rocky islets and ledges extending, in some cases, over 0.5 mile offshore.

(18) **Goat Island**, locally known as Bird Island, is 1.9 miles northwest of Chetco Point and 500 yards offshore. It has deep water off its west and southwest faces, but rocks and foul ground extend 350 yards south from the southeast point. The island is readily identified; its profile closely resembles that of Prince Island off Pyramid Point.

(19) **Cape Ferrelo**, 4.4 miles northwest of Chetco Point, is the prominent headland north of St. George Reef and, though not projecting seaward to any extent, is conspicuous because of its bold, rugged face. Several rocks and islets lie up to 0.5 mile directly off the cape.

(20) From Cape Ferrelo for 9.5 miles to Crook Point, the coast is very rugged and rocky, with several large and prominent islets and reefs extending well offshore. In some cases, these form anchorages for small vessels in north weather.

(21) **Whalehead Island**, the outer of two rocky islets 2.3 miles north of Cape Ferrelo, is 107 feet high. The inner of the two islets is 128 feet high. A rock awash lies 800 yards south of the highest point of the island.

(22) A rugged cliff from 200 to 300 feet high is 3.3 miles north of Cape Ferrelo. The face is about 1 mile long, and behind it rises a treeless triple-headed hill to heights of 700 to 800 feet.

(23) **Thomas Creek**, 3.7 miles north of Cape Ferrelo, is crossed by the highest bridge in Oregon; the bridge stands 345 feet above the creek.

(24) **Leaning Rock**, 49 feet high, is 0.5 mile offshore and 3.5 miles north of Whalehead Island. It has a perpendicular face on its northwest side and slopes gradually southeast. Several other rocks are near it.

(25) Between Whalehead Island and Crook Point are two prominent grassy areas in the forest near the crest of the hills about 2 miles apart and situated at an elevation of nearly 2,000 feet; the south one is known as **Rocky Prairie**.

(26) **Yellow Rock**, 84 feet high, is 4.5 miles north of Whalehead Island and 0.5 mile offshore. The rock is yellowish in color and can be recognized from 4 miles offshore.

(27) **Bosley Butte**, 8.5 miles northeast of Cape Ferrelo, shows above the coast ridges from the west and northwest as flat-topped with two summits separated by a slight depression. The northeast summit is rounded and somewhat larger, but is slightly lower than the east summit.

(28) **Mack Arch** is a double-headed rocky islet 0.8 mile offshore, 1.5 miles south of Crook Point and 8 miles north-northeast of Cape Ferrelo. The west head is 231 feet high and the east a little lower; both are black to near the summits, which are generally white from bird droppings. The arch, about 100 feet high, is under the east summit and shows prominently from south. A rock awash lies 125 yards south of the east point.

(29) The bight to the east-southeast of Mack Arch has been used as a temporary anchorage during moderate northwest weather. The rocks and reefs break the swell. In approaching the bight, pass to the south of Mack Arch about midway between it and Yellow Rock. Anchor in 11 fathoms, sand bottom, with Mack Arch bearing 296° and Yellow Rock bearing 155°. No breakers have been

observed, but caution should be exercised as the place has not been closely surveyed.

(30) **Mack Reef** extends from Mack Arch to Crook Point and comprises many rocks, visible or sunken, varying in height from awash to 133 feet. From south these rocks stand out conspicuously when seen against the white sand dunes north of Crook Point. Mack Arch, because of its size and height, is the most prominent.

(31) **Mack Arch Cove** lies immediately east of Mack Reef and affords fair shelter in northwest weather in 6 to 7 fathoms, sandy bottom. In entering from south, pass east of Mack Arch, giving it a berth of about 150 yards, but taking care to avoid the rock 125 yards south of its east point. Then bring the 125-foot rock, in the north part of the reef, to bear 352° and steer for it on that bearing until up to the area abreast the group of rocks 0.5 mile north of Mack Arch.

(32) **Crook Point** is moderately low, but terminates seaward in a rocky knoll 175 feet high, with a slight depression immediately behind it. The rocks close to the point often show up during moderately thick weather; several have a very noticeable pinnacle formation.

(33) From the vicinity of Crook Point to the mouth of the **Pistol River** are sand dunes which show up prominently in clear weather and distinctly mark this section. In thick weather these dunes are not readily distinguished. From the mouth of the river to Cape Sebastian are numerous rocks and rocky islets extending 0.3 mile offshore, reaching in some cases a height of 150 feet. The Pistol River bar opens in the rainy season; its location varies from year to year.

(34) **Hunters Cove**, a small constricted cove under the southeast face of Cape Sebastian, is formed partly by the cape and partly by **Hunters Island** in the entrance. The island is 0.2 mile in extent, rocky, flat-topped, and 113 feet high. Shoal water extends from it east to the beach. The cove is used occasionally by launches and small craft. During strong northwest weather the sea at the entrance is rather lumpy for small boats. With moderate southwest weather a heavy sea piles up across the entrance between the cape and Hunters Island.

(35)

Charts 18601, 18589

(36) **Cape Sebastian**, 33.5 miles north of Point St. George, is conspicuous from either north or south. It is the seaward termination of a ridge transverse to the coast, and rises abruptly from seaward to a height of 694 feet, with a depression behind it, and then more gradually to a height of about 2,000 feet. The seaward face is precipitous and broken, and has a few trees; southward the lower part is grass covered. A rock covered 1¾ fathoms that seldom breaks is 0.5 mile offshore, 0.9 mile northwest of the west extremity of the cape.

(37) From Cape Sebastian for 6 miles to the mouth of Rogue River, the coast is considerably broken, quite rugged, and low near the beach, and has a few outlying rocks.

(38) The outer of three exposed rocks off the entrance to **Hunter Creek**, 3.7 miles north of Cape Sebastian, lies nearly 0.5 miles offshore.

(39) **Rogue River**, 6 miles north of Cape Sebastian, is an important sport fishing stream. Several float landings and a hoist for trailer-drawn craft are just above the old lumber dock on the north side of the river near the mouth. **Gold Beach**, on the opposite side of the river from **Wedderburn**, is the larger town. The entrance to Rogue River is protected by stone jetties; buoys mark the approach. A seasonal light and sound signal are on the seaward end of the northwest jetty. A **Federal project** provides for a 13-foot entrance channel from the ocean along the north jetty to a point about 0.4 mile above the northwest jetty light. At this point, a dredged access channel continues east-northeast from the entrance channel then turns sharply south-southeast and leads between two jetties to a boat basin at Gold Beach. (See Notice to Mariners and latest editions of charts for controlling depths.)

(40)

Coast Guard

(41) 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.

(42) The Coast Guard has established Rogue River Regulated Navigation Area Warning Sign, a seasonal **rough bar advisory sign**, on the north side of the river, 0.6 mile upstream of the entrance, to promote safety for small-boat operators. The sign is diamond-shaped, painted with an international orange border, and with the words **"Rough Bar"** in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(43) A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the south side of the Coast Guard lifeboat station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(44)

Caution

(45) The controlling depths in Rogue River channel and basin are usually considerably less than project depth and

(65)

Port Orford, Oregon
Image courtesy U.S. Army Corps of Engineers (1990)

are subject to continual and pronounced change; vessels are advised not to enter the river without local knowledge.

(46)

COLREGS Demarcation Lines

(47) The lines established for the Rogue River are described in **80.1310**, chapter 2.

(48) About 200 berths, some with electricity, gasoline, diesel fuel, water, ice, launching ramps, wet and dry winter storage, and marine supplies, are available in Gold Beach.

(49) A concrete arch highway bridge across Rogue River, 0.8 mile above the mouth, has a fixed span with a clearance of 30 feet. An overhead power cable with a clearance of 77 feet crosses the river about 0.2 mile east of the highway bridge. The bridge is prominent when off the mouth of the river.

(50) The north head at Rogue River entrance that reaches a height of 700 feet a mile north of the river, the marked depression in the coast range made by the river valley, and the rocks of Rogue River Reef are prominent from seaward.

(51) **Rogue River Reef**, extending over 4 miles northwest from Rogue River entrance, includes many visible and covered rocks; because of the broken bottom, vessels should stay over 5 miles offshore when passing this area. A 0.5-mile-wide channel separates the reef from the beach, but it is not safe to use without local knowledge. **Northwest Rock**, 4 miles northwest of Rogue River entrance, is the outermost visible rock of the reef. A rock, covered 2½ fathoms, is 0.3 mile west of Northwest Rock. **Needle Rock**, 1.1 miles southeast of Northwest Rock, is the most prominent of the rocks in the reef; the needle is on the south side.

(52) North of Rogue River the coast trends north for 10 miles and then northwest to Cape Blanco. The mountains are high, irregular, dark, and covered with chaparral. The beach is bordered by numerous rocks for 5 miles, then is comparatively clear with the exception of Orford and Blanco Reefs.

(53) A group of covered and visible rocks, 1 mile long and 0.5 mile wide, lies 5 miles north of Rogue River and nearly 2 miles offshore; these rise abruptly from 12 fathoms. **North Rock**, 7 feet high, is the largest and nearest to the beach. A rock, covered 1¼ fathoms, lies about 0.6 mile northwest of North Rock.

(54) The channel between Rogue River Reef and the mainland, and North Rock and the mainland, is sometimes used by coastwise freighters in clear weather. This channel should not be attempted by strangers.

(55) **Brushy Bald Mountain**, nearly 9 miles northeast of Rogue River entrance and 3 miles inland, shows up in hazy weather as a flat rounded peak, with a gentle slope from a west and south direction.

(56) **Sisters Rocks** are a group of three rocky islets 10.5 miles north of Rogue River entrance. The smallest, 0.8 mile offshore, is the outermost. There is fairly smooth water in northwest weather under the lee of the largest islet.

(57) **Colebrooke Butte**, 2 miles east of Sisters Rocks, appears from the west as a cone with gentle sloping sides. The upper part usually shows against the skyline and is readily recognized. From the south, it shows as a rounded peak which resembles Brushy Bald Mountain, though it is somewhat lower. The north part of the summit is tree covered and dark green, and the south part is grass and brush covered and light green. The slopes are timbered except for the lower part of the seaward slope, which is bare and brown.

(58) **Lookout Rock**, 2.3 miles north of Sisters Rocks, is a prominent projecting cliff, with a marked depression behind it. The seaward face is precipitous.

(59) **Bald Mountain**, 3.2 miles northeast of Lookout Rock, appears from offshore as an irregular knob at the northwest end of a long ridge. **Rocky Peak**, on the southeast end of the ridge, is a sharp conical peak. From a southwest direction, three peaks or knobs show; from a north-northwest direction, two peaks show almost in range. These peaks were used by the early navigators as a landfall for Port Orford in coming from the north.

(60) Prominent **Humbug Mountain**, 3.3 miles north of Lookout Rock and 4 miles south of Port Orford, is conical in shape, and its seaward face is steep and rugged.

(61)

Chart 18589

(62) **Island Rock**, 1.3 miles off the seaward face of Humbug Mountain, is flat on top. A needle rock is 200 yards off its northwest end. These rocks are prominent when approaching Port Orford from south. Except for two small rocky patches, covered 6¾ and 10 fathoms, within 0.5 mile of the north end of Island Rock, there is deep water around these islands and between them and the beach.

(63) **Redfish Rocks** are a group of islets covering an area 0.5 mile square, lying 2 miles north of Island Rock and nearly 1 mile offshore. They are six in number and range from 10 to 140 feet in height. Many covered rocks lie within this area.

(64) **Port Orford**, 6.5 miles south of Cape Blanco and 19 miles north of Rogue River, is a cove that affords good shelter in northwest weather, but is exposed and dangerous in south weather. It is easy of access and is probably the best natural northwest lee north of Point Reyes.

(66) The town of **Port Orford**, on the north side of the cove, is the home of the famous yellow cedar; lumber is trucked from the town.

(67) **The Heads,** forming the west point of the cove, appear from south as a long ridge with three knobs. The inner two are slightly higher and covered with trees. **Tichenor Rock** lies 175 yards south of The Heads.

(68) **Klooqueh Rock**, 0.3 mile off the northwest face of The Heads, is black and conical in shape. It is prominent, especially when coming from the northwest inside Orford Reef. Rocky ledges are between this rock and shore.

(69) Anchorage may be had in about the center of Port Orford in 5 to 10 fathoms, sand bottom, however, it is reported that many anchors have been lost near the rocky 1¾-fathom shoal 0.2 mile east of the south end of the breakwater. The cove is marked by a lighted bell buoy and a light, 0.5 mile south and 0.8 mile east-northeast of Tichenor Rock, respectively. Small craft may anchor closer to The Heads where better protection is afforded against the northwest winds, which sweep with considerable force through the depression at the head of the cove.

(70) **Battle Rock**, in the north part of the cove close to shore, is high, narrow, and black; it is detached only at extreme high tides. Visible and covered rocks extend up to 0.5 mile from shore around the cove.

(71) A wharf east of **Graveyard Point** is used mostly for commercial fishing. Fishing boats are lifted to cradles on the wharf with two large hoists. The wharf can accommodate vessels that are a maximum of: 44 feet in length, 15 feet in width and no more than 19 tons. Gasoline, diesel fuel, water, marine supplies, ice and dry boat storage is available on the wharf; minor repairs can be made. At times, shoaling causes the water depth alongside the wharf to be less than adequate for docking. Mariners are urged to contact the wharf office at 541–332–1306 for the latest conditions. A 550-foot breakwater extends southeast from Graveyard Point and provides some protection for the wharf.

(72) From The Heads for 6.5 miles to Cape Blanco, the coast extends in a general north-northwest direction. North of The Heads the shore is a narrow sand ridge, rising at one point to 160 feet, covered with grass, fern, and brush, and ending abruptly nearly 3 miles from The Heads at the edge of the Elk River Valley. North of this point are sand dunes extending to the mouth of **Elk River**, a small unimportant stream. Beyond the mouth of Elk River to Cape Blanco, the coast consists of vertical cliffs, wooded to the edge, and in some places over 150 feet high.

(73) **Orford Reef**, from 2 to 5 miles offshore between The Heads and Cape Blanco, is composed of a group of irregular rocks up to 149 feet high and ledges, many of which are awash or show a break. Kelp extends from Orford Reef to within 1.3 miles of the shore.

(74) **Fox Rock** and **Southeast Black Rock**, 1.3 miles apart, about 5 miles southwest of Cape Blanco, are the southernmost rocks of Orford Reef; they usually show a heavy break. **Northwest Rock**, 3 miles southwest of Cape Blanco, is the northernmost visible rock of Orford Reef, although several rocks, covered 5 fathoms, are 1.2 miles northeast of Northwest Rock.

(75) **Blanco Reef**, extending 1.5 miles southwest from Cape Blanco, consists of numerous rocks and ledges, some of which are marked by kelp. **Black Rock**, 1.2 miles southwest of Cape Blanco Light, is the southernmost visible rock of Blanco Reef. **Pyramid Rock**, 1 mile west of the light, is the northernmost visible rock of the reef, although a rocky patch uncovers about 3 feet 0.4 mile to the north. Rocky patches, covered ½ to 6 fathoms, extend from 0.5 mile southwest of Black Rock to 0.4 mile west of Pyramid Rock.

(76) In clear weather small vessels with local knowledge sometimes use the passage inside Orford Reef and between Orford Reef and Blanco Reef.

(77) **Cape Blanco** projects about 1.5 miles from the general trend of the coast. It is a small bare tableland, terminating seaward in a cliff 203 feet high, with low land behind it. A large high rock lies close under the south side of the cape. From seaward the cape is not prominent, but, from north or south, it appears like a moderately low bluff islet. The group of buildings at Cape Blanco is very prominent.

(78) **Cape Blanco Light** (42°50'13"N., 124°33'49"W.), 245 feet above the water, is shown from a 59-foot white conical tower near the center of the flat part of the cape.

(79) Numerous covered and visible rocks extend 0.5 mile or more northwest from the cape.

(80) **Gull Rock**, 1 mile north of Cape Blanco Light, is surrounded by covered rocks. Its seaward face is black and rugged, and the summit has two knobs, the higher being to the S. A rocky patch, covered 3 fathoms, lies 0.5 mile west of Gull Rock.

(81) **Castle Rock**, 1.5 miles northeast of Cape Blanco Light and 300 yards off the mouth of **Sixes River**, rises abruptly from the sea and is readily made out 10 miles to seaward. Many low rocks and ledges are within 400 yards, and several rocky islets are to the west and northwest.

(82) **Blacklock Point** is a precipitous rocky point 2.5 miles north-northeast of Cape Blanco. The cliff is 157 feet high. A sharp high point, bordered by rocks, stretches out nearly 300 yards. A narrow curved line of rocks extends 0.8 mile west-southwest from the point. A rock that breaks in heavy weather is 1 mile northwest of the point. Rocky patches, covered 4 fathoms, are within 1.3 miles of the point in a west and northwest direction.

(83)

Chart 18580

(84) From Cape Blanco for 112 miles to Yaquina Head, the coast is remarkably straight and trends in a north-northeast direction. It differs considerably from the coast to the south. The coastal mountains are much lower, the difference being more marked because of the high mountains inland. The shore consists of high yellow sand dunes and cliffs broken by bold rocky headlands of moderate height and backed by low pine-covered hills. There are few outlying dangers, the outermost being Blacklock Point, Coquille Rock, and Cape Arago.

(85) From Blacklock Point the shore continues rocky with cliffs gradually decreasing in height for 1.5 miles north, thence for about 11 miles the shore is a broad sandy beach backed by dunes and long narrow lakes. The tree line is at an average distance of 0.2 mile from the sea. From the end of the sand beach for 2 miles to the mouth of Coquille River, the shore again consists of rocky cliffs, 40 to 80 feet high, with several outlying rocks as much as 0.5 mile from shore. Covered dangers extend 1.6 miles west from Coquille Point. The land directly behind this stretch of coast is comparatively flat and wooded, rising to heights of 1,000 feet in 2.5 to 3 miles.

(86)

Charts 18588, 18580

(87) **Coquille River** is 18 miles north of Cape Blanco. Some fishing boats operate from **Bandon**, about 0.8 mile above the mouth.

(88) **Coquille Point** is 0.6 mile south of Coquille River entrance. Several rocky islets extend 0.5 mile off the point and rocks showing breakers in any swell extend 1.2 miles west and a mile northwest of the point.

(89) **Coquille Rock**, 1.6 miles northwest of the point, is covered 28 feet and breaks in heavy weather.

(90) A long, low area of shifting dunes is north of the Coquille River entrance. The conical tower and dwelling of an abandoned lighthouse is near the inner end of the north jetty.

(91)

COLREGS Demarcation Lines

(92) The lines established for the Coquille River are described in **80.1315**, chapter 2.

(93) The entrance to Coquille River is protected by jetties; a light and sound signal are on the south jetty. A **Federal project** provides for a depth of 13 feet from the entrance to Bandon. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is subject to frequent change, and the deepest water is not always on the entrance range. Local knowledge is essential when the bar is rough. It is reported that the bar breaks even in calm seas and mariners should favor the north in approaching the entrance range. The reported depth above Bandon is about 6 feet to Coquille, 21 miles above the entrance.

(94)

Coast Guard

(95) A Coast Guard motor lifeboat is stationed at the mooring basin at Bandon on the south side of the river about 0.8 mile above the entrance.

(96) The Coast Guard has established Coquille River Regulated Navigation Area Warning Sign, a seasonal **rough bar advisory sign**, 29 feet above the water, visible from the channel looking seaward on the south shore just north of the Coast Guard station, to promote safety for small-boat operators. The sign is diamond-shaped, painted with an international orange border, and

with the words **"Rough Bar"** in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(97) A small-craft basin, on the side side of the river about 0.9 mile above the entrance, has about 180 berths and a launching ramp; marine supplies are available. Fuel is available by truck. In 1999, the controlling depth was 12 feet from the main channel to the basin, with depths of 5 to 8 feet in the basin. The 310-foot wharf of a former lumbermill, northeast of the small-craft basin, has reported depths of 12 feet alongside. A machine shop is at Bandon.

(98) A highway bridge, 3 miles above the entrance, has a lift span with clearances of 28 feet down and 74 feet up; the span remains in the closed position. (See **117.1 through 117.59 and 117.875**, chapter 2, for drawbridge regulations.) An overhead cable east of the bridge has a clearance of 72 feet.

(99) The village of **Prosper** is 4 miles above Coquille River entrance.

(100) Several power cables cross the river between Prosper and Coquille; the least clearance is 68 feet.

(101) **Coquille**, 21 miles above the entrance, is the distributing center for several agricultural communities of the river valley and has railway connections with the interior.

(102)

Chart 18580

(103) North of the entrance to the Coquille River the sand dunes extend for about 4 miles and are then succeeded by cliffs. **Fivemile Point**, 6 miles north of the river entrance, is a rocky cliff 60 feet high with a cluster of rocks, 10 to 40 feet high, extending more than 0.3 mile offshore.

(104) North of Fivemile Point the coast consists of cliffs, 40 to 80 feet high, which rise to heights of 100 to 250 feet 2 miles south of Cape Arago and are cut by deep gulches, named the **Seven Devils**. Numerous rocks of varying shapes and sizes border the beach.

(105) **South Cove**, immediately under the south point of Cape Arago, is used extensively as a summer anchorage by small craft and fishing boats with local knowledge.

(106) **Cape Arago**, 29 miles north-northeast of Cape Blanco, is an irregular jagged point projecting about a mile from the general trend of the coast. There are no high mountains immediately behind the cape, and it is conspicuous only when the mountains in the interior are obscured. The seaward face of the cape, 2.5 miles long in a north direction, is a narrow wooded tableland 50 feet high, with rugged and broken cliffs and outlying rocks of the same height as the cliff. Immediately off the cape are reefs extending northwest for about a mile. A small cove near the north end, inside the reefs, is sometimes used by small boats with local knowledge.

(107)

Charts 18587, 18580

(108) **Baltimore Rock**, 3.2 miles north-northeast of Cape Arago, is covered 9 feet and usually breaks. It is the outermost rock of a covered ledge extending NW from the shore. A lighted buoy is 0.2 mile north of the rock. East of Baltimore Rock, **Mussel Reef** extends about 0.8 mile northwest from **Yoakam Point** and has a least depth of 18 feet; mariners should exercise caution in this area.

(109) **Coos Head**, 229 feet high, is on the south side of the entrance to Coos Bay. The cliffs of Coos Head are about 100 feet high and terminate in several small rocky points with sand beaches between them. The buildings of a former government facility are conspicuous on the bluffs just SW of Coos Head.

(110) **Coos Bay**, 33 miles north of Cape Blanco, is used as a harbor of refuge and can be entered at any time except in extreme weather. Coos Bay is one of the most important harbors between San Francisco and the Columbia River, and one of the largest forest products ports in the world. Principal foreign exports are logs, woodchips, lumber, and plywood. The coastwise trade consists mainly of logs.

(111) From the entrance the bay extends northeast for 8 miles with widths of 0.3 to 1 mile, then bends southeast for about 4 miles to the mouth of Isthmus Slough. The dredged channel through the bay is bordered by marshland and intersected by several sloughs.

(112)

Prominent features

(113) Coos Head and Umpqua River Light are good guides to the entrance. The sand dunes north toward Umpqua River are prominent. The entrance to the bay is protected by jetties. A light with a seasonal sound signal marks the north jetty. A lighted whistle buoy is 1.8 miles west-northwest of the entrance. The channels are marked with lighted ranges, lights, buoys and daybeacons. Although no longer lighted, Cape Arago Lighthouse is a prominent 44-foot white octagonal tower attached to a building on a rocky, partially wooded island close inshore, 2.5 miles north of the cape.

(114)

Routes

(115) Vessels should make sure of the entrance range before standing close in. There is usually a current sweeping either north or south just off the jetties, and this current should be guarded against. The entrance ranges should be watched carefully until clear of all dangers. The south current is often encountered during the summer. With strong south winds during the winter, the current sometimes sets to the north.

(116) Approaching from any direction in thick weather, great caution is essential. The currents are variable and uncertain. Velocities of 3 to 3.5 knots have been observed

offshore between Blunts Reef and Swiftsure Bank, and greater velocities have been reported. The most favorable time for crossing the bar is on the last of the flood current, and occasionally it is passable only at this time.

(117)

COLREGS Demarcation Lines

(118) The lines established for Coos Bay are described in **80.1320**, chapter 2.

(119)

Channels

(120) A **Federal Project** provides for a 37-foot channel across the bar to a point 1.1 miles above the mouth of Isthmus Slough, and thence, 22 feet to Millington, 14.7 miles above the entrance to the bay. Turning basins at North Bend and Coos Bay have project depths of 37 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

(121)

Coast Guard

(122) The Coast Guard has established Coos Bay South Slough Regulated Navigation Warning Sign, a **rough bar advisory sign**, on the east 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. The sign is diamond-shaped, painted white with an international orange border, and with the words **"Rough Bar"** in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that the sea conditions are favorable.

(123)

Anchorage

(124) Anchorage for small craft can be had almost anywhere in the bay outside the dredged channels and below the railroad bridge.

(125)

Caution

(126) Due to the rapid and severe onset of weather from the North Pacific Ocean, anchorage in the ocean outside of Coos Bay is reported not safe and is dangerous during the winter months. Like all unprotected areas along the Oregon coast, large swells and heavy winds characterize the area during the winter. These conditions can suddenly and unexpectedly besiege the unwary with catastrophic results. The prevailing direction of both swell and wind will drive disabled or improperly handled vessels onto the shore.

(127)

Dangers

(128) **Guano Rock**, on the south side of the entrance channel and 280 yards northwest of Coos Head, uncovers only at extreme low water.

(129) A submerged section of the north entrance jetty extends about 300 yards west of the visible jetty; and a submerged section of the south entrance jetty extends about 100 yards west of the visible jetty. Because of the submerged jetties, it is reported that there are breakers in these areas most of the time. Extreme care must be exercised at all times.

(130) A submerged jetty extends 500 yards off the east shore of Coos Bay just inside the entrance, 0.8 mile northeast of Coos Head. In entering with a strong northwest wind, large vessels have difficulty in making the turn and may find themselves being set toward the submerged jetty.

(131)

Bridges

(132) The Coos Bay Railroad bridge across Coos Bay, 7.5 miles above the entrance, has a swing span with a vertical clearance of 12 feet. Mariners should use extreme caution when passing through the bridge because of unpredictable changing winds, currents, and sea conditions reported in this area. The bridgetender monitors VHF-FM channel 18A and works on channel 13; call sign KT-2006. A fixed highway bridge, 8.1 miles above the entrance, has a clearance of 123 feet across the main channel. A power cable, 100 yards west of the fixed bridge, has a clearance of 167 feet. (See **117.1 through 117.59 and 117.871**, chapter 2, for drawbridge regulations.)

(133)

Currents

(134) Current observations in the entrance to Coos Bay indicated a velocity of about 2 knots. The greatest observed ebb velocity was a little over 3 knots. Predictions for the entrance may be obtained from the Tidal Current Tables. During long runouts an ebb current of 5 knots has been reported at Guano Rock.

(135)

Pilotage, Coos Bay

(136) Pilotage is compulsory for all foreign vessels and all U.S. vessels under registry. Pilotage is optional for U.S. vessels in the coastwise trade that have onboard a pilot licensed by the Federal Government for these waters.

(137) Pilotage for Coos Bay, its tributaries and Yaquina Bay is available from **Coos Bay Pilots Association**, 686 N Front Street, Coos Bay, OR 97420; telephone 541–267–6555; Fax 541–267–5256.

(138) The pilot boats monitor VHF-FM channels 13 and 16 and use channels 12 and 18A as working frequency.

(139) The pilot boats, COOS BAY and NORTH BEND, are 75-foot-long tugs with black hulls, orange pilothouses, and white stacks. The pilot boats used the standard pilot lights at night. Vessels are handled 24 hours a day, weather permitting.

(140) Arrangements for pilots are usually made by ships' agents or by telephone. A 24-hour notice of time of arrival is requested. The pilots usually board vessels about 1 mile northwest of Coos Bay Approach Lighted Whistle Buoy K. Vessels are requested to maintain a speed of about 4 to 5 knots and rig the ladder, without manropes, about 3 meters above the water.

(152)

Facilities at Coos Bay

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Roseburg Forest Products Wood Chip Dock	43°25'32"N., 124°15'28"W.	1,430	40	17	• Open storage (40 acres) • Steel loading tower and belt-conveyor system	Shipment of wood chips	Roseburg Forest Products Co.
Ocean Terminals North Bend Wharf	43°24'37"N., 124°13'12"W.	750	38	10	• Open storage (32 acres) • Four 30-ton log loaders	Receipt and shipment of logs and lumber	Ocean Terminals Co.
Oregon Chip Terminal Wharf	43°23'20"N., 124°13'10"W.	1,086	36	12	• Open storage • Steel loading tower and belt-conveyor system	Shipment of wood chips	Pacific Chip Terminal Inc./Oregon Chip Terminal Inc.
Dolphin Terminals Wharf	43°22'49"N., 124°13'02"W.	825	36	10	N/A	Occasional shipment of logs	Oregon International Port of Coos Bay/ Dolphin Terminals
Georgia Pacific Coos Bay Wood Chip Wharf	43°21'42"N., 124°12'09"W.	500	35	12	• Open storage • Steel loading tower and chain-conveyor system	Shipment of wood chips	Georgia Pacific Corp.
Coos Bay Dock Wharf	43°21'43"N., 124°12'02"W.	726	36	12	• Open storage (20 acres) • Covered storage (115,000 square feet)	• Shipment of logs, finished lumber, plywood and paper products • Receipt of conventional and containerized general cargoq	Georgia Pacific Corp./ Knutson Towboat Co.
Knutson Log Yard Dock	43°19'55"N., 124°11'37"W.	500	17	-	Open storage (45 acres)	Receipt of logs	Knutson Transportation Co.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(141)

Towage

(142) Tugs to 2,000 hp are available and are used for docking and mooring. The two pilot boats, the largest tugs available, do most of the dock assist work in the port.

(143)

Quarantine, customs, immigration and agricultural quarantine

(144) Coos Bay is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(145) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1, for details.)

(146)

Coast Guard

(147) **Coos Bay Coast Guard Station** is on the south side of Charleston Boat Basin, 0.7 mile southeast of Coos Head. **North Bend Coast Guard Air Station** is at the North Bend Municipal Airport.

(148)

Harbor regulations

(149) The port authority, Oregon International Port of Coos Bay, is controlled by a Board of Port Commissioners and a port manager. Harbor regulations are prescribed by the Port Commissioners and enforced by the port manager. The port manager's office is at 125 Central Avenue, Suite 300, Coos Bay.

(150)

Wharves

(151) Most of the deep-draft facilities in the Port of Coos Bay are at the cities of Coos Bay and North Bend; only these facilities are listed in the table. The alongside depths are reported depths; for information on the latest depths contact the port manager or the private operators. All the facilities described have direct highway connections and most have connections to a Class I railroad. Water is available at most of the wharves, but electrical shore power connections are only available at reference numbers 1 and 6 in the table. Special handling equipment, if available, is mentioned under M*echanical Handling Facilities* in the table.

(153)

Supplies

(154) Most marine supplies and services are available at Coos Bay. Fuel oil is available at one fuel pier. Diesel oil and water are available.

(155)

Repairs

(156) There are no facilities for major repairs to large oceangoing vessels in Coos Bay; the nearest such facilities are in Portland, OR. Above-the-waterline repairs can be made at several machine shops on the waterfront. There are two 1,000-ton drydocks at Coos Bay which can handle vessels up to 180 feet in length and 45 feet in width. The largest marine railway can handle vessels to 1,200 tons, 137 feet long, 45 feet wide, and 12 feet in draft. Hull and engine repairs can be made here. Electronic repairs can be arranged for. (See Charleston Boat Basin, this chapter, for small-craft facilities and repairs.)

(157)

Communications

(158) The cities of Coos Bay and North Bend are served by U.S. Highway 101 and a Class I railroad. Two state highways connect to Interstate Highway 5 inland. North Bend Municipal Airport, served by a major airline, is just northwest of North Bend.

(174)

Umpqua River, Oregon
Image courtesy U.S. Army Corps of Engineers (1990)

(159) **South Slough**, shoal and navigable only for small boats, extends 4 miles south from its junction with Coos Bay near the entrance. A **Federal project** provides for a 17-foot entrance channel extending south from the junction for about 0.6 mile to the Charleston Boat Basin, thence a 16-foot channel continues to a highway bascule bridge. (See Notice to Mariners and latest editions of chart for controlling depth information.) The channel from junction with Coos Bay to Charleston Boat Basin is subject to shoaling. Mariners are advised to seek local knowledge when transiting this area.

(160) **Charleston Boat Basin**, operated and maintained by the Port of Coos Bay, is 0.3 mile north of Charleston, across the slough from **Barview**. The basin is used by commercial and sport fishermen. About 500 berths with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available. A pumpout station and wet and dry winter boat storage are available in the basin. A repair facility at the basin has a drydock that can handle vessels to 300 tons, 90 feet long, and 30 feet wide, and a marine railway that can handle craft 70 feet long, 22 feet wide, and 6 feet draft for hull and engine repairs. Electronic repairs can also be made at the basin. Four fish piers are in the basin, and three fish packing facilities are just south of the basin on South Slough. **Coos Bay Coast Guard Station** is on the south side of the basin.

(161) A Coast Guard buoy storage area is in Coos Bay about 150 yards E of the channel and about 2.5 miles above the entrance jetties.

(162) The highway bridge over South Slough, 1 mile south of the entrance, has a bascule span with a clearance of 22 feet. (See **117.1 through 117.59 and 117.892**, chapter 2, for drawbridge regulations.) Power and television cables south of the bridge have a least clearance of 71 feet.

(163) The west shore of Coos Bay as far as the bend is formed by a sandspit covered with dunes, partly wooded, and in some places as much as 90 feet high. On the E shore and above the bend are low rolling hills with houses and several prominent buildings.

(164) **Haynes Inlet** and **North Slough**, which join the bay through a common entrance on the north side, are navigated by small boats. Haynes Inlet and North Slough channels are marked by private daybeacons. A causeway with a fixed bridge over North Slough has a clearance of 15 feet. The causeway extends east and joins the State highway fixed bridge over Haynes Inlet, which has a clearance of 20 feet (27 feet at center).

(165) **North Bend**, 9.5 miles above the entrance, is a city with many sawmills and factories; considerable lumber is shipped from here. North Bend Fire Department has a fire boat and launches dock along the city. **Coos Bay**, 12 miles above the entrance, is the principal city on the bay and is the distributing center for the area, which is primarily devoted to lumbering, fishing, and agriculture.

Coos Bay also includes the **Empire** district, which is 4 miles above the entrance. North Bend and Coos Bay form practically one continuous city extending along the shore from North Point to the mouth of Coalbank Slough.

(166) Three sloughs empty into Coos Bay between the city of Coos Bay and Coos River. **Coalbank Slough** is unused. **Isthmus Slough** is used for logging operations to **Millington**. The highway bridge across the slough has a bascule span with a clearance of 18 feet. (See **117.1 through 117.59 and 117.879**, chapter 2, for drawbridge regulations.) The overhead power and television cables just north of the bridge, and the overhead power cable 0.9 mile south of the bridge, have clearances of 100 and 150 feet, respectively. **Catching Slough** is navigable for several miles by light-draft vessels. The fixed highway bridge across the mouth has a clearance of 40 feet. The power cable for about 1.7 miles above the bridge have a least clearance of 57 feet; other overhead cables upstream have a least known clearance of 13 feet.

(167) **Coos River** empties through two channels into the bay at its head. The north unmarked channel follows the east side of the bay and empties abreast of North Bend. **Marshfield Channel**, marked by a lighted range, lights, and buoy, crosses the flats and empties abreast the city of Coos Bay.

(168) Coos River divides at a point 3.2 miles above **Graveyard Point** into **South Fork** and **Millicoma River**. A highway bridge across the river, 0.9 mile above Graveyard Point, has a lift span with clearances of 28 feet down and 54 feet up. (See **117.1 through 117.59 and 117.873**, chapter 2, for drawbridge regulations.) The least clearance of the overhead power cables crossing Millicoma River is 40 feet. **Allegany**, 7.5 miles above the confluence, is the head of navigation on Millicoma River. **Dellwood**, 8.2 miles above the confluence, is the head of navigation on South Fork.

(169) A fixed highway bridge crossing South Fork 0.5 mile above the confluence has been removed; two concrete piers remain. A fixed highway bridge crossing South Fork 1.9 miles above the confluence has a clearance of 38 feet. Several overhead power and telegraph cables cross South Fork; least clearance is 42 feet.

(170)

Chart 18580

(171) From Coos Bay for 19.5 miles to Umpqua River, the coast consists of sand beaches and dunes backed by moderately low hills. The mouth of **Tenmile Creek** is 13.7 miles north of Coos Head.

(172)

Charts 18584, 18580

(173) **Umpqua River** is entered 22.7 miles north of Coos Bay. Some lumber, sand, crushed rock, and oil are barged on the river, but commercial traffic is very light. The **customs port of entry** is at Coos Bay.

(175) The south point at the entrance to the river is marked by sand dunes, partly covered with trees, that reach elevations of 300 feet. About a mile below the entrance is a bright bare spot in the dunes that shows prominently among the trees. Shifting sand dunes about 100 feet high are on the spit on the north side of the entrance.

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

(177) The entrance to the river is protected by jetties. The south jetty extends 1,200 yards seaward from the shoreline and is marked by a light with a seasonal sound signal and radar reflector. About 160 yards of the outer end of the jetty is submerged. A lighted whistle buoy, about 0.9 mile west of the south jetty light, marks the approach. A **086.1°** lighted range and lighted buoy mark the entrance channel which is subject to frequent changes. The middle jetty extends from the shoreline and connects with the outer section of the south jetty. The north jetty extends 1,100 yards seaward from the shoreline. The river channels are marked by lighted ranges, lights, buoys, and daybeacons. A Coast Guard lookout tower is about midway out on the middle jetty.

(178)

COLREGS Demarcation Lines

(179) The lines established for the Umpqua River are described in **80.1325**, chapter 2.

(180)

Channels

(181) A **Federal project** provides for depths of 26 feet in the entrance channel, thence 22 feet to Gardiner and Reedsport, and 22 feet in the turning basin at Reedsport. (See Notice to Mariners and latest edition of chart for controlling depths.)

(182) The channel over the bar is reported shoalest usually during September. Later in the season the river cuts a deeper channel through the bar. Depths in the channels and basins may vary considerably between dredging operations.

(183)

Coast Guard

(184) The Coast Guard has established Umpqua River Regulated Navigation Area Warning Sign, a **rough bar advisory sign**, visible from the channel looking seaward, on Winchester Point about 1.5 miles inside the river entrance, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **"Rough Bar"** in black letters. The sign is equipped with two quick flashing yellow lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that conditions are favorable.

(185) A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that

is located on the north side of the Coast Guard lookout tower at the Umpqua River entrance and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(186) **Umpqua River Coast Guard Station** is in East Basin about 2.3 miles from the entrance.

(187)

Supplies

(188) Gasoline, diesel fuel, water, and fuel oil for launches may be obtained at Reedsport.

(189)

Repairs

(190) A machine shop is at Reedsport; a marine railway here can handle craft to 150 feet. A tidal graving dock for barges, 260 feet long and 60 feet wide, is operated by this firm across the river. Hull and engine repairs for small craft can be made at East Basin.

(191) **West Basin** and **East Basin**, 1.8 and 2.3 miles above the entrance respectively, are small-craft basins entered through dredged channels that lead from the main river channel. The entrance channel to West Basin is marked by a light and daybeacon and the entrance to East Basin is marked by two lights. (See Notice to Mariners and the latest edition of chart for controlling depths.)

(192) The village of **Winchester Bay** is a fishing resort on the east side of East Basin. A fish wharf with cold storage and ice plant on its outer end is on the west side of the basin. Berths with electricity, gasoline, diesel fuel, water, ice, launching ramps, marine supplies, and an 8-ton crane are available in East Basin.

(193) **Gardiner** is on the northeast bank of the river, 8.5 miles inside the entrance. A dredged channel branches off the main channel and leads to a turning basin near the town. There is a public small-craft launching ramp at Gardiner.

(194) **Reedsport**, on the southwest bank of the river, 10 miles inside the entrance, is a station on the railroad and the principal town on the river. A plywood plant and a sawmill are in the town. The plywood plant wharf, at the entrance to Scholfield Creek, is in ruins and not used. The sawmill barges lumber intermittently from the port wharf, which is between the swing bridges; the wharf has about 18 feet along the loading face. A lumber wharf, used occasionally, is on the northwest end of Bolon Island.

(195) The U.S. Route 101 highway bridge crossing the river at the upper end of the turning basin at Reedsport has a swing span with a clearance of 36 feet. Just west of the bridge is a power cable with a clearance of 152 feet; the least clearance of cables above the highway bridge is 95 feet. The railroad bridge, 500 yards above the highway bridge, has a swing span with a clearance of 16 feet. (See **117.1 through 117.59 and 117.893**, chapter 2, for drawbridge regulations.)

(196) At high tide Umpqua River is navigable by vessels of 6-foot draft to **Scottsburg**, 14.8 miles above Reedsport.

(197) **Scholfield Creek** enters Umpqua River north of Reedsport. The entrance to the creek is marked by daybeacons. A fixed highway bridge with a clearance of 20 feet crosses the creek 0.9 mile above the mouth and a railroad bridge with a 30-foot fixed span and clearance of 16 feet crosses the creek 2 miles above the mouth. Overhead power cables with a least clearance of 41 feet cross the creek between the two bridges.

(198) **Smith River** enters Umpqua River from the northeast at Reedsport. The controlling depth is about 5 feet for 5 miles above the mouth, thence 2 feet to **Sulphur Springs Landing**, 18 miles above the mouth. The highway bridge, 2.7 miles above the mouth, has a retractable span with a clearance of 22 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead telephone cable with a clearance of 67 feet crosses the river just below the bridge.

(199)

Chart 18580

(200) From Umpqua River for 21 miles to Siuslaw River, the coast is straight and consists of sand dunes broken only by the mouths of **Threemile Creek**, **Tahkenitch Creek**, **Siltcoos River** and the stream from **Cleawox Lake**.

(201)

Charts 18583, 18580

(202) **Siuslaw River**, 8.3 miles south of Heceta Head Light, has some logging operations, and finished lumber is barged to Pacific ports. Prominent from offshore is wooded **Cannery Hill**, on the east side of the river 1.4 miles above the entrance. The **customs port of entry** is at Coos Bay.

(203)

COLREGS Demarcation Lines

(204) The lines established for the Siuslaw River are described in **80.1330**, chapter 2.

(205) The river is entered through a dredged channel between two partially submerged jetties; caution is advised. The river then leads south to a turning basin off the town of Florence, 4.4 miles above the entrance, thence east for about 2 miles to Cushman. A light, seasonal sound signal, and a Coast Guard tower are on the north jetty. The channel is marked by a **094.3°** lighted entrance range and by other ranges and navigational aids to 1 mile above Florence. The uncharted buoys at the mouth of the river are frequently shifted to mark the best water. The bar at the entrance is narrow, and the depths vary greatly because of

storms and freshets. The entrance and south jetty shoals tend to build during late winter and spring. Mariners are advised to contact **Siuslaw River Coast Guard Station** on VHF-FM channel 16 before attempting to cross the bar. A **Federal project** provides for an 18- to 16-foot depth in the entrance channel to the highway bridge at Florence; thence 16 feet in the turning basin; thence 12 feet to Cushman. (See Notice to Mariners and latest editions of the chart for controlling depths.)

(206) The Coast Guard has established Siuslaw River Regulated Navigation Warning Sign, a **rough bar advisory sign**, 37 feet above the water, visible from the channel looking seaward, on the Coast Guard lookout tower on the north jetty, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **"Rough Bar"** in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(207) A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the southwest corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. (See illustration, Chapter 1.) In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(208) **Siuslaw Coast Guard Station** is on the east side of the river, 1.3 miles above the entrance.

(209) **Florence** is a small town on the north bank of Siuslaw River 4.4 miles above the entrance. A bascule highway bridge with a clearance of 17 feet crosses the river from Florence to **Glenada**, a small settlement on the south bank of the river opposite Florence. (See **117.1 through 117.59 and 117.889**, chapter 2, for drawbridge regulations.) An overhead power cable with a clearance of 23 feet crosses the river about 150 yards east of the bridge; the cable is submerged at the main channel. Another overhead power cable with a clearance of 88 feet crosses the river about 1 mile above the bridge.

(210) A cannery wharf, and a small port-operated boat basin, and marina are at Florence; fish are shipped by truck. Another marina, about 0.15 mile west of the bridge, has about 80 berths, dockside electricity, gasoline, water, ice, launching ramp, and marine supplies; minor engine repairs can be made. The Port of Siuslaw Marina, about 0.3 mile east of the bridge, has over 250 berths, gasoline, diesel fuel, water, ice, some marine supplies, and launching ramps. Wet and dry winter storage is also available.

(211) **Cushman**, on the north bank of the river 2 miles above Florence, has lumber and shingle mills. The products from these mills are shipped by rail and barge. A small-craft repair facility here has a marine railway that can handle craft to 60 feet long, for engine and hull repairs. A 50-ton hoist is also available for handling small craft. About 50 berths with electricity, water, and a launching ramp are available. Wet and dry winter storage is also available at this facility. A large marine supply firm is at Cushman. An overhead power cable with a clearance of 75 feet crosses the river at Cushman. The railroad bridge across the river, 1 mile above Cushman, has a swing span with a clearance of 15 feet. (See **117.1 through 117.59 and 117.889**, chapter 2, for drawbridge regulations.) An overhead power cable with a clearance of 80 feet crosses the river at Mapleton.

(212) Light-draft vessels can go to **Mapleton**, 17 miles above the mouth, but the channel is narrow and crooked. A barge facility, about 14 miles above the mouth of the river, ships wood products and some perishable goods downriver.

(213)

Chart 18580

(214) From Siuslaw River for 7.5 miles to Heceta Head, the coast is composed of sand dunes that are quite conspicuous in contrast with the dark trees partly covering them.

(215) **Heceta Head**, 28.5 miles north of Umpqua River Light, has a seaward face 2.5 miles long with nearly vertical cliffs 100 to 200 feet high. The summit of the head reaches an elevation of 1,000 feet 0.5 mile from the cliffs and is covered with grass and a few pines. A sharp black conical rock, 180 feet high, marks the extreme west and north part of the head, and is easily made out from either north or south. **Cox Rock**, 1.5 miles south of the south part of the head, is conical and usually white on top with bird droppings.

(216) **Heceta Head Light** (44°08'15"N., 124°07'42"W.), 205 feet above the water, is a private light (currently extinguished for repairs; 2012) shown from a 56-foot white conical tower on a bench cut in the high bluff near the west extremity. Because of the high bluff north of the light, vessels from north will not make out the tower or buildings until abreast of the station.

(217) **Heceta Bank**, 70 miles north-northwest of Cape Blanco and 30 miles offshore west of Heceta Head, covers an irregular area about 30 miles long and 10 miles wide. The least depth on the bank is 25 fathoms, but the depths are irregular. The depths north and south of the bank are considerably greater.

(218) From Heceta Head to Cape Perpetua, a distance of 9 miles, the coast consists of high broken rocky cliffs, except for the first 2 miles which are composed of much lower sloping sandy cliffs, backed by a strip of clear land. The hills behind reach an elevation of over 800 feet in less than 0.5 mile from the beach, and are heavily wooded.

(219) **Tenmile Creek**, 5 miles north of Heceta Head, is marked by a sand beach about 0.3 mile long at its mouth.

(220) **Cape Perpetua** is 9 miles north of Heceta Head and consists of two projecting points; the north point is the bolder of the two. The cape reaches a height of 800 feet a short distance from the beach and 1,000 feet at a distance of 0.8 mile. The rocky cliff forming the face of the north point is reddish. A few rocks that uncover are close to its face.

(221) **Yachats River**, navigable only for canoes, breaks through the coast hills immediately north from Cape Perpetua.

(222) The coast for 2.5 miles north of Cape Perpetua consists of cliffs, 15 to 30 feet high, with a narrow strip of grassy land 0.2 to 1 mile wide behind them. Thence for 5.5 miles to Alsea Bay there are low bluffs, with a broad sand beach in front and comparatively low wooded country behind them.

(223) **Table Mountain**, 11 miles northeast of the mouth of Alsea Bay, is flat-topped, covered with dead trees, and looks whitish. Another summit is 0.6 mile southwest of Table Mountain.

(224) **Mary Peak**, a prominent mountain 24 miles east of the entrance to Yaquina Bay, is wooded on its sides, but its summit is covered with grass.

(225)

Chart 18561

(226) **Alsea Bay** is 68 miles north of Cape Arago. The north point is low, broad, and sandy, but the south point is an abrupt sandstone cliff about 100 feet high, covered with trees. The entrance has a shifting bar with a depth of about 6 feet. With a rising tide, the bar fills in with sand and the full effect of the tide cannot be counted on. There are considerable fishing and crabbing in the bay and river, but boats rarely cross the bar. **Waldport**, a mile inside the entrance, is the principal settlement. A marina with about 100 berths, gasoline, and a launching ramp is on the northeast side of the town. The river, marked by seasonal private buoys, is navigable by small craft to about 10 miles above the mouth. There are several marinas along the river above Waldport; most have berths and gasoline. Outboard engine repairs can be made at a marina about 3 miles above the mouth.

(227) The fixed bridge of the Oregon Coast Highway crossing Alsea Bay, a mile inside the entrance, has a clearance of 66 feet.

(228)

COLREGS Demarcation Lines

(229) The lines established for Alsea Bay are described in **80.1335**, chapter 2.

(230) The 11.5-mile coast between Alsea Bay and Yaquina Bay is nearly straight, and consists of a low sand beach backed by dunes at each end with bluffs up to 100 feet high between; the land behind is low and wooded with areas of second-growth timber. Rocks covered 2 to 4 fathoms extend almost 2 miles offshore. **Seal Rocks**, abreast the highest part of the bluffs about 5 miles north of Alsea Bay entrance, extend up to 0.5 mile offshore for 2 miles; the tallest is 20 feet high.

(231) **Stonewall Bank**, 17 miles southwest of Yaquina Head Light and 14 miles offshore, is 9 miles long in a north direction and 2.5 miles wide. There is a least depth of 13 fathoms on the bank. An unmarked submerged obstruction is close southwest of Stonewall Bank in about 44°29.8'N., 124°24.9'W.

(232) **Yaquina Head**, 32.5 miles north of Heceta Head, is distinguished by two conical hills covered with grass. The outer one is 356 feet high and the inner 390 feet high, with a low saddle between them. The extremity of the point, which projects about a mile from the general trend of the coast, is broken and rocky, but comparatively low. One mile inland from the point, the grass-covered land changes to a dense forest and the hills rise rapidly. Two covered ledges lie north of the point 0.6 mile from the beach. There is a covered rock and considerable kelp about a mile south of the point. A patch of rocks that uncovers 8 feet is about a mile north of Yaquina Head Light. South to Yaquina Bay, the coast consists of broken yellow cliffs, bordered on the south part by broad sand beaches.

(233) **Yaquina Head Light** (44°40'36.3"N., 124°04'46.0"W.), 162 feet above the water, is shown from a 93-foot white conical tower on the flat bench projecting at the W extremity of the head.

(234) **Yaquina Reef** and its continuation north is a ridge of hard sand and rock covered 4 to 25 feet and marked by breakers. The reef extends from the submerged outer end of the north jetty and parallel to the shore to Yaquina Head. The submerged wreck of the ship JOHN ASPIN is about 0.65 mile north from the outer end of the north jetty.

(235) **South Reef**, with a least depth of 8 feet, is a continuation of Yaquina Reef, the two being separated by the entrance channel.

(236)

Chart 18581

(237) **Yaquina Bay** entrance is 4 miles south of Yaquina Head Light. The bay is a tidal estuary, the harbor itself being merely the widening of **Yaquina River** just inside the entrance.

(238) The north point of Yaquina Bay entrance is a sandy bluff, 120 feet high. A lighthouse and a Coast Guard lookout tower are on the high part of the point. When viewed from the northwest, the circular lighthouse tower on the roof of a two-story frame dwelling obscures the lower portion of the lookout tower. The south entrance point is a low sand beach backed by dunes rising to 150 feet.

(239) The entrance to Yaquina Bay is protected by jetties 330 yards apart. The long north jetty, with the outer 100 yards submerged, extends out to Yaquina Reef. A seasonal

sound signal is near the seaward end of the south jetty and a light is about 200 yards inside the seaward end. A lighted whistle buoy is 1.5 miles southwest of the entrance. The channels are marked by lighted ranges, lights, and buoys. Between the jetties, numerous submerged rocks lie along the outside of the charted entrance channel limits.

(240) During the summer, when the swell is approximately parallel with the coast, the bar is comparatively smooth, being partially sheltered by Yaquina Head. In winter, however, the heavy west swell makes the bar very rough. A smooth bar and a favorable tide are necessary for large vessels leaving Yaquina Bay.

(241)

Coast Guard

(242) The Coast Guard has established Yaquina Bay Entrance Regulated Navigation Area Warning Sign (44°37'29"N., 124°03'27"W.), at the Coast Guard station on the north side of the river at Newport. The sign is 22 feet above the water and diamond-shaped, painted white with an international orange border, with the words *ROUGH BAR*. The sign is equipped with four quick flashing lights that will be activated when the bar is restricted to recreational and uninspected passenger vessels. Vessel operators are cautioned, however that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(243) A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the western corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags is required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. (See illustration, Chapter 1.) In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(244)

COLREGS Demarcation Lines

(245) The lines established for Yaquina Bay are described in **80.1340**, chapter 2.

(246)

Channels

(247) A **Federal project** provides for a 40-foot entrance channel, thence 30 feet from the first turn in the channel to and in the turning basin at McLean Point, thence 18 feet to Yaquina, thence 10 feet to Toledo at the head of the project. Controlling depths may be considerably less than these project depths. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(248) At the entrance to Yaquina Bay and River, the buoys cannot be relied upon to indicate the best water, and in the river, depths are subject to frequent change. Recreational boaters unfamiliar with the area are advised to contact the Coast Guard on VHF-FM channel 16 or telephone 541–265–5381 for the latest bar conditions, advisory, or to arrange an escort when unfamiliar with bar conditions. Professional mariners desiring to enter Yaquina Bay and River should employ a pilot or someone with local knowledge.

(249) A fixed highway bridge across the channel, about 1.3 miles above the entrance, has a clearance of 129 feet. **Yaquina Bay Coast Guard Station** is on the north side of the bay, 400 yards northeast of the bridge.

(250) NOAA's **Marine Operations Center-Pacific** operates a pier on the south side of Yaquina Bay, one-quarter mile east of the highway bridge, which serves as the shipbase for the Administration's Pacific Fleet. The north face of the pier has a 520-foot berth, 260-foot berth and another 520-foot berth, from west to east, with 24 to 27 feet alongside. The east end of the south face of the pier has a 230-foot berth with 22 to 26 feet alongside. The berths are marked by four private lights. There is a 215-foot floating dock inshore at the east end of the pier. The waters inside the pier are restricted to authorized traffic only. To report emergencies or suspicious activity at this pier contact the Facilities Manager at (541) 867-8735.

(251) **Newport**, just inside the north entrance point, is the principal town on the bay and river. The town has a considerable fishing industry with several small fish-processing plants. Lumber, logs, paper and plywood, either barged from upper river mills or delivered by truck, are shipped from the wharves at **McLean Point**, just east of Newport.

(252)

Currents

(253) The current velocity is about 2.4 knots on the flood, and 2.3 knots on the ebb, in Yaquina Bay entrance. Near Newport docks the velocity is about 0.5 knot. Off Yaquina, and 1 mile south of Toledo, the velocity is about 1.4 knots. (See the Tidal Current Tables for predictions.)

(254)

Pilotage, Yaquina Bay

(255) Pilotage is compulsory for all foreign vessels and U.S. vessels under register. Pilotage is optional for U.S. vessels in the coastwise trade that have onboard a pilot licensed by the Federal Government for these waters. Pilotage for Yaquina Bay is available from Coos Bay Pilots Association. See Pilotage, Coos Bay, indexed as such, earlier this chapter for details.

(256) Pilots usually board vessels about 0.5 mile west of Yaquina Bay Approach Lighted Whistle Buoy Y (44°35'52"N., 124°06'47"W.).

(257)

Towage

(258) Tugs are available from Toledo and Coos Bay.

(259)

Quarantine, customs, immigration and agricultural quarantine

(260) Newport is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(261) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(262)

Wharves

(263) There are two deep-draft wharves in Yaquina Bay. The wharf at McLean Point, about 1 mile east of the highway bridge has two berths. Berth 1, just north of the turning basin, has 465 feet of berthing space, 30 to 32 feet reported alongside, and a deck height of 21 feet. Berth 1 was reported under construction until June 2011. Berth 2 (barge dock), just northeast of the turning basin, has 250 feet of berthing space, 25 feet reported alongside, and a deck height of 15 feet. A concrete Ro/Ro extension connected to Berth 2 has 140 feet of berthing space in line with Berth 1, 30 feet reported alongside, and a deck height of 14 feet. Logs, lumber, plywood, and paper are shipped from both berths. The wharf is owned and operated by the Port of Newport.

(264)

Small-craft facilities

(265) The Port of Newport operates a boat basin on the south side of the bay about 350 yards east of the bridge. The basin is protected to the north and west by jetties marked on the outer ends by a daybeacon and a light, respectively. A dredged entrance channel leads through the jetties, thence south along the west jetty turning east at the foot and terminating at a boat ramp at the head of the boat basin. In 2008, the controlling depth was 6 feet. Gasoline berths, diesel fuel, electricity, water, ice, and a pumpout facility are available. Hull, engine, and shaft repairs can be made. Facilities can be contacted on VHF-FM channel 12 by hailing the Port of Newport South. The Port of Newport Internet address is *portofnewport.com*.

(266) The Port of Newport operates a commercial moorage on the north shore about 0.7 mile above the highway bridge; a marina is also in this area. The moorage area is protected from the main channel by a detached breakwater marked by a light at each end. Berths for about 206 vessels, gasoline, diesel fuel, electricity and water are available; marine supplies can be obtained in Newport. The marina can be contacted on VHF-FM channel 12 by hailing "Port of Newport North". A marine repair facility is just north of **Oneatta Point**, 3.8 miles above the highway bridge at the entrance to the bay. The facility has two travel lifts, one 15-ton and one 70-ton, and two 60-ton cranes.

(267)

Communication

(268) Communication is by highway and air. The municipal airport is about 4 miles south of Newport. A U.S. highway extends north and south along the coast, and a State highway leads to the interior.

(269) **Yaquina** is a small settlement 4.2 miles above the entrance. A power cable across Yaquina River, 0.5 mile above Yaquina, has a clearance of 77 feet. At Yaquina, there is moorage and a 6,000 pound hoist. Fuel and supplies can be purchased. Several small marinas are along the river between Newport and Toledo. (See Newport small-craft facilities description.)

(270) **Toledo**, about 11.5 miles above the entrance has large lumbermills and a papermill. The least depths alongside the wharves are 10 feet. Toledo also has a moorage capability for about 20 boats 65 feet or less. There is access to a 40-ton travel lift and a 300-ton marine dry dock. The fixed highway bridge, 0.5 mile above Toledo, has a clearance of 34 feet. An overhead pipeline with a clearance of 54 feet crosses **Depot Slough** just above the mouth. Overhead pipelines 0.3 mile above the mouth of the slough have a clearance of 18 feet.

(271)

Chart 18520

(272) From Yaquina Head to the mouth of Columbia River, the coast is fairly straight. The headlands are Cape Foulweather, Cascade Head, Cape Lookout, Cape Meares, Cape Falcon, and Tillamook Head. The 30-fathom curve follows the general trend of the coast about 3.5 miles offshore, without indicating the several headlands. When about opposite Tillamook Head, the curve swings W and is about 7.5 miles off the end of Clatsop Spit.

(273)

Chart 18561

(274) From Yaquina Head for 5.5 miles to Cape Foulweather, the coast consists of yellow and white sandstone cliffs, low and broken. **Iron Mountain**, 1.5 miles northeast of Yaquina Head Light, is a 654-foot-high hill. When viewed from the south, the highest third of the hill is bare and composed of a red rock formation, the north side and lower part of the hill are covered with thick brush.

(275) A low flat rock, 8 feet high, is 0.4 mile offshore 2.8 miles north of Yaquina Head.

(276) **Otter Rock**, 11 feet high, is 3.2 miles north of Yaquina Head and 0.6 mile offshore. **Gull Rock**, 56 feet high, is 1.2 miles north of Otter Rock and 0.4 mile offshore. In line between the two rocks is a kelp field with several rocks, covered and awash. Covered rocks that break are 0.5 to 1 mile north of Gull Rock.

(277) **Cape Foulweather** is a prominent headland with about 6 miles of seaward face consisting of rocky cliffs over 60 feet high. The cape is formed by several grass-covered headlands, separated by densely wooded gulches. Near the middle of the cape is a strip of flat land, 0.5 mile long and 0.2 mile wide, bare of trees. The highest point of the cape is near the south part. A grassy patch is conspicuous on the southwest slope. A white building with a red roof, 0.7 mile north-northeast of Gull Rock, is prominent on the high bluff just south of Cape Foulweather. About 0.9 mile southeast of the extreme west point of the cape is a rocky point 445 feet high, and east of the point the hills rise to 1,100 feet in 0.6 mile.

Dangers extend for nearly 2 miles north of the north point of Cape Foulweather and about 600 yards offshore.

(278) The coast highway follows the shoreline closely at Cape Foulweather.

(279) **Depoe Bay**, 8 miles north of Yaquina Head, has one of the best small-boat shelters along this part of the coast. The bay proper has foul ground on both the north and south sides, but the channel leading to the narrow dredged channel to the inner basin is deep and well marked. The foul areas break in moderate seas and are marked by kelp. Prominent from seaward is the concrete arch bridge over the entrance to the basin. A lighted whistle buoy is 1.1 miles west of the entrance to the bay. A lighted bell buoy and **085.5°** lighted range mark the entrance to the bay and the approach to the dredged channel to the basin, respectively. A mariner radio activated sound signal, located on the south side of the entrance is about 50 yards southwest of the bridge, and is initiated by keying the microphone five times on VHF-FM channel 83A.

(280)

COLREGS Demarcation Lines

(281) The lines established for Depoe Bay are described in **80.1345**, chapter 2.

(282) The fixed concrete arched bridge over the entrance is unusual in that its width of 30 feet is less than the clearance of 42 feet. The navigator is cautioned against the dangerous surge in the narrow entrance to the basin. Boats over 50 feet long cannot enter the basin without a special waiver from the harbormaster, and then only at highwater. The entrance should not be attempted at night or in rough weather without local knowledge. **Depoe Bay Coast Guard Station**, at the inner basin, monitors VHF-FM channel 16 or may be contacted at 541–765–2123.

(283)

Coast Guard

(284) The Coast Guard has established Depoe Bay Regulated Navigation Area Warning Sign, a **rough bar advisory sign**, 25 feet above the water, visible from the channel looking seaward, on a building on the north side of the basin entrance channel, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words "**Rough Bar**" in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(285) A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located approximately 50 yards north of the bridge across the entrance to Depoe Bay, on the west side of highway 101 to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. (See illustration, Chapter 1.) In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(286) The town of **Depoe Bay** is on the north side of the basin. The basin has a concrete bulkhead, mooring floats, and a tidal grid for minor hull repair work. Also available are berths with electricity, gasoline, diesel fuel, water, ice, launching ramp, and marine supplies. Hull and engine repairs can be made.

(287)

Chart 18520

(288) From Cape Foulweather for 9.5 miles to the entrance of Siletz Bay, the coast continues as yellow broken bluffs, 40 to 100 feet high, bordered by about 3 miles of sandy beaches. From the north point of the bluffs to the bay entrance are sand dunes covered with low brush.

(289) The entrance to **Siletz Bay** is 15 miles north of Yaquina Head. The entrance channel is subject to frequent change, and drafts of 4 or 5 feet are considered the deepest that can be safely taken in at high water.

(290) The north point at the entrance is a low bluff with a narrow sand beach. The south point is a low sandspit about 250 yards wide. The dunes on the spit are thinly wooded near the shore, but become thickly wooded inland. Several houses are on the spit. The bay inside the entrance is shoal. **Siletz River** enters the bay at the southeast end.

(291) **Taft** and **Cutler City** are communities on the bay; both are parts of **Lincoln City**, which is 1.8 miles north. There are several marinas on the bay; a facility just above the highway bridge at the mouth of Siletz River has gasoline, water, ice, a launching ramp, and some marine supplies. Outboard engine repairs can be made here. The highway bridge just below the marina has a clearance of 31 feet.

(292) From Siletz Bay the coast extends 7 miles north to the Salmon River. For 2.5 miles of this stretch to the outlet of **Devils Lake**, the yellow standstone cliffs are 80 to 100 feet high. The lake is a large body of freshwater, 10 feet above sea level, that empties through a narrow stream. At 0.5 mile west-southwest of the mouth of the stream is a covered rock that generally breaks. For 3 miles north from the outlet of the lake, the bluffs are 20 to 60 feet high, rising to grassy hills. A broad beach and ledges of rocks are along the shore.

(293) **Salmon River** empties at the south extremity of Cascade Head; the entrance is nearly closed by sandbars.

(294) Immediately south of Salmon River is a rocky cliff whose seaward face is 0.6 mile long. The summit is a dome-shaped butte 510 feet high. From here a rolling grassy plateau with a few trees extends south and east

to the river. A rock, 46 feet high, is 700 yards west of this cliff, and about a mile south is a covered rock 630 yards off the beach. Immediately south of and in line with Cascade Head, opposite the mouth of the river, are three grayish rocks about 765 yards offshore. These have heights of 56 feet on the north, 25 feet in the center, and 47 feet on the south.

(295) **Cascade Head**, 23 miles north of Yaquina Head, is very jagged and heavily wooded. The face of the cliff is 3 miles long, is over 700 feet high in places, and is cut by several deep gorges through which the waters of three creeks are discharged in cascades 60 to 80 feet high. Several rocks are about 0.1 mile offshore.

(296) **Two Arches**, 30 feet high, is a rock 0.9 mile north of the south point of Cascade Head. The arches are visible from north; the inner is the larger.

(297) From Cascade Head for 9.5 miles to Cape Kiwanda, the coast is a low sand beach with a narrow marsh behind the south part. Rolling hilltops, occasionally wooded, rise to an elevation of 500 feet behind the beach.

(298) **Neskowin Rock**, at the high-water line about 0.3 mile north of the north extremity of the cliffs marking Cascade Head, rises abruptly from the sand beach to 113 feet in height. The rock is dark brown and wooded on top.

(299) North of Neskowin Rock the Oregon Coast Highway is about 0.5 mile inland. At night the headlights of automobiles traveling this road cause intermittent flashes as they make the turns and might be mistaken for lights of vessels.

(300) **Nestucca River** empties into **Nestucca Bay** 5.5 miles north of Cascade Head. The channel over the bar changes frequently in position and depth, and only light-draft vessels having local knowledge are able to cross. A fixed highway bridge at Pacific City has a clearance of 10 feet. The river has many snags that change the depths and shift the channel. Even in a moderate sea, the bar is extremely dangerous. The point on the side side of the entrance consists of several low-rolling, grassy hillocks, about 400 to 500 feet high, which approach very close to the beach. The north point is the south extremity of the sandspit and dunes that extend to Cape Kiwanda.

(301) **Pacific City** is a summer resort about 3 miles above the entrance to Nestucca Bay. Gasoline and supplies are available in the community.

(302) **Haystack Rock**, 327 feet high, 0.5 mile southwest of Cape Kiwanda and 0.5 mile offshore, is a prominent landmark. The rock is conical and dark for about half its height, and in summer the top is whitened by bird droppings.

(303) **Cape Kiwanda**, 33 miles north of Yaquina Head, is a low yellow rocky point, much broken and eroded, that projects about 0.5 mile from the general trend of the coast. Behind the cape are bright sand dunes, 500 feet high, which are prominent from seaward. Just south of Cape Kiwanda is a beach resort area; a public launching ramp is here. A whistle buoy is about 0.7 mile west of the cape.

(304) From Cape Kiwanda the coast extends 7.5 miles in a general north direction to Cape Lookout. It is broken about halfway by the entrance to **Sand Lake**, which is shallow and not navigable. The coast consists of sand beaches and dunes until about a mile north of Sand Lake where it changes to vertical sandstone cliffs, 50 to 100 feet high. These continue to Cape Lookout.

(305) **Cape Lookout**, 40 miles north of Yaquina Head, projects west for 1.5 miles, forming a narrow rocky promontory 432 feet in height at its seaward extremity. The south face is nearly straight, and its precipitous cliffs have numerous caves. The north face is sloping and covered with a thick growth of timber. The ridge that forms the cape runs at about right angles to the coast, reaching an elevation of some 2,000 feet, 3.8 miles inland. The north face of the cape is smooth and bold for the first mile, and then is much broken and marked by caves and several cascades. Fair shelter in northwest winds may be had under the south side of the cape in 6 to 8 fathoms, sandy bottom.

(306) North of Cape Lookout for 4.5 miles, the land falls to a low narrow sandy peninsula, separating Netarts Bay from the ocean. The sand dunes on the peninsula are visible for 10 or 12 miles.

(307) **Netarts Bay** is a shallow lagoon most of which is bare at low water. The village of **Netarts** is on the North shore a mile inside the entrance. Only light-draft boats with local knowledge can enter. A small-boat basin with two floating piers and a launching ramp are at Netarts. North of the entrance to Netarts Bay, for 1.5 miles to the rocks forming the south part of Cape Meares, the coast is a sandy beach, backed by cliffs 50 to 120 feet high. These cliffs, topped by sand dunes varying in height from 150 to 200 feet, are good landmarks.

(308)

COLREGS Demarcation Lines

(309) The lines established for Netarts Bay are described in **80.1350**, chapter 2.

(310)

Chart 18558

(311) **Cape Meares**, 48 miles north of Yaquina Head, is high and rocky, with a 2-mile-long seaward face. The north part is the higher, with nearly vertical cliffs 640 feet high. The west point is narrow, covered with fern and brush, and terminates seaward in a cliff 200 feet high.

(312) **Three Arch Rocks** are the largest of a cluster extending 350 yards off the south point of the cape. They range in height from 204 to 275 feet. The largest arch is in the middle of the lowest rock, and is about half the height of the rock above water. These rocks are the favorite resort of sea lions, whose barking can be heard a considerable distance with a favorable wind.

(313) **Pillar Rock** (45°29'22"N., 123°58'49"W.) lies off Cape Meares and is 75 feet high. **Pyramid Rock**, 0.4 mile northwest of Pillar Rock is 110 feet high and leans

(316)

seaward. A submerged rock covered 34 feet, lies 0.4 mile northwest of Pyramid Rock.

(314) From Cape Meares to Kincheloe Point, the coast is a low partly wooded sandspit, with dunes 40 to 50 feet high. It forms the west shore of Tillamook Bay. A sand dike prevents a breakthrough north of Cape Meares, at **Pitcher Point**.

(315) **Tillamook Bay** entrance is 42 miles south of the Columbia River, 25.5 miles south of Tillamook Rock, and 5 miles north of Cape Meares. The bay has a tidal area of about 13 square miles, most of which, at low tide, presents a succession of sand and mud flats. There is no commercial traffic in the bay except for fishing boats and pleasure craft.

(317) **Kincheloe Point** is low and sandy and appears to be an island from a distance to the north. The north side of the entrance is the termination of a high wooded ridge extending between the bay and Nehalem River. **Green Hill**, opposite Kincheloe Point, is a 400-foot spur that terminates in a bluff rounded point. The prominent hill is covered by ferns, grass, and dense brush with trees on top.

(318) **Tillamook Bay Coast Guard Station** is on the north shore west of Garibaldi. A lookout tower is near the intersection of the north entrance jetty and the shore.

(319)

COLREGS Demarcation Lines

(320) The lines established for Tillamook Bay are described in **80.1355**, chapter 2.

(321) The entrance to Tillamook Bay is protected by jetties. The north jetty extends about 600 yards offshore; the westernmost 150 yards of the jetty is submerged. The south jetty extends 1000 yards offshore with the westernmost 100 yards submerged. Extreme caution should be taken in the vicinity of the jetties. A **Federal project** provides for an 18-foot entrance channel that crosses the bar and leads eastward between the jetties through the north part of Tillamook Bay to an inactive turning basin just west of Miami Cove. An access channel leads to a 12-foot small boat basin at the town of Garibaldi. (See Notice to Mariners and latest editions of charts for controlling depths.)

(322) The main approach to Tillamook Bay is from the south. A lighted whistle buoy is 1.3 miles south-southwest of the seaward end of the north jetty and a lighted bell buoy is near the entrance. The north jetty is marked by a light and seasonal sound signal. There is a leading light marking the center of the jetties which signals when the mariner is clear of the south jetty and safe to make the approach into the bay. Mariners should use caution while making the approach to the jetties due to frequent shoaling and heavy breakers in the vicinity of

the approach channel. The channel to Garibaldi is marked by lights. Caution is advised during periods of heavy seas.

(323) Several visible and covered rocks are on the north side of the dredged channel. **Sow and Pigs**, across the channel from Kincheloe Point and nearly 500 yards off the north shore, is a rocky ledge that uncovers 1 to 6 feet. The ledge is dangerous when entering with a flood current, as the current sets toward it.

(324)

Currents

(325) The current velocity is 3 knots in the entrance to Tillamook Bay.

(326)

Coast Guard

(327) The Coast Guard has established Tillamook Bay Regulated Navigation Area Warning Sign, a **rough bar advisory sign**, on the north side of the entrance channel near the lookout tower, visible from the channel, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border and with the words *rough bar* in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. There is also a regulated navigation area warning sign on the north side of the channel near the entrance to Garibaldi boat Basin with similar characteristics. Boaters are cautioned that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(328) **Garibaldi**, a lumber and fishing town, is on the north shore 2 miles inside the entrance. A grey concrete stack and a silver elevated tank are conspicuous. There are several small fish companies at Garibaldi.

(329) The town has a boat basin for commercial and sport fishing vessels. Berths for about 250 craft, electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available at the basin. A drydock in the basin can handle craft to 100 tons, 68 feet long, or up to 9 feet in. draft. Repair work must be arranged for independently of the drydock operator; complete marine repairs can be made.

(330) South of Garibaldi, unmarked **Bay City Channel** follows the east side of Tillamook Bay to the south end where it continues through narrow and crooked **Hoquarten Slough** to Tillamook, 11 miles above Tillamook Bay entrance. The channel has a depth of about 6 feet to Bay City, 4.4 miles above Tillamook Bay entrance, but south of this point depths are less than 3 feet to Tillamook. During freshets, snags are carried into the upper part of the bay where they form a menace to navigation.

(331) **Bay City** has a small oyster cannery on an earth-fill pier. Fishing and crabbing are carried on in the vicinity, but all shipments are made by truck or rail.

(332) **Tillamook** is noted for the production of cheese. It is the distributing center for a rich farming and dairying section.

(333) **Tillamook River** empties into the south part of Tillamook Bay just west of the entrance to Hoquarten Slough. A fixed highway bridge with a clearance of 15 feet crosses the river about 0.7 mile above the mouth. A small marina is just south of the bridge on the west bank of **Trask River**, just inside the mouth; berths with electricity, water, ice, gasoline, a launching ramp, and marine supplies are available. Outboard engine repairs can be made. This marina is open only during the summer. Depths of about 2 feet can be carried in Tillamook River to the highway bridge. Wet and dry winter boat storage is available at the marina.

(334)

Chart 18520

(335) From Tillamook Bay to Nehalem River, the coast is nearly straight for about 5 miles. Several lakes in this stretch are separated from the beach by wooded sand dunes. The heavily wooded hills begin to rise 0.5 mile to 0.8 mile from the beach and in 1 mile reach elevations of 1,000 to 1,600 feet.

(336) **Twin Rocks** are 700 yards offshore and 2 miles north of the entrance to Tillamook Bay. Their bases are so close together that they usually look like one rock. The south and larger has an arch in it.

(337)

Chart 18556

(338) **Nehalem River**, 5 miles north of Tillamook Bay entrance, is tidal for about 10 miles from the entrance. Above this point the river is a mountain stream full of riffles and obstructed by boulders. The river constitutes a natural outlet for an extensive area of heavily timbered country. Lumbering and fishing are the principal industries. Sawmills are along the lower river.

(339)

COLREGS Demarcation Lines

(340) The lines established for the Nehalem River are described in **80.1360**, chapter 2.

(341) **Nehalem Beach**, the north point at the entrance, is a narrow sandspit, bare of trees, and with dunes of moderate elevation over the north part. The south side of the entrance is a low broad sand beach, backed by wooded country rising to elevations of 400 feet.

(342) The entrance is protected by jetties extending 600 yards from the shoreline, though there are a number of breaks in the jetties. A private range marks the entrance channel. Mariners are advised to seek local knowledge before using the entrance channel because of seasonal changes.

(343) The depths on the bar and within the bay are not sufficient for coastwise shipping. The controlling depth

is about 4 feet on the bar, and 3 to 8 feet to Wheeler. The channel is changeable.

(344) A marina is on the east side of the river just inside the entrance. Berths with electricity, gasoline, water, ice, launching ramp, and marine supplies are available. Engine repairs can be made; wet winter boat storage is also available.

(345) **Brighton** is a small settlement on the east shore, 1 mile inside the entrance to the river. A marina is at Brighton. Berths with electricity, gasoline, water, ice, and a launching ramp is at the marina. Dry winter storage and engine repairs are available. **Wheeler**, 4.7 miles above the entrance, has an abandoned sawmill, a launching ramp, and wharf in ruins. All traffic is by truck.

(346) **Nehalem** is a small settlement on the west shore of the river, 6.3 miles above the entrance. A fixed highway bridge over the river just below Nehalem has a clearance of 30 feet. Close north of this bridge is an overhead power cable with a clearance of 52 feet. A surfaced launching ramp is on the east side of the river about 0.1 mile below the highway bridge.

(347)

Charts 18520, 18003

(348) The coast is low and sandy for about 3 miles north of Nehalem River entrance, then a dense forest begins which rises gradually to the south slope of Neahkahnie Mountain. There are grassy hillocks, 40 to 100 feet high, in the vicinity of the beach.

(349) **Cape Falcon**, 17 miles north of Cape Meares and 10 miles south of Tillamook Rock, projects about 2 miles from the general trend of the coast. The seaward face, less than 0.5 mile in extent, is very jagged with numerous rocks under the cliffs. The southwest point of the cape is composed of nearly vertical cliffs, 200 feet high, and is partially timbered. **Falcon Rock**, 0.7 mile west of the cape, is small and not very conspicuous.

(350) **Smuggler Cove**, a small bight just south of Cape Falcon, is an excellent anchorage for small boats. The best anchorage is close to the north shore in 4 to 5 fathoms, protected from all except southwest winds. Care should be taken to avoid two rocks, bare at extreme low water, that are about 150 yards from the north shore of the cove and rise abruptly from deep water.

(351) **Neahkahnie Mountain**, 2.8 miles inland of Cape Falcon, is a prominent landmark, and the most important feature for locating Nehalem River. The west summit of the double-headed mountain is rounded and 1,900 feet high, but the east summit is serrated and divided into three peaks of nearly equal height. The entire southeast slope is bare of timber, but is covered with grass and fern. The seaward face terminates in rocky broken cliffs over 500 feet high, and there are a few rocks about 100 feet from the beach. The two summits are visible from south; from north, the west summit hides the east and is very conspicuous.

(352) Northeast of Cape Falcon, and 2 to 3 miles back from the shoreline, is a group of peaks; the highest and most prominent has a rounded summit, with a very gentle slope to the south and a more marked and abrupt drop to the north. It is very conspicuous from west in clear weather.

(353) **Arch Cape**, rocky and precipitous, projects slightly from the general trend of the coast. It is the termination of a mountain ridge rising to 2,775 feet about 3 miles east. The cape is bare of timber. A high rock is close to the cape and connected with it at low water. A smaller rock is about 100 yards seaward of the larger. There are several other high rocks in the vicinity of the cape.

(354) **Castle Rock** derives its name from its remarkable resemblance to a medieval castle with two towers, the taller of which is on the seaward end. It is about 0.8 mile west of the highest part of Arch Cape, and is the outermost bare rock. The upper part of the rock is covered with bird droppings and shows up very distinctly in sunlight. A rock awash is about 0.9 mile off the cape and 0.4 mile SW of Castle Rock; another rock, bare at lowest tides, is 0.5 mile offshore and 1 mile south of Castle Rock.

(355) **Hug Point** is a small cliff close to the beach, 1.8 miles north of Arch Cape; the cliffs in its vicinity are above 180 feet high.

(356) **Double Peak**, halfway between Cape Falcon and Tillamook Head, is the seaward end of a ridge extending east that reaches a height of 1,050 feet in less than 0.7 mile from the shore. It is heavily wooded and pitches abruptly to the sea, ending in a rocky broken cliff 100 feet high and 0.2 mile long. A rock is close to and abreast of the south end of the cliff; another rock is close to and abreast the north end. A ledge, with two rocks that uncover about 4 feet, is about a mile west-southwest of the highest part of the cliff.

(357) From Double Peak, the coast extends north for 2.7 miles to the mouth of **Ecola Creek**, and then turns sharply northwest for the same distance to the west point of Tillamook Head. The coast is high and wooded with broken cliffs bordered by numerous rocks, except at Cannon Beach at the mouth of Ecola Creek.

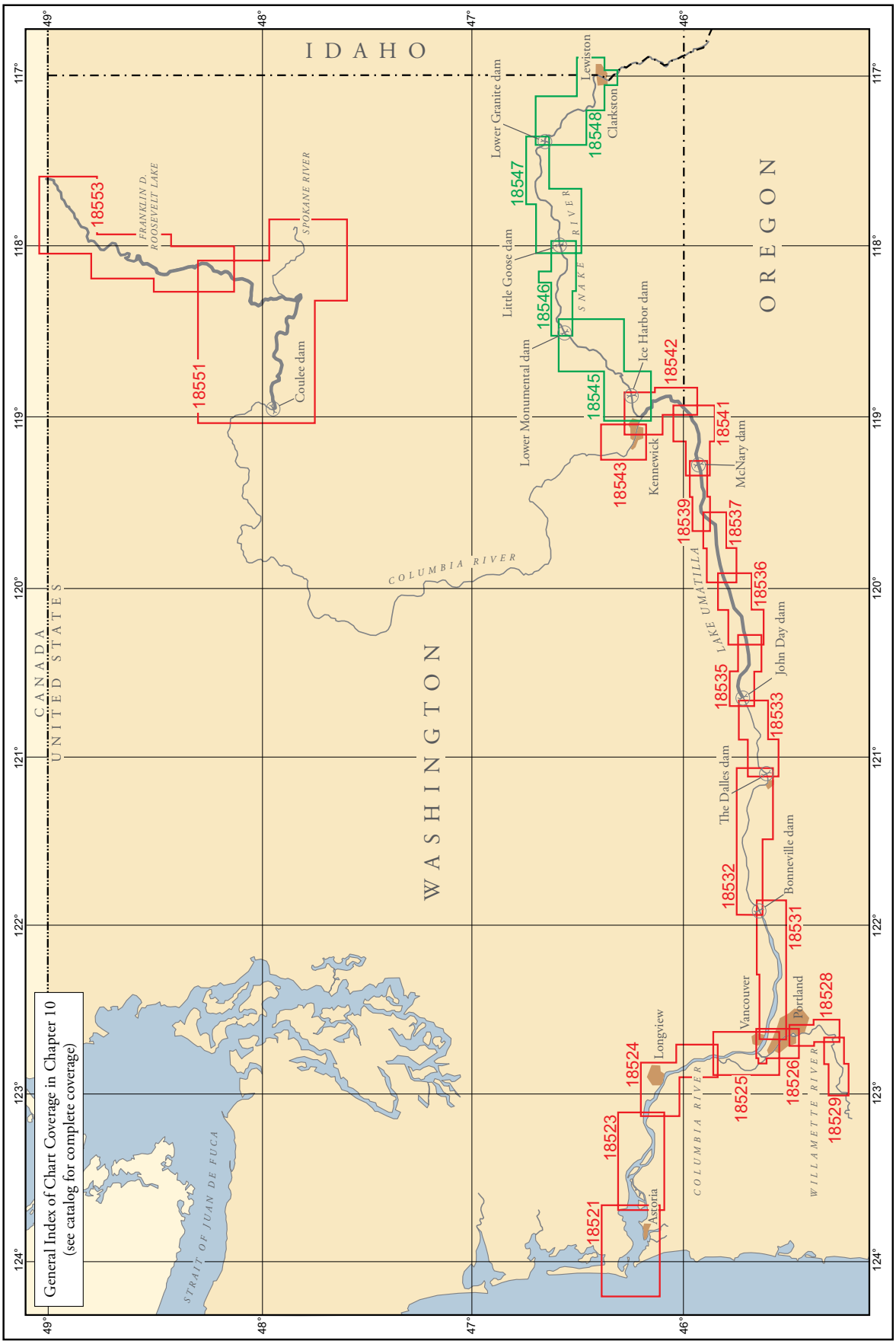
(358) **Haystack Rock**, 1.5 miles north of Double Peak, is the largest of a cluster of rocks stretching out from the low-water line to 10 fathoms. A rock awash at low water and surrounded by about 9 fathoms is 0.8 mile southwest of Haystack Rock.

(359) **Tillamook Head**, 76 miles north of Yaquina Head, ends in two points which are 0.5 mile apart. The cliffs are 560 feet high at the south point and 1,000 feet high at the north point. A pinnacle rock is at the foot of the north cliffs, and extending offshore from it for 300 yards is a cluster of rocks, 45 to 150 feet high, the outer one being the lowest. The summit of the head is flat and densely wooded, with slightly lower land behind it.

(360) **Tillamook Rock**, nearly 1.2 miles west of the south point of Tillamook Head, has an abandoned lighthouse and buildings on it. The west face leans a little seaward. A rock awash is between Tillamook Rock and the nearest part of Tillamook Head.

(361) North of Tillamook Head the coast is a broad sand beach extending for 17 miles to Clatsop Spit, on the south side of the entrance to Columbia River. Low sandy ridges, covered with grass, fern, and brush, extend parallel with and back of the beach. **Necanicum River**, a small stream, empties at the summer resort of **Seaside**, 2.5 miles from the north side of Tillamook Head.

(362) **Saddle Mountain**, double-headed and 3,283 feet high, is the landfall for the approach to the Columbia River. The mountain is 14 miles east of Tillamook Rock and is visible 50 miles offshore. From northwest, the mountain appears to be triple-headed; the northeast peak appears cone shaped, sharp, and lowest; the middle peak is irregularly cone shaped; and the south and highest peak is a flat-topped cone.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(see catalog for complete coverage)
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OREGON
CANADA
UNITED STATES
STRAIT OF JUAN DE FUCA
COLUMBIA RIVER
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SPOKANE RIVER
FRANKLIN D. ROOSEVELT LAKE
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Coulee dam
Lower Granite dam
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Columbia River, Oregon and Washington

(1) This chapter describes the Columbia River from its mouth at the Pacific Ocean to the head of navigation above Richland, WA. Also described are its two major tributaries, the Willamette River in Oregon and the Snake River in Washington and Idaho. The deep-draft ports of Astoria, Longview, Portland, and Vancouver are described as well as many smaller ports.

(2) **Note:** The nautical charts covering the Columbia, Willamette, and Snake Rivers show statute mile designations. However, the **distances** given in the text for these waterways are the **nautical miles** above their respective mouths with the statute mile equivalents shown in parentheses. Unless otherwise indicated, all other distances are given in nautical miles.

(3) **Mile 0.0**, on the Columbia River, is at the junction of the Main Channel Range and a line joining the outer ends of the jetties. The distance to the mouth of the Columbia River from a position 0.5 mile west of the Columbia River Approach Lighted Whistle Buoy CR is 5.8 (6.6) miles.

(4) Conversion tables, nautical miles to statute miles, and statute miles to nautical miles are in Appendix B. Mileage conversion scales are also shown on the nautical charts.

(5)

COLREGS Demarcation Lines

(6) The lines established for the Columbia River are described in **80.1365**, chapter 2.

(7)

Caution

(8) The volcanic eruptions of Mount Saint Helens in mid-1980 caused extensive flooding with resulting heavy siltation in the lower Columbia River. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River, just east of Longview at Mile 59 (68). In late 1980, dredging was done in the aforementioned area, however, mariners are advised to use caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

(9) Rice Island, Miller Sands, Jim Crow Sands and Cottonwood Islands are used for dredging disposal sites. Elevations of these islands constantly change, as well as the overall shape and dimensions.

(10)

Charts 18003, 18007

(11) **Columbia River** rises in British Columbia, Canada, through which it flows for some 370 (425) miles before entering the continental United States in northeast Washington. Thence it flows south to its junction with Snake River, from which it curves west and forms the boundary between the States of Washington and Oregon for the remainder of its course to the Pacific Ocean. Its entrance is 548 miles north of San Francisco and 145 miles south of the Strait of Juan de Fuca. The length of the river is 647 (745) miles in the United States. Between the Cascade Mountains, the river flows through a canyon averaging about 5 miles wide between high cliffs on each side; of this width, the river occupies about 1 mile, the rest being marsh, low islands, and lowlands. Near the mouth, the river becomes wider, and in some places is 5 miles across.

(12) Columbia and Willamette Rivers are navigable by deep-draft vessels to Vancouver, WA, and Portland, OR. Barges navigate the Columbia River to Pasco and Kennewick, WA, 286 (329) miles above the mouth.

(13) Navigation on the tributary Snake River, which joins the Columbia at Pasco, is possible to Lewiston, Idaho. The hydro-electric powerplants at the dams on the Columbia provide the major supply of electricity for the entire Northwest.

(14) The commerce, both foreign and domestic, is extensive. The exports are principally logs, lumber, and forest products, grain, flour, chemicals, fruit, fish, general and containerized cargo, and general merchandise; the imports are coal, petroleum products, bulk salt, bulk cement, alumina, manufactured, and general and containerized cargo.

(15) There are numerous settlements and landings, but Astoria, OR; Longview, WA; Vancouver, WA; and Portland, OR are the principal shipping points. The distances above the mouth of the Columbia River to these ports are, respectively, 12 (14) miles, 58 (66) miles, 92 (106) miles, and 97 (112) miles; Portland is on the Willamette River 9 (10.5) miles above its junction with the Columbia. The Columbia River has major highways (State, U.S. and Interstate) on the south and north sides connecting principal cities and the towns in between.

(16)

Prominent features

(17) **Columbia River Approach Lighted Whistle Buoy CR** (46°11'05"N., 124°11'03"W.), about 5.3 miles

(20)

Washington State Requirements

Reports of Oil Spills and Vessel Emergencies

All vessels must report oil spills or potential oil spills to both:

1. Washington State 800–258–5990
2. National Response Center 800–424–8802

Tank vessels and cargo and passenger ships 300 gross tons or larger must make notifications to Washington State for vessel emergencies, including a loss or serious degradation of propulsion, steering, means of navigation, electrical generating capability and seakeeping capability constituting a substantial threat of pollution affecting Washington state natural resources. In addition to any notifications to the USCG, the owner or operator must notify the state of any vessel emergency that results in the discharge or substantial threat of a discharge of oil to state waters or that may affect the natural resources of the state within one hour of the onset of the emergency.

Washington State Vessel Inspections

The Washington State Department of Ecology regulates cargo and passenger vessels and tank vessels operating in Washington waters.

- A cargo vessel is any self-propelled vessel in commerce that is 300 gross tons or more.
- A passenger vessel is any vessel 300 gross tons or more with a fuel capacity of at least 6,000 gallons that carries passengers for compensation.
- A tank vessel is a ship that is constructed or adapted to carry, or that carries, oil in bulk as cargo or cargo residue.

Washington State Ecology inspectors may conduct vessel inspections on regulated cargo, passenger, and fishing vessels when in Washington waters. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/AISsubstantialrisk.html/

Oil Transfer Requirements

Safe bunkering procedures must be followed during fueling operations. For vessels 300 gross tons or greater, Washington State Ecology inspectors may conduct inspections of these regulated oil transfers on vessels receiving fuel for propulsion within Washington waters. Details can be found in state regulations at Washington Administrative Code (WAC) 317-40. Additional information is also available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/Bunkering.html/

Tank vessels delivering oil in bulk to a non-recreational vessel or facility within Washington waters must meet state oil transfer requirements. They may also be subject to Washington State oil transfer inspections for these regulated oil transfers. Details can be found in WAC 173-184. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/vessel_otr.html/

- For a transfer of more than 100 gallons of bulk oil to a facility or non-recreational vessel, the delivering vessel must submit an Advance Notice of Transfer (ANT) report to Ecology. This ANT must be submitted 24 hours prior to the transfer for facilities or within the timeframe required by local USCG Captain of the Port.
- For convenience, the ANT report can be made either: online using the Ecology website at
  https://secureaccess.wa.gov/ecy/ants, by
  e-mail: OilTransferNotifications@ecy.wa.gov, or by
  fax: 360–407–7288 or 800–664–9184.

Contingency Plan Requirements

Tank vessels and cargo and passenger ships 300 gross tons or larger transiting Washington waters must either have a Washington State Department of Ecology approved oil spill contingency plan or be a member of a non-profit corporation that provides oil spill response capabilities consistent with their Washington State approved contingency plan. The non-profit corporation for the Columbia River is the Maritime Fire & Safety Association (MFSA). Additional information is available at:

http://www.ecy.wa.gov/programs/spills/preparedness/cplan/cplans.html/

southwest of the entrance to Columbia River, has red and white vertical stripes and is equipped with a racon.

(18) **Mount Saint Helens**, nearly 8,500 feet high with a truncated-cone shape, is about 75 miles east of the entrance to the river. On a clear day it is visible when looking up the valley from seaward. **Mount Hood** and **Mount Adams** are lofty snow-covered peaks, which are also visible from parts of Columbia River on a clear day.

(19) In 1980, several volcanic eruptions occurred from Mount Saint Helens. Mount Saint Helens' eruptions were the first in the continental United States since the volcanic eruption of Mount Lassen in northern California in 1915; both volcanoes are part of the Cascade Range.

(21)

Chart 18521

(22) **Clatsop Spit**, on the south side of the entrance, is a low sand beach, extending about 2.5 miles northwest from Point Adams. There is a tendency for the shoal north of the spit to build up to the northwest because of spring freshets and northwest storms; vessels are cautioned to keep informed about conditions at the spit.

(23) **Point Adams**, just inside Clatsop Spit, is a low sandy point covered with spruce and undergrowth to the edge of the sand beach and low dunes. The point usually shows well from seaward, particularly if it is hazy inside.

(24) **Cape Disappointment**, the rugged north point at the Columbia River entrance, is the first major headland along the 20 miles of sand beach north from Tillamook Head. It comprises a group of rounding hills covering an area 2.5 miles long and 1 mile wide, divided by a narrow valley extending north-northwest. The seaward faces of these hills are precipitous cliffs with jagged, rocky points and small strips of sand beach. **Cape Disappointment Light** (46°16'33"N., 124°03'08"W.), 220 feet above the water, is shown from a 53-foot white conical tower with white horizontal band at top and bottom, and black horizontal band in the middle, on the south point of the cape. **Cape Disappointment Coast Guard Station** is at Fort Canby on the east side of the cape.

(25) From the south, Cape Disappointment shows as three low knobs, separated by low flat ridges. North Head Light shows on the west slope of the west knob. From the west, the cape is not prominent, but it stands out clearly when there is fog, haze, or smoke inside the cape. From northwest, the cape appears as a flat island with a slight depression in the center and a timbered knob at each end. From this direction, a low, flat hill with gently sloping sides between the cape and high ridges east appears as an island from a distance.

(26) **McKenzie Head**, 0.8 mile northwest of Cape Disappointment Light, is 190 feet high and nearly round. On its seaward face it is covered with grass and fern; bare of trees. On its east face it is heavily wooded with spruce.

(27) **North Head**, the extreme west point of the cape, is 270 feet high, with a very jagged, precipitous cliff, backed by a narrow grassy strip; the higher ground behind it is covered with trees. **North Head Light** (46°17'56"N., 124°04'41"W.), 194 feet above the water, is shown from a white conical tower, with black roof and round topmark, on the west point.

(28) The entrance to Columbia River is marked by two jetties. The south jetty extends 2.7 miles seaward from the northwest end of Clatsop Spit; the westernmost mile of the jetty is submerged. The north jetty extends 800 yards seaward from the shoreline on the north side of the entrance. The north and south jetties have suffered severe deterioration and may no longer be correctly represented on the nautical charts of the area. Mariners should ensure extra caution when transiting in the vicinity of the jetties and river entrance.

(29)

Channels

(30) Federal project depths in the Columbia River are 55 feet (48 feet in southern quarter) over the bar, thence 43 feet past the confluence of the Willamette and Columbia Rivers to the lower turning basin at Vancouver; and thence 35 feet through the upper turning basin at Vancouver. (See Notice to Mariners for controlling depths.) Additional information can be obtained from the Corps of Engineers, Portland, OR. (See Appendix A for address.)

(31) Above Vancouver the Federal project depth is 27 feet for about 75 (86) miles to The Dalles, thence 14 feet for about 87 (100) miles to McNary Dam. The **Federal project** also provides for a 15-foot barge channel which extends southeast from the south side of the upper turning basin at Vancouver and connects with the 27-foot channel about 1 mile upriver. An alternate barge channel, just south of and running parallel to the barge channel, extends southeast to the 27-foot channel. Controlling depths throughout the river channels and basins may be considerably less than project depths. The depths over the lower sills of the locks at The Dalles, John Day, and McNary Dams may be the controlling depth for this stretch of the river; the least sill depth (at McNary Dam) will usually exceed 12 feet at normal pool level. In the pool above McNary Dam to Pasco and Kennewick, depths range from 14 to 115 feet. Navigation on the Snake River is possible to Lewiston, ID. (See Notice to Mariners for controlling depths.) Additional information can be obtained from the U.S. Army Corps of Engineers, Portland, OR and Walla Walla, WA. (See Appendix A for addresses.)

(32)

Depths

(33) Minimum depths are given at mean lower low water from the entrance of the Columbia River to Harrington Point, thence at Columbia River Datum to Bonneville Dam on the Columbia River, and Willamette Falls Locks at Oregon City on the Willamette River. **Columbia River Datum** is the mean lower low water during lowest river stages. The staff gage at the Columbia River Pilots' Office, at the foot of 14th Street at Astoria, OR, is set with zero at mean lower low water. The staff gages on the bars from Harrington Point to Portland, OR, are set with zero at Columbia River Datum. Above the Willamette Falls Locks, at Oregon City, depths of the Willamette River are at **Willamette River Datum**. Above Bonneville Dam depths of the Columbia River are referred to the normal pool level of the various dams on the Columbia River.

(34)

Anchorages

(35) **General anchorages** are in the Columbia River. (See **110.1 and 110.228**, chapter 2, for limits and regulations.)

(36)

Bridges and cables

(37) Clearances of bridges and cables over Columbia River and its tributaries are at **mean lower low water** below Harrington Point and at **Columbia River Datum** between Harrington Point and Bonneville Dam. Above Bonneville Dam the clearances are referred to the normal pool level of the various dams on the Columbia River. On the Willamette River above the Willamette Falls Locks, at Oregon City, clearances are referred to the datum of **Newburg Pool**. Minimum clearance of cable crossing the main channel of the Columbia and Willamette Rivers to Portland and Vancouver is 216 feet.

(38)

Caution regarding aids to navigation

(39) During the seasonal high-water conditions, aids to navigation may be destroyed or rendered unreliable.

Mariners are warned to exercise caution in navigating the river and to obtain the latest information regarding aids to navigation by local inquiry and through local Notice to Mariners, available upon request to the Commander, 13th Coast Guard District, Seattle, (see Appendix A for address). Every effort is made to restore the aids to operating condition as soon as possible.

(40)

Weather, Columbia River, Oregon and Washington

(41) The maritime climate near the Columbia River's mouth slowly turns continental as you head upstream. Temperatures become warmer in summer and colder in winter. Daily temperatures vary more. Rain and fog are less frequent, but the chance of snow is greater. In the Columbia River Gorge, winds are deflected and channeled by topography.

(42) Average winter daytime temperatures vary from the upper forties (8.9° to 9.4°C) near the mouth to the upper thirties (3.3° to 3.9°C) near the Snake River junction. At night, this range is from the mid-thirties (0.6° to 2.8°C) to the mid-twenties (-5.0° to -2.8°C). Cold spells occur with an outbreak of frigid Canadian air. Extreme temperatures range from the low teens (-11.7° to -11.1°C) near the coast to below zero upriver (-18.3°C). Snow, of a significant amount, falls on 2 to 5 days each year, and is most likely upriver. Occasionally, an ice storm or "silver thaw" will occur; this happens most often between the Gorge and Vancouver. While winds are strongest in late fall and winter, they seldom reach gale force along the Columbia. Extremes of 75 knots have occurred; strongest winds are usually out of the south or southwest. Wind flow is generally from the east through southeast in winter, and wind speeds reach 17 knots or more about 5 to 10 percent of the time. However, locally at Troutdale, winds blow at 17 knots or more up to 30 percent of the time. Fog drops winter visibilities below 0.5 mile (0.9 km) on about 3 to 6 days per month.

(43) Spring temperatures rise slowly near the mouth of the Columbia, compared to the rise upriver. By April, daytime temperatures upriver average in the midsixties (17.2° to 19.4°C), while those near the mouth are in the midfifties (11.7° to 13.9°C). Average low temperatures are near 40°F (4.4°C) everywhere. Rain and fog become less frequent than they were in winter. Gales are rare and winds of 17 knots or more blow less than 5 percent of the time except locally around The Dalles, where winds of 17 knots or more occur 18 to 25 percent of the time from April through August. By April, winds are generally out of the west through northwest. Flooding on the Columbia is most likely to occur from April through June, when snow melt at its headwater is most rapid. While flooding is kept under control, to a great extent, by multi-purpose dams, heavy rains during the melting season can trigger floods.

(44) Summer winds remain west through northwest and generally light. Near the mouth of the river, these maritime winds have a cooling effect. They keep average daytime temperatures below 70°F (21.1°C) at Astoria and below 80°F (26.7°C) at Portland. This effect diminishes upstream, and east of the Cascades daytime temperatures average close to 90°F (32.2°C). Lows at night fall into the low fifties near the coast and upper fifties (14.4° to 15.0°C) inland. Rain falls on only a few days per month, usually in the form of showers or thunderstorms. Toward late summer, fog becomes a hazard near the mouth. At Astoria, visibilities fall below 0.5 mile (0.9 km) on about 4 days in August.

(45) Fog spreads upstream to Portland and Troutdale by September. During the fall, fog reduces visibilities to less than 0.5 mile (0.9 km) on 4 to 8 days per month, west of the Columbia River Gorge. The difference in fog east and west of the Gorge does not extend to temperatures. The temperature range is smallest in fall. In October, daytime high temperatures range from the low sixties (16.1° to 16.7°C) near the mouth to the midsixties (17.2° to 19.4°C) upriver, while average low temperatures vary from the mid-forties (6.1° to 8.3°C) near the coast to the low forties inland (5.0° to 5.6°C. By October, winds begin to blow more out of the east through southeast and become stronger. While gales are infrequent, winds of 17 knots or more occur 4 to 10 percent of the time. Rain falls on about 5 to 15 days per month west of the Cascades and 2 to 6 days per month to the east.

(46)

Lower Columbia Region Harbor Safety Plan

(47) The Lower Columbia Region Harbor Safety Committee has developed a **Lower Columbia Region Harbor Safety Plan** that formally establishes Standards of Care for the Columbia River and its navigable tributaries from the seaward approaches to the Columbia River Entrance to Bonneville Dam. The standards contained in the Lower Columbia Region Harbor Safety Plan complement and supplement existing federal, state, and local laws. These standards were developed and adopted by local experts to improve maritime safety but do not replace the good judgment of a ship's master in the safe operation of a vessel. The Harbor Safety Plan provides important safety information and good marine practices for professional and recreational mariners transiting the Lower Columbia Region. The Harbor Safety Plan is available at *lcrhsc.org*.

(48)

Routes, Columbia River approach

(49) The lights at the entrance and at Willapa Bay 28 miles north, are distinguishing marks for determining a vessel's position and subsequent shaping of her course.

(50) In thick weather, great caution is essential on the approach from any direction. The currents are variable and uncertain. Velocities of 3 to 3.5 knots have been observed between Blunts Reef and Swiftsure Bank, and velocities considerably in excess of those amounts have been reported. Under such conditions, vessels should keep outside the 30-fathom curve until Columbia River Approach Lighted Whistle Buoy CR has been made.

(51) In clear weather, vessels should have no difficulty in entering the river as the aids to navigation are numerous. In thick weather, however, when aids cannot be seen, strangers should not attempt to enter without a pilot.

(52) Dredges will usually be found at work in the channels; these dredges should be passed with caution and reduced speed. (See **162.225**, chapter 2, for navigation regulations.)

(53)

Weather, Cape Disappointment

(54) An estimate of bar conditions, visibility, and weather may be obtained by radio from the Coast Guard station at Cape Disappointment.

(55)

Currents

(56) The currents in the Columbia River and approaches are described in the Tidal Current Tables.

(57)

Caution

(58) The Columbia River bar is reported to be very dangerous because of sudden and unpredictable changes in the currents often accompanied by breakers. It is reported that ebb currents on the north side of the bar attain velocities of 6 to 8 knots, and that strong northwest winds sometimes cause currents that set north or against the wind in the area outside the jetties.

(59) In the entrance the currents are variable, and at times reach a velocity of over 5 knots on the ebb; on the flood they seldom exceed a velocity of 4 knots. The current velocity is 3.5 knots, but this tidal current is always modified both as to velocity and time of slack water by the river discharge. On the flood there is a dangerous set toward Clatsop Spit, its direction being approximately east-southeast; on the ebb the current sets along the line of buoys. Heavy breakers have been reported as far inside the entrance as Buoy 20, north of Clatsop Spit.

(60) (See the Tidal Current Tables for daily predictions.)

(61)

Freshets

(62) The annual high-water freshet stage on the Columbia occurs in the latter part of May, but on Willamette River the peak-flow period usually begins mid-December and continues through February, according to measurements taken by the U.S. Geological Survey over the past 70 years. Thus, the Willamette is low or nearly so at the time of the peak flow on the Columbia in late May. This causes the Willamette to apparently change direction under the influence of the stronger flow or "backup" from the Columbia, which change is apparent at least as far up the Willamette as the city of Portland.

(63) On Columbia River, the freshet flow causes some shoaling in the dredged cuts, but redredging is done to maintain project depths.

(64) Since logging is one of the main industries of the region, free floating logs and submerged deadheads or sinkers are a constant source of danger in the Columbia and Willamette Rivers. The danger is increased during spring freshets. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms. One end of the sinker settles to the bottom while the other end floats just awash, rising and falling with the tide.

(65)

Ice

(66) Ice forms occasionally in both the Willamette and Columbia Rivers, but it is seldom heavy enough to affect navigation seriously.

(67)

Pilotage, Columbia River and Bar

(68) Pilotage across the Columbia River bar and up or down the river is compulsory for U.S. vessels enrolled or sailing under Registry and all foreign vessels, except foreign recreational or fishing vessels not more than 100 feet in length or 250 gross tons international.

(69) Columbia River Pilots and Columbia River Bar Pilots serve Columbia River and its tributaries, from the entrance over the bar to the head of navigation. Larger ports served are Astoria and Portland, OR; Vancouver, Kalama, and Longview, WA.

(70) Pilotage is provided by the Columbia River Bar Pilots for the river entrance, from the open sea 5 miles from shore by a line described in ORS 776.025 to a line across the Columbia River along longitude 123°44'00" W., and by the Columbia River Pilots from the line across the Columbia River along longitude 123°55'00" W., to the head of navigation on the Columbia or Willamette Rivers and their tributaries. The State of Oregon has also established a Columbia River bar precautionary zone, 7 miles seaward of the Columbia River bar pilotage ground out to 12 miles from shore described in ORS 776.030 of which no person shall pilot any vessel intending to enter or depart the Columbia River bar pilotage ground, except pursuant to instructions from the Columbia River bar pilots. The Columbia River Pilots office address is: 13225 N. Lombard, Portland, OR 97203; telephone 503–289–9922; Fax 503–289–9955. The Columbia River Bar Pilots office address is: 100 16th Street, Astoria, OR 97103; telephone 503–325–2641; Fax 503–325–5630; email dispatch@columbiariverbarpilots.com

(71) All vessels requesting the service of the Columbia River Bar Pilots are requested to give notification of their time of arrival directly to the Columbia River Bar Pilots, Astoria (not through agent) at least 12 hours in advance by telephone or fax, or email to the pilot office in Astoria. The Columbia River Bar Pilots office is capable of communicating by VHF radio with vessels offshore at distances greater than 60 miles. If the arrival time changes due to weather or other causes, the Columbia River Bar Pilots are to be notified no later than 4 hours before the original ETA expires. Failure to communicate in a timely manner directly to the Columbia River Bar Pilots may result in delay. Marine exchange, vessel agents and Columbia River Pilots are advised of information received by the Columbia River Bar Pilots. When incoming from sea without the service of a Columbia River Bar Pilot,

vessels or agents must give notice to the Columbia River Pilots between the hours of 0800 and 1600, and at least 12 hours prior to estimated time of arrival at Astoria. The call may be placed to the Columbia River Bar Pilots office in Astoria, OR.

(72) When ordering a Columbia River Bar Pilot, the following information is required:

(73) 1. Complete name and type of vessel.

(74) 2. The date and time of vessel ETA at the Pilot Station.

(75) 3. Maximum fresh water draft. If vessel is not even keel, provide fore and aft fresh water drafts.

(76) 4. Any pertinent special information or instructions about the vessels and its arrival.

(77) Embarking and disembarking Columbia River Bar Pilots is accomplished by helicopter or boat. All vessels are required to contact Columbia River Bar Pilots via VHF channel 9, 13, or 16 at least two hours before their ETA. The call sign for the Bar Pilot office is KOK-360. Vessels will be asked to confirm arrival time and are advised to call in again when 15 miles from the CR buoy via VHF channels 9 or 13. At that time vessels will be advised of pilot boarding instructions. The primary method of pilot boarding is by helicopter. The Bar Pilots also keep one of 2 pilot boats on standby at all times. Vessels should not approach the CR buoy until advised by a pilot. While awaiting a pilot boarding by helicopter or pilot boat, vessels should stay within a marshaling area approximately 5 miles west of the CR buoy. Pilots boarding by helicopter will generally board within 4 to10 miles northwest to southwest of the CR buoy. Boarding by pilot boat generally takes place in the vicinity of the CR buoy.

(78)

Helicopter Transfer Procedures

(79)

General:

(80) Operations will be in accordance with ICAO regulations and with the International Chamber of Shipping's Guide to Helicopter/Ship Operations rules. The pilot helicopter SEAHAWK is 43 feet long with a rotor span of 36 feet and has a yellow body with the word PILOT prominently displayed on the side. Vessel configuration, sea state and wind force will determine if a hoist or landing will be conducted. To provide the highest degree of safety for boarding, the Master may be requested to alter course or speed of the vessel, if safe to do so. The objective is to provide **minimum roll of the vessel** at the time of transfer.

(81)

Communication:

(82) 1. After initial contact, the arriving vessel shall call in to Columbia River Bar Pilots on VHF channel 9 when 15 miles from the CR buoy.

(83) 2. Pilot helicopter "SEAHAWK" will then be dispatched to the vessel with the Marine Pilot.

(84) 3. The arriving vessel must remain on VHF channel 9 for helicopter operations until the marine pilot is safely transferred and the helicopter has departed the area.

(85)

Masters, prior to helicopter arrival must confirm the following:

(86) 1. Check that no wires or aerials are above the helicopter maneuvering zone.

(87) 2. Check that no loose objects are in or near the helicopter maneuvering zone.

(88) 3. **At night**, the vessel should be illuminated with all available deck lighting, but not in such a way as to blind the helicopter crew. Deck lights must remain ON until the helicopter has departed the area.

(89) 4. Assisting crewman should wear eye protective goggles.

(90) 5. Camera flashlight equipment must not be used as it will interfere with the helicopter crew's night vision.

(91) 6. If requested by helicopter-pilot, switch ship's radar to "stand-by".

(92) 7. DO NOT CHANGE COURSE OR SPEED unless instructed by helicopter.

(93) 8. If conditions are rough, a trail/tag line may be used:

(94) a. The vessel crew tending the trail line must ensure that the line is not tied to the vessel and does not become fouled with the vessel.

(95) b. The vessel crew tending the trail line shall use it to guide the Marine Pilot to the intended hoist area using only enough force to stabilize and keep the Pilot from swinging into hazards.

(96) c. The trail line, when used, must **NOT** be fastened to the vessel.

(97)

Land on Deck operations:

(98) 1. All vessel crew assisting with the transfer must remain clear of designated helicopter maneuvering zone.

(99) 2. No vessel crew should ever approach the helicopter unless directed.

(100) 3. Never pass in back or in front of the helicopter while it approaches or is on deck.

(101)

Pilot Boat Transfer Procedures

(102) If the arriving vessel is advised that the pilot boat be utilized for pilot transfer, one of two boats will be used, as follows:

(103) The pilot boat ASTORIA is 72 feet long and has a yellow hull and yellow super structure with the word PILOT prominently displayed on the side of the house. The pilot boat COLUMBIA is also 72 feet long and has an orange hull and orange superstructure with the word PILOT prominently displayed on the side of the house. When either the ASTORIA or COLUMBIA are used, speed of the vessel should be approximately 10 to 12 knots and the pilot ladder should be rigged 2 meters above the waterline. With either boat, the ladder should be rigged on the side indicated by the pilot boat, as close

to midship as possible, with no manropes, and clear of all discharges and obstructions. The ladder must be rigged in accordance with SOLAS requirements, and must be well lighted at night. When regulations require a combination ladder, it must be rigged as close to 7 meters above the water as possible. Manropes are required on outbound vessels.

(104) When transferring pilots off Astoria, pilot boat CONNOR FOSS is used. It is 63 feet in length with a dark green hull and white superstructure. The word PILOT is prominently displayed on the superstructure. When using the CONNOR FOSS, the pilot ladder should be rigged midship, 2 meters above the waterline, in accordance with SOLAS requirements. Maximum speed of the vessel should be 9 knots.

(105) Inbound vessels with drafts of 36 feet or greater are requested to arrive at Astoria 2 hours prior to Astoria high tide in order to take advantage of tidal conditions. Outbound vessels with drafts of up to 36 feet but less than 38 feet can generally sail at any time, but occasionally sailing times must be delayed to avoid transiting the river during extremely low tides. Outbound vessels with drafts of 38 feet or greater must have sailing times set to take advantage of optimum tidal conditions.

(106) Masters of vessels arriving at the Columbia River when the bar is not passable are advised to stand offshore at least 10 miles west of the Columbia River Approach Buoy "CR" and await instructions from the Columbia River Bar Pilots. Using the open roadstead in the vicinity of the Columbia River entrance as an anchorage is dangerous in any weather, and IS NOT recommended by the Columbia River Bar Pilots.

(107) A fixed amber light is maintained by the Columbia River Bar Pilots atop the pilot office at Astoria. When this light is exhibited it will inform outward bound vessels that desire a Bar Pilot that the bar is not passable and that the vessel should remain in port.

(108) **Baker Bay** is a shoal open bight, east of Cape Disappointment, formed by the cape and the recession of the land north. **Sand Island**, low and flat, fronts the bay on the southwest side.

(109) A dredged channel leads north from the Columbia River along the west side of Sand Island thence to the Port of Ilwaco mooring basin about 3 miles above the entrance. The entrance is between two detached jetties marked at the channel ends by lights. The channel is marked by lights and daybeacons. The entrance usually has swells and is subject to continual change; the channel should be navigated only at high water with local knowledge. The rest of Baker Bay is covered with shoals and abandoned fish traps.

(110) **Ilwaco** is the base for a large commercial and sport fishing fleet. Berths with electricity, gasoline, diesel fuel, ice, water, and other supplies are available. The largest marine railway can handle vessels up to 75 feet long for all types of repairs. Lifts up to 50 tons are also available. Wet winter boat storage is available at this port. Machine and carpentry shops are at this boatyard. The **Port of Ilwaco** administers the docks and facilities of the port. For information about the channel or facilities, contact the port manager or harbormaster at 360–642–3143 or on VHF-FM channel 16.

(111) **Desdemona Sands**, marked by a light near the west end, is a shoal area extending southeast for about 8 (9.2) miles from just inside the entrance to Columbia River. Desdemona Sands has the main river channel to the south and a secondary channel to the north. The southern section of Desdemona Sands is composed of shifting sand shoals that dry at low water. Only shallow draft vessels should attempt to navigate Desdemona Shoals; mariners are urged to use caution in the area.

(112) A boat basin is at **Hammond**; the entrance is marked by a light and a daybeacon on the east and west jetties, respectively. In 2008, a reported depth of 5 feet was available in the basin channel with shoaling to lesser depths at the south end. Berths with electricity, for about 140 craft, gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp are available at the basin. Wet winter storage and minor repairs are available in the basin.

(113) A packing plant wharf is about 0.5 mile southeast of the boat basin at Hammond.

(114) **Warrenton**, on the **Skipanon Waterway** at Mile 9.5 (11), is the base of a large sport fishing fleet. About 1 mile above the entrance to the waterway is a basin with a marina on the side side. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp are available. A marine railway that can handle boats up to 80 feet long is at the marina for hull repairs.

(115) The channel to the turning basin is marked by a **198°30'** lighted range; lights mark the channel entrance.

(116) Above the waterfront area, the river is crossed by a fixed highway bridge with a clearance of 17 feet. A power cable upstream from the bridge has a clearance of 21 feet.

(117) **Scarboro Hill**, 820 feet high, is on the Washington side about 7 (8) miles east of Cape Disappointment. It is a long, gradually rising ridge, covered with grass, fern, and some trees. A number of conspicuous light-colored buildings of the historical Fort Columbia State Park may be seen near the base of the hill.

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

(119) **Smith Point**, at Mile 11.3 (13.0) on the Oregon side, is the W termination of a high, wooded ridge; it is the first prominent point on the south bank southeast of Point Adams. The ridge culminates in **Coxcomb Hill**, 595 feet high, behind Astoria. The Astoria Column on the top of the hill is prominent.

(120) **Youngs Bay** is a shoal body of water just west of Smith Point. It receives the waters of **Youngs River** and **Lewis and Clark River**. The docks of a marine repair yard are 0.5 mile above the Old Route 101 highway bridge crossing the Lewis and Clark River. The yard can handle vessels up to 350 tons for hull and engine repairs. Traffic on the two rivers is confined chiefly to tugs handling log rafts just above the highway bridges. Small tugs operate to the town of **Olney** on Youngs River at high tide.

(121) A dredged channel leads from Columbia River through Youngs Bay to naturally deep water at the mouth of Youngs River. In 2007, the controlling depth in the dredged channel was 4 feet. A channel, marked by buoys and daybeacons, leads souith from the dredged channel in Youngs Bay to the mouth of the Lewis and Clark River. In 1992, the mouth of the river had shoaled to bare.

(122) Youngs Bay is crossed by U.S. Route 26/101 vertical-lift highway bridge with clearances of 39 feet down and 74 feet up, about 0.3 mile above the mouth. The bridgetender monitors VHF-FM channel 16 and works on channel 13, call sign WHG-914. The highway bascule bridge, 2.1 miles above the bay entrance at the entrance to Youngs River, has a clearance of 24 feet. (See **117.1 through 117.59 and 117.899**, chapter 2, for drawbridge regulations.) In 2003, the north draw leaf of the bascule span was disabled. The least clearance of overhead cables across Youngs River to about 4 miles above the mouth is 103 feet.

(123) Over Lewis and Clark River, 0.8 miles above the mouth, is a highway bascule bridge with a clearance of 25 feet. The power cable at the bridge and the two about 1.8 miles above the mouth have a least clearance of 64 feet. The highway bridge, 4.8 miles above the mouth, has a fixed span 18 feet wide with clearance of 10 feet. (See **117.1 through 117.59 and 117.899**, chapter 2, for drawbridge regulations.) Clearances and depths on Youngs River and Lewis and Clark River are at **mean lower low water.**

(124) **Point Ellice**, on the Washington side 11 (12.7) miles inside the entrance, is the termination of a spur from the mountain ridge back of Scarboro Hill. The point is rounding and rocky, but not high. Two high hillocks lie behind the point. In this area there are many abandoned fish traps and pile structures that extend into the river.

(125) **Astoria**, at Mile 12 (14) on the Oregon side, extends from Youngs Bay to Tongue Point. It is the principal city on the Columbia River below Longview, WA. It has connections with the interior by both rail and highway.

(126)

Anchorages

(127) **General anchorages** are north and west of Tongue Point. (See **110.1 and 110.228**, chapter 2, for limits and regulations.)

(128) The fixed highway bridge between Astoria and Point Ellice has a clearance of 193 feet (205 feet at the center) over the main channel near Astoria. The span over the north channel near Point Ellice has a clearance of 48 feet.

(129)

Currents

(130) Above Astoria the current velocity is 1 to 3 knots except during the freshet period when the ebb is considerably increased although not enough to affect navigation seriously.

(131)

Weather, Astoria

(132) Astoria's perennially verdant landscape is hemmed by rather low mountains on the north, east, and south. On the west it is open to the Pacific Ocean over 4 miles (7 km) or more of low green dunelands and the last 10 miles (19 km) of the Columbia River.

(133) The average temperature in Astoria is 51°F (10.6°C). The average maximum is 58°F (14.4°C) while the average minimum is 44°F (6.7°C). Ninety degree-plus readings have been recorded only during the June through September period and the all-time high is 100°F (37.8°C) recorded in July 1961. Temperatures less than 40°F (4.4°C) have been recorded in every month and only June through September have escaped below-freezing temperatures. The extreme minimum is 6°F (-14.4°C) recorded in December of 1972 and 1990.

(134) The average precipitation for Astoria is just over 67 inches (1702 mm). December is the wettest month averaging 10.50 inches (267 mm) while July is the driest month averaging only 1.10 inches (27.94 mm). An average of 240 days each year record precipitation. Snowfall is unusual. The average annual snowfall total is only 4.3 inches (109.2 mm) but every month except June through September has recorded at least a trace. An average of 191 days each year has fog and it is somewhat evenly distributed throughout the year. May is the most fog-free month while October records the most foggy days.

(135) Weather hazards occasionally occur. Storms may sink or wreck ships. Even in fair weather, wind and wave may combine to produce a type of breaker known as the "widow-maker" and swamp a boat. Heavy rains inundate lowlands, and high tides aggravated by gales may push seawater across highways and up beaches. Rains may cause earthslides, mostly in highway cuts. Storms may fell trees or break power and phone lines. Lightning strikes are rare. Showers of small hail may briefly whiten the ground during many of the months. Occasionally in winter there may be rather brief periods of freezing temperatures, with snow or ice.

(136) The climate of Astoria is generally characterized by summers with cool breezes and waters, moderate temperatures and periods of fog. Heat waves are uncommon and usually brief. Winters often bring dampness, increased precipitation, storms, winds and cloudness with brief periods of freezing temperatures, snow and ice. (See Appendix B for Astoria **climatological table**.)

(150)

Facilities at Hammond, Warrenton and Astoria

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Point Adams Packing Co. Hammond Wharf	46°12'01"N., 123°56'26"W.	180	41	20	Two ¾-ton mast-and-boom derricks	Receipt of seafood	California Shellfish, Inc.
Nygaard Brothers Logging Company Warrenton Wharf	46°11'29"N., 123°55'24"W.	460	40	15	• Open storage (80 acres) • One 200-ton crawler crane • Log stackers/loaders	Receipt of logs	City of Warrenton/ Nygaard Brothers Logging Co. and Warrenton Fiber Co.
Warrenton Fiber Company Wharf	46°11'25"N., 123°55'25"W.	470	12	20	• Open storage area • One loading tower and spout • Electric belt-conveyor	Shipment of wood chips	City of Warrenton/ Warrenton Fiber Co.
Pacific Coast Seafoods Warrenton Wharf	46°10'10"N., 123°54'52"W.	390	16	15	• Two ½-ton mast-and-boom derricks • Tank storage (475 barrels)	Receipt of seafood	Pacific Coast Seafood, Inc.
Port of Astoria Pier No. 2	46°11'21"N., 123°51'44"W.	425 (face) 1,307 (lower) 1,250 (upper)	35-40 35 22	16	• Tank storage (101,500 barrels) • Open storage (10.8 acres) • Covered storage (46,000 square feet) • One 250-ton mobile crane • One 50-ton crawler crane	• Receipt and shipment of conventional general cargo • Shipment of logs and lumber • Receipt of petroleum products	Port of Astoria/ Cavenham Forest Industries; McCall Oil and Chemical Co.; Marine Spill Response Corp.
Port of Astoria Pier No. 1 (West Side)	46°11'23"N., 123°51'34"W.	1,100	40	16	• Open storage (5 acres) • Cranes are available from reference No. 1	• Receipt and shipment of conventional general cargo and logs • Shipment of wood chips	Port of Astoria/ Cavenham Forest Industries
Port of Astoria Pier No. 1 (Face)	46°11'26"N., 123°51'31"W.	875	40	16	• Open storage (5 acres) • Cranes are available from reference No. 1	• Receipt and shipment of conventional general cargo and wood chips • Shipment of logs	Port of Astoria
Astoria Warehousing Wharf	46°11'35"N., 123°50'40"W.	320	40	16	• Covered storage (121,000 square feet) • Eleven 2½-ton forklifts	Receipt of canned salmon	Astoria Warehousing, Inc.
Fishhawk Fisheries Astoria Wharf	46°11'33"N., 123°50'18"W.	45	40	16	Two ¼-ton electric hoists	Receipt of seafood	Fishhawk Fisheries, Inc.
Ocean Foods of Astoria Wharf	46°11'30"N., 123°49'58"W.	260	30	15	One 2-ton derrick and two 1-ton derricks	Receipt of seafood	Ocean Foods of Astoria, Inc.
Tongue Point Piers 3,4, and 5	46°12'00"N., 123°45'28"W.	2,300 (Pier 3) 2,300 (Pier 4) 2,300 (Pier 5)	12-24	15	Open storage (4.5 acres)	• Shipment of steel products • Mooring vessels for construction and shipbreaking	State of Oregon/ Cresmont Inc., Pacific Marine and Steel Inc., The Ogilvie Co.
James River Corp. Wauna Mill Transit Shed Dock	46°09'38"N., 123°24'20"W.	1,090	30	11	• Open storage (25,000) • Covered storage (120,000 square feet)	Shipment of paper products and wood pulp	James River Corp.
James River Corp. Wauna Mill Peco Wharf	46°09'25"N., 123°24'01"W.	762	20-40	15	• Open storage area • One electric crane • Belt-conveyor system	Receipt of wood chips and sawdust	James River Corp.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(137)

Pilotage, Astoria

(138) See Pilotage, Columbia River and Bar, indexed as such, earlier this chapter.

(139)

Towage

(140) Tugs to 3,600 hp are available at Astoria with 12 hours notice. Arrangements for tugs are usually made in advance by ships' agents. Barges of various size and application are available with prior arrangement.

(141)

Quarantine, customs, immigration and agricultural quarantine

(142) Astoria is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(143) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(144)

Coast Guard

(145) Two Coast Guard cutters are stationed at Astoria. A Coast Guard Air Station is at Warrenton-Astoria Regional Clatsop County Airport.

(146)

Harbor regulations

(147) Harbor regulations are prescribed by the Port of Astoria Board of Commissioners. The direct operation of the port is controlled by a port manager who is appointed by the Board.

(148)

Wharves

(149) The Port of Astoria is a municipal corporation embracing all of Clatsop County as a port district. The district extends from the mouth of the Columbia River to Westport (46°07'55"N., 123°22'07"W.), and includes the towns of Hammond, Warrenton and Astoria. The port owns a substantial part of the waterfront at Smith Point, and operates a well-equipped modern terminal with three piers. The port offices are at the head of Pier 2. For the latest information about depths alongside the piers, contact port authorities at 503–325–4521. Water and electrical shore power connections are available at most of the berths. General cargo at the port is usually handled to and from vessels by ships' tackle. Additional equipment, if available, is listed under *Mechanical Handling Facilities* in the table.

(151)

Supplies

(152) Most marine supplies and services are available at Astoria. Facilities for bunkering ocean-going vessels are maintained at Pier 2, about 0.3 mile east of the bridge. Bunkering is available at anchorage, arrangements can be made at least 12 hours in advance through the ships agent or Brix Maritime on VHF-FM Channel 10. Fishing vessels are fueled at Carmichael-Columbia Oil Inc. wharf, about 0.5 mile east of the bridge.

(153)

Repairs

(154) The largest marine railway in the Astoria area can handle vessels to 400 tons. Complete hull, engine, and electronic repairs can be made. Complete salvage equipment is available in Astoria.

(155)

Small-craft facilities

(156) Two mooring basins for small craft and fishing vessels are maintained by the Port of Astoria. The West Basin, 0.3 (0.3) mile west of the south end of the Astoria Bridge, has 15 feet reported through the entrance and depths of about 5 feet at the floats. The entrance to the basin is marked by private lights. Berths with electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available. All types of repairs can be made at several private firms on the basin. A 10–ton hoist at a packing company just west of the basin can handle small craft in emergencies. The East Basin, 2 (2.3) miles east of the Astoria Bridge, has berths and a launching ramp; however, no services are available. Reported depths of 15 feet through the entrance and 10 feet at the floats are available. West Basin has wet winter storage, and East Basin has wet and dry winter storage.

(157)

Communications

(158) U.S. Highway 101 extends north and south from Astoria, and U.S. Highway 30 extends inland to Portland, OR. Astoria is served by a Class I railroad. The Clatsop County Airport, south of Youngs Bay, is served by a charter airline that handles passengers and freight.

(159) **Tongue Point**, at Mile 16 (18) on the Oregon side, is a bold, rocky peninsula, 308 feet high, covered with trees and connected with the south bank by a low, narrow neck; it projects into the river for 0.8 mile. A buoy depot of the Coast Guard is on the west side of the peninsula near its inner end. On the east side are the concrete piers of the former naval base.

(160) **Cathlamet Bay** is east of Tongue Point and south of the main ship channel. The bay is subject to frequent change with shifting shoals and channels. There are many islands which are covered with tule in the summer, but in the winter they are almost indiscernible. Protected anchorage for small craft can be found in the area between Mott Island and Lois Island in 12 to 17 feet. A submerged obstruction with a least depth of 5 feet is close to the middle of this area in about 46°11'24"N., 123°44'18"W. The **John Day Channel** extends between Tongue Point and **John Day Point**. At the junction with the **John Day River**, just north of the point, the name changes to **South Channel,** which follows the shore closely to and around **Settler Point** to **Svensen**; these channels are marked by lights and daybeacons. A railroad swing bridge crosses John Day River near the mouth and has a reported clearance of 8 feet. (See **117.1 through 117.59 and 117.881**, chapter 2, for drawbridge regulations.) Several power cables cross the river and have a least clearance of 30 feet at mean lower low water. Many houseboats are moored along John Day River. The east part of Cathlamet Bay (chart 18523) is used mostly for logging operations and log storage.

(161) **Grays Bay** on the Washington side extends from **Grays Point** to **Harrington Point** north of the Main Ship Channel. Extensive mud flats are in the northeast section of the bay and are subject to frequent change. A dangerous submerged rock is off Rocky Point in 46°17'15"N., 123°43'40"W. **Deep River** flows into the north part of the bay. The channel is marked and follows the shore from Grays Point around **Portuguese Point** and **Rocky Point**. This river is used only by small pleasure craft and sport fishermen and for logging operations. Depths of about 6 feet are available for about 2 miles above the mouth, above which it is shoal and probably good for no more than 2 feet.

(162) **Grays River**, entered just east of Deep River, is another small stream used only by pleasure craft. Depths are not more than 2 feet, and much of the stream is blocked by snags and sunken logs.

(163)

Chart 18523

(164) Between **Harrington Point**, Mile 20.5 (23.6), and **Crims Island**, Mile 47.5 (54.6), Columbia River main channel follows the north bank to **Three Tree Point**, thence swings around the bend, holding to the northeast

shore as far as **Hunting Islands**, where it swings along the south shore until off the southeast end of **Puget Island;** thence it follows the north bank from **Cape Horn** past **Abernathy Point** and north of Crims Island and **Gull Island**.

(165)

Currents

(166) In this section the current velocity is about 1 knot. Because of the river flow, which combines with the current, the upstream flow is weak or nonexistent and the downstream flow attains velocities of 2 to 3 knots.

(167)

Local magnetic disturbance

(168) Differences of as much as 3° from the normal variation have been observed along this section of the river.

(169) **Steamboat Slough**, northeast of **Price Island** at Mile 29.3 (33.7) on the Washington side, and **Elochoman Slough**, on the east side of Hunting Islands at Mile 31.3 (36), are used by fishing boats, tugs, and for log storage. Gasoline and diesel fuel are available at **Skamokawa** just above the northwest end of Steamboat Slough. A small marine railway, owned by a private packing firm, can be used if prior arrangements are made. In 2000, the controlling depth was 1 foot along the southeast edge of the entrance channel (shoaling to bare across the remainder of the entrance) and in the channel bend off Skamokawa.

(170) At Mile 35 (39.9), a power cable with a least clearance of 230 feet crosses the main channel to Puget Island. The tower on the east side of the channel on Puget Island is prominent.

(171) **Cathlamet Channel** joins the main channel at Mile 32.3 (37.2) on the Washington side. It is used by fishing boats, tugs, log rafts, and barges, and for some log storage above the city of **Cathlamet**. A mooring basin is at Cathlamet with its entrance on Elochoman Slough; 190 berths (some with electricity), gasoline, diesel fuel, water, ice, wet and dry winter boat storage, a pumpout station, a launching ramp, and marine supplies are available. A fixed highway bridge crosses the channel from Cathlamet to Puget Island; the clearance is 75 feet for the north span. A power cable, 0.5 mile above the bridge, has a clearance of 310 feet.

(172) Three wharves, owned and operated by Fort James, are at **Wauna**, on the Oregon side at Mile 36.2 (41.7). The wharves are in line and together provide a total of 3,000 feet of continuous berthing space. Depths alongside are 20 to 50 feet and deck heights are 11 to 15 feet. A clamshell bucket unloads wood chips into a receiving hopper served by a conveyor system. Wood chips, sawdust, and fuel oil are received, and paper products are shipped.

(173) **Westport Slough**, at Mile 37.4 (43) on the Oregon side, leads to a ferry dock at the village of **Westport**. A lumbermill wharf, in ruins, is just east of the ferry slip. In 1989-2009, the midchannel depth was 4 feet to the ferry dock. The ferry operates between Westport and the ferry landing 0.5 mile north of **Pancake Point** on Puget Island, and carries passengers and automobiles. Above Westport the slough was used for log storage; decaying and submerged piling may present hazards to vessels operating close to shore. About 7 feet can be carried to **Kerry**, 2.4 miles above the mouth. Overhead power cables 0.8 and 1 mile above the mouth of the slough have clearances of 74 and 76 feet, respectively.

(174) **Wallace Slough**, at Mile 41 (47) south of Wallace Island, is used by fishing boats and house floats. A depth of 4 to 5 feet can be carried through the slough.

(175) **Beaver Slough** enters Wallace Slough near the southeast end of Wallace Island. The slough is used by fishing boats and house floats. A fixed bridge with a 30–foot span and clearance of 8 feet crosses the west arm of the slough near its mouth. An overhead power cable with a clearance of 68 feet crosses the slough about 2 miles above the mouth.

(176) **Clatskanie River** is a tributary of Beaver Slough. A railroad swing bridge, about 0.6 mile above the mouth, has a clearance of 16 feet through the east draw. (See **117.1 through 117.59 and 117.865**, chapter 2, for drawbridge regulations.) There is a wharf at Clatskanie. Gasoline, diesel fuel, and water are available in cans from the town; mariners supplies, ice, and a launching ramp are also available. Several sawmills once operated along the river. Logs were stored throughout the area, and remnants of piling and related structures may present hazards close to shore. In 1998, depths of about 2 feet could be carried through Beaver Slough to the mouth of Clatskanie River; thence 2 feet could be carried in the river to the town of Clatskanie; local knowledge is advised. Numerous shoals and snags have been reported in Beaver Slough and Clatskanie River.

(177) **Port Westward**, a former Army ammunition terminal, is the site of a general cargo terminal. The main wharf, just west of the entrance to Bradbury Slough, is 1,200 feet long, has 40 feet reported alongside and a deck height of 20 feet, and can be used for shipment and receipt of general cargo.

(178) **Bradbury Slough**, at Mile 46.6 (53.6) SW of Crims Island, has depths of 9 feet as far as the upper end where it shoals to 3 feet. There once was extensive log storage along the Crims Island shore. Remnants of pilings and log storage related structures may present hazards close to shore.

(179)

Chart 18524

(180) Between Crims Island and Saint Helens, Mile 75 (86), the main channel starts its souotheast swing, passing south of **Fisher Island** and **Hump Island**, and north of**Walker Island**and **Lord Island**; thence, under the Longview fixed bridge, thence west of **Cottonwood Island**, east of **Sandy Island**, and west of **Martin Island**

(208)

Facilities at Longview

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Reynolds Metals Company Longview Reduction Plant Alumina Dock	46°08'08"N., 123°00'03"W.	700	38	15	• Tank storage (64,000 tons) • One traveling electric unloading tower and belt-conveyor	Receipt of alumina	Reynolds Metals Co.
Weyerhaeuser Company Longview Plant Salt Dock	46°07'44"N., 122°59'20"W.	1,160	32	26	• Tank storage (100,000 barrels) • Open storage (23,000 tons of salt)	Receipt of salt	Weyerhaeuser Co.
Weyerhaeuser Company Longview Plant Lumber Barge Dock	46°07'40"N., 122°59'10"W.	200	35	20	Open storage (2½ acres)	Shipment of lumber and newsprint	Weyerhaeuser Co.
Weyerhaeuser Company Longview Plant Wood Pulp Export Dock	46°07'32"N., 122°58'57"W.	1,185	35	26	• Covered storage (93,000 square feet) • Open storage (250,000 square feet)	Shipment of lumber, paper products, and wood pulp	Weyerhaeuser Co.
Weyerhaeuser Company Longview Plant Barge Slip	46°06'49"N., 122°57'48"W.	320	13	20	Open storage (12 acres)	Receipt of wood chops by barge	Weyerhaeuser Co.
Weyerhaeuser Company Longview Plant Log Export Dock	46°06'33"N., 122°57'40"W.	1,320	35	21	Open storage (20 acres)	Shipment of logs	Weyerhaeuser Co.
Port of Longview Berth No. 1	46°06'23"N., 122°57'23"W.	792	40	30	• Open storage (28 acres) • Covered storage (637,000 square feet) • One 50-ton gantry crane • One bulk loading spout and belt-conveyor	Receipt and shipment of conventional general cargo and dry bulk materials	Port of Longview
Port of Longview Berths Nos. 2 and 3	46°06'21"N., 122°57'17"W.	845	40	30	• Open storage (2.8 acres) • Covered storage (11,000 tons of dry bulk) • One 600-ton shear-leg derrick • One loading spout and belt-conveyor	• Receipt and shipment of conventional general cargo and heavy lift items • Shipment of dry bulk materials	Port of Longview
Port of Longview Petroleum Coke Wharf Berth No. 5	46°06'12"N., 122°56'52"W.	722	40	20	• Tank storage (44,000 tons) • One electric-hydraulic shiploader	Shipment of petroleum coke and logs	Port of Longview
Port of Longview Berth Nos. 6 and 7	46°06'08"N., 122°56'41"W.	1,500	40	29	• Open storage (38 acres) • One 33-ton electric traveling crane	• Receipt and shipment of general cargo and logs • Receipt of miscellaneous bulk materials	Port of Longview
International Paper Co. Longview Wood Chip Export Dock	46°06'01"N., 122°56'20"W.	1,440	35	29	• Open storage (144,000 tons of wood chips) • One 15-ton derrick • Telescopic pipeline and loading spout	Shipment of wood chips	International Paper Co.
Longview Fibre Co. Wood Chip Dock	46°05'58"N., 122°55'16"W.	2,360	12	20	• Open storage area • Two fixed unloaders with belt-conveyors	Receipt of wood chips and hogged fuel	Longview Fibre Co.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

and **Burke Island**. Numerous jetties along this stretch are usually marked by lights or daybeacons.

(181)

Currents

(182) In this section, the average velocity on the ebb is 2.0 knots. Flood currents can be experienced at low river levels after spring freshet and until the fall rainy season.

(183)

Local magnetic disturbance

(184) Differences of as much as 8° from the normal variation have been observed along this section of the Columbia River.

(185) **Coal Creek Slough**, at Mile 48.9 (56.3) on the Washington side, empties into the river at **Stella**. The slough is used for moorage of small craft. It was also used for log storage, and piling and related structures present hazards close to shore. Power cables over the deeper part of the slough have a least clearance of 65 feet.

(186) **Fisher Island Slough**, north of Fisher Island, is used as the Longview Yacht Basin, by small fishing vessels, and as log-storage grounds. A depth of 7 feet may be carried through the channel. Remnants of log storage grounds may still be found throughout the transit.

(187) Power cables over the main channel at Mile 54.2 (62.4), at Lord Island, have a least clearance of 216 feet.

(188) The channel between Walker Island and the Oregon shore is used for log-raft storage. The power cables south of Lord Island have a least clearance of 115 feet.

(189) The **Lewis and Clark Bridge**, at Mile 57.3 (66.0) between Longview and Rainier, has a fixed span with a

clearance of 187 feet. The bridge piers are marked by buoys.

(190) **Longview**, at Mile 57.3 (66) on the Washington side is a major river port. Papermills, lumbermills, and an aluminum plant are in the city. Waterborne commerce includes lumber and wood products, flour, alumina and aluminum ingots, and general cargo.

(191)

Prominent features

(192) The Lewis and Clark Bridge with its high towers is easily the most prominent feature in approaching Longview from either up or down the river. Upon closer approach, the many stacks and tanks of the mills can be identified; most are charted.

(193)

Anchorages

(194) Deep-draft vessels may anchor northwest of Lewis and Clark Bridge adjacent to the main ship channel (Slaughters Channel); depths in this anchorage are 30 to 41 feet. A secondary anchorage, southeast of the bridge and just south of the main ship channel, may also be used. Depths in this anchorage are 35 to 40 feet off Rainier and 18 to 35 feet opposite Cottonwood Island. Care should be exercised not to obstruct the dredged channels. (See **33 CFR 110.1** and **110.228**, chapter 2, for limits and regulations.)

(195)

Currents

(196) Average current velocity, on the ebb, at Longview is 2.0 knots.

(197)

Pilotage, Longview

(198) See Pilotage, Columbia River and Bar, indexed as such, early this chapter.

(199)

Towage

(200) Tugs to 3,600 hp are available at Longview.

(201)

Quarantine, customs, immigration and agricultural quarantine

(202) Longview is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(203) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(204)

Harbor regulations

(205) The Port of Longview is a municipal corporation governed by a board of commissioners and administered by a port manager.

(206)

Wharves

(207) The deep-draft facilities at Longview include six berths owned and operated by the Port of Longview, and the privately owned and operated facilities of two large paper companies and an aluminum plant. Only the deep-draft facilities are listed in the table. Depths alongside the port-owned wharves are reported to be maintained at 40 feet; for information on the latest depths contact the port authorities or private operators. All the facilities described have direct highway connections and plant trackage with direct railroad connections. The port-owned properties have a total covered storage area of 1 million square feet and open storage area of 75 acres. Water and electrical shore power connections are available at the port wharves and some of the private facilities. Special handling equipment, if available, is mentioned under *Mechanical Handling Facilities* in the table.

(209) The Weyerhaeuser facilities (Table Ref. Nos. 2-4) northwest of the Lewis and Clark Bridge are reached by a side channel. The channel is marked by a **115°** private lighted range.

(210)

Supplies

(211) Provisions and some marine supplies and services are available. Fuel oil and water are available at the wharves.

(212)

Repairs

(213) There are no facilities for major repairs to large oceangoing vessels in Longview; the nearest such facilities are in Portland. Some above-the-waterline repairs can be made, and there are several machine shops in the city. The Port of Longview has cranes to 65-ton capacity which can be used to lift private craft if prior arrangements are made.

(214)

Communications

(215) Longview is served by Interstate Highway 5 and U.S. Highway 30, and by three transcontinental railroads.

(216) **Cowlitz River** flows into Columbia River at Mile 59 (68), just east of Longview. The mouth of the river is heavily silted as a result of the volcanic eruptions of Mount Saint Helens in 1980. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River. In 1980, dredging was done in the area but the **Federal project** is no longer maintained by the U.S. Army Corps of Engineers. Mariners are advised to use extreme caution and seek local knowledge prior to entering Cowlitz River. The tide varies from 4 feet at the mouth to zero at **Ostrander**, 7.8 miles above the mouth. At Kelso a stage of 20 feet is reached during ordinary freshets and a stage of 25 feet at extreme floods.

(217) Five fixed bridges and several overhead power/television cables cross the river between the mouth and Ostrander; least clearances for the bridges are 10 feet and for the cables are 67 feet. A bascule bridge, 1.4 miles above the mouth of the river, has a clearance of 25 feet. (See **117.1 through 117.59 and 117.1037**, chapter 2, for drawbridge regulations.)

(222)

Facilities at Kalama

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Port of Kalama Bulk Materials Dock	46°02'36"N., 122°52'36"W.	800	40	-	Open storage (100 acres)	Receipt and shipment of bulk materials and steel products	Port of Kalama/ BHP Steel
Peavy Company Kalama Grain Elevator Wharves	46°01'36"N., 122°52'05"W.	800	40	25	• Silo storage (2 million bushels) • Electric belt-conveyors • One electric bucket-type marine leg	Receipt and shipment of grain	Peavy Co.
Kalama Chemical Kalama Wharf	46°01'17N., 122°51'38"W.	680	40	23	Tank storage (5 million gallons)	Receipt of toluene	Kalama Chemical, Inc.
RSG/Forest Products Kalama Wharf	46°00'55"N., 122°51'13"W.	300	25	16	Open storage (40 acres)	Shipment of lumber	Port of Kalama/ RSG/Forest Products, Inc.
Harvest States Cooperatives, Kalama Grain Elevator Wharf	45°59'03"N., 122°50'05"W.	840	40	25	• Silo/Tank storage (6.4 million bushels) • Seven vessel loading spouts • Electric belt-conveyors • One electric bucket-type marine leg	Receipt and shipment of grain	Port of Kalama/ Harvest States Cooperative

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(218) At **Kelso** there are several private wharves including a sand and gravel wharf, a public landing, and several small craft floats, at one of which gasoline is available.

(219) **Rainier** is on the Oregon side opposite Longview. The town of Rainier operates a small-craft basin; berths, gasoline, water, ice, a launching ramp, a pumpout station, wet winter boat storage, and marine supplies are available. Diesel fuel may be obtained at the tugboat moorage just east of the city basin.

(220) **Carrolls Channel**, between Cottonwood Island and the Washington shore of Columbia River, is used for log storage and fishing boats.

(221) Two State fish hatcheries are on **Kalama River** at Mile 63.5 (73.1). **Kalama**, on the E bank about 3 (3.5) miles above Cottonwood Island, is the site of two lumber mills.

(223) A marina and mooring basin are at Kalama. Berths with electricity, gasoline, diesel fuel, water, a launching ramp, a pumpout station, and wet and dry winter boat storage are available at the marina.

(224) The channel circling the west side of **Sandy Island** is used by tugs hauling log rafts and barges.

(225) **Martin Slough**, between Martin Island and Burke Island and the Washington shore, formerly a booming and log storage area, as was **Burke Slough** between Burke Island and the Washington shore. Mariners are cautioned that submerged piling and hazardous structures may exist throughout the area close to shore.

(226) **Columbia City** is a municipality at Mile 73 (84) on the Oregon side. The main channel follows along the waterfront.

(227) At the south end of **Deer Island Slough**, about 1.5 miles north of Columbia City, is the pier of a chemical plant.

(228) **Saint Helens**, at Mile 75 (86) opposite the mouth of Lewis River, is the site of a pulp and paper mill.

(229) Berths with electricity, gasoline, water, ice, and some marine supplies are available at the marina at Saint Helens. Engine repairs can be made. There are a large number of houseboats and boathouses in the vicinity of the marina. A launching ramp and wet winter boat storage are available at the marina.

(230) A dredged channel, marked by private daybeacons, leads to a marina in **Scappoose Bay**, SW of Saint Helens. The marina is owned by the Port of Saint Helens and can provide berths with electricity, gasoline, water, ice, marine supplies, a launching ramp and wet winter storage.

(231) **Lewis River** enters Columbia River at **Austin Point**, Mile 75.7 (87.0), on the Washington side. Depths are about 3 feet over the mouth, but just below the first bridge a bar reduces the depth to less than 1 foot. Some recreational traffic moves up to **Woodland**, 5.7 miles above the mouth, at high water. The railroad swing bridge 1.8 miles above the mouth remains in the closed position and has a clearance of 28 feet. (See **117.1053**, chapter 2, for drawbridge regulations.) The other bridges, all fixed, have clearances of 34 feet or more.

(232) From Saint Helens, Columbia River follows a south course to the mouth of the Willamette River, Mile 88 (101.2), and then turns southeast to Vancouver, Mile 92 (106).

(233)

Chart 18525

(234) **Multnomah Channel** is a 19-mile waterway separated from the Columbia River near Saint Helens and from the Willamette River near Portland by **Sauvie Island**. A power cable about midway through the channel has a clearance of 100 feet. A fixed highway bridge, near the south end, has a clearance of 77 feet. There are several full service marinas and yacht clubs along the channel.

(242)

Willamette River and Portland, Oregon
Image courtesy U.S. Army Corps of Engineers (1988)

Covered berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramps, and pump-out stations are available. Hull, engine, and electronic repairs can be made and an 80-ton marine lift and 60-ton marine railway are available. There are several houseboats along the channel, and most of the channel south of **Coon Island**, is designated a **no wake zone**.

(235) **Warrior Rock**, the point on the east side of **Warrior Point** at the north end of Sauvie Island, is marked by a light. In thick fog vessels seldom attempt to pass the light; they anchor either above or below the point until the weather clears.

(236)

Local magnetic disturbance

(237) Differences of as much as 6° from the normal variation have been reported between Warrior Rock and Duck Club Light 6 off **Duck Club**, 1.5 miles south.

(238) **Lake River**, the outlet for **Vancouver Lake**, flows north for 9.5 miles to its junction with Columbia River at the north end of **Bachelor Island**, Mile 76 (88). The reported controlling depth was 6 feet in 1973 to the small-craft harbor at **Ridgefield**, 2.5 miles above the mouth. A marina is at Ridgefield; berths, water, ice, a launching ramp, and some marine supplies are available. The town of Ridgefield operates a public small-craft dock and launching ramp just south of the marina. Wet winter boat storage is at the marina.

(239) A marina, in the channel behind the elongated island west of Shillapoo Lake, has berths, with electricity, gasoline, water, ice, a launching ramp, and marine supplies. A 2½-ton hoist is available for launching small craft. Reported depths of 5 feet can be carried through the channel and to the river north of the marina, however, the channel south of the marina is closed by shoals.

(240)

Charts 18526, 18527

(241) At Mile 88 (101.2), Columbia River is joined by **Willamette River**, its largest tributary below the Cascade Mountains. The Willamette drains a large territory and is important as the site of the city of Portland, 9 (10.4) miles above its mouth.

(244) The Federal project depth in Willamette River is 40 feet to the Broadway Bridge in Portland, thence, maintained by the Port of Portland, 30 feet between Broadway Bridge and Ross Island. (See Notice to Mariners and latest editions of charts for controlling depths on the Willamette River to the Broadway Bridge.) Additional information can be obtained from the Corps of Engineers, Portland, OR. (See Appendix A for address.) Contact the Port of Portland for the controlling depths of the section of the channel maintained by the port.

(243)

Structures Across the Willamette River *(statute miles 0 through 15)*				
Name•Description•Type	**Location**	**Clear Width of Draw or Span Opening (feet)**	**Clear Height above Columbia River Datum (feet)**	**Information**
Overhead power cables (three)	45°36'54"N., 122°47'20"W.		230	
St. Johns Bridge (highway, fixed)	45°35'07"N., 122°45'51"W.	1068	205	
Burlington Northern Railroad Lift Bridge	45°34'37"N., 122°44'50"W.	499	54 (down), 200 (up)	Bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9050.
Fremont Bridge (highway, fixed)	45°32'17"N., 122°41'00"W.	928	163	
Broadway Bridge (highway, bascule)	45°31'55"N., 122°40'27"W.	251	90	Bridgetender monitors VHF-FM channels 16 and 13 and answers on channel 13; call sign KLU-724. **(Note 1)**
Steel Bridge (highway/railroad, vertical lift)	45°31'39"N., 122°40'09"W.	205	26 (down), 161 (up) 71 (up, lower deck only)	Bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQU-534. **(Note 1)**
Burnside Bridge (bascule)	45°31'23"N., 122°40'03"W.	205	64	Bridgetender monitors VHF-FM channels 16 and 13 and works on channel 13; call sign KTD-520. **(Note 1)**
Morrison Bridge (bascule)	45°31'05"N., 122°40'12"W.	209 (185 open)	69	**(Note 1)**
Hawthorne Bridge (vertical lift)	45°30'47"N., 122°40'15"W.	200	49 (down), 159 (up)	Bridgetender monitors VHF-FM channels 16 and 13 and works on channel 13; call sign KTD-521. **(Note 1)**
Marquam Bridge (fixed)	45°30'29"N., 122°40'08"W.	350	(see information)	Clearances: 120 feet for central 220 feet 102 feet for central 350 feet
Tilikum Crossing/TriMet Bridge (fixed)	45°30'18"N., 122°40'01"W.	651	63	77 feet for central 150 feet
Ross Island Bridge (fixed)	45°30'04"N., 122°39'51"W.	490	(see information)	Clearances: 120 feet for central 100 feet 90 feet for central 330 feet
Overhead power cables	45°29'50"N., 122°39'50"W.		(see information)	Clearances: 123 feet (main channel) 83 feet (east channel)
Overhead power cables	45°29'25"N., 122°39'27"W.		75	Cable crosses east channel
Note 1 – See **33 CFR 117.1 through 117.59 and 117.897**, chapter 2, for drawbridge regulations.				

(245) (See **162.225**, chapter 2, for navigation regulations on Willamette River.)

(246) From the entrance of the Willamette River to the Willamette Falls Locks at Oregon City, overhead clearances and depths are at Columbia River Datum. Above the Willamette Falls Locks depths of the Willamette River are at **Willamette River Datum** and clearances are at the datum of **Newburg Pool**.

(247) **Kelley Point Junction Light** (45°39'11"N., 122°45'46"W.), 39 feet above the water, is shown from a pile structure with a red and green triangular daymark on the end of the dike extending from **Kelley Point** on the east side of the entrance to the river.

(248) **Columbia Slough**, a narrow back channel roughly parallel to Columbia River, empties into the Willamette about 0.4 (0.5) mile above its mouth. Least depth in the slough is usually less than 2 feet. A dam has been constructed across the slough about 7.3 miles above the mouth.

(249) The fixed bridges over the slough have a least clearance of 15 feet. The least clearance of the overhead power and telephone cables is 42 feet.

(250) In the vicinity of **Post Office Bar Range**, 2 (2.4) miles above the mouth of Willamette River, deep-draft vessels favor the W side of the river, while smaller vessels and tows usually hug the east side because of lesser current. Overhead power cables with a least clearance of 230 feet cross the river 0.3 mile above the junction with Multnomah Channel. The twin towers supporting the cables are the most conspicuous features in this area.

(251) **Portland**, on Willamette River about 9 (10.4) miles from its mouth, is the principal city of the Columbia River system and one of the major ports on the Pacific coast. The port has several deep-draft piers and wharves on both sides of the Willamette River between its junction with the Columbia and Ross Island. In addition there are extensive facilities for small vessels and barges south of Hawthorne Bridge and at North Portland Harbor, south of Hayden Island. It has extensive commerce, both foreign and domestic, and is the port of call for many lines of coastwise, intercoastal, and transpacific vessels.

(252) The **Port of Portland** created by the State in 1891, is controlled by a Port Commission and administered by an executive director. The port owns several marine terminals, Port of Portland Ship Repair Yard, and dredges the channel between Broadway and Ross Island Bridges; it also assists the Corps of Engineers with other dredging in the Willamette and Columbia Rivers. The port also operates an international airport and three general aviation airports. A 30-inch hydraulic pipeline dredge is owned by

the port. In addition to dredging the port waterfront and river channel, the port conducts hydrographic surveys periodically along all port-owned piers and wharves.

(253)

Anchorages

(254) The anchorage areas that are generally used in the Columbia River are Kelley Point Anchorage, east of Kelley Point and on the southwest side of Vancouver Lower Channel and Hayden Island Anchorage, between the north end of Hayden Island and Vancouver Range (See **110.1** and **110.228**, chapter 2, for limits and regulations.) Hayden Island anchorage has two anchor buoys for use by bulk carriers/large vessels. In 2004, an anchor was reported to have been lost in Hayden Island Anchorage in about 45°38'32"N., 122°44'01"W.

(255) A **special anchorage** in the Columbia River is between Tri-Club Island (Sand Island) and Lemon Island about 6.5 miles above the railroad bridge. (See **110.1** and **110.128**, chapter 2, for limits and regulations.)

(256)

Regulated navigation areas

(257) Regulated navigation areas have been established in the waters of the Willamette River along both sides of the river. These areas encompass sediment caps which have been placed over contaminated soil on the river bed. Anchoring, dredging or trawling in these areas is prohibited. See **33 CFR 165.1** through **165.13**, **165.1322**, **165.1323**, **165.1326** and **165.1337**, chapter 2, for limits and regulations.

(258)

Weather, Portland and vicinity

(259) The coast range provides limited shielding from the maritime influence of the Pacific Ocean. The Cascade Range provides a steep high slope for the lifting moisture-laden westerly winds which produces heavy rainfall in the western Cascade piedmont region. They also form the barrier for the Columbia River basin region and dry continental air masses. Airflow is usually northwest in Portland in spring and summer and southeast in fall and winter, interrupted occasionally by outbreaks of dry continental air east through Cascade passes and across ridge tops. When such an outbreak occurs, extreme high or low temperatures are usually experienced in the Portland area.

(260) Portland has a very definite winter rainfall climate. About 88 percent of the annual total occurs in October through May, nine percent in June and September, while only 3 percent comes in July and August. The average annual precipitation is 37.33 inches (948.2 mm). December is the wettest month and July, the driest. Precipitation is mostly rain; on the average only 17 days each year have snow. Snowfall is seldom more than a couple of inches, and it generally lasts only a few days. The annual average is only seven inches (178 mm) with January having the most. Snowfall has fallen in every month from November through May. The greatest measured snowfall in 24-hours was just under 11 inches (279 mm) recorded in January 1971.

(261) Each season is clearly marked. Winter is mild, cloudy, and wet with southeast surface winds predominating. Summer is marked by mild temperature, with prevailing northwest winds and very little precipitation. Fall and spring are transitional in nature, with frequent periods of ground fog. An average of 18 days during October record foggy conditions while only three days during July can expect fog. At all times, incursions of marine-tempered air are a frequent moderating influence. Outbreaks of continental air from east of the Cascade Mountains flow through the Columbia Gorge at near sea level and spread into the Portland area associated with the movement of Pacific storms offshore on a northeast storm track. In winter this brings the coldest weather and the extremes of low temperature are registered in the cold airmass. Freezing rain and ice glaze often are transitional effects. In summer the hot, dry, continental air brings the highest temperatures. Extreme temperatures below zero are very infrequent. The absolute lowest ever reached is 3°F below zero (-19.4°C) recorded in February 1950. Extreme temperatures above 100°F (37.8°C) have occurred during each month from May through September; the absolute highest temperature is 107°F (41.6°C) recorded in July 1942, July 1965 and August 1981. Temperatures 90°F (32.2°C) or higher are reached every year, but seldom persist for more than 2 or 3 days before the warm spell is broken by a flow of cool, moist air from the ocean. The average annual temperature for Portland is 53.9°F (12.1°C). The average maximum is 63°F (17.2°C) while the average minimum is 45°F (7.2°C).

(262) Destructive storms are infrequent in the Portland area. Surface winds seldom exceed gale force. Thunderstorms are infrequent occurring, on average, only seven days each year. Tornadoes with the funnel cloud reaching the ground are rare and there are rare occurrences of heavy rain even though winter rains may persist for days at a time.

(263) Ice forms occasionally, but it is seldom heavy enough to affect navigation seriously, although navigation by small craft may be difficult.

(264) (See Appendix B for **Portland climatological table**.)

(265)

Pilotage, Portland

(266) See Pilotage, Columbia River and Bar, indexed as such, earlier this chapter.

(267)

Towage

(268) Dock assist tugs to 3,600 hp are available in Portland. No lighterage is necessary, but occasionally lumber is transferred by barge from lumbermills to vessels.

(278)

Facilities at Portland

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Facilities on the Willamette River							
Port of Portland Terminal 5 (Berth 501) Grain Terminal Dock	45°38'33"N., 122°46'20"W.	900	40	25	• Three loading towers • One marine leg • Electric belt-conveyors • Silo/Tank storage (4.1 million bushels)	Receipt and shipment of grain	Port of Portland/ Columbia Grain, Inc.
STC Submarine Systems Dock	45°38'25"N., 122°46'31"W.	680	35-40	32	• Steel roller conveyors	Shipment of fiber optic cable	Port of Portland/ STC Submarine Systems, Inc.
Unocal Rivergate/Portland Agricultural Terminal Dock	45°37'33"N., 122°47'18"W.	1,164	35	35	• Covered storage • Tank storage: (7.8 million gal./ammonia) (19,200 gal./caustic soda) (15,600 gal./sulfuric acid)	• Receipt of granulated bulk urea • Receipt and shipment of anhydrous ammonia • Shipment of caustic soda and sulfuric acid	Unocal Petroleum Products & Chemicals Division, Unocal Corp.
Ash Grove Cement Co. Rivergate Plant Dock	45°37'22"N., 122°47'18"W.	230	25	30	• One 90-ton pedestral crane • Electric belt-conveyor • Open storage (80,000 tons of limestone)	Receipt of limestone	Ash Grove Cement Co.
James River Corporation Western Transportation Rivergate Barge Wharf	45°37'14"N., 122°47'18"W.	1,587	20-30	33	• Three 7-ton elevators and electric transfer system • Open storage (1.1 acres) • Covered storage (600,000 square feet)	• Receipt and shipment of general cargo • Receipt of starch and woodpulp • Shipment of paper products	James River Corp., Western Transportation
Time Oil Company Rivergate Terminal Wharf	45°36'54"N., 122°47'10"W.	750	40	26	• One 10-ton pedestal crane • Tank storage (750,000 barrels)	Receipt and shipment of petroleum products	Time Oil Co.
Premier Edible Oils Corporation Dock	45°36'47"N., 122°47'08"W.	670	42	32	• One ½-ton hose-handling derrick • Tank storage (7 million gallons)	• Receipt of crude palm, coconut and palm kernal oil • Occasional shipment of coconut oil	Schnitzer Steel Products Co./Premier Edible Oils Corp.
Georgia-Pacific Corp. Linnton Wood Chip Dock	45°36'45"N., 122°47'27"W.	1,200	36	28.5	• Tower on platform with shiploading chute • Electric belt-conveyor system • Open storage	Shipment of wood chips	Georgia-Pacific Corp.
International Terminals Berths 1, 2 and 3	45°36'39"N., 122°46'46"W.	1,900	35-40	25	• Three 60-ton gantry cranes • Two crawler cranes • Six 40-ton locomotive cranes • One 25-ton mobile crane • Open storage (20 acres) • Covered storage (65,000 square feet)	• Shipment of scrap metal • Receipt and shipment of steel products and miscellaneous dry bulk materials (pig iron, magnesite)	Schnitzer Steel Products Co./International Terminals
International Terminals Berth 4 Bulk Loader Dock	45°36'26"N., 122°46'50"W.	700	35	25	• Electric belt-conveyor system with loading spout • Open storage area	Shipment of miscellaneous bulk commodities (scrap metal, ore, sand, petroleum coke)	Schnitzer Steel Products Co./International Terminals
Port of Portland Terminal 4 (Berth 401) Grain Elevator	45°36'19"N., 122°46'47"W.	950	40	35	• Two traveling gantry towers with loading spouts • Electric belt-conveyor system • Covered storage (44,886 square feet)	Shipment of grain	Port of Portland/ Cargill, Inc.
GATX Tank Storage Terminals Corporation Portland Dock	45°36'15"N., 122°47'09"W.	740	32	28	• Four electric hose-handling derricks • Tank storage (484,000 barrels)	Receipt and shipment of liquid bulk commodities and petroleum products	GATX Tank Storage Terminals Corp.
Port of Portland Terminal 4, Pier 1 (Berths 403, 404 and 405)	45°36'16"N., 122°46'36"W.	1,500	35	35	• Steel tower with marine leg • Electric belt-conveyor system • Silo/Tank storage (7.6 million bushels) • Tank storage (5 million gal.) • Covered storage	• Receipt and shipment of molasses and liquid fertilizer • Receipt of grain	Port of Portland/ PM Ag Products, Inc. and Cargill, Inc.
Port of Portland Terminal 4 (Berths 406, 407 and 408)	45°36'16"N., 122°46'36"W.	1,500	35	30	• One 35½-ton container crane • Open storage (13 acres)	Receipt and shipment of conventional and containerized general cargo	Port of Portland/ Oregon Terminal Co.
Port of Portland Terminal 4 (Berths 411 and 410)	45°36'04"N., 122°46'31"W.	1,140	40	33	• One traveling tower crane • One fixed loading tower • Covered storage (33,600 tons of soda ash)	• Receipt and shipment of miscellaneous bulk commodities (coal tar pitch and alumina) • Shipment of soda ash, bentonite clay, talc, sodium sulphite and soybean meal	Port of Portland/ Hall-Buck Marine, Inc.

Facilities at Portland

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Port of Portland Terminal 4 (Berths 414 and 415)	45°35'50"N., 122°46'27"W.	1,344	40	25	• One 36-ton gantry crane • Open storage (38 acres) • Covered storage (205,000 square feet)	Receipt and shipment of conventional general cargo, steel and lumber	Port of Portland/ Oregon Terminal Co.
ARCO Products Co. Linnton Terminal Wharf	45°35'40"N., 122°46'41"W.	830	35	32	• One hose-handling derrick • Tank storage (497,000 barrels)	Receipt and shipment of petroleum products	ARCO Products Co.
Mobil Oil Corporation Linnton Terminal Wharf	45°35'34"N., 122°46'37"W.	672	36	32	Tank storage (675,000 barrels)	• Receipt and shipment of petroleum products • Loading barges for bunkering vessels at berth	Mobil Oil Corp.
Time Oil Company Linnton Terminal Wharf	45°35'22"N., 122°46'21"W.	450	35	30	• One pedestal crane • Tank storage (350,000 barrels)	Receipt and shipment of petroleum products	Time Oil Co.
Port of Portland Terminal 4 (Berth 416) Automobile Unloading Dock	45°35'38"N., 122°46'18"W.	1,014	40	14	Open storage (73 acres)	Receipt of automobiles	Port of Portland/ Toyota Vehicle Processors, Inc.
Pacific Northern Oil Corp. Portland Terminal Wharf	45°34'50"N., 122°45'33"W.	750	40	30	• One 9-ton pedestral crane • Tank storage (270,000 barrels)	Receipt and shipment of petroleum products	Northwest Natural Gas Co./Pacific Northern Oil Corp.
Elf Atochem North America Portland Plant Dock 2	45°34'20"N., 122°44'36"W.	410	30	30	• One hose-handling derrick • Tank storage: (8 million gal./caustic soda) (300,000 gal./sodium chlorate) (124,800 gal./chlorine)	Shipment and occasional receipt of liquid caustic soda, chlorine and sodium chlorate solutions	Elf Atochem North America, Inc.
Elf Atochem North America Portland Plant Dock 3	45°34'12"N., 122°44'24"W.	900	30	30	• Hopper and belt-conveyor • Open storage (90,000 tons of salt)	Receipt of salt	Elf Atochem North America, Inc.
GATX Terminals Corp. Willbridge Plant Pier	45°34'03"N., 122°44'19"W.	1,008	33	32	• Four hose-handling derricks • Tank storage (834,000 barrels)	Receipt and shipment of petroleum products	GATX Terminals Corp.
Chevron U.S.A. Willbridge Terminal Pier	45°34'01"N., 122°44'17"W.	1,312	40	32	• Two hose-handling derricks • Two hose-handling cranes • Tank storage: (1.6 million barrels) (1.3 million barrels/crude oil)	• Receipt and shipment of petroleum products • Receipt of crude oil	Cheveron U.S.A., Inc.
Unocal Petroleum Products and Chemicals Division Portland Terminal Pier	45°33'58"N., 122°44'14"W.	1,152	34-37	32	• Four hose-handling derricks • Tank storage (760,000 barrels)	Receipt and shipment of petroleum products	Unocal Petroleum Products and Chemicals Division, Unocal Corp.
McCall Oil and Chemical Company Portland Terminal Wharf	45°33'54"N., 122°44'02"W.	922	37	30	• Two pedestal cranes • Tank storage (930,000 barrels)	• Receipt and shipment of petroleum products • Loading barges for bunkering vessels at berth	McCall Oil and Chemical Co.
Lone Star Northwest Front Avenue Plant Pier	45°33'48"N., 122°43'56"W.	225	20	28	• Hopper and belt-conveyor • Open storage (60,000 tons of aggregate)	Receipt of sand and gravel	Lone Star Northwest, Inc.
Texaco Refining and Marketing Portland Terminal Wharf	45°33'25"N., 122°43'16"W.	670	31	29	• Two ½-ton hose-handling derricks • Tank storage (580,000 barrels)	Receipt and shipment of petroleum products	Texaco Refining and Marketing, Inc.
Waterway Terminals Co. Portland Front Avenue Wharf	45°33'01"N., 122°42'13"W.	1,540	35	33	• Seven freight elevators • Covered storage (1 million square feet)	Receipt and shipment of conventional general cargo	Waterway Terminals Co.
Port of Portland Terminal 2 (Berth 203)	45°32'43"N., 122°42'02"W.	400	25	20	• One 36-ton gantry crane • Covered storage (39,000 square feet)	Receipt and shipment of wood pulp and paper products	Port of Portland/James River Corp., Western Transportation Division
Port of Portland Terminal 2 (Berths 204, 205 and 206)	45°32'56"N., 122°42'01"W.	2,295	40	26	• Two 50-ton container cranes • Open storage (27½ acres) • Covered storage (261,000 square feet)	• Receipt and shipment of conventional, containerized, roll-on/roll-off general and refrigerated cargo • Shipment of lumber and wood pulp	Port of Portland/ Stevedoring Services of America, Inc.
Columbia Aluminum Portland Wharf	45°32'59"N., 122°41'38"W.	1,350	40	27	• Traveling ship unloader • Hopper and belt-conveyor • Silo storage (46,000 tons)	Receipt of alumina	Columbia Aluminum Corp.
Ash Grove Cement Co. Portland Plant Wharf	45°32'42"N., 122°41'17"W.	250	20	31	• Two pneumatic pipelines • Silo storage (19,500 tons of cement)	Receipt of bulk cement	Ash Grove Cement Co.
Port of Portland Terminal 1 (Berths 101, 102 and 103)	45°32'29"N., 122°41'27"W.	1,650	22-35	29	• Open storage (5.3 acres) • Covered storage (125,900 square feet)	Receipt and shipment of wood pulp and paper products	Port of Portland/James River Corp., Western Transportation Division

(269)

Quarantine, customs, immigration and agricultural quarantine

(270) Portland is a customs port of entry. (See Vessel Arrival Inspections, chapter 3.)

(271) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(272)

Coast Guard

(273) A marine safety unit and station are located in the Swan Island Industrial Park at Portland. (See Appendix A for address.)

(274)

Harbor regulations

(275) The regulations are enforced by the City of Portland **harbormaster** and Multnomah County Sheriff River Patrol; copies of the regulations (Title 19) may be obtained on the Internet at *portlandoregon.gov* or, for a nominal fee, by contacting the City Auditors Office at 1221 SW 4th Avenue, Room 140, Portland, OR 97204. The harbormaster may be contacted by phone 503–823–3767 or by writing Portland Fire Bureau, Attn: Harbormaster, 55 SW Ash Street, Portland, OR 97204.

(276)

Wharves

(277) The Port of Portland operates several modern marine terminals. In addition to the port-owned piers and wharves there are many privately owned deepwater facilities and many barge wharves in the harbor. Only the deep-draft facilities are listed in the facilities table. The alongside depths are reported depths. (For information on the latest depths contact the port authorities or the private operators.) All the Port of Portland operated facilities have rail trackage, water, and electrical shore power connections, as well as many of the privately operated facilities. All wharves have highway connections. Floating and shore-based mobile cranes of up to 65-ton capacity are available, but most general cargo is handled by ship's tackle. Special handling equipment, if available, is mentioned under *Mechanical Handling Facilities* in the table.

(279)

Supplies

(280) Marine supplies of all kinds are available in Portland. Bunker fuel, diesel oil, and lubricants are available. Most large vessels are bunkered at their berths by barge. Water is available at most of the berths.

(281)

Repairs

(282) Portland is a major ship repair center on the Pacific coast. The Port of Portland, Swan Island Ship Repair Yard, on **Swan Island** on the east side of Willamette River, is the major repair facility at the Port of Portland. There are three floating drydocks here with a maximum lift capacity of 87,000 tons. Complete repair facilities and services are available at the yard, including construction, conversion and above and below waterline repairs. The yard has over 9,500 feet of ship repair berths to a maximum alongside draft of 40 feet (depending on river stage). There is a 157,050-barrel ballast treatment plant for the offloading of oily slops.

(283) Several firms are available for undertaking outfitting and repair work. Marine railways with hauling capacities to 1,000 tons and cranes to 70 tons are available for full repairs and to any type of vessel.

(284)

Communications

(285) Portland is served by several major railroads and airlines. Portland International Airport is about 2 miles north of the city. Many barge lines provide service up the Columbia River to Richland, WA., 214 (246) miles from Portland; barge service is also available on the Willamette River to Salem, OR, 73.6 (84.7) miles above the mouth, and on the Snake River to Lewiston, ID, 324 (373) miles from Portland.

(286)

Small-craft facilities

(287) Most of the small-craft facilities, including practically all of the moorage, is in North Portland Harbor and along the south bank of the Columbia River between Interstate 5 highway bridge and the west end of Government Island. Complete facilities are available. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramps, pumpout stations, and wet and dry winter boat storage can be obtained at many marinas. Hull, engine, and electronic repairs can be made. Drydocks to 70 tons, 55 feet long, and 16 feet wide are available in North Portland Harbor.

(288)

Chart 18528

(289) Navigation of Willamette River above Portland is hazardous due to the rocks, shoaling bars, and strong currents. Local knowledge and midchannel courses are recommended. Present chart coverage extends only to Newberg, 43.4 (50) miles above the mouth. Many of the daybeacons in the Willamette River are seasonal. The navigational aids above Newberg are not maintained. Navigation should be with local knowledge only. The Portland Coast Guard should be contacted for the latest information concerning navigation of Willamette River above Salem.

(290) Below the falls at Oregon City, ordinary fluctuation of stage of water is 15 feet and extreme fluctuation due to flood conditions is 30 to 50 feet. Above Oregon City, ordinary fluctuation is 12 to 20 feet and extreme is 20 to 27 feet.

(291) Depths and clearances of bridges and cables are at **Columbia River Datum** below the Willamette Falls Locks. Above the Willamette Falls Locks depths of the Willamette River are at **Willamette River Datum** and clearances are at the datum of **Newberg Pool**.

Facilities at Portland

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Lone Star Northwest River Street Terminal Dock	45°32'12"N., 122°40'39"W.	600	34	30	• Two pneumatic pipelines • One 10-ton mobile crane • Silo storage (58,000 tons of bulk cement)	Receipt of bulk cement	Lone Star Northwest, Inc.
Cargill Portland Wharf	45°32'07"N., 122°40'32"W.	950	40	30	• Grain gallery with five loading spouts served by belt-conveyor • Silo storage (1.5 million bushels)	Shipment of grain	Cargill, Inc.
Cargill Portland Barge Dock	45°32'03"N., 122°40'27"W.	240	17	30	• One marine leg served by a belt-conveyor • Silo storage (See Ref. No. 36)	Receipt of grain	Cargill, Inc.
Louis Dreyfus Corporation Portland Barge Dock	45°31'46"N., 122°40'12"W.	200	40	20	• One marine leg served by a belt-conveyor • Silo storage (See Ref. No. 39)	Receipt of grain	Louis Dreyfus Corp.
Louis Dreyfus Corporation. Portland Wharf	45°31'43"N., 122°40'09"W.	750	40	31	• Grain gallery with six loading spouts served by two belt-conveyors • Silo storage (1.8 million bushels)	Shipment of grain	Louis Dreyfus Corp.
James River Corporation Lake Oswego Wood Chip Transfer Dock	45°25'11"N., 122°39'22"W.	840	16	30	• One barge loading spout and electric belt-conveyor • Open storage (15 acres)	Shipment of wood chips	Port of Portland/ James River Corp.
Facilities at North Portland							
Port of Portland Terminal 6 (Berth 601) Automobile Unloading Dock	45°38'51"N., 122°45'29"W.	1,000	12	12	Open storage (75 acres)	Receipt of motor vehicles	Port of Portland/ Hyundai Motor America
Port of Portland Terminal 6 (Berths 603, 604 and 605)	45°38'26"N., 122°44'54"W.	2,850	40	26	• Seven traveling container cranes to 85 tons • Open storage (68.2 acres)	Receipt and shipment of containerized general cargo and heavy-lift items	Port of Portland
Port of Portland Terminal 6 (Berth 607) Automobile Unloading Dock	45°38'02"N., 122°44'22"W.	1,014	35	12	Open storage (50 acres)	Receipt and shipment of automobiles	Port of Portland/ American Honda Motor Co.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(292) The minimum clearances of the overhead power cables crossing the river from Portland to Newberg are: 77 feet to Willamette Falls Canal; 72 feet over Willamette Falls Canal; and 75 feet to Newberg.

(293) Between Portland and Willamette Falls most of the terminals are privately owned mill wharves and oil-receiving facilities. Above the falls are small privately owned wharves or natural landings.

(294) A public launching ramp is on the west side of the river at a park about 13.5 (15.7) miles above the entrance.

(295) Sellwood fixed highway bridge, 14.5 (16.7) miles above the mouth, is under construction (2011). Consult Local Notice to Mariners or USCG for latest conditions. A public mooring is on the east side of the river at a park just north of the bridge. A repair facility is directly across the river from the park; gasoline, water, and a launching ramp are available. A lift to 7 tons are available for all types of repairs to light- draft boats.

(296) A launching ramp is at **Milwaukie**, 16.2 (18.6) miles above the mouth. Minor engine and hull repairs can be made on light-draft boats. Dry winter boat storage is available.

(297) A fixed railroad bridge, 17.4 (20) miles above the mouth, has a clearance of 74 feet.

(298) A wharf on the west bank of the river, 0.3 (0.3) mile above the railroad bridge, has 840 feet of berthing space with a depth of 16 feet alongside; the deck is 30 feet high and marked by private lights. Electric belt conveyors serve barge-loading spouts and a 15-acre open storage area in the rear. The wharf ships wood chips by barge and is owned by the Port of Portland and operated by James River Corporation.

(299) The channel passes east of **Hog (Rocky) Island**, 1.6 (1.8) miles above the railroad bridge. **Copeleys Rock**, 150 yards east of the south end of the island, is covered 10 feet and should be avoided.

(300) **Oregon City**, on the east bank 22.6 (26) miles above the mouth, is connected with **West Linn** by two fixed highway bridges; one, about 0.2 (0.2) mile below the Willamette Falls canal locks, has a vertical clearance of 74 feet. The second, 0.6 (0.7) miles below the north end of the locks, has a clearance of 76 feet.

(301) A marina, on the east bank just above the lower highway bridge, has about 350 berths, electricity, gasoline, water, ice, provisions, wet winter storage, a launching ramp, and marine supplies. Engine repairs can be made.

(302) A large papermill is on each bank of the river at Willamette Falls Canal.

(303) **Willamette Falls Canal,** on the west bank 22.8 (26.2) miles above the mouth, has four locks with a total lift of 50 feet; usable lock dimensions are 175 feet long,

37 feet wide, and 5 feet deep over the miter sills at low water. A bascule highway bridge across the canal has a vertical clearance of 27 feet closed. The least clearance of the power cables and pipeline that cross the canal is 67 feet. (See **207.680**, chapter 2, for regulations concerning administration and navigation of the canal and locks.) Upbound vessels may expect a delay at the approach to the locks and through the locks during weekdays because of the downbound traffic from the papermills. The lock is equipped with a radiotelephone. The lockmaster can be contacted on VHF-FM channel 14; call sign WUJ–363.

(304) A warehouse and other buildings of a papermill are on the west bank alongside the canal locks. An 850-foot timber wharf is on the east side of the canal.

(305) From the entrance to **Tualatin River**, 24.8 (28.5) miles above the mouth, for over 4 miles, Willamette River is shallow and winding; buoys and unlighted ranges mark the channel.

(306) **Walnut Eddy** is on the east bank 29.4 (33.8) miles above the mouth.

(307)

Cable ferry

(308) The Canby ferry crosses the river about 1.1 (1.3) miles above Walnut Eddy. The ferry carries passengers and vehicles, and operates from 0645 to 2115 daily except during periods of high water. When the ferry is underway, the cable is suspended below the water surface at varying depths. When the ferry is docked, the cable is dropped to the bottom. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(309) Near **Wilsonville**, 33.7 (38.8) miles above the mouth, there are twin fixed highway bridges and a fixed railroad bridge, with clearances of 74 feet and 76 feet, respectively. A marina, on the south bank under the railroad bridge, has about 115 berths, with electricity, gasoline, water, ice, and marine supplies. The marina has a launching ramp and can make hull and engine repairs. Marine towing service for small craft is also available at this marina.

(310) A quarry is on the north side of the river about 300 yards west of the railroad bridge. Mariners are advised to exercise caution because barges and tugs may be operating in the area.

(311) Near **Butteville**, 37.3 (43.0) miles above the mouth, there is a small-craft marina with about 35 berths, electricity, gasoline, water, ice, a launching ramp, and some marine supplies available. Minor engine repairs can be made. The fixed highway bridge, 42.1 (48.4) miles above the mouth, has a clearance of 68 feet at the main span. At **Newberg**, 43.4 (50.0) miles above the mouth, there is a fixed highway bridge with a clearance of 88 feet. An overhead power cable with a clearance of 55 feet, crosses the river 44.9 (51.7) miles above the mouth.

(312) From Newberg to Corvallis, Willamette River is more tortuous and turning, and can be difficult for the small craft; the stretch contains numerous gravel bars, pools and snags. Mariners should exercise due caution for shallow water transits. The tributary **Yamhill River**empties into Willamette River about 3 miles above Newberg. Depths in Yamhill River of about 3 feet are reported to Dayton, 4 miles above its mouth.

(313)

Cable ferry

(314) The Wheatland ferry crosses Willamette River about 63 (72.5) miles above the mouth. The ferry carries passengers and vehicles, and operates between 0530 and 2145 daily except when the river level exceeds 16 feet. Warning signs and warning lights mark the crossing. The ferry is guided by two cables. The upper cable, 80 feet above the river level, controls the ferry during normal conditions. The low water cable, near the bottom at all times, controls the ferry when the river level drops below 12 feet. The low water cable is dropped to the bottom when the ferry is not operating. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(315) **Salem**, capital of the State of Oregon, is 74.4 (85.6) miles above the mouth. Several moorings and floats for log-rafts and small craft are here; berths, gasoline, diesel fuel, water, ice, launching ramps, and marine supplies are available at several small marinas. Hull engine, and electronic repairs can be made in Salem.

(316) A power cable at the north city limits of Salem has a clearance of 86 feet. Minimum clearance of the bridges is 64 feet at the fixed highway bridges, and 42 feet down and 87 feet up at the railroad lift bridge. The railroad lift bridge is maintained in the closed position. (See **117.897**, chapter 2, for bridge regulations.)

(317) At **Independence**, 83 (95.5) miles above the mouth, there is a small-craft launching ramp, but no facilities.

(318) The town of **Buena Vista** is 92 (106) miles above the mouth of the river.

(319)

Cable ferry

(320) A cable ferry crosses the river near Buena Vista. The self-propelled ferry carries passengers and vehicles, and operates from 0700 to 1700 (Wednesday-Friday), 0900 to 1900 (Saturday and Sunday), and is closed Monday and Tuesday. The ferry is seasonal and operates between April and October. Both when the ferry is underway and when docked the guide cables are suspended approximately 80 feet above the water. When underway, the ferry shows the required navigation lights. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(321) The river is crossed at **Albany**, 104 (119.8) miles above the mouth, by three bridges: a railroad swing bridge with a clearance of 40 feet, a fixed highway bridge with a clearance of 55 feet, and a fixed highway bridge with a clearance of 60 feet in the center of the north span and 58 feet in the center of the south span. The railroad swing bridge is maintained in the closed position. (See **117.1**

(340)

Facilities in the Port of Vancouver

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Vanalco, Vancouver Alumina Dock	45°38'44"N., 122°43'57"W.	840	40	30	Tank storage (70,000 tons)	Receipt of alumina	Alumina Co. of America/Vanalco, Inc.
Terminal 4 (Berth 10)	45°38'26"N., 122°42'56"W.	1145	40	-	Open storage (45 acres)	Receipt of automobiles	Port of Vancouver
Terminal 3 (Berths 8 and 9)	45°38'18"N., 122°42'30"W.	1350	40	28-30	• Open storage (34 acres) • Covered storage (289,900 sq ft)	Receipt and shipment of conventional and containerized general cargo	Port of Vancouver
Dry Bulk Materials Wharf (Berth 7)	45°38'14"N., 122°42'21"W.	960	40	34	• Covered storage (55,000 tons) • Electric belt conveyor	Shipment of dry bulk materials	Port of Vancouver
Oil Terminal Dock (Berth 5)	45°38'05"N., 122°42'06"W.	450	40	30	Tank storage: (gallons) • Chemical (3.3 million) • Petroleum (560,000) • Ethanol (336,000) • Fertilizer (2.3 million)	• Receipt and shipment of petroleum products • Receipt of liquid fertilizer	Port of Vancouver/ GATX Terminals, Tesoro Refining, and CENEX
Terminal 2 (Berths 1-4)	45°37'58"N., 122°41'52"W.	2035	40	30	• Open storage (35 acres) • Gantry cranes (two)	Receipt and shipment of conventional and containerized general cargo, dry bulk commodities and automobiles	Port of Vancouver
Vancouver Grain Elevator Wharf	45°37'49"N., 122°41'34"W.	1678	40	34.5	• Silo storage (5 million bushels) • Gantry spout • Belt conveyors	Receipt and shipment of grain	Port of Vancouver/ United Grain Corperation
Boise Cascade Vancouver Dock	45°37'25"N., 122°40'49"W.	275	25	-	Tank storage (480 tons)	Receipt of wood pulp	Boise Cascade Corperation

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

through 117.59 and 117.897, chapter 2, for drawbridge regulations.)

(322) **Corvallis**, 114.6 (131.9) miles above the mouth, is the limit of the **Federal project** of the river. Navigation above Corvallis is dangerous and should not be attempted.

(323) There are small-craft finger piers, ramps, and marginal facilities at Corvallis; gasoline and water are available. A highway bridge has a swing span with a clearance of 35 feet. (See **117.1 through 117.59 and 117.897**, chapter 2, for drawbridge regulations.)

(324)

Chart 18526

(325) The main channel of the Columbia River favors the Washington shore, north of **Hayden Island** and **Tomahawk Island**, from **Mathews Point** to Ryan Point. Overhead clearances are at **Columbia River Datum**. Overhead power cables with a least clearance of 220 feet cross at Mile 90.6 (104.2). The Burlington Northern Railroad swing bridge at Mile 91.8 (105.7) has a clearance of 39 feet. The bridgetender monitors VHF-FM channels 13 and 16 and works on channel 13 (call sign KQ-9049.) The interstate 5 highway bridge at Mile 92.5 (106.5) has twin spans that cross three separate channels. The clearances are: lift spans across the Tomahawk Bar Channel, 39 feet down and 178 feet up; fixed spans across the barge channel, 46 feet (58 feet at the center); fixed spans across the alternate barge channel, 72 feet. The bridgetender monitors VHF-FM channels 13 and 16 and works on channel 13; call sign, KBM Interstate. (See **117.1 through 117.59 and 117.869**, chapter 2, for drawbridge regulations.)

(326) **North Portland Harbor** is that portion of the river channel between the Oregon shore and Hayden Island. The lower or W entrance is at Mile 89.0 (102.5); the upper or E entrance is at Mile 94.5 (108.8).

(327) A **Federal project** provides for a 40-foot turning basin at the west entrance to North Portland Harbor, a 40-foot channel for about 1.3 miles above the west entrance, and thence a 20-foot channel to the project limit about 2 miles farther upstream. The **Federal project** for the east entrance to North Portland Harbor provides for a channel 10 feet deep from the main channel in Columbia River southwest to just south of the east end of Tomahawk Island. (See Notice to Mariners and latest edition of chart for depths.) A **241°** lighted range marks the east entrance channel for about 0.6 mile from the junction with Columbia River. Two bridges cross North Portland Harbor. The railroad bridge, 2.6 miles east of the west entrance, has a swing span with a clearance of 39 feet. (See **117.1 through 117.59 and 117.887**, chapter 2, for drawbridge regulations.) A fixed highway bridge (Interstate 5) about 0.8 mile east has a clearance of 35 feet.

(328) **Vancouver** is on the Washington side of the Columbia River at Mile 92 (106). The port is a water outlet for a large lumber-producing section in southwest Washington, as well as a distributing point for a fair share of the grain produced in the interior of Washington and Oregon. Bulk bentonite clay, paper, petroleum products, fertilizer, and general merchandise are also shipped.

Steel, wood products, chemicals, and automobiles are the major imported items at Vancouver.

(329) The Port of Vancouver is controlled by a board of three commissioners and a general manager.

(330)

Anchorages

(331) Anchorages for Vancouver are the same as those used for Portland. (Refer to that section under the discussion of the Port of Portland.)

(332)

Pilotage, Vancouver

(333) See Pilotage, Columbia River and Bar, indexed as such, earlier this chapter.

(334)

Towage

(335) Tugs to 3,600 hp are available at Vancouver.

(336)

Quarantine, customs, immigration and agricultural quarantine

(337) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(338)

Wharves

(339) The Port of Vancouver owns and operates three deep-draft terminals; a grain wharf and oil dock, owned by the port, are managed by private companies. There are several private facilities which, with two exceptions, handle barge traffic only. Only the deep-draft facilities are listed. The alongside depths given in the table are reported—for information on the latest depths contact the port authorities or the private operators. Most of the piers and wharves have shore connections (electrical/water). All the facilities described have direct highway connections and plant trackage with direct railroad connections.

(341)

Supplies

(342) Complete marine supplies and services are available from Portland. Fuel oil must be delivered by barge. Small-craft supplies are available in North Portland Harbor and at other places on the Columbia River east of Vancouver.

(343)

Repairs

(344) Complete repairs for large and small vessels are available at Portland. Vancouver has no facilities for repair work on large oceangoing vessels. Small-craft repairs on craft up to 70 tons or 55 feet can be made in North Portland Harbor; there are no repair facilities on the north side of the river at Vancouver.

(345)

Communications

(346) Vancouver is served by Interstate Highway 5 and by several State routes. Three major railroads have connections to the city. Portland International Airport is on the south side of the river about 3.5 miles east-southeast of Vancouver.

(347)

Chart 18531

(348) From Vancouver to Bonneville, Mile 126 (145), Columbia River passes through the impressive **Columbia River Gorge**, flanked on each side by railroads and highways. Commerce on the river in this section consists mostly of pleasure craft and barges.

(349) There are more than 35 dike dolphins along this portion, some are marked with lights at their ends. All the dikes are completely covered at higher stages, but bare about 6 feet at datum level.

(350) **Ryan Point**, 1.4 miles east-southeast of the Interstate 5 highway bridge, is the site of a former shipyard and is now an industrial park. A public launching ramp is at the park.

(351) There are many full service marinas, yacht clubs, and moored houseboats along the Oregon shore from Interstate 5 highway bridge to the west end of Government Island.

(352) At Mile 97.9 (112.7), the river is crossed by a fixed highway bridge with a clearance of 136 feet (144 feet for the center 300 feet) over the channel.

(353)

Anchorage

(354) A special anchorage is between **Tri-Club Island** (**Sand Island**) and **Lemon Island,** the west end of **Government Island**. (See **110.1 and 110.128**, chapter 2, for limits and regulations.)

(355) **Camas**, at Mile 104.3 (120.0) on the Washington side, has a large papermill which maintains its own wharf on **Camas Slough**, north of **Lady Island**. About 8 feet can be taken from the Columbia River through the west entrance to the papermill wharf near the east end of the slough; the channel is marked by a light, buoys and a lighted range. The east entrance to the slough is foul and bares at low water. Most of the traffic in the slough is for the papermill, which barges its products to Portland for reshipment. At high flood stages a current of as much as 5 knots prevails in the slough.

(356) Two fixed highway bridges cross Camas Slough from the mainland to Lady Island; the west one has a clearance of 69 feet, and the east one has a clearance of 37 feet.

(357) A marina at mile 105.7 (121.6) just east of Camas, has about 250 berths, open and covered and with electricity, gasoline, water, a launching ramp, and complete marine supplies. A marine sales and repair facility adjacent to the marina has a 12-ton hoist that can handle craft to 42 feet for hull and engine repairs. A sawmill is just east of the marina.

(358) There are five power cables crossing at **Ione Reef**, south of Lady Island. The least clearance is 133 feet.

(359) The entrance to **Sandy River**. on the Oregon side opposite Camas, bares at low water. At higher flood stages, passage up Sandy River as far as **Troutdale** is possible.

(360)

Local magnetic disturbance

(361) Differences of as much as 8° from the normal variation have been observed between **Tunnel Point** and **Point Vancouver**, east of **Reed Island.**

(362)

Dangers

(363) In this section of the river, the principal hazards to navigation are the strong currents, rocks and rocky banks, winds, and an accumulation of ice.

(364)

Currents

(365) In general, currents run fair with the main channels with considerable intensity, increasing in regions upstream toward Bonneville. Exceptions are the turn in the channel at Washougal Light 50, where a northwest set prevails; southwest of **Cape Horn**, where a west set is experienced; and the region between Fashion Reef and Multnomah Falls, where a south set is experienced.

(366)

Weather, Corbett

(367) Between **Corbett**, Mile 110.3 (127), and The Dalles, Mile 165 (189.8), the river flows between the bold mountains of the **Cascade Range**. In this stretch, winds of considerable force prevail during much of the time; generally they blow upstream in summer and downstream in winter. Daily peak velocities vary from 6 to 42 knots, but Corps of Engineers officials at Bonneville Dam measured gusts as high as 76 knots during 1960-62.

(368) Near **Warrendale**, Mile 123 (141.5), the river becomes very constricted within less than a mile and continues so almost to the approach to the locks of Bonneville Dam, at the lower end of **Bradford Island**.

(369) **Beacon Rock**, 840 feet high and 300 yards inshore, is on the Washington side opposite Warrendale. It is a prominent dark gray rock outcropping of volcanic origin. A State park of the same name surrounds the rock. The park maintains a mooring float just inside the entrance to the channel west of **Pierce Island**; moorage is restricted to pleasure boats and to periods not to exceed 5 nights. Water, electricity, and pump-out facility are available at the park.

(370) **Bonneville**, on the Oregon side at Mile 126 (145), is the headquarters of the U.S. Army Corps of Engineers in charge of the Bonneville Lock and Dam.

(371) **Bonneville Lock** and **Dam**, 126.3 (145.3) miles above the mouth of the Columbia River, is in four parts. Powerhouse No. 2 is between the Washington shore and Cascade Island; the spillway is between Cascade Island and Bradford Island; Powerhouse No. 1 and the old lock are between Bradford Island and Robins Island; and the new lock is between Robins Island and the Oregon shore. The new navigation lock has a vertical lift of about 59 feet, a width of 86 feet and a length of 675 feet. Overhead power cables over the lock have a clearance of 210 feet. The old lock has been placed in mothball status. Restricted areas are above and below the spillway and powerhouse. (See **33 CFR 207.718**, chapter 2, for information concerning use, administration, and navigation of Bonneville Lock and Dam.)

(372) The strong current toward the powerhouse makes it difficult to approach Bonneville Lock from upstream, particularly if the lock is approached at an angle and if a turn is to be executed in time to avoid an accident. Therefore, all craft approaching the lock from the east and pushing one or more barges should steer as close to the Oregon mainland shore as safety will permit, should be in line with the lock upon reaching the east end of the guide wall, and should continue at a steady but reduced speed if the lock is prepared for entrance and the signal for entrance has been given.

(373) From Bonneville to The Dalles, the channel is through the pool created by Bonneville Dam, which extends 40 (46) miles to The Dalles Dam. Depths and overhead clearances are at **normal pool level**.

(374) Although there is deep water in much of the pool, the controlling depth to The Dalles Dam navigation lock is about 20 feet. The channels are marked by aids to navigation.

(375) An overhead power cable with a clearance of 190 feet crosses the river 1 (1.1) mile above the dam.

(376) Tugs use the dolphins on the south side of the river 1.2 (1.5) miles above the lock for mooring and shifting barges and log rafts. Small craft can find refuge in the mouth of **Eagle Creek**, 0.6 (0.7) miles above the lock, if the creek is not in flood.

(377)

Currents

(378) From the lock at Bonneville through Cascade Rapids, constant piloting is necessary because of the strong currents. From Cascade Rapids east, a set of 1° to 3° may be experienced depending on the angle that the course makes with the general direction of the river, the strength of the current, and the direction and strength of the wind.

(379)

Local magnetic disturbance

(380) Differences of as much as 6° from normal variation have been observed along this section of Columbia River.

(381)

Chart 18532

(382) **Bridge of the Gods**, 2.6 (2.8) miles above the Bonneville Dam, has a fixed span with a clearance of 135 feet over a middle width of 284 feet.

(383) **Cascade Locks** 3 (3.3) miles above the Bonneville Dam, have been drowned out. At normal stages of pool level the sides of the old chamber of the lock bare about

3 feet. A strong current flows through the lock. A marina, just east of the lock, has berths, gasoline, and a launching ramp.

(384) Along this section are several inlets or rivers, generally used for log storage, where small craft may find refuge. Most are behind fixed bridges. These places, and their distances above the Bonneville Dam are:

(385) **Rock Creek** at **Stevenson**, WA, 4.2 (4.8) miles; the bridge clearance is 19 feet. **Government Cove,** on the Oregon side, 5.6 (6.4) miles. **Wind River** at **Home Valley**, WA, 8.1 (9.3) miles; the minimum bridge clearance is 26 feet. **Drano Lake**, near **Cook,** WA, 14.5 (16.7) miles; the bridge clearance is 15 feet. **Ruthton**, OR, 17.8 (20.4) miles. **White Salmon River** at **Underwood**, WA, 20.9 (24) miles; the bridge clearance is 26 feet.

(386) Rock Creek, Wind River, and Drano Lake have log rafts and booms used by nearby sawmills.

(387) **Hood River**, OR, 21.7 (25) miles above the Bonneville Dam, is a town at the junction of Columbia and Hood Rivers. There are two boat basins at Hood River; the west basin is privately owned and is used by a repair yard for building and repairing steel barges and tugs. The east basin, operated by the Port of Hood River Commission, has about 55 berths; gasoline and water are available. A large shoal area extends northwest from the east basin around the mouth of the Hood River to about 0.2 mile north of the west basin.

(388) The highway bridge over Columbia River just above the small-craft basin has a lift span with a clearance of 67 feet down and 148 feet up. Bridge openings can be made by contacting 541–386–3500, a minimum of 12 hours in advance of the requested opening. (See **33 CFR 117.1** through **117.59** and **117.869**, chapter 2, for drawbridge regulations.)

(389) There are power cables with clearance of 155 feet over the river at **Stanley Rock**, 22.9 (26.4) miles above Bonneville Dam, and at **Crates Point,** 13 (15) miles above Stanley Rock.

(390) At **Bingen**, on the Washington side 23 (26.4) miles above the Bonneville Dam, there are two barge basins with adjacent sawmills. A light and a daybeacon mark the entrance to the east basin, which has a launching ramp and about 20 berths for small craft. In 1976, the controlling depth was 7 feet at midchannel in the entrance to the east basin with 5 to 10 feet in the basin, except for shoaling along the edges. The entrance to the west basin is unmarked; reported depths of 10 feet are in this basin.

(391) **The Dalles** on the Oregon side of Columbia River, 39 (44.8) miles above the Bonneville Dam. River traffic, between the town and Vancouver, consists mainly of petroleum products and general freight bound upstream, and wheat, wool, and rafted logs bound downstream.

(392) A small-boat mooring basin with a breakwater and sheer boom protection is just east of the city wharf. Depths inside are 4 to 8 feet. The basin has a small-craft launching ramp. Gasoline, ice, and marine supplies are available. Engine repairs can be made.

(393) The city wharf is over 1,000 feet long and has two warehouses; depths alongside are about 20 feet. A dock marked by private aids is close west of the wharf. There are also private facilities for handling petroleum products, bulk grain and fresh fruit.

(394)

Charts 18533, 18535

(395) **The Dalles Lock and Dam**, 40 (46) miles above Bonneville Dam, has a single lift lock with a vertical lift of about 87.5 feet. **Restricted areas** are above and below the dam. (See **33 CFR 207.718**, chapter 2, for information concerning use, administration and navigation of The Dalles Lock and Dam.) **Lake Celilo**, the pool created by The Dalles Dam, provides slack water navigation with a controlling depth of about 14 feet for 22 (25.3) miles upstream to the John Day Dam. Depths and overhead clearances are at **normal pool level.**

(396) Traffic above The Dalles Dam consists mostly of grain and petroleum products.

(397)

Ice

(398) Ice occasionally interferes with navigation for 2 weeks or more, usually in January or February.

(399) A fixed highway bridge across the downstream approach to the lock at The Dalles Dam has a clearance of 100 feet.

(400) A railroad bridge, 7 (8.1) miles above The Dalles Dam, has a lift span with clearance of 20 feet down and 79 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9048. (See **33 CFR 117.1** through **117.59** and **117.869**, chapter 2, for drawbridge regulations.)

(401) The Celilo Park basin 7.7 (8.9) miles above The Dalles Dam, offers shelter to small boats, but there are no facilities except a launching ramp. The entrance to the basin is marked by a light.

(402) At **Miller Island**, 10.5 (12) miles above The Dalles Dam, the north and south channels are marked by ranges. The main channel is along the north side of the island; however it is reported that the south channel is more frequently used. In 1994, submerged obstructions with depths of 1 to 3 feet were reported in the south channel in about 45°38'17"N., 120°54'56"W. and 45°38'14"N., 120°54'54.5"W.

(403) On the Oregon side just south of Miller Island is **Deschutes River**, crossed by a highway bridge with clearance of 20 feet. Small craft occasionally seek shelter here during unfavorable weather. A highway and a railroad bridge close south have a clearance of 17 feet.

(404) A grain elevator with a barge loading chute extending to the river is at **Biggs**, OR.

(405) The **Biggs Bridge**, 13.6 (17) miles above The Dalles Dam, has a clearance of 88 feet at the center of the fixed highway span. The bridge joins **Maryhill**, WA, and **Biggs Junction,** OR.

(406)

Charts 18535, 18536, 18537, 18539

(407) **John Day Dam**, 188 (216.3) miles above the mouth of the Columbia and 21 miles above The Dalles Dam, has a single lift lock with a vertical lift of about 105 feet. **Restricted areas** are above and below the dam. (See **33 CFR 207.718**, chapter 2, for information concerning use, administration and navigation of John Day Dam.) Depths and overhead clearances are at **normal pool level**.

(408) The rock awash near the east approach to John Day Locks in 45°43'25"N., 120°41'20"W. is marked by a light and sign; mariners are urged to exercise caution when passing north of Lake Umatilla Lighted Buoy 2, so as to avoid being carried to the northwest and striking the rock awash.

(409) **Lake Umatilla**, the pool created by John Day Dam, extends 65 (75) miles to McNary Dam. Depths are generally great, but there are many shoals. The winding channel through the lake has a controlling depth of about 19 feet and is marked by aids to navigation. The chart is the best guide. An overhead power cable with a clearance of 95 feet is about 41 (47.2) miles above John Day Dam.

(410) **John Day River** is 2.3 miles above John Day Dam on the south side of the Columbia. Just south of the highway bridges over the entrance to the river is the **John Day River Recreation Area.** There are floats here for about 40 craft and a launching ramp. The fixed highway bridges have a clearance of 19 feet.

(411) A grain elevator with barge-loading facilities is at **Arlington**, OR, 21.5 (24.7) miles above John Day Dam. A loading tower for the elevator is marked by a light. Small-craft moorage and a launching ramp are available at Arlington.

(412) At **Boardman**, 45.6 (52.5) miles above the John Day Dam, there is a small-craft basin protected by a stone breakwater and a jetty. Berths and a launching ramp are available here.

(413) There are two woodchip docks, a general cargo dock, and a grain elevator dock at a port about 1.2 miles northeast of the small-craft basin at Boardman.

(414) A grain elevator dock and barge loading pier is on the Oregon side of the river, about 3 miles northwest of Irrigon, OR.

(415) **Umatilla** is on the Oregon side 62 (71.3) miles above the John Day Dam.

(416) There is a small-craft basin about 500 yards west of the highway bridge. The east side of the entrance is marked by a light. About 125 covered and uncovered berths, electricity, gasoline, diesel fuel, water and ice are available. A concrete launching ramp is at the basin.

(417) The fixed parallel highway bridges across the river, 63 (72.5) miles above the John Day Dam near Umatilla, have two navigational spans with a least clearance of 71 feet. The north openings are generally used during high water because there is less current; during low water it is unsafe. The power cables east of the fixed parallel highway bridges have a least clearance of 82 feet.

(418)

Charts 18541, 18542, 18543

(419) **McNary Lock and Dam**, 254.5 (292.9) miles above the mouth of the Columbia River and just above Umatilla, has a single lift lock with a vertical lift of about 75 feet. A **restricted area** is above the dam. (See **33 CFR 207.718**, chapter 2, for information concerning use, administration, and navigation of McNary Lock and Dam.) Depths and overhead clearances are at **normal pool level.**

(420) **Lake Wallula**, the pool created by McNary Dam, provides slack-water navigation from McNary Dam to the junction with the **Yakima River**, a distance of about 37(43) miles. Depths in the lake are generally deep, however, there are several isolated shallow spots and rocky areas along the length of the lake. The channel through the lake is marked by aids to navigation from the Walla Walla River to Richland, 40 (46) miles above McNary Dam.

(421) The **Port of Umatilla**, on the Oregon side, about 0.4 mile above the McNary Lock and Dam, owns a 230-foot port wharf with 800 feet of berthing space; reported depths of 20 feet are available alongside; a private company operates the wharf. A grain elevator, owned and operated by Pendleton Grain growers, Inc., has a loading rate of 20,000 bushels per hour; the grain elevator is just east of the port wharf. A barge wharf, used for receipt and shipment of petroleum products and liquid fertilizer, is just east of the grain elevator; the oil wharf is owned and operated by the Tidewater Barge Lines.

(422) **Hat Rock State Park**,on the south side about 5.5 (6.3) miles above McNary Dam, has a public launching ramp and offers gasoline and excellent protection for small craft.

(423) **Port Kelley**, on the east side of Columbia River, 16 (19.5) miles above McNary Dam, has a large grain elevator and facilities for handling bulk grain by rail, truck or water. The elevator loading rate is 30,000 bushels per hour. Unlighted ranges lead clear of the rock and shoal area in the middle ground 0.4 mile west of the facility.

(424) A small boat moorage is in the bight just northeast of Port Kelley. Berths, electricity, gasoline and water are available.

(425) **Walla Walla River** enters Columbia River on the east side 18.4 (21.2) miles above McNary Dam. There is a public launching ramp on the south side of the river just east of the highway bridges at the entrance.

(426) A grain wharf, at **Wallula Junction** just south of the Walla Walla River, has a grain elevator and barge loading spout with a loading rate of 20,000 bushels per hour; a reported depth of 20 feet is alongside the wharf. The wharf is owned and operated by Walla Walla Grain Growers, Incorporated. A barge wharf, at the **Port of Walla Walla** just south of **Attalia**, is owned and operated by Boise Cascade Corporation. The wharf ships wood

pulp and receives caustic soda. A reported depth of 12 feet is alongside.

(427) About 1.9 miles south of the Snake River mouth, on the west side of Lake Wallula, is the Unocal Corporation chemical plant; anhydrous ammonia and urea are received here by barge. The dock has 480 feet of berthing space and has a reported depth of 30 feet alongside. Two white ammonia storage tanks at this plant are prominent.

(428) The Union Pacific Railroad bridge crossing Columbia River, 27 (31) miles above McNary Dam, has a vertical lift span with a clearance of 11 feet down and 72 feet up. A racon is at the center of the bridge span. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KTD-561. (See **33 CFR 117.1** through **117.59** and **117.1035**, chapter 2, for drawbridge regulations.)

(429)

Charts 18545, 18546, 18547, 18548

(430) **Snake River**, 283 (325.2) miles above the mouth of Columbia River, rises in Yellowstone National Park, from which it winds south past the Grand Tetons, and thence for some 868 miles to its junction with the Columbia at Pasco, WA.

(431) From that junction for 119 (137) miles to Lewiston, ID there are few small-craft facilities. There are several marinas along the river at **Clarkston**, WA and **Lewiston**, ID where berths, gasoline, diesel fuel, water, ice and marine supplies may be obtained. The Ports of Clarkston and Lewiston at the confluence of the Snake and Clearwater Rivers are the primary ports along the Snake River and serve the inland agricultural and logging communities of Washington, Idaho and Oregon. Barge loading facilities and grain terminals are available at both ports.

(432) Near its mouth, at the village of **Burbank**, Snake River is crossed by the Burlington Northern Railroad lift bridge with a clearance of 14 feet down and 60 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ- 9047. About 0.6 (0.7) mile above the railroad bridge, there are dual spans of a fixed highway bridge with a least clearance of 61 feet. Numerous overhead cables with a reported minimum clearance of 43 feet cross Snake River between the fixed highway bridge and Ice Harbor Lock and Dam.

(433) **East Pasco**, on the north side of Snake River 1 mile above the mouth, has privately owned facilities for receipt and shipment of petroleum products and liquid fertilizer. Burbank, on the south side of the river has two grain facilities owned by the Port of Walla Walla and operated by private companies. From East Pasco to Lewiston there are several facilities used for shipment of grain and wood chips. Other facilities along the river specialize in the receipt and shipment of logs, general cargo, petroleum products, anhydrous ammonia and liquid fertilizer.

(434) **Ice Harbor Lock and Dam**, 8.4 (9.7) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **33 CFR 207.718**, chapter 2, for information concerning use, administration, and navigation of Ice Harbor Lock and Dam.) **Lake Sacajawea**, the lake formed by the waters behind Ice Harbor Dam, provides depths at slack water of 10 feet or more for a distance of 27.8 (32) miles to Lower Monumental Dam.

(435) **Lower Monumental Lock and Dam**, 27.6 (31.8) miles above Ice Harbor Dam and about 36 (41.5) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **33 CFR 207.718**, chapter 2, for information concerning use, administration and navigation of Lower Monumental Lock and Dam.)

(436) The Snake River between Lower Monumental Dam and Little Goose Dam, 25 (28.8) miles above Lower Monumental Dam, is crossed by three fixed bridges with a least clearance of 52 feet; overhead power cables crossing the river between the two dams have a least clearance of 90 feet.

(437) **Little Goose Lock and Dam**, about 25 (28.8) miles above Lower Monumental Dam and about 61.1 (70.3) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 98 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **33 CFR 207.718,** chapter 2, for information concerning use, administration, and navigation of Little Goose Lock and Dam.)

(438) **Lake Bryan**, the pool formed by Little Goose Dam is crossed by a fixed highway bridge with a clearance of 60 feet about 10.7 (12.3) miles above the dam. Overhead power cables with a least clearance of 80 feet cross the lake between Little Goose Dam and Lower Granite Dam.

(439) **Lower Granite Lock and Dam**, about 31.5 (36.8) miles above Little Goose Dam and about 93.4 (107.5) miles above the mouth of the Snake River, has a single lift navigation lock 675 feet long and 86 feet wide. The dam, completed in 1975, permits navigation to **Lewiston**, ID, 120 (138) miles above the mouth of the Snake River. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **33 CFR 207.718,** chapter 2, for information concerning use, administration and navigation of Lower Granite Lock and Dam.)

(440) A fixed highway bridge with a clearance of 60 feet crosses Snake River about 1.5 miles below its junction with Clearwater River. A highway lift bridge with clearances of 7 feet down and 60 feet up crosses **Clearwater River** about 0.35 mile above the junction with Snake River (See **33 CFR 117.1** through **117.59** and **117.381**, chapter 2, for lift bridge regulations.) A fixed highway bridge, about 1.15 miles above the lift bridge, has a clearance of 21 feet. A vertical lift highway bridge with a clearance of 10 feet down and 42 feet up crosses the Snake River between Lewiston, ID and **Clarkston**, WA. (See **33 CFR 117.1** through **117.59** and **117.385**, chapter 2, for drawbridge regulations.) A fixed highway

bridge with a clearance of 60 feet is about 1.5 miles above the lift bridge. Overhead power cables with a minimum clearance of 80 feet cross the river between the dam and Lewiston.

(441)

Charts 18542, 18543

(442) **Pasco**, on the north side of the Columbia River 286 (329) miles above its mouth, is 32 (36.8) miles above McNary Dam. The Port of Pasco Marine Terminal Wharf (46°13'10"N., 119°05'52"W.), operated by Continental Grain Company, has reported depths of 16 to 20 feet alongside with a total berthing space of 970 feet. A grain elevator, with a capacity for 450,000 bushels, serves the wharf and can load barges at a rate of 15,000 bushels per hour. The port also owns a Container Terminal Wharf at the barge slip in about 46°12'50"N., 119°04'14"W. The wharf is used for receipt and shipment of containerized general cargo and has a total berthing space of 840 feet; depths alongside the wharf are reported to be 20 feet. The Port of Pasco is a municipal corporation consisting of a Board of Commissioners and a General Manager. In addition to the marine terminals, the port operates an airport. The Pasco-Kennewick-Richland area is the most important commercial barging center above Portland.

(443) The Pasco Yacht Basin, on the east side just below the railroad lift bridge, has berths, gasoline, diesel fuel and marine supplies; engine and electronic repairs can be made. An 8-ton hoist and a launching ramp are available at the basin.

(444) **Kennewick**, on the south side of Columbia River opposite Pasco, has a grain elevator dock with 500 feet of berthing space and a reported depth of 14 feet alongside. At **Clover Island**, there is a large small-craft harbor. About 80 berths with electricity, gasoline, diesel fuel, water and marine supplies are available; hull, engine and electronic repairs can be made. A 12-ton crane is at a marina occupying the center section of the island. A private yacht club is on the south side of the island.

(445) A railroad lift bridge crosses the Columbia River between Pasco and Kennewick, about 0.4 mile below Clover Island, and has a clearance of 18 feet down and 70 feet up. (See **33 CFR 117.1** through **117.59** and **117.1035**, chapter 2, for drawbridge regulations.) The fixed highway bridge just southeast of Clover Island has a clearance of 56 feet and another fixed bridge, 0.9 mile above Clover Island, has a clearance of 61 feet. Interstate Route 182 fixed bridge crosses the Columbia River at Richland and has a clearance of 73 feet. Overhead cables cross the Columbia River just above the junction with Snake River and at the east end of Clover Island; clearances are 85 and 54 feet, respectively.

(446) **Columbia Park Recreation Area**, just above the upper fixed highway bridge at Pasco, has a small-craft marina at which berths, electricity, gasoline, water, a launching ramp and marine supplies are available. Engine repairs can be made. Diesel fuel is available in the town of **Richland**, just above the recreation area.

(447) The **Hanford Works**, a huge U.S. Department of Energy reservation, is on the south and west sides of the Columbia River about 13 (15) miles above Richland. The facility is devoted to energy research, development and demonstration; production of nuclear materials; management of defense nuclear waste; and commercial nuclear fuel cycle research. The original site was created in 1943 under the direction of the Manhattan District of the U.S. Army Corps of Engineers for the production of materials for nuclear weapons such as those which helped to end World War II.

(448) **Priest Rapids Dam**, 68 (78.3) miles above McNary Dam and 353 (407) miles above the mouth of Columbia River, completed and dedicated in 1962, is the head of navigation, although in its construction provision was made for later building of a navigational lock if needed. However, Richland is the present practical head of navigation.

(449)

Charts 18551, 18553

(450) **Franklin D. Roosevelt Lake**, WA, is a National Recreation Area on the upper Columbia River impounded by the **Grand Coulee Dam**(47°57.5'N., 118°59.0'W.). Information about facilities and services is available at the recreation area headquarters in the town of Coulee Dam, the visitors' center at Fort Spokane, and the ranger station at Kettle Falls.

(451) A **restricted area** has been established in the discharge channel of the Grand Coulee Dam, and extending about 2.5 miles downstream from the dam. (See **33 CFR 162.230,** chapter 2, for limits and regulations.)

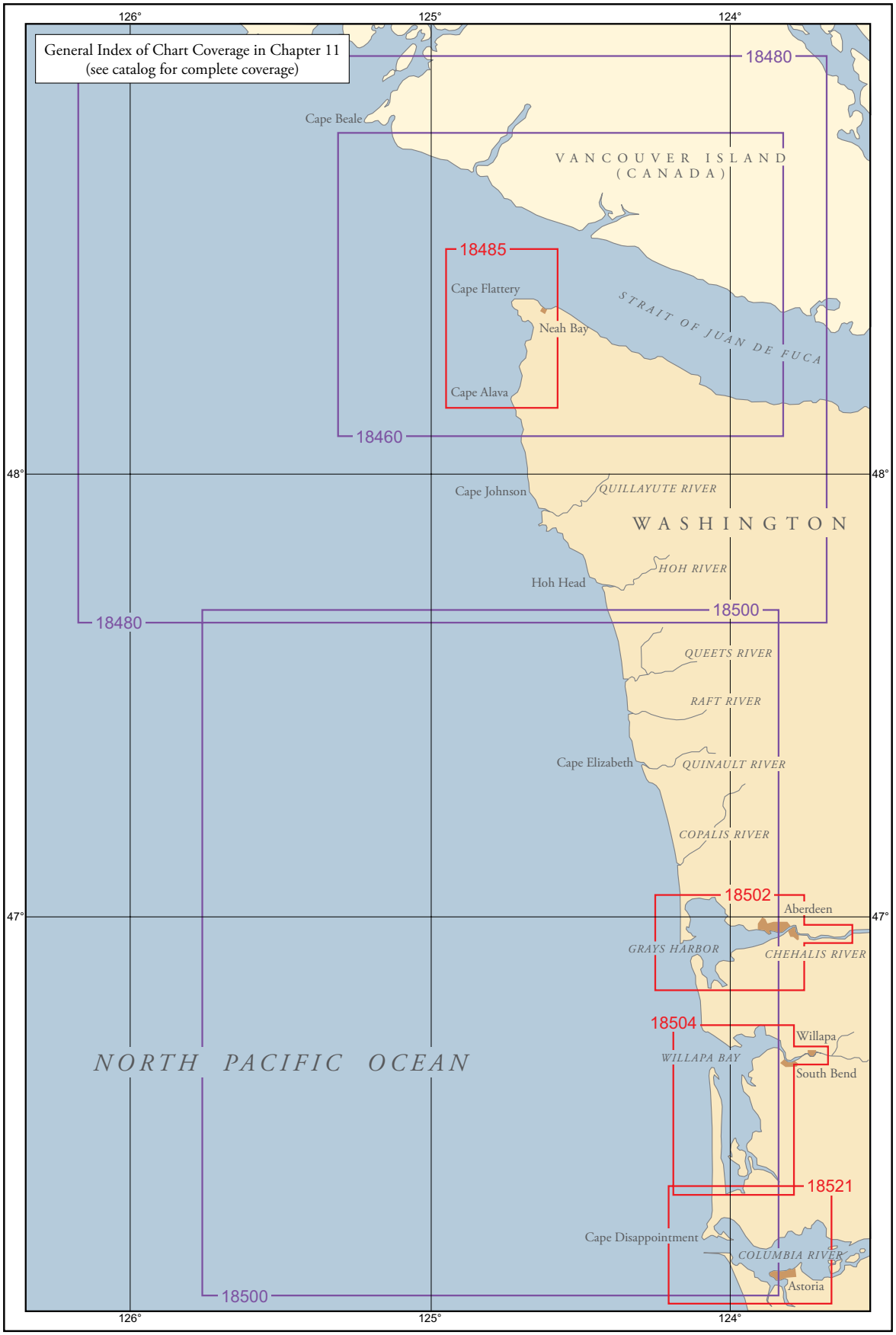
(452)

Chart 18554

(453) **Lake Pend Oreille** (48°10'N., 116°25'W.), Idaho, is a recreation area nearly surrounded by the Kaniksu National Forest. The charted depths are based on a lake level of 2048.15 feet above mean sea level. Normal winter and summer lake levels are about 3 feet and 14 feet above the charted depths, respectively. Lake level information, corrected daily, can be obtained by calling the U.S. Army Corps of Engineers, Albeni Falls Dam, telephone (208–437–3133).

(454) Marina services at **Sandpoint**, on the north side of the **Pend Oreille River** at its junction with Lake Pend Oreille, include berthing, gasoline, a launching ramp, winter storage, hull and engine repairs. The drawspan of the railroad bridge across the Pend Oreille River, at the river and lake junction, is in the permanently closed position. (See **33 CFR 117.1** through **117.59** and **117.383**, chapter 2, for drawbridge regulations.) U.S. Route 95 fixed highway bridge crosses the river just above the railroad bridge; the least clearance for both bridges is 14 feet. At **Bayview** (47°59'N., 116°34'W.), at the southwest end

of the lake just west of Scenic Bay, has several marinas that can provide transient berthing, gasoline, diesel fuel, launching ramps, winter storage, marine supplies, water and pump-out stations; complete marine services are available. Additional information about facilities and services may be obtained from the Sandpoint Chamber of Commerce, Sandpoint, ID 83864.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Cape Disappointment
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Astoria

Columbia River to Strait of Juan De Fuca, Washington

(1) This chapter describes the Pacific coast of the State of Washington from the Washington-Oregon border at the mouth of the Columbia River to the northwesternmost point at Cape Flattery. The deep-draft ports of South Bend and Raymond, in Willapa Bay, and the deep-draft ports of Hoquiam and Aberdeen, in Grays Harbor, are described. In addition, the fishing port of La Push is described. The most outlying dangers are Destruction Island and Umatilla Reef. A U.S. Navy operating/exercise area parallels the coastline from about 10 miles north of Point Brown to Cape Alava, extending from 3 miles offshore to about 50 miles offshore.

(2) The **Olympic Coast National Marine Sanctuary**, off the Olympic Peninsula of Washington State, including the waters of the Strait of Juan de Fuca, extends from Koitlah Point due north to the international boundary seaward to the 100 fathom isobath, thence southward to a point due west of the mouth of the Copalis River cutting across the heads of Nitnat, Juan de Fuca, and Quinault Canyons. (See **15 CFR 922**, chapter 2, for limits and regulations.)

(3)

Area to be Avoided, Washington Coast

(4) The International Maritime Organization (IMO) has adopted the waters off the Washington Coast as an area to be avoided. (See IMO SN circular 309.) In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area bounded by a line connecting the following points:

(5) 48°23.30'N., 124°38.20'W.
(6) 48°24.17'N., 124°38.20'W.
(7) 48°26.15'N., 124°44.65'W.
(8) 48°26.15'N., 124°52.80'W.
(9) 48°24.67'N., 124°55.71'W.
(10) 47°51.70'N., 125°15.50'W.
(11) 47°07.70'N., 124°47.50'W.
(12) 47°07.70'N., 124°11.00'W.

(13)

COLREGS Demarcation Lines

(14) The lines established for this part of the coast are described in **80.1370 through 80.1380**, chapter 2.

(15)

Chart 18500

(16) From Cape Disappointment, the coast extends north for 22 miles to Willapa Bay as a low sandy beach, with sandy ridges about 20 feet high parallel with the shore. Back of the beach, the country is heavily wooded. Numerous summer resorts and cottages are along the beach. Landmarks along this section of the coast are few. The 10–fathom curve averages a distance of about 2.5 miles from the shore. There are no known offlying dangers south of the Willapa Bay entrance bar.

(17)

Weather, Columbia River to Strait of Juan De Fuca

(18) The weather along this coast is usually mild, windy, and rainy in winter, cool and pleasant in summer, with some periods of fog. Close to shore, and particularly in Willapa Bay and Grays Harbor, wind and fog conditions are often local and different from conditions offshore. Radiation fog often blankets these bodies of water, as well as rivers and shore points, in fall and winter. It can form any time when nights are clear and calm.

(19) Storms that move along this coast or a distance out to sea bring cloudy days with highs in the mid-forties (6.1° to 8.3°C) and lows in the middle to upper thirties (3.3° to 3.9°C). In winter, they cause rain on about 15 to 25 days per month and significant snow on 2 or 3 days. They are responsible for predominantly east to southeast winds from October through March; these winds reach gale force 3 to 6 percent of the time. In the intermittent periods of settled weather, sound becomes an early morning hazard over rivers and protected bays. Visibilities drop below 0.5 mile (0.9 km) on 3 to 4 days per month, from October to February.

(20) With the coming of spring, conditions improve. Storms become less frequent. Winds diminish and blow more from a west direction. Temperatures often rise into the low to middle fifties (11° to 13°C) during the day and fall to the low forties (5.0° to 5.6°C) at night. Visibilities are usually good, and rain falls on just 8 to 15 days per month.

(21) Summer is the true fog season along these shores. In general, advection fog reduces visibilities to below 0.5 mile (0.9 km) on 3 to 10 days per month; up to 16 days per month at Tatoosh Island. Sound signals blow 15 to 30 percent of the time. Conditions are worst in Grays Harbor and near the entrance to the Strait of Juan de Fuca. Temperatures are often in the sixties (16.1° to 20.6°C) during the day and around 50°F (10°C) at night. Winds

(23)

Washington State Requirements

Reports of Oil Spills and Vessel Emergencies

All vessels must report oil spills or potential oil spills to both:

1. Washington State 800–258–5990
2. National Response Center 800–424–8802

Tank vessels and cargo and passenger ships 300 gross tons or larger must make notifications to Washington State for vessel emergencies, including a loss or serious degradation of propulsion, steering, means of navigation, electrical generating capability and seakeeping capability constituting a substantial threat of pollution affecting Washington state natural resources. In addition to any notifications to the USCG, the owner or operator must notify the state of any vessel emergency that results in the discharge or substantial threat of a discharge of oil to state waters or that may affect the natural resources of the state within one hour of the onset of the emergency.

Emergency Response Tug at Neah Bay

An industry-funded emergency response tug is located at Neah Bay at the entrance to the Strait of Juan de Fuca. The tug is available 24 hours a day and can be underway within twenty minutes of a decision to deploy. The purpose of the tug is to assist vessels having propulsion and steering failures or that are directed by either the US or Canadian Coast Guards to obtain towing assistance. Among other capabilities, the tug is intended to be able to make up to, stop, hold, and tow a drifting or disabled vessel of 180,000 metric dead weight tons in severe weather conditions. The tug can be contacted through the USCG VTS or the Puget Sound Marine Exchange.

Washington State Vessel Inspections

The Washington State Department of Ecology regulates cargo and passenger vessels and tank vessels operating in Washington waters.

• A cargo vessel is any self-propelled vessel in commerce that is 300 gross tons or more.

• A passenger vessel is any vessel 300 gross tons or more with a fuel capacity of at least 6,000 gallons that carries passengers for compensation.

• A tank vessel is a ship that is constructed or adapted to carry, or that carries, oil in bulk as cargo or cargo residue.

Washington State Ecology inspectors may conduct vessel inspections on regulated cargo, passenger, and fishing vessels when in Washington waters. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/AISsubstantialrisk.html/

Oil Transfer Requirements

Safe bunkering procedures must be followed during fueling operations. For vessels 300 gross tons or greater, Washington State Ecology inspectors may conduct inspections of these regulated oil transfers on vessels receiving fuel for propulsion within Washington waters. Details can be found in state regulations at Washington Administrative Code (WAC) 317-40. Information is also available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/Bunkering.html/

Tank vessels delivering oil in bulk to a non-recreational vessel or facility within Washington waters must meet state oil transfer requirements. They may also be subject to Washington State oil transfer inspections for these regulated oil transfers. Details can be found in WAC 173-184. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/vessel_otr.html/

• For a transfer of more than 100 gallons of bulk oil to a facility or non-recreational vessel, the delivering vessel must submit an Advance Notice of Transfer (ANT) report to Ecology. This ANT must be submitted 24 hours prior to the transfer for facilities or within the timeframe required by local USCG Captain of the Port.

• For convenience, the ANT report can be made either: online using the Ecology website at

https://secureaccess.wa.gov/ecy/ants, by

e-mail:OilTransferNotifications@ecy.wa.gov, or by

fax: 360–407–7288 or 800–664–9184.

Contingency Plan Requirements

Tank vessels and cargo and passenger ships 300 gross tons or larger transiting Washington waters must either have a Washington State Department of Ecology approved oil spill contingency plan or be a member of a non-profit corporation that provides oil spill response capabilities consistent with their Washington State approved contingency plan. In Washington State, the non-profit corporation for Puget Sound and Grays Harbor is the Washington State Maritime Cooperative (WSMC). The non-profit corporation for the Columbia River is the Maritime Fire & Safety Association (MFSA). Additional information is available at:

http://www.ecy.wa.gov/programs/spills/preparedness/cplan/cplans.html/

are from a west to northwest direction and usually less than 17 knots; calms occur up to 12 percent of the time. It rains on about 5 to 10 days per month.

(22) Fog remains a problem in autumn, although it is less frequent. Temperatures drop slowly with daytime readings often in the low to midsixties (16.1° to 19.4°C), dropping to the upper forties (8.9° to 9.4°C) at night. Rain falls more often. Winds become stronger and return to an east direction.

(24)

Chart 18504

(25) **Willapa Bay** entrance is 24 miles north of the Columbia River entrance. The bay is used primarily by fishing and oyster boats. No deep-draft vessels have entered Willapa Bay since 1976. Oyster beds cover much of the shoaler areas of the bay. Lumber, fish and other sea foods are shipped by rail and truck from South Bend and Raymond.

(26)

Prominent features

(27) **Leadbetter Point**, the north extremity of **North Beach Peninsula**, is the south point of the entrance to Willapa Bay. It is low and sandy, and has no distinctive feature to mark its extremity; the chart limit of the trees is 2.2 miles south.

(28) **Cape Shoalwater**, the north point at the entrance, terminates in a low bluff about 50 feet high. The cape is sandy and the north portion is covered with trees to within 300 yards of the point.

(29) The north shore of the entrance to the bay is marked by timbered bluffs and ridges, several hundred feet high. In the daytime, scars on the cliffs often are visible before the light can be seen. The termination of the tree line on Leadbetter Point is sharply defined.

(30) The entrance is in the north part of the bay and has two arms; the south arm is 18 miles long and the east is 10 miles long. Both arms are filled with extensive shoals; large areas that bare at low water. The south arm is separated from the ocean by a strip of low sand and sand dunes, averaging 1.5 miles in width and covered with trees until within 2.2 miles of Leadbetter Point. Numerous cottages and summer resorts are along the seaward face of the narrow peninsula. The shore of the bay elsewhere is composed of low, rolling hills, 100 to 200 feet high and covered with dense growths of timber.

(31) **Willapa Bar** extends about 3 miles outside of a line joining Cape Shoalwater and Leadbetter Point. The bar channel is continually shifting and depths over it vary from season to season. The buoys marking the channel over the bar are non lateral and moved from time to time because of the shifting sands and changing channel. Dredging range lights are temporarily established at the entrance at times during dredging operations. The entrance buoys and the dredging range lights do not necessarily mark the best water. The major channels in the bay are marked by aids to navigation.

(32) **Willapa River** flows into the east arm of the bay. Lights, daybeacons and a lighted range mark the channel through the east arm and Willapa River to South Bend and Raymond.

(33)

COLREGS Demarcation Lines

(34) The lines established for Willapa Bay are described in **80.1370**, chapter 2.

(35)

Regulated Navigation Area

(36) A regulated navigation area surrounds the entrance of Willapa Bay. See **33 CFR 165.1325**, chapter 2, for limits and regulations.

(37)

Channels

(38) A **Federal project** provides for a 26-foot channel over the bar at the mouth of Willapa Bay, and a 24-foot channel from deep water in Willapa Bay to just above both forks of Willapa River at Raymond. The channel over the bar into Willapa Bay is subject to frequent change.

(39)

Anchorage

(40) Anchorage with good holding ground may be had at almost any point inside the bay. The anchorage generally used is off Toke Point in 30 to 40 feet.

(41)

Dangers

(42) An underwater dike, 18 feet below the surface, extends about 800 yards into the North Channel from a rock groin along the shore between Cape Shoalwater and North Cove in about 46°43'35"N., 124°03'30"W.

(43)

Currents

(44) In the entrance the current velocity is about 2.5 knots. Currents of 4 to 6 knots occur at times; the velocity is greatest on the ebb, particularly with south wind.

(45) In the channel at South Bend, the velocity is about 1.2 knots on the flood and 1.4 knots on the ebb. (See Tidal Current Tables for predictions for South Bend.)

(46)

Routes

(47) Approaching from any direction in any weather, great caution is essential. The currents are variable and uncertain. Velocities of 3 to 3.5 knots have been observed between Blunts Reef and the Swiftsure Bank, and velocities considerably in excess of these amounts have been reported. From seaward in clear weather, the lights at the entrance of Grays Harbor, 14 miles north, and at North Head, 22 miles south, are distinguishing marks for fixing a vessel's position and the subsequent shaping of the course. Navigators should bear in mind the changeable nature of the bar. Strangers should not navigate the bay in thick weather.

(48) **South Bend** is on the south bank of Willapa River, 8 miles above Toke Point. The principal industries are lumbering, oystering and fishing; two canneries operate here. Willapa Harbor Airport is on the north bank of the river about 2.5 miles northwest of South Bend. **Raymond**, the principal town, is on the south bank of Willapa River at the junction of the South Fork, 3 miles above South Bend. There are sawmills here and large quantities of lumber are shipped out.

(49)

Bridges

(50) There are no bridges over the main channel. The Burlington Northern railroad swing bridge across South Fork, 0.3 mile above its mouth, has a clearance of 8 feet. (See **33 CFR 117.1** through **117.59** and **117.1063(b)**, chapter 2, for drawbridge regulations.) Two fixed highway bridges over South Fork about 0.5 mile above the railroad swing bridge have a least clearance of 15 feet. The fixed highway bridge over North Fork at Raymond has a clearance of 20 feet. A railroad fixed bridge over **Ellis Slough** has a clearance of 24 feet.

(51) At The Narrows, 1 mile below the Port of Willapa Harbor wharf, the river is crossed by power cables with a minimum clearance of 165 feet.

(52)

Pilotage

(53) **Pilotage** for Grays Harbor, discussed later in this chapter, also pertains to Willapa Bay.

(54)

Towage

(55) Tugs to 2,200 hp are available at Hoquiam in Grays Harbor. Arrangements should be made in advance through ships' agents or through the pilots.

(56)

Quarantine, customs, immigration and agricultural quarantine

(57) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1, for details.)

(58)

Supplies

(59) Diesel oil, gasoline, water, ice, and some marine supplies are available in South Bend and Raymond. Both South Bend and Raymond have small-craft moorages operated by the respective towns.

(60)

Repairs

(61) The largest of two marine railways at South Bend can handle vessels 60 feet long and 19½ feet wide for hull repairs. A nearby machine shop and foundry does some engine repair work.

(62) **Tokeland** on **Toke Point**, is a summer resort. There is a dredged entrance channel and small-craft basin on the north side of the point. A light is on the outer end of a jetty on the south side and a daybeacon is on the north side of the entrance. In 2002, the controlling depth was 13.1 feet in the entrance channel to the basin; thence in 2000, the basin had depths of 9 to 13 feet, except for lesser depths along the southwest edge. Berths, gasoline, diesel fuel, water and ice are available either at the basin or nearby; a launching ramp is at the basin.

(63) **North River**, which enters the east arm 2 miles east of Toke Point, is navigated by small logging launches. The channel is marked by private daybeacons and is navigable at high water to **Eatons Ranch**, 3 miles above the last daybeacon.

(64) The south part of Willapa Bay is used by light-draft vessels. **Bay Center** is a village just south of **Goose Point** (46°38.2'N., 123°57.5'W.). It is one of the many oyster places in this bay with some fishing and crabbing. There are floats here for mooring fishing vessels; gasoline is available.

(65) The channel to Bay Center leads from deep water in Willapa Bay about 1.4 miles west-northwest of Goose Point, thence north of Goose Point, thence south into Palix River to the basin at Bay Center. The channel is marked by lights and daybeacons, and is subject to continual change.

(66) **Palix River**, on the east side of the bay, is navigable for small logging tugboats and fishermen for about 1 mile up each of the three forks above their junction. The fixed highway bridge, about 1 mile below the forks, has a clearance of 25 feet.

(67) **Nemah River Channel**, 5 miles south of Goose Point, is marked by private aids. Controlling depths are about 4 feet to Daybeacon 20, thence 2 feet to Lynn Point, thence 1 foot to the junction of South and Middle Nemah Rivers.

(68) **Nahcotta Channel**, about 4.5 miles south of Goose Point, leads south between North Beach Peninsula on the west and Long Island Shoal and Long Island on the east to Shoalwater Bay. The channel is well marked and has depths greater than 20 feet.

(69) **Stanley Channel** leads from Nahcotta Channel at Long Island Junction Light, thence east of Long Island and **Stanley Peninsula** to the mouth of Naselle River. Shallow-draft boats with local knowledge can cross **Long Island Shoal**.

(70) **Long Island**, 5.5 miles long in a northwest direction and of irregular width, lies in the south arm of the bay near the head. The island is wooded and rises to over 100 feet in elevation. The waters surrounding Long Island encompass the Willapa National Wildlife Refuge, the boundary of which is marked by numerous piles.

(71) **Nahcotta**, on the east side of North Beach Peninsula, is a small village 9 miles south of Leadbetter Point. There are several large oyster plants here. The boat basin at Nahcotta has floats for small craft; diesel fuel and dry winter boat storage are available. In 2004, the channel leading from deep water in Nahcotta Channel to the basin had a controlling depth of 5 feet, thence depths of 4 to 6 feet were available in the basin except for lesser depths

along the north edge and shoaling to bare in the northwest corner. The entrance to the basin is marked by lights.

(72) **Naselle River**, on the east side of the bay, is navigable by boats of 5 feet or less draft, at half tide or higher water, as far as the bridge at the village of **Naselle**, 10 miles above the mouth. This bridge marks the head of tide water at ordinary high tides. The river has numerous snags and submerged logs, and is crossed by power cables with least clearance of 60 feet; passage should not be attempted without local knowledge. Small logging and fishing boats operate on the river.

(73) **Bear River** enters at the southeast corner at the head of **Shoalwater Bay**. A long, tortuous, unmarked channel across the flats makes entrance to the river difficult. Vessels of 5-foot draft or less can make the fixed bridge about 1.5 miles above the mouth at half tide.

(74)

Chart 18500

(75) From Cape Shoalwater to Point Chehalis, the south point at the entrance to Grays Harbor, the coast extends for 11 miles as a low sand beach, backed by a heavy growth of timber.

(76)

Chart 18502

(77) **Grays Harbor** entrance is about 40 miles north of Cape Disappointment and 93 miles south of Cape Flattery. The bay and its tributaries furnish an outlet to an extensive timber area. Grays Harbor is an important lumber port in the foreign and domestic trade. Oil is delivered by tanker; logs, lumber, pulpwood, woodchips and biodiesel are shipped out.

(78) The bay at the entrance is about 1 mile wide, but shoals extending south from Damon Point and north from Westport reduce the navigable channel to a width of 0.6 mile. From its entrance the bay extends east for 15 miles to the mouth of Chehalis River. The bay is filled by shoals and flats that bare at low water and are cut by numerous channels.

(79) **Point Chehalis** is low and sandy and is bare of trees for 1.5 miles south of its extremity. A jetty extends 2 miles seaward from the end of the point, the outer mile of it being submerged. A seasonal sound signal is mid-length of the visible part of the jetty. A Coast Guard lookout tower is prominent on the point.

(80) **Grays Harbor Light** (46°53'18"N., 124°07'01"W.), 123 feet above the water, is shown from a 107-foot white truncated octagonal pyramidal tower on the seaward side of Point Chehalis.

(81) **Point Brown**, the north entrance point is 1.8 miles northwest of Point Chehalis. The point is low, rounding and sandy, with shoals extending south and west which, together with those extending west from Point Chehalis, form the bar at the entrance. The point is wooded to within 0.5 miles of the extremity. A jetty extends west from the point. A wreck covered 24 feet is about 1.1 miles west of the jetty at 46°55'38"N., 124°12'30"W.

(82) A small-craft basin is northeast of the point. The entrance to the basin is marked by lights; the approach channel is marked by a line of lighted and unlighted dolphins. A submerged jetty extends about 0.6 mile northeast from the north side of the basin entrance. Reported depths of 5 feet are available through the natural channel leading to the basin with depths of 3 feet or less inside the basin due to silting.

(83)

Prominent features

(84) The country about Grays Harbor is flat and featureless, with few conspicuous objects. **Saddle Hill** (chart 18500), about 310 feet high, 8 miles north of the entrance and 2 miles inshore, is the most conspicuous feature.

(85) Grays Harbor Light shows prominently on a closer approach to the entrance. A micro tower, painted a red and white checkerboard pattern, is 3.6 miles north-northeast of the north jetty and a large rust-colored standpipe, lighted at night by floodlights, is 2.5 miles south-southeast of Point Chehalis. Both these objects are prominent on a closer approach and the standpipe is reported to be visible for a considerable distance at night. In clear weather, **Brackenridge Bluff**, on the north shore 6 miles inside the entrance, is quite prominent. It is a reddish cliff about a mile long, rising in two places to a height of 80 feet; from seaward it is visible only through the entrance.

(86) In clear weather **Neds Rock**, off Brackenridge Bluff, shows prominently from inside the entrance; it is reddish.

(87)

COLREGS Demarcation Lines

(88) The lines established for Grays Harbor are described in **80.1375**, chapter 2.

(89) Grays Harbor is served by the Marine Exchange of Puget Sound. (See Marine Exchange of Puget Sound, chapter 13, for details).

(90)

Channels

(91) The entrance to Grays Harbor, between two jetties, is marked by two lighted ranges and buoys. Inside the bay, a **Federal project** channel provides depths of 46 feet across the bar, thence 42 to 40 feet in the entrance, thence 36 feet inside the bay to Cow Point, thence 32 feet to Cosmopolis, about 9 miles above the bay entrance. The channel inside the bay to Cosmopolis is well marked. There is no deep-draft navigation above Cosmopolis. (See Notices to Mariners and latest editions of the charts for controlling depths for the dredged channel.)

(92) The jettied entrance has a tendency to shoal at the curve on the Point Chehalis side. Submerged sections of the north and south jetties extend seaward about 0.2 and 0.9 mile, respectively, from the visible sections. Both north and south jetties should be given a wide berth during periods of heavy weather due to hazardous breakers. Lighted whistle buoys mark the approach and

(93)

Structures Across the Hoquiam, Chehalis and Wishkah Rivers				
Name•Description•Type	**Location**	**Clear Width of Draw or Span Opening (feet)**	**Clear Height above Low Water Datum (feet)**	**Information**
Hoquiam River				
Overhead power cables	46°58'19"N., 123°52'35"W.		85	
Puget Sound and Pacific Railroad bridge (swing)	46°58'20"N., 123°52'36"W.	125	11	Note 1
Simpson Avenue bridge (bascule)	46°58'32"N., 123°52'38"W.	125	25	Note 1
Riverside Avenue bridge (vertical lift)	46°58'47"N., 123°53'05"W.	150	4 (down), 65 (up)	Note 1. Bridge stuck in down position (2004)
Overhead power and television cables	46°58'57"N., 123°52'44"W.		54	
Railroad bridge (swing)	46°59'41"N., 123°53'02"W.	105	5	
Overhead power cables	46°59'41"N., 123°53'04"W.		43	
Chehalis River				
US 101 Bridge (bascule)	46°58'21"N., 123°48'33"W.	150	35	Note 2
Overhead power cable	46°57'29"N., 123°45'47"W.		125	
Overhead power and television cables	46°57'40"N., 123°36'26"W.		76	
Highway bridge (fixed)	46°57'45"N., 123°36'12"W.	300	29	
Overhead power and television cables	46°57'45"N., 123°36'10"W.		54	
Wishkah River				
Puget Sound and Pacific Railroad bridge (swing)	46°58'30"N., 123°48'35"W.	125	8	Note 3
Heron Street bridge (swing)	46°58'34"N., 123°48'41"W.	75	8	Note 3
Wishkah Street bridge (bascule)	46°58'38"N., 123°48'42"W.	125	11	Note 3
Overhead power cable	46°59'05"N., 123°48'16"W.		30	
Second Street bridge (fixed)	46°59'05"N., 123°48'18"W.	75	15	
Overhead power cable	46°59'05"N., 123°48'20"W.		75	

Note 1 – See **33 CFR 117.1 through 117.59 and 117.1047**, chapter 2, for drawbridge regulations.
Note 2 – See **33 CFR 117.1 through 117.59 and 117.1031**, chapter 2, for drawbridge regulations.
Note 3 – See **33 CFR 117.1 through 117.59 and 117.1065**, chapter 2, for drawbridge regulations.

entrance to the bay. A seasonal sound signal is about mid-length of the visible section of the south jetty.

(94)

Anchorage

(95) The best anchorage is north of Westport and southeast of **Damon Point** in 30 to 60 feet. The holding ground is good, and there is more swinging room here than elsewhere in the harbor.

(96)

Currents

(97) In the entrance, the average current velocity is about 1.9 knots on the flood and 2.8 knots on the ebb, but velocities may reach 5 knots. In the channels through the bay, the velocities seldom exceed 3 knots. It was reported that currents in the vicinity of the bar are very erratic, setting north close inshore and south offshore. (See Tidal Current Tables for daily predictions at the entrance to Grays Harbor.)

(98)

Routes

(99) From north or south, the course should be shaped to make the entrance buoy. From seaward in clear weather, Saddle Hill, 8 miles north of the entrance, and Grays Harbor Light on Point Chehalis will be seen.

(100) Approaching from any direction in thick weather, great caution is essential. The currents are variable and uncertain. Velocities of 3 to 3½ knots have been observed between Blunts Reef and Swiftsure Bank, and velocities in excess of these amounts have been reported. Because of the possibility of a strong onshore set, especially in southwest weather, vessels should not shoal the depths to less than 20 fathoms unless sure of the position.

(101) The bar channel is subject to change. Deep-draft vessels should not enter without knowledge of conditions at the time of entering. The deepest water is not always on the range. Information concerning conditions on the bar can be obtained from the Grays Harbor Pilots Association or from the Coast Guard on VHF-FM channel 16. The bar channel and harbor should not be attempted in thick weather.

(102)

Pilotage, Grays Harbor

(103) Pilotage is compulsory for all foreign vessels, and U.S. vessels under enrollment and registered in foreign trade.

(104) Grays Harbor Bar Pilots serve Grays Harbor, Chehalis River, and Willapa Bay, and maintains an office at Aberdeen, WA, and a station at Westhaven Cove, Westport, WA.

(105) The office address is: Port of Grays Harbor, P.O. Box 660, 111 S. Wooding Street, Aberdeen, WA 98520; telephone 360–533–9564.

(106) The station and pilot boat monitor VHF-FM channels 12 and 16, and use 12 as working channel. The pilot boat, CHEHALIS, is 65 feet long and has an orange and green hull. The word 'PILOT' is displayed on both sides of the boat, and the standard day and night signals are used when vessels are approaching from seaward.

(107) Arrangements for pilots can be made by ships' agents by telephone or radiotelephone. A 24-hour advance notice of arrival is requested; any change in the estimated time of arrival requires a 4-hour advance notice to the pilots via the Marine Exchange, Seattle, WA or radiotelephone.

(108) Pilots board vessels near Grays Harbor Approach Lighted Whistle Buoy GH (46°51'55"N., 124°14'26"W.). To assist pilots in boarding from the bow of the pilot boat, the ship is requested to maintain a speed of 6 knots. A pilot ladder should be rigged amidships on the leeward side clear of the gangway or other obstructions, and about 3 meters above the water with no manropes. In rough weather, pilots may board during daylight.

(109) **Westhaven Cove**, on the inner side of the north tip of Point Chehalis, is protected by breakwaters marked by lights. The harbor is a large sport and commercial fishing center operated by the Port of Grays Harbor.

(110) In 2003, a depth of 19.6 feet was available in the north entrance and a depth of 14.1 feet was available in the south entrance, thence depths of 9 to 16 feet were available in the cove (except for shoaling along the southwest edge of the breakwater.) Lesser depths are near both entrance channel edges and breakwaters.

(111) **Grays Harbor Coast Guard Station** is on the south side of Westhaven Cove. The town of **Westport**, a summer resort and fishing town, is about a mile south of Westhaven Cove.

(112) Westhaven Cove has about 1,000 berths, with electricity, about 20 transient berths, gasoline, diesel fuel, water, ice, a launching ramp, pump-out facilities and marine supplies. Dry winter boat storage is available in the cove. A boatyard at the south end of the harbor has a mobile lift that can handle craft to 60 tons for hull or engine repairs; the yard includes a ship chandlery. Electronic repair service is available at the harbor. The Grays Harbor pilot boat is berthed at Westhaven Cove.

(113) The Coast Guard has established Grays Harbor Regulated Navigation Area Warning Sign, a **rough bar advisory sign**, 20 feet above the water, visible from the channel looking seaward, on the north side of Westhaven Cove, to promote safety for small-boat operators. The sign is diamond shaped, painted white with an international orange border, and with the words "Rough Bar" in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the light is not flashing, it is no guarantee that sea conditions are favorable.

(114) The Coast Guard displays **heavy weather warning flags**, square RED flags with square BLACK centers, at two locations in Grays Harbor; one flag is on the Coast Guard lookout tower 70 feet above the water on the south side of Point Chehalis and the other is on the northwest side of the Coast Guard station boat house 50 feet above the water. These displays will be based on current weather warnings issued in the following National Weather Service forecast areas; Cape Flattery to Cape Shoalwater. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. (See illustration Chapter 1.) In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(115) **Bay City**, 3.7 miles southeast from Westhaven Cove, on the east shore of **South Bay** formerly was a whaling station. The wharf, built originally for the old fertilizer factory, is now in ruins, and there are no marine facilities now at Bay City. The fixed highway bridge at Bay City has a clearance of 39 feet.

(116) For the rest of the 2.6-mile distance, South Bay is crooked and full of shoals to the mouth of **Elk River**, which is used some for logging.

(117) **Markham** is the site of a large cranberry plant and a small seafood company. It is on the south side of the bay at the mouth of **Johns River**. The river, nothing more than a shallow stream, is crossed by a fixed highway bridge near the entrance and has a clearance of 33 feet. Above the bridge, the stream is navigable only for rowboats.

(118) **Hoquiam** and **Aberdeen** are twin cities about 14 miles above the harbor entrance. Hoquiam is on the river of that name, and Aberdeen is on Chehalis River. South Aberdeen is across the river, but is part of the city of Aberdeen.

(119) **Cosmopolis** is a small town on the south side of Chehalis River just above South Aberdeen. There is a large pulpmill here.

(120) **Chehalis River** enters at the east end of Grays Harbor and is marked by lights to Cosmopolis. It is navigable by small boats to **Elma**, 24 miles above the mouth. The upper portion of the river, for a distance of about 45 miles above Elma, is used for floating logs.

(121) **Montesano**, about 14 miles above Aberdeen, has several mills. This stretch of the river is used only by log tows and outboard motorboats. A small-boat moorage is on the north bank of the river just west of the highway bridge at South Montesano; a launching ramp is near the moorage.

(122)

Towage

(123) Tugs up to 2,200 hp are available at Hoquiam. Arrangements for a tug should be made in advance either

(130)

Facilities in Grays Harbor (Hoquiam, Aberdeen, Cosmopolis)

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Port of Grays Harbor Terminal 3	46°58'11"N., 123°54'44"W.	600	38-40	18	• Open storage (150 acres) • Rail access	Receipt and shipment of general cargo	Port of Grays Harbor
Port of Grays Harbor Terminal 1	46°57'59"N., 123°51'19"W.	450	30	18	• Open storage (5 acres) • Electric belt conveyor (500 tons/hour)	Shipment of wood chips by barge	Port of Grays Harbor/ Olympic Fibre, Inc. (360-533-6588)
Port of Grays Harbor Terminal 2	46°57'53"N., 123°51'08"W.	900	41	18	• Open storage (51 acres) • 50,000 square foot storage building	Receipt and shipment of bulk agricultural commodities	Port of Grays Harbor/ AGP Inc. (360-533-9513)
Port of Grays Harbor Terminal 4	46°57'39"N., 123°50'19"W.	1400	41	18	• Open storage (100 acres) • Two 50-ton gantry cranes	Receipt and shipment of logs, lumber, and conventional general cargo	Port of Grays Harbor (360-533-9513)
Willis Enterprises, Aberdeen Wharf	46°57'57"N., 123°49'19"W.	650	20	16	• Open storage (17 acres) • Electric belt conveyor (510 tons/hour)	Shipment of wood chips	Quigg Bros., Inc./Willis Enterprises (360-249-5244)
Sierra Pacific Industries, Junction City Wharf	46°58'20"N., 123°46'39"W.	825	27-28	19.5	• Open storage (45 acres)	Shipment of wood chips; receipt and shipment of logs	Sierra Pacific Industries (360-532-2323)
Weyerhaeuser Co., Bay City Log Export, Berths 1 and 2	46°58'01"N., 123°46'43"W.	725	35	16	• Open storage (27 acres)	Shipment of logs and occasional shipment of lumber	Weyerhaeuser Co. (360-537-8216)
Weyerhaeuser Co., Aberdeen Saw Mill, Wood Chip Wharf	46°58'30"N., 123°47'38"W.	480	21-24	-	• Open storage (20,000 tons of wood chips) • Electric conveyor (400 tons/hour)	Shipment of wood chips	Weyerhaeuser Co. (360-537-8216)
Weyerhaeuser Co., Aberdeen Saw Mill, Lumber Wharf	46°58'26"N., 123°47'57"W.	900	24-33	16	• Open storage (16 acres)	Shipment of lumber	Weyerhaeuser Co. (360-537-8216)

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

through the Grays Harbor Pilots Association or ships' agents. Tugs monitor and use as working frequency VHF-FM channel 9.

(124)

Quarantine, customs, immigration and agricultural quarantine

(125) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1, for details.)

(126)

Harbor regulations

(127) The Port of Grays Harbor Commission appoints a port manager who directs the facilities and port affairs of the harbor district, which is coextensive with Grays Harbor County. The Port of Grays Harbor general offices are at 111 South Wooding Street, about 500 yards from the inshore end of Terminal Pier 1.

(128)

Wharves

(129) The Port of Grays Harbor operates four marine terminals. In addition to the port-operated facilities listed in the table, there are several private deep-draft piers and wharves in the Hoquiam, Aberdeen and Cosmopolis area. Only the major deep-draft facilities are listed. The alongside depths given in the table are reported. For information on the latest depths contact the port authorities or the private operators.

(131)

Supplies

(132) Bunker fuel, diesel oil, lubricants, water, and some marine supplies are available for large vessels at Grays Harbor. Complete service and repair facilities for small craft are available at Westhaven Cove, Aberdeen, and Hoquiam.

(133)

Repairs

(134) There are no facilities for major repairs to large oceangoing vessels in Grays Harbor; the nearest such facilities are in Portland, OR. There are several marine railways in Grays Harbor, the largest of which is at a shipyard on the west bank of the Hoquiam River 1 mile above its mouth. This railway can handle vessels to 400 tons, 80 feet long or 34 feet wide for hull repairs. Machine shops and foundries are nearby and can make some engine repairs. Electronic repair service is available.

(135)

Communications

(136) Grays Harbor is served by two Class I railroads. Two U.S. highways serve Aberdeen and Hoquiam. Bowerman Airport, owned and operated by the Port of Grays Harbor, is on an extensive filled area just west of Hoquiam; there are flights to Seattle, Portland, Astoria and points beyond.

(137) **North Bay**, immediately east of Point Brown, is a shallow bight about 6 miles long. It is filled with shoals and flats that bare at low water. There is some oyster

culture in the bay, which is used considerably by small oyster boats. The entrance to the bay is marked by buoys.

(138) **Hoquiam River** empties into Grays Harbor about 2 miles west of the mouth of Chehalis River. It is practically a tidal slough 11 miles long. In 1980, the midchannel controlling depth was 6 feet from the mouth of Hoquiam River to the junction with the East Fork of the Hoquiam River, a distance of about 2.5 miles. An obstruction (cement dock debris) is between the Simpson Avenue and Riverside Avenue Bridges on the west side of the river in position 46°58'41"N., 123°52'57"W. The obstruction is marked by a buoy. Traffic on the river consists primarily of tugs and fishing vessels.

(139) The **Wishkah River** empties into the north side of Chehalis River in the east part of Aberdeen.

(140)

Chart 18500

(141) From Point Brown the coast extends north for 23 miles to Point Grenville as a low, sandy beach, broken occasionally by small streams and in some places by bluffs. A few small towns and settlements, connected by roads or trails, are scattered along this stretch.

(142) **Copalis Head**, 13 miles north of Point Brown, is a bright yellow bluff 2 miles long and 200 feet high. It is 1.5 miles north of **Copalis River**. **Copalis Rocks**, two small rocks the larger 34 feet high, lie 500 yards off the head, and a rock awash is about 0.5 mile west-southwest of the head.

(143) Two small bluffs mark the mouth of **Joe Creek**, 3.5 miles north of Copalis Head.

(144) **Moclips River** entrance is 6 miles north of Copalis Head. The south point at the mouth is bare and sandy; on the north bank is a bright yellowish bluff 50 feet high. **Moclips**, near the mouth of this river, is connected by a branch of the Burlington Northern Railroad with Hoquiam on the north shore of Grays Harbor. A triangular-shaped yellowish bluff about 110 feet high on the south bank of **Wreck Creek**, which empties about 2.5 miles north of Moclips, is prominent from offshore.

(145) **Point Grenville**, 10 miles north of Copalis Head, is a broken rocky promontory with nearly vertical whitish cliffs over 100 feet high. Numerous rocks extend for some distance off the point. **Grenville Arch**, dark in color, 83 feet high, is the outer and more prominent of two rocks lying west of the point; it is over 0.5 mile southwest of the inner extremity of the point. The arch lies east and west. A rock that uncovers is 400 yards northwest of Grenville Arch. The west rock, off the west end of the point, is 200 yards off the cliff and 92 feet high. There are several rocks inside of it, but none outside. Two rocks, over 90 feet high, are 400 yards south of the south extremity of the point.

(146) An indifferent anchorage in northwest weather may be had under Point Grenville by vessels of moderate draft, but the depths compel anchoring at such a distance from the beach that little shelter is afforded. The anchorage is in 4 fathoms, sandy bottom, with the inner extremity of the point bearing **338°**, and Grenville Arch bearing **239°**. This anchorage is not recommended for ordinary use.

(147) North of Point Grenville is a series of cliffs; the upper part appears light gray, the lower part dark, separated by a well-defined line of demarcation. This formation disappears near the south end of the cliffs where they are broken up and present a stratified appearance. The strata slope downward to the north of the cliffs is a shingle beach followed by irregular bluffs and cliffs terminating near Taholah in white cliffs of uniform height, which from offshore do not present the stratified appearance noticeable to the south.

(148) **Quinault River** breaks through the cliffs about a mile southeast of Cape Elizabeth. **Taholah** is an Indian village on the banks of the river. The shoreline in this section is low. The river is navigable only by skiffs and outboard motorboats. Some gasoline and supplies are available. A piling dike has been built along the spit in front of the village. In the background is a ridge with three long, flat summits. The road serving the beach settlements, and connecting them with Hoquiam, terminates at Taholah.

(149) From Taholah to Cape Elizabeth the cliffs present an almost unbroken face seaward and in places are about 200 feet high. They appear either white or bright yellow, and from offshore present a very noticeable stratification, sloping downward to the south; an important difference from the direction of slope around Point Grenville.

(150) **Sonora Reef** extends south-southeast from Cape Elizabeth for over 2 miles, its south end lying 1.1 miles offshore.

(151) **Cape Elizabeth** projects about a mile from the general trend of the coast, and when seen from seaward appears as a bright yellow, rocky cliff reaching in places a height of 200 feet. There are no high or large rocks off the cape; numerous rocks awash extend to the south. The houses of the Quinault Indian Reservation are at the east end of the cliffs.

(152) From Cape Elizabeth for 20 miles to Destruction Island, the coast is nearly straight, with low shores and rocky cliffs heavily wooded to the edges. Numerous rocks lie offshore, but these are inshore of the usual track of vessels.

(153) **Flat Rock**, low and black, is 1.6 miles northwest from Cape Elizabeth and 0.9 mile offshore. A covered rock which breaks in ordinary weather is 400 yards south of it. A small rock is halfway between Flat Rock and Cape Elizabeth, with a smaller one inside halfway to the beach.

(154) **Pratt Cliff**, 3 miles north of Cape Elizabeth, is a sharp point backed by cliffs, 139 feet high. **Split Rock**, 70 feet high, is 1 mile offshore, abreast of the north end of Pratt Cliff. It is split in two, and the division shows when seen from west to northwest. A small, low, black rock is 0.5 mile south of it, and a larger one is 0.4 mile south of Split Rock.

(155) **Willoughby Rock**, 120 feet high, 0.4 mile northeast of Split Rock, is nearly round with an abrupt seaward face. A cluster of rocks is between Willoughby and Split

Rock and a little south of them; one is black and conical, with a rock awash 200 yards southwest from it.

(156) **Sealion Rock**, 8 feet high, small and black, is 3 miles northwest of Split Rock and 2.6 miles offshore.

(157) From Pratt Cliff to **Raft River**, 3.5 miles, the coast consists of broken cliffs over 100 feet high bordered by rocks extending over 0.5 mile offshore. Midway between these points are three rocky heads covered with trees to the edges projecting beyond the cliffs and almost detached from them.

(158) **Tunnel Island**, 157 feet high, is in the entrance to Raft River, and at low water is connected with the south point of the river. A vertical pillar, 108 feet high, stands 150 yards north-northwest of the rock, and a cluster of rocks is close-to under its southeast point.

(159) From Raft River to Queets River, 4.5 miles, the coast consists of cliffs about 80 feet high, broken occasionally by small streams.

(160) **Queets River** is the largest stream between Grays Harbor and Cape Flattery. The south point is a low, sandy spit about 0.1 mile long, projecting from an abrupt cliff, 80 feet high, and densely wooded. The north point is 1.3 miles long, low, and sandy, with some trees at the mouth of the river, and a narrow lagoon between it and the bluff.

(161) From Queets River for 10 miles to abreast Destruction Island, the coast is rather low and is broken by cliffs about 50 feet high with broad low-water beaches. **Kalaloch Rocks** are about 4.5 miles north of the river, close inshore.

(162) A **U.S. Navy Underwater Tracking Range** is west of the mouth of Queets River, about 6 to 10 miles offshore. Underwater cables, several feet above the ocean bottom and over an area about 1 mile wide, extend northeast from the upper east side of the tracking range, at about 47°32.5'N., 124°30'W., to the shore at about 47°36.3'N., 124°22.5'W. Mariners are cautioned against anchoring or dragging in these areas.

(163) **Destruction Island**, 90 feet high, is 20 miles north-northwest of Cape Elizabeth and 3 miles offshore. It is flat-topped and covered with brush, with a few clumps of trees. The island is 0.5 mile long and 300 yards wide at its south part. From the north end rocks and ledges extend about a mile from the cliffs; these are bordered by a line of kelp on the inshore side.

(164) An indifferent anchorage, affording shelter from northwest winds, may be had off the southeast face of the island in 10 fathoms, sandy bottom, with the light bearing between **293°** and **315°**. Vessels must leave if the wind hauls west or south. During the fishing season many small fishing boats anchor for the night under Destruction Island; it is the only shelter from offshore winds between Grays Harbor and Cape Flattery.

(165)

Chart 18480

(166) For 5.5 miles from Destruction Island to Hoh Head, the coast trends in a general northwest direction. The cliffs are 50 to 100 feet high, and many rocks and ledges extend 1.2 miles offshore in some places.

(167) **Abbey Islet**, 3.5 miles northeast of Destruction Island, is over 100 feet high and covered with trees. It is 200 yards off the cliffs. Many rocks are close south of it, the most distant of which is **South Rock**, 46 feet high, 1 mile south, and 0.5 mile offshore.

(168) At the mouth of **Hoh River**, 2 miles southeast of Hoh Head, is a broad sand beach; the absence of cliffs for 0.5 mile is noticeable for a considerable distance offshore. In smooth weather the river can be entered by canoes, but the channel shifts. An Indian village is on the south bank at its mouth.

(169) **Hoh Head**, 200 feet high, is a bright yellow cliff covered with a dense forest. It projects a little over 0.5 mile from the general trend of the coast. A large cluster of rocks is off the south cliff of the head and covered rocks extend to about 1.6 miles offshore between the head and North Rock. A rock covered 2¼ fathoms lies 1.8 miles west-northwest of Hoh Head.

(170) **Middle Rock**, **North Rock** and **Perkins Reef** are other dangers within 1.5 miles off Hoh Head. Middle Rock, 65 feet high and black with vertical sides, is 0.8 mile off the mouth of Hoh River. North Rock, a mile south of Hoh Head, is 107 feet high and grayish in color, with steep sides; in the afternoon sun this rock shows white, which makes it a very distinct landmark. Perkins Reef is a long, bold, and jagged islet, 1.1 miles west of Hoh Head. This area has numerous other rocks, covered and bare.

(171) The coast continues rugged and rocky from Hoh Head to La Push, 11 miles to the northwest. The cliffs are 100 to 120 feet high, broken here and there by small streams. Several rocky islets 25 to 120 feet high and covered ledges extend in some places as much as 2 miles offshore.

(172) **Alexander Island**, 121 feet high, is 2 miles north-northwest of Hoh Head and 1 mile offshore. It is covered with low vegetation, and is flat-topped with steep sides. The island is prominent in hazy or smoky weather. A small clump of trees in its center makes it easily distinguishable from the other rocks and islands in the area. A covered rock, 1.8 miles west-northwest of Alexander Island, is the outermost known danger in this vicinity.

(173) **Toleak Point**, 4.7 miles northwest of Hoh Head, is a narrow point terminating in a small knob with an abrupt seaward face. A high wooded islet lies 400 yards west of the point, to which it is connected by an extensive bare reef. **Rounded Islet**, a grassy rock 130 feet high with rounded top and steep sides, is 0.3 mile seaward of Toleak Point. A low black rock is 0.7 mile south of the islet.

(174) **Giants Graveyard**, 1.5 miles north of Toleak Point, consists of very irregular rocks; the largest are up to 210 feet high. The farthest offlying rock is about 0.8 mile from shore.

(175) **Teahwhit Head**, 8 miles northwest of Hoh Head and 2.4 miles south-southeast of La Push, is a jagged double point 100 feet high and heavily wooded. **Strawberry Bay**, on the southeast side of the head, is a small bight in

which fishing boats find shelter from northwest winds. There are numerous rocks in and around the bight.

(176) **Quillayute Needle**, 103-foot high pinnacle, 1.3 miles west-northwest of Teahwhit Head, is the outermost of many rocks, visible or covered, that are within a mile of the shore. Some are as high as 100 to 195 feet, and many are awash or covered by a fathom or less. The foul area continues to within 1 mile south of James Island, at the entrance to La Push.

(177) **James Island**, 15 miles north-northwest of Destruction Island on the north side of Quillayute River mouth, is 183 feet high, bold and wooded, and joined to the beach at low water. Numerous smaller wooded islands, immediately north, are prominent. An indifferent anchorage affording some shelter from northwest winds may be had close southeast of James Island, in 5 to 6 fathoms, sandy bottom, about 600 yards from the beach. Sea swell makes this anchorage unsafe.

(178) **James Island Light** (47°54'17"N., 124°38'51"W.), 150 feet above the water, is shown from a white house on the south part of the Island.

(179) **La Push**, an Indian village on the east bank and about 0.4 mile above the entrance of **Quillayute River**, is an important sport fishing center.

(180) The river channel is protected by a jetty on the southeast side and a dike on the northwest side; a lighted whistle buoy is about 1.8 miles southwest from the outer end of the jetty. About 250 feet of the outer end of the jetty is awash at high water.

(181)

COLREGS Demarcation Lines

(182) The lines established for the Quillayute River are described in **80.1380**, chapter 2.

(183) The river channel leads from the sea to a small-craft basin at La Push. The entrance channel is marked by a directional light. The channel to the basin is marked by a light and seasonal buoys. Buoys are not charted because they are frequently shifted in position; local knowledge is advised. The north and south sides of the entrance to the basin are marked by lights.

(184) The channel, which passes close to the southeast shore of James Island, is sometimes dangerous, especially in heavy south weather. Weather conditions which make the entrance hazardous normally occur only in the winters, usually in December and January. When there are breakers of any size making across the entrance, it should not be attempted except at better than half tide and with a well-powered boat. Mariners unfamiliar with the area may contact **Quillayute River Coast Guard Station** on Channel 16 VHF-FM or via telephone at 360–374–6469 for assistance. A tank, east of the entrance, is prominent.

(185) In late summer and fall mariners are advised to use caution when transiting the channel because fish nets may be present.

(186)

Weather, Quillayute and Tatoosh Island

(187) Maritime air from over the Pacific has an influence on the climate throughout the year. In the late fall and winter, the low-pressure center in the Gulf of Alaska intensifies and is of major importance in controlling weather systems entering the Pacific Northwest. At this season of the year, storm systems crossing the Pacific follow a more south path striking the coast at frequent intervals. The prevailing flow of air is from the southwest and west. Air reaching this area is moist and near the temperature of the ocean water along the coast which ranges from 45°F (7.5°C) in February to 57°F (13.9°C) in August. The wet season begins in late September to October. From October through January, rain may be expected on about 22 days per month; from February through March, on 21 days; from April to June, on 20 days; and from July to September, on 15 days. Precipitation falls an average of 239 days each year.

(188) As the weather systems move inland, rainfall is usually of moderate intensity and continuous, rather than heavy downpours for brief periods. Gale force winds are not unusual. Most of the winter precipitation over the coastal plains falls as rain; however, snow can be expected each year. Snow is seldom deeper than 10 inches (254 mm) or remains on the ground longer than 2 weeks. The average annual snowfall is only 13 inches (330 mm) but snow has fallen during every month except June, July, and August. Annual precipitation increases from about 90 inches (2286 mm) near the coast, to more than 120 inches (3048 mm) over the coastal plains, to 200 inches or more (>5080 mm) on the wettest slopes of the Olympic Mountains. The average annual precipitation at Quillayute airport is nearly 102 inches (2591 mm). December is the wettest month averaging nearly 15 inches (381 mm) and July is the driest with an average of only 2.37 inches (61 mm).

(189) During the rainy season, temperatures show little diurnal or day to day change. Maximums are in the forties (5.0° to 9.4°C) or minimums in the mid-thirties (0.6° to 2.8°C). A few brief outbreaks of cold air from the interior of Canada can be expected each winter. Clear, dry, cold weather generally prevails during periods of east winds. Maximum temperatures range from 25°F (-3.9°C) to 35°F (1.7°C) and minimums from 10° to 25°F (-12.2° to -3.9°C). The coolest temperature on record is 5°F (-15°C) recorded November 1985. Every month except June, July, and August has seen below freezing (<0°C) temperatures.

(190) In the late spring and summer, a clockwise circulation of air around the large high-pressure center over the North Pacific brings a prevailing northwest and west flow of cool, comparatively dry, stable air into the northwest Olympic Peninsula. The dry season begins in May with the driest period between mid-July and mid-August. The total rainfall for July is less than 0.5 of an inch (13 mm) in 1 summer out of 10; also, it exceeds 5.0 inches (127 mm) in 1 summer out of 10. During the warmest months,

afternoon temperatures are in the upper sixties and lower seventies (20.0° to 22.2°C), reaching the upper seventies and the lower eighties (25.6° to 27.8°C) on a few days. Occasionally, hot, dry air from the east of the Cascade Mountains reaches this area and maximum temperatures are in the mid- or upper-nineties (34° to 38°C) for 1 to 3 days. Minimum temperatures are in the upper forties and the lower fifties (8.9° to 11.1°C). The lowest relative humidity and greatest danger of forest fires occur with east winds. The warmest temperature on record is 99°F (37°C) recorded in August 1981. Each month, May through September, has recorded temperatures in excess of 90°F (32.2°C).

(191) In summer and early fall, fog or low clouds form over the ocean and frequently move inland at night, but generally disappear by midday. In winter, under the influence of a surface high-pressure system, centered off the coast, fog, low clouds, and drizzle occur daily as long as this type of pressure pattern continues. An average of 236 days each year has fog. It is fairly evenly distributed throughout the year but the months of October through January have a slightly greater occurrence. The average frost-free season is from the last of April until mid-October.

(192) See Appendix B for **Quillayute climatological table**.

(193) In the vicinity of **Tatoosh Island** (see Tatoosh Island further on, this chapter), gales occur frequently with December and January being the favored months. Rainfall is moderate averaging nearly 80 inches (2032 mm) each year. December is the rainiest month followed closely by January and February. July is the driest. An average of 251 days each year record measurable precipitation. Snowfall is light due to the extreme maritime influence and averages only 13.5 inches (343 mm) each year. It is most likely in January. The daily range in temperature is narrow, seldom exceeding ten degrees (-12.2°C). The average temperature on Tatoosh Island is 49°F (9°C). The average maximum is 53°F (11.7°) while the average minimum is 45°F (7.2°C). January is the coolest month and August the warmest. Extremes on Tatoosh Island include an extreme maximum temperature of 82°F (27.8°C) recorded in June 1955 and an extreme minimum of 14°F (-10°C) recorded in January 1950 and December 1964.

(194) The Coast Guard has established Quillayute River Regulated Navigation Area Warning Sign, a **rough bar advisory sign**, 34 feet above the water, visible from the channel looking seaward, on the northwest corner of the old Coast Guard boathouse, to promote safety for small-boat operators. The sign is diamond shaped, painted white with an international orange border, and with the words "**Rough Bar**" in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

(195) About 96 berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp and some marine supplies are available at the basin at La Push. A good highway connects La Push with U. S. Highway 101 north of Forks.

(196) From James Island north-northwest for 16.4 miles to Cape Alava, the rugged coast continues, with rocks and foul ground extending as much as 2 miles offshore; the land side consists of steep wooded bluffs and narrow beaches. The cliffs, however, are not continuous. The once densely timbered country ascends gradually east to the snow-capped mountains of the Olympic Range, which can be seen for many miles in clear weather. In 1974, areas of heavy logging activity were in evidence inland for many miles from this coastal area.

(197) **Cake Rock**, 116 feet high, is 2 miles northwest of James Island and 1.5 miles offshore. This rock, about 200 yards long, has steep sides and its flat top is surmounted by a 20-foot mound. There are several other visible rocks between Cake Rock and the shore.

(198) **Cape Johnson**, small and not particularly prominent, projects less than 0.5 mile from the coastline, terminating in a vertical cliff 100 feet high.

(199) **Sea Lion Rock**, 78 feet high, 2.6 miles northwest of Cape Johnson, is large, brown, covered with guano, and irregular in outline. A low black rock is 200 yards east of Sea Lion Rock. **Carroll Island**, 225 feet high, is 0.8 mile north of Sea Lion Rock. It has vertical whitish sides and a grassy top. A pillar rock, 134 feet high, lies 200 yards west, and a low black rock is 200 yards off the southeast side. Carroll Island and the pillar rock are quite prominent, especially in the sunlight.

(200) **Jagged Island** is the larger of two high bare rocks, inside of Sea Lion Rock and Carroll Island, about 0.8 mile offshore. It is 320 feet high with steep sides. The smaller rock is 183 feet high. They are 200 yards apart, and between them are two pinnacle rocks close together. Many other rocks are shoreward of the island.

(201) **Hand Rock**, 33 feet high, is 1.5 miles north of Carroll Island and 1.5 miles offshore. So named from its shape, the rock is black with a white cap of guano on top. A larger rock lies 0.5 mile toward shore and is sometimes mistaken for Hand Rock.

(202) **White Rock**, 161 feet high, 1.7 miles south of Cape Alava and about 0.8 mile offshore, has nearly vertical sides and a rounded top; it is whitish, and in the sunlight is visible for a long distance. A group of large, low, black rocks lie 0.8 mile south-southeast of White Rock and 0.8 mile offshore.

(203)

Charts 18485, 18460

(204) **Cape Alava**, the westernmost point of the State of Washington, is 13 miles south of Cape Flattery. The seaward face is about 0.6 mile in extent. **Tskawahyah**

Island, a steep rocky island, 142 feet high and with trees on top, is off its northwest extremity. The shore is bordered by numerous rocks and covered ledges.

(205) **Flattery Rocks** and Umatilla Reef are rocks and islets extending west from Cape Alava for 2.3 miles. **Ozette Island**, 236 feet high, is 0.8 mile southwest of the cape. The island, 0.5 mile long, is flat-topped with steep sides. About 0.3 mile off the south and southeast sides are low, black rocks. **Bodelteh Islands**, 1.2 miles west-northwest of the north end of Cape Alava, have high bold seaward faces. The outer one is 198 feet high.

(206) In season, a few fishermen find shelter in an anchorage off the southeast end of Ozette Island. The area is small and requires local knowledge to enter. It affords fair protection from the prevailing northwest wind.

(207) **Umatilla Reef**, 2.3 miles northwest of Cape Alava, the greatest danger to navigation off this section of the coast, is 0.7 mile west of the outer Bodelteh Island. It extends for 200 yards in a west direction and is about 75 yards wide. The reef consists of small, low, black rocks and some breakers. A rock covered 4½ fathoms is north of the reef at 48°11'44"N., 124°46'57"W., and a rock covered 2½ fathoms is south of the reef at 48°10'18"N., 124°47'02"W. There is a rock covered ½ fathom, 0.3 mile east of Umatilla Reef, which endangers passage inside, sometimes used by small boats. Umatilla Reef is difficult to make out, especially in thick weather.

(208) Between Cape Alava and Cape Flattery, the coast curves slightly in a series of bights, but continues as rugged as before. There are alternate stretches of wooded bluffs and high rocky cliffs. The country immediately back of the beach is not high, but it is densely wooded.

(209) **Point of Arches**, 5 miles north-northeast of Cape Alava, is the north point of the cliffs that extend some 1.5 miles south. Numerous rocks and ledges are offshore as far as about a mile.

(210) **Father and Son**, two rocks connected by a low reef, lie 0.6 mile offshore abreast the south end of the cliffs. The outer rock is 167 feet high and the inner one is 65 feet high. Several exposed rocks are between the outer rock and Spike Rock.

(211) **Spike Rock**, 35 feet high, sharp and bare, is 0.8 mile northwest of the Point of Arches. It is the outermost of a chain of rocks, the largest of which is 185 feet high; there are three arches in these rocks. A rock that uncovers 5 feet is 0.3 mile west-southwest of Spike Rock.

(212) **Portage Head**, 2.5 miles north of Point of Arches, has a mile-long seaward face of bold irregular cliffs over 410 feet high. **Anderson Point**, at the north end of the cliffs, has a height of about 270 feet. A reef extends from the point toward Cape Flattery for 1.5 miles showing several low, black rocks awash and one small rock 45 feet high. A rock covered 5 feet is 1.3 miles northwest of Portage Head.

(213) **Makah Bay** is a shallow bight included between Portage Head and Waatch Point. It affords indifferent shelter in north and east weather and a smooth sea, but is little used. The shores are low and sandy. **Waatch River** enters in the north part of the bight immediately east of Waatch Point. It is a tidal slough and the valley through which it runs extends about 2 miles to Neah Bay on the Strait of Juan de Fuca. This low depression is one of the features for recognizing Cape Flattery.

(214) **Waatch Point**, 3 miles southeast of Cape Flattery, is the southeast extremity of the cliffs extending to the cape. This stretch is bordered by numerous rocks and ledges.

(215) **Fuca Pillar**, 0.2 mile south of the west point of Cape Flattery, is a rocky column 157 feet high and 60 feet in diameter, leaning slightly northwest. It is 150 yards off the face of the cliff and is more prominent from north than from south.

(216) **Cape Flattery**, a bold, rocky head with cliffs 120 feet high, rises to nearly 1,500 feet about 2 miles back from the beach. From south it looks like an island because of the low land in the valley of Waatch River. Numerous rocks and reefs border the cliffs east and south of the cape. Tide rips are particularly heavy off Cape Flattery.

(217) A large radar dome, highest and most prominent structure in the area, is on **Bahokus Peak**, the part of Cape Flattery about 2 miles back from the beach that rises to nearly 1,500 feet. This inflated plastic dome, about 50 feet in diameter, is on top of a tower, and was reported to be a very good landmark over low dense fog for vessels coming from the south.

(218) **Tatoosh Island**, 0.4 mile northwest of Cape Flattery, is about 0.2 mile in diameter, 108 feet high, flat-topped, and bare. It is the largest of the group of rocks and reefs making out about 0.9 mile northwest from the cape. The passage between Tatoosh Island and the cape is dangerous and constricted by two rocks awash near its center. Although sometimes used by local small craft, it cannot be recommended. The currents are strong and treacherous. Breakers may be in the area, especially during maximum currents.

(219) (See Appendix B for **Tatoosh Island climatological table**.)

(220) **Cape Flattery Light** (48°23'31"N., 124°44'13"W.), 165 feet above the water, is shown from a 35-foot skeleton tower, adjacent to the old white conical tower lighthouse on the west end of Tatoosh Island.

(221) A rocky patch, covered 7½ fathoms, on which the sea breaks occasionally in a west swell, is 1.4 miles southwest of the light.

(222) **Duncan Rock** and **Duntze Rock**, the two principal dangers north-northwest of Tatoosh Island, are respectively, 1 mile and 1.3 miles from the light. Duncan Rock is small, low, and black; Duntze Rock is covered 2¾ fathoms. A lighted whistle buoy is 500 yards northwest of Duntze Rock. Ledges and rocks constrict the passage between Duncan Rock and Tatoosh Island to less than 0.5 mile, and strong currents and tide rips make it hazardous.

(223)

Charts 18460, 18480

(224) **Swiftsure Bank**, about 3.5 miles in extent, is off the mouth of the Strait of Juan de Fuca, northwest of the submarine valley making into the strait. The bank has a least depth of 18 fathoms.

(225) During the summer, large numbers of fishing vessels may be trolling or at anchor on Swiftsure Bank. During periods of low visibility, which are not uncommon in this vicinity, extreme caution must be exercised to avoid collision with fishing boats; most of these craft tend to defy radar detection.

(226) U.S. Navy operating areas are southwest of the entrance to the Strait of Juan de Fuca. Mariners should exercise caution when navigating in this vicinity while exercises are in progress.

(227)

Carmanah Point to Amphitrite Point, Canada

(228) The coast from Carmanah Point to Cape Beale is very dangerous and, except during fine weather and offshore winds, should be given a wide berth.

(229) **Carmanah Point** is on the Vancouver Island shore, 13 miles north of Tatoosh Island. A light, 175 feet above the water, is shown from a white octagonal concrete tower on the point.

(230) **Clo-oose**, an abandoned village, is 4 miles northwest of Carmanah Point in the small cove at the mouth of the Cheewhat River, east of the entrance to Nitinat Lake.

(231) A reef 0.8 mile long in a northwest direction, with a rock awash in its center, is off this cove. It is marked by a lighted whistle buoy 0.8 mile southwest of the rock.

(232) **Tsusiat Lake** is 8.5 miles northwest of Carmanah Light. At the seaward end of the lake is a conspicuous waterfall which is visible far off even in hazy weather, and may help fix a vessel's position as it is the only waterfall on this part of the coast. Behind Tsusiat Lake the mountains rise to more than 2,000 feet.

(233) **Pachena Point**, 25 miles northwest of Cape Flattery, is marked by a light.

(234) **Seabird Rocks** are off the entrance to Pachena Bay, 3 miles northwest of Pachena Point. The largest is about 48 feet high, bare, and of small extent; it is marked by a light. There is no safe passage between Seabird Rocks and the shores northeast; the rocks should not be approached closer than 1.5 miles.

(235) **Cape Beale** is a bold rocky point, 120 feet high. A reef with rocks above and below water extends about 0.8 mile southwest from it. **Cape Beale Light** (48°47'11"N., 125°12'56"W.), 167 feet above the water, is shown from a red trapezoidal skeleton tower with a white rectangular daymark near the west extremity of the cape.

(236) **Barkley Sound**, an extensive arm of the sea 35 miles northwest of Cape Flattery, lies between Cape Beale and Amphitrite Point. It is 15 miles wide at its entrance, and though encumbered by numerous islands and rocks, it maintains a breadth of 13 miles for 8 miles inland, above which it separates into several narrow inlets. The shores are low, except in the north part and among the inlets, where they become high, rugged and mountainous.

(237) In the west part of the sound are innumerable rocks and islands with navigable channels between them. Entrance should not be attempted without local knowledge or a pilot. **Imperial Eagle Channel** is the easiest of access.

(238) **Amphitrite Point** is the west entrance point of Barkley Sound. A light, 49 feet above the water, is shown from a white rectangular tower on the end of the point; a sound signal is at the light. A lighted whistle buoy is 0.6 mile south of the point.

(239) A more detailed description of Canadian waters is given in Pub. No. 154, Sailing Directions (Enroute) for British Columbia, published by the National Geospatial-Intelligence Agency, and the Sailing Directions, British Columbia Coast, (South Portion) Vol. I, published by the Canadian Hydrographic Service.

(240)

Routes

(241) In clear weather no difficulty will be experienced in approaching the entrance to the Strait of Juan de Fuca from any direction, as the land on both sides is high and Cape Flattery is readily distinguished, particularly from south, owing to the low land between Makah and Neah Bays. Lights are available on both sides of the strait to assist in obtaining a fix.

(242) In thick weather soundings will assist in estimating the distance from shore. Vessels should pick up the 100-fathom curve and be guided by the soundings. The relationship between the 100- and 50-fathom curve is a good indication for fixing the position; vessels should not proceed inside the 50-fathom curve until a fix has been obtained. The mountain peaks in the interior sometimes can be seen when the coast is obscured by fog.

(243)

Depths

(244) The depths in the approaches to the Strait of Juan de Fuca are very irregular, especially outside the 50-fathom curve. There is a deep submarine valley with depths of over 100 fathoms and a width of 2 to 4 miles, between the 100-fathom curves, which leads from about 37 miles south-southwest of Cape Flattery, rounds this cape at a distance of 2 miles, and extends about 32 miles into the strait. The 100-fathom curve on the west side of this submarine valley is very irregular, but on the east side it is more regular. Within the strait the curve is regular on both sides of the valley.

(245)

Currents

(246) The current on Swiftsure Bank is described in the Tidal Current Tables. Off the entrance of the Strait of Juan de Fuca the coastal current is influenced by the flow into and out of the strait. On the flood there is a set into all the sounds on the Vancouver Island shore, and this, combined with the prevailing northwest current and light

south winds, with possibly some swell from the same direction, makes the coast in the vicinity and west of Carmanah Light dangerous, especially for small vessels. Many strandings have occurred on the Vancouver Island shore.

(247) The flood current entering the Strait of Juan de Fuca sets with considerable velocity over Duncan and Duntze Rocks, but instead of running in the direction of the channel there is a continued set toward the Vancouver Island shore, which is experienced as far as Race Rocks. The flood current also has more velocity on the north shore of the strait than on the south.

(248) The ebb current is felt most along the south shore of the strait, and between New Dungeness Light and Crescent Bay there is a decided set south and west, especially during large tides. With wind and swell against the current, a short choppy sea is raised near the entrance to the strait. (For additional information on currents in the Strait of Juan de Fuca, see chapter 12.)

(249) Sailing craft approaching the strait should keep well off the mainland coast south of Cape Flattery, unless working to windward against a fine north wind, which is frequently found during the summer. In this case the coast may be approached to within 3 miles. At other times there is no inducement to hug the coast, on which a long rolling swell frequently sets, and this swell, meeting the southeast gales of winter, causes a confused sea. The cape and its offlying dangers should be given a berth of at least 3 miles, as the tidal current sometimes sets with great velocity toward Duncan and Duntze Rocks. It is equally necessary when entering or leaving the strait to avoid the coast of Vancouver Island between Port San Juan and Bonilla Point, when there is any appearance of bad weather.

(250) Sailing vessels making the strait during the winter, especially during November and December, and experiencing the east and southeast winds prevalent at that season, should endeavor to hold a position south or southwest of Cape Flattery, and should on no account open the entrance of the strait until an opportunity offers of getting well inside. It is also important to remember that, though it may be blowing strongly from the south or south-southwest outside, on rounding Cape Flattery, an east wind may be found blowing out of the strait, and a vessel would then find the Vancouver Island coast a dangerous lee shore.

(251) Coming from the west with a heavy west or northwest gale and thick weather, vessels uncertain of their positions should lie-to on soundings at not less than 30 miles from the entrance or on the edge of the bank. These gales seldom last more than 12 hours, and if they veer toward the southwest the weather will clear and vessels may bear up for the strait.

(252)

Fog

(253) The fog is generally heavier near the entrance, decreasing in density and frequency up the strait. Near the entrance the fog sometimes stands like a wall, and vessels entering the strait run out of it into clear bright weather, even before passing Tatoosh Island. The fog frequently extends a long distance seaward. The wind gradually works the fog into the strait, and it will follow the north shore past Port San Juan to the Sombrio River; occasionally it will reach as far as Sooke Inlet and at times to Race Rocks. As a rule, however, the fog moves farther into the strait along the south shore, at times reaching Port Townsend; frequently the north shore is clear when the south shore is enveloped in fog.

(254) During the spring, fog is frequent in the strait. With the west wind it often stops at the headland between Crescent and Freshwater Bays, the fog then extending west while it is clear to east. When fog extends past Freshwater Bay the small area about the west bight will often be clear.

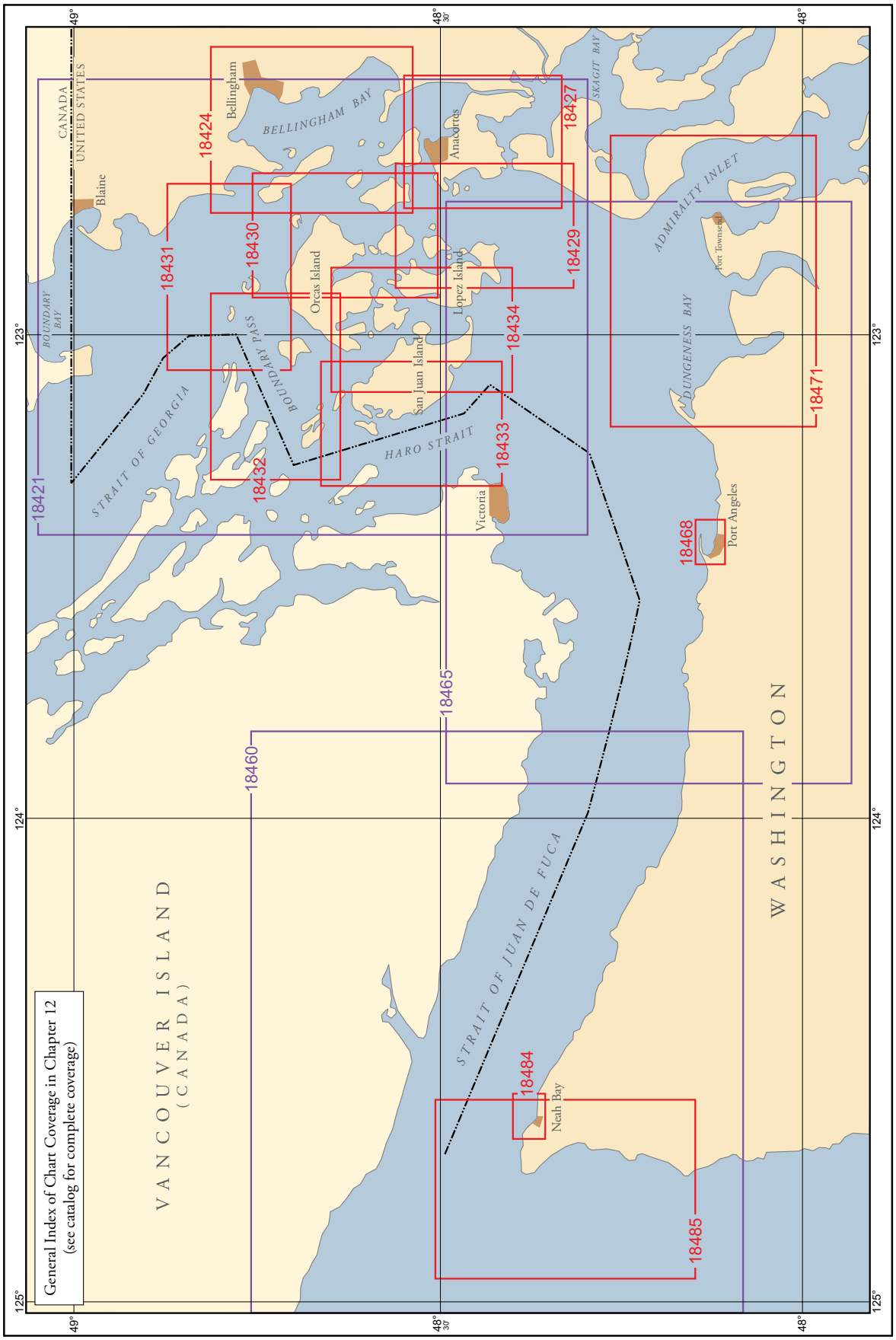
(255)

Weather, Strait of Juan de Fuca and vicinity

(256) In summer, the prevailing northwest winds draw into the strait, increasing toward evening and at times blowing 25 knots before midnight. This occurs, however, only when the winds are strong outside. In light winds, sailing vessels may be a week from Cape Flattery to Admiralty Inlet, and vice versa.

(257) In winter, southeast winds draw out of the strait, causing a confused cross-sea off the entrance, the heavy southwest swell meeting that coming out. Under these conditions small outboard vessels, especially sail, often make Neah or Clallam Bays and await more favorable weather. The weather off the entrance as a rule is exceptionally severe, and wrecks are of frequent occurrence. The heavy broken seas are probably due to the shoaling off the entrance, the irregularity and velocity of the currents, and the conflict between the wind drawing out of the strait and that along the outer coast.

(258) The rainfall in the vicinity of the entrance is considerable, even during the summer, although the heaviest rains occur between December and March.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Bellingham
BELLINGHAM BAY
Anacortes
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Port Townsend
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18434
18460
18465
18468
18471
18484
18485
49°
48° 30'
48°
125°
124°
123°

Strait of Juan De Fuca and Georgia, Washington

(1)

Chart 18400

(2) This chapter includes the Strait of Juan de Fuca, Sequim Bay, Port Discovery, the San Juan Islands and its various passages and straits, Deception Pass, Fidalgo Island, Skagit and Similk Bays, Swinomish Channel, Fidalgo, Padilla, and Bellingham Bays, Lummi Bay, Semiahmoo Bay and Drayton Harbor, and the Strait of Georgia as far north as Burrard Inlet. The more important U.S. harbors described are Neah Bay, Port Angeles, Friday Harbor, La Connor, Anacortes, Bellingham, and Blaine Harbor. Deep-draft vessels use the harbors at Port Angeles, Anacortes, and Bellingham, the principal cities in the area. The Canadian coasts are only briefly described. (See **Pub. 154, Sailing Directions (Enroute) for British Columbia**, published by the National Geospatial-Intelligence Agency, and the **Sailing Directions PAC 201, Juan de Fuca Strait and Strait of Georgia**, published by the Canadian Hydrographic Service, for detailed information on Canadian waters.)

(3) **Strait of Juan de Fuca** separates the south shore of Vancouver Island, Canada, from the north coast of the State of Washington. The entrance to the strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W. This important body of water is the connecting channel between the ocean and the interisland passages extending south to Puget Sound and north to the inland waters of British Columbia and southeastern Alaska.

(4) The commerce of this region is extensive, both foreign and domestic. Vast quantities of lumber, fish, grain, and general merchandise are exported, while the manufacturing and shipbuilding industries are important. Several transcontinental railroads have their terminals on Puget Sound. There are many steamer lines, foreign and domestic, operating from this area to places across the Pacific or through the Panama Canal, in addition to the coastal vessels.

(5) At its entrance and for 50 miles east to Race Rocks, the strait is about 11 miles wide and then widens to about 16 miles for 30 miles east to Whidbey Island, its east boundary. The waters as a rule are deep until near the shore with few outlying dangers, most of which are in the east part. The shores on both sides are heavily wooded, rising rapidly to elevations of considerable height, and, except in a few places, are bold and rugged.

(6) The navigation of these waters is relatively simple in clear weather. The aids to navigation are numerous. In thick weather, because of strong and irregular currents, extreme caution and vigilance must be exercised. Navigators not familiar with these waters should take a pilot.

(7)

COLREGS Demarcation Lines

(8) The International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) apply on all the waters of the Strait of Juan de Fuca, Haro Strait, and Strait of Georgia. (See **80.1385** and **80.1390**, chapter 2.)

(9)

Traffic Separation Scheme

(10) There are traffic separation schemes in the approaches and within: the Strait of Juan de Fuca, Puget Sound, Haro Strait, Boundary Pass and the Strait of Georgia. See **33 CFR 167.1** through **167.15** , chapter 2, for general regulations on the schemes. Limits and regulations detailing specific schemes can also be found in chapter 2 (reference the following table.)

(11)

Traffic Separation Scheme Regulations	
Strait of Juan de Fuca (approaches to)	33 CFR 167.1300 through 167.1303
Strait of Juan de Fuca	33 CFR 167.1310 through 167.1315
Puget Sound	33 CFR 167.1320 through 167.1323
Haro Strait, Boundary Pass, Strait of Georgia	33 CFR 167.1330 through 167.1332

(12) The lighted whistle buoy marking the precautionary areas west-northwest of Cape Flattery and the lighted buoy marking the precautionary area between Race Rocks and Port Angeles are equipped with RACONs. These buoys assist in the separation of inbound and outbound vessels transiting the Strait of Juan de Fuca and eliminating, as much as possible, the cross vessel traffic that can occur between the entrance to the Strait of Juan de Fuca at Cape Flattery and the pilot stations at Port Angeles and Victoria, British Columbia. It is recommended that all vessels navigate so as to leave these buoys to port.

(13) Vessels so desiring, may while transiting the Strait of Juan de Fuca, contact the Puget Sound Vessel Traffic Service by calling SEATTLE TRAFFIC on VHF-FM channel 5A to receive desired information on known traffic, aids to navigation discrepancies, and locally hazardous weather conditions. In Admiralty Inlet, south of a line between Nodule Point on Marrowstone Island and Bush Point on Whidbey Island, vessels should use VHF-FM channel 14 to contact SEATTLE TRAFFIC. VHF-FM channel 13 should be used to make passing arrangements in U.S. waters and is Seattle Traffic's

(19)

Washington State Requirements

Reports of Oil Spills and Vessel Emergencies

All vessels must report oil spills or potential oil spills to both:

1. Washington State 800–258–5990
2. National Response Center 800–424–8802

Tank vessels and cargo and passenger ships 300 gross tons or larger must make notifications to Washington State for vessel emergencies, including a loss or serious degradation of propulsion, steering, means of navigation, electrical generating capability and seakeeping capability constituting a substantial threat of pollution affecting Washington state natural resources. In addition to any notifications to the USCG, the owner or operator must notify the state of any vessel emergency that results in the discharge or substantial threat of a discharge of oil to state waters or that may affect the natural resources of the state within one hour of the onset of the emergency.

Tug Escorts for Laden Tankers

Any laden oil tanker, whether enrolled or registered, proceeding east of a line extending from Discovery Island Light (British Columbia, CN) south to New Dungeness Light (Washington State, US) must be escorted by a tug or tugs with an aggregate shaft horsepower equivalent to five percent of the deadweight tons of that tanker. For additional details see Washington state law at 88.16 Revised Code of Washington (RCW).

Emergency Response Tug at Neah Bay

An industry-funded emergency response tug is located at Neah Bay at the entrance to the Strait of Juan de Fuca. The tug is available 24 hours a day and can be underway within twenty minutes of a decision to deploy. The purpose of the tug is to assist vessels having propulsion and steering failures or that are directed by either the US or Canadian Coast Guard to obtain towing assistance. Among other capabilities, the tug is intended to be able to make up to, stop, hold, and tow a drifting or disabled vessel of 180,000 metric dead weight tons in severe weather conditions. The tug can be contacted through the USCG VTS or the Puget Sound Marine Exchange.

Washington State Vessel Inspections

The Washington State Department of Ecology regulates cargo and passenger vessels and tank vessels operating in Washington waters.

• A cargo vessel is any self-propelled vessel in commerce that is 300 gross tons or more.

• A passenger vessel is any vessel 300 gross tons or more with a fuel capacity of at least 6,000 gallons that carries passengers for compensation.

• A tank vessel is a ship that is constructed or adapted to carry, or that carries, oil in bulk as cargo or cargo residue.

Washington State Ecology inspectors may conduct vessel inspections on regulated cargo, passenger, and fishing vessels when in Washington waters. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/AISsubstantialrisk.html/

Oil Transfer Requirements

Safe bunkering procedures must be followed during fueling operations. For vessels 300 gross tons or greater, Washington State Ecology inspectors may conduct inspections of these regulated oil transfers on vessels receiving fuel for propulsion within Washington waters. Details can be found in Washington Administrative Code (WAC) 317-40. Information is also available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/Bunkering.html/

Tank vessels delivering oil in bulk to a non-recreational vessel or facility within Washington waters must meet state oil transfer requirements. They may also be subject to Washington State oil transfer inspections for these regulated oil transfers. Details can be found in WAC 173-184. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/vessel_otr.html/

• For a transfer of more than 100 gallons of bulk oil to a facility or non-recreational vessel, the delivering vessel must submit an Advance Notice of Transfer (ANT) report to Ecology. This ANT must be submitted 24 hours prior to the transfer for facilities or within the timeframe required by local USCG Captain of the Port.

• For convenience, the ANT report can be made either: online using the Ecology website at:

https://secureaccess.wa.gov/ecy/ants, by
e-mail: OilTransferNotifications@ecy.wa.gov, or by
fax: 360–407–7288 or 800–664–9184.

Contingency Plan Requirements

Tank vessels and cargo and passenger ships 300 gross tons or larger transiting Washington waters must either have a Washington State Department of Ecology approved oil spill contingency plan or be a member of a non-profit corporation that provides oil spill response capabilities consistent with their Washington State approved contingency plan. The non-profit corporation for Puget Sound and Grays Harbor is the Washington State Maritime Cooperative (WSMC). Additional information is available at:

http://www.ecy.wa.gov/programs/spills/preparedness/cplan/cplans.html/

secondary frequency, however because channel 13 is not used in Canadian waters as the primary bridge-to-bridge radiotelephone channel, vessels are encouraged to use channel 5A to make passing arrangements in the Strait of Juan de Fuca. Preliminary calls to SEATTLE TRAFFIC on VHF-FM channel 16 are not required or desired. (See Traffic Separation Schemes, chapter 1, for additional information.)

(14) The Canadian Government recommends that ships conduct themselves in accordance with the navigational procedures set forth in the Ship Routing Regulations when navigating in or near the traffic separation scheme in Canadian waters. Mariners are advised that the Canadian Ship Routing Regulations are based upon the International Maritime Organization's "General Principles of Ships' Routing", except for a relaxation that permits vessels engaged in fishing to proceed in any direction in or near traffic lanes and on the high seas. (Canadian Ship Routing Regulations are published in the Annual Edition of Canadian Notices to Mariners.)

(15) Complete details of the traffic separation schemes and the vessel traffic management and information system for the coastal waters of southern British Columbia are given in the following:

(16) Pub. No. 154, Sailing Directions Enroute, British Columbia, published by the National Geospatial-Intelligence Agency;

(17) Sailing Directions PAC 201, Juan de Fuca Strait and Strait of Georgia, published by the Canadian Hydrographic Service, and

(18) Annual Edition of Canadian Notices to Mariners, published by the Canadian Coast Guard.

(20)

Vessel Traffic Service

(21) The U.S. Coast Guard operates **Puget Sound Vessel Traffic Service (PSVTS)** in the U.S. waters of the Strait of Juan de Fuca and the Strait of Georgia, Rosario Strait, Puget Sound, Hood Canal, Possession Sound, the San Juan Islands Archipelago and navigable waters adjacent to these areas; the system is mandatory. Vessel operating procedures and designated radiotelephone frequencies are published in **33 CFR 161**, chapter 2, and/or the **Puget Sound Vessel Traffic Service User Manual**, available online at *uscg.mil/d13/psvts*. Mariners should consult these sources for applicable rules and reporting requirements. The PSVTS is a full service VTS providing Information Service, Traffic Organization Service and Navigation Assistance Services to vessels operating in the VTS area. The System is designed to prevent collisions and groundings and to protect the navigable waters concerned from environmental harm resulting from such collisions and groundings.

(22) A **Cooperative Vessel Traffic Service (CVTS)** has been established in the Strait of Juan de Fuca region, based on an agreement between the United States and Canada. Operated by the U.S. Coast Guard and the Canadian Coast Guard, the system is intended to enhance safe and expeditious vessel movement, and to minimize risk of pollution to the marine environment; the system is mandatory. Regulations which apply to the CVTS can be found in **33 CFR 161.1** through **161.23** and **161.55**, chapter 2. The CVTS Exchange lines delineating the service boundaries and frequency change lines between Vessel Traffic Center management authorities are detailed in the Puget Sound VTS User's Manual. Useful information for operating in the CVTS area is also available via *uscg.mil/d13/cvts*.

(23) Mariners are advised that **Ferry Routes** may differ from the established Vessel Traffic Services, Traffic Separation Schemes, and Cooperative Vessel Traffic Management Systems for the entire Strait of Juan de Fuca and Puget Sound area.

(24) In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area (SOA)** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'20"N., 123°14'15"W.). This area enhances order and predictability, the efficient and safe movement of goods and services, and further reduces the risk of accidents with respect to vessels transiting the boundary waters of Haro Strait and Boundary Passage in the vicinity of Turn Point on Stuart Island, Washington. Complete information on this special operating area can be found in the Puget Sound Vessel Traffic Service Users Manual at *uscg.mil/d13/psvts*.

(25)

Regulated navigation area

(26) Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13 and 165.1301**, chapter 2, for regulations.)

(27)

Caution

(28) Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

(29)

Currents, Cape Flattery to Race Rocks

(30) The currents may attain velocities of 2 to 4 knots, varying with the range of tide, and are influenced by strong winds. East of Race Rocks, in the wider portion of the strait, the velocity is considerably less. At Race

Rocks and Discovery Island the velocity may be 6 knots or more.

(31) The **flood current** entering the Strait of Juan de Fuca sets with considerable velocity over Duncan and Duntze Rocks, but, instead of running in the direction of the channel, it has a continued set toward the Vancouver Island shore which is experienced as far as Race Rocks. The flood current velocity is greater on the north shore of the strait than on the south.

(32) The **ebb current** is felt most along the south shore of the strait, and between New Dungeness Light and Crescent Bay there is a decided set south and west, especially during large tides. With the wind and swell against the current, a short choppy sea is raised near the entrance to the strait.

(33) The current movement is complicated by a large daily inequality. The Tidal Current Tables should be consulted for times and velocities.

(34) **Tide rips** occur off the prominent points and in the vicinity of the banks. These are particularly heavy off Cape Flattery, Race Rocks, Dungeness Spit, and Point Wilson, at times becoming dangerous to small vessels.

(35)

Weather, Straits of Juan De Fuca and Georgia

(36) Winds are strongest from October through March. This results from the numerous winter storms that move through these waters; this is also an area where storms tend to intensify. As low-pressure systems approach the coast, winds strengthen and back to the southeast quadrant, sometimes reaching gale force. After the storm passes, winds veer to the southwest or northwest. Gales usually last less than 1 day whereas the interval between storms normally varies from 1 to 5 days or up to 2 weeks when a strong high-pressure system settles in. These systems can also present local wind problems in the Georgia Strait. The mountainous terrain of this region plays an important part in determining the direction and speed of the wind. There are normally two wind seasons; winter lasts from October through March, while a summer regime covers the other 6 months.

(37) From October through March, winds at the Pacific entrance to the Strait of Juan de Fuca blow mostly out of the southeast through southwest. Gales blow on 4 to 6 days per month. They can come from any direction, however, southeast winds are consistently the strongest, averaging about 18 knots. Strong southeast winds raise dangerous confused seas off Cape Flattery, when they meet the long, rolling southwest swells that frequent these waters. The frequent strong winds from a south quarter make the Vancouver coast between Cape Cook and Port San Juan a dangerous lee shore. When gales blow from the southwest through west, it is usually safer inside the Strait than out. In general, winds are strongest and gales more frequent in the west end of the Strait. In the open water of the middle of the Strait, winter winds blow mostly out of the east through southeast. Gales occur on about 2 to 4 days per month in the east half. The south shore is protected from the southeast gales; Port Angeles provides good shelter. An approaching storm often sets up strong east winds in the central part of the Strait. This, in turn, sets up a drainage of air from the Georgia Strait, so that winds near the east entrance are frequently from the north through northeast. As the storm moves inland, it produces a reversal of this flow. Winds blow from the west through most of the strait, backing to the southwest in the east. Winds near the west entrance have reached 65 knots with gusts to 90 knots. In the strait, 50-knot winds and 80-knot gusts have been reported.

(38) Summer winds at sea blow mainly from the southwest through northwest around the subtropical Pacific high. Heating of the North American continent helps draw air into the Strait of Juan de Fuca. This sea breeze reinforces the prevailing flow and results in winds up to 30 knots in the late afternoon. The land breeze opposes the normal flow, and calms are often the rule in early morning. Southwest through west winds are most frequent in the Strait of Juan de Fuca.

(39) In few parts of the world is the vigilance of the mariner more called upon than when entering the Strait of Juan de Fuca from the Pacific in fog. Sea fog is the most common type, and it is at its worst from about July through October. Local land fog extends the visibility hazard into the winter. Fog is most frequent at the west end of the Strait. Here, visibilities drop to less than 0.75 mile (1.4km) on about 55 days annually, compared to about 35 days in the east end. Dense fog sometimes hangs over the ocean entrance to the Strait for days at a time; this is most likely during calms or light breezes. It gives the appearance of a wall, and ships entering often run into clear, bright weather before they pass Tatoosh Island. Often the fog is carried east on the west sea breeze. When this happens, the fog usually penetrates farther east along the south shore. It is much more likely to reach Port Angeles or Port Townsend than Victoria. In spring, the east penetration of an infrequent fog is usually limited to Crescent or Freshwater Bays. Often when thick weather prevails in the Strait of Juan de Fuca, skies are clear north of Race Rocks.

(40)

Pilotage, Strait of Juan de Fuca and Puget Sound

(41) Pilotage is compulsory for all foreign vessels and U.S. vessels engaged in foreign trade. Pilotage is optional for U.S. vessels engaged in the coastwise trade with a federally licensed pilot on board.

(42) Puget Sound Pilots serve all U.S. ports and places east of 123°24'W., including Port Angeles, Puget Sound, and adjacent inland waters. The office address is: Puget Sound Pilots, 101 Stewart Street, Suite 900, Seattle, WA 98101; telephone, 206–448–4455 (24 hours), 206–728–6400; Fax 206–448–3405. Pilot station address is: 305 Ediz Hook Road, P.O. Box 788, Port Angeles, WA 98362; telephone, 800–221–0234, 360–457–7944; fax 360–452–8566.

(43) Port Angeles has been designated as the pilotage station for all vessels enroute to or from the sea. The pilot station is located on Ediz Hook about 0.7 mile west of Ediz Hook Light (see chart 18468). There are two pilot boats, both are 22 meters in length with white hulls and orange houses. The standard day and night signals are displayed. The pilot station and pilot boats are equipped with radar to locate and track vessels, radio communication can be made by calling "Puget Sound Pilots" on VHF-FM channel 13.

(44) Pilotage should be arranged between 0800 and 1700 at least 24 hours in advance of inbound ETA through the vessel's agent, by direct telephone communication with Puget Sound Pilots at the previously mentioned telephone numbers, or the Marine Exchange of Puget Sound (telephone: 206–443–3830 or Telex 6734358 "Matex"). If subsequent conditions make it necessary, an amended estimated time of arrival should be made. Inbound vessels are requested to reaffirm their estimated time of arrival to the pilot boarding station when they are passing Cape Flattery, and again when they are one hour away.

(45) Loaded petroleum tankers requiring a pilot should proceed to position 48°09'54"N.,123°24'19"W., (1.5 miles north of the east end of Ediz Hook); all other vessels to position 48°09'24"N.,123°24'00"W., (1.0 mile north of the east end of Ediz Hook). A pilot ladder should be rigged in compliance with SOLAS regulations on the leeward side about 1 meter above the water. When approaching the boarding area, vessels are requested to monitor VHF-FM channel 13, and maintain a steady course and speed of about 6 knots when the pilot boat comes alongside.

(46)

Towage

(47) Tugs are stationed at Port Angeles. Arrangements are usually made in advance through ships' agents.

(48)

Quarantine, customs, immigration, and agricultural quarantine.

(49) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(50) Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(51)

Charts 18480, 18460

(52)

Strait of Juan de Fuca, (Canada)

(53) Carmanah Point is described in the previous chapter. **Bonilla Point**, the north entrance point at the west end of the strait, is about 1.8 miles east-southeast from Carmanah Light. Inland of Bonilla Point, which slopes gradually to the sea, the mountains attain heights of over 3,500 feet and are heavily wooded. A reef extends 0.5 mile off the point, and the shores should be given a berth of at least 1.5 miles.

(54) From Bonilla Point the coast trends in a southeast direction for 9.5 miles to Owen Point. It is nearly straight, rocky, and bluff, with high mountains rising immediately behind it; all are heavily wooded.

(55) **Port San Juan** offers the first anchorage on the north shore within the entrance to the Strait of Juan de Fuca. The port is conspicuous from seaward, appearing as a deep gap between two mountain ranges.

(56) The entrance between **Owen Point** and **San Juan Point,** 1.7 miles wide and 3.5 miles long, is 13 miles northeast of Cape Flattery Light. It is marked by a lighted whistle buoy.

(57) The port is open to southwest winds, and a heavy sea rolls in when a moderate gale is blowing from that direction. Though it is possible that a vessel with good ground tackle could ride out a gale if anchored in the most sheltered part, it is recommended that with any indication of southwest gales a vessel should weigh anchor immediately and, if the vessel's draft is 16 feet or less, seek shelter in Neah Bay; vessels of deeper draft should proceed to Port Angeles.

(58) Anchorage may be had in 6 to 9 fathoms anywhere in Port San Juan; a good position is in 5½ fathoms about 1 mile from the beach at the head of the port.

(59) **Cerantes Rocks**, about 300 yards southwest from San Juan Point, include several high pinnacle rocks with a few trees growing on them. About 800 yards north of these rocks and 300 yards from shore is another reef partly uncovered.

(60) **Port Renfrew** is a settlement on the southeast side of Port San Juan, about 2 miles northeast of San Juan Point. A T-head pier has depths of 15 feet alongside.

(61) From Port San Juan the coast trends southeast for 23.5 miles to Sheringham Point. This stretch of coast presents no prominent features. The country is thickly wooded, and the land rises to a considerable elevation. The points, some of which are bare on their extremities, are not prominent nor are they easily identified, except from close inshore.

(62) A Canadian Armed Forces **firing** and **practice exercise area** is established in the vicinity of Sheringham Point and San Simon Point about 8 miles to the west. (See Annual Edition of Canadian Notices to Mariners for area limits, types of practices, warning signals, etc.)

(63) Between Port San Juan and Race Rocks, fish traps and broken piles are reported to extend 0.5 mile offshore in places.

(64)

Chart 18465

(65) **Sheringham Point** is marked by a light. Victoria marine radio station VAK is at Sheringham Point.

(66) From Sheringham Point the coast continues in a series of bays and inlets for 16.5 miles to Race Rocks.

(67) **Beechey Head**, 11.5 miles east-southeast of Sheringham Point, is bold, wooded, and steep-to. Vessels bound up the strait and passing outside Race Rocks should give Beechey Head a berth of 2 miles.

(68) **Race Rocks**, 5 miles east of Beechey Head, are a cluster of bare low rocks from 0.5 mile to almost 1.5 miles from shore. Foul ground extends for 0.5 mile in all directions from the light; dangerous overfalls and races occur during bad weather. A light and sound signal are on the largest rock of the group, and a lighted buoy marks the southeast rock of the group. The tidal currents in Race Passage and in the vicinity of Race Rocks attain a velocity of 4 to 6 knots at times, and dangerous tide rips are formed.

(69) **Firing practice** and **exercise areas** of the Canadian Armed Forces are east of Race Rocks in the approaches to Esquimalt and Victoria Harbors. (See the Annual Edition of Canadian Notices to Mariners.)

(70) Foul ground, due to dumping of heavy steel wire mesh material, is 3.2 miles west from Race Rocks Light.

(71) East of Race Rocks the Strait of Juan de Fuca expands to a width of about 16 miles, and extends for 30 miles east-northeast to the entrance to Admiralty Inlet on the south and Rosario Strait on the north.

(72) A 25-fathom bank lies 8.5 miles southeast of Race Rocks along the steamer track from Race Rocks Light to Point Wilson Light. The west edge of this bank is sometimes sharply defined by a line of ripples with glassy calm water to the east.

(73) **Bentinck Island**, 1 mile northwest of Race Rocks Light, is fringed with kelp on its south and east sides. **Pedder Bay, Parry Bay**, and **Royal Roads**, separated by William Head and **Albert Head**, form the coast between Bentinck Island and the west entrance to Esquimalt Harbor.

(74) A **027°43'–207°43' measured nautical mile** has been established on the northwest shore of Parry Bay. Range beacons, consisting of fluorescent orange diamond-shaped daymarks, mark the northeast and southwest ends of the measured course.

(75) A **prohibited area** has been established in Parry Bay by the Canadian Government. No vessel may anchor in the area without permission.

(76) **William Head** is a comparatively low promontory extending about 0.5 mile northeast of **Ned Point**. Close west of William Head is **Quarantine Cove**, on the east shore of which are the conspicuous red brick buildings of the former quarantine station, now used as a penitentiary. Unauthorized vessels should not approach William Head within 200 yards.

(77) Anchorage affording protection from west weather may be had in 7 fathoms about 0.5 mile north of William Head and about 1,200 yards from the mainland.

(78) **Constance Bank**, 6.8 miles east of William Head Light, has general depths of 8 to 13 fathoms. It is about 2 miles long and 1 mile wide, within the 20-fathom curve. The bottom is rocky, and tide rips form in this vicinity. Vessels should not attempt to anchor on the bank.

(79) **Albert Head**, 3.3 miles northeast of William Head. **Fisgard Island**, on the west side of the entrance to Esquimalt Harbor, is marked by a light. Its red sector covers **Scroggs Rocks** off the east entrance point. Scroggs Rocks are marked by a light.

(80) **Esquimalt Harbor**, about 3 miles north-northeast of Albert Head, affords safe and ample anchorage and can be entered at any time. The entrance channel has general depths of 8 fathoms. Depths within the entrance gradually decrease for 1.5 miles north to **Cole Island**, above which the head of the harbor dries.

(81) **Victoria Harbor**, landlocked and well protected, is about 2 miles east-southeast of Esquimalt Harbor, and can accommodate large vessels. A U.S. Immigration station is in Victoria.

(82) Victoria Harbor is entered between **Macaulay Point** on the west and the breakwater extending from **Ogden Point** on the east; the breakwater is marked by a light. Vessels requiring a pilot are requested to notify **"Pilots Victoria"** by radio station **VAK** at least 6 hours in advance of their estimated time of arrival. The harbor extends for more than 0.5 mile north to **Shoal Point** on the east side, and thence trends east to **James Bay**. From the north part of James Bay, the upper harbor, which is crossed by three bridges, extends about 0.8 mile north-northwest to **Selkirk Water**, the west extremity of which is connected to **Portage Inlet**.

(83) **Brotchie Ledge**, the only outlying danger, about 200 yards long within the 5-fathom curve, lies 0.6 mile south of Ogden Point. The ledge has a least depth of 12 feet, and is marked by a light.

(84) **Clover Point**, 2 miles east-southeast of the entrance to Victoria Harbor, is low, bare of trees, and steep-to. Strong tide rips form off the point.

(85) **Trial Islands**, 4 miles east of Victoria Harbor, are bare and rocky; from most directions the two islands appear as one. The islands are marked by a light. The south and larger island is 80 feet high, and from **Staines Point**, its south extremity, a rocky ledge that uncovers 2 feet extends about 100 yards. Severe tide rips form off Staines Point, especially on the flood tidal current, which attains a velocity of 3 to 6 knots during large tides. The point should be given a wide berth.

(86) **Discovery Island**, 2 miles east-northeast of **Gonzales Point**, lies off the junction of Haro Strait and the Strait of Juan de Fuca. The island is wooded, and near its southeast tip, **Pandora Hill** attains a height of about 125 feet. The island is marked by a light on the east side. The shores on all sides of the island are fringed with rocks in some places extending as far as 600 yards offshore.

(87)

Charts 18465, 18421, 18429

(88)

Strait of Juan de Fuca (east end)

(89) **Hein Bank**, with a least depth of 2½ fathoms, lies 8.5 miles southeast of Discovery Island; it is about 2 miles

long in a north direction, within the 10-fathom curve, and 0.8 mile wide. The shoalest part of the bank is covered with thick kelp in the summer. It is marked by two lighted buoys, the northernmost is equipped with a racon.

(90) **Smith Island**, 5 miles west of Whidbey Island and 8 miles east-southeast of Hein Bank, is irregular in shape and about 0.5 mile long. The east end is low, but rises abruptly to an elevation of 55 feet at its west end, terminating in a white perpendicular cliff composed of sand and gravel. A rocky bank, covered with kelp, extends about 2 miles west of the island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile west of Smith Island. Strong currents set in and around the shoal area, especially on the flood, and deep-draft vessels should keep well outside the 10-fathom curve to avoid being set into danger. **Smith Island Light** (48°19'14"N., 122°49'51"W.), 55 feet above the water is shown from a 50-foot skeleton tower on a multi-pile structure with a white and black dayboard.

(91) A **restricted area** of an air-to-surface weapon range is west of Smith Island. (See **334.1180**, chapter 2, for limits and regulations.)

(92) **Minor Island**, small, low, and rocky, lies 1 mile northeast of Smith Island, and at lowest tide is connected with it by a gravel and boulder spit. A light is on the island.

(93) The northernmost part of the western shore of **Whidbey Island** forms the east end of the Strait of Juan de Fuca. This part of the island has a uniform sandy shore backed by low and rolling upland of farm and wooded areas. A marina at Oak Harbor, on the east side of the island, has electricity, gasoline, diesel fuel, and pumpout facility.

(94) **Naval restricted areas** are adjacent to the northernmost part of the west shore of Whidbey Island. (See **334.1200**, chapter 2, for limits and regulations.)

(95) The aerolight (48°20.9'N., 122°40.2'W.) at Ault Field is conspicuous.

(96)

Charts 18485, 18484

(97) On the south side of the Strait of Juan de Fuca the coast trends east for 4 miles from Cape Flattery to **Koitlah Point**, the west point of Neah Bay. The shores are rugged, and the country is heavily timbered.

(98) **Neah Bay**, about 5 miles east of Cape Flattery, is used extensively by small vessels as a harbor of refuge in foul weather. Its proximity to Cape Flattery and ease of access at any time make the anchorage very useful. It is protected from all but east weather.

(99) **Baada (Baadah) Point**, the east entrance point to Neah Bay, is rocky and grass-covered for some distance back from the shore. **Waadah Island**, 0.3 mile north of Baada Point, is 0.5 mile long, high, and wooded. A light marks the north and south end of the island. A stone breakwater extends from the west side of the bay to about the middle of Waadah Island. A reef and foul ground extend 0.2 mile from the southwest side of the island. A reef that bares, marked by a lighted bell buoy, extends 500 yards northwest from **Dtokoah Point**, southeast of the entrance.

(100) The buildings of **Neah Bay Coast Guard Station**, 0.4 mile southwest of Baada Point, are prominent from the entrance.

(101) The entrance to the bay is between Waadah Island and Baada Point. A depth of 17 feet can be carried into the bay. Anchorage is in 20 to 35 feet, mud bottom.

(102) The west shore of Neah Bay is high and precipitous, and bordered by craggy rock outcroppings. The shore east of the village of Neah Bay is a low sand beach to Baada Point. Unmarked sunken wrecks are in the west part of the bay in about 48°22'22"N., 124°37'15"W., and in the northeast corner of the bay in about 48°22'39"N., 124°36'20"W. Caution is advised when anchoring in the vicinity of the wrecks.

(103) The village of **Neah Bay**, on the southwest shore of the bay, is the site of considerable sport fishing.

(104) The Makah Indian T-head pier with a 300-foot face, and the ruins of a T-head pier no longer visible, are about 375 and 500 yards southwest of Baada Point. Caution is advised in the vicinity of the pier in ruins, as submerged piles may exist. The Coast Guard pier is 0.5 mile southwest of Baada Point.

(105) Two cooperative fish piers, 1 mile and 1.2 miles southwest of Baada Point, have facilities for icing and supplying fishing boats. Limited berthage, electricity, gasoline, diesel fuel, water and ice are available. Both piers have reported depths of 12 feet off the ends. There are many small-craft floats extending along the south shore of the bay. A marina is about 1 mile southwest of Baada Point on the south shore and has 200 slips; gasoline, diesel fuel, water, electricity, pump-out and a launching ramp are available.

(106) A paved highway extends along the Strait of Juan de Fuca to Port Angeles; telephone service is available.

(107)

Chart 18460

(108) From Neah Bay to Clallam Bay, the coast for more than 14 miles is rugged and the back country high and heavily wooded.

(109) **Seal Rock** and **Sail Rock**, about 2 miles east of Neah Bay and about 600 yards offshore, are very prominent. Seal Rock, the westerly of the two, is 100 feet high with a flat top showing east, light in color. Sail Rock, 0.2 mile east of Seal Rock, is lower and more pointed. Covered rocks extend from Seal Rock to shore, and there are patches of kelp in this area.

(110) The wreck of the steamer ANDALUCIA, once partially visible but now completely covered, is just off Seal and Sail Rocks.

(111) A marina is along the shore near Sail Rock. Berths, gasoline, water, ice provisions, and a 3-ton lift are available. Mariners are advised to exercise caution in approaching the marinas because of the numerous rocks

and ledges. The floats at the marina bare at low water. **Sail River** empties near Seal and Sail Rocks. **Sekiu River**, about 6.5 miles southeast of Sail River, has some logging operations. The bridge over the river shows prominently through the trees.

(112) **Clallam Bay**, about 15 miles southeast of Neah Bay, is a broad open bight about 2 miles long and 1 mile wide. It affords anchorage in 6 to 10 fathoms, sandy bottom, and is used to some extent in south or thick weather.

(113) **Slip Point**, the east point of the bight, is high and wooded; there is a light-colored streak like a landslip down its face, which is visible for a long distance. A reef, extending 0.2 mile west of the point, is marked by a bell buoy.

(114) **Sekiu** is a resort and sport fishing town on the west end of Clallam Bay and south of Sekiu Point. The town has berths, gasoline, water, ice, launching ramps and limited marine supplies. A marine railway that can handle craft to 24 feet long is at the town. **Clallam Bay**, a small town on the east side of Clallam Bay, has no waterfront facilities.

(115) In entering Clallam Bay, give Slip Point a berth of more than 0.2 mile to avoid the reef projecting west of it. Storm-bound vessels generally anchor abreast the rocky point near the middle of the long semicircular beach on the south shore of the bay.

(116) **Pillar Point**, 6.7 miles east-southeast of Slip Point, is bold, 700 feet high, wooded up to its summit, with a dark pillar-shaped rock more than 100 feet high lying close under its east face. The rock shows prominently from west. Good anchorage may be had in 9 to 12 fathoms, sticky bottom, about 0.8 mile southeast of Pillar Point. This anchorage offers good shelter from the heavy west swell, but gives no protection from the brisk east and northeast winds that prevail in winter.

(117) **Twin Rivers** are two small streams that flow into the strait about 7 miles east of Pillar Point. An earthfilled barge-loading facility, 0.3 mile west of West Twin River, has a reported depth of 15 feet alongside. The facility is owned by a cement company and used for barging clay to Seattle.

(118)

Chart 18465

(119) Shoal water makes out a considerable distance from**Low Point**(48°09.6'N., 123°49.5'W.), 5 miles east of Twin Rivers, and vessels should not approach this point closer than 0.8 mile. Many boulders that uncover are west of the point. A salmon pen, about 2.4 miles west of the point and 0.6 mile from the nearest shore, is marked by two private lighted buoys.

(120) **Agate Bay**, 3.5 miles east of Low Point, is clear and deep; 10 fathoms can be carried to within 0.2 mile of the shore.

(121) **Crescent Bay**, 4.2 miles east of Low Point, is a small semicircular bight 1 mile in diameter. The east part is shoal and near the west shore the remains of a wharf should be avoided. This is not a good landing place in north weather. The anchorage is of limited extent and suitable only for small vessels. **Crescent Rock**, covered ¼ fathom and marked by a buoy, is 0.4 mile north of the west entrance point of Crescent Bay. The rock extends 0.4 mile in east direction, with a narrow channel between it and the point. The channel has a reported depth of 10 fathoms and is not recommended without local knowledge. A reef extends about 400 yards northwest from **Tongue Point**, the east entrance point of Crescent Bay. A shoal, covered 1¼ fathoms, is about 0.3 mile west of Tongue Point. Except for crabs and fish, the 1¼-fathom shoal is a marine sanctuary for other shellfish and sealife. A wreck is off the entrance about 0.3 miles north of Tongue Point.

(122) **Observatory Point** is 3 miles east of Tongue Point. Between these points is a wooded ridge which, because of the lower land behind it, makes this area appear as an island when raised from east or west. The ridge attains an elevation of 1,135 feet, and is known as **Striped Peak**. A rock, 20 feet high, is close off Observatory Point; the rock and the point are almost joined at low water.

(123) **Freshwater Bay**, about 4 miles east of Crescent Bay, is a broad open bight, affording anchorage in 6 to 10 fathoms. The bay and adjacent waters are designated as an **emergency explosives anchorage**. (See **110.1 and 110.230 (a)(1) and (b)**, chapter 2, for limits and regulations.) A park with a launching ramp is along the southwest shore of Freshwater Bay.

(124) **Angeles Point**, on the east side of Freshwater Bay, is low, sandy, and covered with alders. The **Elwha River** empties into the strait at this point.

(125) A microwave tower, marked by aircraft warning lights and a good landmark by day and night, is on Angeles Point.

(126)

Caution

(127) The U.S. Navy advises that the precautionary area, located within a 1 mile radius centered around a point in about 48°15'36"N., 123°15'48"W., approximately 9 miles north-northeast of Ediz Hook, is used by naval vessels to conduct equipment calibration tests. Surface vessels or submerged submarines will occasionally be maneuvering in circles in this area for several hours or days. When these operations are in progress, the test facility located on the east end of Ediz Hook will be manned and reference lights consisting of a lazy "T" bar, 1 sec flashing yellow, 2/sec flashing red, and a high intensity spot will be lit. The group of lights is visible from the north side of Ediz Hook with the "T" bar to the west and spot light to the east. The naval vessels will be participating in the Seattle Vessel Traffic System on VHF-FM channel 5A. The Navy Test Facility Port Angeles will monitor VHF-FM channels 16 and 69. Mariners transiting this area are requested to proceed with caution.

(128) A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, east of Port Angeles, and in the adjacent waters. (See **161.1 through 161.55**, chapter

2, for regulations, and the beginning of this chapter for additional information.)

(129)

Chart 18468

(130) **Port Angeles**, 6.5 miles east of Freshwater Bay and 56 miles from Cape Flattery, is entered between **Ediz Hook**, a low and narrow sandspit 3 miles long, and the main shore to the south. The harbor, about 2.5 miles long, is easy of access by the largest vessels, which frequently use it when refueling, making topside repairs, waiting for orders or a tug, and when weather-bound.

(131) The harbor is protected from all except east winds, which occasionally blow during the winter. During southeast winter gales, the wind is not usually felt but some swells roll in. The depths are greatest on the north shore and decrease from 30 to 15 fathoms in the middle of the harbor; from the middle, the depths decrease regularly to the south shore, where the 3-fathom curve in some places in the east part is nearly 0.2 mile from the beach. A rock covered 5 fathoms is at 48°07'22"N., 123°13'18"W. A shoal with a least depth of 2¼ fathoms is 330 yards northwest of the northwest corner of the easternmost pier on the waterfront; a buoy is 200 yards east of the shoal.

(132) Extra caution in navigating the waters inside Ediz Hook should be exercised because of the large number of submerged deadheads or sinkers in the area. Deadheads or sinkers are logs that have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

(133)

Anchorage

(134) Puget Sound Vessel Traffic Service requires advance notification of watch supervisor for all vessels using Port Angeles anchorage; telephone 206–217–6050. The best anchorage is off the wharves, in 7 to 12 fathoms, sticky bottom.

(135) A **non-anchorage area** has been established in the east part of Port Angeles Harbor. (See **33 CFR 110.1** and **110.230**, chapter 2, for limits and regulations.)

(136) Extensive log booming grounds in the north part of the harbor extend more than 1 mile from the west shore. Care must be taken when anchoring at night to avoid the rafted logs; the booming grounds are charted.

(137) **Ediz Hook Light** (48°08'24"N., 123°24'09"W.), 50 feet above the water, is shown from a skeleton tower, 0.3 mile west of the east extremity of Ediz Hook; a mariner radio activated sound signal is at the light, initiated by keying the microphone five times on VHF-FM channel 81A. A 170-foot Coast Guard VTS radar tower is about 0.1 mile west-southwest of the light. Shoals extend to about 75 yards east of the east extremity of Ediz Hook. A lighted buoy is about 150 yards east of the outer limits of the shoals. A Coast Guard radio station (NOW) is at the air station. A shoal, with a least depth of 7 fathoms and marked by a lighted buoy, is about 3.4 miles west-northwest of Ediz Hook Light. An aquaculture site, marked by private lights, is off the south side of Ediz Hook about 800 yards west-southwest of the light.

(138) **Port Angeles** is on the south shore of the harbor. Logs, lumber, plywood, newsprint, pulp, shakes and shingles, and petroleum products are the principal commodities handled.

(139)

Pilotage, Port Angeles

(140) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Port Angeles is provided by the Puget Sound Pilots. They monitor VHF-FM channel 13. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, early this chapter.) The pilot station is about 0.7 mile west from Ediz Hook Light. A pier for berthage of the pilot boats is on the south side of Ediz Hook, adjacent to the pilot station.

(141)

Towage

(142) Tugs to 1,200 hp are stationed at Port Angeles, and tugs to 5,000 hp are available from Seattle with advance notice.

(143)

Quarantine, customs, immigration, and agricultural quarantine

(144) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(145) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(146) Port Angeles is a **customs port of entry**.

(147)

Coast Guard

(148) Port Angeles Coast Guard Air Station/Sector Field is on Ediz Hook, about 0.3 mile west of the east extremity.

(149)

Harbor regulations

(150) The Port of Port Angeles Terminal Manager's office is in Port Angeles at the foot of Cedar Street.

(151)

Wharves

(152) The major piers described, both private and port operated, extend along the south and west sides of the harbor. The alongside depths of the facilities described are reported depths—for information on the latest depths contact the port authorities or the private operators.

(153)

Port-operated facilities:

(154) Port Terminal No. 1 (48°07'30"N., 123°26'24"W.): 956-foot berthing space on north side with an additional 425 feet to dolphins; 610 foot berthing space on south side, 42 feet at the end; deck height, 17 feet; 17,000 square

feet covered storage; 96,000 square feet open storage; shipment of general cargo, lumber, logs, pulp, and other forest products; berthing space for top side repair of large ocean going vessels.

(155) Port of Port Angeles, Terminal No. 3 (W of Port Terminal 1): 480-foot berthing space; 41 to 45 feet alongside; deck height, 17 feet; receipt and shipment of general cargo, shipment of logs and lumber.

(156)

Privately operated facilities:

(157) Black Ball Ferry Transport (48°07'21"N., 123°25'45"W.): Terminus of passenger and automobile ferry connecting Port Angeles and Victoria, BC; ferry makes two trips daily from March to May and October to January. From May to October it makes 4 trips daily. Visit *northolympic.com* for the current schedule. Operated by Black Ball Transport, Inc.

(158) Diashowa America, Port Angeles Mill Dock (48°07'57"N., 123°27'33"W.): 640-foot total berthing space with dolphins; 28 feet alongside; deck height, 10 feet; shipment of lumber; owned and operated by Merrill and Ring, Inc. **Note:** Vessels moor portside-to at this wharf; a tug is recommended for both docking and undocking.

(159) Diashowa America, Port Angeles Barge Dock (48°08'08"N., 123°27'37"W.): 570-foot berthing space with dolphins; 36 to 40 feet alongside; deck height, 17½ feet; approximately 28,000 square feet covered storage; receipt of fuel oil for plant consumption; shipment of paper products; owned by Diashowa; operated by Diashowa America and BP Marine Americas. A 25-foot shoal is charted about 100 feet east of the face of the Wharf; a tug is recommended when undocking.

(160) In addition to the facilities mentioned, there are several small piers and wharves at which tugs and other floating equipment moor. Many log dumps are in the harbor.

(161)

Supplies

(162) Water, ice, and marine supplies are available. Groceries are nearby. Diesel oil and gasoline are available at the port boat haven. Bunkering is available by barge.

(163)

Repairs

(164) Port Angeles has several companies and facilities to perform major topside repairs to large oceangoing vessels; the nearest drydocking facilities are in Seattle/Tacoma or Bellingham.

(165)

Small-craft facilities

(166) **Port Angeles Boat Haven**, operated by the port, is a large, well-equipped small-craft basin in the southwest part of the harbor that can accommodate a large fleet of fishing boats and pleasure craft. The basin is marked by lights. In 2007, the controlling depth in the entrance and basin was 16 feet with 12 feet alongside the berths. About 660 berths, electricity, gasoline, diesel fuel, water, ice, a pump-out station, launching ramps, marine supplies, and winter wet storage are available. A boatyard at the east end of the basin has a marine railway that can handle craft to 100 tons; a 225-ton lift is also available. Hull and engine repairs can be made at the yard, and electronic repair work can be arranged. The **harbormaster** controls the moorings in the basin (360–457–4505).

(167) A **121°16'-301°16'** 200-yard **measured course** is in the southwest part of the harbor close north of Port Angeles Boat Haven.

(168)

Communications

(169) Port Angeles is served by U.S. Highway 101. It is connected by ferry to Victoria, BC. The airport is 2.5 miles west of the city.

(170)

Charts 18465, 18471

(171) From Port Angeles the coast trends east for 13 miles to the end of **Dungeness Spit**, which borders the west side of **Dungeness Bay**. This bay affords shelter in west winds, but is open east; in north weather, the protection afforded is only fair. It is a dangerous place in winter gales, especially from the southeast. The bay is formed by a sandspit extending northeast 4 miles and forming, in addition to Dungeness Bay, a small lagoon at the head of the harbor that can be entered by light-draft vessels with local knowledge.

(172) A **075°–255° measured nautical mile** has been established on the strait side of Dungeness Spit; the range markers are in the small lagoon at the head of the harbor.

(173) **New Dungeness Light** (48°10'54"N., 123°06'37"W.), 67 feet above the water, is shown from a 63-foot white conical tower on a dwelling on the outer end of the spit.

(174) From the end of the spit a shoal extends northeast for 0.8 mile from the light. This has been reported as extending farther north, and it should be passed with caution. A lighted buoy marks the shoal but it may be submerged during periods of strong current; vessels should not pass between the buoy and the light. A shoal makes out about 1 mile from the south side of the bay.

(175) The best anchorage is in 5 to 9 fathoms, sticky bottom, about 1 mile southeast of the light, clear of the cable area.

(176) **Dungeness** is a small town on the south shore of the bay. The ruins of a former wharf extend about 1,000 yards out across the flats.

(177) **Sequim Bay**, 6 miles southeast of Dungeness Bay, is a landlocked bay 3.8 mile long. The bay is separated from the Straits by **Travis Spit**, a sandspit that extends west from the northeast corner of the bay almost to the west shore. A narrow channel marked by daybeacons and a light at the entrance, leads around Travis Spit and west of a shoal area called The Middle Ground into the bay. With local knowledge, depths of about 9 feet are available in the marked channel. The area between the

light at the entrance and Gibson Spit on the west shore reportedly bares at minus tide and several groundings are known to occur; caution is advised. Strong currents that tend to follow the channel have also been reported. Anchorage inside Sequim Bay can be had anywhere in 6 to 21 fathoms, muddy bottom.

(178) A marina is located on the west side of the bay just north of**Pitship Point**. Lights mark the breakwater entrance. Depths in the entrance are reported to be 12 feet, with 7 feet alongside the piers. Services include transient berths, electricity, gasoline, diesel fuel, water, ice, launching ramp and a pump-out station. The harbormaster controls moorage in the basin and can be contacted at 360–417–3440; VHF-FM is not monitored. A marine research center of the Battelle Memorial Institute, is on the west side of the entrance to the harbor abreast the sandspit. Some log rafts are made up in the bay.**Sequim Bay State Park**is at the southwest end of the bay. A seasonal mooring float is at the park.

(179) **Protection Island**, a prominent feature in approaching Discovery Bay, is 200 feet high near its W extremity, 1.5 miles long and sparsely wooded; its north shore consists of bare, light bluffs. The east end and south shore are clear of dangers, but off **Kanem Point**, its southwest end, a shoal extends southwest for over 0.2 mile, and depths of 5 fathoms and less are found 0.5 mile west of the point. **Dallas Bank** extends north from Protection Island; the 10-fathom curve lies about 2.5 miles from the north point. North of the 10-fathom curve the bank drops off abruptly to depths of over 20 fathoms. **Miller Peninsula**, about 6 miles long and 3 to 5 miles wide, separates Sequim Bay and Discovery Bay.

(180) **Discovery Bay** is 2 miles south-southeast of Protection Island. George Vancouver, the English explorer, anchored and refitted his ships here for his exploration of these regions in 1792. The bay trends in a southeast direction for about 8 miles. The entrance is masked from seaward by Protection Island, which protects it from northwest winds. Strong southeast gales have been observed and can have winds higher than outside the bay. There are no outlying dangers, and the depths are great. There is good anchorage with excellent holding ground at the head of the bay in 20 fathoms. **Cape George** is at the east entrance point of Discovery Bay. A marina here can provide water, electricity, a launching ramp, and has about 80 slips that can accommodate vessels up to 40 feet in length with a maximum beam of 12 feet. The entrance has a reported depth of 3½ feet.

(181) There are several submerged and visible wrecks along the shores of Discovery Bay. These can be easily avoided by following the chart (18471).

(182) **Diamond Point** is the west point at the entrance to Discovery Bay. A wharf in ruins is just inside the point.

(183) The shore from Cape George for 3 miles to **McCurdy Point**, consists of high, bare, clay bluffs, wooded on top, attaining a height of 400 feet near the northeast end. A shoal covered 11 feet extends 0.6 mile northwest of McCurdy Point; it is marked by a buoy. Vessels are cautioned not to pass between the buoy and the point.

(184) From McCurdy Point, the shore trends east for 3.5 miles to **Point Wilson**, the west point at the entrance to Admiralty Inlet, and consists of high, bare, clay bluffs, sparsely wooded on top, decreasing in height near McCurdy Point, and ending abruptly close west to Point Wilson.

(185) **Point Wilson Light** (48°08'39"N., 122°45'17"W.), 51 feet above the water, is shown from a white octagonal tower with a black top on a white building with a red roof, on the east extremity of the low point.

(186) Shoals extend 0.5 mile northwest of Point Wilson to the 5-fathom curve over irregular bottom; these are generally indicated by kelp. The east edge of the shoals rises rather abruptly from deep water. Heavy tide rips extend north of these shoals, being especially heavy with a west wind and ebb current. A lighted buoy marking the shoals is about 0.7 mile northwest of Point Wilson Light.

(187) In approaching Point Wilson in thick or foggy weather, soundings should be taken continuously.

(188) **Point Partridge**, the Westernmost point of Whidbey Island, has a yellow face and is prominent from the north or south; it is rounding and not easily identified from the west. **Point Partridge Light** (48°13'29"N., 122°46'10"W.), 105 feet above the water, is shown from a skeleton tower on the west extremity of the point. A rocky ledge, marked by a lighted bell buoy, extends 0.5 mile west from the point. In the summer, the ledge is usually marked by kelp.

(189) The west shore of Whidbey Island, between Admiralty Head and Point Partridge, is mostly a sandy beach rising sharply to bluffs 100 to 250 feet high, backed by pine trees. The shoreline is generally strewn by logs.

(190) **Admiralty Head**, 80 feet high, on Whidbey Island, is the east entrance point of Admiralty Inlet and the southeast extremity of a succession of light bare bluffs which extend north of Point Partridge, where they attain their highest elevation. About 0.5 mile north of Admiralty Head an abandoned lighthouse tower 39 feet high stands on top of a bluff.

(191) From Point Partridge the northwest coast of Whidbey Island extends north-northeast for 11.5 miles to Deception Pass. It is free of offlying dangers, but should not be approached closer than 1 mile.

(192) A **Small Arms Safety Zone** operated by Naval Air Station Whidbey Island, is located about 5 miles north-northeast of Point Partridge. The zone is in operation 7 days a week; red flashing lights and flags are displayed during live exercises. Mariners should exercise extreme caution when transiting the area.

(193) **Partridge Bank**, within the 10-fathom curve, is about 3 miles long and 1.5 miles wide; the southeast end reaches within 2 miles of Point Partridge. The north and east sides fall off abruptly to 20 and 30 fathoms. The shallowest part, 2½ fathoms, is near the north side about midway between the ends; it is marked by a buoy. A lighted bell buoy is about 0.6 mile south-southeast of the

2½ fathom spot. A considerable part of the bank is covered with kelp, which is usually drawn under by currents. The kelp generally extends to the 7-fathom curve, except toward the east end where the shoal narrows, and no kelp exists beyond a depth of 4 fathoms; kelp density varies by season.

(194)

Charts 18421, 18432, 18433, 18434

(195) The waters of the**San Juan Islands** embrace the passages and bays north of the east end of the Strait of Juan de Fuca. These passages are used extensively by pleasure craft, especially in July, August, and September. Some tugs and barges use the larger passes. Automobile ferries, operated by the State of Washington, are on regular round-trip runs from Anacortes through Thatcher Pass, Harney Channel, Wasp Passage, San Juan Channel, Spieden Channel, and across Haro Strait to Sidney, B.C. The island ferry landings are at Upright Head, Lopez Island; on the east side of the entrance to Blind Bay, Shaw Island; Orcas, Orcas Island; and Friday Harbor, San Juan Island. Oceangoing vessels normally use Haro and Rosario Straits and do not run the channels and passes in the San Juan Islands. Many resorts and communities have supplies and moorage available for the numerous pleasure craft cruising in these waters. Well-sheltered anchorages are numerous.

(196) The directions which follow are intended for use only in clear weather; in thick weather or at night strangers should take a pilot for large vessels. Small craft should not attempt navigation under these conditions without local knowledge. Sailing craft should not attempt the passages against the current unless the wind is fair and fresh. A reliable auxiliary engine for sailboats is an absolute necessity. The tidal currents have great velocity in places, causing heavy tide rips that are dangerous. Because of the variable direction and velocity of the currents, compass courses are of little value, and, where followed, allowance must be made for the set of the current.

(197) **Haro Strait** and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the southeast end of the Strait of Georgia; it is the one most generally used. Vessels bound from the west to ports in Alaska or British Columbia should use the Haro Strait/Boundary Pass channel, as it is the widest channel and is well marked. Vessels bound north from Puget Sound may use Rosario Strait or Haro Strait; the use of San Juan Channel by deep-draft vessels is not recommended.

(198) A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, east of Port Angeles, and in the adjacent waters. (See **161.1 through 161.55**, chapter 2, for regulations, and the beginning of this chapter for additional information.)

(199) Haro Strait extends north from the south end of San Juan Island for about 18 miles to Turn Point Light on Stuart Island, thence Boundary Pass leads northeast for 13 miles to its junction with the Strait of Georgia between East Point, the east end of Saturna Island, BC, and the west end of Patos Island, the small United States island; both of which are marked by lights. These waterways have widths from 1.5 to 5 miles, and the depths are generally great.

(200) No difficulty will be experienced in navigating Haro Strait and Boundary Pass in clear weather; strangers should take a pilot in thick weather.

(201) The east shore of the passage will be described in detail, with only a brief general description of the west shore. More complete detail of the west shore is contained in Pub. 154, Sailing Directions (Enroute) for British Columbia, published by the National Geospatial-Intelligence Agency Hydrographic/Topographic Center, and the Sailing Directions, British Columbia Coast (South Portion) Vol. 1, published by the Canadian Hydrographic Service.

(202) The International Boundary between the United States and Canada passes through Haro Strait and Boundary Pass.

(203) In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'18"N., 123°14'12"W.). This special area will help reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. For the boundaries and rules regarding the **Special Operating Area**, see **Cooperative Vessel Traffic Service (CVTS)** at the beginning of this chapter.

(204)

Tidal currents

(205) In Haro Strait and Boundary Pass, the flood current sets north; the ebb current sets in the opposite direction. The ebb usually runs longer and has a greater velocity. At the north entrance to Boundary Pass, the flood sets east along the north and south sides of Sucia Islands and across Alden Bank; the velocity is about 1 to 2 knots. The Current has moderate velocity between Sucia and Orcas Islands. There is a large, daily inequality in the current (see Tidal current Tables for predicted times and velocities). Heavy, dangerous tide rips occur between East Point on Saturna Island and Patos Island, and for two miles north in the Strait of Georgia. Tide rips also occur on the ebb between Henry Island and Turn Point, as well as around Turn Point where the ebb may attain a velocity of 6 knots during large tides. The flood current sets east from Discovery Island across the south end of Haro Strait until close to San Juan Island. This east set especially noticeable during the first half of the flood. Heavy tide rips occur north of Middle Bank as well as on the Bank and around Discovery Island.

(206) Rocky **Middle Bank**, with a least depth of 10 fathoms, is in the south approach to Haro Strait. The bank is about 3.5 miles long, and the least depth is in its NE part and 5.7 miles southwest of Cattle Point Light on the southernmost tip of San Juan Island. Heavy tide rips, dangerous to small craft, form in the vicinity of this bank in bad weather.

(207) **Beaumont shoal**, covered 9 fathoms, lies 3 miles northwest of the northwest corner of Middle Bank and is marked by a lighted buoy. A second small bank with a least depth of 7 fathoms lies 1 mile to the north. In bad weather, heavy tide rips form over these banks.

(208) **San Juan Island**, the largest of the group, is about 13 miles long, rugged, and partly wooded. **Mount Dallas**, the highest of several hills on the island, rises abruptly from the middle of the west side to a height of 1,080 feet. In most places the shores are free of outlying dangers. The north end of the island is indented by several small bays that, with the exception of Roche Harbor, are shoal and of no commercial importance.

(209) From **Eagle Point**, the west shore of San Juan Island trends northwest and forms the east side of Haro Strait. This shore is steep-to and rocky, and beyond 400 yards offshore it is free of danger; however, the depths off this shore are too great for anchoring.

(210) **Kanaka Bay**, a small cove used by fishing boats, is 2.5 miles northwest of Eagle Point.

(211) **Lime Kiln Light** (48°30'57"N., 123°09'08"W.), 45 feet above the water, is shown from a 31 foot white octagonal tower attached to a building on the west side of San Juan Island. Two dwellings are about 150 yards southeast of the light. Rocks awash lie close inshore about 1 mile southeast of the light.

(212) **Smallpox Bay** and **Andrews Bay**, 1.5 miles northwest of Lime Kiln Light, offer protection for small craft from north and east weather.

(213)

Local magnetic disturbance

(214) Differences from the normal variation of as much as 4° have been observed in the vicinity of **Bellevue Point**, 1 mile north of Lime Kiln Light.

(215) During the June-October fishing season, many purse seiners operate in this area. At night these vessels anchor close inshore, generally between Cattle Point and Pile Point.

(216) **Hanbury Point** (48°34.7'N., 123°10.3'W.), 3.8 miles north of Lime Kiln Light, is the north entrance point to **Mitchell Bay**, one of a series of well-sheltered bays on the northwest coast of the island. A small islet 3 feet high is in the center of the bay about 350 yards southeast of the entrance. A rock about 100 yards west of the islet uncovers 6 feet. The only safe passage into the bay is north of the islet. **Snug Harbor**, a resort and yacht haven on the south side of Mitchell Bay, has about 70 berths with electricity, gasoline, water, ice, and limited marine supplies. A launching ramp is available; engine repairs can be made to small craft. **Mosquito Pass**, available only to small craft with local knowledge, leads north from Hanbury Point to **Garrison Bay, Westcott Bay**, and Roche Harbor.

(217) A large aquaculture facility, covered 3 feet and consisting of clam beds and suspended oyster racks, is in the middle of Westcott Bay about 1 mile above the entrance. Mariners should use caution in the area.

(218) **Henry Island** is close west of the north point of San Juan Island, from which it is separated by Mosquito Pass and Roche Harbor.

(219) **Kellett Bluff**, at the south end of Henry Island, is steep and rocky and prominent from either south or north. It is marked by a light. **Open Bay**, east of Kellett Bluff, offers good holding ground and protection for small boats from west, north, and east weather.

(220) **Roche Harbor** has its main entrance between the north end of Henry Island and the west end of **Pearl Island**, which is marked by a light. Sandspits covered 17 and 18 feet extend into the channel from the islands on each side of the entrance. Entrance to the harbor can also be made from the south through Mosquito Pass between Henry Island and Bazalgette Point. The harbor has depths of 4 to 9 fathoms. It affords good anchorage and in the summer is used extensively by yachts. The harbormaster can be contacted on VHF-FM channel 78A.

(221) A large resort is on the east side of Roche Harbor. The resort operates a wharf with shed, floats with berths for over 450 craft, including over 150 transient berths, a hotel, cabins, a general store, and restaurant. Electricity, gasoline, diesel fuel, water, ice, a launching ramp, pump-out station, and marine supplies are available. The site was once the largest lime works west of the Mississippi, and quarry tunnels and the ruins of the old mill are still prominent.

(222) A **customs office** is on the north side of the main dock. Two to three customs officers are here full time in the summer and on call from Friday Harbor in the winter to inspect visiting Canadian yachts. The customs officer also performs **immigration** and **agricultural quarantine** inspections. Weekend and after-hours custom service can be obtained from Blaine; a toll-free phone number is posted. Roche Harbor has a paved and lighted airstrip; daily air service is available year-round to Seattle. A paved road leads to Friday Harbor.

(223) **Battleship Island**, small and 30 feet high, is about 0.2 mile west-northwest of McCracken Point, the north extremity of Henry Island, and is the west point in the approaches to Roche Harbor.

(224) **Danger Shoal**, with a least depth of 1 fathom, is in the fairway to Spieden Channel about midway between Battleship Island and Spieden Bluff. A lighted buoy is close southwest of the shoal, which is marked by kelp.

(225) A rock, marked by kelp and covered 11 feet, is about 200 yards northwest of **Barren Island**, 0.7 mile east of McCracken Point; it is marked by a buoy. Another rock (48°37'27"N., 123°09'31"W.), marked by kelp and covered 9 feet, is about 350 yards east.

(226) **Spieden Channel** leads east between Spieden Island on the north and Battleship, Henry, and San Juan Islands on the south; the channel leads from Haro Strait to President Channel and San Juan Channel. The east entrance, the narrowest part, is 0.6 mile wide, and for 2 miles west of it the channel is free of danger. However, in the west entrance, which has an irregular bottom, are several dangers, but the fairway is deep throughout. The meeting of the flood currents, which flow east from Haro Strait and west from San Juan Channel, cause heavy tide rips and eddies. This channel is not recommended for sailing craft.

(227) **Spieden Island** lies with **Spieden Bluff**, its northwest end, 1.6 miles north-northeast of Battleship Island. The island is 2.5 miles long in an east direction with an extreme width of 0.5 mile. **Green Point**, the east end of which is marked by a light, is low and grassy. The south side of the island has few trees, but the north face is well wooded.

(228) There are several dangers southeast of Spieden Bluff. **Center Reef**, which bares, is 0.7 mile south of the bluff; it is marked off its south side by a buoy. **Sentinel Rock** and **Sentinel Island** are closer inshore; a rock midway between them is covered 5 feet.

(229)

Charts 18421, 18431, 18432, 18433, 18434

(230) **Stuart Island** is northwest of Spieden Island and has two prominent hills near the middle, 640 feet high. **Turn Point** is the west extremity of Stuart Island. It is bold, steep-to, and marked by **Turn Point Light** (48°41'20"N., 123°14'15"W.), 44 feet high on a 16-foot white concrete tower.

(231) **Reid Harbor** indents the southeast shore of Stuart Island and trends northwest about 1.5 miles. The harbor, which is landlocked and 400 yards wide, affords good anchorage in 4 to 5 fathoms, soft bottom. The State Parks and Recreation Commission maintains a small-craft pier and floats here. The harbor is free of danger, but from the east entrance point foul ground extends about halfway across the entrance. Enter in midchannel and anchor anywhere in the middle of the wider portion of the harbor. In 1996, a visible wreck was reported in the harbor entrance in about 48°40'12"N., 123°11'19"W.

(232) **Prevost Harbor**, on the north shore of Stuart Island about 1.5 miles east of Turn Point, affords good shelter and anchorage. A pier used by the Coast Guard and the county is on the west shore of the harbor. Mail is delivered to the island by air. The State Parks and Recreation Commission maintains a float landing for small boats.

(233) **Satellite Island** lies within Prevost Harbor, with reefs and shoals extending off its southeast extremity. Vessels should not pass east of the island. Enter in midchannel west of Satellite Island and anchor in 6 to 7 fathoms, muddy bottom, in the middle of the wider portion just within the entrance, keeping clear of a rock that uncovers 6 feet, 200 yards off the south shore.

(234) **Johns Pass**, between Stuart Island and **Johns Island** close east, is much used by fishing vessels and small boats. At the south end of the pass foul ground extends about 0.6 mile southwest from Stuart Island.

(235) **Waldron Island**, 6.5 miles east of Turn Point, is steep and rocky on the east side, but flat with sandy beaches on the north and west sides. It is irregular in shape and 3 miles long. The highest point, 612 feet, is near **Point Disney**, its south end. On the north and east sides of the island is a high yellow sand bluff, terminating abruptly in **Point Hammond**.

(236) **Cowlitz Bay**, which indents the southwest shore of Waldron Island, is a broad, open bight affording anchorage in fair weather. Shoal water extends 0.5 mile south of **Sandy Point**, the west end of the island. **Mouatt Reef**, with a least depth of 3 feet and marked by kelp, is 0.4 mile offshore and 0.5 mile north of Point Disney. A wharf built out to a depth of 7 feet, is on the shore northeast of Mouatt Reef.

(237) **Bare Island**, small, grassy, and bare of trees, is 0.5 mile north-northwest of Point Hammond, and **Skipjack Island**, 120 feet high and wooded, is about 1.2 miles northwest of Point Hammond. The passage between them should be avoided because of its high current velocity. A small, bare rock is off the east end of Skipjack Island, and a group of rocks awash, are about midway between it and Bare Island. **Skipjack Island Light** (48°43'58"N., 123°02'21"W.), 18 feet above the water, is shown from a steel tower on the west side of the island.

(238) A rocky shoal with a least depth of 6 fathoms is about 2 miles north-northeast of Skipjack Island and is marked by an isolated danger lighted bell buoy.

(239) **Patos Island**, 4.3 miles north-northeast of Point Hammond, is 60 feet high and wooded except at its west end toward which it gradually decreases in height; the island is a state park. **Active Cove**, between Patos Island and Little Patos Island, is reported to be a good anchorage for small vessels. There are several public mooring buoys available in the cove. Vessels without local knowledge should enter Active Cove from the west, as the southern-facing entrance experiences strong, swirling currents at almost all stages of tide. **Patos Island Light** (48°47'20"N., 122°58'17"W.), 52 feet above the water, is shown from a 38-foot white square frame tower on **Alden Point**, the west point of the island.

(240) **Sucia Islands**, consisting of one large and several smaller islands, are southeast of Patos Island and 2.5 miles north of Orcas Island. The large island, 200 feet high and heavily wooded, is horseshoe-shaped; its west side is a series of steep, wooded cliffs. It is a state park. **Echo Bay** indents the east side of the island. In west weather small vessels with local knowledge can find good anchorage in 4 to 5 fathoms near the head of the bay. At the head of **Fossil Bay**, on the south side of **Sucia Island**, there is a State Parks and Recreation Commission small-craft anchorage and float pier; water is available. The bays and coves around Sucia Island have been designated as Sensitive Eelgrass Areas. Vessels are encouraged to

avoid anchoring in less than 30 feet of water. Numerous mooring buoys are available for recreational vessels.

(241) Reefs extend about 1.5 miles west of Sucia Islands to **West Bank**, which has a minimum depth of 8 feet. Strong tidal currents exist between West Bank and the Sucia Islands; only vessels with local knowledge should transit the area.

(242) **Clements Reef**, 0.5 mile north of Sucia Islands, is about 1.2 miles long and 0.3 mile wide. The northwest end and the southeast end of the reef are marked by buoys.

(243) The tidal currents are particularly strong and dangerous between Patos Island and East Point on Saturna Island, BC, and for 2 miles north in the Strait of Georgia. Tidal currents between Patos Island and Sucia Islands are less extreme and more regular than Boundary Pass.

(244)

Haro Strait, SW approach (Canada)

(245) The several channels and passages leading between the islands and dangers off the coast of British Columbia from Gonzales Point to **Cadboro Point**, 2.8 miles north-northeast, constitute the southwest approach to Haro Strait. These passages and channels should be used only by vessels with local knowledge.

(246) The side of Haro Strait west of the international line is bordered by several islands and reefs, the most important of which are, from south to north: **Kelp Reefs**, marked by a light, about 7 miles north of Discovery Island; **Sidney Island**, about 3 miles northwest of the light on Kelp Reefs; **Moresby Island**, marked by a light, about 16 miles north of Baynes Channel and Discovery Island, and the smaller islands and reefs in between.

(247) **Swanson Channel,** used sometimes as an alternate route by vessels bound for Alaska points, extends northwest between Moresby Island and the **Pender Islands**, and connects ultimately with Active Pass to reach the Strait of Georgia in 48°53'N.

(248) **Active Pass** is deep but tortuous and in its narrowest part is about 600 yards wide. The dangers do not extend over 200 yards from shore. Vessels should enter the pass at slack water, if possible, but a vessel with a speed of 10 knots can always get through. A vessel with local knowledge can take advantage of the eddies and variations of the tidal currents, but others should keep in midchannel. Great care should be taken to avoid the shoals on either side of the north entrance to the pass.

(249) **Enterprise Reef**, in the south approach to Active Pass, consists of two rocky heads about 400 yards apart. The west head uncovers 3 feet, and the east head is awash. Foul ground extends between the heads and 200 yards west of the west head. A light is on the west head, and a buoy marks the east head.

(250) **South Pender Island**, 3 miles north of Stuart Island, is marked by a light on **Gowlland Point**, its southeast extremity. The last of the Canadian lights in this stretch is on **East Point**, the east point of **Saturna Island**, 6.2 miles east-northeast of Gowlland Point.

(251) **Rosenfeld Rock**, 1.2 miles north-northeast of East Point, is marked by a lighted buoy. The rock is covered by 1¼ fathoms, and rocks that bare are within 900 yards of it. Close east of the rock, overfalls and dangerous tide rips are formed.

(252) (See Pub. 154, Sailing Directions (Enroute) for British Columbia, published by the National Geospatial-Intelligence Agency, and Sailing Directions, British Columbia Coast, (South Portion) Vol. 1, published by the Canadian Hydrographic Service for more details of the islands and features on the Canadian side.)

(253) **San Juan Channel**, the middle one of three principal channels leading from the Strait of Juan de Fuca to the Strait of Georgia, separates San Juan Island from the islands east. It is 13 miles long from its south end to its junction with President Channel at the north end. San Juan Channel is deep throughout and, except near its south entrance, has few off-lying dangers.

(254)

Currents

(255) In the south end of San Juan Channel, between Goose Island and Deadman Island, the average current velocity is 2.6 knots on the flood and ebb, however, maximum flood currents of 5 knots or more cause severe rips and eddies. Daily current predictions for this location may be obtained from the Tidal Current Tables.

(256) **Cattle Point** is the southeast extremity of San Juan Island and forms the west point at the south entrance to San Juan Channel. **Cattle Point Light** (48°27'02"N., 122°57'48"W.), 94 feet above the water, is shown from a white octagonal tower on the point. Cattle were once loaded here for shipment to and from Victoria.

(257) **Salmon Bank**, south of Cattle Point and on the west side of **Middle Channel**, is an extensive shoal covered 1½ to 3 fathoms; it is marked by a lighted gong buoy. Kelp grows on the rocks. **Whale Rocks**, two dark rocks about 5 feet high, are on the east side of Middle Channel 0.6 mile northwest of Long Island. A reef, with a least depth of 8 feet, extends 0.4 mile south of Whale Rocks.

(258) **Long Island**, 1.5 miles northwest of Iceberg Point, is the largest of a group of islands on the east side of the entrance to San Juan Channel.

(259) **Lopez Island** is the southeasternmost one of the San Juan Islands; **Lopez Hill**, 488 feet high, is near the south midsection of the island. **Iceberg Point**, 3.3 miles southeast of Cattle Point, is at the west extremity of the south part of Lopez Island and is marked by **Iceberg Point Light 2** (48°25'19"N., 122°53'39"W.), shown from a white square concrete house with red daybeacon, 35 feet above the water.

(260) **Richardson** is a small settlement on the north shore of the cove north of Iceberg Point, and close north of **Charles Island**. Four tanks are prominent from seaward. A wharf in ruins is directly below the tanks.

(261) **Mackaye Harbor**, north of Iceberg Point, affords good shelter in 5 to 6 fathoms, soft mud. A pier and launching ramp, for day use only, is at the northeast corner of the harbor. Small craft with local knowledge can obtain excellent shelter in **Barlow Bay**, on the south side of the harbor. Vessels approaching Mackaye Harbor or Richardson should pass at least 0.3 mile south and east of the off-lying islands and islets. Local vessels, by keeping close to the north shore to avoid rocks near midchannel, use a small passage between Lopez and Charles Islands, but this should not be attempted without local knowledge. **Twin Rocks**, in midchannel of this small passage, are marked by a daybeacon.

(262) **Davis Point**, the southwest end of Lopez Island, is on the east side of the south entrance to San Juan Channel. **Deadman Island** is close off the east side of the entrance, and several rocks are within 600 yards north of the island. **Goose Island**, small and low, is about 0.5 mile north of Cattle Point and close off the west side of the entrance to San Juan Channel.

(263) **Shark Reef**, awash, is over a mile north of Deadman Island and close off some white cliffs on the east side of San Juan Channel.

(264) From Goose Island north to **Pear Point**, the west side of San Juan Channel is foul with many rocks covered and awash within 0.7 mile of the shore. However, good anchorage for small vessels can be had west of **Harbor Rock**, at the south end, between the 10 and 20-fathom curves.

(265) **North Bay** is entered between Pear Point and **Dinner Island**. Gravel is barged from pits on the northwest shore of the bay to Vancouver Island. **Little Island**, at the head of North Bay, is connected to the mainland by a narrow spit. Just north of Little Island, on the west side of the spit, is a park with a launching ramp. The bay affords fair anchorage in 7 to 10 fathoms, about 800 yards north of Dinner Island. Two dangers are in the approaches to the bay; a rocky shoal covered ¾ fathom 0.7 mile east of Dinner Island, and another rock shoal covered ¾ fathom 0.4 mile southeast of Dinner Island. In 2005, a shoal with a depth of 7 feet was reported inside the bay in about 48°31'01"N., 123°00'08"W. The passage west of Dinner Island should not be attempted.

(266) **Fisherman Bay**, on the east side of San Juan Channel abreast North Bay, is a shallow lagoon entered by a marked, narrow, and tortuous channel. A rock awash is on the east side of the channel at the mouth of the bay. Good anchorage with shelter from all winds may be had in 10 to 12 feet, soft bottom, for small craft with local knowledge. The tidal currents have considerable velocity. The village of **Lopez**, located near the entrance, is the largest community on Lopez Island. A resort in the bay has a pier and floats with berths for about 66 craft; electricity, gasoline, diesel fuel, water, ice and overnight facilities are available. A marina adjacent to the resort has 100 berths, water, electricity, marine supplies, and a 15-ton lift is available.

(267)

Charts 18433, 18434

(268) At **Turn Island**, off the east side of San Juan Island, San Juan Channel turns northwest for about 7.5 miles and connects at its north end with Spieden Channel and President Channel.

(269) **Turn Rock**, about 0.2 mile east of Turn Island, is a ledge bare at half tide; it should be given a berth of at least 100 yards. A light is on the rock. **Reid Rock**, 1.4 miles northwest of Turn Rock, is in midchannel off the entrance to Friday Harbor. The rock, covered 2¼ fathoms, rises abruptly from deep water and is marked by a lighted buoy.

(270) **Friday Harbor**, 1.4 miles west of Turn Island, is a small cove about 1 mile long and nearly as wide. **Brown Island**, locally known as Friday Island because of the housing development here, occupies the middle of the harbor, with shoals nearly 200 yards wide off both its east and south shores. A shoal, covered 3¼ fathoms, extends nearly into midchannel from the west shore of the island. Shoals off the southeast end of the island are marked by a daybeacon. The harbor may be entered either east or west of Brown Island. Anchorage may be had off the wharves in 6 to 7 fathoms, and city floats provide berthing space for pleasure craft.

(271) **Friday Harbor**, the town on the west shore of the cove, is the county seat and the population center of San Juan Island, which has some farming in the interior of the island. Commercial fishermen and recreational boaters frequent Friday Harbor, especially in the summer months.

(272) The University of Washington maintains a marine biological laboratory 0.4 mile north-northwest off the north end of Brown Island. The pier, a high structure cantilevered about 250 feet out from shore, makes a prominent landmark when entering the north portion of Friday Harbor. Private floating docks extending around the pier are sensitive to wakes and may be used only with permission. The east and west ends are marked with flashing red lights. SCUBA divers may be present in the vicinity; use caution and approach slowly. The UW property extends east-northeast, 0.25 mile from the pier, which marks the northern entrance to Friday Harbor. Approach this area with caution, as seawater pipes extend off the pumphouse building; experiments and divers are common.

(273) Friday Harbor is a **customs port of entry**. The customs office is about 75 yards west of the port's office, at the yacht club building. The customs officer also performs **immigration** and **agricultural quarantine** inspections.

(274) The Interisland Medical Center at Friday Harbor is the only complete medical facility in the San Juan Islands. In addition, Orcas and Lopez Islands have small clinics with resident physicians and paramedics. Air ambulance service to Seattle, Anacortes, or Bellingham is available on all the larger islands.

(275) The Port of Friday Harbor small-craft harbor is protected by floating breakwaters marked by lights. Berths with electricity for over 500 craft are available. At least 150 of this total capacity is used for transient berthing. Water and pump-out station are available. **Note:** Vessels should not anchor within 100 yards of the floating breakwater because of the danger of fouling with the breakwater's anchor cables. A seaplane float is near the customs float at the port's small-craft harbor. There are three amber strobe signal lights in the harbor. They are located at the northeast end of the Port of Friday Harbor Docks, on the University of Washington Laboratory shore, and at the northwest end of Brown Island, respectively. It is reported that when activated, these strobe lights signal the takeoff or landing of seaplanes in the harbor. Gasoline, diesel fuel, water, ice, and marine supplies are available at Friday Harbor. Southeast of the Port of Friday Harbor are a charter dock and ferry slip. Southeast of the ferry slip are condominiums with private docks.

(276) A shipyard is at the south end of Friday Harbor. A 35-ton lift is available; complete hull and engine repairs can be made.

(277) Freight and passengers reach Friday Harbor by airplane or by State ferry. The town has an airport with surfaced and lighted runways; twin-engine aircraft can be accommodated. Mail is transported by air.

(278) **Point George**, the west point at the entrance to **Parks Bay**, is across the channel from Friday Harbor. Good anchorage for small craft in 6 to 8 fathoms, soft bottom, can be had in the bay. The head of the bay, however, is foul with submerged piles.

(279) **Wasp Islands** are in the west approach to West Sound between **Neck Point**, the northwest tip of Shaw Island, and **Steep Point**, the southwest extremity of Orcas Island. Several narrow channels lead between the islands; the channels in general use are the North and Pole Passes, close under the Orcas Island shore. The tidal currents have considerable velocity in the channels, which should be attempted only by vessels with local knowledge.

(280) **North Pass**, between Steep Point on Orcas Island and the Wasp Islands, leads east from San Juan Channel to Deer Harbor and into Pole Pass. The pass is about 0.2 mile wide between Steep Point and **Reef Island**, and is free of outlying dangers, except for a rock covered 10 feet, 0.3 mile east of the north end of Reef Island.

(281) **Deer Harbor**, east of Steep Point, has good anchorage in 6 to 7 fathoms about 0.2 mile from the head. **Fawn Island** is near the entrance of the harbor and about 200 yards from the west shore; vessels may pass on either side. The east shore of Deer Harbor should be given a berth of at least 300 yards because of a shoal which in some places extends more than 200 yards off.

(282) **Deer Harbor**, on the east side of the harbor, is a village with stores, a marina, and an inn. Pleasure boats call here frequently in the summer. The marina has about 100 berths, including 65 transient berths that can accommodate craft up to 100 feet. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, launching ramp, marine supplies, a 40-ton marine railway and full repairs can be made.

(283) A private light is on the end of a pier about 0.8 mile south-southeast of the town of Deer Harbor.

(284) **Crane Island** is off the entrance to Deer Harbor and about 1 mile southeast of Steep Point. The north shore of the island is foul with bare and covered rocks within 250 yards of it. A shoal covered ½ fathom is 350 yards north of the center of the north side of the island, and a rock that uncovers 5 feet is 200 yards off the east point, with foul ground between it and the shore.

(285) **Pole Pass** leads from North Pass to West Sound and separates Crane Island from Orcas Island; the fairway is 75 yards wide in its narrowest part. A 7-knot speed limit is enforced through Pole Pass and should not be attempted without local knowledge. A light is on the northeast side of the pass at its narrowest part.

(286) **Wasp Passage** leads from San Juan Channel to West Sound and separates Crane Island from the north shore of Shaw Island. A light is on the rock 300 yards east of Bell Island at the east end of the pass, and on Cliff Island and **Shirt Tail Reef**, at the west end of the pass.

(287) **Bell Island**, small and wooded, is about 0.3 mile east of Crane Island. When transiting Pole Pass, vessels should pass Bell Island close-to in order to avoid the reef and shoals extending south from **Caldwell Point** on Orcas Island.

(288) **Cliff Island**, the southernmost of the Wasp Islands, is 0.4 mile southwest of Crane Island, and is marked by a light on its south side. **Low Island**, small and 10 feet high, is about 700 yards west of Cliff Island, and **Nob Island**, 40 feet high, is close-to and northwest of Cliff Island. Local vessels bound from Friday Harbor to Deer Harbor use a clear deep channel about 70 yards wide through the rocks and shoals lying between Cliff Island and Low Island.

(289) **Yellow Island**, the westernmost of the Wasp Islands, is about 0.8 mile west-northwest of Neck Point and about 3.5 miles north-northwest of Friday Harbor. The island is small, grassy, and nearly bare of trees. A shoal extends 300 yards west of the island and terminates in a rock that uncovers 3 feet and is marked by kelp. This island should be given a berth of not less than 0.5 mile. **McConnell Island**, northeast of Yellow Island, is the largest of the group. **Coon Island**, is close to and southeast of McConnell Island. **Bird Rock**, which uncovers, is between McConnell and Crane Islands, and is marked by a light.

(290) **Jones Island**, 2 miles north of Wasp Passage, is on the east side of the north entrance to San Juan Channel; the island is wooded. Small pleasure craft anchor in the bights of the north and south shores. A State marine park in the bight of the north shore has a small seasonal pier, campground, and mooring facilities; limited water is available. A buoy marks the north side of a rocky area on the north side of Jones Island near the entrance of the north bight. **Spring Passage** separates Jones Island from

the southwest part of Orcas Island; in general, the passage is free of danger.

(291) **Rocky Bay** is an open bight in the east side of San Juan Island. **O'Neal Island**, surrounded by a shoal, is almost in the middle of the bay.

(292) **Limestone Point**, about 1.2 miles north-northwest of O'Neal Island forms the west point of the north entrance to San Juan Channel, and is the northeast portion of San Juan Island. Heavy tide rips and eddies form off Limestone Point and Green Point on Spieden Island, 0.7 mile north.

(293) **Lonesome Cove**, 0.2 mile west of Limestone Point, has a resort with cabins. Limited berthage and gasoline are available.

(294) **Flattop Island**, prominent in the north approaches to San Juan Channel, is 1 mile northeast of the east end of Spieden Island. It is about 174 feet high, flat on top, and sparsely covered with underbrush and trees. **Gull Rock**, 33 feet high and bare, is about 0.3 mile northwest of the northwest shore of the island.

(295)

Charts 18421, 18431, 18432

(296) **White Rock**, 35 feet high, is about 2.7 miles north of the junction of Spieden and San Juan Channels and about midway between Flattop and Waldron Islands. Rocks, bare and covered, marked by kelp, extend nearly 0.3 miles northwest from White Rock. **Danger Rock**, covered 3 feet and marked by kelp, is 0.3 mile southeast of White Rock.

(297) The northwest approach to San Juan Channel from Boundary Pass extends between Waldron Island on the east and Stuart Island, Johns Island, and Spieden Island to the west and south.

(298) **President Channel**, between Waldron and Orcas Islands, is about 5 miles long. Depths are generally great, and the passage is free of dangers. The tidal currents have a velocity of 2 to 5 knots, and heavy swirls and tide rips, especially with an adverse wind, are off the north point of Waldron Island and between Waldron and Patos Islands. The rips are generally heaviest with the ebb current. Rips and swirls are also heavy off Limestone Point and the east end of Spieden Island.

(299) **Orcas Island** is wooded and mountainous. **Mount Constitution**, a 2,402-foot peak on the island's east side, is marked by a stone lookout tower and a lighted radio tower. **Turtleback Mountain (Turtle Back Range)** and **Orcas Knob**, conical, and bare on the summit, in the west part of the island, are prominent and easily recognized.

(300) **Point Doughty**, the northwest tip of Orcas Island, is bare and terminates in a small knob on its outer end. A resort in the bight, 1.5 miles south-southwest of Point Doughty, has seasonal floats with about 40 berths, gasoline, water, ice, a concrete launching ramp, and some marine supplies. In 2006, a reported depth of 3 feet at mean lower low water was at the gas dock floats.

(301)

Local magnetic disturbances

(302) Differences from the normal variation of 2° or more have been observed in the vicinity of Point Doughty.

(303) **Parker Reef,** marked by a light, is about 0.7 mile off the north shore of Orcas Island and uncovers. The rocky reef extends about 110 yards in all directions from the light, except on the east side, where it extends about 160 yards from the light. Kelp covers the reef and the area between it and the shore. There are several shoal spots of 1¾ to 2¾ fathoms in the area within the 10-fathom curve south-southwest and west of Parker Reef.

(304) A passage between Sucia Islands on the north and Orcas Island on the south connects the north end of President Channel with the junction of the Strait of Georgia and Rosario Strait.

(305)

Chart 18434

(306)

Minor passages, San Juan Islands

(307) **Upright Channel**, between Lopez Island and Shaw Island, is about 3 miles long. **Canoe Island**, off **Flat Point**, constricts the passage to a width of less than 400 yards. Flat Point is marked by a light. General depths in the channel range from 20 to 25 fathoms. A shoal, covered 7½ fathoms, is 700 yards south-southwest, and a rock awash is 250 yards southwest of the southwest end of Canoe Island. Anchorages for small craft may be had in **Indian Cove**, west of Canoe Island, in 4 to 7 fathoms, soft bottom.

(308) **Harney Channel**, between Shaw and Orcas Islands, is the approach to West Sound from the east. General depths in the channel range from 11 to 30 fathoms with a 9-fathom shoal 700 yards east of Broken Point, the northernmost extremity of Shaw Island.

(309) **Orcas**, a village located on the north shore in a cove at the west end of Harney Channel, has a public wharf with about 9 feet alongside. Several year-round stores are located at Orcas; water, ice and some marine supplies are available. The ferry slip just east of the wharf serves the interisland ferry that operates from Anacortes. A rock, covered 2½ fathoms, is about 125 yards south of the wharf; deep water is between the rock and the shore.

(310) **Blind Bay**, a small cove indenting Shaw Island just opposite Orcas, has depths of 2 to 6 fathoms. There are several reefs at its northwest entrance and along the southwest side of the bay. **Blind Island** is in the entrance. A private daybeacon marks a rock that uncovers 3 feet on the east side of the entrance. **Shaw Island**, a village at the east entrance, is served by the ferry. **Broken Point**, 1.6 miles west of the Shaw Island landing, projects some 0.3 mile north from the north side of the island and is quite prominent.

(311) **West Sound** indents the west part of the south shore of Orcas Island for about 2.8 miles. **Massacre Bay** is in

the north part. The depths range from 7 to 20 fathoms. Anchorage in 7 to 12 fathoms may be had anywhere north of **Double Island**. which consists of two small islands connected at low water; it is close to the west shore near the entrance.

(312) **West Sound**, a village on the east shore, is about 2 miles north of the entrance. A few pilings remain of an old sawmill wharf; care should be taken to avoid submerged pilings about 100 feet southwest of the wharf. A marina with the largest moorage facility on Orcas Island and largest repair facility in the San Juan Islands, is at West Sound. The marina has 180 berths and guest moorage is available on a 250-foot float on the south side of the marina. Gasoline, diesel fuel, water, pump-out station, a 30-ton travel lift, hull and engine repairs, and marine supplies are available.

(313) **Picnic Island**, is a low islet in the south part of the cove, close south from West Sound settlement. A shoal extends about 150 yards west from the island. In the bight east of the island is a marina with berths for about 80 small craft. An 11-ton hoist here can handle craft to 36 feet for hull and engine repairs. Marine supplies and a salvage and retrieval tug are available. In 1969, a channel with a depth of 1½ feet was reported to exist between Picnic Island and Orcas Island; local knowledge is advised.

(314) **Harbor Rock**, 4 feet high, lies in midchannel about 1.9 miles above the entrance to the sound; it is just inside Massacre Bay. The rocky patch marked by a daybeacon, is of small extent and is surrounded by depths of 1¾ to 10 fathoms.

(315)

Charts 18421, 18429, 18430

(316) **East Sound** indents Orcas Island north-northwest for about 6 miles. Depths vary from 15 fathoms at the entrance to 9 fathoms less than 0.2 mile from the head. There are no outlying dangers, and the shores may be approached to within 0.2 mile, however, a shoal covered less than 5 fathoms extends some 700 yards off the west shore, 0.8 mile inside the entrance. Anchorage may be had anywhere in the sound.

(317)

Local magnetic disturbance

(318) Differences from the normal variation of about 2° have been reported in the upper end of East Sound.

(319) **Olga** is a village on the west shore of **Buck Bay**, a small cove on the east shore of the sound just inside the entrance.

(320) **Cascade Bay**, a small cove on the east side of the sound, about 3 miles north of the entrance, is the site of a large resort with floats having berths with electricity for about 60 craft. Gasoline, diesel fuel, water and ice are available. Depths of 15 feet are reported alongside the floats. The large white resort hotel on **Rosario Point,** the west point of the bay, is conspicuous.

(321) **Eastsound**, the largest village on Orcas Island, lies in the west of two small adjacent coves at the head of the sound. The wharf is built out to a depth of 7½ feet; gasoline and water are available. A medical clinic is at Eastsound; air ambulance service to Anacortes, Bellingham or Seattle is available.

(322) **Obstruction Pass**, with a least width of 350 yards, separates **Obstruction Island** from Orcas Island, and leads west from Rosario Strait to the inner passages and sounds of the San Juan Islands. A launching ramp and float are on the north side of the pass about 0.6 mile northwest of Deer Point; depths alongside the float are about 4 feet. Caution is advised because of the numerous private pilings and moorings in the area. Obstruction Pass is marked by a light on the northeast side of Obstruction Island.

(323) **Peavine Pass**, safer and straighter than Obstruction Pass, separates Blakely Island from Obstruction Island. The pass is a little over 200 yards wide at its narrowest part, and in midchannel the least depth is 6 fathoms. Peavine Pass Light 1, on the southwest point of Obstruction Island, marks the west entrance to the pass. **Spindle Rock**, marked by a daybeacon, lies about 0.2 mile offshore from Blakely Island at the east entrance to Peavine Pass.

(324)

Currents

(325) The currents through Obstruction and Peavine Passes have estimated velocities of 5.5 to 6.5 knots at times. Heavy tide rips occur east of Obstruction Island.

(326) **Blakely Island Shoal**, rocky and covered 11 feet, is 0.5 mile off the west side of Blakely Island and is marked on its south side by a lighted buoy. The passage between the shoal and Blakely Island is deep and clear.

(327) **Blakely Island**, east of Lopez and Shaw Islands, is privately owned and maintained but open to the public. At its north end, bordering on Peavine Pass, is a small-craft basin and channel. About 65 berths are at the cove dock and inside the basin. An airplane landing strip and lodging are nearby. Gasoline, diesel fuel, water, ice and some marine supplies are available.

(328) **Thatcher Pass**, between Blakely Island and **Decatur Island**, is about 0.5 mile wide in its narrowest part. The pass is deep and free of danger with the exception of **Lawson Rock**, in midchannel, 0.4 mile north of Fauntleroy Point. The south point of Blakely Island and Lawson Rock are marked by lights. Thatcher Pass serves as the primary route for ferries transiting from Anacortes to the San Juan Island terminals.

(329) **Fauntleroy Point**, the northeast end of Decatur Island, is marked by a light. With a south wind and ebb current, heavy rips will be encountered off the east entrance to Thatcher Pass.

(330) **Leo Reef**, in the entrance to **Swifts Bay** on the northeast end of Lopez Island, uncovers and is marked by a light.

(331) In 1981, a rock covered 3 feet was reported about 350 yards west-northwest of Leo Reef Light. **Port Stanley** is a small village on the shores of Swifts Bay.

(332) **Upright Head**, the northernmost point of Lopez Island, is a narrow peninsula that attains an elevation of 260 feet. A ferry slip is in the small cove at the tip of this peninsula. A private light is 50 yards out from the slip. There is daily ferry service with the other islands and the mainland.

(333) **Lopez Sound**, on the east side of Lopez Island, may be entered from Rosario Strait by Thatcher Pass. The depths in the greater part of the sound are 3 to 5 fathoms, muddy bottom, but a narrow and deeper channel is along the east shore.

(334) Fair protection in southeast weather can be had in the area west of Decatur Island and north of **Center Island** in 3 to 5 fathoms, mud bottom. Strong winds blow across the low neck at the south end of Decatur Island and may make the area west uncomfortable for small craft. Good anchorage in west weather can be had in the large bight on the west side of the sound.

(335) **Decatur** is a small village on the west side of Decatur Island. A wharf with depths of 8 feet at its end is here.

(336) **Lopez Pass**, south of Decatur Island, leads from Rosario Strait into Lopez Sound. The pass has depths of 9 to 12 fathoms, but is very narrow and little used. A light is at the south end of Decatur Island.

(337) **Rosario Strait**, the easternmost of the three main channels leading from the Strait of Juan de Fuca to the Strait of Georgia, is 20 miles long and from 1.5 to 5 miles wide. The water is deep, and the most important dangers are marked. The strait is in constant use by vessels bound for Cherry Point, Bellingham, Anacortes and the San Juan Islands. Vessels bound for British Columbia or Alaska also frequently use it in preference to the passages farther west, when greater advantage can be taken of the tidal currents.

(338)

Tides and Currents

(339) For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a south wind causes tide rips that are dangerous to small craft. In the area northwest of Belle Rock (48°29'35".N, 122°45'10"W.), mariners may experience a strong set to the west during ebb currents flowing out of Guemes Channel.

(340) Small craft can get good protection from west and south weather by anchoring near the head of **Watmough Bay**, at the extreme southeast end of Lopez Island.

(341) **Colville Island**, 64 feet high, small and bare of trees, is off the southeast end of Lopez Island. Heavy kelp extends west of Colville Island. **Davidson Rock**, 0.3 mile east of Colville Island, bares and is marked by a light. Mariners should give Colville Island and Davidson Rock a good berth. The southbound lane of the Traffic Separation Scheme is close south and east of Davidson Rock.

(342) **Aleck Bay**, the west and largest of three small bays on the south shore of Lopez Island, affords good anchorage except in heavy southeast winds for small vessels in 4 to 7 fathoms, mud bottom. Rocks, awash and covered, and reefs are along the west extremity; caution is advised.

(343) A bank covered 10 to 20 fathoms extends across the south entrance to Rosario Strait. A shoal in the west part of the bank, 1.6 miles east of Davidson Rock, is covered 4 fathoms and marked by a lighted bell buoy on the west edge.**Lawson Reef**, 0.6 by 0.3 mile in extent, in the east part of the bank, is 1.7 miles west of Deception Island. The reef has a least depth of 2.2 fathoms and is marked by a lighted bell buoy.

(344)

Charts 18427, 18429, 18421

(345) **Deception Pass**, the impressive 2-mile passage between Whidbey Island and **Fidalgo Island**, provides a challenging route that connects the north end of Skagit Bay with the south end of Rosario Strait. Near the middle of the pass, the width is reduced to 150 yards by **Pass Island**. A fixed highway bridge over the pass between Pass Island and Whidbey Island has a clearance of 144 feet at the center and 104 feet elsewhere. Overhead telephone and power cables 50 yards and 0.2 mile east of the bridge have clearances of 150 feet and 220 feet, respectively.

(346) Deception Pass is used frequently by local boats bound from Seattle to Anacortes, Bellingham and the San Juan Islands. The pass should be negotiated at the time of slack, since the velocity of the stream at other times makes it prohibitive to some craft, however, many fast boats run it at all stages of the tide. The pass is also used by log tows from the north bound to Everett or Seattle, which prefer this route to avoid the rough weather west of Whidbey Island.

(347) Currents in the narrows of Deception Pass attain velocities in excess of 8 knots at times and cause strong eddies along the shores. With west weather, heavy swells and tide rips form and make passage dangerous to all small craft. (See the Tidal Current Tables for daily predictions.)

(348) **Canoe Pass**, north of Pass Island, is not recommended except for small craft with local knowledge.

(349) **Deception Island**, 1 mile west of Pass Island, is 0.4 mile northwest of **West Point**, the northwest end of Whidbey Island. A shoal which bares at low water extends 175 yards (160 meters) south of Deception Island. Foul ground extends 262 yards (240 meters) northwest of West Point. The passage between these two hazards is 200 yards (183 meters) wide with a least depth of 2.5 fathoms and great care should be taken when navigating in this

area. **Northwest Pass**, north of Deception Island, is the preferred route. The Northwest Pass channel is deeper, but narrows and follows close to Lighthouse Point; a light is on the point.

(350) **Strawberry Island** lies almost in the middle of Deception Pass, 0.4 mile east of Pass Island. **Ben Ure Island** is 0.2 mile south of Strawberry Island at the entrance to Cornet Bay; a light is at the northeast end of the island.

(351) **Cornet Bay**, shallow and suitable for small craft only, indents the north end of Whidbey Island, in Deception Pass. A marina with a privately dredged entrance channel and mooring basin is in the bay; the channel is marked by private lights and daybeacons. The marina has about 85 open and covered berths at the floats and can provide gasoline, diesel fuel, electricity, water, ice and marine supplies. A marine service and repair facility is west of the marina. Deception Island State Park is east of the marina and has moorage floats, pumpout facility and launching ramps.

(352)

Routes

(353) From west the best water through Deception Pass will be found 0.3 mile west of **Rosario Head**, a point 0.5 mile north of Deception Island. Steer a southeast course to pass about 100 yards southwest of the light on Lighthouse Point; then follow an east course through the middle of the pass, being careful to guard against sets from the current when running partly across it. After passing under the bridge, favor slightly the north shore so as to avoid the pinnacle rocks and ledges making out from the south shore. After leaving Pass Island, steer to pass about midway between Ben Ure and Strawberry Island. Strawberry Island should not be approached within 125 yards because a reef, marked by kelp, south of the island. From a position off Ben Ure Island Light 2, steer a northeast course to pass about midway between **Hoypus Point** and **Yokeko Point**. The flood current north and west of Strawberry Island sets northeast and should be guarded against.

(354) **Bowman (Reservation) Bay**, a small bight between **Reservation Head** and Rosario Head, offers anchorage for small craft in 2¼ fathoms, mud bottom. **Northwest Island** between Rosario Head and Sares Head, is 28 feet high and grass-covered. **Sares Head**, 1 mile north of Deception Island, is steep-to and 480 feet high.

(355) **Burrows Bay** indents the west shore of Fidalgo Island between **Biz Point** and **Fidalgo Head**. Burrows Bay is a broad open bight affording anchorage in the north part, in 15 to 16 fathoms, soft bottom. Protection from west and north is afforded by **Burrows Island** and **Allan Island**, but the bay is exposed to south weather. In the southeast part, the depths are less than 6 fathoms, and in places shoals extend almost 0.4 mile off the east and south shores of the bay. East of the passage between Allan and Burrows Islands is a middle ground with a least depth of 5 fathoms. Small craft using Deception Pass, bound to or from points in the islands or from Bellingham Bay, pass through Burrows Bay and the passage north of Burrows Island.

(356) **Burrows Island Light** (48°28'41"N., 122°42'49"W.), 57 feet above the water, is shown from a 34-foot white square tower on a building at the west end of the island; a mariner radio activated sound signal at the station is initiated by keying the microphone five times on VHF-FM channel 83A.

(357)

Local magnetic disturbance

(358) Differences from normal variation of 4° have been observed on the east shore of Burrows Bay.

(359) **Williamson Rocks**, a group of small, grass-covered islets and rocks, are 0.5 mile south of Allan Island and are marked on the south side by a lighted gong buoy. **Dennis Shoal**, 500 yards off the south shore of Allan Island and 0.6 mile northwest of Williamson Rocks, bares and is marked on its west side by a buoy.

(360) **Flounder Bay**, a well-sheltered basin and popular yachting harbor at the north end of Burrows Bay, is the site of a large marina. The entrance channel is protected by jetties and marked by private lights. In 2007, a depth of 3 feet was reported in the entrance channel. The east side of the entrance is subject to shoaling. Gasoline, diesel fuel, water, ice, about 250 berths with electricity, transient berths, dry storage facilities, two 1½-ton hoists, a 24-ton lift, and marine supplies are available at the marina. Hull, engine and electronic repairs can be made. A private company located at the west end of the marina provides heavy transport service to the islands. A road connects the bay with a highway, providing access to the State ferry terminal in Ship Harbor, the Anacortes airport, and the city of Anacortes.

(361)

Charts 18421, 18424, 18429, 18430, 18431

(362) **Bird Rocks**, consisting of three rocks close together, are near the middle of Rosario Strait, about 2 miles west-northwest of Burrows Island Light. The southernmost and largest is 37 feet high. There is deep water close-to, and passage may be made on either side of the rocks.

(363) **Belle Rock**, bare at extreme low water and marked by a light, is about 0.5 mile northeast of Bird Rocks. Belle Rock can be passed about 0.6 mile to the east by keeping **Tide Point**, the west extremity of Cypress Island, and **Lawrence Point**, the east end of Orcas Island, in range on a bearing of about 359°.

(364) Rosario Strait is generally clear, with great depths, except for the following principal offshore dangers:

(365) **Kellett Ledge**, 2 miles north of Point Colville, extends 700 yards off **Cape St. Mary**, on the southeast part of Lopez Island. The ledge is marked by kelp and a buoy, and uncovers at the lowest tides. In 2000, two shoal spots were reported east of the ledge. The first shoal was

about 550 yards east in about 48°26'58"N., 122°47'13"W. with a depth of about 7 fathoms. The second shoal about 700 yards east in about 48°26'57"N., 122°47'05"W. with a depth of about 8 fathoms.

(366) **James Island** is close off **Decatur Head**, the east end of Decatur Island. Between the two islands is a deep but narrow passage. James Island has two hills with heights of 260 and 219 feet.

(367) **Pointer Island**, 16 feet high, is 0.3 mile off the southeast shore of Blakely Island, and **Black Rock**, 4 feet high and marked by a light, is 0.5 mile off the east shore of the island.

(368) **Cypress Island**, 1,530 feet high, steep on the lower slopes and gently rounding at the top, is on the east side of Rosario Strait and opposite Blakely Island. From south the island appears to lie in the middle of Rosario Strait.

(369) A shoal extends about 0.4 mile south from **Reef Point**, the suothwest tip of Cypress Island. A lighted buoy is about 0.7 mile south of Reef Point. Vessels rounding the point should not attempt to pass between the buoy and the point as submerged piles and heavy kelp may exist in that area.

(370) **Strawberry Island**, small, low, and wooded, is about 400 yards off the west shore of Cypress Island. Passage east of it is not recommended. An indifferent anchorage may be had in **Strawberry Bay** in 7 fathoms; it is seldom used.

(371) **Lydia Shoal**, covered 4 fathoms and marked on its south side by a lighted gong buoy, is 1 mile east of Obstruction Pass Light. **Peapod Rocks**, marked by a light on the largest rock of the group at the north end, are 1 mile south of Lawrence Point on Orcas Island. This group of islands extends about 1 mile in a northeast direction, some 0.5 mile from the Orcas Island shore, which is fringed with rocks and reefs.

(372) **Buckeye Shoal**, with a least depth of 3½ fathoms, is 1.2 miles south-southeast from **North Peapod**, and is marked by a lighted bell buoy. Between this and the north end of Cypress Island are **Cypress Reef**, a dangerous rocky patch marked by a daybeacon at the south end, and **Towhead Island**, 0.3 mile to the southeast and about 400 yards north of the north end of Cypress Island. The passage between the two is used by local vessels, especially those plying between Obstruction Pass and Bellingham Bay.

(373) **Doe Bay** indents the southeast shore of Orcas Island abreast Peapod Rocks. **Doe Bay (Doebay)**, a village on the bay, has a wharf with 12 feet at its end; during strong south winds the wharf should not be approached. Doe Island, 0.6 mile south-southwest of Doe Bay, is a State park.

(374) **Sinclair Island**, north of Cypress Island, is wooded and comparatively low in places; dangerous reefs extend 0.8 mile off the north shore. Portions of **Boulder Reef**, the outermost danger, uncover at half tide; kelp marking the reef is frequently drawn under by the current. The outer end of the reef is marked by a lighted bell buoy. **Urban**, a village at the southwest end of the island, has a pier with depths of 12 feet at the end.

(375) **Lummi Island**, wooded and about 8 miles long, forms the east side of the north end of Rosario Strait, opposite Orcas Island. The north part is low, but in the south part **Lummi Peak** attains an elevation of over 1,600 feet.

(376) **Lummi Rocks** are off the southwest shore of Lummi Island about 3 miles northwest of **Carter Point**, the south tip. They are marked by a light.

(377) Shoals extend over 0.5 mile from **Point Migley**, the northwest extremity of Lummi Island; the northwest edge of the shoals is marked by a lighted buoy. **Village Point** on the northwest side of Lummi Island is marked by a light. **Legoe Bay** is an open bight southeast of Village Point. A small seasonal marina and boat launch is located in Legoe Bay.

(378) **Clark Island** and **Barnes Island**, and the several adjacent rocks and islets, lie almost in the middle of Rosario Strait, about 2.5 miles north-northwest of Lawrence Point on Orcas Island. These islands may be passed on either side, giving them a berth of 0.5 mile. A light, 40 feet above water, is on the easternmost island.

(379) **Matia Island**, a wildlife refuge about 4 miles west of Point Migley, is 120 feet high and wooded. The mooring float of a State marine park is **Rolfe Cove** on the northwest side of the island; water is available. **Puffin Island**, 40 feet high, is about 0.2 mile east of Matia Island. A reef, marked at its southeast extremity by a light, extends east from the southeast end of Matia Island to a point about 0.2 east of Puffin Island. Mariners should not attempt to pass between the islands.

(380) **Alden Bank**, 3 miles north of Matia Island, within the 10-fathom curve is about 3 miles long in a southeast direction. The shallowest part is near the southeast end of the bank with depths of 2¾ to 4 fathoms covering a considerable area and marked by kelp. The bank is marked by a lighted gong buoy off its northwest end, a lighted bell buoy off its southeast end, and by a buoy on its east edge. Caution is advised due to the heavy concentrations of crab pots and marker buoys, especially in the southern part of the bank.

(381)

Chart 18427

(382) **Skagit Bay**, north part, between the north part of Whidbey Island and the mainland, is entered from the north through Deception Pass and from the south through Saratoga Passage. Skagit River, described in chapter 13, empties into the southeast part of the bay.

(383) The greater portion of Skagit Bay is filled with flats, bare at low water. Shoals extend 100 to 300 yards off the Whidbey Island shore.

(384) Along the shore of Whidbey Island, between it and the edge of the flats, is a natural channel varying in width from 0.2 to 0.5 mile, except at Hope Island, where it narrows to 150 yards. The channel is marked with lights and buoys from Deception Pass to the north entrance of Saratoga Passage. The main channel from

Deception Pass south through Skagit Bay has depths of 6 fathoms or more.

(385) Velocity and direction of the current vary throughout this channel. The flood current enters through Deception Pass and sets in a generally south direction. The ebb flows in a general north direction. southwest of Hope Island, the velocity is 2.3 knots on the flood and 2.0 knots on the ebb. South of Goat Island the velocity is 1.8 knots on the flood and 1.4 knots on the ebb. North of Rocky Point the velocity is 0.6 knot on the flood and 1.0 knot on the ebb. (See the Tidal Current Tables for predictions.)

(386) **Similk Bay**, at the north end of Skagit Bay, is used for log-rafting operations and is unsafe for navigation due to numerous submerged piles. **Skagit Island** and **Kiket Island**, 111 feet and 194 feet high, respectively, are just south of Similk Bay opposite the east entrance to Deception Pass. **Hope Island**, 1 mile south of Skagit Island, is fringed with rocks off its east side, and marked by a light on its west point. An aquiculture site, marked by private lights, is 0.4 mile north-northeast of Hope Island in about 48°24'28"N., 122°33'33"W. **Ben Ure Spit**, across the channel from Hope Island, is a low projecting point within a shoal extending about 350 yards east.

(387) Good anchorage may be had in **Kiket Bay**, North of Hope Island, and vessels at times make use of this anchorage area while waiting for slack water in Deception Pass.

(388) The narrow channel east of Hope Island is used by small craft with local knowledge. This channel, with a controlling depth of 5 fathoms, passes 130 yards off the Hope Island shore. The bottom is rocky and very irregular, and numerous dangers marked by heavy kelp are between the channel and the Fidalgo Island shore. A summer anchorage for pleasure craft is south of **Sneeoosh (Hunot) Point**.

(389) **Seal Rocks**, 1.4 miles south of Hope Island, are on the east side of the main channel. They are marked by a light.

(390) **Swinomish Channel** is a dredged channel that connects Skagit Bay and Padilla Bay. The entrance channel from Skagit Bay leads east-northeast between two jetties, thence north of **Goat Island**, which is rocky, steep and timber covered, thence through **Hole in the Wall**, in the south part of Fidalgo Island, and thence north to Padilla Bay. The south jetty, submerged except for a small section near Goat Island, extends about 0.6 mile west of Goat Island and is marked by buoys; the north jetty, submerged and marked by a light off its west end, extends west about 1.1 miles from the south end of Fidalgo Island. The channel is marked with lights, lighted and unlighted buoys, daybeacons, and a **251.9°**lighted range on the Skagit Bay side. In 2004-2010, the midchannel controlling depth was 6.4 feet in the channel from Skagit Bay to Padilla Bay.

(391) Several bridges and overhead power and telephone cables cross Swinomish Channel; minimum clearance of the power cables is 72 feet. Just south of La Conner, the highway fixed bridge has a clearance of 75 feet for a center width of 275 feet. At the Padilla Bay entrance, the railroad swing bridge has a clearance of 5 feet; the span is left in the open position until a train approaches. Twin fixed highway bridges 0.2 mile south of the swing bridge have a clearance of 75 feet.

(392) Most of the yachts going between Bellingham and Seattle prefer Swinomish Channel to Deception Pass because of the calmer water and shorter run. The channel is used extensively for towing logs. Two floats and a launching ramp are under the east end of the highway bridge at the north end of Swinomish Channel.

(393) **La Conner**, near the south end of Swinomish Channel, is the center of a rich agricultural district, and has several fish canneries. Many commercial fishing boats operate from here. Piers, wharves, and mooring floats are along the entire waterfront, much of which is bulkheaded. A marina at La Conner operates a south and north basin along the east side of the channel about 0.6 and 0.8 mile north of the highway fixed bridge, respectively. The marina has 500 covered and uncovered berths, including about 60 transient berths, and can also provide dry storage. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, launching ramp, marine supplies, an 82-ton marine lift and complete repairs (hull, engine, electrical) can be made. An extensive log storage and sorting yard is on the west side of the channel opposite the marina basins.

(394) **Guemes Channel**, between Guemes Island on the north and Fidalgo Island on the south, leads east from Rosario Strait to Padilla Bay. The channel, which is about 3 miles long and 0.5 mile wide at its narrowest point, has depths of 8 to 18 fathoms. Lighted buoys mark the channel at the west end.

(395)

Local magnetic disturbance

(396) Differences from normal variation of as much as 14° have been observed off the southeast point of Guemes Island.

(397) **Shannon Point**, the south point at the west entrance of Guemes Channel, is low and rounding, and marked by a light and a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 81A. A shoal extends to the northwest from the point.

(398) The current velocity in Guemes Channel exceeds 5 knots at times. It is reported that the flood (E current) is accompanied by an eddy between the east end of Guemes Island and Cap Sante with the west countercurrent extending about 200 yards from the shore along the north side of Fidalgo Island. (See the Tidal Current Tables for predictions.)

(399) **Ship Harbor** is a bight close east of Shannon Point, at the west entrance to Guemes Channel. Washington State ferries to the San Juan Islands and Sydney, BC depart frequently from facilities on the west side of the

bight. Vessels anchoring here in heavy weather should be cautious of dragging anchor because the bottom is not good holding ground.

(400) **City of Seattle Rock**, covered 1½ fathoms, is 200 yards offshore on the south side of the channel, 2 miles east of Shannon Point.

(401) **Anacortes**, is on the south shore of Guemes Channel. The port is incorporated as the **Port of Anacortes**. Commerce includes logs and petroleum products.

(402) **Cap Sante Waterway** is a dredged channel leading to a boat basin on the east side of Anacortes. The basin is protected by breakwaters marked by lights on the outer ends. Vessels should give the south breakwater a berth of at least 40 feet to stay in good water. Another dredged channel extends about 0.7 mile southwest from the entrance of Cape Sante Waterway to the waterfront area of Anacortes Industrial Park. A marina is at the north end of the area. Private berthing with water, electricity, storage boxes and telephone connections are available. A haul out and repair yard with a 35-ton lift is at the south end of the marina.

(403)

Anchorage

(404) General Anchorages have been established off Anacortes. (See **33 CFR §110.1** and **§110.230**, chapter 2, for limits and regulations.)

(405)

Pilotage, Anacortes

(406) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage is available from the Puget Sound Pilots. See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, early this chapter.

(407)

Towage

(408) Tugs may be arranged through the Marine Exchange of Puget Sound, which monitors radiotelephone VHF-FM channels 9 and 20.

(409)

Quarantine, customs, immigration, and agricultural quarantine

(410) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(411) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(412) Anacortes is a **customs port of entry**,

(413)

Harbor regulations

(414) The port is controlled by a port commission and a manager, whose office is on the port wharf at the foot of Commercial Avenue.

(415)

Wharves

(416) The Port of Anacortes operates three deep-draft wharves. The alongside depths are reported depths—for information on the latest depths contact the port authorities. Water is available at the three port wharves.

(417) **Port of Anacortes, Pier No. 1** (48°31'20"N., 122°36'40"W.): wooden pilings, 540-foot berthing space; 33 feet alongside; deck height, 16 feet; forklifts; receipt and shipment of general cargo.

(418) **Port of Anacortes, Pier No. 2** (48°31'20"N., 122°36'24"W.): concrete piling with concrete surface, 1,113-foot berthing space with dolphins; 44 feet reported alongside; deck height, 16 feet; 13½ acres open storage; shipment of petroleum coke and logs; mooring vessels. The wharf is marked on each end by a private light.

(419) **Port of Anacortes, Curtis Wharf** (48°31'20"N., 122°37'00"W): steel piling with concrete surface, 313-foot berthing with dolphins; 28 feet reported alongside; deck height, 16 feet; one acre of unpaved open storage.

(420) **Note:** Considerable current sets along the faces of these wharves (east flood, west ebb); it is advisable to dock at slack water or against the current.

(421)

Supplies

(422) Gasoline, diesel fuel, and other small-craft supplies may be obtained at the port boat haven. Ice and marine supplies are available in the city.

(423)

Repairs

(424) The largest repair facility in the area is on the south side of Guemes Channel (48°31'18"N., 122°36'35"W.) The yard has a 5,000-ton capacity lift; a 314-foot dry dock with a 9,000-ton capacity, and a 600-ton marine railway. Machine and carpentry shops are also available and complete hull and engine repairs can be made. A marina on the east waterfront of Anacortes, south of Cap Sante Boat Haven can provide complete repairs (hull, engine, electrical) and has a 55-ton marine lift. A large boatyard about 1.5 miles east of Shannon Point (48°30'43"N., 122°38'44"W.) is also equipped for complete repairs with two marine railways having a maximum capacity of 2,000 tons. Complete repairs can also be found at a repair shop in the Cap Sante Boat Haven.

(425)

Small-craft facilities

(426) Cap Sante Marina, Port of Anacortes, has up to 200 permanent and transient berths. Services and supplies available include gasoline, diesel fuel, electricity, pumpout facility water, ice and a 13-ton marine lift. A harbormaster assigns berths and can be contacted on VHF-FM channel 66A.

(427)

Communications

(428) The port has an airport about five miles west of the city center. A private automobile ferry provides regular service to Guemes Island. Washington State Ferries

provide service to the San Juan Islands and Sydney, BC. from facilities at Ship Harbor Bight.

(429) **Fidalgo Bay**, a shallow arm of Padilla Bay, extends south from the east end of Guemes Channel.

(430) **Padilla Bay**, between the mainland and the north part of Fidalgo Island, is largely occupied by drying flats, but deep water is east of Anacortes and Guemes Island. Entrance to the bay from Rosario Strait is through Guemes Channel; a passage east of Guemes Island leads into Padilla Bay from the north.

(431) **March Point** is a low peninsula between Fidalgo and Padilla Bays. The two long Tesoro and Shell Refinery piers extend north to deep water from the north end of the point. The west pier, owned by Shell Oil, has a 7,150-foot approach trestle, deck height of 22 feet, and is marked at the east and west ends by private lights. The north side of the pier has 1,130 feet of berthing space with dolphins and depths of 45 feet alongside; the south side of the pier has 735 feet of berthing space with dolphins and depths of 45 feet reported alongside.

(432) The Tesoro Pier, 0.5 mile east of the Shell Pier, has a 3,466-foot approach trestle, deck height of 22 feet, and is marked at the east end by a private light and at the west end by a private light and sound signal. The north side of the pier has 974 feet of berthing space with dolphins and a depth of 45 feet reported alongside; the south side of the pier has 820 feet of berthing space with dolphins and a depth of 38 feet reported alongside.

(433) About 200 yards from the Tesoro Pier, when making a starboard landing, a vessel is set by the current onto the pier and great care must be taken to avoid being set hard onto the pier. The use of an anchor in docking is advisable. The current is at times pronounced when docking at the inside berth, and care must be taken to avoid being set onto the shoal to the south. Range markers facilitate docking. Less current is generally experienced at the Tesoro Pier; however, the use of an anchor is recommended when making a starboard landing.

(434)

Local magnetic disturbance

(435) Differences from normal variation of 2° have been observed in the vicinity of March Point.

(436) **Bay View**, a village across the flats of Padilla Bay ESE from March Point, has no facilities except for a small boat repair shop.

(437)

Chart 18424

(438) **William Point**, 100 feet high and marked by a light, is the west point of **Samish Island**, which forms the north side of Padilla Bay. The point is wooded and, because of the low land east of it, appears as an island although it is connected with the mainland. It is marked by a light.

(439) **Bellingham Channel**, deep between Cypress and Guemes Island, is the most direct route to Bellingham Bay from Anacortes. Between Cypress, Guemes, and Sinclair Islands the tidal currents have considerable velocity, however, between Sinclair and Vendovi Islands the velocities are considerably less. In 1983, Bellingham Channel Lighted Buoy 6, about 300 yards northwest of Clark Point, was reported to submerge during periods of strong currents. Lighted buoys mark the east side of Bellingham Channel and a light is on the west side of the channel off the east side of Cypress Island. A submerged wreck, covered 4¼ fathoms, is 1 mile west of **Kellys Point**, the southwest tip of Guemes Island, in about 48°31'48"N., 122°40'12"W.

(440) **Deepwater Bay**, on the west side of Bellingham Channel south of **Cypress Head**, has several aquiculture pens marked by private lights. **Cone Islands**, a group of five islets on the west side of Bellingham Channel are 0.4 mile east of the northeast side of Cypress Island.

(441) **Clark Point**, at the northern end of Bellingham Channel, is a steep bluff forming the north point of Guemes Island. A reef extends 300 yards north from the point. A marina, about 1.6 miles southeast of Clark Point, has gasoline. A launching ramp and a hoist that can handle small craft to 18 feet is available. **Vendovi Island** is 1.8 miles northeast of Clark Point. Shoaling to 4 fathoms, 0.4 mile southwest of Vendovi Island, is marked by a buoy. A light marks the east side of the island. A private light is in a small cove on the northwest side of Vendovi Island.

(442) Deep-draft vessels approaching Bellingham Bay from north use the channel between Lummi and Sinclair Islands. With the exception of Viti Rocks and the dangers north of Sinclair Islands, this channel is free of danger. The fairway is deep and has a width of 0.6 mile at its narrowest part, between **Viti Rocks** and **Carter Point**, the south tip of Lummi Island. The northwesternmost Viti Rock is 35 feet high, 200 yards long, and marked by a light. A lighted bell buoy marks the shoal extending south-southeast from the southernmost rock.

(443) **Smugglers Cove**, on the east side of Lummi Island, is 2.5 miles north of Carter Point. A large stone quarry with mooring facilities for rock barges is prominent.

(444) **Hale Passage**, 6 miles long, separates Lummi Island from the mainland to the northeast. Depths in the passage vary from 2 fathoms on the bar near the northwest end to 20 fathoms in the southeast end of the channel.

(445) **Lane Spit**, on the west side of Hale Passage 1.5 miles southeast of Point Migley, is marked by a lighted buoy. A light is on the east side of Lummi Island 3 miles southeast of Lane Spit.

(446) **Lummi Island**, a village on the west side of Hale Passage, is 1 mile south of Lane Spit. The village and island are linked to the mainland at **Gooseberry Point** by an automobile ferry. The ferry dock at Lummi Island is marked by a private light. A pier, adjacent to the ferry slip at Gooseberry Point, has a 6-ton hoist that can handle craft 28 feet long; gasoline, water, ice, marine supplies,

and hull and engine repairs are available. Depths of 4 feet are reported off the end of the pier at the hoist.

(447) From **Point Francis**, the rounded high bluff on the southeast side of **Portage Island**, a shoal and broken ground extend south-southeast to Eliza Island. The depths range from 5 to less than 1½ fathoms about midway between the point and the island. A lighted buoy is about 300 yards south of the 1½ fathom spot.

(448) **Bellingham Bay**, from William Point to the head, is about 12 miles long and 4 miles wide. Anchorage may be obtained almost anywhere in the bay south of the flats; the depths, over the greater portion, range from 6 to 15 fathoms. Because of the mud bottom, vessels are apt to drag anchor in heavy weather. Recreational and commercial fishing is popular in this area. Numerous crab pots fill the bay during crabbing season.

(449) **Samish Bay**, separated from Padilla Bay by Samish Island, with flats bare for a considerable distance at low water, forms the southeast part of Bellingham Bay. Extensive oyster culture is carried on in the east portion of the bay.

(450) **Eliza Island**, low and partly wooded, is 1 mile northeast of Carter Point. The island is well populated with numerous private boat facilities along its shores. Shoals fringe most of the island, which should not be approached closer than about 400 yards. A rock covered 1 fathom is some 500 yards north of the west tip of the island.

(451) Vessels anchoring between Lummi Island and Eliza Island during heavy weather should be cautious of dragging anchor because of the poor holding ground.

(452) **Eliza Rock**, marked by a light, is off the south end of Eliza Island.

(453) **Chuckanut Bay** which indents the east shore of Bellingham Bay, is a cove affording shelter to small craft. Relatively free of obstructions, the bay does include an island and a dangerous chain of rocks near the entrance. **Chuckanut Rock** is located in the north part of the bay and has rocks awash to the north and south. Shoal areas surround **Chuckanut Island** to the west and south; the island should not be approached closer than 200 yards. The small-craft launching ramp of **Larabee State Parkis** at **Wildcat Cove**, 0.6 mile southeast of **Governors Point** at the SW entrance to Chuckanut Bay.

(454) **Post Point**, on the northeast side of Bellingham Bay, is 1.5 miles north-northwest of the north entrance point of Chuckanut Bay. A shoal, marked by a lighted buoy, extends about 450 yards west from the point. Starr Rock, covered 1 fathom, is about 200 yards offshore and is marked by a buoy. Vessels should not pass inside the buoy.

(455) **Bellingham** is at the head of Bellingham Bay on the east shore. As of 2006, the Port of Bellingham's waterfront was in the transition stages from import/export of industrial products to mixed use commercial. Wharves and port facilities are still present, but will be undergoing changes within the next five years. Debris and several submerged pilings and dolphins exist along the formerly industrialized areas of the Bellingham waterfront between Squalicum Creek Waterway and the piers of South Bellingham; mariners are urged to use caution when navigating in or around this area.

(456) The south terminal of the Port of Bellingham, on the north side of Post Point at South Bellingham, includes the Alaska State Ferry Terminal Dock, a boatbuilding plant, and a boat ramp. Bornstein Seafoods is on the I and J Street Waterway; fishing boats unload at this wharf. There are several other light industry and commercial facilities around the harbor.

(457) **Whatcom Creek Waterway** at the southeast end of Bellingham Harbor, **Squalicum Creek Waterway** at the northwest end of the harbor, and **I and J Street Waterway** in between, provide dredged channel access to the port facilities at Bellingham. Bellingham Yacht Harbor is adjacent to and southeast of Squalicum Creek Waterway; the yacht harbor is described later in this chapter.

(458)

Prominent features

(459) Particularly prominent at night is the lighted sign HERALD on the newspaper building (48°44'51"N., 122°28'44"W.) and the lighted sign ICE on the Bellingham Cold Storage building (48°45'28"N., 122°30'37"W.) Also prominent are the stack at the cement plant 1.5 miles northwest of I & J Street Waterway Light 1 and the stack 0.3 mile to the east, and the church spire near the Bellingham waterfront.

(460)

Channels

(461) A **Federal project** provides for a depth of 30 feet in Whatcom Creek Waterway Outer and Middle Reaches; thence 18 feet through the Inner Reach, 26 feet in Squalicum Creek Waterway, and 18 feet in I and J Street Waterway. Depths in Whatcom Creek Waterway are usually near project depth to the port wharf; the controlling depth for Middle and Inner Reach of this waterway may be considerably less than project depth. The controlling depth for Squalicum Creek Waterway and I and J Street Waterway may also be considerably less than project depth. (See Notice to Mariners and latest editions of the chart for controlling depths.)

(462) Squalicum Creek Waterway is marked by lighted buoys and a lighted range. I and J Street Waterway is marked by lights and buoys. Whatcom Creek Waterway is marked by a lighted range. The port authority maintains depths of more than 30 feet alongside the Whatcom Creek Waterway port wharf, and also dredges the small-craft basin.

(463)

Anchorages

(464) The bottom mud is a thin accumulation over hardpan, and is not good holding ground in heavy weather. A **general anchorage** and an **explosives anchorage** are in the bay. (See **33 CFR 110.1** and **110.230**, chapter 2, for limits and regulations.) Good holding ground may be

found just north of **Governors Point**, near the south end of Chuckanut Bay.

(465)

Pilotage, Bellingham

(466) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Bellingham is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, early this chapter.)

(467)

Towage

(468) Tugs to 4,000 hp are available at Bellingham, and larger tugs at Seattle. Arrangements for tugs should be made in advance through ships' agents or through the Marine Exchange of Puget Sound. Tugs monitor and use as a working frequency VHF-FM channel 7.

(469)

Quarantine, customs, immigration, and agricultural quarantine

(470) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(471) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(472) Bellingham is a **customs port of entry**.

(473)

Coast Guard

(474) Bellingham Coast Guard Station is on the I and J Street Waterway.

(475)

Harbor regulations

(476) The city fire chief is responsible for the prevention of hazardous fire conditions in the harbor. The Port of Bellingham directs the operation of the North Terminal on Whatcom Creek Waterway, the South Terminal at Post Point, and the yacht harbor east of Squalicum Creek Waterway. The port's general offices are located north of the I and J Street Waterway near the boat ramp (360–676–2500).

(477)

Wharves

(478) The Port of Bellingham operates two deep-draft terminals, one at South Bellingham (Fairview) and one on Whatcom Creek Waterway. The alongside depths of the facilities described are reported depths. (Contact the Port of Bellingham or the private operator for the latest depths.)

(479) **Port of Bellingham, Whatcom International Shipping Terminal, Main Wharf** (48°44'43"N., 122°29'39"W.): berthing space, 1,370 feet; depth alongside, 31 feet; deck height, 15½ feet; owned by Port of Bellingham and operated by Port of Bellingham and Bellingham Stevedoring Co.

(480) **Note:** If a tug is not furnished, the use of anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.

(481) **Georgia-Pacific West, Bellingham Operations Wharf** (48°44'56"N., 122°29'19"W.): berthing space, 1,400 feet; depth alongside, 36 feet (outer side), 18 feet (inner side); deck height, 16 feet; owned and operated by the Port of Bellingham.

(482) **Note:** vessels docking with the assistance of a tug should use an anchor. Shoal water is at the NE end of the wharf.

(483) Bellingham Cold Storage and several seafood facilities are on the east side of Squalicum Creek Waterway. Fishing boats and an occasional ship unload fish in the area. A plywood mill is on the west side of the waterway.

(484)

Supplies

(485) Complete marine supplies are available for small craft, and some for large vessels. Fuel oil is available by truck from Seattle.

(486)

Repairs

(487) Two floating drydocks, 1,600-ton and 3,000-ton capacities, and a 700-ton marine railway are available for ship repairs at Fairhaven Shipyard and Drydock in South Bellingham. Other facilities for oceangoing vessel repair are located in Seattle, WA and Vancouver, BC. Complete repair facilities are available for small craft. A propeller works, several machine shops, engine and deck-gear suppliers, and an electronic repair company are along the Bellingham waterfront. The larger of two repair yards is just west of the Port of Bellingham South Terminal. This yard has a machine shop and a marine railway that can handle vessels up to 700 tons, 120 feet long or 34 feet wide for hull repairs. Another repair yard, at Squalicum Boat Harbor has a marine railway that can handle vessels up to 290 tons, 125 feet long or 24 feet wide for hull repairs. Several local machine shops in the area do engine repair work for the two repair yards.

(488) **Squalicum Boat Harbor**, adjacent to and southeast of the Squalicum Creek Waterway, is protected by breakwaters on its southeast and southwest sides. The harbor can be entered from the southeast between the two breakwaters, or from the northwest from the Squalicum Creek Waterway. The ends of the breakwaters at the southeast entrance are marked by lights. The entrance from Squalicum Creek Waterway is marked by a light. Depths inside the harbor are 10 to 15 feet.

(489) Berths for about 1800 pleasure craft and fishing boats are in the harbor. A guest float is maintained near the **harbormaster's** office on the northeast side of the harbor (360–676–2542). Gasoline, diesel fuel, electricity, water, ice, and marine supplies are available. Several marine

equipment repair and fishing supply firms are in the area north of the southeast entrance to the harbor.

(490) A small-craft basin, protected by a breakwater on its south side, is north of I & J Street Waterway. The basin can be entered from I & J Street Waterway. Depths of 9 to 12 feet are in the basin. A boat ramp is on the east side of the basin.

(491)

Communications

(492) Bellingham is served directly by one major railway and has connections to another. It is on U.S. Interstate Highway 5 and is a hub for three State highways. The airport is about 2.5 miles northwest of the city.

(493)

Chart 18400

(494) The **Strait of Georgia** extends some 115 miles northwest from its south end, in the vicinity of Alden Bank, and is bordered on the west by Vancouver Island, BC, and on the east by the mainland of Canada. General depths are great and in many places exceed 200 fathoms.

(495) Vessels bound to the Strait of Georgia from Puget Sound should give the southwest shore, between Boundary and Active Passes, a berth of at least 2 miles because it is fringed with dangers. Point Roberts, on the north shore, affords an excellent landmark.

(496) A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, east of Port Angeles, and in the adjacent waters. (See **33 CFR 161.1** through **161.55**, chapter 2, for regulations, and the beginning of this chapter for additional information.)

(497)

Currents

(498) The tidal currents in the Strait of Georgia are not nearly as strong as those in the channels leading to it from the Strait of Juan de Fuca. The currents in the Strait of Georgia attain a velocity of 3 knots at times, particularly during the freshets of the summer, when the Fraser River discharges a large volume of freshwater. This freshwater, which has a peculiar milky color, flows across the banks at the mouth of the river and almost directly toward Active Pass. Frequently this water extends entirely across the strait and at times reaches into the inner channels along the shore of Vancouver Island; at other times, it reaches only to the middle of the strait and forms a striking contrast with the deep blue water of the Strait of Georgia.

(499) In the middle of the strait, north of Patos and Saturna Island, the velocity of the current varies from 1 to 3 knots, seldom exceeding the latter. The velocity is still less northwest of the mouth of the Fraser River, where the strait is about 15 miles wide. The tidal currents southeast of the mouth of Fraser River are slightly stronger off the south shore than off the north shore. The currents within a line joining Point Roberts and Sandy Point are scarcely felt, and vessels can take advantage of this, especially since good anchorage can be obtained in this vicinity.

(500) The tidal currents are stronger close to the south shore which is swept by the rapid currents out of Active, Porlier, and Gabriola Passes. The south-going tidal current in the Strait of Georgia sets strongly southwest into Active Pass.

(501)

Weather, Strait of Georgia

(502) In the open waters of the Georgia Strait, winds are usually either northwesterlies or southeasterlies. Southeasterlies are more frequent from October through March. Close to the British Columbia coast, they are often deflected and become easterlies. While the Georgia Strait is somewhat sheltered from the sea by the mountains of Vancouver Island, gales still occur three or four times per month. While some are associated with the intense storms of winter, particularly dangerous gales occur in clear weather. These are locally known as **Squamish winds**. They occur periodically in most of the main inlets in winter. They come up suddenly and may exceed 50 knots. Squamishes occur when a vast pool of very cold air accumulates on the interior plateau of British Columbia. A pressure fall at sea will trigger a movement of this air toward the coast. This flow is intensified by the direction and narrowness of the inlets. As the air reaches the mouths of these inlets, it spreads out over the strait and the wind speeds diminish. Winds rarely remain strong 15 to 20 miles away. Howe Sound, Jervis, Toba, and Bute Inlets all experience squamishes each winter.

(503) In summer, winds in the Rosario and Haro Straits are usually southwesterlies. Summer breezes are variable and baffling in the San Juan Islands. North of Point Roberts, in the middle of the Georgia Strait, the prevailing winds are northwesterlies. Gales are uncommon, particularly in mid-summer, when storm activity reaches a lull.

(504) Georgia Strait is more affected by land fogs than sea fogs. These fogs form on cool nights under clear skies and light winds, and usually dissipate by early afternoon. These conditions are most prevalent from September through February. During prolonged periods of cold, clear, calm weather, these fogs may persist for several days at a time. Land fog is more local than sea fog. Visibilities fall below 0.75 mile (1.4 km) on about 20 days annually, but this can increase to 60 days in preferred locations like the flat land in the delta of the Fraser River where the low water temperatures of the river help produce the fog.

(505)

Charts 18421, 18424, 18431

(506) **Sandy Point**, about 2.5 miles north of Lummi Island and at the northwest side of **Lummi Bay**, is the site of an extensive housing development fronting a privately dredged basin. The entrance to the basin is marked by two lights.

(507) Between Sandy Point and **Cherry Point**, about 4.5 miles northwest, the shore of the mainland forms a bight in which there are no off-lying dangers. The piers of two

large oil refineries and an aluminum smelter are in the bight. A **general anchorage** is off Cherry Point. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

(508) The 1,800-foot pier of the Tosco Refining Co. (formerly British Petroleum Co.) is 2.4 miles north of Sandy Point. The L-shaped pier has 883 feet of berthing space and reported depths of 42 to 53 feet at the outer face, and 722 feet of berthing space and depths of 35 feet at the inner face. Deck height is 18 feet. The pier is used for the receipt of crude oil and shipment of petroleum products, and for bunkering vessels. The pier is marked by private lights and a sound signal. An oil refinery tower 0.8 mile inshore is prominent. **Note:** A portside-to landing is preferred when docking at the outer berth during south winds and a flood tide; the use of an anchor is advisable.

(509) The long loading wharf and pier of the Intalco Aluminum Corp. is 0.8 mile north of the Tosco Refining Co. pier and 3.2 miles north of Sandy Point. The wharf has 950 feet of berthing space with dolphins and depths of 36 feet alongside. Deck height is 22 feet. The wharf is used for the receipt of alumina and liquified petroleum gas. Private lights and a sound signal are on the wharf, and two private lighted mooring buoys are just off the wharf. **Note:** Vessels normally dock starboardside-to; however, a portside-to landing is required for vessels having their bridge forward of a cargo hold and with less than 30 feet between the hold and the rear of the pilothouse.

(510) The BP/Amoco pier (formerly Atlantic Richfield Co.) with a 2,400-foot angular approach trestle is at Cherry Point, about 4.5 miles north-northwest of Sandy Point. The pier has 1,000 feet of berthing space at the face with dolphins, and reported depths of 65 feet alongside. Deck height is 22 feet. The dolphins are marked by private lights. The facility is used for receipt of crude oil, shipment of petroleum products, and bunkering vessels. **Note:** The pier has rigid loading arms for the transfer of liquid cargo; chicksan rigs are not required on vessels. Some vessels prefer to drag an anchor in approaching the pier; however, tugs are available on advance notice from Bellingham. Three oil boom deployment buoys are off the face of the pier, one on either end and one 600 feet off the center of the face of the pier. Water and electrical shore power connections are available. A special gangway is provided in lieu of the ship's gangway.

(511) **Point Whitehorn**, about 2.8 miles northwest of Cherry Point, is a conspicuous, bold bluff about 150 feet high; its seaward face is a steep cliff of white clay.

(512) **Birch Bay**, on the east side of the Strait of Georgia between Point Whitehorn and **Birch Point**, is an open bight. It affords some protection, in 4 to 5 fathoms, from north, but is open to the southwest. Flats that bare occupy a considerable area at the head of the bay. A number of resorts are along the shore. A mooring basin and private marina are on the north side of the bay; the basin entrance is marked by lights and daybeacons.

(513) The **International Boundary** between the United States and Canada is marked by a series of lights where it crosses Semiahmoo Bay and Boundary Bays.

(514) The **PeaceMonument**on the boundary is a white masonry arch, facing north and south, about 28 feet above the ground. It is a distinctive landmark as it stands alone and shows offshore against a background of dark trees.

(515)

Caution

(516) The International Navigation Rules govern in all Canadian waters.

(517) **Point Roberts** is the prominent feature in approaching from either north or south. The east face is about 180 feet high and is composed of white, vertical bluffs. The point is well wooded, and because of the low land behind it, is usually made as an island, especially from south. The southwest extremity of the point is marked by a light. Extensive night drift-fishing in the area from Point Roberts to Blaine makes night navigation difficult. A marina at Point Roberts provides transient berths, gasoline, diesel fuel, ice, and pump-out. An alongside depth of 6 feet was reported in 2010. Complete repair services with a 35-ton marine lift are available.

(518) Point Roberts is a **customs port of entry**.

(519) Temporary anchorage may be obtained west of Point Roberts in 8 fathoms, good holding ground, about 1 mile 321° from Point Roberts Light. The position is about 0.3 mile from the edge of Roberts Bank; vessels should not anchor any farther north.

(520) **Semiahmoo Bay** has its entrance between Birch Point and Kwomais Point, about 5 miles north-northwest. It is connected with Drayton Harbor by a narrow channel. The east part of the bay is shoal with extensive sand flats in the southeast part. Anchorage may be had in the bay in 3½ to 9 fathoms on the northwest side of Semiahmoo Spit, affording protection from south and southeast storms.

(521) **Drayton Harbor** is a small cove formed by **Semiahmoo Spit**, the extension of a sandspit north of Birch Point. It is about 2 miles long, but flats that bare at low water occupy a large area in the east and south parts of the harbor. A light and a buoy about 700 yards to the west-southwest are near the north end of the extensive sand flats off the northwest side of Semiahmoo Spit.

(522) The channel from Semiahmoo Bay to the cannery wharf on Semiahmoo Spit and to Blaine Harbor, east of the cannery wharf, has a controlling depth of about 21 feet; greater depths are possible with local knowledge. The 15-foot spot about 130 yards north of the cannery wharf, and the 9-foot spot about 300 yards east of the east end of the wharf should be avoided.

(523) **Blaine Harbor**, at Blaine, is a large and well-equipped small-boat basin near the entrance on the north shore of Drayton Harbor. The harbor is an active fishing center operated by the Port of Bellingham. A light marks the outer end of the breakwater that protects the basin on the south side. In 1981, depths through the entrance and in the basin were 11 feet except for shoaling along the edges. In 1999, the channel was reported as not being maintained. The harbor has berths for about 400 boats;

200 additional berths are being planned by the Port of Bellingham. A **harbormaster** is on duty in the harbor. Fish-processing plants and a fish reduction plant are in operation. Gasoline, diesel fuel, electricity, water, ice, launching ramp, dry storage facilities, marine supplies, and pump-out facility are available in the harbor. A repair yard with a marine railway that can handle vessels to 300 tons, 80 feet long, or 21 feet wide is also available; hull repairs can be made. A depth of 2 feet has been reported at the entrance to the marine railway.

(524) **Blaine,** a small town on the northeast shore of Drayton Harbor, is a **customs port of entry.**

(525)

Quarantine, customs, immigration, and agricultural quarantine

(526) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(527) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(528) The United States-Canadian boundary line passes through the north edge of town. The Burlington Northern Railroad serves the town.

(529)

Tides and currents

(530) The mean range of **tide** at Blaine is 5.9 feet, and the diurnal range of tide is 9.5 feet.

(531) The average velocity of the **current** in Drayton Harbor entrance is 1.0 knot. The flood sets southeast and the ebb northwest.

(532) Several buildings, an elevated tank, and a small-boat basin, constituting the town of **Semiahmoo**, are at the north end of the sandspit.

(533) To enter Drayton Harbor and Blaine Harbor from Semiahmoo Bay, pass about 300 yards north of Semiahmoo Bay Light 4, and steer a course about midway between the cannery wharf and the Blaine Harbor boat basin taking care to avoid the 15-foot spot about 130 yards north of the cannery wharf. After passing the cannery wharf, favor the north side of the channel to avoid the 9-foot spot east of the east end of the cannery wharf, and the spit east-southeast of the cannery, and make Blaine Harbor or anchor as convenient in Drayton Harbor. Anchoring in the shoal water of Drayton Harbor is not recommended because the floating debris and vegetation may clog a vessel's underwater intakes.

(534) The depths in Drayton Harbor and its entrance are subject to change.

(535)

Chart 18400

(536)

Strait of Georgia, East Shore

(537) **Boundary Bay** indents the mainland between **Kwomais Point**, the north entrance point of Semiahmoo Bay, and Point Roberts. The greater portion of the bay is filled with flats, bare at low water.

(538) Anchorage in 5 fathoms with good holding bottom is available about 1 mile east-northeast of the southeast point of Point Roberts, affording protection from west and northwest storms.

(539) Except for **English Bluff** about 1.5 miles north of **Boundary Bluff**, the coast north to Point Grey is low, featureless, and barely discernible from the Strait of Georgia.

(540) A causeway extends about 1.8 miles southwest from English Bluff and terminates in a ferry landing; a light and sound signal are at the landing. A breakwater, about 0.2 mile long and marked by a light at its west end, is just south of the ferry landing. Just northwest of the ferry landing are the long pier and facilities used for bulk loading and export of coal by bulk carriers. These facilities, although operated by private interests, are owned by the Port of Vancouver.

(541) **Roberts Bank** and **Sturgeon Bank** are formed by the alluvial deposits of the Fraser River. These banks dry in patches, and in places extend 4.5 miles offshore. They are steep-to: soundings of 50 fathoms will be found very close to the edge of the bank. Vessels proceeding along the edge of Roberts Bank should not bring the south extremity of Point Roberts to bear more than 114°.

(542) The cooperation of ships' masters is requested to avoid navigating their vessels between the charted traffic separation scheme and Sturgeon Bank. This is in the interest of the fishing industry and the reduction of damage to nets and fishing vessels by ships passing close to the fishing ground.

(543) **Fraser River** enters the Strait of Georgia about 10 miles northwest of Point Roberts.

(544)

Caution

(545) The channels in Fraser River are constantly changing, and the aids to navigation that mark them are moved accordingly.

(546) **Pilotage** for the Fraser River is discussed at the beginning of this chapter.

(547) The main entrance to Fraser River is between the two lighted buoys west of Sand Heads Light, which is near the outer end of Steveston Jetty; a shorter jetty is on the south side of the main entrance. (See the Sailing Directions, British Columbia Coast (South Portion), Vol. 1, and British Columbia Small Craft Guide, Vol. 2, for detailed information on Fraser River and other local Canadian waters.)

(548) **Steveston** on **Lulu Island**, about 1.0 mile north of **Pelly Point**, the south entrance point to Fraser River, extends along the bank of the river for about 1 mile. Several canneries and wharves are here.

(549) The tidal **currents** in Fraser River are affected by the weather in the Strait of Georgia, the rains, and the amount of water in the river. In the channel above Pelly Point

during freshets, the flow, which may be checked by the rise of the tide, is almost continuously toward the mouth of the river. During the freshets the greatest velocity occurs 2 to 3 hours before low water and may amount to 5.5 knots. After the freshets are over, the greater velocity occurs on the average about 1½ hours before low water and is reduced to 3 or 4 knots. During the low stage of the river there is a flood and ebb on all the larger tides; the flood begins soon after high water and commences first along the bottom.

(550) At New Westminster the flood current is unable to reverse the river current except in the autumn. The river is seldom frozen over here; loose pieces of ice, which do no damage to shipping, occasionally come down the river.

(551) **New Westminster** is on the north bank about 20 miles above the entrance. Several canneries and sawmills are here, and a conspicuous grain elevator stands about 1 mile below the city, which now has grown into the expanded Vancouver suburbs. New Westminster Harbor is a major Canadian port. The port is mainly used by bulkcarriers and cargo vessels. The principal exports are lumber, plywood, general cargo, concentrates, wheat, zinc, lead, fertilizer, paper products, and salmon. There are many wharves; most of them have warehouses and rail connections. Depths alongside range from 25 to 35 feet.

(552) New Westminster is a **Canadian customs port of entry**.

(553) **North Arm** of Fraser River is entered 0.5 mile southwest of Point Grey. Depths of 15 feet are maintained from the mouth to the northeast extremity of Sea Island, and 10 feet from this point to Poplar Island. From Poplar Island (49°12'N., 122°56'W.), to the main river channel the depth is again 15 feet.

(554) **Point Grey**, the south entrance point of **Burrard Inlet**, is a rounded bluff forming the west termination of a wooded promontory. The point is very conspicuous from south. The buildings of the University of British Columbia are conspicuous on the high land above the point. **Point Atkinson**, the north entrance point of Burrard Inlet, is comparatively steep-to. It is marked by a light.

(555) Tide rips occur frequently off Point Atkinson, caused by the meeting of the tidal currents from Burrard Inlet and Howe Sound.

(556) **Spanish Bank** extends 0.6 mile north from the west half of the promontory terminating in Point Grey. The bank, which dries and is marked by lights, is composed of hard sand and is steep-to. West winds when it is marked by a line of small breakers.

(557) **Vancouver Harbor** includes all the tidal waters in Burrard Inlet east of a line drawn from Point Grey to Point Atkinson. A secure, deep harbor, easily entered by the largest vessel, is formed between First and Second Narrows, and on its shores is the city of Vancouver, the third largest city of Canada and the commercial metropolis of British Columbia. A U.S. Immigration station is in the city. Vancouver is a **Canadian customs port of entry**. Complete marine supplies, repair facilities, and services for small craft and the largest ships are available.

(558) The three principal anchorages in Vancouver Harbor are English Bay, the outer anchorage; Vancouver, above the first narrows; and in Indian Arm.

(559)

Chart 18421

(560) The coast between East Point and Active Pass should be given a berth of at least 2 miles because it is fringed with dangers.

(561) **Belle Chain Islets** is a narrow rocky ridge 2 miles long lying parallel with several islets and drying rocks along the northeast shore of **Samuel Island**. Foul ground extends about 0.3 mile southeast from **Edith Point,** the northeast extremity of **Mayne Island**. A rocky patch with two heads, each of which covers 4 feet, is about midway between Edith Point and the northwest end of Belle Chain Islets.

(562)

Chart 18400

(563) **Salamanca Point**, on the southeast side of **Galiano Island**, is conspicuous from both southeast and northwest. The point is rocky, and the trees on it grow down nearly to the highwater mark.

(564) **Porlier Pass**, 12 miles northwest of Salamanca Point, separates Galiano Island and **Valdes Island** and connects **Trincomali Channel** with the Strait of Georgia. The pass has a minimum width of about 800 yards, but the navigable channel is narrow and the tidal currents attain velocities up to 9 knots. Current predictions may be obtained from the Tidal Current Tables. It is advisable to employ a pilot on the first visit to this pass.

(565) **Gabriola Pass** is between the northwest end of Valdes Island and Gabriola Island, connecting the northwest end of **Pylades Channel** to the Strait of Georgia. This pass is not recommended for general navigation, but only for those with local knowledge. The velocity of the current in the pass is 4.0 knots, setting east on the flood and west on the ebb. The current may attain a velocity of 8 knots. (See the Tidal Current Tables for predictions.)

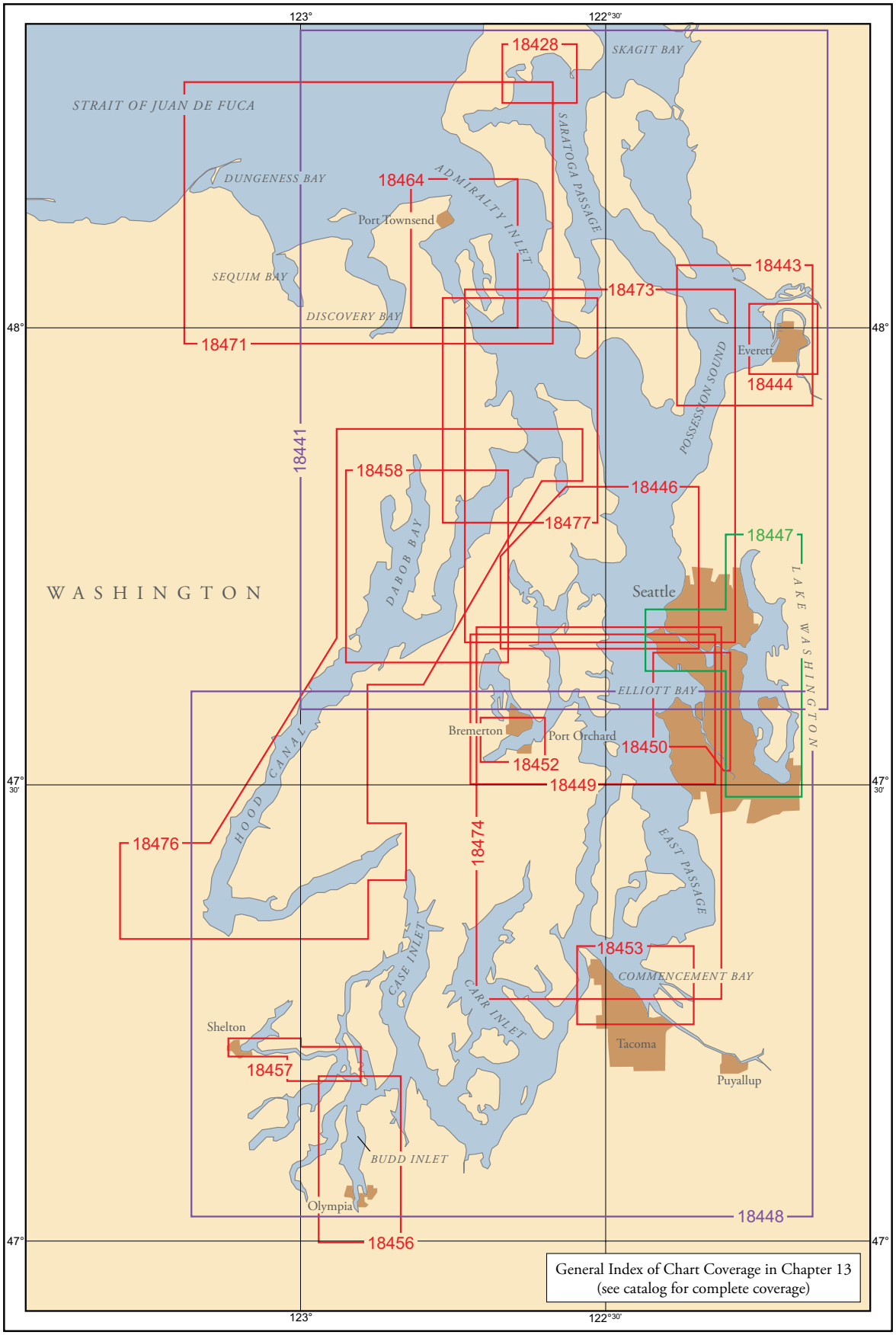
(566) The outermost danger off Gabriola Pass, **Thrasher Rock**, a detached steep-to rock that dries, is 2.3 miles northeast of the pass entrance. A light is on the rock. Shoreward of it are many rocks and reefs, including **Gabriola Reefs**; caution is essential.

(567) **Entrance Island**, 0.4 mile north of Orlebar Point, the northeast point of Gabriola Island, is marked by a light. It is the guide to the entrance to **Nanaimo**, a Canadian port of entry. **Fairway Channel**, the easternmost of the channels in the north approach to Nanaimo, is deep and has a navigable width of 0.8 mile.

(568) Off the entrance to **Nanoose Harbor**, 13 miles west-northwest of Entrance Island, there are many islets and reefs and, unless making for Nanoose, the navigator should keep 3 miles offshore until he raises the **Ballenas**

Islands 5.5 miles northwest of the Nanoose Harbor entrance.

(569) Details of local Canadian ports and features are given in Pub. No. 154, Sailing Directions (Enroute) for British Columbia, published by the National Geospatial -Intelligence Agency, and the Sailing Directions, British Columbia Coast, (South Portion) Vol. 1, and British Columbia Small Craft Guides, Vol. 1 and 2, published by the Canadian Hydrographic Service.


123°
122°30′
48°
47° 30′
47°
18428
SKAGIT BAY
STRAIT OF JUAN DE FUCA
SARATOGA PASSAGE
DUNGENESS BAY
18464
ADMIRALTY INLET
Port Townsend
SEQUIM BAY
18443
18473
DISCOVERY BAY
18471
Everett
18444
POSSESSION SOUND
18441
18458
18446
18477
18447
DABOB BAY
WASHINGTON
Seattle
LAKE WASHINGTON
ELLIOTT BAY
Bremerton
Port Orchard
18450
18452
18449
HOOD CANAL
18476
18474
EAST PASSAGE
18453
COMMENCEMENT BAY
CASE INLET
CARR INLET
Shelton
Tacoma
18457
Puyallup
BUDD INLET
Olympia
18448
18456
General Index of Chart Coverage in Chapter 13
(see catalog for complete coverage)

Puget Sound, Washington

(1) This chapter describes Puget Sound and its numerous inlets, bays, and passages, and the waters of Hood Canal, Lake Union, and Lake Washington. Also discussed are the ports of Seattle, Tacoma, Everett, and Olympia, as well as other smaller ports and landings.

(2)

COLREGS Demarcation Lines

(3) The International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) apply on all the waters of Puget Sound and adjacent waters, including Lake Union, Lake Washington, Hood Canal, and all tributaries. (See **80.1395**, chapter 2.)

(4)

Chart 18440

(5) **Puget Sound**, a bay with numerous channels and branches, extends about 90 miles south from the Strait of Juan de Fuca to Olympia. The north boundary of the sound is formed, at its main entrance, by a line between Point Wilson on the Quimper Peninsula and Point Partridge on Whidbey Island; at a second entrance between West Point on Whidbey Island, Deception Island, and Sares Head on Fidalgo Island; at a third entrance, at the south end of Swinomish Channel between Fidalgo Island and McGlinn Island. Puget Sound was named by George Vancouver for Lieutenant Peter Puget, who explored the south end in May 1792. Deep-draft traffic is considerable in the larger passages, and small craft operate throughout the area. Unusually deep water and strong currents characterize these waters.

(6) Navigation of the area is comparatively easy in clear weather; the outlying dangers are few and marked by aids. The currents follow the general direction of the channels and have considerable velocity. In thick weather, because of the uncertainty of the currents and the great depths which render soundings useless in many places, strangers are advised to take a pilot.

(7) The **Marine Exchange of Puget Sound**, located in Seattle, has a Vessel Monitoring/Vessel Reporting service which tracks the arrival of a vessel from a time prior to arrival at the pilot station to a berth at one of the Puget Sound ports. Constant updates of the ship's position and estimated time of arrival are maintained through a variety of sources. This information is available to and is passed to the vessel's agents and to other interested activities. These services continue until the vessel passes the pilot station on her outbound voyage.

(8) Other services offered by the Marine Exchange include a daily newsletter about future marine traffic in the Puget Sound area, communication services, and a variety of coordinative and statistical information. The office monitors VHF-FM channels 20 for Grays Harbor traffic, 9 for Strait of Juan de Fuca traffic to Protection Island, and 20 for Puget Sound traffic from Protection Island, 24 hours a day. The Marine Exchange may also be contacted by phone, 206–443–3830 or toll free 800–562–2856.

(9) **Vessel Traffic Service Puget Sound**, operated by the U.S. Coast Guard, has been established in the waters of the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound, and the navigable waters adjacent to these areas. (See **161.1 through 161.23** and **161.55**, chapter 2, for regulations, and the beginning of chapter 12 for additional information.)

(10) 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 judgment 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 ensuring greater safety. Some sections of the plan provide important safety info for professional mariners transiting Puget Sound, while the Standards of Care formalize and document good marine practice. The Harbor Safety Plan can be obtained from the Marine Exchange of Puget Sound website at *pshsc.org* or contact 206–443–3830.

(11)

Regulated navigation area

(12) Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13 and 165.1301**, chapter 2, for regulations.)

(13) Floating logs and **deadheads** or **sinkers** may be encountered anywhere in Puget Sound; caution should be exercised.

(26)

Washington State Requirements

Reports of Oil Spills and Vessel Emergencies

All vessels must report oil spills or potential oil spills to both:

1. Washington State 800–258–5990
2. National Response Center 800–424–8802

Tank vessels and cargo and passenger ships 300 gross tons or larger must make notifications to Washington State for vessel emergencies, including a loss or serious degradation of propulsion, steering, means of navigation, electrical generating capability and seakeeping capability constituting a substantial threat of pollution affecting Washington state natural resources. In addition to any notifications to the USCG, the owner or operator must notify the state of any vessel emergency that results in the discharge or substantial threat of a discharge of oil to state waters or that may affect the natural resources of the state within one hour of the onset of the emergency.

Tug Escorts for Laden Tankers

Any laden oil tanker, whether enrolled or registered, proceeding east of a line extending from Discovery Island Light (British Columbia, CN) south to New Dungeness Light (Washington State, US) must be escorted by a tug or tugs with an aggregate shaft horsepower equivalent to five percent of the deadweight tons of that tanker. For additional details see Washington state law at 88.16 Revised Code of Washington (RCW).

Emergency Response Tug at Neah Bay

An industry-funded emergency response tug is located at Neah Bay at the entrance to the Strait of Juan de Fuca. The tug is available 24 hours a day and can be underway within twenty minutes of a decision to deploy. The purpose of the tug is to assist vessels having propulsion and steering failures or that are directed by either the US or Canadian Coast Guard to obtain towing assistance. Among other capabilities, the tug is intended to be able to make up to, stop, hold, and tow a drifting or disabled vessel of 180,000 metric dead weight tons in severe weather conditions. The tug can be contacted through the USCG VTS or the Puget Sound Marine Exchange.

Washington State Vessel Inspections

The Washington State Department of Ecology regulates cargo and passenger vessels and tank vessels operating in Washington waters.

- A cargo vessel is any self-propelled vessel in commerce that is 300 gross tons or more.
- A passenger vessel is any vessel 300 gross tons or more with a fuel capacity of at least 6,000 gallons that carries passengers for compensation.
- A tank vessel is a ship that is constructed or adapted to carry, or that carries, oil in bulk as cargo or cargo residue.

Washington State Ecology inspectors may conduct vessel inspections on regulated cargo, passenger, and fishing vessels when in Washington waters. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/AISsubstantialrisk.html/

Oil Transfer Requirements

Safe bunkering procedures must be followed during fueling operations. For vessels 300 gross tons or greater, Washington State Ecology inspectors may conduct inspections of these regulated oil transfers on vessels receiving fuel for propulsion within Washington waters. Details can be found in state regulations at Washington Administrative Code (WAC) 317-40. Additional information is also available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/Bunkering.html/

Tank vessels delivering oil in bulk to a non-recreational vessel or facility within Washington waters must meet state oil transfer requirements. They may also be subject to Washington State oil transfer inspections for these regulated oil transfers. Details can be found in WAC 173-184. Additional information is available at:

http://www.ecy.wa.gov/programs/spills/prevention/VesselTechAssist/vessel_otr.html/

- For a transfer of more than 100 gallons of bulk oil to a facility or non-recreational vessel, the delivering vessel must submit an Advance Notice of Transfer (ANT) report to Ecology. This ANT must be submitted 24 hours prior to the transfer for facilities or within the timeframe required by local USCG Captain of the Port.
- For convenience, the ANT report can be made either: online using the Ecology website at:

  https://secureaccess.wa.gov/ecy/ants, by

  e-mail: OilTransferNotifications@ecy.wa.gov, or by

  fax: 360–407–7288 or 800–664–9184.

Contingency Plan Requirements

Tank vessels and cargo and passenger ships 300 gross tons or larger transiting Washington waters must either have a Washington State Department of Ecology approved oil spill contingency plan or be a member of a non-profit corporation that provides oil spill response capabilities consistent with their Washington State approved contingency plan. The non-profit corporation for Puget Sound is the Washington State Maritime Cooperative (WSMC). Additional information is available at:

http://www.ecy.wa.gov/programs/spills/preparedness/cplan/cplans.html/

(14)

Anchorages

(15) General, explosives, and foul weather anchorages have been established. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

(16)

Dangers

(17) Restricted areas have been established. (See **334.1200**, chapter 2, for limits and regulations.)

(18) The large tides of Puget Sound are very complex and variable; use of the Tide Tables is advised.

(19)

Currents

(20) In Admiralty Inlet and Puget Sound, the tidal currents are subjected to daily inequalities similar to those of the tides. Velocities of 2 to 7 knots occur from Point Wilson to Point No Point. In the more open waters of the sound south of Point No Point the velocities are much less.

(21) At Point Wilson and at Marrowstone Point, slack water occurs from one-half to 1 hour earlier near shore than in midchannel.

(22) In the winter, when south winds prevail, there is generally a north surface drift which increases the ebb current and decreases the flood current. This effect is about 0.5 knot between Nodule and Bush Points.

(23) The tidal currents in the south entrance of Possession Sound are weak and variable.

(24) Between Foulweather Bluff and Misery Point, the tidal currents have a velocity of about 0.8 knot, while in the south part of Hood Canal, the velocity is only about 0.5 knot; at times of tropic tides, however, the greater ebbs may attain velocities more than double these values.

(25) The tidal currents have velocities up to about 6 knots or more in Agate Passage and in The Narrows.

(27)

Weather (Winds and Visibility), Puget Sound

(28) Puget Sound is open to the north and south and protected to the west and east by mountains. Winds are mainly southeast through southwest from September through April and northwest through north in late spring and summer. From fall through spring, lows moving through or near the Puget Sound are responsible for the mainly south flow. Intense storms can generate sustained winds of 40 knots with 50-knot gusts over the area. These strong winds are almost always from a south direction. In the Seattle area, sustained winds of 56 knots and gusts of 60 knots have been recorded. Winds are strongest in winter and early spring, on the average. Also, calm conditions are frequent in fall and winter, reflecting the lull between storm passages. In late spring and summer, winds flow into Puget Sound from the Pacific High. Often, winds are light and variable at night, then pick up to 8 to 15 knots during the afternoon, reflecting a sea breeze effect over the sound. Occasionally, a low or front will bring a return to a Southerly flow during the summer, and these winds remain the strongest, on the average.

(29) Fog in the Puget Sound area causes visibility problems on about 25 to 40 days each year. It most likely hinders navigation in autumn and again during January and February. This fog is mainly a land type that forms on cool, clear, calm nights, drifts out over the water, then dissipates during the day. It can hang on for several days if a stagnant condition develops. Fog can form in any month, but is least likely during May, June, and July.

(30) Poor visibilities are encountered more often north and south of Puget Sound than in the sound itself. In Admiralty Inlet, fog lowers visibilities on this part of the coast to less than 0.5 mile (0.9 km) on about 4 to 8 days per month. South of Point Robinson, in the East Passage, the sound signals operate about 8 to 15 percent of the time in fall and mid-winter. In Puget Sound, sound signals, even during the heart of the season, blow less than 8 percent of the time; less than 5 percent in Elliot Bay. Waters of Point Wells and Three Tree Point are among the most fog free in the area; sound signals there operate just a few hours a month for most of the year. In the Seattle area, visibility falls below 0.5 mile (0.9 km) on about 3 to 6 days per month during the foggy season. Detailed information on heavy weather to Puget Sound ports may be found in the **Puget Sound Area Heavy Weather Port Guide** published by the Marine Meteorology Division, Naval Research Laboratory, Monterey, CA 93943 and available at *nrlmry.navy.mil/pubs.html.*

(31)

Charts 18471, 18464

(32) **Point Wilson** is the west point to Admiralty Inlet and Puget Sound.

(33) **Point Wilson Light** (48°08'39"N., 122°45'17"W.), 51 feet above the water, is shown from a white octagonal tower on a building on the east extremity of the low point.

(34) Shoals extend 0.5 mile northwest of Point Wilson to the 5-fathom curve over irregular bottom; these are generally indicated by kelp. The east edge of the shoals rises rather abruptly from deep water. Heavy tide rips extend north of these shoals, being especially heavy with a west wind and ebb current. A buoy marking the shoals is about 0.7 mile northwest of Point Wilson Light.

(35) In approaching Point Wilson in thick or foggy weather, vessels should obtain soundings constantly.

(36) **Fort Worden State Park**, formerly an Army base, is about 0.8 mile south-southwest of Point Wilson. The park has 120 feet of dock space and two launching ramps.

(37) **Port Townsend**, immediately south of Point Wilson, is entered between Point Hudson and Marrowstone Point. It extends in a general south-southwest direction for 2.5 miles, and then turns south-southeast for 3 miles, with a reduced width to its head. Inside Point Hudson, depths generally range from 5 to 20 fathoms. It is an excellent harbor and is easily entered, however, mariners are warned to be aware of strong side currents that exist in Admiralty Inlet. The prevailing winds in summer are

from west to southwest, and in winter are generally in the southeast quadrant.

(38) **Point Hudson**, on the west shore 1.7 miles south-southeast of Point Wilson, is low, sandy, and marked by a light. The outer limits of the shoal making out from the point are marked by a lighted bell buoy northeast of the light.

(39) **Marrowstone Point,** the east point at the entrance to Port Townsend, is low at its extremity, but rises abruptly to a bluff about 120 feet high. The buildings of the former Fort Flagler, now a recreation area of the Washington Parks system, are about 0.5 mile to the south. The fort pier, with depths of about 20 feet at its face, is in poor condition. A fish haven is near the pier in about 48°05'28"N. 122°41'23"W. **Marrowstone Point Light** (48°06'06"N., 122°41'16"W.), 28 feet above the water, is shown from a 20-foot white square structure on the east edge of the point. Pilings from former piers and anchor pilings for wartime submarine nets extend up to 500 yards offshore 0.6 and 1.6 miles west of the light.

(40) **Midchannel Bank**, covered 4¾ to 10 fathoms, extends northwest from Marrowstone Point about 2 miles toward Point Wilson. The bank has several submerged obstructions and large boulders on the bottom. Due to the nature of the bottom and the existence of cross currents from Admiralty Inlet, the bank is unsuitable for safe anchorage.

(41) **Port Townsend**, the principal town, is on the west shore immediately west of Point Hudson. The depths at the wharves range from 8 to 30 feet along the faces. The only commercial traffic, other than fishing boats and ferries, is at Port Townsend Paper Corporation papermill southwest of the town at Glen Cove.

(42)

Anchorage

(43) The usual anchorage is about 0.5 to 0.7 mile south of the railroad ferry landing in 8 to 10 fathoms, muddy bottom. In south gales better anchorage is afforded closer inshore off the north end of Marrowstone Island or near the head of the bay in moderate depths, muddy bottom. Two **explosives anchorages** are in the bay. (See **33 CFR 110.1** and **110.230**, chapter 2, for limits and regulations.)

(44)

Pilotage, Puget Sound

(45) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the **Puget Sound Pilots** (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12, for detail.)

(46)

Towage

(47) Tugs are not available at Port Townsend, but may be obtained on advance notice from Port Angeles or Seattle through ships' agents.

(48)

Quarantine, customs, immigration, and agricultural quarantine

(49) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(50) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(51) Port Townsend is a **customs port of entry**.

(52) The graystone Custom House-Post Office Building, built in 1893, is conspicuous on the bluff overlooking the waterfront. This building was the customs headquarters for Puget Sound until 1913, when headquarters was moved to Seattle. Deep-draft vessels and tugs are inspected alongside the pulpmill wharf. Small craft report their arrival by telephone (800–562–5943).

(53) **Point Hudson Harbor**, just west of Point Hudson, is protected by jetties at the entrance. Transient berths, electricity, water, ice and a launching ramp are available. A customs office is also in the harbor.

(54) The terminus of the Port Townsend-Keystone ferry is 0.4 mile west-southwest of Point Hudson Harbor.

(55) **Port Townsend Boat Haven**, 1.1 miles southwest from Point Hudson, is operated by the Port of Port Townsend; the entrance is marked by lights. There is space for 475 commercial and recreational vessels. The marina in the basin can provide gasoline, diesel fuel, transient berths, water, ice, marine supplies, launching ramp, winter storage and pump-out facility. A full service boatyard adjacent to the marina has a 300-ton marine lift and can provide full repairs.

(56)

Supplies

(57) Gasoline and diesel are available at Port Townsend Boat Haven. Water, ice, groceries, marine supplies are available at these facilities and in the town.

(58)

Repairs

(59) Only minor above-the-waterline repairs can be made to large vessels. Travel lifts to 300 tons are available at Port Townsend Boat Haven; a 20-ton travel lift is at Point Hudson Harbor. Hull, engine, and electronic repairs can be made.

(60)

Communications

(61) A passenger and automobile ferry operates between Port Townsend and Keystone Harbor, just east of Admiralty Head, Whidbey Island. Another ferryboat operates between Port Townsend, Victoria, BC, Friday Harbor, and Seattle from late April through mid-October.

(62) **Glen Cove**, about 2.2 miles southwest of Point Hudson, is the site of the Port Townsend papermill, at the north end of the cove. The 480-foot-long pier has reported depths of 30 feet alongside and a deck height of 18 feet. A

private light and sound signal, on the seaward end of the pier, are maintained by the mill. A slight current may be encountered, and the use of an anchor is recommended in docking. Fuel oil tankers use the north side of the wharf; paper products are shipped from the south side. The large white building and tall stacks of the mill are prominent, as is the smoke.

(63) A floating security barrier, marked by private lights, surrounds a naval restricted area in the east part of the harbor off **Walan Point** on **Indian Island** (48°04'18"N., 122°44'47"W.). (See **334.1270**, chapter 2, for limits and regulations.)

(64) **Irondale**, on the west shore about 1.5 miles from the head of the bay, is the site of a former iron foundry. Shoal water extends up to 0.3 mile from the shoreline near the town.

(65) **Port Hadlock**, a village at the head of the harbor, has landings with depths of 10 and 12 feet. The Port of Port Townsend maintains a mooring float during the summer. Gasoline is available in the town. Submerged pilings are in the vicinity of the mooring float, and local knowledge is necessary to avoid them.

(66) A marina is 0.4 mile southwest of the north entrance to Port Townsend Canal and can provide gasoline, diesel fuel, transient berths, electricity, water and pump-out facility.

(67) **Port Townsend Canal**, a dredged passage giving access to Oak Bay to the southeast, is marked by lights and daybeacons at both ends. The canal is crossed by a fixed highway bridge with a clearance of 58 feet. Power cables nearby have clearances of 90 feet. (See **162.235**, chapter 2, for rules, regulations, and use of the canal.)

(68) Currents through the canal are strong at times, although there is no particular danger from them as the channel is wide and straight; there are, however, strong eddies at the south end on the ebb current.

(69) **Kilisut Harbor**, between Indian Island on the west and **Marrowstone Island** on the east, is a narrow inlet extending about 4 miles in a south-southeast direction. The entrance to Kilisut Harbor is 2.5 miles west-southwest of Marrowstone Point. The entrance channel is winding. In 1981, a reported depth of 5 feet was in the entrance channel. A submerged pile is north of the entrance in about 48°05'13"N., 122°44'24"W.; caution is advised when approaching Kilisut Harbor from N. **Fort Flagler State Park**is on the northeast side of the entrance channel. Two boat ramps and a small-craft float are at the park. Water is available. Inside the harbor is good anchorage in 4 to 5 fathoms. At the south end of the harbor the two islands are connected by an earth-filled causeway and narrow strip of beach. The village of **Nordland** is on the east side of **Mystery Bay**, a small shallow cove midway on the east side of Kilisut Harbor. A small-craft float is maintained in the cove by the Washington State Park System. Water and pump-out station are available. The short pier of an oyster company is just southeast of the State Park float. The head of the cove is used as a log dump. Caution should be exercised to avoid two concrete blocks located 20 to 30 feet off the east end of the State Park pier.

(70)

Charts 18441, 18471, 18477

(71) **Admiralty Inlet** extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the north entrance of Admiralty Inlet, extending west and northwest from Admiralty Head. (See **334.1210**, chapter 2, for limits and regulations.)

(72) **Admiralty Head**, 80 feet high, on Whidbey Island, is the east entrance point of Admiralty Inlet and the southeast extremity of a succession of light bare bluffs which extend north of Point Partridge, where they attain their highest elevation. About 0.5 mile north of Admiralty Head an abandoned lighthouse tower 39 feet high stands on top of a bluff.

(73) **Admiralty Bay**, east of Admiralty Head, is used only occasionally as an anchorage as it is exposed to southwest winds and has a hard bottom and strong currents.

(74) **Keystone Harbor** (see also chart 18464) is entered through a dredged channel just northeast of Admiralty Head. A state ferry landing is at the head of the harbor. This landing is the Whidbey Island terminus of the passenger and automobile ferry that operates to Port Townsend. A breakwater, marked by a light, protects the east side of the entrance. A private light on a concrete pile marks the west side of the entrance. A launching ramp is on the east side of the harbor.

(75) A tall, narrow, grayish green tank is prominent on **Lagoon Point,** 5.5 miles south-southeast of Admiralty Head. Dredged canals give access to private moorings.

(76) **Bush Point**, 8 miles south-southeast of Admiralty Head, is marked by a light at the end of a low sandspit. Back of the spit the land shows as a low timbered point from north or south. The flood current is reported to set strongly toward Bush Point. In 1983, Puget Sound Traffic Lane Separation Lighted Buoy SC, about 1.1 miles west of Bush Point, was reported to submerge during periods of strong currents. Tidal Current Charts for this area should be consulted. Several rocks lie nearly 0.2 mile offshore 1.1 miles southeast of Bush Point.

(77) **Oak Bay** is a cove on the west side of Admiralty Inlet, west of the south ends of Marrowstone and Indian Islands. A 1½-fathom shoal, marked by a light, extends south from Kinney Point.

(78) **Mutiny Bay**, between Bush Point and Double Bluff, affords temporary anchorage near the center in 10 to 20 fathoms. This anchorage is useful if overtaken by fog. The extremities are clay bluffs, and the center is low with extensive flats. Several sport fishing resorts are in the bay. Some have marine railways and can make minor repairs to outboard engines, and most have gasoline, water, and ice. Strong tide rips, at times dangerous for small craft, occur off Double Bluff, particularly on the ebb with strong northwest winds. There is frequently an eddy in Mutiny Bay; tidal current charts should be consulted.

(79) **Double Bluff**, marked by a light, consists of bare, white cliffs, 300 to 400 feet high on its southeast face, but much lower on its northwest face. A lighted buoy marks the extremity of the shoals 600 yards west of the bluff. The shoals are usually marked by kelp.

(80)

Chart 18477

(81) **Foulweather Bluff**, on the east side of the entrance to Hood Canal, is one of the most prominent cliffs in Puget Sound. The north face, which is bare, is 0.5 mile broad and consists of vertical, grayish sand and clay bluffs, 225 feet high, sloping off on the east side to a bluff 40 feet high, but on the Hood Canal side the point is steep and high. A marsh, enclosed by a sandspit and marked by a light, extends about 500 yards from the base of the bluff on the Hood Canal side. The top of the bluff is fir and underbrush. There are several boulders which bare within 100 yards north of the highest part of the bluff, and a shoal covered 2 to 18 feet extends 200 yards east from the extremity and in line with the face of the bluff. If overtaken by fog, a vessel can find temporary anchorage 0.5 mile north of Foulweather Bluff, in not less than 60 feet. A lighted bell buoy marks the shoal 0.4 mile north of the bluff.

(82) At times the tide rips north of and around Foulweather Bluff are sufficiently heavy to be dangerous to small craft and to break up log rafts. This is most dangerous when the ebb current from the main body of Puget Sound meets that of Hood Canal off the point, and particularly so with the ebb against a strong north or northwest wind.

(83) **Klas Rock**, 0.2 mile from the west shore and 0.7 mile south-southeast of **Olele Point**, marks the entrance to Mats Mats Bay to the west and to **Port Ludlow** to the south. It is of small extent and awash at high water. The rock, marked by kelp, is surrounded by deep water with depths up to 100 feet between it and the shore. Klas Rock is marked on the east side by a light.

(84) **Mats Mats Bay**, southwest of Klas Rock, is a small, nearly landlocked lagoon offering excellent protection from the wind to small craft. The entrance to the bay is about 100 yards wide at high water. A dredged channel, marked by a **261.3°** lighted range, buoys, and lights, leads from the entrance to the northeast corner of the bay. In 1977, the controlling depth in the entrance channel was 5 feet for a midwidth of 100 feet. Good anchorage may be had in the bay with general depths of 4 to 12 feet.

(85) A boat ramp and 200 feet of transient moorage, maintained by the Port of Port Townsend, are on the southeast side of the bay.

(86) The three **Colvos Rocks**, 0.7 mile south of Klas Rock and about 0.3 mile off the west shore, mark the north extremity of the bank covered by 7 to 28 feet which extends in an arc south to **Tala Point**. The northwest rock, 28 feet high and of small extent with deep water around it, is marked by a light. The southeast point of the shoal extending southeast from the rocks is also marked by a light. Tala Point is a bluff, wooded, and about 310 feet high. A light is about 200 yards northeast of the point.

(87) **Snake Rock** is 0.4 mile southwest of the west Colvos Rock and 300 yards offshore.

(88) The entrance to **Port Ludlow**, in the west part of Admiralty Inlet, is just west of Colvos Rocks on the west side at the entrance to Hood Canal. From the broad entrance the bay extends in a general south direction 2.5 miles, terminating in a basin 0.5 mile in diameter. The basin affords good anchorage in 40 to 50 feet, soft bottom; the shores are fairly steep.

(89) **Burner Point**, marked by a light, is on the north side of the entrance to the inner portion of the bay. A **speed limit** of 5 knots is enforced southerly of a line extending due east from Burner Point to the east shore.

(90) The town of **Port Ludlow**, once a major Puget Sound lumber port, is on the north shore of the inner portion of the bay. The former Port Ludlow townsite is now occupied by a housing development and resort of the same name. A series of exposed piles are on the northwest side of the inner bay. Several private small-craft floats are in the bay.

(91) A marina is on the north side of the bay and just west of Burner Point. The marina can provide transient berths, gasoline, diesel fuel, electricity, water and ice. The entrance to the fuel dock is reported to shoal on the right side at low tide.

(92) **The Twins** are two islands at the extreme southwest end of Port Ludlow. The small bay south of The Twins is sometimes used as an anchorage for small craft in rough weather. A reported depth of 10 feet is in the entrance to the bay between the islands.

(93) **Hansville**, about 2.5 miles east-southeast of Foulweather Bluff, is a small village with a general store. Berthage and dock facilities are not available.

(94) **Norwegian Point**, low and rounding, is about 0.2 mile northwest of Hansville. A conspicuous privately owned lighthouse, 210 feet above the water and built from plans of the original lighthouse at Mukilteo, is about 1 mile west of Hansville.

(95) **Point No Point**, on the west shore of the sound about 3.5 miles southeast of Foulweather Bluff, is a low sandspit. **Point No Point Light** (47°54'44"N., 122°31'37"W.), 27 feet above the water, is shown from a 20-foot white octagonal tower on the end of the point.

(96)

Chart 18441

(97) **Useless Bay**, indenting Whidbey Island east of Double Bluff, is open to the southwest. The shores are bluff, brush covered, and low with a marshy area surrounding the bay. The north and southeast sides of the bay are spotted with homes. At night, the lighted antenna about 2 miles northeast of the head of Useless Bay is prominent.

(98) **Scatchet Head** and **Possession Point**, at the south end of Whidbey Island, are both prominent, especially

from south; the white bluffs are visible for a considerable distance. A lighted bell buoy is 0.5 mile south of Possession Point. A fish haven is close west of the lighted bell buoy. Shoals extend 0.5 mile offshore immediately west of Scatchet Head and over 0.2 mile offshore from the head to Possession Point. A lighted gong buoy is about 0.5 mile off Scatchet Head. **Cultus Bay**, just west of Possession Point, is shoal; much of the bay bares at low water. A channel, marked by lights at the entrance, leads to a private mooring basin on the east side of the bay. The channel has a reported depth of 3 feet. A mooring float and launching ramp are just north of the mooring basin on the east side of the bay.

(99) Possession Sound and its tributaries are described later in this chapter.

(100)

Charts 18446, 18473

(101) **Apple Cove Point** is a low sandspit projecting 220 yards from the high, wooded land of the peninsula. The point is steep-to, but a shoal makes out nearly 0.5 mile southeast from it. Just off the point is a light. Heavy tide rips caused by strong northwest winds and a strong ebb current are encountered in the vicinity of the light.

(102) A microwave tower on the high ground about 0.6 mile southwest from Apple Cove Point Light, is prominent from offshore.

(103) **Appletree Cove** is the open bight on the west side of the sound about 1.5 miles south of Apple Cove Point. It affords anchorage in 30 to 60 feet inside the line of the entrance points, with some shelter from winds drawing in or out of the sound, but not from north and southeast.

(104) **Kingston**, a town on the north side of the cove, has a large, well-equipped small-craft basin, a 420-foot long fishing pier, and a pier with a ferry slip at its end. The ferry runs between Kingston and Edmonds. The basin is used by tugs, fishing boats and pleasure craft. The harbor is protected by a stone breakwater that extends about 340 yards southwest from the ferry pier; the end of the breakwater is marked by a light. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, surfaced launch ramp and marine supplies. The marina has space for 262 small-craft including about 49 transient berths.

(105) **Edwards Point** is a high, wooded point on the east side of Puget Sound 3.6 miles east-southeast of Apple Cove Point. It is a turning point for vessels running from Seattle north into Possession Sound and adjoining waters.

(106) **Edmonds** is an incorporated city 1 mile northeast of Edwards Point with a small boat basin and marina under the administration of the **Port of Edmonds**. The protected basin is entered from the northwest at about the midpoint of the marina; the entrance is marked by lights and a light is on the southwest corner. The reported depth is 9 feet alongside the piers. There are open and covered berths for about 600 craft up to 50 feet, including 20 transient moorings; berth assignments are made by the harbormaster. Services available include: electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and full repairs can be made. A 50-ton marine travel lift and 5-ton fork lift are also available at the marina. The marina monitors VHF-FM channel 69.

(107) Just north of the boat basin are a fish haven and fishing pier, the Edmonds and Kingston ferry landing, and a scuba diving area north of the landing. The fish haven is marked by private buoys near the boat basin breakwater north section; private buoys also mark the west side of the scuba diving area.

(108) A **037°01'-217°01' measured nautical mile** is on the shoreline 1 mile northeast of Edmonds. The front markers are on short metal poles atop the seawall which protects the railroad tracks; the rear markers are about 20 yards southeast of the front markers. The bluff is 60 feet high behind the northeast pair of markers and 12 feet high behind the southeast pair of markers. All four markers are white wooden triangular daymarks.

(109) **Point Wells** is a low, sandy point projecting 450 yards from the high land 1.5 miles south of Edwards Point on the east side of the sound. It is distinguished by prominent oil tanks. It is a water terminal and storage plant of Chevron USA, Inc. There are two wharves here, however, only the south wharf is in use. The wharf is 1,054 feet long and has a deck height of 21 feet. In 1983, reported depths of 40 to 70 feet were alongside. A conveyor serving this wharf is used for outloading drummed petroleum products. Barges are loaded on the inside of both the north and south extensions of the wharf.

(110) The current at Point Wells is unpredictable being inconsistent for similar tidal conditions; however, a vessel making a port landing on a flood tide may expect to be set off the pier. The use of an anchor is recommended when docking in high wind. The Manager of the Marine Department of Chevron USA, Inc. prefers that vessels not be docked without the use of tugs when conditions are such that damage might be done to the wharf. Deep-draft vessels approaching the wharf for a starboard landing during a flood tide must guard against being set on to the shoal south of the wharf.

(111) **Richmond Beach** is a community on the east shore just south of Point Wells. A tall, charted radio tower (KCIS), marked by aircraft warning lights, is about 1.5 miles inshore from Richmond Beach; it is an excellent landmark, especially at night. A fish haven is off the mouth of **Boeing Creek**, about 1.9 miles south of Point Wells.

(112)

Charts 18446, 18449

(113) **Bainbridge Island**, 9 miles long and heavily wooded, forms part of the west shore of Puget Sound. There are several towns on the island.

(114) **Port Madison** indents the west shore between the north end of Bainbridge Island and **Point Jefferson**. It is about 2.5 miles long and very deep; not until within 0.5

mile of the beach can anchorage be found in 90 to 100 feet, sticky bottom. Its southwest part connects with Port Orchard through Agate Passage.

(115) The north shore is formed by broken white bluffs, with low beaches between, and bordered by sand and shingle beaches that bare in some cases as much a 0.2 mile offshore. **Indianola**, a village on the north shore, has a long pier. The water east of the end of the pier is shoal. The bluffs on the west shore are moderately low; the buildings of the small town of **Suquamish** near the entrance to Agate Pass are prominent.

(116) **Miller Bay**, in the northwest part of Port Madison, is used by shallow-draft pleasure craft. The channel should not be used at low tide because of the very irregular bottom. In 2002, the reported depth in the channel along the docks at the south end of the bay was 5 feet.

(117) **Point Monroe**, the south point at the entrance of Port Madison, is a low, narrow sandspit, curving west and south. A small cove is between the sandspit and the shore to the south. The entrance dries at low water.

(118) The south shore of Port Madison is composed of broken bluffs, except where it is indented by the narrow arm extending 1 mile south. The entrance to this narrow arm is 0.7 mile west of Point Monroe.The town of **Port Madison**, has many private piers but no fueling facilities. The narrow channel through the arm has a least depth of 16 feet, and local knowledge is necessary to keep in the best water. Two submerged rocks, covered 7 feet and marked by a daybeacon (47°41'51"N., 122°32'08"W.), about 220 yards south-southwest of **Treasure Island**; caution should be exercised. An old ballast dump, nearly bare at low water, is 75 yards offshore 400 yards in from the east entrance point. Care should be taken to avoid the cluster of covered rocks 100 yards off the east entrance point. Sheltered anchorage for small craft may be had in up to 21 feet, mud bottom.

(119) **Meadow Point**, on the east side of Puget Sound nearly opposite Point Monroe, is a low, grassy point, with a high tree and brush-covered bluff behind it. A lighted buoy is about 0.2 mile northwest of the point.

(120) **Murden Cove** is an open bight on the west side of the sound about 3.5 miles south of Point Monroe. An extensive flat which bares extends almost 0.5 mile from the head of the cove, and outside of it the depth increases rapidly. **Skiff Point**, the north entrance point, has low yellow bluffs to the south. A shoal, covered by kelp, extends about 250 yards from the point; this shoal is reported to be building out and should be given a wide berth. **Yeomalt Point,** the south entrance point, is a low, grassy sandspit, 150 yards wide, rising gradually to the general level of the high land. The radio towers about 0.9 mile southwest of Skiff Point are prominent from offshore.

(121) **Wing Point**, on the north side of the entrance to Eagle Harbor, is a narrow, bluff point 30 feet high, covered with trees to the edge. A flag pole is prominent on the point. A reef extends south-southeast for 0.5 mile from Wing Point and is generally marked by kelp. The south extremity of the reef is marked by a buoy. **Tyee Shoal**, 0.7 mile south-southeast of Wing Point, with a least depth of 14 feet, is marked by a light.

(122) Foul ground extends as much as 500 yards off the south point at the entrance; a light and buoy mark its outer limits.

(123) **Eagle Harbor** indents the east shore of Bainbridge Island opposite Elliott Bay. It is 2 miles long and affords excellent anchorage in 30 to 39 feet, muddy bottom. It narrows at the head to 300 yards.

(124) The entrance is deep, but caution is necessary in entering because the natural channel is only 200 yards wide between the reef south of Wing Point and the spit on the west side of the channel entrance. The channel is marked by lights and buoys. A wreck covered 18 feet is at 47°37'09"N., 122°31'11"W.

(125) **Winslow** is the largest town on Bainbridge Island. It is on the north shore of Eagle Harbor, and is a major ferry port on the cross-sound routes to and from downtown Seattle. About 0.2 mile west of the ferry slip is a large building and two piers which are used by the Washington State Ferry System for ferry mooring and maintenance. About 0.3 mile West of the ferry slip is a city park with a float that offers 48-hour free moorage. Immediately west of the float is a launching ramp.

(126) There are several marinas located on the shores of Eagle Harbor. Numerous small-craft are anchored in the upper half of Eagle Harbor.

(127) **Creosote**, a low flat extending 350 yards inland, then raising abruptly to over 200 feet, is on the south side of the entrance to Eagle Harbor. Two lights and a buoy mark shoals to the northwest and east. **Eagledale**, is a small town with three marinas, on the south shore about 0.5 mile west of Creosote.

(128) **Blakely Rock**, the highest of four rocks, is prominent in approaching Blakely Harbor; it is 0.7 mile north of Restoration Point and at high water shows about 15 feet at its highest point. It is 300 yards long, with shoal water, well marked by kelp, extending over 250 yards north. A light is on the south side of the rock.

(129) **Blakely Harbor** is a small inlet on the east shore of Bainbridge Island near its south end. It is 1 mile long. Depths range from 145 feet at the entrance to 25 feet near the head. The usual anchorage is near the entrance in 54 to 96 feet, sticky bottom, slightly favoring the south shore. There are many old pilings and dolphins in the shoal waters near the shores. There are no usable wharves in Blakely Harbor.

(130) **Restoration Point** is flat and about 10 feet high for 300 yards from the shore, then it rises abruptly to a wooded knoll about 100 feet high, on which a flagpole and a number of large buildings are prominent. **Decatur Reef**, partly bare, extends 300 yards east of Restoration Point. The outer end of the reef is marked by a lighted buoy.

(131)

Charts 18449, 18446, 18447, 18474

(132) **Shilshole Bay** is between Meadow Point and West Point. It is an open bight from which the Lake Washington Ship Canal is entered, and is the site of the largest marina in the Seattle area. Clay cliffs extend for about 0.5 mile south of the canal entrance. Golden Gardens Park, Seattle Department of Parks and Recreation is north of the marina and extends up to and includes Meadow Point.

(133) **Shilshole Bay Marina**, the small-craft basin just northj of the canal entrance, is administered by the Port of Seattle. A 4,400-foot breakwater, marked at each end by a light, protects the basin on its west side. There is one entrance at the north end and one at the and south end. There are berths at the concrete floats for 1,400 craft to 250 feet long, including a guest pier and transient berths. The marina can provide electricity, gasoline, bio-diesel (#1 and #2), diesel fuel, water, ice, marine supplies, and a pump-out station at the 600-foot pier at the midpoint of the basin. Two 3-ton hoists are at the south end, and one 3-ton and one 4-ton hoists are at the North end of the basin. A 55-ton marine travel lift, for haul-out, is available at the boatyard at the south end of the basin. Dry storage is available for 82 boats on movable trailers at the north end of the marina. A boat launching ramp is located immediately north of the marina in Golden Gardens Park. The marina can be contacted on VHF-FM channel 17.

(134) **West Point**, at the north entrance to Elliott Bay, is a low, sandy point which rises abruptly to an elevation of over 300 feet 0.5 mile from its tip. The edge of the shoal extending west-southwest from the point is marked by a lighted buoy. **West Point Light** (47°39'43"N., 122°26'09"W.), 27 feet above the water, is shown from a 30-foot white octagonal tower attached to a building on the end of the point; a mariner radio activated sound signal is at the station, initiated by keying the microphone five times on VHF-FM channel 81A. Prominent in the area are the sump tanks of a sewage treatment plant about 0.1 mile east of the light, a VTS antenna tower between the plant and the light, and a large white dome about 1 mile east-southeast of the light.

(135) **Alki Point**, at the south entrance to Elliott Bay, is low with a small prominent wooded knoll about 80 feet high immediately back of it. East of the knoll, lowland extends for nearly 0.4 mile before rising to the high land extending south from Duwamish Head. **Alki Point Light** (47°34'35"N., 122°25'14"W.), 39 feet above the water, is shown from a 45-foot white octagonal tower attached to a building on the end of the point.

(136) **Elliott Bay** indents the east shore of Puget Sound just north of Duwamish Head. The entrance is between West Point on the north and Alki Point 5 miles south. The bay proper, lying east of a line between Magnolia Bluff and Duwamish Head, has a width of about 2 miles and extends southeast for nearly the same distance. The bay is deep throughout most of its area.

(137) **Magnolia Bluff**, largely bare, light-colored, and rising in places to nearly 300 feet, extends along the north shore from West Point to Smith Cove. **Fourmile Rock** is 60 yards offshore, 1.7 miles south-southeast of West Point Light. A light is on the rock. A wreck, covered 56 feet, is about 0.5 mile west of Magnolia Bluff in about 47°38'25"N., 122°25'35"W.

(138) Elliott Bay Marina is located just west of Smith Cove (Pier 91) below Magnolia Bluff. A 2,700-foot breakwater, marked by private lights, protects the basin on its south side. The basin has entrances on the east and west ends and has a reported depth 23 feet in the approach with a depth of 10 feet alongside the berths. The marina can accommodate 1,200 vessels up to 200 feet long, including 20 transient berths; larger vessel moorage is at the east pier. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, engine and electrical repair. A yacht chartering firm is on site. VHF-FM channel 78A is monitored and a heliport is located at the center of the breakwater. No commercial vessels, commercial work or major boat repairs are allowed.

(139) **Duwamish Head**, 1.8 miles northeast of Alki Point and rising to over 260 feet from the point, bounds Elliott Bay to the south. The bluff is tree covered, but is interspersed with houses. The lights of the houses along the beach and on the bluff are conspicuous at night. A shoal, extending over 0.2 mile north of the point, is marked by **Duwamish Head Light.**

(140)

Chart 18450

(141) **Seattle**, the largest and most important city in the Northwest and one of the major ports of the Pacific Coast, extends as a densely populated greater metropolitan area from Everett, the city to its north, almost to Tacoma, the major city to the south, and east beyond the limits of Lake Washington and its shores. Seattle has many modern, fully equipped ocean terminals, excellent transportation facilities, several large shipyards, and numerous large marine supply houses.

(142) Much of Seattle's shipping is in the Pacific Rim trade, and the city is a major industrial center. Seattle handles most of the waterborne commerce to Alaska Ports, and is the terminus of several shipping lines operating to Alaska as well as other parts of the world. Almost 22 per cent of Seattle's commerce is in the foreign trade, with British Columbia, Japan, Asia, and Europe forming the cornerstone of the overseas commerce. Principal exports are grain and grain mill products, logs, petroleum products, food and vegetable products, lumber, waste and scrap, chemicals, cement, wood chips and fuel wood, fabricated metal products, and sulfur. The principal imports are logs, lumber, sand and gravel, iron and steel, petroleum products, newsprint, bananas, cement, canned fish and shellfish, limestone, machinery, pulp and paper, asphalt and tar, radio and TV products, and clay.

(154)

(143) The **Port of Seattle** includes an outer and inner harbor. The outer saltwater harbor includes Elliott Bay; East, West, and Duwamish Waterways; Shilshole Bay, and the portions of Puget Sound adjacent to Ballard on the north and West Seattle to the south of the entrance of Elliott Bay. Seattle's freshwater inner harbor consists of Lakes Union and Washington, which are connected with each other and with Puget Sound by the Lake Washington Ship Canal. Most of the waterfront facilities of the inner harbor are privately owned.

(144) Of the nearly 60 piers and terminals in the outer harbor, the Port of Seattle owns more than 25, operating three and leasing out the others. These properties include 10 general cargo handling facilities and 1 major container handling terminal. The port also has four fully developed marine terminals, and a fifth in the construction phase, on the Duwamish Waterway south of Harbor Island in the Lower Duwamish Development District, a project which provides lease-sites for terminal facilities and water-oriented industries. The Port of Seattle also operates Seattle-Tacoma International Airport, which is located about midway between Seattle and Tacoma.

(145) Although there are several deep-draft terminals on Elliott Bay, many of the piers and wharves are used by fisheries, ferry and tour boat operators and for entertainment facilities.

(146) **East Waterway** is separated from West Waterway by **Harbor Island**. Several important terminals are on the waterway. Most of the north side of Harbor Island is occupied by the piers and drydocks of a shipyard. A private light, shown from the northeast corner of Terminal 18, marks the west side of the entrance to East Waterway.

(147) **Note:** Vessels are cautioned against anchoring in the vicinity of pipeline and cable areas shown on the charts.

(148) Most of the east side of **West Waterway** and the area west of the entrance are occupied by the facilities of two large shipyards. The southwest side of the waterway is the site of the Port of Seattle's Terminal 5, which receives considerable deep-draft traffic. Several other wharves on the waterway also receive deep-draft vessels. (See **33 CFR 207.750**, chapter 2, for regulations.)

(149) **Duwamish Waterway**, extending south from West Waterway, is fronted by factories and industrial plants for more than 4 miles. A number of log rafts are often anchored along the waterway around Kellogg Island and south of the 1st Avenue South Bridge.

(150)

Prominent features

(151) In clear weather the skyline of Seattle itself is unmistakable. From north to south the conspicuous features are: the *Space Needle*, a legacy from the 1962 World Fair; the red lighted letter *east* sign at pier 67; the 175-foot Seattle Great Wheel at the end of Pier 57; the Columbia Center building, distinguishable from other skyscrapers by its greater height.

(152)

Channels

(153) Depths of 34 feet or more are available to the Seattle waterfront in Elliott Bay. A **Federal project** provides for a depth of 34 feet in East and West Waterways. (See latest edition of charts for depths in East and West Waterways.) The project for Duwamish Waterway provides for a 30-foot channel from the south end of West Waterway to the 1st Avenue South Bridge, thence 20 feet for about 0.65 mile to 8th Avenue South, thence 15 feet to a point about 1.2 miles south of the 14th Avenue South Bridge, the end of the project. (See Notice to Mariners and latest editions of charts for controlling depths.)

(155)

Anchorages

(156) Four general anchorages are in Elliott Bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

(157)

Regulated Navigation Areas

(158) A **security zone** has been established at Pier 36 in Elliott Bay. (See **33 CFR 165.1 through 165.9, 165.30, 165.33, and 165.1334**, chapter 2, for limits and regulations.)

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

(160) A regulated navigation area is in Slip 4 just off Duwamish Waterway. (See **33 CFR 165.1338**, chapter 2 for limits and regulations.)

(161)

Bridges

(162) There are no bridges over the Seattle waterfront in Elliott Bay, and none over East and West Waterways. The 4.5-mile-long Duwamish Waterway is crossed at Mile 0.2 by the southwest Spokane Street swing bridge, with a clearance of 44 feet (55 feet at center); thence a fixed bridge with a clearance of 140 feet just above the swing bridge; thence at Mile 0.3, the Burlington Northern Railroad bascule bridge with a clearance of 7 feet; thence at Mile 2.1, the lst Avenue south dual bascule bridges with a clearance of 22 feet (32 feet at the central 100 feet); thence at Mile 3.3, the 16th Avenue south bascule bridge with a clearance of 21 feet (34 feet at center.) (See **33 CFR117.1 through 117.59 and 117.1041**, chapter 2, for drawbridge regulations.) The power cables in the waterway have a least clearance of 90 feet (at Mile 3.5.)

(163)

Currents

(164) As a rule, the tidal **currents** in the harbor have little velocity. At times, however, with a falling tide an appreciable current will be found setting northwest along the waterfront. (See Tidal Current Charts for Puget Sound, Northern Part.)

(165)

Weather, Seattle

(166) Seattle is on a hilly stretch of land overlooking the salt-waters of Puget Sound to the west, and in an east direction, the waters of Lake Washington, an 18-mile-long (33 km) freshwater lake. The Lake Washington shoreline roughly parallels that of Puget Sound at distances varying from about 2.5 to 6 miles (5 to 11 km). Hills rise rather abruptly from both shorelines and reach elevations of more than 300 feet (92 m) in the central sections and more than 500 feet (153 m) in the extreme Northern and the Southwestern sections. The general north-south trend of the city is paralleled on the east by the Cascade Mountains, while to the west and northwest, at somewhat greater distance, the Olympic Mountains rise abruptly. The main commercial section of the city is along the east shore of Elliott Bay, an indentation in the Puget Sound shoreline.

(167) The climate is mild and moderately moist due to the prevailing west air currents, which advance inland from the Pacific Ocean, and to the shielding effects of the Cascade Mountains, which serve to exclude and deflect the cold continental air toward the east. Although the city is 90 miles distant from the ocean at the nearest point, the marine air penetrates readily inland, an effect that is aided by the extensive water surface of Puget Sound. The prevailing west air currents cross vast reaches of ocean, acquiring much water vapor and a temperature near that of the sea. This effect is received from the general currents of the ocean rather than from the Japanese Current which curves far north into Alaskan waters. As a result of the rather steady influx of marine air, winters are comparatively warm and summers cool. Extremes of heat or cold are moderate and usually of short duration, and the daily range in temperature small.

(168) The warmest summer and the coldest winter days come with north to east winds which have traveled under land influences from British Columbia or eastern Washington. In the summer, the number of days having maximum temperatures of 90°F (32.2°C) or above averages less than three but these extreme temperatures have occurred in each month between May and September. Only once during the entire period of record has the temperature reached 100°F (37.8°C, July 1994). The average annual temperature is 52°F (11.1°C) with an average maximum of 59°F (15°C) and an average minimum of 44°F (6.7°C). Nighttime temperatures during the warmest months usually reach comfortable levels, and very seldom remain about 65°F (18.3°C). During the winter, daily maximum temperatures fail to rise above the freezing point (0°C) on an average of only about two days per year, while the number of days having minimum temperatures of 32°F (0°C) or below averages only 15 per year. However, each month, October through May, has recorded sub-freezing temperatures and single-digit temperatures have been recorded in each month from November through February. An extreme low temperature of 0°F (-17.8°C) was recorded in January 1950. In general, temperatures

may vary by several degrees at any one time throughout the city, depending on wind direction, distance from shoreline, and elevation.

(169) The normal precipitation of 38 inches (965 mm) is moderate compared with many points along the north Pacific Coast. Primarily this is due to the location of the city, which lies in the lee or dry side of the Olympic Mountains. The west or windward slopes of these mountains cause the moist marine winds to rise to cooler levels with heavy precipitation on the seaward slopes and diminished amounts east of the summits. A winter seasonal wet period along the Pacific Coast coincides with and is caused by the Aleutian Low. In summer this low pressure recedes north with higher pressures off the coast and results eventually in clear weather, rising temperatures, and decreased humidities. The area has, therefore, a pronounced but not sharply defined wet season extending usually from October through April, a period in which about 82 percent of the total precipitation occurs, and a dry season, May through September, with 18 percent. Excessive precipitation is rare and the 24-hour extreme precipitation event is only 3.41 inches (86.6 mm), but in the wet season the continuance of light or moderate amounts is rather persistent. The average winter snowfall totals about 12 inches (305 mm), and snow seldom remains on the ground for more than 1 or 2 days at a time. Maximum recorded snow depths have ranged from as little as a trace in several instances to over 21 inches (533 mm). The occurrence of light fog is most frequent during late fall and winter where, on average, 19 days report fog during the October through January period. Thunderstorms average about eight per year, lightning damage is very infrequent, and tornadoes have never been reported in the city.

(170) The National Weather Service maintains an office in Seattle. **Barometers** may be compared there or by telephone. (See Appendix A for address.)

(171) (See Appendix B for **Seattle climatological table.)**

(172)

Routes

(173) Vessels bound for the Strait of Georgia from Seattle can use the following routes: **via Rosario Strait**–an approximate midchannel course using the vessel traffic system outbound lane (see the beginning of chapter 12 for Traffic Separation Scheme information), through Puget Sound and Admiralty Inlet to the precautionary area north of Point Wilson, thence east of Partridge Bank, Smith Island, and Davidson Rock to the precautionary area at the south end of Rosario Strait, thence north passing east of Belle Rock, Lydia Shoal, and Peapod Rocks, thence leaving the vessel traffic system lanes at the precautionary area just north of Clark Island, and proceeding into the Strait of Georgia either north or south of Alden Bank; **via Haro Strait**–from Admiralty Inlet using the vessel traffic system outbound lane to the precautionary area north of Point Wilson, thence west of Partridge Bank leaving the vessel traffic system lanes at the precautionary area just southeast of Hein Bank, thence through Haro Strait and Boundary Pass to the Strait of Georgia.

(174) These routes are available for vessels of any draft. A range should be steered where available to ensure making the courses good.

(175) Between Admiralty Inlet and the entrance to Rosario Strait, the current on the flood has a tendency to set a vessel east toward Whidbey Island; it also sets strongly through Deception Pass and up Rosario Strait. There is a strong west set in this area on the ebb tide. Through Rosario Strait the currents run with considerable velocity. Heavy tide rips and swirls are found off Black Rock, Obstruction Pass, Peapod Rocks, and Lawrence Point.

(176) In crossing from Admiralty Inlet to the entrance of Haro Strait, the tidal currents setting to and from Rosario Strait and San Juan Channel, with estimated velocities of 2 to 3 knots, should be kept in mind. From Henry Island to around Turn Point, heavy tide rips are found on the ebb. Particularly heavy and dangerous tide rips occur on the ebb between East Point and Patos Island and for 2 miles north in the Strait of Georgia. The flood from Rosario Strait, which is felt as soon as the passage between Orcas and Sucia Islands is open, is apt to set a vessel toward East Point. The ebb in this vicinity sets to the east even before the Strait of Georgia is well open.

(177)

Pilotage, Seattle

(178) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12, for detail.)

(179)

Towage

(180) Tugs up to 5,000 hp are available in Seattle. Arrangements should be made in advance through ship's agent.

(181)

Quarantine, customs, immigration, and agricultural quarantine

(182) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(183) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The quarantine anchorage is just north of Harbor Island.

(184) Seattle is a **customs port of entry**.

(185)

Coast Guard

(186) The Thirteenth Coast Guard District Office and Sector Puget Sound is located in the Federal Building in downtown Seattle. (See Appendix A for addresses.) The Coast Guard moors vessels at the Pier 36 Slip (47°35'24"N., 122°20'31"W.)

(191)

Facilities in the Port of Seattle

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Facilities on Elliott Bay							
Port of Seattle Terminal 91, Pier 91	47°37'35"N., 122°22'58"W.	2,495 (W side) 1,875 (E side) 357 (face)	16-30	18	• Open storage (45 acres) • Cold storage (4.5 million feet³)	Receipt of general cargo, automobiles, and seafood **(Note 3)**	Port of Seattle
Port of Seattle Terminal 91, Pier 90	47°37'35"N., 122°22'48"W.	1,875 (W side) 2,222 (E side) 295 (face)	22-30	18	• Covered storage (138,000 sq. feet) • Tank storage (198,000 barrels)	Receipt and shipment of fruit and petroleum products **(Note 3)**	Port of Seattle
Louis Dreyfus Corp. Terminal 86	47°37'24"N., 122°22'12"W.	1,400	70	20	• Grain elevator (4.2 million bushels) • Vessel loading spouts • Belt conveyors	Shipment of grain	Port of Seattle/ Louis Dreyfus Corp.
Total Terminals Terminal 46	47°35'48"N., 122°20'28"W.	1,874	39-43	18.5	• Open storage (70 acres) • Gantry cranes (40 tons)	Receipt and shipment of general cargo	Port of Seattle/ Total Terminals, Inc.
SSA Terminals Terminal 37	47°37'32"N., 122°20'33"W.	850	50	18.5 / 21	• Open storage (12 acres) • Lifts (15 tons)	Receipt and shipment of general cargo and steel products	Port of Seattle/ SSA Terminals, Inc.
Rainier Petroleum Corp. Equilon Enterprises	47°35'20"N., 122°21'12"W.	460 (W side) 460 (E side)	35-40	19	Tank storage (550,000 barrels)	Receipt and shipment of petroleum products	ExxonMobil Corp./ Rainier Petroleum and Equilon Enterprises, LLC
Facilities on East Waterway							
SSA Terminals Terminal 18 (Berths 1 to 5)	47°35'20"N., 122°21'12"W.	6,000	49	17	• Open storage (196 acres) • Tank storage (850,000 barrels) • Traveling cranes (50 tons)	Receipt and shipment of general cargo and Petroleum products	Port of Seattle/ SSA Terminals and Kinder Morgan Energy Partners
Trans Pacific Container Service Corp. Terminal 30	47°34'49"N., 122°20'35"W.	1,812	40–44	18.5	• Open storage (45 acres) • Container cranes (50 tons)	Receipt and shipment of general cargo	Port of Seattle/ Trans Pacific Container Service Corp.
SSA Terminals Terminal 25	47°34'32"N., 122°20'35"W.	1,580	42-44	18.5	• Open storage (37 acres) • Container cranes (40 tons)	Receipt and shipment of general cargo	Port of Seattle/ SSA Terminals
Facilities on West Waterway							
BP Oil Company Seattle Terminal (Pier 11)	47°34'57"N., 122°21'30"W.	460	32	20	Tank storage (617,800 barrels)	Receipt and shipment of petroleum products	BP Oil Company
American President Lines Terminal 5 Wharf	47°34'37"N., 122°21'41"W.	2,900	45-50 **(Note 1)**	19	• Open storage (130 acres) • Container cranes (50 ton)	Receipt and shipment of general cargo	Port of Seattle/ American President Lines
Pacific Terminals East and West Wharves	47°34'25"N., 122°21'35"W.	670	15	19	Covered storage	Receipt and occasional shipment of lumber; receipt of wood pulp and paper products **(Note 2)**	Puget Sound Freight Lines/Pacific Terminals, Ltd.
Facilities on Duwamish Waterway							
Ash Grove Cement Co. North Wharf	47°34'06"N., 122°20'44"W.	600	25	20	• Silo storage (54,500 tons) • Pneumatic pipelines	Occasional shipment of bulk cement	Ash Grove Cement Co.
Ash Grove Cement Co. South Wharf	47°34'03"N., 122°20'45"W.	360	25	20	• Open storage • Silo storage	Receipt of coal, gypsum, gravel, and limestone	Ash Grove Cement Co.
Birmingham Steel Corp. Terminal 105	47°33'54"N., 122°20'56"W.	660	40	17	Open storage (3.7 acres)	Receipt of scrap metal by barge	Port of Seattle/ Birmingham Steel Corp.
Lafarge Corporation Cement Wharf	47°33'19"N., 122°20'42"W.	645	32	25	Silo storage (68,250 tons)	Receipt and shipment of bulk cement	Lafarge Corp.
Lafarge Corporation Raw Materials Wharf	47°33'14"N., 122°20'35"W.	1,100	30	20	• Open storage (50,000 tons) • One traveling crane	Receipt of limestone, shale, coal, and slag	Lafarge Corp.
Glacier Northwest West Terminal Wharf	47°32'56"N., 122°20'25"W.	467	34	20	• Silo storage (50,000 tons) • Traveling cement unloader	Receipt of bulk cement	Glacier Northwest
Glacier Northwest Slip No. 2 Wharf	47°32'49"N., 122°20'16"W.	325	16–17	15	• Open storage (13,000 tons) • Belt conveyor system	Receipt of sand and gravel	Glacier Northwest

Facilities in the Port of Seattle

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
International Terminal Co. Terminal 115	47°32'54"N., 122°20'24"W.	925	30	20	• Open storage (6.4 acres) • One 50-ton gantry crane	Receipt and shipment of general cargo and forest products; receipt of steel products	Port of Seattle/ various operators
Northland Services 8th Avenue Terminal Wharf	47°32'05"N., 122°19'16"W.	1,035	13–15	18	• Open storage (20 acres) • Cranes to 150 tons	Receipt and shipment of general cargo	Crowley Marine Services/ Northland Services Inc.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

Note 1 – Mariners are advised to use caution when using this wharf as the South Berth shallows rapidly from the 250-foot mark to the end of the pier.
Note 2 – Two tugs are recommended when docking at East Wharf.
Note 3 – Safety and Security Zone, See **33 CFR §165.1324**, chapter 2, for limits and regulations.

(187)

Harbor regulations

(188) Harbor regulations are enforced by the Harbor Patrol Unit of the Seattle Police Department. The unit has two patrol boats to aid in the enforcement of the city ordinance prohibiting unlawful destruction by excessive speeds, disorderly behavior, or unsafe seamanship. They maintain constant radio contact with each other and the police "land cruisers" on 24-hour patrol. The police patrol all waters of the harbor.

(189)

Wharves

(190) The Port of Seattle has numerous piers and wharves on both the outer harbor (Elliot Bay, East, West, and Duwamish Waterways) and the inner harbor (Lake Washington Ship Canal, Lake Union, and Lake Washington.) Of the facilities listed in the table, nearly half are owned by the Port of Seattle and leased to private operators, including eight large general cargo facilities, a grain elevator, and a large terminal for handling automobiles. Most of the facilities in the inner harbor are privately owned and handle barge traffic almost exclusively. Only the major deep-draft facilities are listed. The alongside depths given in the table are reported—for information on the latest depths contact the port authorities or the private operators.

(192) All facilities described have direct highway connections and most have plant trackage with direct railroad connections. Water is available at most of the wharves, but electrical shore power connections are available at less than half of the wharves. General cargo at the port is usually handled by ships' tackle. Mechanical handling equipment, if available, is mentioned in the table. Shore-based hoisting equipment with capacities up to 200 tons and floating cranes with capacities to 400 tons are available to the public at Port of Seattle.

(193)

Supplies

(194) Marine supplies of all kinds are available in Seattle. Bunker fuel, diesel oil, and lubricants are available. Large vessels can be bunkered at Pier 91, Pier 15 (Rainer Petroleum Corp. and Equilon Enterprises) and at Pier 11 (BP Oil Co.). Bunkering may be done at other berths by tank barges. Water is available at most berths. North of Seattle, vessels may bunker at Point Wells or Edwards Point.

(195)

Repairs

(196) There are two large shipyards in the Seattle area, both on Harbor Island at the south end of Elliott Bay. The largest floating drydock, at a shipyard just east of the entrance to West Waterway, has a capacity of 40,000 tons, an overall length of 873 feet, a minimum clear inside width of 137 feet and a depth over the keel blocks of 30 feet. Gantry cranes to 150-ton capacity are available at the yard. Another shipyard, at the northwest end of Harbor Island, has a drydock which is only slightly smaller. Smaller shipyards are on the Duwamish River and on Lake Union, in the inner harbor. There are larger drydocks at the Puget Sound Naval Shipyard in Bremerton, available for private use under certain conditions when not required by the Government.

(197)

Small-craft facilities

(198) In addition to the large Shilshole Bay Marina, mentioned earlier in this chapter, numerous small-craft facilities line the shores of Lake Union, Lake Washington, Lake Washington Ship Canal, Elliott Bay, and Duwamish Waterway.

(199)

Ferries

(200) **Washington State Ferries** operates three ferry slips at the **Colman Ferry Terminal (Pier 52)** in about 47°36'09"N., 122°20'22"W. Ferries operate between Seattle/Winslow and Seattle/Bremerton 24 hours a day. For information on routes or schedules, visit: *wsdot.wa.gov/ferries* or call 206–464–6400.

(201)

Communications

(202) Ferry service for passengers and automobiles is available to many points on Puget Sound. Seattle is served by two important railroads, and by many steamship and towing companies. Many airlines have passenger and

(205)

Lake Washington Ship Canal, Washington
Image courtesy U.S. Army Corps of Engineers

freight service to Seattle-Tacoma International Airport. Seattle is the major port for Alaska commerce, by both water and air carriers.

(203)

Chart 18447

(204) **Lake Washington Ship Canal** extends from Puget Sound through Shilshole Bay, Salmon Bay, Lake Union, Portage Bay, and Union Bay to deep water in Lake Washington. The canal is the only entrance from Puget Sound to Lake Union and Lake Washington and is highly trafficked by recreational boats, fishing vessels, and commercial vessels. **Federal project** depth through the canal is 30 feet, which is generally maintained. (See Notice to Mariners and latest editions of charts for controlling depths.) The entrance to Lake Washington Ship Canal is marked by lighted buoys.

(206) A **speed limit** of 4 knots is enforced within the guide piers of the Hiram M. Chittenden Locks. A **speed limit** of 7 knots is enforced elsewhere in the Lake Washington Ship Canal, except in an area marked by four private buoys in the north part of Lake Union.

(207) The **Hiram M. Chittenden Locks**,a government owned and operated double lock, and a fixed dam are at the narrows of the entrance to Salmon Bay, 1.2 miles in from the sound. The large lock, a two-chamber structure, has a clear length of 760 feet, width of 80 feet, lift of 26 feet, and depth over the lower miter sill of 29 feet. The small lock has a clear length of 123 feet, width of 28 feet, lift of 26 feet, and depth over the lower sill of 16 feet. Passage time is less than 30 minutes for large vessels and 5 to 10 minutes for small vessels. The lock tenders monitor VHF-FM channel 13, and can be contacted at 206–783–7000 for additional information.

(208) A saltwater barrier extends across the east end of the east chamber of the large lock to reduce the intrusion of saltwater into Lake Washington and to conserve water. (See **207.750**, chapter 2, for navigation regulations for Lake Washington Ship Canal, the Hiram M. Chittenden Locks, and the saltwater barrier.)

(209)

Depths

(210) Depths above Hiram M. Chittenden Locks are referred to low water of the lakes which is 20 feet above the plane of mean lower low water of Puget Sound.

(211)

Heights

(212) Vertical clearances above Hiram M. Chittenden Locks are referred to the mean water level of the lakes, which is 21 feet above mean lower low water of Puget Sound.

(213) **Salmon Bay** extends for about 0.8 mile from the east end of the locks to the Ballard (15th Avenue) Bridge.

There are numerous piers and floats with extensive small-craft facilities on the bay. Fishermen's Terminal, operated by the Port of Seattle, is immediately west of the Ballard Bridge. The terminal is the home port of a large commercial fishing fleet. Depths of 14 to 28 feet are alongside the piers. There are 700 berths for craft 27 to 176 feet long. Complete facilities for fishing boats are available at the 54-acre terminal, including electricity, gasoline, diesel fuel, water, net repair yards, and all types of marine supplies. Marine railways at the terminal can handle craft to 300 tons for complete repairs. A travel lift to 46 feet is also available at the terminal.

(214) From Salmon Bay the canal leads southeast to **Lake Union**, which is about 1 mile long in a north-south direction and about 0.5 mile wide. Depths in the lake range generally from 37 to 41 feet. There is an 11-foot shoal about 200 yards offshore from the southwest end of the lake; it is marked by a buoy. Four private buoys in the north part of Lake Union mark an unrestricted speed zone, which is used by boat builders around the lake as a testing area. The buoys are frequently repositioned; caution is advised when transiting the area. Seaplane takeoff and landings are frequent on the east and west sides of the lake. The lake is heavily utilized by recreational boaters, especially during the summer months.

(215) There are numerous marinas and repair facilities, and several commercial wharves from which various commodities are shipped by barge. A drydock company has several floating drydocks, the largest of which has a lifting capacity of 3,600 tons.

(216) **Portage Bay**, east of Lake Union has many slips and finger piers for small-craft; hull and engine repairs are available on the northeast shore.

(217) **Montlake Cut (Portage Cut)** leads from Portage Bay past the conspicuous buildings and athletic stadium of **University of Washington**, on the north side, thence into **Union Bay**, and thence into Lake Washington.

(218) Lake Washington Ship Canal is crossed by five bascule bridges and two fixed bridges. Clearances of the drawspans are 14 to 43 feet. (See **117.1 through 117.59 and 117.1051**, chapter 2, for drawbridge regulations.) The bridgetenders of the drawbridges monitor VHF-FM channel 16 and 13, and works on channel 13. The call signs are as follows:

(219) Burlington Northern Railroad, KCE-201;

(220) Ballard (15th Avenue), KJA-445;

(221) Fremont Avenue, KJA-442;

(222) University, KJA-441;

(223) Montlake, KJA-438.

(224) The fixed bridges have a least clearance of 127 feet. Cables crossing the canal have a least clearance of 155 feet.

(225) **Lake Washington**, the large freshwater lake on Seattle's east side, provides deep and protected water over most of its length of nearly 16 miles. Significant bands of submerged aquatic vegetation exist around the periphery of the lake in the 10 to 20-foot depth range. These beds are particularly thick in the relatively flat, shoal areas at the north end of the lake and in the various coves and bays along the eastern shore. The shores of the lake are studded with private piers and landings, and there are marinas and small-craft repair places at many locations. Gasoline and diesel fuel are available at a yacht basin just south of Newport Shores on the east side of Lake Washington. There are few commercial installations. Except for a few oil wharves, commercial shipments are by barge.

(226) The State Route 520 bridge crossing the lake between Seattle and Evergreen Point has a fixed span at the east and west ends. The clearances are 57 feet at the east end and 44 feet at the west end. The floating drawspans at the center of the bridge provide an opening 200 feet wide. (See **33 CFR117.1** through **117.59** and **117.1049**, chapter 2, for drawbridge regulations.) The Interstate Route 90 bridges between Seattle and East Seattle, on the north end of **Mercer island**, has fixed spans at the east and west ends with clearances of 29 feet. The State Route 520 bridge and the Interstate Route 90 bridge are both under construction. The fixed highway (Interstate Route 90) bridge on the east side of Mercer Island, from Barnabie Point to the mainland, has a clearance of 71 feet. The underwater remains of the east and west piers of a former fixed bridge are just southeast of the Interstate Route 90 bridge. Mariners should use caution when outside the main navigation channel.

(227) A **091°55'-271°55' measured nautical mile** has been established along the pontoon bridge to Mercer Island. The targets are painted on both sides of the bridge so that the courses can be run either north or south of the bridge.

(228) Combined **measured half nautical mile, nautical mile**, and **2,000-meter measured courses** have been established along the pontoon bridge from Foster Island to Evergreen Point on a bearing of **102°30'-282°30'**. The half nautical mile and nautical mile courses are marked on the south side of the bridge by 18-inch circles resembling an engineers target; the half nautical mile markers have green and white quadrants, and the nautical mile markers have red and white quadrants. The 2,000-meter course is marked by 1- by 3-foot green markers with 3-inch white vertical stripes on both sides of the bridge.

(229) **Houghton**, at the northeast side of the lake just south of Kirkland, is the site of a former shipyard. There are several marinas catering to yachtsmen.

(230) **Juanita Bay**, north of Kirkland, is a summer recreational area with several small piers.

(231) Offices and storage facilities of the National Oceanic and Atmospheric Administration are at **Sand Point** on the west shore of the lake just northeast of Union Bay.

(232) **Kenmore**, at the north end of Lake Washington about 4.4 miles north of Sand Point, is the site of several marinas and a barge loading facility. A dredged channel, marked by lighted buoys, leads across the flats to a turning basin. In 2010, the controlling depth was 11 feet in the dredged channel. A submerged wreck covered 16 feet is near the approach to the dredged channel in about 47°44'51"N., 122°15'58"W.

(233) A seaplane base is at Kenmore.

(234) **Sammamish River**, about 0.1 mile south of Kenmore, is entered through a dredged channel that branches northeast from the Kenmore channel. In 2001, the controlling depth was 2.8 feet in the north half with shoaling to bare in the south half. About 0.3 mile above the mouth of the river is a highway bridge with a 47-foot fixed span and a clearance of 12 feet.

(235)

Chart 18441

(236) **Possession Sound** joins Puget Sound at the south point of Whidbey Island and extends in a general north direction for 10 miles to its junction with Saratoga Passage and Port Susan. From the entrance it extends for 3.5 miles with an average width of 2 miles, and then expands into an irregular basin about 6 miles in diameter.

(237) The east part of this basin is filled with extensive flats, many of which uncover and rise abruptly from deep water. These flats are intersected by several shifting channels, forming the mouth of the Snohomish River. The waters of the sound are generally deep, and the only anchorage used by large vessels is off the town of Everett, close inshore, in 10 to 15 fathoms.

(238) **Meadowdale**, a residential area on Browns Bay, is on the east side of the sound about 4 miles south of Possession Point. There is a large dry storage boathouse here with a hoist that can handle craft to 24 feet. Several floats are available during the summer months; gasoline and covered storage for about 40 craft are also available. Reported depths of 5 feet can be carried to the hoist on the northwest face of the wharf. Norma Beach, about 3 miles south of Possesion Point, is on the east side of the sound. A boathouse with a marine railway that can handle small craft to 20 feet; gasoline and dry storage are available.

(239)

Chart 18443

(240) **Elliot Point**, on the east side of Possession Sound 4 miles northeast of Possession Point, is a low spit projecting some 200 yards from the high land. **Mukilteo Light** (47°56'55"N., 122°18'22"W.), 33 feet above the water, is shown from a 33-foot white octagonal tower on the point; a mariner radio activated sound signal is at the station, initiated by keying the microphone five times on VHF-FM channel 83A.

(241) **Mukilteo** is a town east of Elliot Point. An automobile ferry runs between Mukilteo and Clinton on Whidbey Island. A light about 300 yards northeast of Mukilteo Light marks the approach to the ferry dock. A wharf for deep-draft vessels is 0.4 mile east of Mukilteo Light. A rail/barge transfer facility (Mount Baker Terminal) at 47°57'15"N., 122°17'19"W., is marked by two private lights.

(242) **Gedney Island**, 3.5 miles north of Elliot Point, is about 1.5 miles long in an southeast direction, high, wooded, and prominent. From its southeast point, a shoal extends southeast, the 5-fathom curve being at a distance of 0.8 mile. Foul ground extends 0.2 mile from the south side of the east half of the island. A light is on the north side of the shoal area.

(243) A fish haven is about 0.5 mile south of Gedney Island in about 47°59'48"N., 122°18'30"W. A marina, protected by a breakwater, is on the northeast side of the island. The breakwater is marked by private lights.

(244) **Clinton,** a village on **Randall Point**, is the Whidbey Island terminus of the ferry from Mukilteo. The town has several stores; a restaurant is near the ferry slip. Gasoline is available.

(245)

Chart 18444

(246) **Everett**, an important wood products shipping port, is on the east side of **Port Gardner**, 4 miles northeast of Elliot Point. A tall pulpmill chimney and the Port of Everett's large alumina silo are prominent along the water.

(247)

Channels

(248) A dredged channel with two settling basins extends inside a training dike along the east side of **Jetty Island** and in the Snohomish River around the north half of the city to a lumbermill 6 miles above Port Gardner. The channel is marked by lights, buoys, and lighted and unlighted ranges. The second settling basin is subject to continual shoaling. (See Notice to Mariners and latest editions of charts for controlling depths.)

(249)

Anchorages

(250) The general anchorage area is west of the waterfront. (See **110.1 and 110.230**, chapter 2, for limits and regulations.) Vessels usually proceed to the wharves. A lighted buoy marks a submerged obstruction near the center of the anchorage.

(251)

Pilotage, Everett

(252) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12, for details.)

(253)

Towage

(254) Tugs up to 3,000 hp are available at Everett, and larger tugs may be obtained from Seattle. Arrangements should be made in advance through ships' agents.

(255)

Quarantine, customs, immigration, and agricultural quarantine

(256) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(257) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(258) Everett is a **customs port of entry**.

(259)

Harbor regulations

(260) Harbor regulations are enforced by the manager of the Port of Everett, who serves as **harbormaster** and port warden.

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

(262)

Wharves

(263) The Port of Everett operates three deep-draft piers on Port Gardner and only the deep-draft facilities on those piers are described. The alongside depths are reported—for information on the latest depths, contact port authorities or the private operators. All the facilities described have both direct highway and railroad connections. Water is available at most of the wharves and electrical shore power is available at all except Hewitt Wharf. General cargo at the port is usually handled by ships' tackle. Special handling equipment, if available, is mentioned in the description of the particular facility.

(264) **Port of Everett, South Terminal, Berth No. 1 and Dolphin Berth** (47°58'31"N., 122°13'38"W.): depth alongside, 38 feet; deck height, 20 feet; berthing space, 1,555 feet; 30 acres of paved open storage; receipt and shipment of conventional general cargo; shipment of logs; owned and operated by Port of Everett.

(265) **Port of Everett, Pacific Terminal Wharf** (47°58'47"N., 122°13'25"W.): depth alongside, 32 to 37 feet; deck height, 18 feet; berthing space, 600 feet; 8 acres of open storage; receipt and shipment of conventional and containerized general cargo in foreign and domestic trade; receipt and shipment of lumber and steel products; owned and operated by Port of Everett.

(266) **Port of Everett, Hewitt Avenue Terminal, Pier No. 1** (47°58'42"N., 122°13'22"W.): depth alongside, 38 feet (north side) and 42 feet (south side); deck height, 18 feet; berthing space, 140 feet (face), 600 feet (north side), 600 feet (south side); one 35-ton diesel crawler crane for handling containers; receipt and shipment of conventional and containerized general cargo; receipt and shipment of lumber and steel products; shipment of perishable food commodities; owned and operated by Port of Everett.

(267) **Port of Everett, Hewitt Wharf** (47°58'47"N., 122°13'12"W.): depth alongside, 20 feet; deck height, 18 feet; berthing space, 830 feet; one 36,000-square foot refrigerated building; shipment of perishable food commodities; owned and operated by Port of Everett.

(268) **Port of Everett, Hewitt Avenue Terminal, Pier No. 3** (47°58'53"N., 122°13'16"W.): depth alongside, 38 feet; deck height, 19 feet; berthing space, 120 feet (face), 800 feet (south side), 900 feet (north side); 15 acres of open storage, 55,000-ton covered storage dome, one mobile pneumatic unloader (rate of 600 tons per hour), 35-ton diesel crawler crane; receipt and shipment of conventional general cargo; shipment of lumber and logs; receipt of alumina; owned and operated by Port of Everett.

(269)

Supplies

(270) Water, provisions, and some marine supplies can be obtained. Gasoline and diesel fuel are available for small craft at Everett Yacht Harbor. Fuel oil for large vessels is available only by Seattle-based tank barges.

(271)

Repairs

(272) There are no facilities for repairs to deep-draft vessels in Everett; the nearest such facilities are in Seattle.

(273) The **Port of Everett Marina** is about a mile above the mouth of and on the east side of the Snohomish River Channel. The marina consists of two separate north and south basins and has berths for more than 2,200 small craft including about 45 transient berths. The reported depths in the entrance to the south basin are 10 with 13 feet alongside and 12 feet in the entrance and alongside the berths in the north basin. Services available include; electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out facility, launching ramps, full repairs (hull, engine, electrical) and a 75-ton marine lift. A harbormaster, whose office is on the south side of the harbor, assigns all berths.

(274)

Communications

(275) Everett is served by a railroad. The county airport, Paine Field, is 6 miles south-southwest of the city.

(276) **Snohomish River**, once heavily traveled by the light-draft river steamers and loggers, flows down through the dredged channel and settling basin near the yacht harbor and empties into Port Gardner just west of East Waterway. Traffic on the river above the yacht harbor consists of log tows, tugs and barges, and pleasure boats. Several pulp, plywood, and lumber mills are along the river.

(277) The Snohomish River is crossed by a railroad swing bridge with a least clearance of 9 feet about 0.6 mile east of Preston Point. U.S. Highway 529 crosses the river just above the railroad bridge and has a lift bridge with a least clearance of 38 feet. Interstate 5 crosses the river about 1.6 miles above the U.S. Highway 529 bridge; this fixed bridge has a clearance of 66 feet. (See **117.1 through 117.59 and 117.1059**, chapter 2, for drawbridge regulations.) A marina is 0.5 mile upstream from the U.S. 529 highway bridge. There is dry storage for over 1,000 craft to 40 feet long; transient mooring floats are available for visiting craft. Gasoline, water, ice, limited

marine supplies, and hull and engine repairs are available. A city park with a launching ramp is 1.2 miles upstream from the U.S. 529 highway bridge. The practical limit of navigation on the Snohomish River is 0.8 mile above the Interstate 5 highway bridge.

(278)

Chart 18443

(279) The flats north of Everett at the mouths of **Steamboat Slough** and **Ebey Slough** are used for log storage. Steamboat Slough is crossed by a fixed bridge with a clearance of 41 feet and by three swing bridges with a least clearance of 7 feet. Ebey Slough is crossed by two fixed bridges and two swing bridges. Clearances on the fixed bridges are 41 feet; clearances on the swing bridges are 5 feet. The bridgetender of the drawbridge at Marysville monitors VHF-FM channel 16 and works on channel 13; call sign KZ-2475. (See **117.1 through 117.59 and 117.1059**, chapter 2, for drawbridge regulations.) Overhead power cables with a least clearance of 53 feet cross Steamboat Slough. Navigation across the shallow flats should not be attempted without local knowledge. Local small craft navigate Ebey Slough to **Marysville**. A marina and boatyard are just east of the railroad bridge in the town. Marine supplies, winter boat storage, engine and hull repairs, a 4-ton hoist, and launching ramp are available. There is a public launching ramp just west of the Interstate 5 highway bridge at Marysville.

(280) **Sandy Point**, the south point at the entrance to Saratoga Passage, is a low spit rising abruptly to 100 feet, with bluffs on each side; it is marked by a light.

(281) **Camano Head**, 1.5 miles north-northeast of Sandy Point, is the southeast point of Camano Island. A shoal, with a rock bare at low tide, extends nearly 0.2 mile southeast from the point, and is marked by a light.

(282) **Tulalip Bay**, 4 miles northwest of Everett, is a small cove on the mainland. On the north side are the village of **Tulalip** and the agency buildings of the Tulalip Indian Reservation. The bay is shoal, with rocks extending more than 300 yards south and west from the point on the north side of the entrance. A light marks the edge of the shoal water west of the point at the south side of the entrance. Several small wharves and landing floats, mostly dry at low water, are at Tulalip; however, it has no public facilities. There are log-booming grounds in the south part of the bay. Mission Beach, immediately south of the bay, has several private boathouses and float landings.

(283)

Chart 18441

(284) **Camano Island** extends between Port Susan and Saratoga Passage. It is irregular in shape and 14 miles in length; the south portion consists of a long, narrow tongue that terminates in Camano Head, 340 feet high. At its north end it is separated from the mainland by **Davis Slough**, and South Pass and West Pass of the Stillaguamish River, all dry at low water. On the shores of the island are several resorts and unincorporated residential tracts.

(285) **Port Susan**, on the east side of Camano Island, extends about 11 miles in a northwest direction, terminating in flats which bare and extend over 3 miles wide at its head. There are several resort settlements. Deep water is throughout until nearing the head, where anchorage may be had off the extreme west edge of the flats in about 10 fathoms. Care should be used in approaching and anchoring, as the flats rise abruptly from deep water.

(286) **Stanwood** is in a dairying and farming district on the north side of the **Stillaguamish River** at the junction of **South Pass** and **West Pass**.

(287) **Saratoga Passage**, on the west side of Camano Island, extends some 18 miles in a northwest direction from its entrance between Sandy Point and Camano Head. At its north end it connects with Penn Cove and Crescent Harbor, and leads east into Skagit Bay. Depths in the passage are from 100 fathoms at the entrance to 15 fathoms at the Crescent Harbor entrance. There are few outlying dangers, and a midchannel course is clear.

(288) There is considerable traffic in these waters, mostly pleasure and fishing craft, with occasional tugs bound to or from Deception Pass. This is a resort area; along the shores of the islands are several small marinas which provide gasoline, limited berths, launching ramps, and lodgings. Principal commercial products are lumber and fish.

(289) **Langley** is a small town on Whidbey Island about 1.2 miles west of Sandy Point. Tugs often anchor off the beach between Langley and Sandy Point. The South Whidbey Harbor at Langley is protected on the north and east sides by a timber breakwater marked by private lights. Transient berths, water, electricity, launching ramp, and pump-out facility are available. In 2010, 12 feet was reported alongside the berths. The harbormaster monitors VHF channels 16 and 66A; telephone: 360–221–1120. The stores of the town business district are nearby, supplies may be obtained.

(290) **East Point**, 6 miles northwest of Sandy Point, is a low sandspit about 300 yards long. It is marked by a light.

(291) **Elger Bay**, on the west shore of Camano Island across Saratoga Passage from East Point, is an open bight 1 mile wide. Tugs anchor here in west and northwest winds.

(292) **Holmes Harbor**, entered 8 miles northwest of Sandy Point, indents Whidbey Island 5 miles in a south direction. Except for a sand and gravel wharf and a large private boathouse at the head of the harbor, only private pleasure piers are on the shores of Holmes Harbor. Depths range from 30 to 40 fathoms off the entrance to 17 fathoms near the head, where good anchorage, except from north weather, may be had in mud bottom. A **general anchorage** is in Holmes Harbor. (See **110.1 and 110.230**, chapter 2, for anchorage limits and regulations.) **Rocky Point**, at the east side of the entrance, is low but rises abruptly to 500 feet. **Baby Island** is a small islet 0.2 mile

off the point. Shoals, marked by a buoy, extend northwest from the island.

(293) **Greenbank**, a small farming settlement, is on the west side of Holmes Harbor at the entrance. It has a store and service station. Anchorage against west weather is available off Greenbank in 12 to 18 fathoms, muddy bottom. **Freeland**, the business center for this area, is a small town at the head of Holmes Harbor.

(294) **Camano**, a settlement on the east side of Saratoga Passage, is 3.5 miles northwest of **Lowell Point**. A light is on **Onamac Point**, 0.8 mile north of Camano. A fish haven is northwest of the point.

(295) **Penn Cove** indents the west shore of the basin at the head of Saratoga Passage and extends west for about 3.5 miles. In most weather, the cove affords good protection in 5 to 15 fathoms, good holding ground.

(296) Off **Snatelum Point**, the south point at the entrance to Penn Cove, is a narrow spit extending north 0.5 mile, with ½ fathom near its end. The spit is marked by a buoy.

(297) **Blowers Bluff**, the north point at the entrance to Penn Cove, is bare, light-colored, high, and rounding. Rocks lie offshore 200 yards at places along the bluff. The shoal extending off the southwest end of the bluff reaches almost one-third the distance across Penn Cove. Vessels should favor the south shore when passing this shoal.

(298) **Coupeville**, the county seat of Island County, is on the south shore of Penn Cove, about 2 miles from the head. The town has stores and service stations. A wharf here extends to about 12 feet. Berthage is available at floats attached to the east side of the wharf. Gasoline, diesel fuel, and pump-out station are available at a fuel dock on the north side. A rock covered 15 feet is about 300 yards northeast of the wharf. A launching ramp is about 0.3 mile east of the wharf.

(299)

Chart 18428

(300) **Oak Harbor**, which indents the north shore of Saratoga Passage west of Crescent Harbor, is a semicircular cove about 1 mile in diameter. A foul area with several rocks awash extends about 0.5 mile southeast of **Maylor Point** on the east side of the harbor entrance. The natural entrance channel is marked by lights, lighted and unlighted buoys. The town of Oak Harbor is on the north shore of the harbor and has a seasonal dock with an entrance channel marked by pilings. A marina operated by the town is on the east side and can provide gasoline, diesel fuel, transient berths, electricity, water, ice, marine supplies, winter storage, launching ramp and pump-out facility. A 30-ton marine lift is available and full repairs can be made. The marina is protected on the west side by a breakwater marked by private lights.

(301) **Crescent Harbor**, immediately east of Oak Harbor, is a semicircular bight 2.5 miles wide, between **Forbes Point** and **Polnell Point**. Polnell Point is wooded and rather bold, and connected to the main island by low ground, giving the point the appearance of an island from a distance off. Foul ground surrounds these points, but otherwise the harbor is clear, affording anchorage in 10 to 11 fathoms, muddy bottom. Shoals and foul ground extend about 0.7 mile south of Forbes Point; the outer end of this area is marked by a lighted buoy. The harbor is exposed to the south. A T-pier with mooring dolphin, used for fueling Navy vessels, is on the west side of the harbor; the pier can be used only with permission. A breakwater protects the mooring area on the southwest side. Services and/or provisions cannot be provided.

(302)

Charts 18421, 18441, 18400

(303) The entrance to **Skagit Bay**, southern part, lies between Polnell Point and Rocky Point. The bay is about 12 miles long in a west-northwest direction. The greater portion of it is filled with flats, bare at low water, and intersected by numerous channels discharging the waters of Skagit River.

(304) A natural channel varying in width from 0.2 to 0.6 mile and marked by lights and buoys follows the east shoreline of Whidbey Island to the north end of the bay. Shoal water extends off for some 100 to 300 yards from the east shore of the island. The north part of Skagit Bay is described in chapter 12.

(305) The controlling elevation of the flats at the mouth of South Fork is about 2.5 feet above mean lower low water, and the controlling depth at low tide depends on the river stage, probably not exceeding 1 foot during periods of minimum flow. The diurnal range at the mouth of the river is 11.3 feet. The extreme range at this point is estimated to be 20 feet.

(306) A fixed highway bridge with a clearance of 10 feet crosses the South Fork at **Conway**, 4.8 miles above the mouth.

(307) **Utsalady**, a small village on the north shore of Camano Island about 1.2 miles east of Rocky Point, has a store. Vessels may anchor just east of **Utsalady Point** in a small inlet between the shoal water of the flats and the shore in 3 to 6 fathoms, muddy bottom, with shelter from south winds. In the 1860's Utsalady became the first shipbuilding port in Puget Sound.

(308) **Strawberry Point**, about 2.5 miles north of Utsalady Point, is marked by a light. Southwest of the light, dredged canals give access to private moorings.

(309) The **South Fork** channel leading into Skagit River winds through the flats north of Camano Island. Because of shoaling, however, the channel has largely been abandoned by boat traffic to Mount Vernon except for local outboard boats; **North Fork** is used instead. In 1971, the mouth of the North Fork bared 2 feet at MLLW. There are several small-boat moorings along the banks of the river at **Mount Vernon**.

(310)

Charts 18440, 18477, 18476

(311) The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles south of Marrowstone Point. It extends in a general southerly direction for about 44 miles and then bends sharply northeast for 11 miles, terminating in flats bare at low water. The head of Case Inlet, in the south part of Puget Sound, is less than 2 miles from the head of Hood Canal. The shores are high, bold, and wooded, and the water is deep, except at the heads of the bays and at the mouths of the streams. Many small craft ply these waters. There are mostly small float-landings and private docks in the canal.

(312) U.S. Highway 101 follows much of the west shore of Hood Canal, and connecting highways to Port Orchard follow the south shore of the south part of the canal around The Great Bend. There are road connections with Port Orchard and with the Puget Sound highway system from all the settlements on the east shore of the canal.

(313) Water traffic in general is confined to tugs with log rafts, naval vessels in the upper part, and many pleasure craft. Hood Canal is a vacation area. Numerous private houses and summer cottages with small piers, mooring buoys, and floats are on both sides of the canal. There are relatively few public floats or piers, and the only commercial activities are logging and some oystering.

(314)

Tides and currents.

(315) The **tidal currents** in Hood Canal at times attain velocities exceeding 1.5 knots. In some places in the canal the currents are too weak and variable to predict. At times there are heavy tide rips north of and around Foulweather Bluff, sufficiently heavy to be dangerous to small boats and to break up log rafts. This is most pronounced when the ebb current from the main body of Puget Sound meets that from Hood Canal off the point, and particularly so with the ebb against a strong north or northwest wind. Off Point Hannon and Hazel Point, tide rips occur at times sufficiently strong to be troublesome to tugs with log tows. Current observations taken at a station in midchannel east of Hazel Point show that directions of both flood and ebb vary considerably at that location. At times southwest winds from Hood Canal and north winds from Dabob Bay cause a chop dangerous for small boats. Under these conditions smoother water is found near either shore.

(316) The dangers are few and generally close inshore. A few low sandspits from 100 to 300 yards long are difficult to see at night, but most of them have been made into resorts and the buildings nearby show up well against the background of trees. Flats off the mouths of streams extend as much as 0.5 mile offshore and are extensive at the heads of some of the bays. A midchannel course is clear until reaching The Great Bend, where Hood Canal turns east. Here the north shore just east of Ayres Point should be favored to clear the flats extending from the east part of Annas Bay.

(317)

Chart 18477

(318) **Twin Spits** are two long, low, sand points, 0.5 mile and 1 mile south of Foulweather Bluff. When waiting for smooth weather to round Foulweather Bluff, tugs with log tows often anchor in 50 feet 1 mile southeast of the south spit, in a bight known locally as **Races Cove**, with Colvos Rocks Light slightly clear of the end of the south point of Twin Spits.

(319) **Hood Head**, on the west side of Hood Canal about 3 miles south of the entrance, is almost an island, having only a narrow strip of low sand connecting it with the west shore. The head is 220 feet high, steep and wooded, and is a prominent feature in the entrance.

(320) A rocky ledge, marked by some kelp and covered 4 to 26 feet, extends more than 500 yards south of Hood Head; rocks covered 4 feet are near the south end of this ledge about 325 yards south of Hood Head. An aquaculture site, marked by lighted private buoys, is about 0.4 mile south of Hood Head.

(321) **Coon Bay,** 2.5 miles south of Foulweather Bluff, is a small, nearly landlocked harbor offering excellent protection to small craft during periods of rough weather. The privately dredged entrance channel is narrow and has a reported controlling depth of about 3 feet. There are several private piers inside the entrance, but no facilities are available.

(322) **Point Hannon** is at the east extension of Hood Head; it is marked by a light. A low sandy spit with shoal water extends about 200 yards east of the light.

(323)

Local magnetic disturbance

(324) Differences of more than 2° from normal variation have been observed in Hood Canal at Point Hannon.

(325) **Termination Point**, 1.6 miles east of the village of **Shine**, is 1.7 miles southwest of Point Hannon. A lighted transformer substation is on Termination Point.

(326) **Hood Canal Bridge**, a pontoon highway bridge crossing the canal between Termination Point and Salsbury Point west of Port Gamble has two fixed openings; the clearance of the west opening is 35 feet, and that of the east opening is 50 feet (at all tide levels). In the 600-foot center opening there are pontoons which are retracted for larger vessels. The bridgetender monitors VHF-FM channel 16, works on channel 13 (call sign, WHD–721) and can be contacted at 360–779–3233. (See **33 CFR 117.1** through **117.59** and **117.1045**, chapter 2, for drawbridge regulations.) Anchor cables, extending from the bridge pontoons to the canal bottom, extend nearly 500 yards both north and south of the bridge; anchoring should not be attempted in this area.

(327) **Sisters**, two rocks 200 yards apart, 0.5 mile south of Termination Point, are awash at about half tide. A light is on the south rock, 0.4 mile from the north entrance point to **Squamish Harbor**, an open bight just southwest of Termination Point. Tugs frequently anchor near the head of the harbor in about 6 fathoms, muddy bottom.

(328) **Case Shoal**, partly bare at low water, is about 0.6 mile from and parallel with the west shore of Squamish Harbor. The shoal is marked at its north end by a daybeacon and on its southeast side by a light. A clam tract, marked at the north and south ends by private buoys, is in the southwest part of the harbor between Case Shoal and the west shore.

(329) **Port Gamble Bay** is a small bay on the east shore of Hood Canal 5 miles from the entrance. It is 2 miles long with a narrow entrance.

(330) A dredged entrance channel leads from deep water in Hood Canal into deep water in Port Gamble Bay. In 1986, the controlling depth was 23 feet. The channel is marked by lighted buoys and lights.

(331) **Port Gamble**. the town on the west shore at the entrance, is owned by the lumber company which maintains all facilities including the local housing, church, and store. The mill has been in operation for more than a century. The white church steeple and flagpole in the town are prominent. A shoal covered 4 feet is about 500 yards northeast from the north end of the lumbermill wharf. The lumbermill wharf has a 385-foot face with reported depths of 29 to 35 feet alongside, a 400-foot berth at the south end of the wharf with 36 feet reported alongside and a 170-foot berth at the northwest end of the wharf with 24 to 29 feet reported alongside. All deck heights are 14½ feet. Strong currents on both flood and ebb tide are experienced through the entrance channel to Port Gamble Bay. Vessels should dock against the current. Local knowledge and careful, precise piloting are essential in docking at this wharf.

(332) Excellent anchorage may be had in the bay in 24 to 54 feet, muddy bottom.

(333) Vessels should hold a midchannel course on entering Port Gamble Bay until 200 yards or more past the south light, and then head for the wharf, keeping the long east face open to avoid shoal water on the west side of the channel.

(334)

Caution

(335) The entrance channel to Port Gamble Bay is quite constricted by shoals on both sides of the channel. The two lights on the east side of the channel are in shoal water and do not mark the edge of the channel.

(336) A bridge pontoon storage area is on the west side of Port Gamble Bay about 0.4 mile south of Port Gamble.

(337)

Charts 18458, 18476, 18477, 18441

(338) **Thorndyke Bay** is a small bight on the west side of Hood Canal about 4 miles south of Squamish Harbor. An **explosives anchorage** is south of the bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

(339) **Bangor Wharf** on the east side of the canal, 3.5 miles south of Thorndyke Bay, is the property of the Bangor U.S. Naval Submarine Base. A naval restricted area, marked by a floating barrier and private lights, surrounds the wharf and other naval docking facilities along the east side of Hood Canal. Keyport Naval Undersea Warfare Engineering Station, 0.9 mile south-southwest of Bangor Wharf, is also within the restricted area. (See **334.1220**, chapter 2, for limits and regulations.) Naval security zones are adjacent to the Naval Submarine Base. (See **165.1302 and 165.1311**, chapter 2, for limits and regulations.) A 500-foot radio tower, marked by red aircraft warning lights, is on Bangor Wharf and is prominent. A 459-foot red and white radio tower, marked by red aircraft warning lights, is on the wharf 0.3 mile north-northeast of Bangor Wharf; this tower is also prominent. It is reported that vessels southbound from Hood Canal Bridge can use the towers as a **200.6°** range. Strong currents are in the vicinity of the piers at Keyport Naval Undersea Warfare Engineering Station.

(340) A **naval operating area** is in the south part of Hood Canal. (See **334.1190**, chapter 2, for limits and regulations.) A **naval exercise area** extends north from the north boundary of the operating area to just off **South Point**, about 2.3 miles northeast of Thorndyke Bay.

(341) **Bangor**, a small residential community about 2 miles south of Bangor Wharf, has no facilities.

(342) **Seabeck**, about 6 miles southwest of Bangor, is a settlement and resort at the head of **Seabeck Bay**, a small cove on the east shore. A marina, protected by a breakwater awash at high water and marked by private lights, is on the south side of the bay. Berths, gasoline, diesel fuel, water, ice, supplies, and a 1½-ton hoist are available. In 2005, the marina was reported to be closed. Shoal water extends 0.5 mile from the head of the bay. Good anchorage, well protected from southeast to southwest weather, is available in the bay in 35 to 50 feet. Shoal water extends more than 200 yards off **Misery Point**, at the west side of the entrance of the bay. A light is about 300 yards northeast of Misery Point, and a fish haven is close northwest of the light.

(343) **Oak Head**, 2 miles north-northeast of Misery Point and marked by a light, is the south point of **Toandos Peninsula. Hazel Point**, 1.8 miles east-northeast of Oak Head, is the turning point where the canal bends sharply from south to southwest.

(344) **Fisherman Harbor** is a cove on the south end of Toandos Peninsula, just east of Oak Head. It is very narrow, with a constricted entrance which is practically

bare at low water. A sandspit extends partly across the entrance from the west shore.

(345) **Brinnon** is a village on the south side of Dosewallips River, 3.5 miles west of Oak Head, at the entrance of Dabob Bay. It has a general store and service station. Gasoline, water, and ice are available, but there is no landing pier. A log booming ground is close offshore at Brinnon.

(346) **Dabob Bay**, the largest inlet in the canal and separated from it by Toandos Peninsula, extends 9 miles in a north direction. The entrance is between **Tskutsko Point** and **Sylopash Point** just north of the mouth of Dosewallips River. A light is off Tskutsko Point. The west shore of Dabob Bay is particularly steep and bold, reaching an elevation of over 2,600 feet in less than 2 miles from the coast.

(347) A **naval operating area** is in the bay. Unlighted spherical yellow mooring buoys may be temporarily established within the bay. Navy–maintained warning lights are shown from **Whitney Point**, Pulali Point, and Sylopash Point on the west side of the bay, from **Zelatched Point** on the east side of the bay, and on the southeast side of Bolton Peninsula on the north side of the bay. Flashing amber lights indicate that naval operations are in progress and all craft should keep well clear of vessels engaged in testing. Flashing red lights will be shown when naval operations close the area to navigation. Craft on the bay during these periods should stop their screws and secure their engines and depth sounders. Mariners are advised to pass no closer than 1 mile of naval vessels engaged in bottom operations unless directed otherwise by radiotelephone or other signal from the shore, picket boat, or surveillance aircraft. (See **334.1190**, chapter 2, for limits and regulations.)

(348) A **restricted area** is off Whitney Point. (See **334.1260**, chapter 2, for limits and regulations.)

(349) **Quilcene Bay** is a small inlet on the west side of Dabob Bay north of Whitney Point. A light marks the east side of the entrance to the bay. The north half of the bay is filled with flats which bare. This part of the bay has two log booms and log storage areas. An oyster farm is on the east side of the bay just inside the entrance. There are rafts marked by lights and mooring buoys near the farm. **Quilcene**, a small town on the west side and near the head of the bay, is about 0.5 mile inland. The town has hotels, restaurants, and stores.

(350) **Quilcene Boat Haven**, is on the west side of the bay about 1.4 miles south of the town. The entrance to the haven is protected by a stone breakwater; mooring floats for over 50 small craft and gasoline are available. The basin has a reported controlling depth of 10 feet. Two oyster farms are near the haven.

(351) **Pleasant Harbor** is a small cove on the west shore of Hood Canal about 3 miles west of Misery Point. It is about 300 yards wide, and has a narrow shallow entrance. Owing to the narrowness of the entrance, boats should keep in midchannel until clear of the 6-foot shoal. Two marinas in the harbor have berths for about 250 craft, and can provide electricity, gasoline, diesel fuel, water, ice, pump-out, and limited marine supplies. Anchorage in about 36 feet, mud bottom is available inside the harbor. A state park pier is in the harbor.

(352) **Triton Head**, on the west shore, is 8.2 miles southwest of Oak Head. It is low, rocky, and timbered, with a reef that bares extending 200 yards north from the point. **Triton Cove** is a small cove formed by the head and the west shore, which affords anchorage for small craft against south winds. Oyster beds, marked by stakes and brush, are about 0.8 mile north from Triton Head on the flat which extends off the mouth of **Fulton Creek**. Two resorts just south of Triton Head have berths, gasoline, diesel fuel, water, ice, dry storage, and marine supplies. Hoists and railways to 10 tons are available, and outboard engine repairs can be made.

(353)

Charts 18448, 18476

(354) **Holly** (47°33.5'N.,122°58.6'W.), on the east shore of Hood Canal, is a settlement on the south side of a small bight about 10 miles southwest of Oak Head. There are no facilities here. Shoal water extends about 300 yards north and east from the south shore of the bight. **Anderson Cove** is the shallow cove directly north of Holly.

(355) **Eldon** is a west shore settlement on the south bank of **Hamma Hamma River**, about 3 miles southwest of Holly. The delta flats of the Hamma Hamma River extend nearly 0.5 mile from shore. Unmarked jetties extend from the river through the flats into Hood Canal and constitute a potential hazard to small craft.

(356) **Lilliwaup** is a village on the south shore of **Lilliwaup Bay**, a small shallow cove on the west shore of Hood Canal about 6 miles southwest of Eldon.

(357) About 1 mile south, there is a resort at which berths, water, ice, and marine supplies are available. A 3-ton elevator at the resort can handle craft to 19 feet long for hull and engine repairs.

(358) **Dewatto** is a small settlement on the south side of **Dewatto Bay**, a small, shallow cove on the east shore opposite Lilliwaup.

(359) **Hoodsport**, the largest town on Hood Canal, is on the west shore 4 miles southwest of Dewatto. It has a State fish hatchery and a public pier with floats.

(360) **Potlatch** is a small town on the west side of the canal about 2 miles south of Hoodsport and opposite **The Great Bend**,where Hood Canal turns northeast. The large gray building of a hydroelectric powerplant, connected to a standpipe on the mountain above by three pipelines, is very prominent on the west shore 0.5 mile south of the town. **Potlatch State Park**, just south of the powerplant, has a small-craft launching ramp, mooring buoys, and water.

(361) **Union** is a town with several stores on the south shore of The Great Bend. A marina here can provide gasoline, diesel fuel, electricity, transient berths, pumpout, water, ice, launching ramp and winter storage. Depths alongside

the floats are reported to be 25 feet, however, the marina should be approached from the northeast to avoid shoal water and snags. A large resort in the cove on the south shore 1.3 miles east of Union has a T-pier with a 600-foot face and reported depths of 20 feet alongside. Transient berths, electricity, pumpout, water and ice are available at the resort; a large motel and restaurant are here.

(362) **Annas Bay**, immediately west of Union, is a broad, open bight; the east half is flat and bare at low water. This flat extends about 0.2 mile into the canal immediately west of Union and is formed by the **Skokomish River**, which empties at the head of the bay.

(363) **Tahuya**, a small town on the north shore of The Great Bend 1.8 miles northeast of Union, has a resort with a pier and floats, about 0.75 mile west of the town; water and a launching ramp are available. Reported depths of 2½ feet are off the floats.

(364) Hood Canal terminates in **Lynch Cove**. Flats, mostly bare at low tide, extend for about 2.2 miles from the head of the cove.

(365)

Charts 18446, 18449

(366) **Port Orchard** is an extensive body of water, west of **Bainbridge Island**, 15 miles long. Its north end connects with Port Madison through Agate Passage. At its south end Port Orchard connects with Puget Sound through Rich Passage. The shores are moderately low and wooded. Villages and numerous cottages line the shores with many having private docks, moorings, and platforms.

(367)

Current

(368) Current observations taken in midchannel about 1 mile south of **Tolo** indicate that the tidal current in that locality is very weak.

(369)

Chart 18446

(370) **Agate Passage** is the north entrance to Port Orchard and connects it with Port Madison. The channel extends about 1 mile in a southwest direction with a depth of about 20 feet. The passage is straight with shores that are wooded and fairly steep-to. The shoreline is mostly rocky and fringed with kelp to Point Bolin. The currents have velocities up to 6 knots; the flood sets southwest and the ebb northeast.

(371) The passage is partially obstructed by a shoal near the middle of the north end with depths of 9 feet, with depths of 13 to 18 feet almost in midchannel.

(372) The north entrance is marked by a light on the west side of the channel opposite **Agate Point**; a lighted buoy marks the channel through the passage and a light marks a shoal northeast of **Point Bolin**.

(373) A fixed highway bridge, 0.7 mile south of Agate Point, has a clearance of 75 feet for a midwidth of 300 feet. Overhead power cables cross the passage on both sides of the bridge; least clearance is 96 feet.

(374) **Liberty Bay** is a narrow inlet extending about 4 miles in a north direction from the northwest part of Port Orchard. The southeast half of the bay is narrow and tortuous. The shores are low and wooded; the shoreline is mostly sand and gravel. There are mud flats at the head of the bay and in the small bight on the south side of the bay. Mud is the predominating bottom characteristic. The current velocity is 0.8 knot north of Keyport, in the narrow entrance to the bay. Velocities exceeding 1 knot occur at times.

(375) **The Keyport Naval Undersea Warfare Center (NUWC)** is on the west side of the entrance to Liberty Bay. A seaplane float extends 100 feet northwest from the end of the pier and mariners are requested not to exceed 3 knots when passing it. Several buildings are prominent at the station.

(376) A **torpedo test area** extends off the shore between Brownsville and Keyport NUWC. Flashing red lights on Navy range vessels between Keyport and Brownsville and atop a building at the seaward end of the southern building at Keyport NUWC indicate torpedo firings, or that noise measurement tests are in progress, or that conditions are generally hazardous to mariners. When lights are flashing, mariners should not enter the test area. Mariners near the area should stop engines, or other equipment generating underwater noise, such as depth sounders, because some torpedoes are guided by noise and may be attracted to the boat noises. (See **334.1230**, chapter 2, for limits and regulations of the restricted area.)

(377) **Keyport** is on the south side of the passage leading to Liberty Bay. A power cable with a clearance of 90 feet crosses the passage at Keyport. There are two piers with floats that can accommodate about 42 small craft. A store with gasoline pumps is about a half block from the Keyport launching ramp. A marine railway that can handle craft to 42 feet is available for repairs; a 7-ton hoist is also available. Engine and hull repairs and salvage and towing services are available at Keyport.

(378) **Poulsbo**. a fishing and pleasure resort on the east shore at the head of Liberty Bay, is the principal town of the area. The small-craft harbor at Poulsbo, protected on the south and west sides by an angled timbered breakwater, can accommodate about 400 fishing boats and pleasure craft. The breakwater is well marked by private lights. Piers and floats are in the harbor with reported depths of 7 feet alongside. Supplies and services available at the harbor are: electricity, gasoline, diesel fuel, water, a pump-out facility and electrical/engine repairs. A float with the edges painted yellow is on the northeast side of the harbor and has been reserved as a seaplane dock. A yacht club and marina are about 0.4 and 0.6 mile south-southeast of the small-craft harbor, respectively. Supplies of all types may be obtained in town. A tall church steeple on the hill northeast of the harbor is prominent.

(379) **Manzanita** is a settlement on the west side of Bainbridge Island in a small cove about 2 miles south

from Agate Passage. **Manzanita Bay**, south of the town, affords an excellent anchorage for small craft in 27 feet, mud bottom. There are several private wharves, buoys and floats in the bay. Caution is urged to avoid rows of submerged piling on each side of the bay, about midway in from the entrance.

(380) **Battle Point**, a sandy spit on the east side of Port Orchard about 1.7 miles south of Point Bolin, marks the turn in the direction of the channel from southwest to south. A light is off the end of the spit.

(381) **Brownsville**, on the west shore of Port Orchard, is on the north shore of **Burke Bay**, about 1.2 miles southwest of Battle Point. Brownsville has a marina with 310 berths, 35 transient berths, and an additional 1,000 linear feet of guest moorage. The reported depth alongside is 8 feet. The marina can provide gasoline, diesel fuel, electricity, water, ice, marine supplies, and a pump-out facility. The **harbormaster's** office is on the second floor of the town store. All of Burke Bay bares, but it may be entered by small craft at about half tide.

(382)

Chart 18449

(383) **Illahee** is a small settlement on the west shore of Port Orchard about 3.0 miles south of Battle Point. The town has a wharf and stores. A fish haven, extending about 140 feet from the outer end of the wharf, provides marine habitat improvement for scuba diving and public fishing; mariners are advised to use caution. About 1 mile south of Illahee at **Illahee State Park** is a public pier with floats for small craft and a launching ramp. A rock awash was reported about 50 yards southeast of the pier in about 47°35'59.8"N., 122°35'32.1"W.; caution is advised in the area.

(384) **Fletcher Bay** is a village on the east shore of Port Orchard about 1.2 miles south of Battle Point. Small boats can enter the bay at three-quarter tide and find anchorage in 12 feet, mud bottom; the swinging area is limited. The bar across the entrance bares at half tide.

(385) The east and principal approach to Port Orchard from Puget Sound is south of Bainbridge Island through Rich Passage, between Restoration Point and Blake Island. It is deep and almost free from dangers, except for **Bainbridge Reef,** covered 35 to 55 feet, and currents in the constricted west part of Rich Passage. Bainbridge Reef is marked at the southwest end by a lighted buoy.

(386) **Orchard Point**, the south point at the entrance to Rich Passage, is marked by a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 81A. A **naval restricted area** is on the south side of the point, surrounding the pier projecting south from the shoreline. (See **§334.1244**, chapter 2, for limits and regulations.) A **general anchorage** is in the vicinity of the point. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

(387) **Rich Passage** is about 3 miles long, with a sharp bend near its west end, where it narrows to 0.2 mile. **Orchard Rocks**, some 400 yards in extent, are on the north side of the channel just inside the east entrance. A small area near the center of the reef, which uncovers, is marked by a daybeacon. The rocks are marked off their south end by a lighted buoy. The reef off **Point Glover** is marked by a light and a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 83A. **Waterman Point**, at the west entrance, is marked by a light and a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 81A. A light marks the south edge of the shoal extending from **Point White**, the north point at the west entrance. The town of **Waterman** has a pier and float in deep water about 1 mile southwest of Waterman Point.

(388)

Currents

(389) Continuous observations in midchannel between Point Glover and Point White and at other points in the passage indicate that: Current velocities increase from east to west in Rich Passage reaching a maximum average velocity of 2.4 knots on the flood and 3.1 knots on the ebb at the west end off Point White. The strongest observed currents were 4 knots on the flood and 5 knots on the ebb. Ferry pilots on the regular daily run between Seattle and Bremerton advised that on rare occasions they have experienced ebb currents of "at least" 6 knots in the vicinity of Light 10.

(390) Near the time of slack, the average period when the velocity does not exceed 0.2 knot is about 20 minutes. For strong currents these periods will be decreased; for weak currents they will be increased.

(391) In the channel off Orchard Point, at the east end of Rich Passage, the velocity of the flood is 0.8 knot and on the ebb, 1.1 knots. Off Pleasant Beach the velocity of the flood is 1.3 knots and on the ebb, 2.8 knots.

(392) On the flood, the lines of stream flow are nearly uniform except off the bight just northwest of Middle Point and in the large cove on the north shore opposite Point Glover. Eddies do form in those two places, but they do not extend outward to the usual vessel track. On the ebb, however, extensive eddies and countercurrents do occur, owing to the funnel-shaped configuration of the passage.

(393) Between Middle Point and Point Glover, an extensive eddy extends from shore almost to midchannel, and will frequently be encountered by vessels on the track between Orchard Rocks and Point Glover buoys.

(394) An eddy fills the cove on the north shore opposite Point Glover, but does not extend outward to the vessel track.

(395) An eddy occurs about 0.2 mile south-southwest of Point White and a little north of midchannel at the west entrance to the passage. A weak countercurrent occurs inshore along the southeast side of Point White.

(396) These eddies and countercurrents on the ebb greatly diminish the effective width of the passage, and so increase the velocities in the channel.

(397) Mariners unfamiliar with the area should not attempt to navigate Port Orchard, and particularly Rich Passage, in thick weather because of the strong tidal currents. In clear weather, however, the navigation of these waters presents no unusual difficulty.

(398)

Caution

(399) **Rich Passage**, because of activities of the Puget Sound Naval Shipyard, has a large volume of traffic. Many ferries a day each way, tugs with hawser tows, and various types of naval craft, all contribute to create a considerable collision hazard in the passage, particularly at the sharp bend off Point Glover. Strong tidal conditions prevail in this vicinity, and deep-draft outbound vessels making the sharp turn may be unavoidably set well over toward the east shore, necessitating a two-blast, starboard-to-starboard meeting with inbound vessels. Vessels approaching Point Glover from either direction should sound one long blast when within 0.5 mile of the point as a warning to any vessel approaching from the opposite direction.

(400) **Fort Ward**, formerly a military post and now a State park on Bainbridge Island, is near the east entrance to Rich Passage, just inside Beans Point. There is a wharf here built out to 18 feet. A fish pen off the end of the wharf is marked by private lights. An aquaculture site, marked by private lights, is about 300 yards south-southwest of the wharf in about 47°34'30.5"N., 122°31'29.5"W. A rocky patch covered 11 feet, 150 yards south of the wharf, is dangerous to vessels approaching from southward. A radio tower just northeast of Fort Ward and a large white house on **Beans Point** are prominent from the east end of Rich Passage.

(401)

Chart 18452

(402) **Sinclair Inlet**, site of the city of Bremerton and the Puget Sound Naval Shipyard, is entered from Rich Passage and Port Orchard on the east, and Port Washington Narrows on the north. The inlet is 3.5 miles long, extending in a west-southwest direction from **Point Herron**, which is at the junction of Port Washington Narrows and Port Orchard; the point is marked by a light. Several Navy-maintained unlighted mooring buoys, used at times by unlighted craft, are in Sinclair Inlet. Mariners are advised to exercise caution at night.

(403) **East Bremerton** is the community back of Point Herron, on the east side of the Port Washington Narrows entrance. The fixed highway bridge crossing the narrows here has a clearance of 74 feet.

(404) Sinclair Inlet is a **naval restricted area.** (See **334.1240,** chapter 2, for limits and regulations.)

(405) **Annapolis** is a village on the south shore of Sinclair Inlet directly south of Point Herron. A foot pier extends out to a float which is used by a passenger ferry between the village and Bremerton. East of the ferry pier is a public float and launching ramp. The float grounds at low water. The buildings of a veterans' home on the bluff above the town are prominent.

(406) A flat that bares extends about 0.2 mile from shore in the bight between Annapolis and Port Orchard.

(407) The town of **Port Orchard** is on the south shore about 0.5 mile west of Annapolis. It has a ferry pier, float landing, and a marina. Passenger ferry service is maintained with Bremerton every 15 minutes from 1600 to 2400 daily. A marina, protected on the west, north, and east sides by a floating breakwater, is just west of the ferry pier. The entrance is at the northwest corner and is marked by private lights. There are covered and open berths for about 600 small craft. A yacht club has its moorings just inside the west breakwater. Transient berths for 50 small-craft are on the east side of the marina; larger transient craft can moor on the inside or outside of the north and east parts of the breakwater. Gasoline, diesel fuel, electricity, water, ice, pumpout facilities and full repairs are available at the marina. The stores of the town business district are nearby and all types of supplies may be obtained.

(408) A marina and boatyard are on the west side of town; water, ice, limited marine supplies, and diesel fuel are available. The yard has a marine railway that can handle craft up to 75 feet and a floating drydock with a 25-ton capacity. Hull and engine repairs can be done at the boatyard; a machine shop and carpentry shop are available. Port Orchard Yacht Club has its moorings west of the boatyard. A floating breakwater in ruins, a wreck, and other sunken debris are about 75 yards off the ends of the Yacht Club floats. Another marina and boatyard, just west of Port Orchard Yacht Club, can accommodate about 25 vessels. A mobile hoist with a 30-ton capacity can handle craft up to 55 feet.

(409) A marina and boatyard, about 1.5 miles west of Port Orchard, has berths for about 50 fishing boats and small craft. Electricity, gasoline, water, and limited marine supplies are available. The boatyard has three marine railways, the largest of which can handle craft to 30 tons for hull repairs.

(410) **Puget Sound Naval Shipyard** occupies most of the north shore of the inlet. The hammerhead crane near the offshore end of Pier 6 of the yard is one of the most conspicuous objects from any direction. The ends of Pier 4, Pier 5 and Pier 6 are equipped with radar reflectors. A floating security barrier, marked by lighted buoys, surrounds the waterfront of the naval shipyard.

(411) Navy Drydock No. 6 is one of the largest in the world. Its inside dimensions are 1,152 feet long, 165 feet wide at the entrance measured 6 feet over sill, and 53 feet over the sill at mean high water. This facility was built to accommodate the largest supercarrier. When not committed to Navy use, and under certain conditions, the drydock may be used by other ships that are too large for commercial docks.

(412) **Bremerton** adjoins the shipyard, and most of the city's business and affairs are keyed to the needs of the Navy establishment. The city limits include East Bremerton and Point Herron. Frequent ferry service connects with Seattle. Floats for small craft are adjacent to the north ferry slip. The floats are managed by the Port of Bremerton; water, electricity, and overnight moorage are available.

(413)

Chart 18449

(414) **Port Washington Narrows**, 3 miles long, joins Sinclair and Dyes Inlets. Tidal currents in the narrows attain velocities in excess of 4 knots at times. (See Tidal Current Tables and Tidal Current Charts for detailed information.)

(415) There are a number of petroleum distribution facilities with storage tanks and receiving wharves along the west shore of Port Washington Narrows between the south bridge over the narrows and Phinney Bay.

(416) Two fixed highway bridges and two power cables cross the narrows. The northerly of the two bridges has a clearance of 80 feet. An overhead power cable close east of the bridge has a clearance of 80 feet. The Manette Bridge, in the south part of the narrows, has a clearance of 74 feet. A power cable with a clearance of 90 feet is about 0.3 mile north of the bridge.

(417) **Anderson Cove** is a small bight on the south shore about 1.5 miles above the East Bremerton Bridge. The cove is shoal; however, it has several private piers and a public launching ramp. A small-craft moorage is 250 yards east of Anderson Cove. Oil wharves are on both sides of the moorage.

(418) **Phinney Bay**, 0.8 mile long, makes into the west shore near the north end of the narrows. Bremerton Yacht Club has its moorage with floats on the west side of the bay. **Rocky Point** is on the west side of the north entrance of the narrows. There are tide rips off this point.

(419) **Dyes Inlet** extends about 3 miles north-northwest from the north end of the narrows to the village of **Silverdale** on the west side of the head of the inlet. The inlet is used by fishing boats and pleasure craft. There are several villages and many houses on its shores. A dock here has electricity, water, a pump-out station, and limited marine supplies available. The facility is managed by the Port of Silverdale at the Silverdale Waterfront Park. Some local fishing boats are hauled out by crane for repairs. The village of **Tracyton** is on the east shore just north of the narrows. The village has a public boat launching ramp.

(420) **Chico** is a small residential town on the southwest side of Dyes Inlet, close west of Chico Bay; the log dump wharf here is in ruins.

(421) **Ostrich Bay** is an inlet in the southwest part of Dyes Inlet. A covered rock is reported in Ostrich Bay 500 yards south of **Elwood Point** inside the breakwater extending south of the point.

(422) Mariners are cautioned against anchoring, dredging, trawling or otherwise disturbing the bottom sediments in certain areas of Ostrich Bay due to possible existence of unexploded ordnance (See Chart 18449 for locations.) Additional information is available through Naval Base Kitsap Public Affairs Office at 360–396–1631.

(423) That part of the west shore of Ostrich Bay extending about 0.5 mile south from Elwood Point is an annex of the Puget Sound Naval Shipyard. The wharves and shops are no longer used and are in ruins.

(424) A depth of 6 feet can be carried from Ostrich Bay into **Oyster Bay** on midchannel courses. There is 4 feet or more in Oyster Bay.

(425)

Charts 18448, 18449, 18474

(426) **East Passage**, on the east side of Vashon and Maury Islands, extends from Alki Point south-southeast for 12.5 miles to Point Robinson, and thence southwest for 6 miles to Browns Point. The waters throughout are deep and free from dangers, which in no case extend as much as 0.5 mile from shore.

(427) **Fauntleroy Cove**, 3.5 miles south of Alki Point, is the site of the landing for the automobile ferry plying from there to Vashon Heights and Point Southworth.

(428) **Blake Island**, about 1 mile long, 249 feet high, and covered with trees, is off the north entrance to Colvos Passage. Heavy tide rips, strongest with a flood current and strong south winds, are encountered at the north entrance to Colvos Passage south of Blake Island. Shallow, irregular bottom extends about 0.5 mile off the north shore of the island. A light is on the northeast point of the island. Just south of the northeast point of the island are the ruins of a wharf. A State marine park small-craft basin, protected by a breakwater, is at the northeast end of the island. The entrance to the basin is marked by a private light and daybeacons; a pump-out station is available. Several public mooring buoys are along the west, north, and east sides of the island.

(429) **Yukon Harbor** is about 2 miles southwest of Blake Island and can afford anchorage in 30 to 50 feet, sticky mud and pebble bottom. The harbor is protected from south winds and can be used for anchorage in a variety of conditions. Much of the head of the harbor is bare at low tides. Several settlements and resort villages are along the shores of Yukon Harbor; mostly fishermen and pleasure boaters use these waterfront facilities. **Manchester** has a short wharf with a float landing and a launching ramp. A large fuel pier, just south of Orchard Point, is part of the U.S. Navy's Manchester Fuel Depot. The pier is a major fueling station for U.S. Government deep-draft vessels. A **naval restricted area** surrounds the fuel pier (See **§334.1244**, chapter 2, for limits and regulations.) A **general anchorage** is between Blake Island and Manchester. (See **110.1** and **110.230**, chapter 2, for limits and regulations.) **Harper**, a mile west-northwest of Point Southworth, is the site of a former ferry pier. A

ferry now operates from a pier on Point Southworth to Seattle, Fauntleroy and Vashon Island.

(430) **Vashon Island** is 11 miles long in a north direction. **Maury Island**, actually a peninsula of Vashon Island at its southeast extremity, is connected to it by a highway on a narrow neck of land. Maury Island is about 5 miles long.

(431) On these islands the land is of moderate rolling elevation and in places rugged, and most of the country is heavily wooded. The islands have numerous orchards and houses. There is some farming, and cattle and poultry are raised. The transmitting towers of Seattle broadcasting stations are on the islands; two groups of towers are on Vashon Island and two on Maury Island. The shores on all sides have numerous settlements. The county wharves, formerly used to ship farm produce, are no longer kept in repair, and shipments are now by truck.

(432) **Point Vashon**, the northwest tip of Vashon Island, is 305 feet high, steep, and wooded. Shoal water extends 0.2 mile north from the point and nearly as far along the north shore as **Dolphin Point**, 1 mile east. A light is 300 yards north of Point Vashon.

(433) **Vashon Heights Landing**, 0.5 mile east-southeast of Point Vashon, has a combination ferry slip and landing wharf built out to 14 feet. An automobile ferry runs to Point Southworth and Fauntleroy.

(434) The tall radio towers of station KOMO are on Point Beals. The town of **Vashon** is on high land 1.5 miles southwest of Point Beals.

(435) A **159°58'-339°58' measured nautical mile** is east of Point Beals. The range markers are steel towers with round orange targets.

(436) **Three Tree Point**, about 7.8 miles south of Alki Point, is a sharp low spit, projecting 300 yards from the high land which in 1 mile rises to an elevation of 430 feet. On the low part of the point is a grassy knoll, 30 feet high, with several trees on it. A light and a mariner radio activated sound signal are on the point, initiated by keying the microphone five times on VHF-FM channel 83A.

(437) **Tramp Harbor**, formed by the easternmost part of Vashon Island and the north end of Maury Island, has shoal water extending about 0.2 mile out from shore along its entire length. It is bounded on the north by **Point Heyer**, a sandspit behind which the ground rises rapidly. A shoal extends 0.2 mile southeast from the point. A radio tower on this point is about 450 feet high.

(438) **Portage** is a village extending over both sides of the low isthmus that connects Vashon and Maury Islands. Two radio towers about 526 feet high are 0.6 mile south of the isthmus, and three other radio towers are one mile southeast of the isthmus.

(439) The city of **Des Moines**, on the east shore of East Passage, operates a small-craft marina about 3.7 miles southeast of Three Tree Point. The marina, protected by a rock breakwater, offers shelter for over 700 craft including 50 transient berths. The entrance to the marina is from the west around the north end of the breakwater. Lights mark the north end and southwest corner of the breakwater. Services available include electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, marine supplies, and a 25-ton marine lift; full repairs can be made.

(440) **Point Robinson**, the easternmost end of Maury Island and the major turning point in the passage, is a low spit projecting 140 yards from the wooded high land. **Robinson Point Light** (47°23'17"N., 122°22'28"W.), 40 feet above the water, is shown from a 40-foot white octagonal tower on the point; a mariner radio activated sound signal is at the station, initiated by keying the microphone five times on VHF-FM channel 81A.

(441) There are two barge-loading berths at the gravel pits about 1 mile southwest of Point Robinson. Conveyors load the barges. The gravel pits are prominent from the south end of East Passage. These facilities are the only commercial wharves on Vashon and Maury Islands, except for oil receiving wharves.

(442) **Redondo**, on **Poverty Bay**, about 6.8 miles south-southeast of Three Tree Point, is a suburban village. **Dumas Bay**, 2 miles west of Redondo, has a small wharf which bares alongside at low water.

(443) **Quartermaster Harbor** extends 5 miles north-northeast between the south parts of Vashon and Maury Islands, opposite Commencement Bay. The entrance is between **Neill Point** to the west and **Piner Point** to the south. Its shores are low and wooded, with numerous clearings, and several landings and private piers.

(444) Quartermaster Harbor affords excellent anchorage about 2 miles inside the entrance in 5 to 10 fathoms, muddy bottom. The harbor provides easy access, however caution is advised to avoid charted obstructions and wrecks.

(445) A shoal just inside the entrance extends 300 yards from the east shore and is marked by a buoy. Several shoal areas with depths of 2 to 2¾ fathoms extend up to 400 yards off the west shore between Neill Point and Harbor Heights. Shoal areas with depths of 4¼ fathoms are near midchannel west of **Manzanita** and west of Dockton. In 2007, a wreck covered 8¾ fathoms was in this vicinity at 47°20'59"N., 122°29'01"W.

(446) Many settlements and summer resorts are along the shores of the harbor, but the landing wharves, for the most part, are in disrepair. There are several submerged hazards in the vicinity of the wharves.

(447) **Burton** is a town on **Burton Peninsula** which projects east from the west side about 3 miles from the entrance. The town has several stores and some marine supplies are available. There are numerous private mooring buoys in the harbor.

(448) An oil-receiving wharf and storage tanks are on the west side of the harbor about 0.7 mile north of Burton at the mouth of Judd Creek. The storage tanks are on the hill north of the harbor.

(449) The village of **Dockton** is in the bight on the east side about 2.5 miles from the entrance. A county park on the east side of the bight has a public dock with several piers

and a boat ramp. There is a large mooring field off the village; numerous submerged obstructions, small wrecks and scattered debris litter the bottom in this area.

(450) In the upper part of the harbor, north of the Burton Peninsula, are several private wharves and floats.

(451) **Colvos Passage**, on the west side of Vashon Island, extends about 11 miles in a general south direction, with an average width of 1 mile. The passage is free of dangers. The north entrance is about 4.5 miles southwest of Alki Point, and the south entrance is abreast Point Defiance. The passage is used principally by tugs hauling logs for sawmills and by medium-sized vessels departing Tacoma. A midchannel course can be followed with safety. The passage is marked by lights.

(452) The current in Colvos Passage sets north on the ebb and flood, and at times advantage is taken of this fact by vessels bound from Tacoma to Seattle. The current in the middle of Dalco Passage and along the southwest shore of Commencement Bay sets west or northwest almost continuously.

(453) **Point Southworth**, on the west side of the north entrance, is high and wooded. A ferry slip is 0.2 mile northwest of the point. An automobile ferry runs to Fauntleroy and Vashon Heights.

(454) **Fragaria** and **Olalla**, on the west shore of Colvos Passage, are small residential communities. Only isolated pilings remain of their former wharves. A rock which bares at half tide is 400 yards north of the former wharf at Olalla. Olalla has a small-craft float landing and a general store. Gasoline, water, ice and some marine supplies are available.

(455) **Cove** and **Lisabeula**, on the east shore, are summer resort areas. There are no facilities at either area. The wharf at Cove is in ruins. Several pilings, formerly used as moorings for log rafts, are adjacent to the wharf. Lisabeula consists of a single waterfront resort with no facilities for small craft.

(456) **Tahlequah** is a small residential community on the south shore of Vashon Island between Neill Point and Point Dalco. A ferry operates between Tahlequah and Tacoma.

(457) **Gig Harbor** is an inlet about 1 mile long on the west side of the south entrance to Colvos Passage abreast Point Defiance. A private light is on the south end of the sandspit, at the east side of the entrance, which makes out for 220 yards and constricts the entrance to less than 100 yards wide. A narrow 10-foot channel in the middle has currents of considerable velocity. Inside the entrance the basin has from 3 to 5 fathoms. An obstruction with a least depth of 8 feet was reported in the harbor in about 47°20'14"N., 122°35'06"W. The surrounding land, partially cleared of timber, slopes gently toward the shores and is thickly settled.

(458) The town of **Gig Harbor** extends along the west shore and the head of the harbor. It is the home port of many pleasure craft and fishing boats. The town has a boatyard with three marine railways and one crane. The larger of the three railways can handle craft to 150 tons for hull and engine repairs. There are many private piers and wharves, including one gasoline float. There are many marinas here. Berths, gasoline, diesel fuel, water, ice, launching ramps and marine supplies are available in the harbor. Most of the pleasure craft moor at one of the marinas at the head of the harbor.

(459) On entering Gig Harbor, hold midway between the spit on the east side and the west shore until just inside the entrance. Then swing right toward the east shore until past the short spit extending from the west shore, and steer a course just south of midchannel into the harbor.

(460)

Chart 18453

(461) **Dash Point**, the east entrance of Commencement Bay, and the village of **Dash Point** are 1 mile northeast of Browns Point. There is a restaurant at the foot of the long pier which extends out from the north side of the point to a depth of 20 feet.

(462) **Point Defiance**, the west entrance of Commencement Bay, terminates in a very prominent dirt bluff, 160 feet high. A light is just west of the point. The terminal for the Point Defiance/Tahlequah ferry is approximately 1.8 miles south-southeast of the Point. A small boat launch ramp is just south of the terminal adjacent to a small-craft boat basin formed by a manmade peninsula. **Point Defiance Park** is wooded along its northeastern shore for 3.8 miles from the end of the point.

(463) **Commencement Bay** entrance lies 18 miles south of Alki Point and 56 miles south of Point Wilson. The bay is about 2.5 miles in length, easy of access, and free of dangers. Log storage grounds are off the northeast shore of the bay.

(464) **Tacoma**, the second city in size and importance on the sound, occupies the south and southwest shores of Commencement Bay, and its residential area has grown north into Seattle's south suburbs, and to Steilacoom on the southwest.

(465) The **Port of Tacoma** is a rapidly expanding major port, second only to Seattle in maritime importance on Puget Sound. Its exports include lumber and other wood products, grain, refined metals, machinery, general and containerized cargo; imports include alumina, and refined steel, automobiles, electronic equipment, rubber, and meat. Much of the Alaska trade originates here.

(466)

Prominent features

(467) On entering Commencement Bay, either from the north via East Passage or Colvos Passage or from the south via The Narrows and Dalco Passage, Dash Point, Browns Point, and Point Defiance are prominent. **Browns Point Light** (47°18'21"N., 122°26'39"W.), 38 feet above the water, is shown from a 35-foot white concrete house on Browns Point. Once inside the bay, numerous stacks, tanks, and towers are visible.

(468) A **132°05' - 312°05' measured nautical mile** is along the southwest shore of the bay about midway between Ruston and Tacoma.

(469) A fishing reef is along the southwest shore of the bay about midway between Ruston and Tacoma. In the same vicinity, a line of mooring buoys extends 0.7 mile along the southwest shore of the bay.

(470) From the southeast corner of Commencement Bay, the city waterfront extends northwest to the southeast corner of Point Defiance Park. Along here are numerous industrial plants with wharves to accommodate vessels drawing 30 feet or more.

(471) **Thea Foss Waterway**is the westernmost of the channels at the head of the bay; a light is on the east side of the entrance. In 2007, an 11-foot obstruction was midchannel (47°14'57"N., 122°25'58"W.). Two deep-draft wharves and many oil storage tanks are on the east side.

(472) There are two bridges over the waterway. The South 11th Street vertical lift bridge, 0.5 mile from the entrance to the waterway, has a clearance of 64 feet down and 139 feet up. A fixed highway bridge near the head of the waterway has a clearance of 28 feet (36 feet at the center).

(473) **Middle Waterway**, northeast of Thea Foss Waterway, and **St. Paul Waterway**, northeast of Middle Waterway, are not **Federal projects**. The inner parts of both waterways have shoaled and are not navigable; there is no deep-draft traffic. St. Paul Waterway is used for log storage by the large papermill which occupies the land on the northeast side.

(474) **Puyallup Waterway**, northeast of St. Paul Waterway, discharges the water of **Puyallup River.** The waterway has shoaled to such an extent that it cannot be used commercially. A lighted buoy marks a shoal area extending about 500 yards northwest of the entrance. A fixed bridge, with a clearance of 29 feet, crosses the waterway about 0.7 mile above the mouth. An overhead cable, just southeast of the bridge, has a clearance of 46 feet.

(475) **Sitcum Waterway**, northeast of Puyallup Waterway, is maintained at more than the project depth of 40 feet. The Port of Tacoma's Pier 7 is on the east side. A private light is just off the northwest end of Pier 7; it marks the northeast side of the entrance to Sitcum Waterway.

(476) The next two channels to the northeast of Sitcum Waterway, **Blair Waterway** and **Hylebos Waterway**, are maintained as **Federal projects**. A lighted buoy is off a shoal on the north side of the entrance and a private light is on the south side at the northwest end of Pier 25; these aids mark the entrance to Hylebos Waterway. The entrance to Blair Waterway is marked by a private lighted buoy on the southwest side. (See Notice to Mariners and latest editions of charts for controlling depths.)

(477) The 11th Street bascule bridge over Hylebos Waterway has a clearance of 21 feet. (See **117.1 through 117.59 and 117.1061**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13. Call signs: KZN-574, Hylebos Bridge. A power cable at the bridge has a clearance of 173 feet.

(478) **Security zones** are in the Sitcum Waterway and Blair Waterway areas. (See **165.1 through 165.8, 165.30 and 165.1321**, chapter 2, for limits and regulations.) **Regulated navigation areas** are in the Thea Foss Waterway. (See **33 CFR 165.1 through 165.13 and 165.1329**, chapter 2, for limits and regulations.)

(479)

Anchorage

(480) A **general anchorage** is off the north shore of Commencement Bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.) The depths elsewhere in the bay, as a rule, are too great for convenient anchorage. In 2010, a wreck covered 54 feet (47°17'36"N., 122°26'06"W.) and a submerged obstruction (47°17'33"N., 122°26'00"W.) were reported near the northwest corner of the anchorage area.

(481) City regulations permit anchorage in any part of the bay outside the harbor lines so as not to interfere with vessels arriving or departing from their docks.

(482)

Currents

(483) The tidal currents in the harbor have little velocity, except in Hylebos Waterway where the NOAA Ship McARTHUR reported estimated currents of up to 2 knots in 1994.

(484)

Pilotage, Tacoma

(485) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12 for details.)

(486)

Towage

(487) Tugs up to 5,000 hp are available at Tacoma, and larger tugs may be obtained from Seattle. Arrangements should be made in advance through ships' agents.

(488)

Quarantine, customs, immigration, and agricultural quarantine

(489) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(490) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(491) Tacoma is a **customs port of entry**.

(492)

Harbor regulation

(493) Harbor regulations are administered by the **harbormaster**, whose headquarters are at the fire station at 901 South Fawcett Street. The general offices of the Port of Tacoma are in the Tacoma Building at the corner

(498)

Facilities in the Port of Tacoma

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Facilities on Hylebos Waterway							
Trident Seafoods Corperation (Berths C and D)	47°16'58"N., 122°24'27"W.	1,258	18-25	18	• Open storage (4 acres) • Three gantry cranes	Receipt of frozen seafood	Port of Tacoma/ Trident Seafoods Corp.
Pioneer Americas (Docks 1 and 2)	47°16'49"N., 122°24'13"W.	940	25-28	19	• Tank storage (1.6 million gallons) • Open storage	• Receipt of bulk salt • Receipt and shipment of caustic soda	Pioneer Americas Inc.
City of Tacoma Coal Dock	47°16'36"N., 122°23'36"W.	250	30	-	Open storage (12,000 tons coal)	Receipt of coal by barge	City of Tacoma
Sound Refining	47°16'36"N., 122°23'10"W.	770	27	19	Tank storage (700,000 barrels)	Receipt and shipment of petroleum products	Sound Refining, Inc.
Atofina Chemicals	47°16'09"N., 122°22'28"W.	645	30	18	• Tank storage (5,360 tons) • Crane (½ ton)	Shipment of caustic soda and sodium chlorate	Atofina Chemicals, Inc.
Schnitzer Steel	47°16'05"N., 122°22'08"W.	850	32-35	18	• Open storage (26 acres) • Cranes to 250 tons	Receipt and shipment of scrap metal	Schnitzer Steel of Tacoma
Weyerhaeuser Company	47°15'48"N., 122°21'55"W.	1,100	34-37	19	Open storage (18 acres)	Receipt and shipment of logs	Weyerhaeuser Co.
Manke Lumber Company	47°15'52"N., 122°21'41"W.	320	30	18	• Open storage (10 million board feet) • Tank storage (21,360 tons)	• Receipt and shipment of lumber • Shipment of tallow	Manke Lumber Co. Inc./ Manke Lumber Co. Inc. and Pacific Northwest Terminals Inc.
Facilities on Blair Waterway							
Totem Ocean Trailer Express	47°16'28"N., 122°24'18"W.	790	40	11	Open storage (41 acres)	Receipt and shipment of general cargo	Port of Tacoma/ Totem Ocean Trailer Express
Tru-Grit	47°16'18"N., 122°24'02"W.	160	15-20	18	• Open storage (10,000 tons) • Belt conveyor	• Receipt of copper slag • Shipment of fabricated steel products	A.H. Powers Inc./ Jesse Engineering and Tru-Grit, Inc.
Graymont Western U.S.	47°16'11"N., 122°23'52"W.	335	32	20	• Open storage (15,000 tons) • Tank storage (1.3 million gallons) • Belt conveyor	• Receipt of limestone • Occasional shipment of calcium carbonate slurry	Graymont Western U.S., Inc.
Georgia-Pacific Gypsum Corperation	47°16'07"N., 122°23'45"W.	700	35	18	• Covered storage (32,000 tons) • Belt conveyor	Receipt of gypsum	Port of Tacoma/ Georgia-Pacific Gypsum Corp.
Weyerhaeuser Paper Company	47°15'43"N., 122°23'05"W.	800	40-51	20	• Open storage (185,000 tons) • Belt conveyors	Receipt and shipment of wood chips	Port of Tacoma/ Weyerhaeuser Paper Co.
Port of Tacoma (Berths A and B)	47°15'14"N., 122°22'42"W.	1,400	51	22	• Open storage (80 acres) • Covered storage (102,400 square feet)	• Receipt of automobiles • Receipt and shipment of lumber and general cargo	Port of Tacoma
Port of Tacoma Blair Waterway Terminal	47°15'35"N., 122°23'04"W.	1.200	51	22	Open storage (2 acres)	Shipment of logs	Port of Tacoma
Washington United Terminals	47°15'45"N., 122°23'23"W.	2,000	51	21.5	• Open storage (80 acres) • Four container cranes	Receipt and shipment of general cargo	Port of Tacoma/ Washington United Terminals
U.S. Oil & Refining Company (Docks 1 and 2)	47°16'04"N., 122°23'59"W.	1,095	40	18	Tank storage (2 million barrels)	Receipt and shipment of petroleum products	U.S. Oil & Refining Co.
Port of Tacoma (Terminal 4)	47°16'21"N., 122°24'21"W.	1,900	51	18	• Open storage (75 acres) • Six container cranes	Receipt and shipment of general cargo	Port of Tacoma/ Marine Terminals Corp.
Facilities on Sitcum Waterway							
Port of Tacoma (Terminal 7D)	47°16'16"N., 122°25'06"W.	900	51	18	• Open storage (33 acres) • Six container cranes	Receipt and shipment of general cargo	Port of Tacoma/ Husky Terminal & Stevedoring, Inc.
Port of Tacoma (Terminal 7C)	47°16'10"N., 122°24'58"W.	600	48	18	• Open storage (5 acres) • Covered storage (150,000 tons) • One 40-ton gantry crane	Receipt and shipment of miscellaneous bulk materials	Port of Tacoma/ Kaiser Aluminum & Chemical Corp.
Port of Tacoma (Terminals 7A and 7B)	47°16'04"N., 122°24'50"W.	1,200	48	18	• Open storage (6 acres) • Covered storage (180,000 square feet)	Receipt and shipment of containerized general cargo	Port of Tacoma

Facilities in the Port of Tacoma

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Maersk Pacific, APM Terminals	47°16'03"N., 122°24'58"W.	2,200	46	20	• Open storage (135 acres) • Five container cranes	Receipt and shipment of containerized general cargo	Port of Tacoma/ Maersk Pacific, Ltd.
Facilities on Thea Foss Waterway							
ST Services/Shore Terminals	47°15'38"N., 122°26'09"W.	600	26	20	Tank storage (500,000 barrels)	Receipt and shipment of petroleum products	ST Services/Shore Terminals, LLC
Tosco Corporation	47°15'30"N., 122°26'03"W.	660	24-30	20	Tank storage (280,000 barrels)	Receipt of petroleum products	Tosco Corp
Tacoma Export Marketing Corperation	47°15'59"N., 122°26'35"W.	910	65	19.5	• Silo storage (3 million bushels) • Belt conveyor	Shipment of grain	Port of Tacoma/ Tacoma Export Marketing Co.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

of 11th and A Streets; the Port of Tacoma terminal offices are at Pier 2.

(494)

Speed

(495) A city ordinance prohibits speeds in excess of 5 knots on any of the waterways and within 200 yards of any shore or pier in the harbor.

(496)

Wharves

(497) The Port of Tacoma operates three marine terminals and owns ten which are privately operated. In addition to the port-owned facilities listed in the table, there are several private deep-draft piers and wharves. Only the major deep-draft facilities are listed. The alongside depths given in the table are reported. For information on the latest depths contact the Port of Tacoma general office or the individual operators. All the facilities listed have direct highway connections, and most have plant trackage with railroad connections. Water and electrical shore power connections are available at about 80 percent of the wharves. General cargo is usually handled by ships' tackle. Mechanical handling equipment, if available, is mentioned in the table. The Port of Tacoma operates its own belt line railroad with switching connections to two major railroads and has a 200-ton mobile crane and a 300-ton floating crane.

(499)

Supplies

(500) Most marine supplies and services are available at Tacoma. Bunker fuel, diesel oil, and lubricants are available. Gasoline and diesel fuel are available at the oil docks on Thea Foss Waterway. Large vessels are bunkered at their berths by barge. Water is available at most of the berths.

(501)

Repairs

(502) There are no facilities for major repairs to large oceangoing vessels in Tacoma; the nearest such facilities are in Seattle, WA. The largest marine railway in Tacoma is at a repair yard on the northeast side of the upper turning basin in Hylebos Waterway; the railway here is certified for 1,000 tons.

(503)

Small-craft facilities

(504) A public pier, owned by the city of Tacoma, is 0.6 mile southeast of the south marker of the measured mile course on the southwest side of Commencement Bay; small craft moor here temporarily. There are numerous other small-craft facilities on Hylebos, Blair and Thea Foss Waterways, and on the northeast and southwest shores of Commencement Bay.

(505)

Communications

(506) Tacoma is served by two major railroads, Seattle-Tacoma Airport, and Tacoma Narrows Industrial Airport.

(507)

Chart 18448

(508) South of Point Defiance are numerous inlets, passages and islands. At many of the towns, the landing wharves have fallen into ruins, all transportation following the highways. These waters are navigated by log tows and by pleasure craft. Deep-draft vessels call at Olympia for lumber and other forest products. The depths are generally great and the dangers are few. The shores are well wooded and moderately low. The beaches are sand and gravel, with boulders in places, and are often backed by steep, bare sand and gravel bluffs. Olympia and Shelton are the only cities, but there are many towns. Strangers bound through these waters at night are advised to take a pilot.

(509)

Currents

(510) In The Narrows current velocities exceed 5 knots at times. At the north end of The Narrows the current sets north most of the time on the east side of the passage and south most of the time on the west side. (See Tidal Current Tables for daily current predictions for a midstream position near the north end of The Narrows and details of the current movement at other locations; these tables and the Tidal Current Charts, Puget Sound, Southern Part,

should both be consulted for details of the complicated currents of this area.)

(511) From Point Defiance to near Days Island, the east shore of **The Narrows** consists of high, bold bluffs. A tunnel is 1.7 miles southeast of Point Defiance; from it a railroad track follows the shoreline to Nisqually River.

(512) **Point Evans**, 2 miles south of Point Defiance on the west side of The Narrows, is marked by a light. Power cables with a clearance of 200 feet cross 200 yards south of the point. **Tacoma Narrows Bridge**, a dual-span highway suspension bridge, crosses The Narrows a mile south of Point Evans. The bridge has a clearance 160 feet at the piers and 180 feet at the center; private sound signals are located on each pier.

(513) **Days Island** is about 4.5 miles south of Point Defiance. The ferry slip and wharf here are in ruins. There are three marinas here, one on the east side of Days Island and two in the cove 150 yards east of the north end of the island. A total of about 200 berths are at the marinas; electricity, gasoline, diesel fuel, water, ice, dry storage for over 500 craft and marine supplies are available. A 15-ton crane and hoists to 3 tons are available to handle craft for hull and engine repair. Obstructions covered 1 to 2¼ fathoms are 230 yards west of the former ferry slip.

(514) A small-boat channel, 1 foot deep, leads into **Days Island Lagoon**. The channel favors the Days Island side and under the bridge is 30 yards from the island shore. Local boats anchor in 3 feet in the lagoon. The floats of a private yacht club are on the south and west sides of the lagoon. Anchorage for small-craft may be had east of the north end of Days Island.

(515) Three miles south of Days Island, the shores consist of bare bluffs which are prominent from south.

(516) From here the route to Olympia continues southwest and west through **Balch Passage**, Drayton Passage and Dana Passage, thence south into Budd Inlet. This route is deep and generally free of dangers.

(517)

Caution

(518) The channel through Balch Passage is only about 100 yards wide between the 10-fathom curves, and the scale of the chart is small. Vessels should stay carefully in midchannel, traffic permitting.

(519) **Hale Passage**, between **Fox Island** and the mainland, enters on the west shore 5 miles south of Point Defiance. It is 4 miles to its junction with Carr Inlet. Near the west end the passage is crossed by a fixed highway bridge with a clearance of 31 feet. A shoal, marked on its northeast side by a buoy, is 350 yards southeast of the bridge and near the middle of the passage; the shoal is boulder-strewn and bares. The channel is on the northeast side of the buoy. A good small-craft anchorage is on either side of Tanglewood Island. The current in Hale Passage attains a velocity in excess of 3 knots at times. The east (ebb) current is stronger than the west (flood) current. (See Tidal Current Tables for current predictions.)

(520) **Fox Island** is a village in the small cove near the northeast end of Fox Island. It has a store and service station. **Tanglewood Island**, in the center of the cove, has a boys' camp, the buildings of which are prominent.

(521) **Wollochet Bay** is a small inlet about 2 miles long extending north from Hale Passage, about 1 mile inside the east entrance. The upper part is narrow and shoal. It affords an anchorage in midchannel about 0.3 mile inside the entrance in 11 to 12 fathoms, sticky bottom. There are many private piers and mooring buoys in the bay. A small-boat launching ramp is on the east side of the bay near the entrance.

(522) **Gibson Point**, the south tip of Fox Island and the north entrance point of Carr Inlet, is marked by a light. **Toliva Shoal**, nearly in midchannel 0.9 mile south of Gibson Point, consists of two rocks covered 3½ fathoms and is marked by a lighted bell buoy. An unmarked fish haven extends about 0.25 mile north from the shoal.

(523) **Carr Inlet** enters the west shore of the sound about 7½ miles south-southwest of Point Defiance. From the entrance, between Fox and McNeil Islands, it extends about 6 miles northwest and then trends north-northeast for 8 miles terminating in flats at the head. Good anchorage is available in the upper reaches in 6 to 15 fathoms, soft bottom and in several small coves on its south and east shores. From the entrance, a midchannel course is safe.

(524) A **naval restricted area** is in the south part of Carr Inlet. (See **33 CFR §334.1250**, chapter 2, for limits and regulations.)

(525) The Washington State penitentiary, on the southeast side of **McNeil Island** about 0.8 mile southwest of **Hyde Point**, is prominent from offshore. Vessel traffic is restricted within 100 yards of McNeil Island, which is prison property. The island is served by a ferry from Steilacoom which lands at the terminal on the south shore about a mile inside the east and of Balch Passage.

(526) **Wyckoff Shoal**, part of which bares, extends 0.8 mile northwest from the northwest part of McNeil Island. Lights on the west side of the shoal mark the east side of the channel leading into Pitt Passage.

(527) **Pitt Passage**, between Key Peninsula and McNeil Island, connects Drayton Passage and Carr Inlet. It is obstructed about midway of its length by **Pitt Island** and its surrounding rocks and shoals. Only the passage east of Pitt Island is used by small craft with local knowledge. In this passage the ebb (north current) is stronger than the flood and attains a velocity of 2.5 knots or more at times.

(528) **Lakebay**, at the head of **Mayo Cove** on the southwest shore of Carr Inlet, is a village with a store and several small private piers. A marina here has a long pier and floats with berthage for about 35 craft; electricity, gasoline, water and ice are available. About 7 feet can be carried to the marina pier, but the channel to the pier is difficult to navigate; strangers are advised to proceed cautiously and obtain local advice. On the east side of Mayo Cove, along **Penrose Point**, a State park has a

small float with moorage for about 10 small craft. Water and a pump-out station are available at the State park.

(529) **Home**, a village on the west side of **Von Geldern Cove**, has a store and service station. A bridge crosses the cove at its head. A shoal extends from the north shore at the entrance to the cove.

(530) **Glencove** is a small settlement in Glen Cove on the west side of Carr Inlet, about 5 miles north of South Head. It is a summer recreational area with a private wharf and float. A small marina here has berths and gasoline.

(531) **Wauna** is a village at the head of Carr Inlet, where the spit enclosing **Burley Lagoon** joins the mainland. A county road extends along the spit and across the entrance to the lagoon over a fixed highway bridge to Rosedale and Gig Harbor. The bridge has a clearance of 12 feet (23 feet at center). A boat launching ramp is at Wauna just west of the bridge.

(532) **Rosedale** is a residential community on the cove on the east side of Carr Inlet and 180-foot-high **Raft Island**. There is an extensive shoal area around and between Raft Island and **Cutts Island**. Cutts Island is part of a state park. The shores of these islands are strewn with boulders. A fixed highway bridge and overhead cable extend from the south side of Raft Island to the mainland. The bridge clearance is 17 feet, and the cable, 48 feet.

(533) **Horsehead Bay**, about 1 mile long, is directly north of Green Point, at the west extremity of Hale Passage. This is a residential area with many private wharves.

(534) **Eagle Island**, small and wooded, is near the middle of Balch Passage, 0.2 mile from **Anderson Island**, and is marked on its north end by a light. Eagle Island is a State park.

(535) **Eagle Island Reef**, 300 yards west of Eagle Island, bares at low water at the south end and has a depth of 2 feet at the north end.

(536) **Drayton Passage**, between Key Peninsula and Anderson Island, is about 3 miles long in a north direction; at its north end, it connects with Pitt Passage and Balch Passage, and at its south end joins the west part of Nisqually Reach. With the exception of a spit extending 0.2 mile from the west shore, marked by a lighted buoy, the waters are deep and free of dangers. A small-boat launching ramp is 0.25 mile north of the light. Estimated current velocities of 1 to 2 knots occur at the southwest end of the passage.

(537) **Filucy Bay**, on the west shore opposite Balch Passage, is about 1.5 miles long and irregular in shape; it is 0.4 mile wide at the entrance. Good anchorage in 7 to 8 fathoms, muddy bottom, is available. There are numerous houses around the shores of this bay. **Longbranch**, a village in the small cove opposite the entrance, has a pier and floats for about 30 fishing and pleasure craft.

(538) **Steilacoom** is on the mainland about 9 miles south-southwest of Point Defiance. The town is of little commercial importance and has no waterfront facilities except for the ferry terminal which maintains service to Anderson, McNeil and Ketron Islands. Limited berthage for small craft, gasoline, water, ice and a hoist are available at the terminal. Limited engine repairs can be made. Indifferent anchorage may be had along the waterfront close inshore, but it is not recommended as the holding ground is poor and the currents have considerable velocity. Off Steilacoom there are tide rips which, with a wind opposing the current, are dangerous to small boats.

(539) There are two large, conspicuous sand and gravel pits on the bluffs about 1.5 miles north-northeast of Steilacoom. A pier is at the north pit and is served by a conveyor belt used for the shipment of sand and gravel. The pier is 520 feet long, 20 to 30 feet reported alongside, and has a deck height of 14 feet. Another pier, just north of the mouth of Chambers Creek, has been abandoned and is in ruins.

(540) **Ketron Island**, 10 miles south-southwest of Point Defiance and privately owned and heavily wooded. A ferry from Steilacoom lands at the terminal on the northwest shore three times a day. **Cormorant Passage**, 0.5 mile wide, separates the island from the mainland south. The passage is clear, but is little used.

(541) **Nisqually Reach** trends south and west around Anderson Island. The south shore is occupied for nearly 1 mile offshore by **Nisqually Flats**, the delta formed by the **Nisqually River**. The flats are very soft mud and bare at low water. A major portion is designated a National Wildlife Refuge, the boundaries are marked by signs. A section is also used for commercial aquaculture. A boat ramp at Nisqually Head is accessible only at high water. Two lights mark the steep north edge of the flats and are supplemented by a series of piles. A light marks the south tip of Anderson Island at Lyle Point. **Thompson Cove** on the west side of the point is a cable area and should not be used as an anchorage. An artificial reef is at the State park 2.7 miles west of Nisqually Head. The reef is marked by a private buoy.

(542) **Oro Bay**, in the southeast part of Anderson Island, is an irregular bight between **Cole Point** and **Lyle Point**. Most of the bay is shallow; it affords an indifferent anchorage in about 10 fathoms, but is affected by the currents and affords little protection. A small shallow arm extends about 1 mile northwest on the west side of the bay and is marked by private buoys. An anchorage for small craft is here.

(543) **Devils Head**, the south point of Key Peninsula, is 280 feet high and heavily wooded. A light is shown off the south tip of Devils Head.

(544) **Johnson Point**, 2 miles west of Devils Head, is 90 feet high. A light is on the sandspit at the end of the point.

(545) A marina is on the west shore of Nisqually Reach about 0.8 mile south-southeast of Johnson Point. The marina provides open and covered berths with 6 transient berths. Services available include: electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramp, pump-out station and a 3-ton marine lift.

(546)

Local magnetic disturbance

(547) Differences of as much as 3° from normal variation have been observed along Henderson Inlet.

(548) **Itsami Ledge**, covered 1 fathom, lies 1 mile west-southwest of Johnson Point. It is surrounded by kelp and marked by a light. This is a danger in entering Henderson Inlet or Dana Passage. A fish haven is close north of the light.

(549) **Henderson Inlet**, locally known as **South Bay**, immediately west of Johnson Point, extends about 4.5 miles in a south direction; the south part is an extensive flat. Good anchorage is inside the entrance in 5 to 6 fathoms, muddy bottom. A spit makes out about 0.2 mile north from the west point at the entrance; on the west shore, 0.8 mile south of the entrance point, is a long sandspit. Oyster beds abound in the south area of the bay.

(550) **Case Inlet**, a popular sport fishing and resort area, extends some 14 miles north from Johnson Point. The flats at its head are only 2 miles from the head of Hood Canal. Depths are irregular, from 10 to 30 fathoms, but there are no off-lying dangers.

(551) **Harstine Island** forms the west side of the south part of the inlet.

(552) A facility in Whiteman Cove, on the east side of the inlet about 3.7 miles north of Devils Head, has berthing, water and a launching ramp.

(553) A marina in Jarrell Cove at the north end of the island has berths, electricity, gasoline, diesel fuel, water, ice and some groceries. The pier here has 22 feet reported alongside. The 200-foot Jarrell Cove State Park pier is directly across the cove from the marina. A State park float, with a pump-out station, is farther up the cove.

(554) **Herron Island**, about 4 miles north of the entrance and 0.3 mile west of the east side, is a private island, with moorings for small craft. A ferry connects with the mainland at the village of **Herron**. The bar between the north end of Herron Island and the east shore has a least depth of about 13 feet, but with local knowledge a depth of 21 feet can be carried through by rounding the northeast tip of Herron Island some 300 to 500 yards off.

(555) **McMicken Island**, 1.1 miles southwest of Herron Island, is connected to Harstine Island by a sandpit which bares at low water. Anchorage with a rocky bottom and protection from south winds is on the northwest side of the island.

(556) **Pickering Passage** indents the west shore of Case Inlet, about 2 miles north of Herron Island. The passage extends in a general south direction for 8 miles, connecting at its south end with Peale Passage and Totten Inlet. The shores are generally low and wooded, and the depths vary from 4½ to 15 fathoms. Except for the shoals extending east from the mouth of Hammersley Inlet, the passage is free of outlying dangers, and a midchannel course is safe. In Pickering Passage the flood current sets from Case Inlet toward Hammersley Inlet and the ebb in the opposite direction. The strongest currents are near the south end where velocities reach 2.5 knots at times. The settlements are served by highway. A fixed highway bridge with a clearance of 31 feet crosses the passage from Graham Point to Harstine Island, about 2.6 miles north of the entrance to Hammersley Inlet.

(557) **Stretch Island** is near the west shore of Case Inlet, just north of the entrance to Pickering Passage. There is no through channel west of this island. The north part of this island is partly cleared of trees and laid out in orchards; a winery and several grape juice factories, no longer operating, are here. There is a private landing wharf built out to 12 feet on the north end of the island. A fixed highway bridge with a clearance of 14 feet connects the mainland. **Grapeview** is a village opposite Stretch Island.

(558) **Reach Island**, 0.2 mile north of Stretch Island, has been subdivided for homesites and is known as **Treasure Island**. It is separated from the west shore by a shallow channel known locally as **Fair Harbor**. The channel is spanned by a fixed bridge with a clearance of 16 feet. There is a marina on the mainland 0.3 mile south of the bridge with about 70 berths, electricity, gasoline, water, ice, nautical supplies, hull and engine repair, and a launching ramp. Approaches to the marina are recommended from the south. The remainder of the channel has reported depths of 2 feet when favoring the west shore. Caution is advised when navigating more than 150 feet north of the marina.

(559) **Vaughn** is a village on the north shore of **Vaughn Bay**, which lies on the east side of Case Inlet about 4 miles from the head. There is a public launching ramp here. The combined civic center for all the small towns on the entire peninsula is at Vaughn. A channel 1½ feet deep leads to deeper water in the bay. Follow the north shore for 200 yards after entering in midchannel off the end of the spit; then cross the bay parallel with the spit at a distance of 200 yards, heading toward the south shore; then follow the south shore at a distance of 200 yards, steering toward the head of the bay. Around the shores are numerous houses and orchards, and a little-used log booming area.

(560) **Rocky Bay** is the shallow inlet north of Vaughn Bay. A channel 3 feet deep leads to the lagoon back of the sandspit near **Windy Bluff**. It is necessary to come around the small sand island north of the spit. Oysterbeds are in the east side of the bay north of the spit.

(561) **Allyn** is a village on the west side of Case Inlet near the head about 0.5 mile north of **Sherwood Creek**. A public pier and launching ramp are here. An oyster wharf is just north of Allyn.

(562) Good anchorage may be had anywhere north of Harstine Island, in 6 to 15 fathoms, muddy bottom.

(563) There are numerous farms and several small settlements whose chief industries are oyster culture, farming, and some logging. The flats near the head of the inlet are largely covered with oysterbeds.

(564) **Peale Passage**, about 4 miles long, extends northwest between Harstine and Squaxin Islands, and connects with Pickering Passage. It has a controlling depth of about 10 feet. Strangers should not attempt it. The current at times attains a velocity of 2.0 knots in the narrow part of the passage, and sets north on the flood.

(565)

Chart 18456

(566) **Dana Passage**, between **Brisco Point**, the south point of Harstine Island, and the mainland, is about 2 miles long. It is the main route to Budd Inlet and Olympia, and also joins with three other bodies of water: Eld Inlet, Squaxin Passage and Peale Passage. Squaxin Passage leads to Totten and Hammersley Inlets, and Peale Passage leads to Pickering Passage.

(567) With the exception of Itsami Ledge near its east end and a fish haven about 0.3 mile north of Itsami Ledge Light 7, Dana Passage is clear and a midchannel course may be safely followed. The currents in Dana Passage frequently attain velocities of 3 knots or more.

(568) **Boston Harbor** is a village in the cove of the same name just east of Dofflemyer Point. A marina here can provide limited transient berths, gasoline, diesel fuel, electricity, water, ice, some marine supplies, launching ramp and pumpout facility.

(569) **Budd Inlet**, 29 miles by water from Tacoma, is about 6 miles long, extending south from Dana Passage and terminating in flats that bare at the head of **East Bay** and **West Bay**. The entrance is between Cooper Point and **Dofflemyer Point**; the latter is marked by a light. The entrance to Budd Inlet is deep except for a 25-foot shoal in the middle of the entrance. The shores are comparatively low and wooded. Depths along the shores of the inlet shoal abruptly on the west side and gradually on the east side. East Bay and West Bay are obstructed by flats and shoals that bare for about 0.8 mile, through which channels have been dredged to the Olympia waterfront.

(570) **Olympia**, the capital of the State of Washington is at the head of East and West bays at the south end of Budd Inlet. Traffic in the port is composed primarily of container vessels, roll-on/roll-off and break bulk.

(571)

Prominent features

(572) The capitol dome and the radio tower on the north end of the port fill area are prominent landmarks from outside the entrance channel.

(573)

Channels

(574) A **Federal project** provides for a 30-foot channel from deepwater in Budd Inlet to a 30-foot turning basin off the west side of the port terminal near the head of West Bay. The channel is marked by lighted and unlighted buoys, lights and lighted ranges.

(575) A dredged channel with a project depth of 13 feet leads southeast from the 30-foot outer channel to a mooring basin on the east side of the peninsula at the head of East Bay; the channel is marked by lights.

(576)

Anchorage

(577) Good anchorage may be had anywhere inside the entrance in muddy bottom.

(578)

Dangers

(579) **Olympia Shoal**, which bares, is about 0.4 mile off the west shore, 3 miles inside the entrance. A light is on the east side of the shoal, and on its west side are lights marking the approach to the dredged channel. There are numerous shoals, piles, dolphins and log booms on the east side of the harbor. A visible wreck, in about 47°05'14"N., 122°55'49"W., is near the approach to the dredged entrance channel to Olympia.

(580)

Regulated navigation area

(581) A security zone has been established in the turning basin of West Bay. (See **33 CFR 165.1321**, chapter 2, for limits and regulations.)

(582)

Pilotage, Olympia

(583) Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12 for detail.)

(584)

Towage

(585) Tugs to 5,000 hp are available from Tacoma and Seattle. No large tugs are stationed in Olympia.

(586)

Quarantine, customs, immigration, and agricultural quarantine

(587) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(588) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(589) Olympia is a **customs port of entry**.

(590) There are two hospitals in Olympia.

(591)

Wharves

(592) The port terminal, owned and operated by the Port of Olympia, is on the east side of the turning basin near the head of West Bay; it is the only deep-draft facility in Olympia Harbor. The terminal has a 1,750-foot face with a deck height of 20 feet and alongside depths of 35 to 40 feet; contact the Port of Olympia (360–528–8000) for the latest depths. The terminal is served by two container gantry cranes, container toplifts, a rail car switcher and other cargo handling equipment. More than 59 acres of paved open storage is available.

(593)

Supplies

(594) Water, ice, groceries, and some marine supplies can be obtained. Diesel fuel, gasoline, and lubricants are available.

(595)

Repairs

(596) Only small craft can be repaired in Olympia. A large marina in the East Bay has a 77-ton lift that can handle craft up to 90 feet long. Machine shops are in the city. For repairs to larger vessels, the nearest facilities are in Seattle, WA.

(597)

Small-craft facilities

(598) There are many marinas at Olympia. Berths, electricity, gasoline, diesel fuel, water, ice, launching ramps, storage and marine supplies are available. Hull and engine repairs can be made at a marina just south of the port wharf. A private yacht club has its moorings at the head of West Bay 0.3 mile south of the turning basin.

(599)

Communications

(600) Olympia is served by two major railroads. Olympia Airport is 4.5 miles south of the city.

(601)

Chart 18448

(602) **Eld Inlet**, locally known as **Mud Bay**, immediately west of Budd Inlet, is of little commercial importance. It affords good anchorage inside the entrance in 24 to 42 feet, soft bottom. A midchannel course is clear to the flats at its head. In entering, **Cooper Point**, the east point at the entrance, should be given a berth of not less than 0.2 mile. Some logging and oystering are done here.

(603) **Squaxin Passage** (see also chart 18457), south of **Squaxin Island** and **Hope Island**, is about 1 mile long and leads to Totten and Hammersley Inlets. A light on Hunter Point marks the southwest entrance point of the passage. The north shore is foul; a shoal covered 19 feet is 150 yards off the west shore of Hope Island abreast Steamboat Island.

(604) The passage is narrow, and strangers should proceed with caution. The south shore should be favored, and, at the west end, the north point of Steamboat Island should be favored. The principal danger in the passage is a reef which bares at extreme low water, southeast of Hope Island; a buoy is near its south end. This reef is easily avoided by keeping the north point of Steamboat Island well open of the south point of Hope Island. Tide rips are said to occur in Squaxin Passage. The usual velocity of the current is about 1.5 knots.

(605) The passage between Hope and Squaxin Islands has a least depth of 9 feet in the middle; greater depths can be carried in the passage with local knowledge.

(606) **Steamboat Island**, covered with private homes, is connected with **Carlyon Beach** on the mainland by a roadway on piling. The island, practically a part of the mainland, has abrupt shores and is heavily wooded. The northwest end of the island terminates in a long sandspit marked on the end by a daybeacon. A private pier is on the northwest side of the island and a pier and large building of a private yacht club are on Carlyon Beach just east of the roadway on piling.

(607) **Totten Inlet** extends 9 miles southwest from the west end of Squaxin Passage. A depth of 30 feet can be carried to a point off the entrance to Skookum Inlet. A 3½-fathom shoal is about in midchannel at the entrance, 620 yards southwest of the south end of Steamboat Island. A spit extends west for about 100 yards from Steamboat Island. In entering, favor the west shore to avoid the spit and shoal. The inlet shoals gradually to near **Burns Point**, 100 feet high, on the south shore, where it bares at low tide.

(608) **Oyster Bay**, south of Burns Point, is an extensive mudflat; oysters are grown in this area, and there are log booms. South of the entrance to **Little Skookum Inlet**, along the shores of Totten Inlet, are rock or concrete walls enclosing the oysterbeds. The walls are a danger to navigation, and the oyster industry discourages boatmen from entering these waters. Oyster-processing wharves are on the north side of the inlet. Local knowledge is required to get to them. Good anchorage may be had anywhere inside the entrance of Little Skookum Inlet.

(609)

Chart 18457

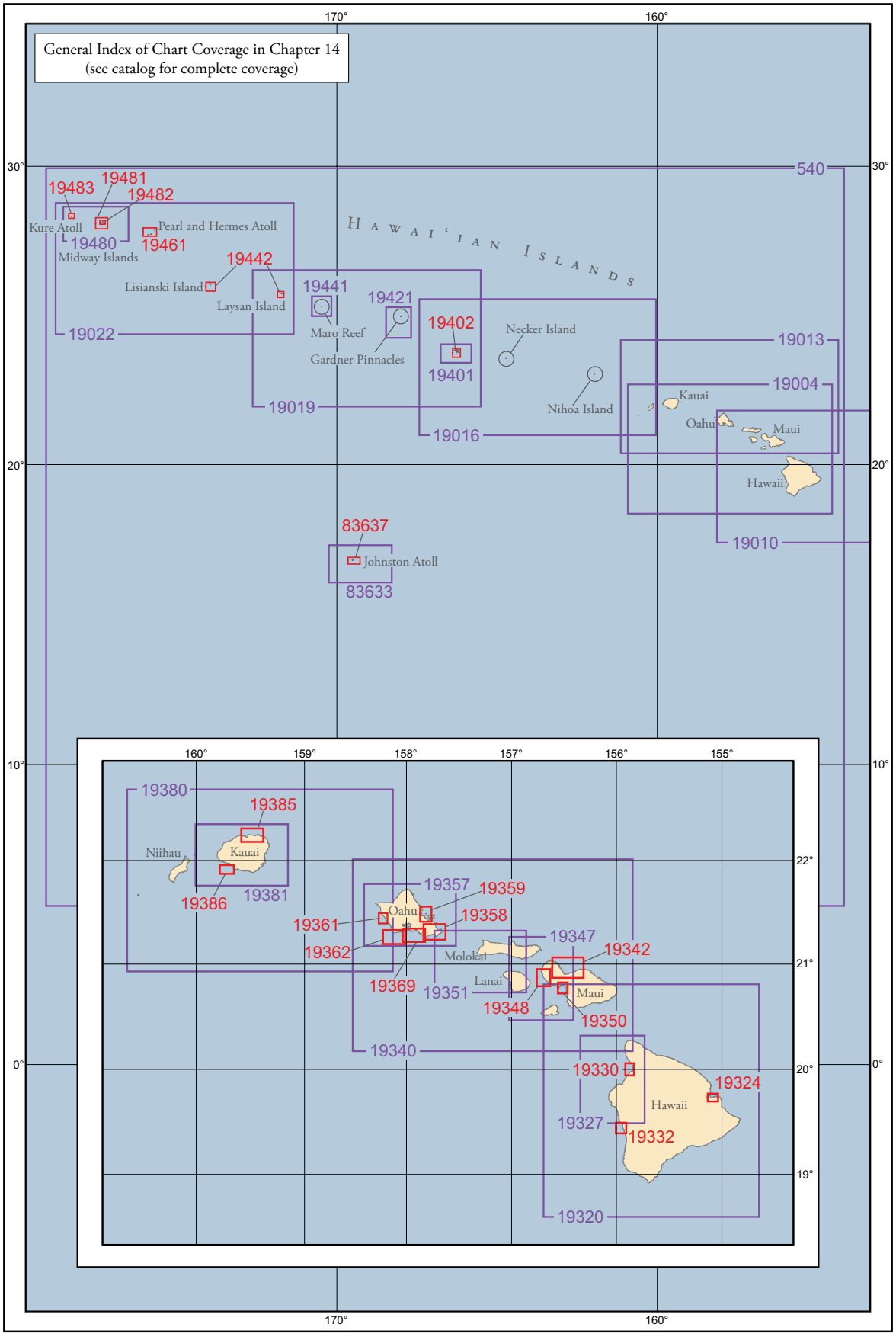
(610) **Hammersley Inlet** indents the west shore of the sound about 1 mile north of the west end of Squaxin Passage. It is about 6 miles long, expanding at its head into **Oakland Bay**, which is 3.5 miles long in a northeast direction. The inlet is obstructed by shoals, particularly at its mouth, where there is an extensive bar. The rocky shoals have been partly removed. The channel, marked by lights on **Libby Point** and **Church Point** has a controlling depth of about 8 feet to the town of Shelton on Oakland Bay. It is navigated only by small craft, and by tugs with log rafts and railroad car floats; local knowledge is required. Tidal current velocities may reach 5 knots at times in the constricted parts of the inlet. (See Tidal Current Tables for current predictions.) Vessels enter on the flood, usually after half tide, and leave on the ebb, usually before maximum strength. Hammersley Inlet is considered dangerous for strangers.

(611) Vessels with sharp rise of bilge should avoid the inlet as there is danger of capsizing in the strong current in case of grounding.

(612) **Arcadia** is a small settlement on the south point of the entrance of Hammersley Inlet. It has a public ramp for launching small pleasure craft.

(613) **Shelton**, at the head of the inlet, is a town of some commercial importance. Extensive logging, lumber, and lumber product manufacturing interests are centered here. The west end of **Oakland Bay** is used primarily

as a storage area for logs trucked in from the Olympic Peninsula to be used by the mills at Shelton. Hammersly Inlet receives little commercial traffic. Shelton is on a branch of the Burlington Northern Railroad; lumber is shipped largely by rail, however, some railroad car ferrying is done. Railway trestles used as log dumps extend east across the flats from the Shelton waterfront. The Port of Shelton marina, 0.3 mile from the head of the Shelton waterfront and on the north shore can provide transient berths, gasoline, diesel fuel, electricity, water, ice and pumpout facility. A yacht club has its facilities at the marina. Some marine supplies are available in the town. There are no haulout or repair facilities at Shelton. Oysters are cultivated in the shoal portions of Oakland Bay.


General Index of Chart Coverage in Chapter 14
(see catalog for complete coverage)
170°
160°
30°
20°
10°
0°
540
19483
19481
19482
Kure Atoll
19480
Midway Islands
Pearl and Hermes Atoll
19461
19442
Lisianski Island
Laysan Island
19022
19441
Maro Reef
19421
Gardner Pinnacles
19402
19401
Necker Island
Nihoa Island
19019
19016
19013
19004
Kauai
Oahu
Maui
Hawaii
19010
83637
Johnston Atoll
83633
HAWAI'IAN ISLANDS
160°
159°
158°
157°
156°
155°
22°
21°
20°
19°
19380
19385
Niihau
Kauai
19386
19381
19357
19359
Oahu
19358
19361
19362
19347
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Molokai
Lanai
Maui
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19351
19348
19350
19340
19330
19324
Hawaii
19327
19332
19320

Hawaii

(1)

Chart 540

(2) **Hawaii**, a Polynesian kingdom until 1893 and then briefly a republic, requested and was granted annexation to the United States in 1898 and was given a territorial form of government in 1900. By Presidential proclamation of August 21, 1959, Hawaii officially became the 50th of the United States.

(3) The **Hawai‘ian Islands**, an archipelago, consist of eight large islands, plus many islets, reefs and shoals, strung out from southeast to northwest for 1,400 nautical miles in the north-central Pacific Ocean. The archipelago extends from 18°55'N. to 28°25'N., and from 154°49'W. to 178°20'W., straddling the Tropic of Cancer. All the islands of the archipelago, except 2-square-mile Midway, are part of the State of Hawaii.

(4) The capital and chief population center of the State is Honolulu on the island of O‘ahu; the port is 2,091 nautical miles from San Francisco, 4,685 miles from the Panama Canal, and 2,477 miles from Anchorage, AK. Land area of the State totals 6,425 square statute miles, of which the “Big Island” of Hawaii alone accounts for nearly 63 percent. The other seven large islands are, in order of size, Maui, O‘ahu, Kaua‘i, Moloka‘i, Lāna‘i, Ni‘ihau, and Kaho‘olawe.

(5) The major islands are mountainous and of volcanic origin; the Island of Hawai‘i has two volcanoes that are still active. Elevations range from sea level to nearly 14,000 feet, with many peaks in excess of 2,500 feet. Although coastal plains, valley floors, and certain plateaus are relatively flat, much of the surface is quite rugged, with high ranges and deep ravines or gorges.

(6) Nearly all of the island streams may be classified as mountain torrents, although some of them can be navigated for short distances by small boats. Most of the streams are on the north and east coasts, where rainfall generally is heaviest.

(7) The 20-fathom depth curve is seldom more than 1 mile from shore and usually is not far from the coral reefs that fringe much of the island coastline. The bottom generally pitches off rapidly to great depths from a narrow coastal shelf, and the few off-lying dangers usually are indicated by breakers or by a change in color of the water. Under normal conditions the color of the water changes from a deep blue in the open ocean to a blue-green between the 10- and 15-fathom curves; bottom features become visible at 6 to 7 fathoms.

(8) **Tourism** is Hawaii's bedrock industry accounting for the largest portion of the state's economy with over 6 million visitors arriving annually. All branches of the military maintain a large presence in the islands, specifically on O‘ahu, due to Hawaii's strategic location. Hawaii, once dominated by sugar and pineapple production, has seen those crops diminish, and now has committed itself to diversified agriculture such as seed corn, floriculture, unprocessed sugar, macadamia nuts, coffee and cattle. Science and technology, film and television production, sports, and ocean research and development round out the state's economy.

(9) **Fish Aggregating Devices** (FADs) along the coastal waters of the main Hawai‘ian Islands make the area very popular with commercial and recreational fishermen. For reasons unknown, fish in the north and west Pacific Ocean frequently gather in schools under floating objects. FADs may be as sophisticated as floating devices, often buoys, with electronic equipment attached for tracking or as crude as floating logs or other objects. The FADs in Hawai‘ian waters, established by the state, are yellow, 6 feet across at the base, and show a quick flashing yellow light atop a 5-foot steel pole. The buoys display 12-inch white letters. These buoys frequently break loose and/or become unlighted. Mariners are advised to use caution when in the vicinity of the FADs.

(10)

Polynesian-English Geographic Glossary
(English meanings of Polynesian words used frequently in Hawai‘ian geographic names)

Akau – north	**Kowa** – channel, strait, sound
Ana – cave	**Lae** – cape, point
Awa – bay, cove	**Lapa** – ridge
Hale – house	**Loko** – pond
Hana – bay	**Lua** – crater, pit
Heiau – place of worship, temple	**Mauna** – mountain, hill, peak
Hema – south	**Moana** – ocean
Hikina – east	**Moku** – islet, island, rock
Hono – bay, cove	**Pali** – cliff, peak, point
Kai – sea	**Pele** – volcano
Kapu – prohibited	**Pohaku** – rock
Komohana – west	**Puu** – hill(s), mountain, peak
Kona – leeward	**Wai** – water
Koolau – north	**Wailele** – waterfall

(11)

Emergency signal flag

(12) The State of Hawaii has adopted an emergency signal flag as one of the signals that may be used or displayed when a vessel is in need of assistance; the flag should be at least **2 feet square** and **international orange** in color. This distress signal is authorized by the Hawaii Boating Law.

(13)

Harbors and ports

(14) Honolulu is by far the largest commercial deepwater facility in Hawaii. Other commercial deepwater harbors are Hilo and Kawaihae on Hawaii Island, Kahului on Maui, and Nāwiliwili and Port Allen on Kaua‘i. These ports service both overseas and interisland shipping.

(15) Hawaii has several commercial barge harbors engaged in interisland shipping. Some of the more important are at Kaumalaupau on Lāna‘i, and Kaunakakai, Haleolono, and Kalaupapa on Moloka‘i. These harbors service only light-draft vessels.

(16)

Marine radio communications

(17) Honolulu is the only port that maintains a commercial radio communication watch. Vessels desiring services at other Hawai‘ian ports must make arrangements in advance.

(18)

COLREGS Demarcation Lines

(19) The lines established for the Hawai‘ian Islands and United States Pacific Island Possessions are described in **80.1410 through 80.1495**, chapter 2.

(20)

Control over movement of vessels

(21) Regulations require advance notice of vessel’s time of arrival to Captain of the Port. (See **160.1 through 160.201**, chapter 2, for regulations.)

(22) Submerged submarine operations are conducted at various times in this area; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(23)

Anchorages

(24) Anchorages are numerous except on the north and east sides of the islands where shelter from the trade winds is a major requirement. The anchorages on the south and west sides of the islands are unsafe during kona weather.

(25)

Regulated Navigation Area

(26) A security zone has been established for all waters within 1,000 yards of any U.S. Navy submarine that is operating in the Sector Honolulu Captain of the Port Zone and that is being escorted by the U.S. Coast Guard. (See **165.1 through 165.13 and 165.1412**, chapter 2, for limits and regulations.)

(27)

Tides

(28) The periodic tides around Hawaii average only 1 to 2 feet. The tides along the north coasts usually occur about 1 to 1½ hours earlier than the tides along the south coasts. (See Tide Tables for daily predictions of times and heights of high and low waters for Honolulu.)

(29) The effect of strong winds added to normal tidal action may cause water level to fall considerably below chart datum and/or rise considerably above mean higher high water. A heavy surf, particularly from north, gives the impression of higher tides on the exposed beaches; there is usually little actual increase under such conditions. On the south side of O‘ahu, where the trades usually blow directly off the land, a shift to kona winds or to a calm has been observed to raise the tide level a few tenths of a foot.

(30)

Currents

(31) The variable oceanic currents in the vicinity of Hawaii are believed to depend mostly upon the velocity and direction of the wind, but there are many reports of strong northeast currents setting against the prevailing trades. There is a prevailing west oceanic drift in the vicinity of the larger islands and as far west as Necker Island.

(32) The tidal currents are generally rather weak and are influenced by winds and oceanic movements. Such currents are mainly reversing in the channels between the larger islands, but they are rotary in more open waters, particularly around the west islets, and shift direction continuously in a clockwise movement.

(33)

Tsunamis (seismic sea wave)

(34) The Hawai‘ian Archipelago has been visited from time to time by tsunami, which causes enormous destruction. Loss of life and property can be lessened by intelligent response to warnings that such waves are imminent. (See chapter 1 for basic discussion.)

(35) The National Oceanic and Atmospheric Administration administers a tsunami warning system that alerts the Hawai‘ian Islands, other Pacific islands, and most of the countries bordering the Pacific. The system has an operating center at the Pacific Tsunami Warning Center, ‘Ewa Beach, O‘ahu, and includes scattered seismograph stations for quick detection and location of submarine earthquakes, a network of wave-detecting and reporting stations throughout the Pacific, a high-priority communication setup, and an extensive international arrangement for broadcasting warnings of possible sea waves.

(36) Military authorities in Honolulu will issue warnings to all military bases that might be affected. Local base commanders will put into effect any precautions deemed necessary. Elsewhere warnings will be broadcast by civilian authorities. Disaster committees have been set up on all the major islands to alert the population and to

assist in evacuation and rescue as needed. In Honolulu and Hilo, former air raid sirens now operated by the police department will be used. On O‘ahu, Civil Air Patrol planes equipped with sirens will fly the shoreline and sound the alarm. This service will later be extended to the other islands. On all the major islands, police cars equipped with sirens will patrol the coastal areas. Local commercial broadcasting stations will interrupt all programs to give the latest information and instructions.

(37) All warnings will also be broadcast by the National Weather Service on NOAA Weather Radio. (See Appendix A for locations and frequencies of the stations.)

(38) Should a warning occur when a radio station is closed down, it will come on the air immediately and remain on until the all clear is sounded. When an alarm is given, all persons are warned to turn on their radios to a local broadcasting station for information and instructions. If they have no radio and cannot find access to one nearby, they should seek high ground. Telephones are apt to be flooded with calls and therefore cannot be relied on during a warning.

(39) When a warning is received, persons should vacate waterfront areas and seek high ground. The safest procedure for ships will depend upon the amount of time available, and this may not always be known. A ship well out at sea would ride such waves safely, and hence, if time is available to put to sea, that would be the safest action. During the 1946 wave, the master of a ship lying offshore near Hilo felt no unusual waves, though he could see great waves breaking on the shore. Crews of fishing boats in the Hawai‘ian area also reported no unusual conditions at that time. On the other hand, the crew of a ship in the harbor may have a difficult time averting serious damage.

(40) The destructive force is usually greater on the sides of the islands facing the oncoming waves, but this directional effect is frequently lacking and the waves may reach their greatest heights on the leeward sides of the islands. The waves may also attain great heights in funnel-shaped bays and at capes or other places where a submarine ridge projects seaward toward the oncoming wave. Unusual heights may be attained at any place where two waves traveling different paths arrive at the same time to reinforce each other. There is still much to be learned about these waves, and the best policy is to avoid them in any way possible.

(41)

Weather, Hawaii

(42) The climate of the Hawai‘ian Islands is unusually pleasant for a tropical area, the result principally of the marked marine influence and the persistent trade winds. Considering the latitude of the islands, there is relatively little uncomfortable heat. The discomfort that is occasionally experienced usually occurs when the trades are temporarily displaced by light variable or south winds, which are accompanied by comparatively higher humidities. The outstanding climatic features of the islands are the dominant trade-wind influences throughout all seasons, the remarkable variation in rainfall over adjacent areas, and the uniform temperature regime which varies slightly throughout the year.

(43) During the summer season the trades blow with a high degree of persistency. As a result, uncomfortable periods are usually delayed until fall, and thus follow by weeks or possibly as much as two months the period when the highest temperatures occur. Rains most frequently fall at night.

(44) Thunderstorms are infrequent and practically never severe. Hail seldom occurs. Occasionally local storms are accompanied by winds of sufficient force to do limited damage, but severe storms such as hurricanes or tornadoes are rare. So-called thick weather is almost unknown to the extent of seriously interfering with shipping, and is usually confined to mist and rain, rather than being in the form of fog. Interference to shipping or travel because of bad weather is almost unknown.

(45) The strongest influence in the pressure pattern underlying the general circulation of air over the Hawai‘ian Islands area is the persistent and semipermanent high-pressure cell known as the Pacific high. The clockwise circulation around this cell, coupled with a slight deflection of the surface winds away from the high pressure, result in the northeast trades that are the dominant winds of the area.

(46) The trade-wind influence is dominant in all seasons throughout the greater part of all the islands. In some local areas, winds deviate from the general pattern because of topography. In coastal areas where mountains to the east project high above sea level, as they do in the kona districts of the Island of Hawai‘i, the trades are cut off, resulting in prevalent southwest winds with land and sea breezes in evidence. Such effects may be rather general in some areas and extremely local in others.

(47) The Hawai‘ian Islands lie on the extremities of both the Western North Pacific typhoon area and the Eastern North Pacific hurricane area. Therefore, a tropical cyclone from either region is rare. **Typhoons** can form in any month, but they rarely cross 180°; when they do they are usually extratropical and well north of the islands. It is not impossible, but highly improbable, that a typhoon will move through the Hawai‘ian Islands.

(48) It is more probable that an Eastern North Pacific hurricane would hit the islands. These storms, prevalent from May through November, originate from the North American coast west between 10°N and 20°N. Most hurricanes either recurve or dissipate before reaching the Hawai‘ian Islands. August is the most favorable month for one of these storms to reach the area, although they have occurred from July through November. Since 1842 at least six storms have hit the Big Island. However, all six storms were in the dissipation stage and no major damage was reported.

(49) It is a different case however, for the western islands especially Kaua‘i. Since 1842, Kaua‘i has had a direct impact from a northeast Pacific hurricane at least four times. Perhaps the most noteworthy storms were

Hurricane Dot on August 7, 1959. Dot was a minimal hurricane with only 75-knot winds. Hurricane Iniki, with maximum winds estimated at 125 knots and gusts estimated at 150 knots slammed into Kaua‘i early on September 12, 1992. Damage was extensive throughout Kaua‘i. Damage from the ocean was heaviest along the south shore of Kaua‘i and affected shoreline hotels and condominiums. Wind damage was extremely heavy throughout Kaua‘i, as many houses or buildings were flattened or lost their roofs. Iniki left 14,350 damaged or destroyed homes on the island. Electric and telephone services were lost throughout the island and only 20% of the power had been restored four weeks after the event. Crop damage was extensive, especially to fruit trees and sugar cane. The monetary value of the damage caused by Iniki on Kaua‘i was estimated at $1.8 billion. Six deaths were connected to the storm.

(50) The word “kona” is of Polynesian origin and means leeward. It refers to the south winds and accompanying weather on the normally leeward slopes of the principal Hawai‘ian Islands which, because of the wind shift, have temporarily become the windward slopes.

(51) The konas, which occur most frequently during October through April, provide the major climatic variations of the Hawai‘ian Islands. During these storms, heavy rainfall and cloudiness can be expected on the lee sides of coasts and slopes, which, under the usual wind pattern, receive less cloudiness and may have almost no rain. Near gales may occur, especially near points where the air tends to funnel into sharp mountain passes near the coasts. At such times leeward anchorages may become unsafe for smaller craft.

(52) The complicated rainfall pattern over the islands results chiefly from the effects of the rugged terrain on the persistent trade winds. Frequent and heavy showers fall almost daily on windward and upland areas, while rains of sufficient intensity and duration to cause more than temporary inconvenience are infrequent over the lower sections of leeward areas.

(53) In the districts where the trade winds are dominant, rains are decidedly heavier at night than during the day. This applies generally to the greater part of the islands. Daytime showers, usually light, often occur while the sun continues to shine.

(54) Considerably more rain falls from November through April over the islands as a whole than from May through October. It is not unusual for an entire summer month to go by without measurable rain falling at some points on the Maui isthmus; at times considerably longer dry periods may occur in that locality.

(55) Elevation is the major control factor in determining temperatures, although location, whether in a leeward or windward position, is also a noticeable factor. The highest temperatures reached during the day in leeward districts are usually higher than those attained in windward areas. The daily range is also greater over leeward districts where, because of less cloudiness, the maximum temperatures are higher and the minimum temperatures usually lower.

(56) August and September are the warmest months, and January and February are the coldest. At Honolulu there is an average monthly range between a low of 73.0°F (22.8°C) in January and February, and a high of 81.3°F (27.4°C) in August. The extreme range of temperature at Honolulu for the 46-year period of record is from a low of 52°F for January 1969, to a high of 95°F recorded in September 1994. This spread of only 43°F (24°C) between the extreme high and extreme low temperatures is small when compared with ranges at Pacific coast ports.

(57) All coastal areas are subject to the relatively high humidities associated with a marine climate. Humidities, however, vary considerably, with high percentages over and near the windward slopes to low percentages on the leeward sides of the higher elevations.

(58) At Honolulu the normally warm months of August and September are usually comfortable because of the persistency of the northeast trades which bring moderate humidities. Unpleasant weather is more likely later during the autumn or early winter when the trades may diminish and give way to south winds. During these periods known locally as “kona weather” (“kona storms” when stormy), the humidity may become oppressively high.

(59)

Routes

(60) Between the islands, proceed on rhumb lines as direct as safe navigation permits.

(61)

Honolulu to Panama

(62) Rhumb lines through 21°14'N., 157°39'W., and 21°18'N., 157°00'W.; thence great circle to 8°40'N., 88°00'W., off shoals reported south of Guardian Bank; thence rhumb lines through 7°05'N., 81°45'W.

(63)

Honolulu to San Diego, Los Angeles, San Francisco, and Strait of Juan de Fuca

(64) (See routes in chapter 3.)

(65)

Honolulu to Anchorage

(66) Rhumb lines through 21°19'N., 157°36'W., and 59°00'N., 151°20'W.

(67)

Radar

(68) Most mariners rely on a combination of visual and radar piloting for interisland navigation. It is reported that landfall at a distance of 20 to 30 miles is not uncommon. The generally high, rugged coastline of the islands provide good and well-defined radar returns; some navigators have reported radar contact at 40 miles.

(69)

Pilotage, Hawaii

(70) Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade; it is optional for U.S. vessels in the coastwise trade. Hawaii

Pilots provide pilotage service to several ports in the islands, namely, Honolulu Harbor, Hilo Harbor, Kahului Harbor, Port Allen Harbor, Nawiliwili Harbor, and Kawaihae Harbor. Specific information is given in the description of the various ports.

(71)

Towage

(72) Tugs are available at the more important ports. (See description of port for further information.) Honolulu has some salvage equipment.

(73)

Quarantine, customs, immigration, and agricultural quarantine

(74) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(75) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There are good hospitals on Hawaii, Molokaʻi, Maui, Lānaʻi, Oʻahu, and Kauaʻi.

(76) Honolulu is a **customs port of entry**. (See Appendix A for lists of other ports of entry.)

(77)

Harbor regulations

(78) These are established by the Harbors Division, Hawaii Department of Transportation, which also assigns harbormasters to the deepwater ports and the commercial barge harbors.

(79)

Supplies

(80) Honolulu is the principal supply center for the State. Water is available at most of the wharves and piers at the deepwater ports. Gasoline, diesel fuel, ice and minor items of marine supplies are available at the smaller ports.

(81)

Repairs

(82) Honolulu has a floating drydock that can handle medium-size vessels. The other ports have only minor facilities for small vessels.

(83)

Communications

(84) Honolulu is a major port of call for transpacific passenger and cargo vessels; air service, passenger and freight, includes scheduled flights to the other islands, to the mainland, and to west and southwest Pacific areas. The other deepwater ports have regular interisland barge service and are irregular ports of call for transpacific vessels; interisland passenger travel is almost entirely by air.

(85)

Standard Time

(86) The State of Hawaii uses Hawaii-Aleutian standard time, which is 10 hours slow of Greenwich mean time. Example: When it is 1200 at Greenwich, it is 0200 in Honolulu. Midway Islands use Samoa standard time, which is 11 hours slow of Greenwich mean time. Example: When it is 1200 at Greenwich, it is 0100 at Midway Islands.

(87)

Daylight Saving Time

(88) Daylight saving time is not observed in the State of Hawaii.

(89)

Chart 19320

(90) **Hawaii**, at the southeast end of the archipelago, is the "Big Island"; its area of 4,021 square statute miles is twice that of all the other islands in Hawaii State combined. The island is roughly triangular in shape, 82 nautical miles north to south and 72 miles east to west.

(91) Hawaii is also the **Volcano Island**; it has five volcanoes, two of which–Mauna Loa and Kīlauea–are still active. **Mauna Kea** and **Mauna Loa**, the two volcanoes that dominate the island, rise to heights of nearly 14,000 feet and are the highest in the State; from their summits, the land descends gradually with occasional cinder cones and lesser peaks dotting the slopes. Lava flows are numerous, and some reach the coast. **Kīlauea**, 20 miles east of Mauna Loa and 9 miles from the southeast coast, appears to be a crater in the side of its towering neighbor, but is really a separate peak with an elevation of more than 4,000 feet.

(92) **Hualālaia**, volcano dormant since 1801, rises to an elevation of 8,269 feet near the middle of the west coast. A peak of the **Kohala Mountains**rises to an elevation of 5,505 feet from the **Kohala Peninsula** at the northwest end of the island.

(93) A highway encircles the island, and another leads from Hilo to Waimea by way of the pass between Mauna Kea and Mauna Loa.

(94)

Anchorages

(95) There is little shelter from the northeast trades along the northeast and southeast sides of the island. Good anchorage is available along much of the west coast, but there are some areas so steep-to that anchorage is not practicable.

(96)

Currents

(97) The currents generally follow the northeast trade wind, but occasionally set against it. One current follows the coast northwest from Cape Kumukahi, the east extremity of Hawaii, and around Upolu Point, the north extremity. Another current follows the coast southwest from Cape Kumukahi around Kalae, the south extremity, and thence north to Upolu Point; the latter flow is accompanied by an inshore counter current which sets southeast from Hanamalo Point around Kalae and thence northeast to Keauhou Point. An inshore current sets north from Hanamalo Point and sometimes attains considerable velocity. There are reports of strong northeast currents off Makolea Point and strong north currents at Māhukona;

another report states that currents offshore from Makolea Point set east toward the coast. Currents are weak at Kawaihae; southwest currents with velocities of 0.5 knot have been observed in Honokaope and Kīholo Bays.

(98)

Weather, The Big Island

(99) The northeast trade winds seem to divide at Cape Kumukahi, one part following the coast northwestward and losing its force when it rounds Upolu Point, the other part following the coast Southwestward and around Kalae. On the west coast of Hawaii, except at Māhukona, the sea breeze sets in about 0900 and continues until displaced by the land breeze that usually springs up after sundown. Vessels bound east to ports on the windward side of the island should pass Upolu Point close-to and avoid the heavier offshore winds.

(100) During the trades, the northeast coast frequently is clouded over in early morning, but there is clear weather 1 or 2 miles (2 to 4 km) offshore; when the breeze picks up about 0900 the clouds are driven inland. Rainfall varies greatly with locality; the greatest amount is along the windward side, the kona highlands get a moderate amount, and a little reaches the Kau District and the west coast.

(101) The northeast coast of Hawaii Island has a length of about 77 miles between Upolu Point, the north extremity, and Cape Kumukahi, the east extremity. This coast is mostly bold, and all dangers can be avoided by giving it a berth of 2 miles. Hilo Bay is the only sheltered harbor or anchorage.

(102)

Chart 19327

(103) The numerous bluffs in the vicinity of **Upolu Point** appear quite similar from seaward. Several structures are prominent on the point: two buildings on the south side of Upolu Point Airport, an aerobeacon atop a wooden tripod, and three blue silos with white tops south of the airport. A wind farm with several large wind turbines, adjacent to the silos and centered at 20°15'31"N., 155°51'16"W., is very prominet on Upolu Point. The country back of the point is cattle range; the camps and villages are generally situated high on the bluffs and among the occasional clumps of trees.

(104) **Kauhola Point Light** (20°14'47"N., 155°46'17"W.), 108 feet above the water, is shown from an 86-foot white pole on the low point 5 miles east of Upolu Point. A dangerous reef, usually marked by breakers, extends 0.3 mile from Kauhola Point; passing vessels should give the point a berth of 2 miles.

(105) Local vessels sometimes anchor in **Keawaeli Bay**, on the west side of Kauhola Point, in depths of about 4 fathoms with the light 0.3 mile distant on bearing 090°. Protection is afforded vessels forced to leave anchorage on the west coast during kona storms. **Hala‘ula**, the principal village in the vicinity, is 1 mile inland from the light.

(106) **Akoakoa Point**is 2.8 miles southeast of Kauhola Point. The country southeast of Akoakoa Point rises gradually to the **Kohala Mountains**, which are heavily wooded to their summits.

(107)

Chart 19320

(108) The 10-mile stretch of coast between Akoakoa Point and Waipio Valley is backed by cliffs ranging up to 1,300 feet in height, and deep gorges that extend well inland. Waterfalls are numerous. The cliff faces have a general brownish appearance, but in some places they are covered with vegetation from top to bottom.

(109) **Honokāne Iki Stream** empties into a narrow bay about 9.2 miles southeast of Upolu Point. The bay affords fair protection and possible landing places for small boats. A rock awash, 0.5 mile offshore from the stream, is surrounded by depths of 12 to 14 fathoms. A rock, covered 2 fathoms, is about 0.75 mile east of the bay in about 20°12'01"N., 155°42'20"W.

(110) Three rocky islets, the largest 230 feet high, are about 300 yards offshore 0.8 mile southeast of Honokāne Iki Stream. Between Akoakoa Point and the islets, the bottom is fairly regular and slopes gradually to the 20-fathom depth curve, which is about 0.7 mile offshore.

(111) **Waimanu Valley**, 14.5 miles southeast of Upolu Point, splits the highest cliffs in the vicinity and is the second largest ravine along this coast. Waimanu Bay may be used as an anchorage in favorable weather; there are depths of 7 fathoms 0.2 mile offshore from the ravine.

(112) **Waipio Valley**, the largest ravine along this coast, is 17.5 miles southeast of Upolu Point. The valley is a remarkable cleft in the bluffs and is easily recognized. Taro is grown in the vicinity of **Waipi‘o**, a small village near the mouth of the valley. In favorable weather, anchorage may be found in depths of 7 to 9 fathoms 0.3 mile off the valley or under the bluffs to the east.

(113) From Waipio Valley east the cliffs become lower, and at Kukuihaele the coast is a comparatively low bluff 30 to 300 feet high. The slopes between Waipio Valley and Hilo are covered in patches of feral sugarcane mixed with thick vegetation to an elevation of about 2,000 feet; continuing upward toward Mauna Kea, the slopes are wooded to about 2,600 feet and then present a barren appearance. Mauna Kea is frequently snowcapped during the winter.

(114)

Chart 19322

(115) **Kukuihaele Point Light** (20°07'41"N., 155°33'22"W.), 154 feet above the water, is shown from a 27-foot white concrete tower at **Kukuihaele**, 19 miles southeast of Upolu Point.

(116) **Honoka‘a** is 24 miles southeast of Upolu Point. A power plant (Hamakua Energy) with two storage tanks, two stacks, and a cooling tower is prominent just north of Honoka‘a in about 20°05'38"N., 155°28'13"W. A reef

that usually breaks extends 170 yards north from the landing and is marked by several bare rocks. No shelter is available during normal weather, as the landing is open to the north and east.

(117)

Chart 19326

(118) **Pāʻauhau**, 26 miles southeast of Upolu Point, is marked by the masonry of the abandoned inclined railway that leads to the top of the bluff. The shore at the foot of the bluff consists of rocks and ledges over which the sea breaks constantly. The small concrete landing at the foot of the masonry incline offers little protection from the northeast trades.

(119)

Chart 19320

(120) **Paʻauilo** is 31 miles southeast of Upolu Point and a mile inland.

(121) **ʻŌʻōkala**, about 36 miles southeast of Upolu Point, is on the edge of a bluff on the south side of a deep gulch. A lighted microwave tower is prominent.

(122) **Kaʻawaliʻi Stream** is about 1.5 miles southeast of ʻŌʻōkala. In this locality the country back of the coast changes slightly in appearance; hummocky fields are noticeable.

(123) **Laupāhoehoe Point**, 39 miles southeast of Upolu Point, is low and flat and makes out about 0.3 mile from a deep gulch. **Laupāhoehoe Point Light** (19°59'37"N., 155°14'26"W.), 39 feet above the water, is shown from a pole with a black and white diamond-shaped daymark on the point. The outer end of the point is a mass of black lava rock which is broken into detached ledges that extend 250 yards seaward from the light. The seas usually break with considerable force over the ledges.

(124) **Laupāhoehoe** is at the inner end of the point. A boat ramp is in a 30-foot opening in the rock on the southeast side of the point. A breakwater, marked by a light, offers some protection for small boats in the area.

(125) **Maulua Bay**, 1.7 miles southeast of Pāpaʻaloa, is a 0.3-mile indentation in the coast at the mouth of a gulch which is spanned by a high bridge. In favorable weather, small boats can be beached on the shingle at the head of the bay. Only slight protection is afforded from the northeast trades. **Nīnole** is 1.5 miles southeast of the bay.

(126) **Honohina**, 6.5 miles souheast of Laupāhoehoe Point, is a settlement on the plain between two gulches. No stacks or prominent buildings are to be seen from seaward. The land has lost its hummocky appearance, and the cane-covered fields are more uniform, although still broken by gulches. Between Honohina and Hilo the bluffs gradually decrease in height and finally disappear.

(127) **Hakalau Bay**, 8.5 miles southeat of Laupāhoehoe Point, lies at the mouth of **Hakalau Gulch**. Prominent from offshore are a high trestle spanning the gulch and several buildings on the highland just south of the gulch and quite close to the edge of the bluff. At night, a row of prominent lights extends from the highland down to the gulch.

(128) **Wailea** is a small settlement a mile south of Hakalau Bay and just north of **Kolekole Gulch**.

(129) **Honomū** is at the mouth of a gulch 10.5 miles southeast of Laupāhoehoe Point.

(130) **Pepeekeo Point**, 52 miles southeast of Upolu Point and 25 miles northwest of Cape Kumukahi, is the most prominent point in the vicinity. **Pepeekeo Point Light** (19°50'50"N., 155°04'58"W.) 147 feet above the water, is shown from a 72-foot steel pole with a black and white diamond-shaped dayboard on the north side of the entrance to Hilo Bay. During the day, the light tower is obscured by trees. **Pāpaʻikou**, 4 miles south of Pepeekeo Point, is on the west side of Hilo Bay.

(131)

Chart 19324

(132) **Hilo Bay** has an entrance width of 8 miles between Pepeekeo Point on the north and Leleiwi Point on the southeast; the head of the bay is 4 miles inland. **Hilo**, on the southwest side of the bay, is second in importance of the commercial deepwater harbors in the State of Hawaii.

(133) The west shore of Hilo Bay is bluff, but the south and southeast shores are low. The outer bay is exposed to the northeast trades, but the inner harbor is protected by a breakwater on Blonde Reef. There is frequently a heavy swell which is deflected east by the west shore and causes considerable surge at the wharves behind the breakwater. The west end of the breakwater is marked by a light.

(134)

Prominent features

(135) **Paukaa Point Light** (19°45'44"N., 155°05'23"W.) 145 feet above the water, is shown from a white pyramidal concrete tower about 2 miles north of Hilo. A lighted red and white water tank is on the southeast side of Kūhiō Bay.

(136) The marine terminal is in **Kūhiō Bay**, behind the inner end of the breakwater. South of the terminal is a large commercial airport; the aero light at the airport can be seen many miles at sea.

(137) A flashing amber warning light, privately maintained and shown 2 feet above the southwest corner of the roof of the shed on Pier 2, is activated when there is a gas leak or the likelihood thereof. Anyone observing the light flashing should remain well clear and upwind, and sources of ignition should be secured.

(138)

COLREGS Demarcation Lines

(139) The lines established for Hilo Harbor are described in **80.1480**, chapter 2.

(140)

Channels

(141) From deep water on the north, the channel to the inner harbor leads between the breakwater and the west shore, then turns sharply east and follows the south edge

of Blonde Reef to the wharves in Kūhiō Bay. A **Federal project** provides for an entrance channel 35 feet deep and a harbor basin of same depth in Kūhiō Bay. Channel and basin are maintained at or near the project depth. The entrance and channel to the basin are marked by a directional light on **Coconut Point**, lighted and unlighted buoys, and a **097.2°** lighted range leading into Kūhiō Bay. The range may be obscured by vessels moored at Pier 1.

(142)

Anchorages

(143) Anchorages may be obtained anywhere under the lee of the breakwater where depths are suitable. Good anchorage is available west of Kaulaʻināiwi Island in depths of 25 to 35 feet over good holding ground. Well protected small-craft anchorages with fair holding ground may be found in south of Kūhiō Bay, and in **Radio Bay** east of Pier 1. The Hilo harbormaster usually assigns deep-draft anchorages.

(144) **Special anchorages** are on the south side of Hilo Bay and in the east part of Kūhiō Bay at the south end of the breakwater. (See **110.1 and 110.128b**, chapter 2, for limits and regulations.)

(145)

Dangers

(146) **Blonde Reef** has depths of 4 to 25 feet and extends 1.5 miles in a northwest direction from the southeast side of Hilo Bay. In general, the shoaling is abrupt on all sides of the reef. A lighted buoy is off the outer end of the breakwater, which extends the length of the reef.

(147) Opposite Blonde Reef are two small islands on a reef that makes out 0.3 mile from the south shore; bare **Kaulaʻināiwi Island** is near the outer end of the reef and wooded **Coconut Island**, connected to the mainland by a footbridge, is close to shore. A lighted buoy marks the outer end of the reef.

(148) A large fleet of fishing boats operates in the outer part of Hilo Bay; the movements of these boats are uncertain, and approaching vessels should maintain a sharp lookout. The approach should be made from north, favoring the west shore and avoiding the northwest part of Blonde Reef; vessels have gone aground on the north side of the breakwater.

(149)

Regulated navigation area

(150) A safety zone is in Hilo Harbor, adjacent to the commercial piers. (See **33 CFR 165.1 through 165.40** and **165.14-1414**, chapter 2, for limits and regulations.)

(151)

Currents

(152) A north-northwest current of about 1 knot has been reported in the approach to the harbor. After heavy rains, currents from **Wailoa River** and **Wailuku River** set north in the inner harbor.

(153)

Weather, Hilo

(154) Hawaii lies well within the belt of northeast trade winds generated by the semipermanent Pacific high-pressure cell to the north and east. The climate of the island is greatly influenced by terrain. Its outstanding features are the marked variations in rainfall with elevation and from place to place, the persistent northeast trade winds in areas exposed to them, and the equable temperatures from day to day and season to season in localities near sea level.

(155) Over the island's windward slopes, rainfall occurs principally in the form of showers within the ascending moist trade winds. Mean annual rainfall increases from 100 inches or more (>2540 mm) along the coasts, to a maximum of over 300 inches (>7620 mm) at elevations of 2,000 to 3,000 feet (610 to 915 m), and then declines to about 15 inches (381 mm) at the summits of Mauna Kea and Mauna Loa. In general, leeward (south and west) areas are topographically sheltered from the trades, hence from trade-wind showers and are therefore drier; although sea breezes created by daytime heating of the land move onshore and upslope, causing afternoon and evening cloudiness and showers. Where mountain slopes are steeper, mean annual rainfall may range from 30 inches (762 mm) along the coast to 120 inches (3048 mm) at elevations of 2,500 to 3,000 feet (763 to 915 m). The driest locality on the island and in the State, with an average annual rainfall of less than 10 inches (254 mm), is the coastal strip just leeward of the south portion of the Kohala Mountains and of the saddle between the Kohalas and Mauna Kea.

(156) These marked contrasts in rainfall are reflected in soil and vegetation, with frequent abrupt transitions from lush tropical growth to near-desert conditions, such as occurs between Kīlauea's wet windward slopes and the Kaʻū Desert just to the south.

(157) Within the city of Hilo itself, average rainfall varies from about 130 inches (3302 mm) a year near the shore to as much as 200 inches (5080 mm) in mountain sections. The wettest part of the island, with a mean annual rainfall exceeding 300 inches (7620 mm), is about 6 miles (11 km) upslope from the city limits. Rain falls on about 280 days a year in the Hilo area. At the Hilo airport, the average precipitation is 130 inches (3302 mm) annually and has ranged from 211 inches (5360 mm) in 1990 to 68 inches (1727 mm) in 1983. The mean number of days with precipitation is 314. The wettest month is November with 15.35 inches (390 mm) and the driest month June, with a mean amount of 6.44 inches (164 mm). On 20 February 1979, 16.87 inches of rainfall fell at the Hilo airport; the wettest 24-hour period on record for the site. Snowfall has never been documented at Hilo.

(158) Hawaii's equable temperatures are associated with its mid-ocean location and the small seasonal variation in the amount of energy received from the sun. At Hilo, the range in average temperature from February, the coldest month, to August, the warmest, is only 4.9°F (2.7°C)

(167)

and the average daily range, 14.4°F (8°C). The highest temperature of record at Hilo Airport is 94°F (34.4°C) recorded in May 1966; the lowest 53°F (11.7°C) recorded in February 1962. Greater variations occur in localities with less rain and cloud cover, but temperatures in the mid-nineties (33.9° to 36.1°C) and low fifties (10.6° to 11.1°) are uncommon anywhere on the island near sea level. Every month except April and July (more cloud cover) have seen extreme maximum temperatures of 90°F (32.2°C) or greater and each month from November through May has recorded extreme minimum temperatures below 60°F (15.6°C).

(159) The trade winds prevail throughout the year (although they may be absent for days or even weeks at a time) and profoundly influence the climate. However, the island's entire west coast is sheltered from the trades by high mountains, except that unusually strong trade winds may sweep through the relatively low (2,600-foot, (793 m)) saddle between the Kohala Mountains and Mauna Kea and reach the areas to the lee. But even places exposed to the trades may be affected by local mountain circulations. For example, the prevailing wind at Hilo Airport is not the northeast trade, but the southwest wind that drifts downslope off Mauna Loa during the night and early morning hours.

(160) Except for heavy rain, really bad weather seldom occurs. Thunderstorms average only ten per year, most likely in March, and are rarely severe. During the winter, cold fronts or the cyclonic storms of subtropical origin (the so-called kona storms) may bring blizzards to the upper slopes of Mauna Loa and Mauna Kea, with snow extending at times to 9,000 feet (2745 m) or below and icing nearer the summit.

(161) Storms crossing the Pacific a thousand miles to the north, or kona storms closer by, may generate seas that cause heavy swell and surf along the north, east, and southwest shores of the island.

(162) The National Weather Service office is at the Hilo Airport; **barometers** may be compared there or by telephone.

(163) (See Appendix B for **Hilo climatological table.)**

(164)

Pilotage, Hilo

(165) Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade; it is optional for U.S. vessels in the coastwise trade with a Federal licensed pilot on board.

(166) Pilots are available through the Hawaii Pilots Association. Mariners are requested to give 24 hours advance notice of arrival, gross tonnage, length and draft of vessel by telephone (808–537–4169) or by e-mail at *dispatch@hawaiipilots.net*. The 31-foot long pilot boat PAUKAA has a black hull with yellow superstructure and displays the words HAWAII PILOTS in large white letters on the sides of the cabin. The pilot boat displays the International Code Flag H by day and shows the

standard pilot lights at night, white over red. The pilot boat monitors VHF-FM channels 12 and 16 and can be reached by HILO PILOTS. Additionally, vessels are requested to rig a pilot ladder 1 meter above the water on the leeward side. The pilot boarding area is 1.2 miles north of the harbor entrance.

(168)

Towage

(169) One diesel-powered tug up to 1,600 hp is based in Hilo. A second assist tug from another island may be arranged with advance notice. This may require a minimum of 12 to 24 hours transit time to get to the Port of Hilo from either Maui or O‘ahu.

(170)

Quarantine, customs, immigration, and agricultural quarantine

(171) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(172) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(173) Hilo is a **customs port of entry**.

(174) A Coast Guard patrol boat moors in the basin east of Pier 1.

(175)

Harbor regulations

(176) **Harbor regulations** are established by the Harbors Division of the Hawaii Department of Transportation. There is a vessel draft restriction of 32½ feet in Hilo Harbor. The **harbormaster** enforces the regulations and assigns anchorages.

(177)

Wharves

(178) The State-owned and operated piers are on the east side of Kūhiō Bay. General cargo is usually handled by ships’ tackle; fork lift trucks, a 20-ton mobile hoist, and two electric traveling bulk sugar loading towers are available. Transit sheds with 103,000 square feet of covered space, and 7.5 acres of open storage space are also available.

(179) **Pier 1:** 1,255 feet of berthing space, 34 feet reported alongside; deck height, 9 feet; receipt of dry bulk fertilizer, and lumber; shipment of bulk raw sugar and molasses; receipt and shipment of general and containerized cargo.

(180) **Pier 2:** 722 feet of berthing space, 35 feet reported alongside; deck height, 10 feet; receipt and shipment of general and containerized cargo by barge; receipt of bulk cement and lumber.

(181) **Pier 3:** 636 feet of berthing space, 35 feet reported alongside; deck height, 9½ feet; receipt of occasional cruise ships, petroleum products, liquefied petroleum gas, and lumber; shipment of molasses; and occasional receipt and shipment of general and containerized cargo by barge.

(182) Hilo Bay is subject to heavy surge, particularly between October and mid-April. Large vessels make fast to mooring buoys when coming alongside Pier 1; this is necessary to assist in leaving the pier and for breasting off when the surge is excessive. The use of wire mooring lines is not advised.

(183) Most of the small craft of the area berth at **Wailoa RiverSmall Boat Harbor**, 0.1 miles south of Wailoa River mouth; lights mark the entrance to the river. In 2001, the reported depths were 9 feet in the river channel and 7 to 10 feet in the berthing area. The Wailoa River mouth is subject to extensive shoaling, especially during the winter months. In 2006, extensive flooding created further shoaling within the channel. Local boaters have reported depths of 2.5 feet within the channel. A precautionary sign with a flashing red light has been posted at the entrance to the harbor alerting mariners to the shoaling and advises them to use caution. Vessels drafting more than 4 feet should not attempt to enter the river. The fixed highway bridge at the entrance has a clearance of 12 feet.

(184)

Supplies

(185) Gasoline, diesel fuel, bunker C, and water are available at the State piers; all fuels must be trucked in. Ice and some marine supplies are available in Hilo.

(186)

Repairs

(187) Hilo has no facilities for drydocking or making repairs to deep-draft vessels, the nearest facilities are in Honolulu. A marine railway at Hilo has a capacity of 50 tons. Several machine, electrical, and welding shops off the waterfront are available for making above-waterline repairs to vessels at the port.

(188)

Communications

(189) Hilo has regular interisland barge service and is a port of call for trans-pacific vessels. Inter-island passenger travel is available by air and through two cruise ships that make weekly calls in Hilo. Telephone communication is available to the other islands and to the mainland.

(190)

Chart 19320

(191) **Leleiwi Point**, on the southeast side of the entrance to Hilo Bay, is marked by a mass of bare, black lava rock about 20 feet high that extends 100 yards seaward from the tree line; the low point is difficult to identify at night.

(192) The 17-mile stretch of coast between Leleiwi Point and Cape Kumukahi is a series of low bluffs meeting the ocean with abrupt descents of 10 to 40 feet. The shoreline is a jumble of lava boulders. **Kea‘au**, 6 miles south of Leleiwi Point and 3 miles inland, is marked by two mill stacks and a water tank; the seaward stack is the most prominent. The ‘Ōla‘a plantations rise to an elevation of about 2,000 feet, above which the forest may be seen. An old lava flow reaches the sea 4 miles northwest of Cape Kumukahi and is marked by two black hills, about 50 feet high, lying close together at its seaward end.

(193) **Cape Kumukahi Light** (19°30'59"N., 154°48'39"W.), 156 feet above the water, is shown from a 115-foot white pyramidal skeleton tower on the east extremity of Hawaii Island. The cape is a low mass of bare, black lava with a jagged top and is clearly defined from all sides; sharp pinnacles mark the end of the point. A chain of old craters, or cinder cones, extends 7 miles southwest from the cape. The nearest cone (Kapoho crater), 1.4 miles from the cape, is 245 feet high and is heavily covered with vegetation.

(194) The southeast coast of Hawaii Island is 63 miles long between Cape Kumukahi, the east extremity, and Kalae, the south extremity. This coast is mostly bold, but passing vessels are advised to keep at least 1 mile offshore. There are no all-weather harbors or anchorages.

(195) The country southwest of Cape Kumukahi is heavily wooded, and there are numerous coconut groves along the beach. Characteristic of this coast are the lava flows, bare and rough in appearance, which extend from the hills to the sea. The old craters southwest from the cape join the ridge which forms the divide between the **Puna District** and **Kau District.**

(196) **Pohoiki**, a small village 4 miles southwest of Cape Kumukahi, has a boat launching ramp on the north shore of a small bight. The bight is protected by a breakwater marked by a light.

(197) **Puu Honuaula**, 5 miles southwest of Cape Kumukahi and 3 miles inland, is 844 feet high and quite prominent. The southeast side is blown out, but the remaining slopes are covered with vegetation and the rim is fringed with trees.

(198) **Opihikao**, a village 7 miles southwest of Cape Kumukahi, is marked by a prominent grass-covered mound, 125 feet high, near its northeast beach.

(199) The shoreline between **Waipuku Point** and **Kupapau Point**, 11 to 17 miles southwest of Cape Kumukahi, was reported in 2001 to be constantly changing and extending further seaward due to steady lava flows.

(200) **ʻĀpua Point**, 27 miles southwest of the cape, is low and bare; shallow water extends 300 yards or more offshore. **Keauhou Point**, 2 miles west of ʻĀpua Point, is another prominent feature.

(201) From 3 miles southwest of Kupapau Point to Keauhou Point, the coastal plain and the lower slopes of the mountains are devoid of vegetation; higher up the mountains are wooded. Beginning 2 miles west of Kupapau Point is a series of bluffs several hundred feet high and 1 to 3 miles back of the shore. The bluffs are marked by numerous lava flows. **Kīlauea crater** cannot be seen from seaward, but its location, when active, is indicated in daytime by the smoke that it discharges and at night by the glare on the clouds.

(202) At Keauhou Point the bluffs are yellow, steeper, and near the beach. The plain at the foot of the bluffs is low, and on a dark night the beach is hard to see. A small shallow bay just west of Keauhou Point is the only area between Pohoiki and Punaluʻu that offers small craft protection from the seas; it offers little protection from the winds. **Keauhou Landing** is along the shallow bay just west of Keauhou Point. When entering the bay, favor the west shore to avoid a reef, covered 2 feet, in the entrance. The reported depth in the entrance channel along the west shore is 6 feet. An anchorage, with a restricted swinging area and a reported depth of 9 feet, is inside the reef in the entrance. **Puu Kapukapu**, about 2 miles west of Keauhou Point, is a yellow bluff about 1,053 feet high at its northeast end. This bluff is the most prominent landmark near the beach on this part of the coast.

(203) About 1.5 miles west of Keauhou Point is **Keaoi Island**, which is low, close inshore, and separated from the mainland at its east extremity only by shoal water. Small boats find shelter behind this islet by entering from the west.

(204) **Kaʻū Desert** the country south of Kīlauea volcano, is devoid of vegetation. The **Great Crack**, on the west side of the 1823 lava flow from Mauna Loa, marks the west limits of the desert. The Great Crack, which is visible from seaward, passes along the east side of **Puu Ulaula**. The hill is 1.5 miles inland and 994 feet high. A sharply defined, low, black cone is about 5 miles inland and on the east side of the lava flow at an elevation of about 1,800 feet. A prominent fence, which extends from just east of Puu Ulaula to the shore 8 miles west of Puu Kapukapu, marks the west edge of Hawaiʻi Volcanoes National Park.

(205) The country between the Great Crack and Punaluʻu is covered with sugarcane to an elevation of about 2,000 feet; thence the slopes are wooded to within about 6,000 feet of the summit of Mauna Loa. Here and there, bare lava flows cut up the canefields. Cane in the Kau District extends as far west as Waiʻōhinu.

(206)

Chart 19322

(207) **Punaluʻu**, 17 miles northeast from Kalae, is a small bight with a black sand beach at its head. It was a former shipping point for the town of **Pāhala**, 3 miles inland, but the landing is no longer used and is in disrepair; a surfaced ramp is just north of the landing. Small boats find some protection in depths of 6 to 11 feet close to the east shore of the bight.

(208) The southwest part of the bight is foul. A rock, awash at half tide, is 260 yards south-southeast of the landing; another, with 8 feet of water over it, is 40 yards farther offshore in the same direction. The entrance is between these rocks and the shore to the north. A rock, with 3 feet of water over it, is 0.2 mile east of the entrance and 80 yards offshore. The northeast trades tend to haul more offshore in the vicinity of Punaluʻu Harbor, but in rough weather breakers extend completely across the entrance and passage is impossible.

(209)

Chart 19320

(210) The church and houses of **Hīlea**, 1.7 miles west of Punaluʻu and 1.5 miles inland, can be seen from seaward. Back of the landing at Punaluʻu, and up to an elevation of about 3,500 feet, the slopes are broken; above this they appear regular and gradual to the summit of Mauna Loa. The upper slopes of Mauna Loa can only be seen from several miles offshore.

(211) **Puʻuʻenuhe**, 3 miles northwest of Punaluʻu, is the seaward end of **ʻEnuhe Ridge**. The butte is a conspicuous flat-topped cone with an elevation of 2,327 feet. **Kaiholena**, **Pākua**, and **Makanau** are promontories on **Kaiholena Ridge**, which extends 3 miles northwest from the village of Hīlea. **Nīnole Gulch** lies between the two ridges, making the region extremely rugged, with the buttes standing out boldly. The buttes are prominent from either the southwest or northeast.

(212) **Kaumaikeʻohu**, about 5 miles north of Punaluʻu, is a prominent cone, 3,430 feet high, on the southeast boundary of the Kaʻū Forest Reserve.

(213) Between Punaluʻu Harbor and Honuʻapo Bay, the shore is composed of masses of black lava rock which project out into deep water. About 1 and 3 miles southwest of Punaluʻu are two conspicuous lava flows which reach the shore. Some of the slopes back of Honuʻapo Bay are covered with cane.

(214)

Chart 19322

(215) **Honuʻapo Bay** is a slight coastal indentation 13 miles northeast of Kalae. Most prominent from offshore is the 236-foot cliff 0.5 mile southwest of the bay; the upper half of the cliff shows black against the light-brown background of the hills, and the lower half is a grass-covered slide. The Honuʻapo pier is in ruins. The bay offers good anchorage in about 20 fathoms for deep-draft vessels. The bay is exposed to the trades and offers little protection for small craft.

(216)

Chart 19320

(217) **Nāʻālehu**, 11 miles northeast of Kalae and 2 miles inland, is on the south side of the base of **Puu Hoomaha**, which is 2,109 feet high. The country between Nāʻālehu and Kalae is a grassy plain on which cattle range.

(218) **Māniania Pali** begins at **Kimo Point**, 11 miles northeast of Kalae, and ends at **Waikapuna Bay**, 9 miles from Kalae; the black coastal cliff is 100 to 200 feet high and has a band of yellow clay on top. From Waikapuna Bay to Kamilo Point, the coast is low and rocky.

(219) **Kamilo Point**, 6 miles northeast of Kalae, is a low, dark, lava mass on which is a black lava monument with a square base. A reef over which the sea generally breaks extends about 0.3 mile from the point.

(220) **Kaʻaluʻalu Bay**, 1 mile west of Kamilo Point, affords good shelter for small craft during northeast trades, but is exposed during kona weather. Anchorage can be found in depths of about 10 fathoms 200 yards due west of the point on the east side of the entrance. The submerged coral reefs between the anchorage and the northeast part of the bay should be avoided, especially during periods of heavy swells.

(221) Between Kaʻaluʻalu Bay and Kalae, the grassy plain is occasionally broken by bare lava. About 2.5 miles southwest of Kaʻaluʻalu Bay, the low coastline is broken by a grayish cinder cone.

(222) **Kaulana Bay**, 0.9 mile northeast of Kalae, is a small bay that offers excellent protection from the trades. It is best approached from southwest to avoid the submerged rocks extending offshore from a lava flow spit that makes up the east shore of the bay. A boat ramp, used by local fishermen, is on the north shore of the bay.

(223) **Kalae** is the south extremity of Hawaii Island. **Ka Lae Light** (18°54'44"N., 155°40'55"W.), 60 feet above the water, is shown from a 28-foot white concrete post with a black and white diamond-shaped dayboard on the outer end of the cape. The southeast side of the point is low; the bluff on the west side rises gently from the point to a height of 335 feet, 2 miles to the north. The bluff then leaves the shore and trends inland for several miles, increasing in height and forming the **Pali o Mamalu**, extends 0.6 mile south of the point; all vessels should keep 1 mile off to avoid possible dangers. The shore current setting northeast against the trade wind frequently produces a rough sea on the east side of the cape. Offshore the current sets southwest.

(224) From Kalae to Upolu Point, a distance of about 95 miles, the coast has a general north trend and is mostly bold. The largest reef extends about 0.6 mile from shore in Kawaihae Bay; few of the others off the numerous capes and points make out more than 0.3 mile. All dangers can be avoided by staying at least 1 mile offshore.

(225) **Honokohau Small-Boat Harbor** and **Kawaihae** are the only sheltered harbors along the west coast of Hawaii; all others are smooth during regular northeast trades, but are exposed during kona weather. The trade winds draw around Kalae and hold north offshore for about 3 miles, generally causing a rough sea from Kalae to Kaunā Point. At Kaunā Point, the complexion of the sea changes abruptly, the sea being considerably smoother to the north.

(226) Storms from the southwest to northwest are most frequent in January and February. Some protection for small craft may be found in Keauhou, Honokohau, and Kawaihae Bays, but anchorage space is limited. Boats sometimes seek shelter along the southeast side of the island during these storms.

(227) Gasoline and a limited supply of water are available at Keauhou, Kailua Kona, and Kawaihae along the west coast. Supplies are mostly obtained from the stores on the main highway inland from the coast.

(228) The section of the west coast between Kalae and Kawaihae Bay, 79 miles north, is known as the **Kona Coast**. The country along this coast is broken up by numerous lava flows, varying in length from a few hundred yards to 30 miles, that have broken out from Mauna Loa and Hualālai. Between these flows are areas that are heavily wooded and covered with vegetation above an elevation of 1,500 feet, and there are large areas planted in coffee. Many of the lava flows reach the coast and terminate in bluffs, some fairly high and others only a few feet above the water. Scattered trees and bushes can be seen between many of the flows.

(229) From Pali o Mamalu to Hanamalo Point, about 16 miles northwest, are lowlands several miles wide, which rise gradually to the mountains. The country is extremely desolate, with its grayish-black slopes of bare lava. A particularly black flow lies at the base of the lighter colored cliffs of Pali o Mamalu.

(230) At an elevation of 2,000 feet the kona region is known for its cool and bracing climate and plentiful rain. Little variation in weather is experienced; there is generally a land and sea breeze, except during kona winds. This condition, however, does not apply between Kawaihae Bay and Upolu Point, since the region is affected by the winds which draw across the island.

(231) **Waiʻahukini** a small fishing village at the base of **Paliʻokūlani**, is marked by a patch of white sand. **Käʻilikiʻi (Kailikii Shoal)** extends about 0.5 mile offshore to the west and north of the landing.

(232) **Puʻuhou**, a black, well-defined cone 273 feet high, is close to the beach 1.6 miles northwest of Waiʻahukini.

(233) **Pōhue Bay**, 9 miles northwest of Kalae, has a sand beach at its head where landings can be made.

(234) **Na Puu a Pele** are cones near the beach 12 miles northwest of Kalae. The cones are prominent landmarks, and at the summit of the highest is a black stone cairn.

(235) **Kaunā Point**, 13.5 miles northwest of Kalae, is low, flat, and somewhat grassy, with a small hummock of graying lava 0.5 mile inland. The concrete base of a former light, nearly flush with the ground, is visible on the point. A 160-foot tower (19°03'01"N., 155°52'32"W.) is conspicuous just north-northwest of the point.

(236) **Kamoi Point**, 16.3 miles northwest of Kalae, is a low jumble of lava rock. A small bight, south of the point, has a sand beach at its northeast extremity where small boats can land. A small shack and a skeleton tower at the head of the bight are conspicuous from seaward.

(237) **Kānewaʻa Point** is 18.5 miles northwest of Kalae.

(238) **Okoe** is at the head of **Okoe Bay**, a cove immediately south of Hanamalo Point. The cove indents the shore more than any other in the vicinity and has a little more sand on the beach. Anchorage can be found in depths of 7 to 15 fathoms. Larger vessels can anchor in 20 fathoms by entering the bay from due west and dropping anchor with Milolii Point Light bearing **022°**.

(239) **Hanamalo Point**, 21 miles northwest of Kalae, is a low mass of lava with no prominent features. Unless close inshore, the point is difficult to distinguish from other points in the vicinity. South of Hanamalo Point, an inshore current sets south around Kalae and thence northeast along the shore to the vicinity of Keauhou Point.

(240) **Milolii Point Light** (19°11'13"N., 155°54'29"W.), 44 feet above the water, is shown from a 20-foot white steel pole with a black and white diamond-shaped dayboard.

(241) **Miloliʻi**, a village 2 miles north of Hanamalo Point, has a concrete boat landing with a depth of 7 feet alongside. A hoist on the landing has a maximum capacity of 2,000 pounds. The current off the landing has a prevailing north set which sometimes reaches a velocity of 2 knots. A dangerous reef extends about 400 yards offshore at the south end of the village.

(242) A large open-air shelter with a bright roof amongst several trees is visible from the northwest, about 250 yards south of Miloliʻi landing. Much of the area around the landing and shelter is covered with vegetation, however, farther outside this area the countryside is a barren mass of black lava. There is no protected anchorage off the landing. Storms occur most frequently in January and February.

(243) The lava flow of 1926 from the slopes of **Puʻuʻokeʻokeʻo** entirely destroyed the village of **Hoʻōpūloa**. 1 mile north of Miloliʻi. The same flow nearly engulfed Milolii.

(244) **Papa Bay**, 3 miles north of Miloliʻi, is a coastal indentation to the south of a prominent black lava flow of 1919. The ruins of an ancient Hawaiʻian civilization are at the north end of the bay.

(245) Three lava flows of 1950 are prominent 4.3, 7.7, and 9.3 miles north of Milolii Point Light. These flows emanating from the southwest rift zone of Mauna Loa extend into the sea, forming precipitous cliffs.

(246) **Auau Point**, 8.6 miles north of Hanamalo Point, is the crescent-shaped rim of an old crater that has had its seaward face blown out.

(247) **Lepeamoa Rock**, 11 miles north of Hanamalo Point, is close offshore from the island. The rock, 95 feet high, is the crescent-shaped rim of an old crater that has had its seaward face blown out. Small villages of a few houses each are scattered along the coast, 1 or 2 miles apart, between Miloliʻi and Lepeamoa Rock. The highway, which is 2 miles inland at Miloliʻi, draws nearer the coast until at Lepeamoa Rock it is only 0.5 mile inland.

(248) **Kauhakō Bay**, 34 miles northwest of Kalae, is a small cove which has at its head a pali, or cliff, about 0.5 mile long and 120 feet high. **Hoʻokena** is a small village at the foot of the north end of the pali. There is a heavy concentration of coconut and shade trees along with large amounts of vegetation around the village. Anchorage can be found in depths of 15 fathoms, sandy bottom, about 300 yards off Hoʻokena. A landing near the north end of the sand beach is in ruins and unusable.

(249) The bluffs along the coast north of Hoʻokena lose their height. The slope up to the interior is not so steep as

to the south, and the country is covered with brush and coffee plantations.

(250) **Loa Point**, about 35.5 miles northwest of Kalae, is flat and low, and green to within 40 yards of the water, then rocky.

(251) Between Loa Point and Hoʻokena is the settlement of **Keālia**, which is at the north end of a long white sand and coral rubble beach. The villages along this section of the coast usually have a few houses on the beach, but most of the houses are on the highway 1 or 2 miles inland.

(252)

Chart 19332

(253) **Hōnaunau Bay**, 37 miles northwest of Kalae, indents the coast about 500 yards and is about 500 yards in width. The bay lies between two flat lava points. **Puʻuhonua Point**, on the south, is lower and smaller and is marked by the 12-foot-high stone walls of the **City of Refuge** and by a grove of tall coconut trees. The City of Refuge is of historic interest and is now maintained as a National Historical Park of about 182 acres. In former times, criminals or refugees reaching the place were safe until such a time as the king of the land took action. Vessels anchor in depths of 4 to 8 fathoms 150 yards from the south shore. A surfaced ramp (19°25'24"N., 155°54'41"W.) is just north of the sand beach on the southeast side of the bay. Small boats can easily land on the beach during normal weather.

(254) **Palemanō Point**, on the south side of the entrance to Kealakekua Bay, is low and flat, with scattered coconut trees and temple ruins near its outer end. The buildings of a resort camp on the point are prominent. A mass of bare rocks extends 125 yards off the north side of the point. About 0.4 mile north of the point, an old lava flow reaches the shore.

(255) **Kealakekua Bay**, 40 miles northwest of Kalae, is marked on its north side by a light on Cook Point. The bay is about 2 miles wide between Palemanō Point and Keawekāheka Point, and indents the coast about 1 mile. The shore is low, except on the northeast side where a precipitous cliff between 400 and 600 feet high extends about 0.5 mile. A narrow reef fringes the shore between the south end of the cliff and Palemanō Point. The bay is free of obstructions, affords good anchorage in all but strong southwest winds, and is by far the best anchorage along this coast. In choosing an anchorage it is well to remember that in the daytime a sea breeze will prevail, shifting to a land breeze at night. The bottom is of coral and sand and is only fair holding ground.

(256) **Kaawaloa Cove** is the north part of Kealakekua Bay and lies between the high cliff and Cook Point. It was here that Captain James Cook was killed by the native Hawaiʻians in 1779. **Cook's Monument** is a concrete shaft, 25 feet high, near the shore of the inner side of Cook Point. A concrete landing, with a depth of about 6 feet alongside, affords a means for visitors to reach the monument. Kaawaloa Cove is within the boundary of Kealakekua Bay Marine Life Conservation District and State Park. State regulations forbid anchoring, except in an emergency, and overnight mooring at other than designated locations within the park boundaries. A copy of the regulations can be obtained from the Department of Land and Natural Resources.

(257) The village of **Napoʻopoʻo** consists of a few houses scattered among the coconut trees just south of the cliff. Water and provisions are scarce. The landing, which has a depth of about 4 feet alongside, is in the middle of the village. A church spire is fairly prominent from offshore.

(258) **Keawekāheka Point**, on the north side of the entrance to Kealakekua Bay, is a low, bare, lava point. An extensive lava flow reaches from the point to the high cliff at the head of the bay.

(259)

Chart 19327

(260) **Puu Ohau**, 1.5 miles north of Keawekāheka Point, is a green cone, 231 feet high, near the beach. The cone has a blowhole in the middle, and its seaward side is blown out, forming a red cliff.

(261) **Keikiwaha Point**, 2 miles north of Keawekāheka Point, is low, black and jagged, with coconut trees on it. About 2 miles inland from the point, and on the highway, are a stack, a church and the buildings of **Kainaliu**.

(262) From Napoʻopoʻo to Kailua Kona is the most thickly settled section of the coast; cultivated fields of coffee extend both ways from the highway that parallels the shore 1 to 2 miles inland.

(263) **Kaukalaelae Point**, 4.4 miles north of Keawekāheka Point, is low and flat. The white hotel on the point is one of the most prominent landmarks along this coast.

(264) **Keauhou Bay**, 45 miles northwest of Kalae, indents the coast 0.3 mile and is 300 yards wide between entrance points. The bay is between two lava flows at the foot of a gentle slope and, though small, is one of the best protected along the Kona coast. **Keauhou Bay Entrance Directional Light** (19°33'44"N., 155°57'43"W.), 25 feet above the water, is shown from a post at the head of the bay. The **Keauhou** schoolhouse on the highway 1.5 miles inland is fairly prominent from offshore. The bottom is extremely irregular and has many coral heads with depths of 5 to 6 feet over them. A reef extends 100 yards off the north entrance point. By maintaining a lookout for coral heads, boats of 4-foot draft can enter the bay for anchorage. Breakers frequently extend across the mouth of the bay. Launching ramps are near the light at the head of the bay and on the southeast side. A pier used mainly for embarking and disembarking passengers for excursion cruises is at the southeast end of the bay, near the launching ramp. Fuel is available in limited quantities and is trucked in; there is no fuel dock. Several mooring buoys are in the bay.

(265) **Kahaluʻu** is a small village about 1 mile north of Keauhou.

(266) **Hualālai**, in the central west part of the island, is a conical peak 8,269 feet high, covered with vegetation to its summit and prominent from any point of approach. Its west slopes terminate in a bare lava plain about 4 miles wide. The plain forms a low beach consisting of sand in some places and lava rocks in others.

(267)

Chart 19331

(268) **Kailua Bay**, 50 miles northwest of Kalae, is a dent in the coast at the south end of the flat plain which extends north to Kawaihae Bay.

(269) **Kailua**, on the north side of the bay, formerly a barge terminal, is now used by cruise and charter boats. Large ships anchor offshore and ships' tenders are used for transportation to shore. **Kailua Light** (19°38'16"N., 156°00'03"W.), 32 feet above the water, is shown from a white pyramidal concrete tower on **Kukailimoku Point**, which is on the northwest side of the bay entrance. Also prominent is the church spire east of Kailua pier and the radio tower northwest of the pier.

(270) No breakwater protects this small exposed harbor. Access is good, and no channel is required to reach open water. The turning basin east of the pier is 12 to 20 feet deep and about 500 feet square. The approach to the pier is marked by a **023°** directional light. The west side of the pier has a surfaced boat-launching ramp. The east side of the pier has a pump-out station and a marine hoist with a maximum capacity of 2,000 pounds.

(271)

Chart 19327

(272) The coast between Kailua Bay and Kawaihae Bay is a black, jagged mass of lava. The numerous capes and indentations are caused by the lava flows over the level country. Between Keahole and Upolu Points, the trade winds draw over the mountains, at times causing a very strong offshore wind. Vessels anchoring in this vicinity should be prepared to use both anchors, as the prevailing N current prevents laying to the wind.

(273) **Kaiwi Point**, about 2 miles northwest of Kailua, is low and black, with some small patches of white sand. Shoal water extends about 0.3 mile offshore on the south side of the point, but on the west side the 100-fathom curve is only 0.3 mile offshore.

(274) **Honokohau Small-Boat Harbor**, at the head of **Honokohau Bay**, about 1 mile north of Kaiwi Point, is entered through a marked dredged channel that leads to two basins in the harbor. Two boat ramps, a haul-out ramp and moorings are available in the harbor. A wharfinger is available on weekdays from 0630 to 1730 and can assist in arranging delivery of petroleum products by tank truck. A fuel facility and oil disposal shed are available. The harbor office phone number is 808–329–4215.

(275) **Keahole Point**, 57 miles northwest of Kalae, is the west extremity of Hawaii Island. **Keahole Point Light** (19°43'40"N., 156°03'40"W.), 43 feet above the water, is shown from a post with a black and white diamond-shaped dayboard. Kona International Airport, 1.2 miles east-northeast of the point, is prominent when transiting along the coast. An aerobeacon atop the 65-foot control tower is more prominent at night than Keahole Point Light. The point is low and well defined, and consists of black lava with some small vegetation. White patches of sand may be seen between the fingers of the lava. A north current sets past Keahole Point. Frequently there are small tide rips near the point, and 2 miles to the north the rips are violent when the northeast trade winds are strong. A berth of 0.5 mile clears the point in deep water. Mariners should not anchor within 1 mile offshore or 500 yards north and 1000 yards south of Keahole Point because of submerged pipelines.

(276) **Puu Waawaa** (see chart 19320), 13 miles east of Keahole Point, is prominent and can often be seen when Hualālai is hidden by the clouds. The mountain, 3,971 feet high, is dome-shaped, with deep gorges on its side, and rises about 1,000 feet above the slope on which it stands.

(277) Between **Makolea Point** and **Kawili Point**, 3 and 4 miles north of Keahole Point, shoal water extends about 0.7 mile offshore. The sand and coral bottom is plainly visible. A current sets northeast along this coast, and there are tide rips off Makolea Point. Offshore, beyond the 2,000-fathom curve, the current has been observed to set east toward the coast. When a heavy swell is running, breakers extend about 0.5 mile offshore. Strangers should give these points a berth of 1.5 miles. The village of **Mahaiula** is at the head of the unimportant bay between the two points. Between Keahole and Mano Points are several small bays that are rarely used.

(278) **Kuili**, 5 miles north of Keahole Point and 0.3 mile inland, is a brown crater 342 feet high. The hill marks the seaward end of a series of cones on the ridge extending from the northwest slope of Hualālai. An extensive shoal extends about 0.5 mile offshore about 2 miles north of Kuili and between the villages of **Kukio** and **Kaupulehu**.

(279) **Mano Point**, 9 miles northeast of Keahole Point, is a poorly defined, rounded, flat mass of lava.

(280) **Kīholo Bay**, 11 miles northeast of Keahole Point, indents the coast 0.5 mile and is 1 mile wide. The head of the bay is foul, but local vessels have anchored close to the black lava shore on the south side. A southwest current, with an average velocity of about 0.5 knot, has been observed in Kīholo Bay. The village of **Kīholo** consists of a few houses in a coconut grove at the head of the bay.

(281) **Puu Anahulu** (see chart 19320), 4 miles east of Kīholo, is a prominent yellowish cone, 1,523 feet high, with lava flows on three sides.

(282) **Kapalaoa** is a village on the south side of a small bight 3.5 miles northeast of Kīholo. The bight is foul and can only be used by small boats with local knowledge.

(313)

(283)

Charts 19330, 19327

(284) **Puako Bay** is a small indentation in the coast 20 miles northeast of Keahole Point. There is no protection for large vessels, and very little is available for small craft. The bay is open to west and northwest winds and is foul with coral heads and reefs. The shores are mostly black, smooth lava extending into the water on a gentle slope, with many detached rocks of the same material. A small landing is at **Puako**, on the southeast side of the bay, and many houses are along the south shore.

(285) Small boats can approach the landing on a course of 137° until within 250 yards of it, where the channel is marked by private buoys; a private light is on shore near the landing. A reef off **Waima Point**, 1 mile southwest of Puako, is easily recognized from a safe distance offshore. Anchorage can be found about 0.8 mile northwest of Puako in depths of 12 to 15 fathoms, sand and coral bottom.

(286) A large hotel and golf course can be seen at **Kaunaoa Beach**, 2.7 miles northeast of Waima Point and a cluster of three tanks, about 0.5 mile inland from Puako Bay, are prominent.

(287) The coast, which has a northeast trend to Puako, turns north for 3 miles, then gradually recurves to the northwest, forming **Kawaihae Bay**. The black lava flows are no longer characteristic, and the back country, with its extensive slopes, is some of the best grazing land in the State.

(288) **Kawaihae**, 3.5 miles north of Puako, is a commercial deepwater harbor basin in the north part of Kawaihae Bay. The basin is protected by stone revetment and fill on the south and by a breakwater, marked by lights, on the west. The entrance channel is marked by a **120°** lighted range, lighted and unlighted buoys. A small-boat basin, just north of the main basin, has a dock and surfaced ramp. The breakwater on the west side of the small-boat basin is marked by a light at the south end.

(289)

Prominent features

(290) **Kawaihae Light** (20°02'29"N., 155°49'58"W.), 59 feet above the water, is shown from a 34-foot white pyramidal concrete tower on the northwest side of Kawaihae. Deep and heavily wooded **Honokoa Gulch** is northwest of the harbor, and **Pu‘ukoholā Heiau** is a square of dark rocks on a 50-foot knoll southeast of the breakwater. **Puu Kamalii**, 1 mile northeast of Kawaihae, is 690 feet high and fairly conspicuous.

(291)

COLREGS Demarcation Lines

(292) The lines established for Kawaihae Harbor are described in **80.1470**, chapter 2.

(293)

Anchorages

(294) Good anchorage, except in kona weather, may be found in 4 to 8 fathoms between Honokoa Gulch and the outer end of the entrance channel.

(295)

Dangers

(296) Reefs that bare in places extend as much as 0.5 mile from the outer side of the breakwater and from the shore to the south.

(297)

Regulated navigation area

(298) A safety zone is in Kawaihae Harbor, adjacent to the commercial piers. (See **33 CFR 165.1 through 165.40** and **165.14-1414**, chapter 2, for limits and regulations.)

(299)

Currents

(300) The strong north current felt off Keahole Point and Makolea Point passes offshore at Kawaihae, where there is practically no current.

(301)

Weather, Kawaihae and vicinity

(302) This subject has been discussed on previous pages, but vessels maneuvering in Kawaihae Harbor are again warned to be on the alert for sudden strong offshore gusts caused by the trade winds drawing over the mountains.

(303)

Pilotage, Kawaihae

(304) Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade; it is optional for U.S. vessels in the coastwise trade with a Federal licensed pilot on board.

(305) The pilot boat, NININI, is yellow and 22 feet long with the word "PILOT" written in black letters on the hull. The boat displays the standard pilot lights at night and the International Code flag "H" by day. The pilot boarding area is 1.5 miles west-northwest of the harbor entrance. The pilots monitor and work VHF-FM channel 12. Mariners are requested to give at least 24 hours advance notice of arrival with gross tonnage, length, and draft of vessel; telephone (808–537–4169). Additionally, vessels are requested to rig the pilot ladder 2 feet above the water on the lee side and maintain a speed of not more than 5 knots.

(306)

Towage

(307) Tug service must be arranged for in advance; there are no tugs available in the harbor.

(308)

Quarantine, customs, immigration, and agricultural quarantine

(309) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(310) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(311)

Harbor regulations

(312) These are established by the Harbors Division of the Hawaii Department of Transportation and are enforced by the **harbormaster**.

(314)

Wharves

(315) The State-owned waterfront facilities are on the northeast side of the harbor basin. General cargo is usually handled by ships' tackle, and cargo to and from barges by forklift trucks.

(316) **Kawaihae Pier 1**: Just inside harbor basin; 410-foot face, 20 to 24 feet reported alongside; deck height, 8 feet; 8,700 square feet covered storage; 20 refrigerated container positions; receipt and shipment of general and containerized cargo by barge; receipt of bulk cement and lumber; operated by State of Hawaii, Department of Transportation, Harbors Division; and others.

(317) **Kawaihae Pier 2**: 200 yards southeast of barge wharf; 1,152-foot face with 38-foot ends; 35 feet reported alongside; deck height, 8 feet; 12,000 square feet covered storage; pipelines extending from wharf to 5 steel storage tanks in rear with 41,000 barrel capacity; receipt and shipment of general cargo and automobiles; shipment of aggregate; receipt of petroleum products; operated by State of Hawaii, Department of Transportation, Harbors Division; and others.

(318) A 100-foot-wide concrete ramp with mooring dolphins, used exclusively for handling military cargo to and from U.S. Government-owned landing craft, is at the SW end of the harbor.

(319)

Supplies

(320) Water and limited amounts of fuel oil and diesel oil are available.

(321)

Communications

(322) Kawaihae has interisland barge and air service and is a port of call for transpacific vessels.

(323)

Chart 19327

(324) Between Kawaihae and Māhukona, the country is uncultivated grazing land. Mountain slopes terminate in cliffs at the coast and are cut intermittently by ravines.

(325)

Chart 19329

(326) **Māhukona Harbor** is a small, open bight 10 miles northwest of Kawaihae and 6 miles southwest of Upolu Point. There are several abandoned warehouses and oil tanks around the harbor. The shore is rocky and the slopes back of the village are partially covered with algaroba trees.

(327) **Mahukona Light** (20°10'49"N., 155°54'05"W.), 64 feet above the water, is shown from a 22-foot white

pyramidal concrete tower on Kāʻoma Point, south of the village.

(328)

Magnetic disturbance

(329) Differences of as much as 3° from normal variation have been observed in the vicinity of Kauili Point about 0.7 mile north of Māhukona.

(330) Anchorage may be selected 0.2 mile southwest of Makaohule Point, in depths of 10 to 15 fathoms, sand and coral bottom. An anchorage with less wind can be found 0.3 mile northwest of the point and about 400 yards off the beach.

(331) Reports indicate that the inshore current usually sets north with considerable velocity. However, during the period of current observations the average north drift was about 0.2 knot, both north and south velocities of nearly 1 knot were measured, and the tidal current averaged less than 0.2 knot at strength. During the observations, winds were light to moderate and variable in direction. Strong offshore winds, accompanied by violent gusts from varying directions, are frequently experienced during the normal northeast trades. Because of these conditions, vessels should anchor with plenty of cable and have a second anchor ready to let go.

(332) A public landing is at the head of the bight which has a hoist that is poor condition. The private landing on the north side is in ruins. Both landings are for small boats only.

(333)

Chart 19327

(334) The coast between Māhukona and Upolu Point is a series of low, black bluffs. Back of the bluffs, the country is marked by many cinder cones and rises gently to the Kohala Mountains. The cuts and fills of the railroad that formerly skirted the coast from Māhukona to Kohala may be seen when close inshore.

(335)

Chart 19320

(336) **ʻAlenuihāhā Channel**, between the islands of Hawaii and Maui, is 26 miles wide in its narrowest part, between Upolu Point and Puhilele Point. The channel is free of obstructions and is deep close to the shores.

(337) Strong trade winds usually prevail, causing the channel to be very rough and a current of 1 to 2 knots to set west. Passage is very difficult for smaller vessels, especially when going east. During the calms that frequently follow, there is at times an east set of about 1 knot, and during kona winds the east set may reach a velocity of 2 or 3 knots. The channel is roughest and the west current strongest when the wind is between north-northeast and east-northeast. During periods of strong northeast trades, violent tide rips may be encountered 2 miles north of Keahole Point, probably caused by the meeting of the southwest offshore current with the north inshore current. When bound from Upolu Point to ʻAlalākeiki Channel, an onshore set is sometimes felt when reaching the lee of Maui.

(338)

Chart 19340

(339) **Maui**, 26 miles northwest of Hawaii, has an area of 728 square statute miles and is second in size of the eight large islands. The island is 42 miles long in a northwest-southeast direction and 23 miles in greatest width. A low, flat isthmus joins the two distinct mountain masses that make up the island. The crater of **Haleakalā** (house of the sun), 10,025 feet high, is near the center of the east and larger part of the island. On the northwest side of the crater the land slopes gently, while on the south and east sides, it is much steeper and in some places precipitous. **Koʻolau Gap** on the north side, and **Kaupō Gap** on the southeast side, are two large openings in the side of the crater. **Puu Kukui**, 5,788 feet high, is near the center of the west and smaller part of the island, which is cut up by rugged peaks and deep valleys and gulches.

(340)

Anchorages

(341) Anchorages are numerous on the southwest side of Maui; the first requirement under ordinary conditions is shelter from the trade winds.

(342)

Currents

(343) In the vicinity of Maui, currents are variable, depending to a great extent upon the velocity and direction of the wind. Usually there is a west flow in the offshore areas along the north and south coasts, which is part of the general west oceanic drift accompanying the prevailing northeast trade winds. Much of the flow along the south coast appears to continue west past the south coast of Kahoʻolawe. Weak, variable currents are reported in ʻAlalākeiki Channel, and there is a north flow in Auau Channel. Near the shores of the island the currents are complicated by tidal effects, wind and counter currents.

(344)

Weather, Maui

(345) The trade winds divide at Kaʻuiki Head, one part following the trend of the coast northwest and the other part following the south coast. The winds following the northwest coast divide again at the isthmus, one part drawing south and often reaching great force in the vicinity of Maalaea Bay, and the other part following the trend of the coast around the northwest end of Maui and through Pailolo Channel, with the greater force on the Molokaʻi side of the channel. That part of the trades following the trend of the south coast of Maui divides, with part continuing along the south shore of Kahoʻolawe and the other part drawing through ʻAlalākeiki Channel, around the north end of Kahoʻolawe and west through Kealaikahiki Channel.

(346) On the south coast of Maui, a sea breeze frequently sets in about 0900 and continues until after sundown, when the land breeze springs up. Light airs or calms are generally found in the vicinity of Molokini Islet and again along the west shore of Maui between Hekili and Keka'a Points. In the vicinity of Lahaina a light onshore breeze is generally felt, while farther out in Auau Channel the northeast trades are noticed.

(347) Rainfall is quite heavy on the windward side of the island and light on the lee side.

(348)

Quarantine, customs, immigration, and agricultural quarantine.

(349) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(350) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(351)

Supplies

(352) Marine supplies are available in limited quantities for small craft at Kahului, Wailuku, Lahaina, and Maalaea. Fuel and water are available at Kahului, Maalaea, and Lahaina.

(353)

Repairs

(354) Some machine repairs can be made at Kahului. Minor repairs of small craft can be accomplished at Maalaea.

(355)

Communications

(356) Maui has telephone communication with the other islands and with the mainland. Passenger and freight service travels over good to fair highways that extend to most parts of the island. Kahului is a port of call for interisland and transpacific shipping. The island has regularly scheduled air service.

(357) From Hāna Bay to Cape Hanamanioa, the coast has a generally west-southwest trend. Between Hāna Bay and Nuu Landing the coast consists of high, rough bluffs, broken up by numerous small capes and indentations. Vegetation may be seen as far as Kaupō Gap. The entire south face of Haleakalā is steep and eroded, presenting a reddish-brown appearance, dotted here and there with green patches. The slopes become less steep as the shore is approached. From Nuu Landing to Cape Hanamanioa the coast is bare, with practically no sign of habitation. Dangers lie offshore in the vicinity of 'Ālau Island, Āhole Rock, and between Pohakueaea Point and Cape Hanamanioa. Otherwise, the 10-fathom curve lies within 0.2 mile of the shore. Landings can be made during trade-wind weather in the numerous coves along the coast between Mū'olea Point and Nuu Landing. There are no suitable anchorages between Nuu Landing and Cape Hanamanioa.

(358)

Chart 19341

(359) **Hāna Bay** lies between Ka'uiki Head and Nānu'alele Point at the east end of Maui. The bay is about 0.4 mile in diameter and is open to the east. **Hāna** is on the south side of the bay.

(360) **Ka'uiki Head**, on the south side of Hāna Bay entrance, is a crater 390 feet high; the outer half of the crater has eroded, leaving the inner side exposed. Because it is joined to the rest of Maui by a comparatively low neck of land, Ka'uiki Head has the appearance from a distance of a separate island. **Kauiki Head Light** (20°45'26"N., 155°58'46"W.), 85 feet above the water, is shown from a 9-foot white pyramidal concrete tower on an islet close to the northeast side of the crater.

(361) The shores of Hāna Bay are rocky except for two short beaches, one at the S end of the bay and the other on the northwest side. A shoal, usually marked by breakers, extends halfway across the bay from the middle of the north shore. A small 16-foot rocky spot is 350 yards north of the light. Numerous rocks, some bare at all tides, extend for 200 yards off **Nānu'alele Point**. The point is low, flat lava on the north side of Hāna Bay. **Twin Rocks** are two bare rocks, with deep water close-to, about 300 yards northeast of the light; the inner and larger rock is 15 feet high. About 200 yards south and 300 yards southeast of outer Twin Rock are **Inner Pinnacle Rock**, about 3 feet high, and **Outer Pinnacle Rock**, about 5 feet high.

(362) The entrance channel to Hāna Bay is between Twin Rocks and the 16-foot shoal and is unmarked. A local rule is to avoid entering the harbor when the seas are breaking at the entrance.

(363) The bay does not afford a desirable anchorage. Small vessels sometimes anchor in the southwest portion of the bay, but swinging room is limited. Anchorages in the bay are exposed to northeast winds and sea, and during strong southwest blows vessels are apt to drag anchor. In the absence of local knowledge, anchorage should be attempted only by small craft.

(364)

Currents

(365) Just outside the bay a tidal current reaches its south strength when the tide at Honolulu is rising and its north strength when the Honolulu tide is falling. south and north velocities of about 1 knot and 1.5 knots, respectively, have been observed. Farther offshore, a strong north or northeast current has been reported. Off Ka'uiki Head and Nānu'alele Point, rough seas occur when a northeast wind blows against the northeast current.

(366) No breakwater protects this small, exposed harbor. The turning basin is 20 to 30 feet deep and about 600 feet by 800 feet. The State-owned T-pier is in poor condition and has been condemned. A surfaced ramp for launching small boats is adjacent to the T-pier, however, its' orientation leaves it open to swells from the north which can make launching extremely difficult. Small boats can

also be launched from the sand beach at the south end of the bay.

(367)

Chart 19340

(368) **Pu‘uokahaula**, 545 feet high, is the highest of five hills 0.7 mile inland from Hāna; the stone memorial cross atop the hill is sometimes lighted at night.

(369) **‘Ālau Island**, 1.5 miles south of Ka‘uiki Head and 0.4 mile offshore, is 100 yards in diameter and 150 feet high, is grass covered and has a few coconut palms. Between the island and Maui is an extensive reef. Tidal currents of 0.5 knot, setting north and south, have been observed near ‘Ālau Island. Off the island is a strong northeast current, and there is an eddy between the island and Ka‘uiki Head.

(370) Two rocks with about 9 feet of water over them are close together about 0.7 mile southeast of ‘Ālau Island. Under favorable conditions, these rocks appear as small, yellowish-brown spots in the water. However, they are seldom seen and do not break in moderate seas. Vessels may avoid the rocks by giving ‘Ālau Island a berth of about 1.5 miles in passing.

(371) **Iwiopele**, about 1.5 miles south of Hāna Bay, is a formation similar to Ka‘uiki Head and resembles the latter in size and appearance.

(372) **Mokae Cove**, almost 1 mile south of Iwiopele, affords a landing for small boats in northeast weather. South currents with velocities up to 0.5 knot have been observed 0.5 mile from the shore in this locality.

(373) From **Maka‘alae Point**, 3 miles south of Ka‘uiki Head, the coastal trend is southwest. There are several villages between Mokae Cove and Wailua Cove. A church spire is prominent on the bluff at**Pu‘uiki**, 3.5 miles southwest from Ka‘uiki Head.

(374) **Wailua Cove** is at the mouth of a valley 5.5 miles southwest from Ka‘uiki Head. Inland from the cove and halfway up the mountain is a high waterfall that is usually conspicuous from offshore. A white cross, below the waterfall, is visible. Landings may be made during normal trade-wind weather in almost any of the coves along the coast, although the swell enters all of them. **Mū‘olea Point**, a mile east of Wailua Cove, is rounded and rocky.

(375) **Kipahulu**, 8 miles southwest of Ka‘uiki Head and 0.5 mile west of **Puhilele Point**, is a ranch settlement on the west side of deep **Kipahulu Valley**. **Āhole Rock**, about 0.3 mile off the shore below Kipahulu, is low and flat, and has a bare appearance; anchorage in the vicinity is not recommended.

(376) **Ka‘āpahu Bay**, 1.5 miles west of Kipahulu, is a small coastal dent which sometimes can be used for small-boat anchorage in trade-wind weather; there are depths of 4 fathoms about 200 yards off the pebble beach.

(377) **Kaupo Landing**, 11 miles southwest of Ka‘uiki Head, is the best in the vicinity during trade-wind weather. Adjacent land is divided into small homesteads, and cattle raising is the principal occupation. Vessels anchor well off and east of the landing. Strong east winds make landings difficult.

(378) **Ka‘īlio Point**, 13 miles southwest of Ka‘uiki Head, is 73 feet high, narrow, and at the east end of **Mamalu Bay**. A prominent church is on the highway directly north of the point. Trade-wind anchorage may be found about 300 yards from the head of the bay in depths of 10 fathoms, sandy bottom.

(379) **Kaupō Gap** is the large opening, about 1.3 miles wide, in the southeast side of Haleakalā Crater. An immense old lava flow slopes gradually from the gap to the coast. The wide U-shaped gap at the top is a good landmark, day or night, for Ka‘īlio Point. The brush-covered lava flow is the dividing line between the forest and brush of the east part and the barren west part of the south coast. Waterfalls are numerous east of the gap.

(380) Low **Apole Point**, 15 miles southwest of Ka‘uiki Head, is composed of black, jagged rock. The point marks the seaward end of the Kaupō lava flow.

(381) **Nuu Landing** is a small bight on the west side of Apole Point. Small vessels can find anchorage in depths of about 8 fathoms.

(382) From Nuu Landing to **Pohakueaea Point**, 12 miles to the west the coast is barren and deep water is close-to. All dangers are close to the bluffs. A few homesteads may be seen on the slopes that rise to the rim of Haleakalā. The slopes are cut by gulches and are barren except for a scattering of trees about halfway up. At Pohakueaea Point, the 20-fathom curve begins to trend offshore.

(383) A pinnacle rock with depths of less than 12 feet over it is reported to exist within 0.5 mile of the shore somewhere between Pohakueaea Point and La Perouse Bay. The rock may be off Pohakueaea Point as an extension of the lava flow that forms the point. Vessels making the run along this coast in recent years have observed no indication of an offshore danger; however, they give Cape Kinau a berth of about 1 mile, as it is known that a steamer struck bottom in the vicinity of the cape, probably about 0.2 mile offshore.

(384) **Lualaʻilua Hills**, 6 miles west of Nuu Landing and 2 miles inland, are a group of red mounds about 2,000 feet high.

(385) **Hōkūkano**, 1 mile southwest of Lualaʻilua Hills, is a conspicuous red cone with a lava flow reaching the sea in a high black mass.

(386) **Pimoe**, 2.4 miles west of Hōkūkano, is a red dome, irregular in shape, with its east side broken. The dome, 1,766 feet high, is the crater from which the large, fan-shaped lava flow in the vicinity of Pohakueaea Point had its origin.

(387)

Chart 19347

(388) **Cape Hanamanioa**, the southwest extremity of Maui, is a black lava mass. **Hanamanioa Point Light** (20°35'00"N., 156°24'43"W.), 73 feet above the water,

is shown from a 21-foot post with a black and white diamond-shaped dayboard on the cape. A current is reported to set constantly northwest past the cape; however, a short series of observations a mile southeast of the light indicates a tidal current with a velocity of 0.8 knot at strength.

(389) **La Perouse Bay**, between Cape Hanamanioa and Cape Kinau, is about 0.7 mile wide and indents the coast about 0.5 mile. On the northwest side of the bay is **Puu o Kanaloa**, a low yellowish-brown cone at the water's edge, with its seaward side blown out. The crater is surrounded by a lava flow from **Kalua o Lapa**, a small, black cone about 1 mile north of the bay. A rock covered 10 feet is in the middle of the entrance to the bay. A rocky outcrop is on the northwest side of the bay. Strangers are advised to exercise extreme caution in the bay.

(390) **Cape Kinau**, 1.5 miles northwest of Cape Hanamanioa, is a broad, low, black, lava point and a **protected area** of a Natural Area Reserve. A rock with 4½ feet of water over it is 400 yards offshore near the north end of the cape.

(391) **Puu Olai**, about 2.5 miles north of Cape Kinau, is the most prominent landmark in this vicinity. The hill is brown in color, 367 feet high, and consists of three bare knolls, of which the southernmost is the highest.

(392) **Molokini**, 5.5 miles northwest of Cape Hanamanioa, is a small crescent-shaped islet about 0.3 mile long and 156 feet high. The islet is the bare rim of a crater, the north part of which is submerged. **Molokini Island Light** (20°37'50"N., 156°29'51"W.), 186 feet above the water, is shown from a 30-foot pole with a red and white diamond-shaped dayboard. A reef extends 300 yards north from the northwest end of the islet; there is deep water close to the south side. Vessels pass on either side of the islet. In 1984, unexploded ordnance was reported in the vicinity of the islet; caution is advised.

(393) **Makena Anchorage**, 1 mile north of Puu Olai, is exposed to kona weather, but affords good holding ground during the trades. Anchorage can be had in depths of 12 to 15 fathoms off **Nahuna Point**, with a fairly prominent church bearing 100°. A few houses may be seen among the trees on the rocky point at the north side of the bight, and a prominent house is at the south end of the sand beach. The strong trade winds that are felt farther north in Maalaea Bay are not pronounced at Makena. Secondary roads lead along the coast and inland from the village. Anchorage can also be found in **Ahihi Bay**, just south of Puu Olai.

(394) The country back of Makena rises gently to the mountains. The lower slopes are covered with cactus, while the slopes higher up are wooded in places. From Makena to Kīhei the coast has a general north trend and is heavily developed with beach homes and hotels. The country back of the coast is like that in the vicinity of Makena.

(395) **Keawakapu** is 8 miles north of Cape Hanamanioa. An apartment building on the small point at Keawakapu is the most prominent landmark along this coast. A fish haven, 200 yards by 1,150 yards, is 0.7 mile souithwest of Keawakapu.

(396)

Chart 19350

(397) **Maalaea Bay** is a large bight midway along the southwest coast of Maui. The shores are low, mostly sandy, and fringed with algaroba trees. The isthmus behind the bay and the slopes on either side are cultivated in sugarcane. Several hotels and resort developments can be seen along the east side of the bay and three stacks are prominent in about 20°48'02"N., 156°29'37"W.

(398) Maalaea Bay is only a fair anchorage. Fresh winds sweep across the isthmus during the trades, and the bay is completely exposed to kona storms. The holding quality of the ground is poor. A north current has been reported in the bay. In the central and east portions the bottom is very irregular. A reef fringes the shore for a distance of 3.5 miles south of Kīhei. Off Kalepolepo, where the reef is widest, a 14-foot spot is 0.5 mile offshore along the edge of the reef. Broken ground with a least depth of 3 fathoms lies about 0.7 mile west-southwest of the Kīhei wharf. A shoal with a least depth of 7 fathoms is in the center of the bay; shoals with 3¾ and 4½ fathoms are northeast of this shoal. Strangers should pass well offshore.

(399) **Kalepolepo**, is on the east side of Maalaea Bay, 11 miles north of Cape Hanamanioa. A large old fishpond extends 0.2 mile from shore. Local vessels anchor behind the reefs in depths of 3 to 4 feet.

(400) **Kīhei** is on the east side of Maalaea Bay 12 miles north of Cape Hanamanioa. A settlement is scattered among the trees and along the beach in the vicinity of the remains of a wharf.

(401) **Keālia Pond**, just northwest of Kīhei, is separated from the bay by a narrow sand strip over which the shore highway passes.

(402) **Maalaea** is a village on the northwest shore of Maalaea Bay. A few buildings can be seen among the algaroba trees. The boat harbor at the village is about 500 yards long east to west, about 200 yards across, and is protected by breakwaters. Depths in the harbor are about 7 feet in the west basin and about 10 feet in the northeast basin, mud bottom. In 2009, a reported depth of 8 feet was available in the entrance channel. The entrance channel is marked by a **338.4°** lighted range and private buoys. Inside the harbor, a reef and shoal area extends into the center of the harbor. Care must be taken to avoid these areas when approaching the slips on the north side of the harbor. Gasoline, diesel fuel (by fuel truck) and a launching ramp are available; engine repairs can be made. The harbormaster can be contacted on VHF-FM channel 68 or by phone at 808–243–5818. The harbor office is at the head of the harbor. The harbor experiences considerable surge during all but calm weather.

(403)

Coast Guard Station

(404) Coast Guard Station Maui is just inside the breakwaters of Maalaea Village and can be contacted at 1-808–986–0023.

(405)

Chart 19347

(406) **McGregor Point Light** (20°46'39"N., 156°31'22"W.), 72 feet above the water, is shown from a 20-foot white tower on McGregor Point on the west side of Maalea Bay. A row of wind turbines is prominient north-northeast of the light. The coast between McGregor Point and Olowalu is broken by low bluffs rising from the water's edge, behind which the country presents a barren appearance. The mountains have sharp jagged peaks and are cut by deep gorges.

(407) **Papawai Point**, 0.9 mile west of McGregor Point, is the southernmost point of west Maui. Deep water is close inshore at the point.

(408) **Olowalu**is on **Hekili Point**, 18 miles northwest of Cape Hanamanioa. The deep gulch of **Olowalu Stream** appears as a gap in the mountains when abreast of the point and is an excellent night mark.

(409) **Launiupoko Point**, about 2 miles northwest of Olowalu, is low and rounding. About 0.8 mile inland from the point is an 808-foot hill that has a mottled, grayish-brown appearance. Shoal water extends about 0.2 mile offshore from the point northwest to Lahaina. The highway skirts the shore between these points, and automobile lights along the road are usually the only lights seen along the coast.

(410)

Chart 19348

(411) **Lahaina** is 23 miles northwest of Cape Hanamanioa. Once the whaling capital of the mid-Pacific, Lahaina is now a colorful resort town and a favorite port of call of yachtsmen and boating enthusiasts. In the vicinity of Lahaina, canefields extend along the coast and for several miles inland on the ridges that lead to high, rugged mountains. A mill stack near the center of Lahaina is very prominent and a spire is visible on Puunoa Point. A reef, over which the sea generally breaks, extends about 350 yards offshore from Makila Point, 1 mile southeast of Lahaina, to Puunoa Point, a mile northwest of Lahaina. **Mala** is a small settlement on the north side of **Puunoa Point**. The concrete wharf at Mala is in poor condition and is no longer in use. A breakwater extends along the northeast side of the Mala wharf. A launching ramp is between the inner end of the breakwater and a short groin that protects the ramp on its north side.

(412) **Lahaina Light** (20°52'20"N., 156°40'43"W.), 44 feet above the water, is shown from a 39-foot white pyramidal concrete tower at the inner end of the Lahaina small-boat wharf.

(413) South of Lahaina wharf is a boat basin, about 200 by 800 feet, protected by breakwaters. The approach to the basin is marked by a lighted buoy. The entrance channel is marked by lighted buoys and a **044°** lighted range. Vessels entering or leaving the boat basin should exercise caution as the combined effects of the swell and the 90° turn into the basin can set vessels onto the shoal opposite the basin entrance.

(414) Gasoline and diesel fuel are available at Lahaina, but must be obtained through the harbormaster (VHF-FM channel 68 or 808–662–4060). Some small-craft supplies may be obtained at Lahaina and a 1-ton hoist is available on the small-boat wharf.

(415) Good anchorage can be had off Lahaina. Calm water will generally be found even though strong trade winds are blowing elsewhere, however, the anchorage is exposed in kona weather. In approaching the anchorage, vessels should keep about one mile offshore until the light bears **056°**, then head in on this course and anchor in depths of 9 to 15 fathoms. Anchorage can be had anywhere in the bight north of Mala wharf, 0.6 mile offshore in depths of about 12 fathoms, sandy bottom. Offshore mooring buoys for up to 72 hours are available by permit only.

(416) Lahaina has become a destination for both foreign and domestic cruise ships. From fall to spring, passenger and crew counts in excess of 300 can be expected. Ships anchor out and ferry passengers into the harbor by small boat. When ships are present, a 300-yard security zone exists around the ship. For foreign vessels, a customs station is set up at the harbor. The Harbor Master acts as a VTS for the duration of the cruise ship port call. All traffic must check in and out of the harbor on VHF-FM channel 68.

(417)

Currents

(418) The current off Lahaina usually sets north and reaches a maximum velocity of 1 or 2 knots before low water. Before high water the current is normally quite weak and may set either north or south.

(419) It is reported that the current near the wharf at Mala sets south most of the time.

(420) The coast between Mala and Keka'a Point consists of a low, sandy beach with a fringe of coconut and algaroba trees, back of which the canefields extend inland for about 2 miles. Buildings can be seen along the coast among the trees.

(421) **Puu Laina**, 1.2 miles northeast of Mala, is a prominent cone 650 feet high. The lower slopes of the hill are covered with cane.

(422) **Hanakaoo Point**, 2 miles north of Mala, is rounding and not conspicuous from offshore. The 10-fathom curve is about 500 yards off this point, and the bottom slopes gradually to the sandy beach. Several hotels line the shore north and south of the point.

(423)

Chart 19347

(424) **Keka‘a Point** (20°55.8'N., 156°42.0'W.), 26 miles northwest of Cape Hanamanioa, is the westernmost extremity of Maui and is known locally as Black Point. The point is a dark, rocky promontory, 85 feet high, which appears detached from a distance; there are no offshore dangers. A hotel is on the point.

(425) A northward current is reported off Keka‘a Point. A tidal current of 0.5 knot, setting north and south, was observed 0.5 mile from the shore.

(426) From Keka‘a Point to Lipoa Point, the coast consists of low bluffs and stretches of sand beach along which may be seen clumps of algaroba trees and several resort hotel complexes. The gently sloping country is cut by shallow gulches and is covered with cane and pineapple which extend well up the mountain slopes.

(427) **Napili Bay**, 4.5 miles north of Keka‘a Point, is a small bight between two coral reefs. Anchorage can be found about 0.5 mile offshore in depths of 5 fathoms, but it is seldom used. North currents are reported off the bay. Small boats can land in Napili Bay during tradewind weather. Breakers extend 0.2 mile offshore for a distance of 1.5 miles south of the bay.

(428) **Hawea Point Light** (21°00'14"N., 156°39'59"W.), 75 feet above the water, is shown from a post with a diamond-shaped black and white dayboard 5 miles north of Keka‘a Point.

(429) **Honolua Bay** is the open bight on the south side of **Lipoa Point**, which is 7 miles northeast of Keka‘a Point. Smaller vessels can find fair anchorage in the bay, and boats can land in the cove at the northeast end.

(430) In the vicinity of Lipoa Point, the bluffs along the north shore of Maui become higher and more precipitous. Also, the bluffs are cut up by more bights and headlands. The country is more rolling and is cut by deeper gulches. The mountains are steeper and greener. Near their tops the mountains are wooded in places. Patches of black rocks, awash at high water, are found close inshore off several of the points in the vicinity. Vessels should give this coast a berth of at least 0.8 mile.

(431) **Kanounou Point**, about 2 miles east-northeast of Lipoa Point, has several bare, black rocks a short distance offshore.

(432) **Honokohau**, on the west side of Kanounou Point, consists of a few houses at the mouth of **Honokohau Stream**. There is little protection off the village.

(433) **Nakalele Point** is three miles east-northeast of Lipoa Point. Close off Nakalele Point are several bare, black rocks; blowholes can be seen along the southeast face of the point. **Nakalele Point Light** (21°01'45"N., 156°35'26"W.), 142 feet above the water, is shown from a 21-foot pile with a black and white diamond-shaped dayboard.

(434)

Chart 19342

(435) **Kahakuloa Head**, 3 miles southeast of Nakalele Point, is the seaward end of one of the numerous abrupt capes in this general vicinity. **Pu‘u Koa‘e (Sugarloaf)**, a dark bare, conical mound 634 feet high, is on Kahakuloa Head; this feature is one of the most conspicuous landmarks on the island of Maui. east and close to Pu‘u Koa‘e, on the same ridge, is a low and more rounded dome. **Kahakuloa** is a small village in **Kahakuloa Bay**, just west of Kahakuloa Head. A spire can be seen in the village. Kahakuloa is the last settlement on the paved road that skirts the west and north shores of Maui. Deep water is found close to the head, although there are numerous breakers and covered rocks just offshore. A rock, covered 4½ feet, in surrounding depths of 15 to 20 fathoms, is 0.4 mile off the head of the cove between Pu‘u Koa‘e and Mokeehia Island.

(436) **Mokeehia Island**, 1.4 miles southeast of Pu‘u Koa‘e, is a large, bare rock 170 feet high, just off the outer end of **Hakuhee Point**. Caverns can be seen in the faces of the cliffs on both sides of the island.

(437) **Puu Olai**, 0.7 miles inland from Mokeehia Island, is 1,002 feet high.

(438) **Hulu Island**, 95 feet high and close to shore, is 2 miles south of Mokeehia Island. Several rocks are close south of the island.

(439) **Waihee Point** is 2.6 miles south of Mokeehia Island. Southeast of the point is extensive **Waihee Reef**, and back of the point is deep and precipitous **Waihee Valley**, which is quite prominent.

(440) **Iao Valley**, also deep and precipitous, is 6 miles south of Mokeehia Island; some of the finest scenery on Maui is found in this vicinity.

(441) **Wailuku** at the mouth of Iao Valley and 1.5 miles from the coast, is the seat of Maui County and is the largest town on the island. The town has a hospital, hotels, and numerous stores; a white multistory building in the center of the town is prominent. There is a direct highway to Kahului.

(442) **Kahului Harbor**, on the south side of **Kahului Bay** 6 miles southeast of Mokeehia Island, is protected by breakwaters which extend outward from the west and east shores. On the southeast side of the harbor is the commercial deepwater port of **Kahului**.

(443)

Prominent features

(444) **Pauwela Point Light** (20°56'44"N., 156°19'17"W.), 161 feet above the water, is shown from a 40-foot white post 9 miles east-northeast of Kahului Harbor and is the principal mark for the approach. Other marks are an aero light at the airport east of Kahului, the breakwater lights, the lighted entrance range, the powerplant stacks east of the piers, the radio tower 0.8 mile west of the rear range, and the Wailuku spire and stack 2 miles west of the harbor.

(469)

(445)

COLREGS Demarcation Lines

(446) The lines established for Kahului Harbor are described in **80.1460**, chapter 2.

(447)

Channels

(448) From deep water on the north, the channel leads between the breakwaters, then turns sharply southeast to the Kahului piers. A Federal project provides for an entrance channel 35 feet deep and a harbor basin of the same depth. Channel and basin are maintained at or near project depth. Navigational aids include lighted and unlighted buoys, breakwater lights, and a **176.8°** lighted range. A channel, marked by private buoys, leads to a boat ramp at the west end of the harbor.

(449)

Anchorages

(450) Swinging room inside the breakwaters is too restricted for large vessels, which may anchor east of the sea buoy, but caution is necessary to avoid dragging by the prevailing northeast trades. Small craft have plenty of anchorage room in the unimproved areas behind the breakwaters.

(451)

Dangers

(452) **Waihee Reef**, northwest of the breakwaters, and **Spartan Reef**, northeast of the breakwaters, extend 0.7 mile and 1.2 miles offshore, respectively. Vessels approaching the harbor entrance range from either direction should avoid the reefs. The west part of the inner harbor is shallow. There is a buildup of silt and marine debris (old tires) that creates a shallow area in the southeast corner of the commercial harbor in about 20°53'44"N., 156°27'56"W.

(453)

Regulated navigation area

(454) A safety zone is in Kahului Harbor. (See **33 CFR 165.1 through 165.40** and **165.14-1414**, chapter 2, for limits and regulations.)

(455)

Currents

(456) Harbor currents are weak.

(457)

Weather

(458) The prevailing winds are the northeast trades.

(459)

Pilotage, Kahului

(460) Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade; it is optional for U.S. vessels in the coastwise trade with a Federal licensed pilot on board. Pilotage is available through the Hawaii Pilots Association. Mariners are requested to give 24 hours advance notice of arrival, gross tonnage, length, and draft of vessel by telephone

(808–537–4169) or by e-mail at dispatch@hawaiipilots.net. The 31-foot long pilot boat PAUWELA has a black hull with yellow superstructure and displays the word 'PILOT' in large white letters on the sides of the cabin. The pilot boat displays the International Code Flag 'H' by day and shows the standard pilot lights at night, white over red. The pilot boat monitors VHF-FM channels 12 and 16 and can be reached by "KAHULUI PILOTS". Additionally, vessels are requested to rig a pilot ladder 1 meter above the water on the leeward side. The pilot boarding area is 2.2 miles north of the harbor entrance. The rough weather boarding area for Kahului is at Lahaina, 1 mile southwest of the sea buoy.

(461)

Towage

(462) A 3,400 hp tug and a 4,400 hp assist tug are available at the port.

(463)

Quarantine, customs, immigration, and agricultural quarantine

(464) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(465) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a public hospital between Kahului and Wailuku.

(466) Kahului is a **customs port of entry**.

(467)

Harbor regulations

(468) These are established by the Harbor Division of the Hawaii Department of Transportation. The harbormaster enforces the regulations and assigns berths and anchorages. The harbormasters' office hours are from 0745-1630 and can be contacted at 808–873–3350; 808–357–0665 (after-hours) and (emergency only).

(470)

Wharves

(471) The State-owned and operated piers are on the southeast side of the harbor. General cargo is usually handled by ships' tackle, and cargo to and from barges by forklift trucks; crawler and truck cranes are available. Transit sheds with 78,000 square feet of covered storage space and 21 acres of open storage space are available at the piers; truck lines serve the piers.

(472) **Pier 1:** 1,350 feet of berthing space along the southwest side; 35 feet reported alongside; deck height, 9 feet; two traveling bulk sugar loading towers with conveyors and loading spouts, loading rate 800 tons per hour; receipt and shipment of general and containerized cargo; receipt of automobiles; receipt of petroleum products, coal, lumber, and steel products; shipment of raw sugar and molasses; boarding passengers.

(473) **Pier 2:** 894 feet of berthing space along the northeast side, 19 to 24 feet reported alongside; deck height, 9½ feet; 288 feet of berthing space along the outer end, 24 feet reported alongside; receipt and shipment of conventional and containerized cargo and automobiles; receipt of lumber, bulk cement, and liquefield petroleum gases.

(474) **Pier 3:** extends northeast from the foot of Pier 2; 500 feet of berthing space along northwest side, 18 feet reported alongside; deck height, 9 feet; receipt and shipment of general and containerized cargo and automobiles; receipt of petroleum products, sand, lumber, and steel products; boarding passengers; mooring towboats.

(475) There is a surge at the piers during periods of heavy north swells; this occurs about 10 times a year. Departing vessels may have some difficulties in breasting off from Pier 1 during kona weather.

(476)

Supplies

(477) Gasoline, diesel fuel, and water are available at all piers; gasoline and diesel fuel are trucked in. Bunker C fuel can be obtained in limited quantities by truck. Ice and some marine supplies are available.

(478)

Repairs

(479) Kahului has no facilities for making repairs or drydocking deep-draft vessels. The nearest such facilities are in Honolulu. There are machine, electrical, and welding concerns off the waterfront for making above-the-waterline repairs to vessels.

(480)

Communications

(481) Kahului has regular interisland barge service and is a port of call for transpacific vessels, but interisland passenger travel is almost entirely by air. Telephone communication is available to the other islands and to the mainland.

(482) The coast is low between Kahului Harbor and Pauwela Point. The back country is planted in sugarcane.

(483) **Paia** is 6 miles east of Kahului Harbor and 1 mile inland. An opening in Spartan Reef off Paia is sometimes used by local craft seeking anchorage behind the reef.

(484) **Maliko Bay**, 8 miles east-northeast of Kahului Harbor, is a narrow opening with steep, rocky sides. The bay provides fair anchorage for small craft in depths of 1½ to 5¼ fathoms, rocky bottom, when the trade winds are blowing. Rocks and foul ground, which extend from the east side of the entrance to the bay to about halfway across, form a natural breakwater. Rocks on the west side of the entrance restrict the channel to a width of about 100 yards. A reef that bares is on the southwest side of the bay about 0.1 mile inside the entrance. Small craft can be launched from a boat ramp at the head of the bay.

(485) **Pauwela Point**, 9 miles east-northeast of Kahului Harbor, is marked by a prominent light which has already been described. An east current is reported off the point.

(486)

Chart 19340

(487) Paralleling the northeast coast of Maui is a State highway which is the main link between Kahului and Hāna. From Pauwela east the road is a succession of sharp turns and steep grades as it winds from and toward the shore in crossing the numerous gulches. Sections of the highway can be seen from seaward, but it disappears as it follows the gulches inland.

(488) Between Pauwela and Nāhiku, a distance of about 15 miles, the bluffs reach heights of 300 to 400 feet, then gradually lose elevation to the southeast, and are low in the vicinity of Hāna. The back country is generally green, and the higher slopes are heavily wooded. Because of the heavy rains, waterfalls are numerous in the many gulches that lead to the sea. Very little of this northeast coast is planted in sugarcane. From Pauwela Point to Waipio Bay the land on the seaward side of the coastal highway is under pineapple cultivation, and there are many taro patches at Keʻanae and Nāhiku. The slopes southeast of Nāhiku are grazing areas for cattle. There are many inshore rocks between Pauwela Point and Hāna, but all such dangers can be avoided by keeping a mile offshore.

(489) **Uaoa Bay**, 3 miles east of Pauwela Point and just east of **Opana Point**, indents the coast about 0.4 mile. Fair anchorage during south winds can be had 0.3 mile offshore in depths of 12 to 16 fathoms, sandy bottom. A large detached rock off Opana Point marks the west side of the bay.

(490) **Pilale Bay**, 4 miles east of Pauwela Point, is a small opening at the mouth of a deep valley. Small boats can find fair anchorage during tradewind weather in depths of 4 to 7 fathoms a short distance off the beach.

(491) **Waipio Bay**, 6 miles east of Pauwela Point, lies between **Honokala Point** and **Huelo Point** and is open to the northeast. **Huelo** is a small village along the highway 0.5 mile inland.

(492) **Hoalua Bay**, 7 miles southeast of Pauwela Point is small and too exposed for anything but emergency anchorage. Under favorable conditions landings can be made at the head of the bay.

(493) **Oopuola Cove**, 8 miles southeast of Pauwela Point, is narrow and steepsided. A reef lies just north of the point on the west side of the entrance. Beach landings can be made at times, and small boats can find anchorage in depths of 3 to 6 fathoms near the center of the cove. **Puu Kukai**, 574 feet high, is 0.5 miles west of the cove.

(494) **Keopuka Rock**, 141 feet high, is 9.5 miles southeast of Pauwela Point and close to shore. The rock's double-humped top is distinctive from east or west, but from directly offshore it blends into the cliffs behind it.

(495) **Honomanu Bay**, 10 miles southeast of Pauwela Point, is a good landing place and a fair small-boat anchorage during the trades, although the swell is felt in the bay. Anchorage can be found in depths of 2 to 3 fathoms about 200 yards from the black shingle beach at the head of the bay. The east side of the bay is shallow. **Puu o Kohola**, 844 feet high, is 0.5 mile west of the bay.

(496) **Nuaailua Bay**, close east of Honomanu Bay and on the west side of Keʻanae Point, is the only suitable anchorage for moderate-size vessels along this northeast coast. The bay is somewhat exposed to the northeast trades, but is partly protected by Keʻanae Point. A 250-foot vessel can anchor in depths of 13 to 15 fathoms in the middle of the main bay; the bottom is quite even and has good holding qualities. Approach from seaward should be made on a due south course, keeping about 0.3 mile off the west shore and well clear of the 15-foot lone, black rock which is 0.3 mile off the east shore.

(497) **Keʻanae Point** 11 miles southeast of Pauwela Point, is a low, flat peninsula that juts out 0.3 mile from the bluff line. Landings should not be attempted on the point proper because of the covered rocks and ledges on all sides. A scattering of houses can be seen on the point.

(498) **Keʻanae Valley** is the largest and most prominent valley on this part of Maui. The valley leads inland 7 miles from the vicinity of Keʻanae Point to Koʻolau Gap, the large opening in the north rim of Haleakalā Crater.

(499) **Pauwalu Point** is 1 mile southeast of Keʻanae Point. **Mokumana Rock**, close off Pauwalu Point, is 77 feet high and flat-topped; the rock is particularly outstanding when approached from the east, but from some directions it appears to be a continuation of the point although there is a separation of some 50 yards.

(500) **Aluea Rock**, 2 miles southeast of Keʻanae Point and about 0.2 mile offshore, is only a few feet high and has the appearance of a reef awash as the seas break over it continuously and covered rocks extend another 300 yards from shore. This area should be avoided by all boats.

(501) **Wailua** consists of a few houses along the shore of the small bight immediately southwest of Aluea Rock. On the east side of the bight is a high wooded bluff, and the west side is low and grass-covered. The highway leading to Hāna leaves the shore west of the bight and from seaward it may be seen high up on the ridges as it winds its way southeast.

(502) **Nāhiku**, 15 miles southeast of Pauwela Point, is a small settlement on the east side of an open bight. Anchorage can be found in depths of 7 fathoms close to shore, but strangers should not attempt it because of the two covered rocks near shore. A southeast current is reported off Nāhiku, and the inshore current between Nāhiku and Kaʻuiki Head is said to be weak. **Kūhiwa Gulch** extends inland from the vicinity of Nāhiku and is visible from seaward.

(503) **Opikoula Point** is a low, rocky bluff on the east side of the Nāhiku anchorage. Similar bluffs extend 5 miles southeast to Pukaulua Point, and there are no easily recognized landmarks. This reef-fringed stretch of coast is not recommended for small-boat landings.

(504) Low **Pukaulua Point** is 2.5 miles north-northwest of Hāna Bay and Kaʻuiki Head. **Hana Airport** is 0.5 mile northwest of the point; the main runway is laid out in an east-west direction and is close to the bluffs.

(505)

Chart 19347

(506) **ʻAlalākeiki Channel**, between Maui and Kahoʻolawe, is about 6 miles wide. The channel is clear of dangers, with the exception of Molokini, which is marked by a light.

(507) Observations show that the **current** usually flows northwest with a maximum velocity of 0.7 knot on the west side of the channel near Kahoʻolawe Island, and south-southeast with a maximum velocity of 0.4 knot along the east side of the channel near Maui Island. Velocities up to 1 knot have been observed in the channel.

(508) The trade winds draw through the channel, hauling around the north end of Kahoʻolawe. The trades blow with much force at the east entrance to the channel, but in the vicinity of Molokini it is generally calm.

(509) **Auau Channel**, between Maui and Lānaʻi, is about 8 miles wide. With the exception of a reef about 3 miles long, which extends not more than 0.5 mile offshore north of Kikoa Point, Lānaʻi, the channel is free from obstructions. The aerolight at Molokaʻi airport can be seen when passing through Auau Channel.

(510) Observations in Auau Channel show that the **current** seldom floods, but that the flow is mainly in the ebb direction; ebb is east with a velocity of 1.1 knots. Beginning with maximum ebb, the current decreases to a minimum ebb or slack and then increases to a maximum ebb without a significant flow in the flood direction. Maximum velocities of 2 knots have been observed. (For predictions see the Tidal Current Tables.) During trade winds it is often calm in the channel.

(511) **Pailolo Channel**, between Maui and Molokaʻi, is about 7.5 miles wide. The channel is clear of obstructions with the exception of Mokuhoʻoniki and Kanahā Rock, near the east end of Molokaʻi, and a reef about 0.8 mile wide which fringes the shore of Molokaʻi.

(512) Observations show the **current** in the channel to set northeast with a velocity of about 0.3 knot. The maximum velocity observed was 0.6 knot.

(513) In navigating this channel, the tanks on Molokaʻi and Maui will prove useful landmarks; those on Molokaʻi are on the southeast shore, near Pūkoʻo, and those on Maui are on its west-northwest side, near Kekaʻa Point.

(514) It is reported that the junction of Pailolo, Auau, and Kalohi Channels, locally known as **The Slot**, is subject to high winds and dangerous currents.

(515) **Kahoʻolawe**, 6 miles southwest across ʻAlalākeiki Channel from the southwest extremity of Maui, has an area of 45 square statute miles and is the smallest of the eight major islands. Kahoʻolawe is about 10 miles long and 6 miles wide, and from a distance has an even, unbroken appearance. The high cliffs on the east and south sides are grayish-black; the soil of the mountain tops and the gentle slopes of the north and west sides are reddish. The island has scarcely any rainfall, and the huge clouds of red dust which trail to leeward during strong winds can be seen for many miles. **Puʻu ʻO Moaʻula lki**, a brown dome 1,444 feet high near the east end of the island, is the most prominent landmark.

(516)

Warning

(517) Kahoʻolawe is under Naval jurisdiction. The island was previously used as a military target area for bombing and gunnery training. Large amounts of unexploded ordnance are present on the island and in its adjacent waters. Entry onto the island or in its adjacent waters is prohibited without the consent of Commander, Third Fleet, Pearl Harbor, HI 96860. Entry regulations are contained in **32 CFR 763.1 through 763.6** (not carried in this Coast Pilot). A **danger zone** extends 2 miles from all sides of the island. (See **334.1340**, chapter 2, for limits and regulations.)

(518) From **Lae ʻO Kuikui**, the most north point of the island, to Kanapou Bay, the coast is rocky and the bluffs gradually increase to cliffs several hundred feet high at the bay.

(519) **Lae ʻO Kaule**, 2.8 miles southeast of Lae ʻO Kuikui, is on the north side of Kanapou Bay.

(520) **Kanapou Bay** 2 miles wide between Lae ʻO Kaule and **Lae ʻO Hālona**, offers protection in kona weather. Anchorage is available for small vessels in **Keoneuli (Beck Cove)** on the southwest side of the bay. The bay should be entered on a southwest course, heading for the middle of the cove, and anchorage should be made in depths of 15 to 20 fathoms off the mouth of the cove and midway between the sides. The bottom shoals rapidly from depths of 12 to 3 fathoms about 0.2 mile from the sandy beach at the head of the cove. West winds draw down the canyon at the head of the cove with considerable force.

(521) From **Lae ʻO Kākā**, the southeast point of Kahoʻolawe, to within 1 mile of Honokanaiʻa on the southwest side, the coast consists of sheer cliffs which reach a maximum height of 800 feet at Kamōhio Bay. There are no offlying dangers except Puʻu Koaʻe.

(522) **Kamōhio Bay** and **Waikahalulu Bay**, 3 and 6 miles west of Lae ʻO Kākā, respectively, each indent the coast about 0.7 mile. Neither bay can be recommended as an anchorage because of the deep water close to the shores. The bays are subject to strong gusts of wind that sweep down over the high cliffs when the trades are blowing. On the west side of Kamōhio Bay is **Puʻu Koaʻe**, a black mass of rocks 378 feet high and about 100 yards offshore.

(523) The prevailing current along the south coast of Kahoʻolawe is west.

(524) **Honokanaiʻa** is 1 mile southeast of **Lae ʻO Kealaikahiki**, the westernmost point of the island. The cove is the best anchorage on the island except during west or south weather. Anchorage can be had in depths of 10 to 12 fathoms 0.5 mile off the sand beach. The prevailing current at the anchorage is northwest. The best landing is on the sand beach close to the conspicuous

black rock at the head of the cove. The shore is low and has alternate stretches of sand and rocks. A stream, which is usually dry, and a clump of algaroba trees may be seen. As many as five buildings may be seen on the shore above the beach.

(525) **Kuia Shoal**, with a least depth of 1 fathom, extends 0.7 mile west from Lae ʻO Kealaikahiki. A shoal with a least depth of 3 fathoms is about 0.5 mile southwest of Kuia Shoal. Vessels should give the point a berth of at least 1.5 miles. The country slopes up evenly from Lae ʻO Kealaikahiki to the east.

(526) The northwest coast is rocky and has a line of low bluffs from which the country slopes gently up to the reddish hills in the center of the island. There are scarcely any distinguishing marks and no off-lying dangers.

(527) **Kuheeia Bay (Kuheia Bay)**, 2 miles southwest of Lae ʻO Kuikui, is a very small bight where boats can land at times.

(528) **Kealaikahiki Channel**, between Kahoʻolawe and Lānaʻi, is about 15 miles wide. The channel is free from obstructions. Currents in the channel are weak and variable and are influenced by the wind. A maximum velocity of 0.5 knot in a general northeast direction was observed in 1962. Sailing craft should avoid this channel during trade winds, as long periods of calms sometimes occur south and west of Kahoʻolawe and Lānaʻi.

(529)

Chart 19340

(530) **Lānaʻi**, 8 miles west across Auau Channel from Maui and the same distance south across Kalohi Channel from Molokaʻi, has an area of 141 square statute miles and ranks sixth in size of the eight major islands. Lānaʻi is about 15 miles long in a northwest direction and about 10 miles wide near its south end, gradually narrowing toward its northwest end. The highest point on Lānaʻi is **Lānaʻihale**, 3,370 feet high and 3.5 miles inland from the southeast side of the island. The slopes on the east side of the mountain are steep and cut by gulches; those on the west side are more gradual, terminating in a rolling plain between the 1,000- and 2,000-foot levels. There is little rainfall and, in general, the island has a barren appearance. The local economy is driven mostly by tourism, although some livestock is raised. **Lānaʻi City**, the only large community, is in the center of the island.

(531)

Chart 19347

(532) The coast is low, sandy, and brush-covered from **Kikoa Point**, the easternmost point of Lānaʻi, to **Kamaiki Point**, 3.1 miles south-southwest. A coral reef and shoal water fringe the shore from 200 to 400 yards off the beach. Low bluffs appear to Kamaiki Point, gradually increasing in height until close to Manele Bay, where they reach a maximum of about 400 feet.

(533) **Manele Bay** is a small indentation in the south coast of Lānaʻi, 3 miles southwest of Kaimaiki Point; a lighted buoy is off the entrance. A low rock, over which the sea usually breaks, is 300 yards seaward from the entrance point on the east side of Manele Bay. Small local vessels have anchored in depths of 14 fathoms about 350 yards southwest of the rock.

(534) **Manele Small-Boat Harbor**, protected by a breakwater on the south side, is in the northwest corner of the bay; a light marks the end of the breakwater. A dredged channel marked by private buoys, leads from Manele Bay north of the breakwater thence southwest to a mooring basin. When entering the harbor, local conditions dictate staying well to the right side of the entrance channel. The prevailing winds blow from the east and there are numerous coral heads near the left edge of the channel, just off the end of the breakwater. In 1981, a rock covered 3 feet and marked by a buoy, was reported about 30 yards northwest of the breakwater light in about 20°44'34"N., 156°53'13"W. A fishing pier and launching ramp are at the head of the harbor.

(535) **Puupehe Island (Puupehe Rock)**, locally known as Sweetheart Rock, is 0.5 mile southwest of Manele Bay. The island is 110 feet high, brown on its steep sides, flat and grass-covered on its top. It is separated from the shore by a short, low sandspit. The island is the most prominent landmark along this section of the coast. Rocks, over which the sea usually breaks, extend 300 yards east and south from Puupehe. **Hulopoe Bay**, just west of the island has a sandy beach and a prominent large hotel complex at its head. Squalls are less pronounced in Hulopoe Bay than in Manele Bay.

(536) Hulopoe Bay is within the boundary of Manele-Hulopoe Marine Life Conservation District. State regulations forbid operating, mooring, or anchoring any power-driven vessel within Hulopoe Bay. A copy of the regulations can be obtained from the State of Hawaii, Department of Land and Natural Resources, P.O. Box 621, Honolulu, HI 96809.

(537) From Manele Bay to Palaoa Point, the coast consists of low bluffs, behind which the land rises in steep slopes to the tableland above. It is reported that the currents are weak along the south coast of Lānaʻi. A high, detached, grass-covered rock is close to the shore 1.8 miles west of Puupehe. Many small rocks are close to the shore; one, awash at times, is 400 yards offshore and about 2 miles east of Palaoa Point.

(538) **Palaoa Point Light** (20°43'56"N., 156°57'53"W.), 91 feet above the water, is shown from a white skeleton tower on the east prong of a double point at the southwest extremity of Lānaʻi. A small bight, with a rocky shore on which small boats can usually land during trade-wind weather, is between the double points. A large rock, known locally as Shark Fin Rock, is about 0.3 mile north-northwest of the point in about 20°44'15"N., 156°58'08"W.

(539) Beyond Palaoa Point, the coast has a north-northwest trend. Between the point and Kaumalapau Harbor, the sheer coastal bluffs of **Kaholo Pali** are more than 1,000 feet high in some places. The bluffs are marked

by two landslides; one about 1.5 miles north of Palaoa Point, consists of dark material and is very large and conspicuous; the other, about 1.8 miles north of the point, has a gravelly appearance and is covered with vegetation.

(540) **Puu Ulaula**, 1,271 feet high, is 2 miles north of Palaoa Point and a mile inland from Kaholo Pali. There is an air-navigation installation on the summit.

(541)

Chart 19351

(542) **Kaumalapau Harbor**, 3.5 miles north of Palaoa Point, is the best harbor on Lānaʻi in all but west and kona weather. The harbor is a small bight at the mouth of the most prominent gulch in the vicinity. A shoal area, marked by unlighted buoys at the outer extremity, extends along the south and east sides of the harbor. Many local fishing craft moor to unlighted mooring buoys in the harbor.

(543) A safety zone is in Kaumalapau Harbor. (See **33 CFR §165.1** through **§165.40** and **§165.14-1414**, chapter 2, for limits and regulations.)

(544) **Kaumalapau** is a commercial barge landing on the north side of the harbor.

(545) **Kaumalapau Light** (20°46'59"N., 156°59'30"W.), 68 feet above the water, is shown from a post with a black and white diamond-shaped dayboard on the south side of the harbor entrance. Oil tanks are prominent on the high ground back of the wharf. A private aerolight is about 2.3 miles east of the harbor.

(546) A 250-foot breakwater with a distinctive white appearance is on the north side of the entrance, is about 50 yards west-southwest of the outer end of the breakwater. There is no entrance channel but a 600-foot opening leads to a turning basin which is 30 to 50 feet deep and about 500 feet by 800 feet. The wharf provides cargo sheds and about 400 feet of berthing space. The facilities also include two 35-ton and one 30-ton cranes, bulk-handling and storage for petroleum products. A barge makes weekly (Wednesday) calls on the harbor, at which time the harbor becomes a security zone. If a fuel barge is present, there is no admittance.

(547) Gasoline, diesel fuel, and water can be obtained on the Kaumalapau wharf. Small craft up to 40 feet can be handled by a derrick to the deck of the wharf, and small machine repairs can be made at a nearby shop.

(548) Between Kaumalapau Harbor and Kaʻena Point, the coast is a series of bluffs, in some places precipitous and 300 to 400 feet high. The shore is rocky, with a few short stretches of sand. In general, the bottom is fairly steep-to, but small vessels can find anchorage with sufficient swinging room in some places. At times, when the trades are blowing, the wind sweeps down the gulches in heavy gusts which are felt for a mile or more offshore. There are no houses or trees of any size along this coast, which has a barren appearance.

(549) **Nanahoa (Five Needles)**, about 2.3 miles north of Kaumalapau Harbor and near the middle of the west side of the island, are a group of detached pinnacle rocks. The outermost rock is about 300 yards offshore and 32 feet high, and the inner pinnacle is 120 feet high. The rocks are of the same material as the higher cliffs of the shore and are therefore not easily recognized from offshore. Good anchorage for small-craft can be had in the vicinity.

(550) **Keanapapa Point**, 7.5 miles northwest of Kaumalapau Harbor, is the westernmost point of Lānaʻi. The point is low and rocky and is marked by a small knoll 150 yards inland from the shore. A small detached rock, 8 feet high and 150 yards offshore, is 1.9 miles southeast of Keanapapa Point. The cliffs, which are 200 feet high in the vicinity of this rock, gradually diminish in height until they are only 20 or 30 feet high 0.5 mile south of Keanapapa Point.

(551) **Kaʻena Point**, 1 mile north of Keanapapa Point, is low and rocky and is hard to distinguish from the other points in the vicinity. The low, rounding, unlighted, northwest coast of Lānaʻi is not easily seen at night, and vessels should give it a berth of at least 1 mile, although 0.5 mile will clear all dangers. There are many small, rocky points and short, sandy indentations in this vicinity, and boats can land in the lee of the points at times.

(552) About 1.5 miles east-northeast of Kaʻena Point is a 1-mile-long stretch of sand beach, with no fringing reef, that provides easy landing for small boats. East of this beach the coral reef fringes the north and east sides of Lānaʻi to a width of as much as 0.3 mile. In general, the beach is backed by a low, narrow strip of land that rises gently to the tableland. Vegetation consists of cactus, low brush, and a few small trees.

(553)

Chart 19347

(554) **Pohakuloa Point**, marked by a light, 4 miles east-northeast of Kaʻena Point, is so low and rounding that it is difficult to recognize as the north extremity of Lānaʻi. A 150-yard opening in the reef 0.4 mile east of the point affords small-boat access to the sand beach. Two wrecks on the reef that fringes the north coast are very prominent. One wreck is 0.7 mile west of Pohakuloa Point; the other wreck is 4.4 miles east of the point.

(555) **Maunalei Gulch**, 6 miles east of Pohakuloa Point, is forked and should not be confused with deep **Hauola Gulch**, 2 miles farther to the southeast. A hard-surface highway leads from Lānaʻi City to the mouth of Maunalei Gulch; a group of beach houses, probably **Kahokunui**, is 0.8 mile northwest of the gulch.

(556) **Keomuku**, 10 miles southeast of Pohakuloa Point, is an abandoned village in an extensive coconut grove. There is a shallow opening in the reef off the village, and boats of less than 4-foot draft find anchorage behind and south of the entrance.

(557) The northeast coast of Lānaʻi should be given a berth of at least 0.8 mile. Prevailing east winds tend to set vessels to the west. Current information for this coast is included in the discussion of Auau Channel.

(558) **Kalohi Channel**, 8 miles wide between Lānaʻi and Molokaʻi, is free of dangers except for the marginal reefs around the two islands.

(559)

Currents

(560) Observations made in Kalohi Channel show reversing currents with average maximum velocities of 0.5 knot. The flood sets northeast, and the ebb sets southwest. (See Tidal Current Tables for predictions.)

(561)

Chart 19340

(562) **Molokaʻi**, 7.5 miles northwest across Pailolo Channel from Maui and 8 miles north across Kalohi Channel from Lānaʻi, has an area of 259 square statute miles and ranks fifth in size of the eight major islands. More or less rectangular in shape, Molokaʻi is about 34 miles long in a west direction and about 7 miles wide. The east end is mountainous; its summit is **Kamakou**, 4,970 feet high. On the north side, the mountain slopes are very steep, in many places almost perpendicular, and numerous deep gorges with precipitous sides can be seen. On the south side, the slopes are gradual, cut by gorges, and terminate in a narrow strip of rolling land near the coast. On the west side, the land slopes gently and is cut by gulches; here and there the crater of an extinct volcano can be seen. About 10 miles from the west end of the island the plain is only a few hundred feet high and is marked here and there by prominent blowholes. The entire west end of the island is a bare table land cut by small gulches and rising gradually to **Mauna Loa**, 1,400 feet high. From seaward this part of the island presents a smooth and rolling appearance.

(563) The island's rural economy includes tourism, cattle ranching, irrigated fruit and vegetable farming, and coffee.

(564)

Anchorage

(565) Depths along the south and west coasts of Molokaʻi are such that vessels may anchor at will, having due regard for the abrupt shoaling inside the 10-fathom curve. The bottom is mostly coral and sand. The east end of the island is exposed to the northeast trades, and the north coast is exposed and offers very little protection. The only traffic along the north coast is the twice-yearly supply barge that calls on Kalaupapa, a community of Hansen's Disease patients. Kamalō Harbor and the boat lagoon in Pukoʻo Harbor are the only harbors on the south side of the island considered safe during kona storms. Local knowledge is advised when entering Pukoʻo Harbor.

(566)

Currents

(567) Current observations have been made at several places along the south shore of Molokaʻi between Kamalō and Lāʻau Point. They indicate, in general, an east flow along the shore in the vicinities of Kaunakakai and Kamalō and a west flow near Lāʻau Point. Combined with these movements are tidal currents which usually reach an east maximum velocity about the time of low water at Honolulu and a west maximum about the time of high water. The west flow near Lāʻau Point is reported to turn sharply north at the point, and vessels should guard against a set toward the point. Currents are said to set west along the entire north coast of Molokaʻi and northeast along the east coast. (For further current information covering waters adjacent to Molokaʻi, see the discussions of Pailolo, Kalohi, and Kaiwi Channels.)

(568)

Weather, Molokaʻi

(569) The trade winds divide at Cape Hālawa; one part follows the north shore and another part follows the south shore. Because of the topography of the island the trade wind is frequently a little south of east along the south coast of Molokaʻi. The wind is usually light in the early morning, but blows with considerable strength in the middle of the day. During strong trades, dust clouds appear over the west end of the island. Very heavy rainfall is found on the northeast side of the island; the south and west sides have very little rainfall.

(570)

Supplies

(571) Provisions and some marine supplies are available at Kaunakakai. Gasoline and diesel fuel can be delivered by truck to the Kaunakakai pier. There are no other sources of provisions on Molokaʻi. The harbor agent may be contacted at 808–553–1742.

(572)

Communications

(573) The island has telephone communication with the other islands and with the mainland. Good roads extend from Kaunakakai, on the south coast, to Molokaʻi Airport, in the west central part of the island, and to Kamalō and other small towns. Interisland air and barge service are available.

(574) From Cape Hālawa, the east part of the island, to Kamalō, a distance of about 12 miles, the coast has a general southwest trend; thence to Lāʻau Point, a distance of about 25 miles, the trend is west. A reef about 1 mile wide fringes almost the entire coast, the widest part being in the bight about 13 miles east of Lāʻau Point. During the day the limits of the reef can generally be determined by the breakers, but, at night, vessels are cautioned to give this coast a good berth.

(575)

Chart 19347

(576) **Cape Hālawa**, the east point of Molokaʻi, is a brown cliff about 300 feet high. Breakers extend about 300 yards off the point and a rock, which bares at times, is 250 yards offshore. During the heavy east sea, it is apt to be quite choppy off this point and vessels should give the cape a berth of about 1.5 miles.

(577) **Cape Halawa Light** (21°09'33"N., 156°42'45"W.), 321 feet above the water, is shown from a steel pole with a concrete base.

(578) **Koali‘i**, 1 mile west of the cape, is a hill 794 feet high. In general, the coast between Cape Hālawa and Kaunakakai Harbor is low, but rises, first gently, then rapidly, to high, rugged mountains that are cut by many gulches.

(579) **Mokuho‘oniki**, a small, yellow, bare, rocky islet, 198 feet high and with almost perpendicular sides, is 0.9 mile offshore and 1.6 miles south of Cape Hālawa. **Kanahā Rock**, 95 feet high, is about 50 yards southwest of Mokuho‘oniki. Midway between the rocks and Moloka‘i are depths of about 15 fathoms. The two islets together are locally known as Turtle Rock.

(580) **Honouliwai**, 3.5 miles southwest of Cape Hālawa, is a small indentation in the coast and offers small boats a little protection from the trades. It should be entered only with local knowledge. About 0.3 mile northeast of Honouliwai is **Honoulimaloo**, a small bight in the coast. The coral reef trends farther offshore from Honouliwai southwest.

(581) **Waialua**, 4.6 miles southwest of Cape Hālawa, consists of a few houses at the mouth of a gulch.

(582) **Pauwalu Harbor**, 5 miles southwest of Cape Hālawa, is a double opening in the reef. The west opening is about 200 yards wide and is usually marked by breakers on either side. Within the entrance is a small pocket with depths of about 2 fathoms, where a few local vessels find some shelter. A house and tank near the beach are partly hidden by trees. The reef extends 0.6 mile offshore, and the 10-fathom curve is about 0.7 mile offshore.

(583) About a mile southwest of Pauwalu Harbor is another opening in the reef near **Kainalu**.

(584)

Chart 19353

(585) **Pūko‘o Harbor**, 7.4 miles southwest of Cape Hālawa is a pocket in the reef some 800 yards long and 250 yards wide. The entrance is through a break in the reef from the southeast. A privately dredged channel continues from the harbor to a three-fingered boat lagoon called **Pukoo Lagoon**. The entrance to the lagoon is a 60-yard opening through a rock seawall. A depth of 12 feet can be carried across the harbor entrance to the lagoon channel. The lagoon channel has a depth of 6 feet with a depth of 4 feet inside. The lagoon offers excellent protection to small craft in all weather. The outer harbor is smooth during the trades, although the wind sweeps across it with full force. The passage through the reef is marked on either side by breakers. During kona storms, breakers extend across the passage. Boats entering the harbor should start their approach midway between the breakers and steer for the opening in the seawall of the boat lagoon. Caution should be exercised as there are no navigation aids, and numerous coral heads and submerged rocks are on both sides of the channel; local knowledge is advised. The village of **Pūko‘o** consists of a few houses on the lowland near the beach in front of a steep-sided gorge that extends well back into the mountain. The reef at Pūko‘o extends 0.6 mile offshore.

(586)

Chart 19347

(587) There are many old fishponds in the vicinity of Pūko‘o and along the coast for 10 miles west. About 1 mile west of Pūko‘o is the village of **Kalua‘aha.**

(588) **Kalaeloa Harbor**, 3.2 miles west of Pūko‘o Harbor, is the largest and best protected harbor along the coast, but its use is limited by the bar across the entrance, which is an unmarked opening in the reef.

(589)

Chart 19353

(590) **Kamalō Harbor**, 5 miles southwest of Pūko‘o Harbor, is the east of two pockets opening south in the reef at the most south point on Moloka‘i. The harbor, excluding the entrance, is about 150 yards wide, and extends more than 0.5 mile into the reef. The entrance to the harbor is through a break in an outer reef. The outer reef has general depths of 1 to 6 feet and the entrance through the break has a least depth of 11 feet. A lighted buoy is off the entrance. The coral reef marking the limits of deep water within the harbor usually are easily seen by day. The village of **Kamalō** consists of a few houses at the mouth of a gulch back of the harbor. The ruins of an old wharf are at the head of the harbor and an A-frame house is visible from seaward.

(591) Kamalō Harbor offers good protection from west to north winds. The soft gray mud bottom has good holding quality. The harbor is used by small boats, but seldom by larger vessels. The swell is not felt within the harbor. Current observations a mile off Kamalō show velocities of about 1 knot. Water, fuel, and supplies are available in the village.

(592)

Chart 19351

(593) **Pu‘upāpa‘**, 830 feet high, is 2 miles northwest of Kamalō Harbor and 0.6 mile inland. **Kamalō Gulch** is 1 mile east of the hill and 2.5 miles west of the hill is **Kawela Gulch**, which extends well inland from the small village of **Kawela**.

(594) From Kamalō Harbor the coast has a west trend and the reef extends as much as 1 mile from shore.

(595)

Chart 19353

(596) **Kaunakakai Harbor**, 9 miles west of Kamalō Harbor and 16 miles from the west extremity of Moloka‘i, is a commercial barge harbor in the reef off **Kaunakakai**. The harbor is about 600 feet wide by 1,500 feet long and

is open to the south. The approach to the basin is marked by lighted and unlighted buoys.

(597) A safety zone is in Kaunakakai Harbor, off the west face of the State pier. (See **33 CFR 165.1 through 165.40** and **165.14-1414**, chapter 2, for limits and regulations.)

(598) The State-owned wharf, lit by floodlights at night, provides a cargo shed and 500 feet of berthing space. A 700-yard-long mole extends northeast from wharf to shore. The mole protects small craft from the trade winds. Barges can lie at the wharf except during the two or three severe kona storms of the winter season. Kamalō Harbor offers better protection for small craft during the konas. When barges are present, the wharf is a secure area and proper identification is required for access. Water is piped to the wharf; gasoline and diesel fuel can be delivered by tank truck. Some marine supplies may be obtained in Kaunakakai.

(599) A boat ramp and mooring area for small craft are just off the north end of the wharf. A channel, marked by private buoys, leads to a small-boat harbor off the southeast side of the wharf. The southeast side of the channel and east side of the harbor are extremely shoal; caution is advised. The harbor is protected on its east side by a detached breakwater. There are 29 slips that are reserved for regular occupancy; no visitor slips are available.

(600) The coastal reef extends more than a mile from shore on both sides of the Kaunakakai entrance. Vessels can anchor temporarily in depths of about 15 fathoms off the entrance, but there is little shelter from the northeast trades or the konas.

(601) Current observations a mile off Kaunakakai indicate an east set most of the time. Maximum velocities observed were 1 knot east and 0.5 knot west. East and west maximums occur at about the times of low water and high water, respectively, at Honolulu.

(602)

Chart 19351

(603) For 3 miles west from Kaunakakai the lowlands extend much farther inland than along any other section of the coast. The reef extends more than a mile from shore and is mostly covered 1 to 3 feet, but has many coral heads that bare at low water. The country between Kaunakakai and Kolo is bare and rocky and is cut by numerous small gulches. The sandy beach is fringed with algaroba trees.

(604) The aerolight of Molokaʻi Airport and the aero obstruction lights on the surrounding hills are visible off the south shore of the island.

(605)

Chart 19353

(606) **Kolo Harbor**, about 10 miles west of Kaunakakai, is a large pocket in the reef with a narrow entrance from south. Two private white markers on shore about 300 yards west of Kolo wharf provide a **007°** range, which marks the channel through the reef. The channel and the harbor have depths of about 8 feet; the harbor is subject to shoaling. A moderately heavy swell causes heavy surf on the entrance bar, and the combination of surf and current often creates a hazardous condition. Kolo Harbor affords anchorage with limited swinging room, but the swell is felt even though its full force is broken by the outer reefs. The harbor is not recommended for strangers. The ruins of an old wharf are at the head of the harbor.

(607)

Chart 19351

(608) From Kolo Harbor west to Lāʻau Point, the coast is low and has a narrow sand beach, broken here and there by short stretches of rocky shore. The coral reef gradually becomes narrower until it disappears at Lāʻau Point.

(609) **Haleolono Point**, 13 miles west of Kaunakakai and 3.5 miles east of Lāʻau Point, is a conspicuous brown bluff, 50 feet high, that extends 0.2 mile along the water's edge.

(610)

Chart 19353

(611) An abandoned barge harbor **(Lono Harbor)** is at Haleolono Point. The entrance is marked by a **345°** private unlighted range. Two breakwaters provide protection for the harbor. Local knowledge is advisable for entering.

(612)

Chart 19351

(613) **Waiʻeli** is a prominent, bare hill, 625 feet high, 1 mile northeast of Haleolono Point.

(614) **Lāʻau Point**, the southwest extremity of Molokaʻi, is low and rocky; the 10-fathom curve is about 0.5 mile offshore. **Laau Point Light** (21°05'59"N., 157°18'18"W.), 151 feet above the water, is shown from an 18-foot pole with a black and white diamond-shaped dayboard on a bluff near the point. The prevailing current off Lāʻau Point is north, and vessels are cautioned against a set onto the point.

(615) **Penguin Bank**, an extensive shelf, makes out from the west end of Molokaʻi in a general west-southwest direction for a distance of 28 miles from Lāʻau Point. The bank is fairly flat and consists of sand and coral at depths of 21 to 30 fathoms. Along the north, west and south edges, the bank drops off very abruptly into depths of more than 100 fathoms.

(616) In the vicinity of Lāʻau Point currents are strong and likely to be erratic. Usually flowing along the west part of the south coast of Molokaʻi is a west current that turns sharply to the north as it rounds the point. A strong tide rip west and north of the point forms breakers when the wind is north. A northeast set over Penguin Bank joins the north current along the west coast of Molokaʻi. This current is not felt in the deep water west of Penguin Bank but is apparent at the edge of the bank when passing inside the 100-fathom curve. There is no apparent connection

between this current and the tides, and the trade winds appear to have little effect upon it, although it appears to be stronger or weaker according to whether there is a barometric depression north or south of the islands.

(617) Between Lāʻau Point and ʻĪlio Point, a distance of about 8 miles, the west coast of Molokaʻi is bare, low and rolling, and cut up by a few small gulches. The beach is marked by low bluffs and short stretches of sand, back of which the land rises gently.

(618) **ʻĪlio Point**, 8 miles from Lāʻau Point, is the northwest extremity of Molokaʻi. Breakers have been observed about 0.3 mile off ʻĪlio Point during heavy weather. A 293-foot hill is 0.8 mile inland. During the trades, small craft can find fair anchorage 1.5 miles south of the point.

(619) The north coast of Molokaʻi is mostly bold, but deep-draft vessels should not stand close to the shore. This north coast has no harbor or anchorage that affords shelter in all winds. Kalaupapa is the only port of call for local vessels.

(620) **Mokio Point**, 3 miles east of ʻĪlio Point, is a low, rocky bluff with a detached rock just offshore.

(621) Five miles east of ʻĪlio Point is **Hauakea Pali**, a low cliff that extends inland at right angles to the beach. The seaward end resembles a large, white sandbank and is the most conspicuous landmark in the vicinity. The cliff is the west boundary of the low plain that extends across the island.

(622) East of Hauakea Pali the coastal bluffs gradually rise to precipitous cliffs which are 2,000 to 3,000 feet high in some places.

(623) **Kalaupapa Peninsula**, 16 miles east of ʻĪlio Point, is a low point of land that juts out 2 miles from the face of a high cliff. **Molokaʻi Light** (21°12'34"N., 156°58'11"W.), 213 feet above the water, is shown from a 138-foot white tower on the outer part of the peninsula. There is deep water close to the peninsula except for the marginal reef just north of Kalaupapa.

(624) **Kalaupapa** on the west side of Kalaupapa Peninsula is the commercial barge harbor for the community of Hansen's Disease patients which occupies the peninsula. Special permit is required to land unless on State business. This open harbor has a small breakwater on the north side. The State landing provides 56 feet of berthing space and has depths of 2 to 4 feet alongside. Access is good, and no channel is needed to reach open water. Anchorage can be found in depths of 12 fathoms, 0.2 mile off the landing. A steeple is prominent on the approach from the west.

(625)

Chart 19347

(626) The country between Kalaupapa Peninsula and Cape Hālawa has a very irregular and jagged appearance and is more or less covered with vegetation. The coastal cliffs are broken by headlands, bights, and deep gulches. There are no landing places other than the few debris piles in front of the cliffs and the few level spots in the mouths of the gulches.

(627) **Kalawao**, on the southeast side of Kalaupapa Peninsula is a part of the community of Hansen's Disease patients.

(628) **Mōkapu Island**, 360 feet high, is 3 miles southeast of Molokaʻi Light and 0.7 mile offshore. The island is the outermost of two; **Okala Island**, 370 feet high, is close to shore.

(629) **Pahu Point**, 5 miles southeast of Molokaʻi Light, is a bold, pyramidal headland 1,022 feet high. The point is the seaward end of a sharp ridge that extends inland along the west side of a deep gulch. **Mōkōlea Rock**, over which the sea always breaks, is 0.6 mile northeast of the point.

(630) **Umilehi Point**, 1 mile east of Pahu Point, is particularly conspicuous and appears to be a small crater with the entire seaward side blown out. **Mōkoholā Island**, 20 feet high, is a dark rock 0.3 mile off Umilehi Point.

(631) The east half of Molokaʻi's north coast is noted for its rugged scenery and high waterfalls. **Pāpalaua Falls**, 10 miles east of Kalaupapa Peninsula and 5 miles west of Cape Hālawa, start from an elevation of about 2,000 feet at the head of a deep gulch and have a 500-foot drop in one place.

(632) **Hālawa Bay** is between **Lamaloa Head**, an 837-foot cliff, and Cape Hālawa, the east extremity of Molokaʻi. The bay, which is about 1.5 miles wide between Lamaloa Head and Cape Hālawa extends about 0.7 mile inland, affords no shelter from the trades, but indifferent anchorage can be found in depths of 5 fathoms about 0.3 mile from the head. The shores of the bay are mostly backed by high cliffs; there are two black rocks close to the south shore.

(633) **Hālawa** consists of a few houses at the mouth of a deep gulch on the southwest side of Hālawa Bay. The gulch penetrates west, and a waterfall is visible 1 mile from the mouth. A triangular cliff, 300 feet high, is conspicuous about 0.5 mile east of Hālawa.

(634)

Chart 19340

(635) **Kaiwi Channel**, between Molokaʻi and Oʻahu, is about 22 miles wide and is clear of obstructions. A general north drift is reported over Penguin Bank and in the vicinity of Lāʻau Point; elsewhere in the channel the currents appear variable, depending mainly upon the direction and velocity of the wind. The trade winds that follow the north and south shores of Molokaʻi draw across Kaiwi Channel toward **Makapuʻu Point**.

(636)

Chart 19357

(637) **Oʻahu**, 22 miles west-northwest across Kaiwi Channel from Molokaʻi, has an area of 604 square statute miles and is third largest of the eight major islands. Oʻahu measures 39 nautical miles southeast-northwest between Makapuʻu and Kaʻena Points and 26 miles south-north between Kalaeloa and Kahuku Point. The island has two

prominent mountain ranges, and its skyline is rough and jagged.

(638) **Koʻolau Range** parallels the northeast coast for nearly its entire length. The part of the range between Makapuʻu Point and Kāneʻohe Bay has on its seaward side a sheer, rocky cliff, or pali, nearly 2,000 feet high in some places. Northwest of Kāneʻohe Bay, the cliffs give way to steep, rugged slopes. From offshore, the northwest half of the range appears as a long ridge, sloping gradually downward, and ending in low bluffs near Kahuku Point. The crest of the ridge and about half the seaward slope are wooded; the lower part of the slope is grass-covered. The entire range has a very jagged appearance and is cut up on its inland side by deep gorges and valleys. The greatest elevation in Koʻolau Range is at **Kōnāhuanui**, 3,150 feet high and 5 miles back of Honolulu; the peak is on the east side of Nuuanu Valley and overlooks the famous **Nuʻuanu Pali** at the head of the valley. Two miles closer to Honolulu is **Tantalus**, a rounded peak, 2,013 feet high, with a heavily wooded summit. On the seaward side of Koʻolau Range the land is mostly low and rolling; it is cut by a few sharp hills, and is under cultivation.

(639) **Waianae Mountains** parallel the southwest coast for nearly the entire distance between Kaʻena Point and Kalaeloa. Several spurs extending from the range toward the shore form short valleys. The range has numerous high peaks; **Kaʻala**, 4,046 feet high, is the highest.

(640) Between the two mountain ranges is an extensive plain which extends from Pearl Harbor on the south to Haleʻiwa on the north; the plain rises to an elevation of about 1,000 feet at Wahiawā. There are low, flat, coastal plains between Honolulu and Kalaeloa, in the vicinity of Waiʻanae, Haleʻiwa, and Kahuku Point, and between Kāneʻohe Bay and Waimānalo.

(641) Prominent headlands on Oʻahu are Makapuʻu Head, Koko Head, Diamond Head, Kaʻena Point, Kahuku Point, Kualoa Point, and Mōkapu Peninsula. The entire coast of the island is fringed with coral reefs 0.5 to 1 mile in width, except along parts of the west shore between Kalaeloa and Kaʻena Point. From Kaʻena Point to Kahuku Point, the reefs are not so continuous as along other parts of the island.

(642)

Harbors and ports

(643) The largest harbors on Oʻahu are Kāneʻohe Bay and Pearl Harbor; the latter is a prohibited area. Small-craft harbors include Maunalua Bay, Honolulu's Ala Wai Boat Harbor and Kewalo Basin, Waianae Harbor, and Haleiwa Small-Boat Harbor in Waialua Bay. The northeast coast is exposed to the trade winds during most of the year, and the only small-craft shelter available is in Kāneʻohe Bay.

(644)

Currents

(645) The currents around Oʻahu depend largely upon the winds and are variable in velocity and direction. The general tendency is a west or north flow along the coast. Tidal currents and eddies are noticeable in some places.

(646)

Weather, Oʻahu

(647) Thanks largely to the marked marine influence and the persistent trade winds, the climate of Oʻahu is unusually pleasant for the tropics. Records at the International Airport at Honolulu, on the leeward side of the island, show a lowest temperature of 52°F (11.1°C) and a highest of 95°F (35°C). August is the warmest month with an average temperature of 81.3°F (27.4°C). January and February are the coolest with an average temperature of 73.0°F (22.8°C). Each month, May through November, has recorded maximum temperatures in excess of 90°F (32.2°C) while each month from November through May has recorded minimum temperatures of 60°F (15.6°C) or lower. Throughout the year, the average daily range in temperature is about 14°F (8°C).

(648) In some parts of the Koʻolau Range the annual rainfall is as much as 300 inches (7620 mm). The driest region is the southwest where rainfall drops to below 20 inches (508 mm) a year. At the International Airport, the average annual precipitation is only about 22 inches (559 mm) ranging from about 3.5 inches (89 mm) in December to about one-third of an inch (9.7 mm) in June.

(649)

Supplies and repairs

(650) All kinds of supplies are available at Honolulu, and medium-size vessels can be handled for repairs.

(651)

Communications

(652) Oʻahu has a good network of hard-surfaced highways. Air and sea transportation is available from Honolulu to the other islands and to the mainland.

(653) Honolulu is the only port in the Hawaiʻian Islands that maintains a commercial radio communication watch.

(654)

Chart 19358

(655) **Makapuʻu Head**, the east extremity of Oʻahu, is a bold, barren, rocky headland 647 feet high. **Makapuu Point Light** (21°18'36"N., 157°38'59"W.), 420 feet above the water, is shown from a 49-foot white cylindrical concrete tower on the head.

(656) The seaward side of Makapuʻu Head is a dark cliff; the inland side slopes rapidly to the valley which separates it from the Koʻolau Range. The headland is the landfall for vessels inbound to Honolulu from the mainland.

(657) There is deep water close to the outer end of the headland, but shallower water is found along the north and east sides. Deep-draft vessels should give Makapuʻu Head a berth of about 1 mile and/or stay in depths greater than 20 fathoms.

(658) The **restricted area** of the Makai Undersea Test Range extends northwest and northeast from Makapuʻu Point. (See **334.1410,** chapter 2, for limits and regulations.)

(659) **Koko Crater**, 2.6 miles southwest of Makapuʻu Head and 0.5 mile from the beach, is a sharp, brown cone 1,204 feet high. The coast between Makapuʻu Head and

Koko Crater is low sand, rock, and shingle; from Koko Crater to Koko Head the coast is rocky, precipitous, and somewhat irregular.

(660) **Hanauma Bay**, 3.5 miles southwest of Makapuʻu Head, is 0.3 mile wide and extends 0.5 mile inland. The waters off the entrance are very choppy during south and east winds. Across the head of the bay is a sand beach that is fringed by 150 yards of coral reefs. The bay is a nature preserve and is a popular snorkeling and scuba diving site. State regulations do not permit boats to enter the bay.

(661) **Koko Head**, 4 miles southwest of Makapuʻu Head, is a bold promontory 640 feet high; the seaward side is precipitous, the top is flat, and it slopes off rapidly on the inland side. The headland is developed on its lower west slopes with residential homes, but its general appearance is mostly brown and barren. There is deep water close to Koko Head. Strong west currents have been reported offshore.

(662) **Maunalua Bay** is an open bight that extends west from Koko Head to Diamond Head; coral reefs fringe most of the shore. On the west side of Koko Head, a channel, marked by a light and private daybeacons, leads through the reef to a private marina in Kuapa Pond and to a public launching ramp behind the reef. The channel has a least depth of 5 feet, except at the entrance where it shoals to a depth of 3 feet on the east side near Daybeacon 2. Behind the Koko Head reefs is one of the few anchorages that offer small-craft shelter in all weather except kona storms. Although depths are 13 feet, only small craft familiar with the area should venture behind the reefs. Tidal currents in Maunalua Bay flood west and ebb east; slack waters occur at about the times of high and low waters at Honolulu.

(663)

Caution

(664) Vessels approaching Honolulu from the east at night should not mistake the lights between Koko Head and Diamond Head for the lights of Waikīkī Beach. Commercial and residential development of the coast along Maunalua Bay has resulted in an increase of background lighting. Vessels have mistaken Makapuu Point Light for Diamond Head Light and run aground on the reef west of Koko Head.

(665) **Wailupe**, 2.7 miles west of Koko Head, is a residential area with a seawall and private piers. A channel, reported dredged to 12 feet, leads through the reefs to Wailupe. Several pipes mark the west side of the entrance channel.

(666) **Diamond Head**, 9 miles west-southwest of Makapuʻu Head, is an extinct volcano 761 feet high. The steep slopes and the top of the crater are bare and brown; the base is brush covered. **Diamond Head Light** (21°15'21"N., 157°48'34"W.), 147 feet above the water, is shown from a 64-foot white concrete tower near the beach. A lighted buoy is moored in 150 feet of water 0.6 mile off the light. Currents setting in various directions with velocities up to 1 knot were noted about 3 miles southwest of Diamond Head.

(667)

Chart 19369

(668) The low coast between Diamond Head and Honolulu Harbor is thickly developed, and palm trees are numerous. Along this stretch is world-famous **Waikīkī Beach** with its big hotels, surfboarding, outrigger canoe races, and sunbathers. The Waikiki Shore Water Restricted Zone is an area extending about 0.4 mile offshore along Waikīkī Beach. Boating is prohibited in this area, except by permit issued by the Harbors Division, Hawaii Department of Transportation.

(669)

Anchorage

(670) A **special anchorage** is in **Kapua Entrance**, about 0.9 mile south of Waikīkī Beach. (See **110.1 and 110.128d(d)**, chapter 2, for limits and regulations.)

(671) **Ala Wai Boat Harbor** is 2.5 miles northwest of Diamond Head Light. A dredged channel leads from Māmala Bay through the reefs to the basins inside the harbor. In 1967, the channel was dredged to 22 feet. Depths inside the harbor are 8 to 20 feet. The approach to the channel is marked by lighted buoys and the channel is marked by private buoys, daybeacons, and a **013°30'** lighted range. Mariners are advised to line up on the range before entering or exiting the harbor at night.

(672) During the trades, the winds within the harbor are distorted by the nearby tall buildings. Vessels maneuvering in the harbor under sail should beware of sudden changes in the direction and velocity of the wind. The harbor can be entered in all weather except during kona storms. During the summer months, very large swells can be found outside Ala Wai Harbor; mariners should navigate with the utmost caution during those times.

(673) The harbor is one of the most popular places for small-boat activity on Oʻahu, and yacht clubs in the harbor are the host for the famed transpacific yacht race. The harbor attendant controls the berthing and mooring facilities.

(674) Marine supplies and complete repair facilities are availabe in the harbor including a sailmaker, radio repairs, and a marine railway that can handle craft up to 45 feet.

(675) **Kewalo Basin**, 3.5 miles northwest of Diamond Head Light, is used exclusively by cruise boats, and charter and commercial fishing vessels. A dredged channel leads from Māmala Bay through the reefs to the basin. The channel has a controlling depth of 19 feet. Depths in the basin are from 18 to 22 feet for the most part with shallow depths of less than 4 feet along the edges of the entrance channel. The channel is marked by lighted buoys and a directional light.

(676) At times when stormy south or southwest (kona) winds create high swells, the channel becomes extremely hazardous. There is usually a strong rip current crossing the channel at this time.

(677)

Charts 19367, 19369, 19362

(678) **Honolulu Harbor** is 5 miles northwest of Diamond Head and midway along the south coast of O‘ahu; the harbor is protected from all winds and is usually free of surge. **Honolulu** is the capital and the principal deepwater port of the State of Hawaii.

(679)

Prominent features

(680) **Honolulu Harbor Entrance Light** (21°17'45"N., 157°52'08"W.), 95 feet above the water, is shown from a white post on the southeast point of the entrance channel. The flashing green light can be easily identified against the background of Honolulu lights.

(681) **Sand Island**, which borders the seaward side of Honolulu Harbor, is Government-owned and has been built up mostly from harbor dredging. The Coast Guard base is on the northeast side of the island.

(682) **Aloha Tower**, a 193-foot cream-colored, square clock tower on Pier 10, is one of the most conspicuous objects in the harbor. The tall, square, twin white office buildings 300 yards east of Aloha Tower are prominent and provide an excellent reference to ships approaching the harbor by day. **Punchbowl Hill**, 500 feet high and flat topped, is 1 mile inland from Aloha Tower. The horizontal blue lights of the Ala Moana Tower restaurant (21°17.8'N., 157°50.7'W.), 1.5 miles east of Honolulu Harbor entrance, are easily distinguished at night and provide an excellent navigation aid.

(683)

Caution

(684) Vessels approaching the harbor from the west at night should not mistake the lights between Pearl Harbor and Honolulu for the lights of Honolulu, or the lighted buoys off Kalihi Channel for the lighted buoys off the main entrance. Vessels have mistaken these lights and gone aground off Ke‘ehi Lagoon. From the east the lights north of Diamond Head should not be confused with those of Honolulu, or the lighted aids of Kewalo Basin with those of Honolulu Harbor. Also from the east, vessels should not mistake the lights between Koko Head and Diamond Head for the lights of Waikīkī Beach. Commercial and residential development of the coast along Maunalua Bay has resulted in an increase of background lighting. Vessels have mistaken Makapuu Point Light for Diamond Head Light and run aground on the reef west of Koko Head.

(685)

COLREGS Demarcation Lines

(686) The lines established for Māmala Bay are described in **80.1420**, chapter 2.

(687)

Channels

(688) A **Federal project** provides for a 45-foot Honolulu Entrance Channel from **Māmala Bay**, thence 40 feet in the main harbor basin. The project also provides for a 23-foot channel leading from seaward in Māmala Bay through Kalihi Channel on the west side of Sand Island to Kapālama Basin. The connecting channel between main harbor basin and Kapālama Basin has a 40-foot project depth with 40 feet in the Kapalama Basin. (See Notice to Mariners and the latest editions of charts for controlling depths.)

(689) **Honolulu Entrance Channel**is marked by lights, buoys, and a **027.9°** lighted range. The rear light and marker of the range is sometimes obscured when large ships are moored at Berth 8. **Kalihi Channel** is marked by lights, buoys, and a **007°** lighted range.

(690) **Honolulu Harbor Entrance Lighted Buoy H** (21°16'51"N., 157°52'48"W.) is 0.7 mile south-southwest of Honolulu Harbor Entrance Channel. The buoy has red and white stripes, with a red topmark, and is equipped with a racon. The buoy transmits an Automatic Identification System (AIS) signal.

(691) The John H. Slattery (Sand Island) highway bridge over the harbor end of Kalihi Channel has fixed spans with a clearance of 14 feet.

(692)

Anchorages

(693) General anchorages for commercial vessels are in Māmala Bay, west and southeast of Kalihi Channel Entrance, sand and coral bottom. (See **110.1** and **110.235**, chapter 2, for limits and regulations.) Mariners are advised not to use this anchorage or to leave the anchorage during periods of large south swell or strong kona winds. Use of the anchorages is controlled by the Honolulu harbormaster; any vessel that wishes to use an assigned anchorage is required to obtain permission from the harbormater’s office. Vessels entering the anchorage area are required to seek traffic clearance from Aloha Tower traffic control on VHF-FM channel 12; call sign, WHX-528. Vessels are also required to advise Aloha Tower of their departure time from the anchorages. All vessels must monitor VHF-FM channels 16 and 12 while they are in the anchorages. Anchorage is not practical in the harbor basins because of the limited swinging room. Sewer outfall lines extend southwest from a point on Sand Island; mariners are cautioned not to anchor within 600 yards of the sewer line.

(694)

Regulated navigation areas

(695) A security zone and safety zone are in Honolulu Harbor and entrance channel. (See **33 CFR 165.1 through 165.40, 165.1407 and 165.14-1414**, chapter 2, for limits and regulations.)

(696)

Currents

(697) It is reported that a tidal current floods west and ebbs east along the coast between Makapu‘u Point and Honolulu. In the vicinity of Honolulu, an east counterflow along the edge of the reef is reported to accompany the west flood. Strong west currents have been reported off

Honolulu. Currents setting toward all four quadrants and having velocities up to 1 knot have been noted about 3 miles southwest of Diamond Head.

(698)

Tsunamis

(699) The size of a predicted tsunami cannot be estimated in advance. Most of them felt in Honolulu Harbor have been relatively small; the largest of record was 10 feet high in 1960. However, it is prudent to anticipate that even greater ones may strike.

(700) Honolulu Harbor authorities require all ships to vacate the harbor prior to the estimated time of arrival of a sea wave if possible. If a long engine-warmup is necessary, it should be started at the first alert so the vessel may be ready to proceed in time.

(701) Telephone notification will be given by the Captain of the Port to vessel agents who must, in turn, notify their respective ships. Messengers will be used to the extent available to supplement the telephone warnings.

(702) When ready to depart, each ship should obtain clearance from the harbormaster. The Aloha Tower, traffic control, can be contacted on VHF-FM channel 12, call sign WHX-528. The traffic controller will assign each vessel a departure time in accordance with harbor regulations, depending on vessel size, type, location in the harbor, and vessel type priority. Once a vessel has checked in with Aloha Tower traffic control, they are required to monitor VHF-FM channel 12 at all times.

(703) The **harbormaster** will assign the departure time in accordance with assigned priorities and in consideration of the time each vessel becomes ready to move. The assigned priorities for vessels ready to depart are: Government vessels, passenger vessels, tankers, vessels with explosive cargo, and freighters.

(704) Vessels unable to move in time should take adequate precautions against damage during the tsunami due to the expected rise and fall of the water.

(705) A **regulated navigation area** for staging vessels in the event of a tsunami evacuation is off the south coast of O‘ahu between Diamond Head and Honolulu International Airport. See **33 CFR 165.1413**, chapter 2, for limits and regulations.

(706) (See discussions of tsunamis at beginning of this chapter and in chapter 1.)

(707)

Weather, Honolulu

(708) The climate of Hawaii is unusually pleasant for the tropics. Its outstanding features are (1) the persistence of the trade winds, where not disrupted by high mountains; (2) the remarkable variability in rainfall over short distances; (3) the sunniness of the leeward lowlands, in contrast to the persistent cloudiness over nearby mountain crests; (4) the equable temperature from day to day and season to season; and (5) the infrequency of severe storms.

(709) The prevailing wind throughout the year is the northeast trade wind, although its average frequency varies from more than 90 percent during the summer to only 50 percent in January.

(710) Annual rainfall in the Honolulu area averages less than 30 inches along the coast (22 inches at the airport, 24 inches in the downtown area (559 mm and 610 mm, respectively)), but increases inland at about 30 inches (762 mm) a mile. The mean annual number of days with precipitation totals 220. The wettest year on record, 1965, saw nearly 43 inches (1092 mm) while the driest year, 1983, saw only five inches (127 mm) of precipitation. In March 1958, over 15 inches (381 mm) of precipitation fell in one 24-hour period. Parts of the Ko‘olau Range average 300 inches (7620 mm) or more a year. This heavy mountain rainfall sustains extensive irrigation of cane fields and the water supply for Honolulu. East (windward) of the Ko‘olaus, coastal areas receive 30 to 50 inches (762 to 1270 mm) annually; cane and pineapple fields in central O‘ahu get about 35 to 40 inches (889 to 1016 mm). O‘ahu is driest along the coast west of the Waianaes where rainfall drops to about 20 inches (508 mm) a year. However, variations from month to month and year to year are considerable; more so during the cooler season, when occasional major storms provide much of the rain, than in the summer, when rain occurs primarily as showers that form within the moist trade winds as they override the mountains. Thus, March rainfall at Honolulu Airport has ranged from more than 20 inches (508 mm) to as little as 0.001 of an inch (0.03 mm, in effect, a trace). In the mean, about a third of the airport’s annual total occurs during its two wettest months, December and January. Trade-wind rainfall is more frequent at night. Daytime showers, usually light, often occur while the sun continues to shine, a phenomenon referred to locally as “liquid sunshine.”

(711) Average water temperatures at Waikīkī Beach vary from 75°F (23.9°C) in the morning to 77°F (25°C) in the afternoon during March, and from 77°F (25°C) in the morning to 82°F (27.8°C) in the afternoon during August.

(712) Because of the persistence and moderate humidity of the northeast trade winds, even the warmest months are usually comfortable. But when the trades diminish or give way to south winds, a situation known locally as “kona weather” (“kona storms” when stormy), the humidity may become oppressively high.

(713) Weather severe enough to interfere with shipping or travel is uncommon. Intense rains of the October to April “winter” season sometimes causes serious, but local, flash flooding. Thunderstorms are infrequent and usually mild, as compared with those of the midwestern United States. Hail seldom occurs, and when it does it is small and rarely damaging to crops. At great intervals a small tornado or a waterspout moving onshore may do some slight damage. Four hurricanes have struck Hawaii since 1950, but several times that many, and a number of less intense tropical cyclones, most of them drifting west from their breeding grounds off the Mexican coast, have approached near enough for their outlying winds, clouds, and rain to affect the islands.

(734)

Facilities in the Port of Honolulu

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
State of Hawaii Diamond Head Terminal (Piers 1 and 2)	21°18'00"N., 157°52'01"W.	2,967	34-39	7.25	• Open storage (29 acres) • Covered storage (318,610 square feet)	• Receipt and shipment of conventioanl and containerized general cargo • Receipt of automobiles, lumber and paper products	State of Hawaii
State of Hawaii (Piers 22 and 23)	21°18'40"N., 157°52'10"W.	800	30	6	Grain elevator with 20 silos (26,000 tons) served by underground conveyor	Receipt of grain	State of Hawaii/ Hawaiian Flour Mills
State of Hawaii (Piers 24 and 25)	21°18'38"N., 157°52'13"W.	935	23-30	6	Covered storage (70,000 square feet)	Receipt and shipment of conventioanl, containerized and roll-on/roll-off general cargo and automobiles	State of Hawaii/ Young Brothers, Ltd.
State of Hawaii (Pier 26)	21°18'37"N., 157°52'14"W.	695	22-29	6	Covered storage (35,000 square feet)	Receipt and shipment of conventioanl, containerized and roll-on/roll-off general cargo and automobiles	State of Hawaii/ Young Brothers, Ltd.
State of Hawaii (Pier 27)	21°18'35"N., 157°52'14"W.	885	29	7	Covered storage (64,450 square feet)	Receipt and shipment of conventioanl, containerized and roll-on/roll-off general cargo and automobiles	State of Hawaii/ Young Brothers, Ltd.
State of Hawaii (Piers 28 and 29)	21°18'35"N., 157°52'19"W.	1,290	28-30	7	Covered storage (102,175 square feet)	Receipt and shipment of conventioanl, containerized and roll-on/roll-off general cargo and automobiles	State of Hawaii/ Young Brothers, Ltd.
Chevron Products Co. Honolulu Pier 30	21°18'41"N., 157°52'26"W.	270	30	6-7	28 storage tanks with a total capacity of 370,000 barrels	Receipt and shipment of petroleum products	Chevron Products Co., Inc.
State of Hawaii (Piers 31A, 31, 32 and 33)	21°18'45"N., 157°52'35"W.	1,440	34	7	• Open storage (5 acres) • Covered storage (200,000 square feet) • Tank storage: (302,000 barrels) (600,000 gal. caustic soda	• Receipt and shipment of conventional genral cargo • Receipt of lumber, automobiles, caustic soda and miscellaneous bulk commodities	State of Hawaii
State of Hawaii (Pier 34)	21°18'53"N., 157°52'40"W.	550	34	7	Tank storage: (18,000 tons of cement) (508,000 barrels of petroleum)	• Receipt of petroleum products • Shipment of bulk cement	State of Hawaii/ Tosco Distribution Co.; Tesoro Petroleum Corp.; Hawaiian Cement Corp.
State of Hawaii (Pier 39)	21°19'03"N., 157°52'50"W.	2,238	24-33	8	• Open storage (9.5 acres) • Covered storage (90,000 square feet)	Receipt and shipment of conventional, containerized and roll-on/roll-off general cargo and automobiles	State of Hawaii/ Young Brothers, Ltd.
State of Hawaii (Pier 40)	21°19'02"N., 157°52'54"W.	2,010	25-33	8	• Open storage (13 acres) • Covered storage (46,800 square feet)	Receipt and shipment of conventional, containerized and roll-on/roll-off general cargo and automobiles	State of Hawaii/ Young Brothers, Ltd.
State of Hawaii (Pier 51A)	21°18'51"N., 157°53'07"W.	556	39	8	• Open storage (39.9 acres) • Tank storage (840,000 barrels) • Two 37½-ton container cranes	Receipt and shipment of containerized general cargo	State of Hawaii/ Sea Land Service, Inc.; Airport Group International, Inc.
State of Hawaii (Piers 51B and 51C)	21°18'50"N., 157°53'00"W.	1,000	39	8	• Covered storage (49,741 square feet) • Tank storage (72,000 gallons)	Receipt and shipment of containerized and roll-on/ roll-off general cargo, automobiles and molasses	State of Hawaii/ Matson Terminals, Inc.
State of Hawaii (Piers 52A, 52B and 53)	21°18'40"N., 157°52'37"W.	3,000	40	8.2	• Open storage (40.3 acres) • Tank storage (4 million gal.) • Seven container cranes to 45 tons	Receipt and shipment of containerized and roll-on/ roll-off general cargo, automobiles and molasses	State of Hawaii/ Matson Terminals, Inc.; Alexander & Baldwin, Inc.

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.

(714) The National Weather Service office is at the airport; **barometers** may be compared there or by telephone. (See Appendix A for address.)

(715) (See Appendix B for **Honolulu climatological table.)**

(716)

Pilotage, Honolulu

(717) Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade; it is optional for U.S. vessels in coastwise trade with a Federal licensed pilot on board. Pilots are available through the Hawaii Pilots Association. Mariners are requested to give 24 hours advance notice of arrival, gross tonnage, length, and draft of vessel by telephone (808–537–4169) or by e-mail at dispatch@hawaiipilots.net. The 41-foot long pilot boat HONOLULU has a black hull with yellow superstructure and displays the words 'HAWAII PILOTS' in large white letters on the sides of the cabin. The pilot

boat displays the International Code Flag 'H' by day and shows the standard pilot lights at night, white over red. The pilot boat monitors VHF-FM channels 12 and 16 and can be reached by "HONOLULU PILOTS" call sign, WXZ-456. Additionally, vessels are requested to rig a pilot ladder 1 meter above the water on the leeward side. The pilot boarding area is 1 mile south of the sea buoy. The pilot station is at pier 19 and monitors VHF-FM channels 12 and 16. When pilots are boarding incoming vessels from the pilot boat, the vessel should maintain a speed of about 5 knots. Foreign and U.S. vessels under registry in foreign trade, and U.S. vessels in coastwise trade without a licensed Federal pilot on board must acquire pilot service before entering the anchorages.

(718) In addition to the above, the State of Hawaii has established **special pilotage regulations** for all **tankers, tanker barges**, and **tankerlike vessels**. In general the regulations require these vessels to have on board a Honolulu Port Pilot when entering or departing Honolulu Harbor for any reason. Exempt from this requirement are tankerlike vessels and vessels towing tanker barges when under the control and direction of a person duly licensed as a pilot by the U. S. Coast Guard for the Port of Honolulu, and tankers when departing from anchorage. A copy of the rules and regulations affecting such vessels may be obtained from the Department of Transportation of the State of Hawaii, Harbors Division, Honolulu, or at the office of the harbormaster.

(719) All mariners are advised to monitor Honolulu harbor traffic movements on VHF-FM channel 12 at all times when approaching or transiting the waters of Māmala Bay.

(720)

Towage

(721) Tugs up to 4,000 hp, including several z-drive type tractor tugs, are available in Honolulu. Salvage equipment is also available.

(722)

Quarantine, customs, immigration, and agricultural quarantine

(723) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(724) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(725) Honolulu is a **customs port of entry**.

(726)

Coast Guard

(727) **Honolulu Coast Guard Base** is on the northeast side of Sand Island. The Fourteenth Coast Guard District Office and Sector Office Honolulu are located in Honolulu. (See Appendix A for address.)

(728)

Harbor regulations

(729) Harbor regulations are established by the Harbors Division, Hawaii Department of Transportation, and are enforced by the harbormaster. Prior to entry, all vessels must establish communications with Aloha Tower traffic control on VHF-FM channels 12 or 16; call sign, WHX-528. The phone number for Aloha Tower is 808–587–2076.

(730) The **speed limit** in Honolulu Harbor is 5 knots for all vessels and tows and 10 knots for motorboats, and other small craft.

(731) A flashing amber warning light, privately maintained and shown about 22 feet above the water from a pole about 70 yards south-southwest of Pier 38, is activated when there is a gas leak or the likelihood thereof. Anyone observing the light flashing should remain well clear and upwind, and sources of ignition should be secured.

(732)

Wharves

(733) Honolulu has several piers and wharves around its harbor waterfront. Only the deep-draft facilities are listed in the facilities table. The alongside depths for the facilities listed are reported—for information on the latest depths, contact the State of Hawaii, Department of Transportation, Harbors Division or the private operators. All facilities have direct highway connections. Water is available at the berths and most have electrical connections. General cargo at the port is usually handled by ship's tackle. Special handling equipment, if available, is mentioned in the table under *Mechanical Handling Facilities*. Several cranes to 200 tons can be rented and numerous warehouses/cold storage facilities adjacent to the waterfront are available.

(735)

Supplies

(736) Vessels receive bunker fuel at Pier 30 and are usually bunkered at berth by tank barges. Other operators at the port provide bunker fuel solely to vessels using their particular facility.

(737)

Repairs

(738) Above and below the waterline repairs of any nature can be made at Honolulu. A floating drydock is available and has a lifting capacity of 8,000 tons, 463-foot length over the keel blocks, 78-foot width between the wing walls (maximum width of 101 feet), and a 20-foot depth over the blocks. A large marine railway is available in the port with a lifting capacity of 400 tons, 222-foot length, 63-foot width, and 10-foot depth. In an emergency large commercial vessels have been handled at the Pearl Harbor Naval Shipyard.

(739)

Communications

(740) Honolulu is a major port of call for transpacific vessels, and there is commercial barge service to and from the other islands. Air service, passenger and freight, includes scheduled flights to the other islands, to the mainland, and to west and southwest Pacific areas.

(741)

Chart 19369

(742) **Ke‘ehi Lagoon**, 6 miles northwest of Diamond Head is triangular in shape and is fronted by coral reefs. The cuts through the lagoon are former seaplane landing areas. Kalihi Channel, previously mentioned, cuts through the southeast part of the lagoon. A privately dredged channel branches northwest from Kalihi Channel to a small-boat harbor and a barge harbor and turning basin on the east side of the landing areas. In 2009, the controlling depth was 18 feet in the channel to the turning basin; thence in 13 feet was in the basin. The barge channel is marked by a private **334°** lighted range.

(743)

Anchorage

(744) A **special anchorage** is in Ke‘ehi Lagoon on the west side of the barge channel. (See **110.1 and 110.128d(c)**, chapter 2, for limits and regulations.)

(745) Submerged pipelines, centered about 160 yards northeast from the north corner of the special anchorage, extend from the southeast to the northwest side of Ke‘ehi Lagoon; mariners should avoid anchoring in the pipeline area.

(746)

Regulated navigation areas

(747) A **Security Zone** has been established in Kalihi Channel and Ke‘ehi Lagoon. (See **33 CFR 165.1407**, chapter 2, for limits and regulations.)

(748) **Honolulu International Airport**, on the north shore of Ke‘ehi Lagoon, is the largest commercial airport in the State. The control tower (21°19'14"N., 157°55'38"W.) is prominent from seaward.

(749)

Charts 19357, 19369, 19366

(750) A low, flat plain, 3 to 5 miles wide, borders the sandy shore between Ke‘ehi Lagoon and Kalaeloa. The area includes Pearl Harbor and several airfields. west of Pearl Harbor, most of the area is developed with residential communities.

(751) **Pearl Harbor**, 9.5 miles west-northwest of Diamond Head, is a **Defensive Sea Area** established by Executive Order No. 8143 of May 26, 1939. The order says in part:

(752) “The area of water in Pearl Harbor, Island of O‘ahu, Territory of Hawaii, lying between extreme high-water mark and the sea, and in and about the entrance channel to said harbor, within an area bounded by the extreme high-water mark, a line bearing south from the southwest corner of the Puuloa Naval Reservation, a line bearing south from Ahua Point, and a line bearing west from a point 3 miles due south from Ahua Point, has been established as a defensive sea area for purposes of national defense, and no persons (other than persons on public vessels of the United States) are permitted to enter this defensive sea area, and no vessels or other craft (other than public vessels of the United States) are permitted to navigate in this area, except by authority of the Secretary of the Navy.”

(753) Permission to enter Pearl Harbor must be obtained in advance from Commander, Navy Region Hawaii 96860.

(754)

Pilotage, Pearl Harbor

(755) All vessels, except commissioned ships of the U.S. Navy and U.S. Coast Guard, are required to take a pilot when entering or departing Pearl Harbor. Pilots meet vessels at Approach Point PAPA HOTEL (21°16’06"N., 157°56’23"W.), about 2 miles southeast of the entrance buoys. All vessels destined for Pearl Harbor must pass through this point, which is marked by a virtual automatic identification system (V-AIS) navigational aid.

(756) Pearl Harbor Control maintains a 24 hour guard on VHF-FM channel 69. It is requested that vessels guard VHF-FM channel 69, 1 hour before entrance, and continuously thereafter unless guard for this circuitry is arranged after arrival. The voice call of Pearl Harbor Port Control is “Pearl Harbor Control;” ships use own ship’s name as voice call.

(757) The fan-shaped harbor has an entrance width of 400 yards and a greatest inland extent of 5 miles. The entrance channel is marked by lights, a lighted range, lighted and unlighted buoys. The main basin is divided by two peninsulas and an island into four smaller basins known as **West Loch**, **Middle Loch**, **East Loch**, and **Southeast Loch**. Tidal currents are generally weak. A dangerous west set may be experienced in the vicinity of the entrance to Pearl Harbor Channel.

(758)

Anchorages

(759) With the exception of a few special/small-craft anchorages, anchorage is forbidden within Pearl Harbor. In an emergency, if a vessel finds it necessary to anchor in Pearl Harbor, caution must be exercised to avoid cable and pipeline areas.

(760) **Special anchorages** are on the east side of the Pearl Harbor Entrance Channel near Kumumau Point; on the west side of the channel in the lagoon south of Iroquois Point; and in ‘Aiea Bay on the east side of East Loch. (See **110.1 and 110.128d (e) through (h)**, chapter 2, for limits and regulations.)

(761)

Chart 19362

(762) **Kalaeloa**, 17 miles west of Diamond Head, is the southwest extremity of O‘ahu. The low land back of the rounding point extends 3 miles north to the foothills of the Waianae Mountains; the hill slopes are steep and partly brush covered but the bare soil that shows in places gives them a reddish appearance.

(763) **Barbers Point Light** (21°17'47"N., 158°06'22"W.), 85 feet above the water, is shown from a 75-foot white

cylindrical concrete tower. A reef extends 0.6 mile off the light.

(764) In 1996, Captain of the Port Honolulu amended federal **pilotage waters** in the vicinity of the offshore pipeline terminal off Kalaeloa. The area was expanded to be identical to that designated in 1995 for vessels engaged in foreign commerce and is defined by the following points:

(765) 21°17'47"N., 158°06'23"W.; thence to

(766) 21°14'49"N., 158°06'23"W.; thence to

(767) 21°14'49"N., 158°03'10"W.; thence to

(768) 21°15'26"N., 158°00'57"W.; thence to

(769) 21°18'18"N., 158°01'49"W.; thence along the shoreline to the point of beginning.

(770) All foreign trade vessels, U.S. vessels under registry, and U.S. vessels engaged in coastwise trade operating within this area must be under the direction and control of a first class pilot.

(771) Two naval **danger zones** and a **restricted area** have been established between Kalaeloa and the entrance to Pearl Harbor. (See **33 CFR §334.1360**, **§334.1370**, and **§334.1400**, chapter 2, for limits and regulations.)

(772) Three offshore oil tanker mooring terminals and their submarine pipelines are located within a **restricted anchorage area** and **security zone** off Kalaeloa. (See **33 CFR §110.236** and **§165.1407**, chapter 2, for limits and regulations.) All vessels, except for vessels with official business at the tanker terminals, should stay well south of these areas in order to avoid the unlit mooring buoys located there.

(773)

Currents

(774) There is a general west current along the coast between Honolulu and Kalaeloa. Velocities up to 0.8 knot, setting west, have been measured off the point, and greater velocities have been reported.

(775)

Chart 19357

(776) The coast has a general northwest trend between Kalaeloa and Ka‘ena Point, a distance of about 20 miles, and consists of alternating ledges of rock and stretches of white sand. Spurs of the Waianae Mountains extend to most of the points. Between the spurs and ridges are heavily wooded valleys that contrast with the rocky and bare mountains. A highway follows the coast from just north of Kalaeloa to Ka‘ena Point.

(777) Much of the shoreline is fringed with rocks and reefs, but they are mostly close to the shore. The 3-fathom curve is within 0.5 mile of the shore, and the 10-fathom curve is within 1 mile. Vessels can avoid all outlying dangers by giving the coast a berth of 1 to 1.5 miles. Other than Pōka‘ī Bay, there are no harbors or anchorages along the west coast that afford shelter in all winds.

(778) **Barbers Point Harbor** is about 2 miles northwest of Kalaeloa. A dredged channel leads northeast to a basin in the harbor. In 2011, the controlling depth was 38 feet in the entrance channel to the basin, thence 35 to 39 feet in the basin. The channel is marked by lighted buoys, lights, and a **045°** lighted range. A **security zone** and **safety zone** are in the harbor. (See **33 CFR 165.1 through 165.40, 165.1407 and 165.14-1414**, chapter 2, for limits and regulations.)

(779) The basin has a 1,600-foot dock with a 30-acre paved backup area and 120 acres for cargo handling and storage. A ship repair company has an 18,000-ton drydock capable of handling vessels over 600 feet long and 94 feet wide. Vessels entering the harbor during the winter months should be aware of large swells coming from the north.

(780)

Pilotage, Barbers Point Harbor

(781) A state licensed pilot is required to enter the harbor. Pilots are available through the Hawaii Pilots Association. Mariners are requested to give 24 hours advance notice of arrival, gross tonnage, length and draft of vessel by telephone (809–537–4169) or by e-mail at dispatch@hawaiipilots.net. The 31-foot long pilot boat IWA has a black hull with yellow superstructure and displays the word ‘PILOTS’ in large white letters on the sides of the cabin. The pilot boat displays the International Code Flag ‘H’ by day and shows the standard pilot lights at night, white over red. The pilot boat monitors VHF-FM channels 12 and 16 and can be reached by “BARBERS POINT PILOTS”. Additionally, vessels are requested to rig a pilot ladder 1 meter above the water on the leeward side. The pilot boarding area is 2 miles southwest of the entrance buoys.

(782) A marina harbor entrance, marked by lights, is in the northwest portion of the basin. Gasoline, diesel fuel, 267 slips, electricity, water, pump-out, marine supplies, and a public boat ramp are available at the marina. In 2003, the harbormaster reported that the marina could accommodate vessels up to 150 feet in length with a draft of 13 feet.

(783) A flashing amber warning light, privately maintained and shown from a pole about 22 feet high on the south side of the harbor, is activated when there is a gas leak or the likelihood thereof. Anyone observing the light flashing should remain well clear and upwind, and sources of ignition should be secured.

(784) Barbers Point Harbor is a **customs port of entry**.

(785) **Kahe Point**, 3.5 miles north of Kalaeloa, is the seaward end of a mountain spur. A large power plant is prominent on the point. The largest stack is 485 feet high with a strobe light on top. Two short boulder groins extending from the shore protect the intake of the plant’s cooling system. The outfall is about 250 yards offshore with 9 feet of water over it.

(786) **Nānākuli**, 5.5 miles north of Kalaeloa, is a homestead area near the shore.

(787) **Pu‘u‘ohulu**, about 7 miles northwest of Kalaeloa, is a narrow rocky, barren ridge, 1.5 miles long. A large water tank is on the saddle of the south slope. The ridge is on **Mā‘ili Point**, the south of the two important projecting points of this coast, and is the most conspicuous landmark in this vicinity. The west end of the ridge is close to the shore and has an elevation of 856 feet; it is precipitous on its seaward side.

(788)

Chart 19361

(789) **Lualuaei Homestead** tracts are north and northeast of Pu‘u‘ohulu. Two 1,500-foot radio towers are prominent in the valley. **Pu‘umā‘ili‘ili**, about 2 miles north of Pu‘u‘ohulu, is a narrow, rocky ridge, 723 feet high, near the shore and approximately at right angles with it.

(790) Low **Kaneilio Point**, 10 miles northwest of Kalaeloa, projects 0.2 mile from the general coastline. A fish haven consisting of old auto bodies is 1 mile south of the point. Between Pu‘u‘ohulu and Kaneilio Point the light-colored buildings of a limekiln 0.3 mile inland show up against a dark background. In 1999, suspected live ordnance was reported about 2 miles southwest of Kaneilio Point inside the following coordinates: 21°26'23"N., 158°12'11"W.; 21°26'23"N., 158°12'38"W.; 21°25'26"N., 158°12'38"W.; 21°25'26"N., 158°12'11"W.

(791) **Pōka‘ī Bay**, on the northwest side of Kaneilio Point, is the seaward approach to **Wai‘anae**. Shallow water extends 0.3 mile from the inner shore of the bay. The breakwater extending north from Kaneilio Point and the opposing boulder groin from the inner shore form a State water recreation area. Swim zone buoys are about midway between the breakwater and the shore. The area east of the buoys is for swimming, and the area between the buoys and the breakwater is for outrigger canoes. No person shall operate, anchor or moor any other vessel in the area between the buoys and the breakwater except in adverse weather conditions when emergency anchoring is permitted.

(792) **Waianae Boat Harbor**, 0.5 mile northwest of Kaneilio Point, is owned and operated by the State of Hawaii and is used primarily by fishing boats. The harbor is is protected on the west side by a 1,690-foot-long L-shaped breakwater, marked on its seaward end by a light, and on the northeast side at the entrance by a 220-foot-long stub breakwater. A **003.3°** lighted range marks the entrance approach. Transient berths, water and two double launching ramps are available at the harbor. Wai‘anae harbormaster has scheduled daytime hours (0745 to 1630) Tuesdays through Saturdays; phone numbers are: 808–697–7095 (business) and 808–851–1839 or 808–696–9921 (emergency or after hours); 808–594–0849 (fax).

(793)

Local magnetic disturbance

(794) Differences of 2° or more from normal variation may be expected in Pōka‘ī Bay.

(795) A deep valley extends about 4 miles inland between Pu‘u‘ohulu and Lahilahi Point and is the largest valley on this side of the Waianae Range. The broken ridge which makes down to Pu‘upāhe‘ehe‘e divides the valley. **Pu‘upāhe‘ehe‘e**, 652 feet high, is about 1 mile inland from Wai‘anae.

(796) **Lahilahi Point**, 1.7 miles northwest of Kaneilio Point, is a detached, steep ridge of dark rock, 234 feet high. This narrow, conspicuous point, projecting seaward about 0.2 mile, has the appearance of an islet from a distance and is known to local fishermen as **Black Rock**. An apartment building on the beach 250 yards north of the point and a hotel about 1.2 miles north-northeast of the point are good landmarks.

(797) **Kepuhi Point**, 13 miles northwest of Kalaeloa, is a few hundred yards from the seaward end of a bold, rocky, mountain spur.

(798)

Chart 19357

(799) The coastal bight between Kepuhi Point and Ka‘ena Point, 7 miles to the northwest, is backed mostly by ridges of the Waianae Mountains. Midway along the bight is a sand beach in front of a small valley; small boats can make beach landings when the sea is smooth and can anchor in depths of 4 to 6 fathoms about 0.2 mile offshore.

(800) **Ka‘ena Point**, the northwest extremity of O‘ahu, is low and rocky and is only a few hundred yards from the foot of Kuaokala Ridge. A light is on the lower west end of the Point. Off the end of the point are several low, jagged rocks, over which the sea washes, and breakers extend about 0.4 mile from shore. The 10-fathom curve is 0.8 mile west of the point.

(801) The **danger zone** of a firing area covers a wide sector north of Ka‘ena Point. (See **334.1350**, chapter 2, for limits and regulations.)

(802)

Currents

(803) A continuous northwest current and moderate tide rips are reported off Ka‘ena Point. Observations over a 24-hour period at a location 0.8 mile south of Ka‘ena Point show a northwest current averaging 0.8 knot; the greatest velocity measured was 1 knot.

(804) The north coast of O‘ahu trends east for 9 miles from Ka‘ena Point to Waialua, thence northeast for another 11 miles to Kahuku Point; rock ledges alternate with stretches of white sand beach. The broad valley back of Waialua spreads to the coastal plain, which narrows as it approaches Ka‘ena and Kahuku Points; most of the valley is cultivated in sugarcane. From Ka‘ena Point to Waialua the mountains have a rugged appearance; from Waialua to Kahuku Point the hills resemble a continuous plateau. A hard-surface highway parallels the coast.

(805) Most of the north coast is fringed with reefs as much as 0.5 mile in width, but all dangers can be avoided by staying at least 1 mile from shore. Haleiwa Small-Boat Harbor is the only harbor along the north coast.

(806) **Kuaokala Ridge**, back of Ka‘ena Point, is high, and its seaward end breaks off rather abruptly. White domes and telemetry antennas are conspicuous along the ridge. The scattered beach houses between Ka‘ena Point and Waialua are backed by cultivated fields that extend to the mountains.

(807) **Kaiaka Bay** is a small coastal dent 9 miles east of Ka‘ena Point; **Kiikii Stream** and **Paukauila Stream** empty into the head of the bay. Prominent from offshore is the mill stack in **Waialua**, 0.5 mile back of the beach. A depth of 3 feet can be carried halfway into the bay by passing between the **Kaiaka Point** reefs, on the northeast side, and the reef in midentrance.

(808) **Waialua Bay**, 1 mile northeast of Kaiaka Bay, is a small dent at the bend in the middle of the north coast. The bay shores are low, black rock, with sand patches in the bights and fringed by large algaroba trees. The low land back of the beach slopes gently to a tableland with mountain ranges on either side. **Hale‘iwa** is at the head of Waialua Bay.

(809) **Haleiwa Small-Boat Harbor**, at the head of Waialua Bay is protected by a breakwater on the west at the entrance and a breakwater further inside; both are marked by lights on the outer ends. The approach to the harbor is marked by lighted and unlighted buoys, lights and a **128.9°** lighted range. The entrance channel leads southwest and south between two breakwaters to a basin inside. The harbor has 64 slips and 24 moorings available for vessels up to 50 feet, boat ramps and water at most of the slips. The harbor can be entered in all but the most violent storms, at which time good anchorage can be found about 1 mile offshore in 20 to 30 fathoms. Night entry is not recommended without local knowledge. The harbor office can be reached at 808–637–8246.

(810) **‘Anahulu River** empties into the southwest corner of Waialua Bay. River navigation is restricted by the fixed bridge over the mouth; the clearance is 8 feet for a channel width of 14 feet.

(811) The narrow coastal plain between Waialua and Kahuku Point is backed by a vegetation-covered tableland with steep seaward slopes that are cut by deep gorges.

(812) **Waimea Bay**, 5 miles northeast of Waialua, is a small coastal dent at the mouth of the **Waimea River** gorge. The highway bridge over the river can be seen from seaward. A yellow-brown tower and scattered buildings are visible on the north side of the bay.

(813) **Wānanapaoa Islands** are two ragged masses of black rock off the south point of Waimea Bay; deep water is close to the seaward side. The submerged rocks near the point on the northeast side of the bay are usually marked by breakers.

(814) Waimea Bay affords little shelter, and beach landings can be made only in very smooth weather. There is a wide beach at the head of the bay, but both sides of the entrance are fringed with rocky ledges. Indifferent anchorage is available in depths of 9 or 10 fathoms, sand bottom, 0.3 mile west of the river mouth.

(815) **Waiale‘e** is 4 miles northeast of Waimea Bay. A group of large conspicuous buildings is at the foot of a bluff a few hundred yards inland. Also prominent are two large dish antennas atop a ridge about 1.3 miles southwest of Waiale‘e and a windmill with a strobe light about 2.0 miles east-southeast. Low **Kuilima Point**, 5.4 miles northeast of Waimea Bay, has a resort hotel complex on the point.

(816) **Kahuku Point**, the north extremity of O‘ahu, is low and sandy; the dunes are partly overgrown with vegetation, and there are few scattered trees. The coast rounds gradually at Kahuku Point, and there are several small black rocks close to shore. The land rises gently from the low bluffs near the point to the mountains of Ko‘olau Range. The 10-fathom curve draws in to within 0.4 mile of the point. The breakers afford sufficient daytime warning of coastal dangers, but the low, unmarked point is difficult to locate at night. Currents off Kahuku Point set west or northwest, but are sometimes negligible; tide rips have been reported 1 mile east of the point.

(817) The coast between Kahuku Point and Makapu‘u Point, 30 miles to the southeast, is known as **Windward O‘ahu** and is more productive than other parts of the island because of its greater rainfall. Paralleling this coast is the Ko‘olau Range from which several spurs reach shore between Lā‘ie Bay and Kāne‘ohe Bay. The shore is low and sandy with patches of black rock outcrop, particularly at the headlands and most of the points. Between the shore and Ko‘olau Range is a narrow strip of cultivated land; this coastal area widens between Kāne‘ohe Bay and Waimānalo and is one of the principal agricultural areas of O‘ahu. There are good highways along the entire coast.

(818) Nearly all of this northeast coast is fringed by coral reefs with little or no water over them at low tide, and the area is exposed throughout most of the year to the sea and swell built up by the northeast trades. The numerous small openings in the reefs can be navigated by local craft; wider openings lead to Kahana, Kāne‘ohe, Kailua, and Waimānalo Bays. The 10-fathom curve is no farther than 1.6 miles from shore except in Kāne‘ohe Bay.

(819) **Kahuku**, 3 miles southeast of Kahuku Point, is marked by a mill stack which is a half mile from the beach.

(820) Low **Makahoa Point** projects 0.2 mile from the general coast 3.5 miles southeast of Kahuku Point. **Kīhewamoku**, an islet 24 feet high, is 0.5 mile off Makahoa Point; 0.2 mile north of the islet is a rock that covers 4 feet and sometimes breaks.

(821) Wooded **Kalanai Point**, 4 miles southeast of Kahuku Point is on the north side of Lā‘ie Bay. **Mokuauia**, an island 0.2 mile long and 23 feet high, is 0.2 mile off the point; between the island and the point are depths of only 1 or 2 feet. A rock 0.2 mile seaward of the island is covered 10 feet.

(822) **Pulemoku**, a rock 30 feet high, is 0.4 mile southeast of Mokuauia. A 2-foot-high rock is close to the south side of Pulemoku.

(823) **Lāʻie Bay** has outer depths of 3 to 7 fathoms, and a narrow reef opening affords access to shelter and landing for local small craft. **Lāʻie**, at the head of the bay, has a Mormon Temple, a large, flat-roofed building that is visible from seaward.

(824) **Laniloa** a narrow peninsula with white sandy beaches on either side and covered with homes is on the south side of Lāʻie Bay. Off the outer end of Laniloa are two small rocky islets; **Kukuihoʻolua**, 30 feet high and **Mokuālai**, 33 feet high.

(825) **Kaipapaʻu Hill**, about 700 feet high, is 2 miles south of Laniloa and 0.5 mile inland; the hill has a pyramidal, grass-covered top.

(826) **Hauʻula** is a beach settlement 2.5 miles south of Laniloa. **Punaluʻu** 4 miles south of Laniloa, is a beach settlement with a prominent apartment building near the beach.

(827) **Kahana Bay**, 11 miles southeast of Kahuku Point, has an entrance width of 1 mile between **Makaliʻi Point** on the north and **Māhie Point** on the southeast; inland extent is 0.6 mile. Local small craft make the narrow passage through the reef and find limited shelter behind it. A breakwater protects a launching ramp on the west side of the bay. The breakers on both sides of the bay are the only guides for entering.

(828)

Chart 19359

(829) **Kualoa Point**, 15 miles southeast of Kahuku Point, is on the northwest side of the entrance to Kāneʻohe Bay. **Mokoliʻi Island**, 206 feet high, is a conspicuous conical islet 0.3 mile seaward of Kualoa Point.

(830) **Kāneʻohe Bay** has an entrance width of 4.6 miles between Kualoa Point on the northwest and Mōkapu Peninsula on the southeast; greatest inland extent is 3 miles. The bay has low sand and coral beaches along which are many of the old diked fishponds, some which are still in use. Islands, coral reefs, and sand shoals are numerous throughout the bay. Mokoliʻi Island, **Kapapa Island**, about 2.8 miles southeast of Kualoa Point and in the center of Kāneʻohe Bay, and **Kekepa Island**, mushroom-shaped and 4.4 miles southeast of Kualoa Point, are easy to identify from seaward. These islands make for poor landfall. **Moku o Loe Island (Coconut Island)**, in the southwest part of the bay, is the largest of the islands with reports of significant uncharted coral shoaling on all sides; the majority being found south of the island.

(831) The University of Hawaii operates a launch that ferries university personnel to and from the Hawaii Institute of Marine Biology on the island of Moku o Loe. The launch runs from the island to a nearby pier on the southwest side of Kāneʻohe Bay.

(832) Kāneʻohe Bay is a **Naval Defensive Sea Area**. established by Executive Order No. 8681 of February 14, 1941. The order says in part:

(833) "The territorial waters within Kāneʻohe Bay between extreme high-water mark and the sea and in and about the entrance channel within a line extending 3 miles northeast from Kaʻoʻio Point, a line extending 4 miles northeast from Kapaho Point, and a line joining the seaward extremities of the two above-described bearing lines, are hereby established and reserved as a naval defensive sea area for purposes of national defense, such area to be known as Kāneʻohe Bay Naval Defensive Sea Area; and the airspace over the said territorial waters is hereby set apart and reserved as a naval airspace reservation for purposes of national defense, such reservation to be known as Kāneʻohe Bay Naval Airspace Reservation."

(834) "At no time shall any person, other than persons on public vessels of the United States, enter Kāneʻohe Bay Naval Defensive Sea Area, nor shall any vessel or other craft, other than public vessels of the United States, be navigated into said area unless authorized by the Secretary of the Navy."

(835) "At no time shall any aircraft, other than public aircraft of the United States, be navigated into Kāneʻohe Bay Naval Airspace Reservation, unless authorized by the Secretary of the Navy."

(836) **Note:** Naval control over entry into Kāneʻohe Bay Naval Defensive Sea Area has been suspended, except for a 500-yard **prohibited area** around the perimeter of Mōkapu Peninsula where only authorized vessels may enter. Naval control may, however, be reinstated without notice at any time.

(837) **Kaneohe Marine Corps Air Station** is on Mōkapu Peninsula. Mariners are advised that field operations are conducted throughout the year and divers, rafts and aircraft may be operating in the bay. Additionally, Military Amphibious/Search and Rescue operations may be underway at any time, day or night, in the vicinity of 21°26'06"N., 157°46'11"W. and 21°26'45"N., 157°46'55"W. Surface support craft will be marked with appropriate day and night time markings/signals and can be reached via MARBAND 82A for any reason. Request that vessels using sonar contact Water Front Operations via MARBAND 82A or 808–257–2941 to avoid injury to divers that may be in the area. Caution should be exercised when operating near the air station runway.

(838)

COLREGS Demarcation Lines

(839) The lines established for Kāneʻohe Bay are described in **80.1430**, chapter 2.

(840) Two channels lead through the reefs to the southeast end of the bay. The deeper approach from the north end of the bay is through a dredged channel entered about 2 miles east of Kualoa Point. The channel is marked by lights, buoys, daybeacons, and a **227°** and a **349°30'** lighted range with the front range tower common to both. Sampan Channel (Kaneohe Passage) to the southeast, is entered about 0.8 mile northwest of the north extremity of Mōkapu Peninsula. This channel intersects the deeper channel about 0.9 mile west of Mōkapu Peninsula and

is marked by a **217°15'** lighted range, daybeacons, and lighted and unlighted buoys.

(841) **Crashboat Channel**, about 0.4 mile west of Mōkapu Peninsula, has been dredged by the Navy for search and rescue vessels. This channel is within the prohibited area and should not be used by pleasure craft as it may hamper aid to a needy vessel or downed pilot. The Navy monitors VHF-FM channels 16 and 82A at its search and rescue facility on the southwest side of Mōkapu Peninsula; telephone number (808–257–2941).

(842)

Anchorages

(843) **Special anchorages** are in the southeast and west parts of Kāneʻohe Bay. (See **110.1 and 110.128d (a) and (b)**, chapter 2, for limits and regulations.) Anchoring in Kāneʻohe Bay outside of these areas is limited to 72 hours. To obtain authorization for longer durations, contact the Harbor Master at 808–233–3603.

(844)

Dangers

(845) Mariners are advised to exercise caution as the channels and other dredged areas in the bay have not been dragged or swept. Numerous coral heads are along the sides of the channels, especially in the vicinity of Moku o Loe Island. Many of these are marked by privately maintained pipes extending 3 to 5 feet above the water.

(846) The bay is by far the best locality for the operation of small craft on Oʻahu. Many permits are being obtained by property owners to dredge small-boat basins and channels through the reefs. Numerous docks, including the Kaneohe Yacht Club, are in the bay. In addition, many uncharted private floats and buoys, used to mark race courses, moorings, and fish and lobster pots are throughout the bay.

(847) **A 015°–195° measured course**, 3,038 feet long, is southeast of Moku o Loe Island in Kāneʻohe Bay. The range markers are 30-by 40-inch white daymarks with orange borders set on coral reefs about 0.4 mile off the southeast shore of the bay.

(848) **Kāneʻohe** near the southeast end of the bay is the principal community in the area. Radio towers are prominent at **Heʻeia**, a mile northwest of Kāneʻohe.

(849) **Heʻeia Kea Small-Boat Harbor**, just north of Kealohi Point about 0.9 mile north of Heʻeia, is open to the public. In 1999, the controlling depth in the harbor was 6½ feet. The fuel pier has a reported depth of 10 feet alongside. Gasoline, diesel fuel, berths, water, ice, and launching ramps are available. Anchorage in the harbor is by permit only. The Harbor Master can be contacted at 808–233–3603.

(850)

Chart 19357

(851) **Mōkapu Peninsula**, 20 miles southeast of Kahuku Point, has a greatest elevation of 683 feet. **Pyramid Rock**, on the northwest point of the peninsula, is black and has a sharp summit. **Pyramid Rock Light** (21°27'44"N., 157°45'49"W.), 101 feet above the water, is shown from a white square concrete house with black diagonal stripes. **Puu Hawaiiloa** is a 337–foot hill near the center of the peninsula. A red and white skeleton tower and a nearby aerobeacon atop the hill are the most prominent navigation aids on the peninsula.

(852)

Danger zone

(853) A weapons training range **danger zone**, marked by lighted and unlighted buoys, extends north-northeast from Mōkapu Point. (See **334.1380**, chapter 2, for limits and regulations.)

(854) **Ulupaʻu Crater**, part of an old crater rim, is a rocky headland at the northeast end of Mōkapu Peninsula. **Mokumanu Islands**, two islets with vertical sides 202 feet and 132 feet high, are 0.7 mile north of the headland. The passage between the islets and the peninsula has midchannel depths of 3½ to 8½ fathoms, but is not recommended for strangers. An east current is reported in the vicinity of Mokumanu Islands.

(855) The beach between Mōkapu Peninsula and Makapuʻu Point, 10 miles to the southeast, is mostly low and sandy, with black rocks showing in some places. Between the beach and the cliffs of the Koʻolau Range is a narrow strip of land developed with residential communities. The cliffs are characteristic of Koʻolau Range from behind Kāneʻohe Bay to rugged Makapuʻu Head.

(856) **Mōkōlea Rock** is about 1 mile off the southeast side of Mōkapu Peninsula; the black rock is 20 feet high, has a submerged edge that extends 0.15 mile west, and has depths of 6 to 8 fathoms around it.

(857) **Kailua Bay**, south of Mōkapu Peninsula, is an open bight which affords no shelter from the trades. The north part of the bay is free of the usual fringing reefs, and there is a sand beach at the head of the bay.

(858) **Alāla Point**, on the south side of Kailua Bay, is a low bluff with a 25-foot white stone monument that resembles a lighthouse. A public launching ramp is on the west side of the point.

(859) **Popoiʻa Island** is a small, flat, low-lying island 0.2 mile north of Alāla Point.

(860) **Mokulua Islands**, 0.7 mile from shore and midway between Mōkapu Peninsula and Makapuʻu Head, are steep, rocky, grass covered, and locally known as **Twin Peaks**. Elevations are 206 feet for the north islet and 182 feet for the south islet. On the shore side of the islets is an extensive reef; between the reef and the shore is a small-boat passage that leads to private landings.

(861)

Chart 19358

(862) **Wailea Point**, 5 miles northwest of Makapuʻu Head, is the northwest point of Waimānalo Bay. An inactive airfield occupies a large area south of the point.

(863) **Waimānalo Bay**, between Wailea Point and Makapuʻu Head, affords all-weather shelter for small craft behind the barrier reefs that parallel much of the

bay's shore. A 2-mile stretch off midbay has no fringing coral reef; in its south part, the reef gets closer to shore and disappears near Makapuʻu Head. Depths of 10 feet can be carried into the bay except during strong trades when the entrance is closed by breakers. **Waimānalo** is on the coastal highway that skirts the head of the bay.

(864) **Mānana Island**, 361 feet high, is 1 mile north-northwest of Makapuu Point Light. The island is part of an old crater and has a lighter shade of rock than any other in the vicinity. The sides are bluff except on the west where there is a short sloping point. The water is deep on the seaward side of Mānana Island, and there are depths of 4 fathoms between the island and the mainland; the 4-fathom passage is not recommended for strangers.

(865) **Kāohikaipu Island** 80 feet high, is a flat, black mass of rock midway between Mānana Island and Makapuʻu Head. A double rock, 10 feet high, is 200 yards northeast of Kāohikaipu Island and a small black rock, barely above water, is about the same distance southwest of the island. There are depths of 5 fathoms between Mānana and Kāohikaipu Islands, but passage is not recommended for strangers because reefs make off from both islands. Depths are 4 to 6 fathoms in the bight between Kaohikaipu Island and Makapuʻu Head; passage is not recommended.

(866) About 1.2 miles northwest of Makapuʻu Point is a privately operated ocean research facility. An L-shaped pier, protected by a breakwater, extends 700 feet into the bay. In 2000, the basin and channel leading to the facility had a reported depth of 12 feet. The channel and basin are privately marked by daybeacons. A **restricted area** of the Makai Undersea Test Range extends about 2.5 miles offshore. (See **33 CFR §334.1410**, chapter 2, for limits and regulations.)

(867)

Chart 19380

(868) **Kauaʻi Channel**, northwest of Oʻahu, is wide, deep, and clear. During the trades the current usually sets west across the channel and divides at Kauaʻi, part following the north side of the island and the other part following the south side. Strong south or southwest winds cause the current to set in the opposite direction to that produced by the trades.

(869)

Chart 19381

(870) **Kauaʻi**, 63 miles northwest across Kauaʻi Channel from Oʻahu, has an area of 555 square statute miles and is fourth largest of the eight major islands. Kauaʻi measures 29 nautical miles east-west by 23 miles north-south and slopes from centrally located **Kawaikini**, a 5,170-foot peak. **Lihue**, the seat of Kauai County, is 2 miles inland from the east-coast port of Nāwiliwili.

(871) The mountains on the west and north sides of Kauaʻi descend in steep, jagged ridges; the gentle slopes on the east and south sides are cut by numerous gulches. The peaks are nearly always cloud covered, making them difficult to see from any great distance. Dome-shaped **Haupu**, 2,290 feet high, is prominent in the southeast part of the island. The entire northwest coast is backed by high bluffs; the rest of the coast is mostly low and rocky with some scattered sand beaches. A low coastal plain extends west from the town of Waimea. The few outlying dangers can be avoided by giving the coast a berth of 2 miles.

(872)

Harbors and ports

(873) Nāwiliwili, on the east coast, and Port Allen, on the south coast, are the only commercial harbors on Kauaʻi and are the only places that afford shelter in almost all weather.

(874) Small craft planning to visit Kauaʻi should carry two good holding anchors, because mooring space is scarce and there are few well-protected anchorages. Advance arrangements with the Kauaʻi District Manager, Harbors Division of the Hawaii Department of Transportation, are advised.

(875)

Currents

(876) The oceanic currents in the vicinity of Kauaʻi generally follow the winds. The available local information relative to currents is given in the discussions of the various localities.

(877)

Weather, Kauaʻi

(878) The trade winds divide on the east side of Kauaʻi, one part follows the north coast and one part the south coast, and unite again some distance west of the island. On the west side, between Mānā Point and Mākaha Point, calm or light variable airs prevail. A moderate southwest wind is sometimes felt at Waimea Bay, while a strong east wind is blowing about 2 miles (4 km) offshore. Along the north and south shores the early morning trade wind is usually light until about 0900 and again decreases in strength about 1600. Occasionally kona winds, starting in the southeast, displace the normal trades; this condition occurs more often during the winter.

(879) The east and north, or windward, sides of the island are noted for their heavy rainfall, which reaches a maximum yearly average of more than 400 inches (10160 mm) on 5,080-foot-high (1550 m) **Waiʻaleʻale**. The lower slopes have much less rain, and along the south side the fall seldom exceeds 20 inches. The winter, from December to March, produces the strongest winds, which sometimes reach gale force and are accompanied by more rain than is usual at other times of the year. Precipitation averages over 42 inches (1067 mm) at the Lihue airport and has ranged from 74.4 inches (1890 mm) in 1982 to 16.4 inches (417 mm) the very next year. Precipitation falls, on average, 275 days each year. December is the wettest month and June, the driest.

(880) The National Weather Service office located at the Lihue Airport has an average annual temperature of 75.6°F (24.2°C). The average maximum is 81.1°F (27.3°C) while the average minimum is 69.7°F (20.9°C).

(888)

Annual extremes are 90°F (32.2°C) recorded in August 1981, September 1993 and 1995, and October 1957, and 50°F (10°C) recorded in January 1969. August is the warmest month with an average temperature of 79.3°F (26.3°C) while January and February each have an average temperature of 71.6°F (22°C).

(881) (See Appendix B for **Lihue climatological table**.)

(882)

Supplies and repairs

(883) Food supplies are obtainable at the various towns on the island, particularly at Lihue, the county seat. Marine supplies are limited to small-craft requirements and occasionally must be ordered from Honolulu. Fuel and water are available at Nāwiliwili and Port Allen; limited bunker C oil is available at Port Allen. The island has no repair facilities for medium or large vessels, but minor repairs can be made at Nāwiliwili and Port Allen.

(884)

Communications

(885) Port Allen and Nāwiliwili are ports for a few interisland barges and transpacific vessels. Interisland passenger traffic is by air. Telephone communication is available to the other islands and to the mainland. A good highway skirts the island except on the northwest side.

(886)

Chart 19383

(887) **Nāwiliwili Bay**, on the southeast side of Kaua‘i, has an entrance width of 0.8 mile between Carter and Ninini Points and an inland extent of about 1 mile. **Nāwiliwili**, on the north side of the bay, is one of the two commercial deepwater ports on Kaua‘i and is protected by a breakwater, marked at the end by a light, extending northeast from Carter Point, and by a jetty in the inner harbor. Southeast winds produce some surge, but the harbor is otherwise secure.

(889)

Prominent features

(890) The shore consists of rocky bluffs, except at the mouth of Huleia Stream and in the vicinity of Nāwiliwili. The jagged, mountainous coast extending southwest from the bay is in marked contrast with the lowlands of Huleia Stream, on the southwest side of the bay, and affords a means of fixing the entrance from well offshore. A water tank on the wharf and a large white bulk sugar warehouse on the hill overlooking the wharf are conspicuous.

(891) A flashing amber warning light, privately maintained and shown about 4 feet above the roof on the southwest corner of the shed (largest shed on the north piers) on Pier 2, is activated when there is a gas leak or the likelihood thereof. Anyone observing the light flashing should

remain well clear and upwind, and sources of ignition should be secured.

(892) **Ninini Point**, on the north side of the entrance, is low, flat, and rocky, and is backed by land planted in cane. A rocky ledge with a depth of 12 feet at the outer end extends about 100 yards south of the point. **Nawiliwili Harbor Light** (21°57'18"N., 159°20'09"W.), 110 feet above the water, is shown from a 73-foot buff-colored cylindrical concrete tower on the point. The loom of the light is frequently seen by vessels 40 miles away. **Lihue Airpor**t is along the coast, north of the light.

(893) **Kukii Point**, 0.7 mile west of Ninini Point and the north entrance point of the inner harbor, is a high bluff with a low, rocky shelf at the base. There is a light on the point.

(894) **Carter Point**, on the south side of the entrance to Nāwiliwili Bay, is rocky and rises rapidly to **Kalanipuu**; the hill is marked by an aviation obstruction light 799 feet high. The mountain spur that extends inland rises to Haupu, the most prominent feature of southeast Kaua‘i.

(895) **Kawai Point**, 0.5 mile south of Carter Point, is a bold rocky headland, 525 feet high, very irregular and jagged in appearance.

(896)

COLREGS Demarcation Lines

(897) The lines established for Nawiliwili Harbor are described in **80.1450**, chapter 2.

(898)

Channels

(899) A **Federal project** provides for an entrance channel which leads between the outer end of the breakwater and Kukii Point, thence turns southwest before entering the harbor basin. The Federal project depths are 40 feet in the entrance channel and 35 feet in the harbor basin. The entrance channel is marked by lights, buoys, and a lighted range.

(900)

Anchorage

(901) Anchorage in the vicinity of Nāwiliwili Bay, outside the breakwater, is not recommended. Commercial vessels are not allowed to anchor within the harbor basin, except by permission from the harbormaster. Swinging room is limited. An anchorage area for small boats is within the mouth of **Huleia Stream**, adjacent to the small boat harbor basin.

(902) A **special anchorage** is north of the Nawiliwili Small-Boat Harbor. (See **110.1 and 110.128c**, chapter 2, for limits and regulations.)

(903)

Regulated navigation area

(904) A Safety Zone is in Nawiliwili Harbor, north of the small-boat harbor. (See **33 CFR 165.1 through 165.40** and **165.14-1414**, chapter 2, for limits and regulations.)

(905)

Caution

(906) Generally, the current offshore of Ninini Point is from north to south. However, deep-draft vessels have reported a northerly set as they get closer to the point, while on the range line. The transit of the entrance into Nawiliwili Harbor is difficult for large vessels in all but calm weather. The turn around the outer breakwater, then immediately turning in the opposite direction around the inner jetty, is made difficult by the combined effects of the winds and seas. Vessels must contend with large quartering swells and brisk tradewinds on the stern, while approaching the outer breakwater. While turning around the inner jetty into the main basin, the fresh tradewinds generally are on the beam. Local pilots require an assist tug to escort all medium to large size vessels inbound and outbound from Nāwiliwili. Vessels berthing at pier 3 are advised to consider laying out an anchor to assist in undocking during moderate to heavy tradewinds weather conditions.

(907)

Pilotage, Nāwiliwili

(908) Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade; it is optional for coastwise vessels who have on board a pilot licensed by the Federal government.

(909) Pilots are available through the Hawaii Pilots Association. Mariners are requested to give 24 hours advance notice of arrival, gross tonnage, length, and draft of vessel by telephone (808–537–4169) or by e-mail at dispatch@hawaiipilots.net. The 31-foot long pilot boat NININI has a black hull with yellow superstructure and displays the word ‘PILOTS’ in large white letters on the sides of the cabin. The pilot boat displays the International Code Flag ‘H’ by day and shows the standard pilot lights at night, white over red. The pilot boat monitors VHF-FM channels 12 and 16 and can be reached by “NAWILIWILI PILOTS”. Additionally, vessels are requested to rig a pilot ladder 1 meter above the water on the leeward side. The pilot boarding area is 1.5 miles east-southeast of Ninini Point Light. The boarding area is generally very rough, open sea conditions. Vessel masters are advised that boarding a pilot in these conditions may take some time. They should not allow their vessel to stand in towards shore west of Ninini Point until a local pilot is on the bridge.

(910)

Towage

(911) Two tugs are available for hire based in Nawiliwili Harbor. Local pilots advise which combination of tugs is necessary for safe transit of ships.

(912)

Quarantine, customs, immigration, and agricultural quarantine

(913) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(914) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A private hospital is at Lihue.

(915) Nāwiliwili is a **customs port of entry.**

(916)

Harbor regulations

(917) Harbor regulations are established by the Harbors Division of the Hawaii Department of Transportation and enforced by the harbormaster.

(918) The harbor has a **security zone** when the fuel barge is in port, generally each Friday to Saturday. (See **165.1 through 165.40**, chapter 2, for regulations.)

(919) The **speed limit** in the harbor is 5 m.p.h.

(920)

Wharves

(921) The **State of Hawaii, Nawiliwili Piers 1 and 2** (21°57'15"N., 159°21'18"W.): 1,285 feet of berthing space with a depth of 35 feet alongside and deck height of 8.8 feet; receipt and shipment of conventional and containerized general cargo; receipt of petroleum products, cement, and bulk fertilizer; shipment of bulk raw sugar and molasses; owned and operated by the State of Hawaii.

(922) The **State of Hawaii, Nawiliwili Pier 3** (21°57'07"N., 159°21'31"W.): 627 feet of berthing space with a depth of 35 feet alongside and a deck height of 8 feet; receipt and shipment of conventional and containerized general cargo and automobiles; receipt of liquefied petroleum gas, lumber, and dry bulk fertilizer; owned and operated by the State of Hawaii.

(923)

Supplies

(924) Gasoline, kerosene, fuel oil, and diesel fuel are available by tank truck, and water is piped to the pier. Some provisions and supplies are available at Lihue. Marine supplies are limited to items for small craft.

(925)

Repairs

(926) There are no facilities available at Nāwiliwili for making major repairs or for drydocking large, deep-draft vessels. Several machine, electrical, and welding concerns off the waterfront in Nāwiliwili and in Honolulu are available for making above-waterline repairs to vessels berthed at the port.

(927) **Nawiliwili Small-Boat Harbor** is on the southwest side of Nawiliwili Harbor. Two jetties protect the harbor and are marked by lights on the outer ends at the entrance. Private lights mark the channel inside the harbor. The harbor has three piers, 85 berths, a launching ramp on the north side of the harbor, and a pump-out station. In 2003-2011, the controlling depth was 9 feet in the entrance and basin; thence in 2003, 7 feet in the channel along the south side of the harbor.

(928)

Chart 19381

(929) **Kawelikoa Point**, 4 miles southwest of Nāwiliwili Bay, is a dark, rocky headland 691 feet high. The point is at the seaward end of a ridge which extends north to a 2,297-foot-high peak of Haupu.

(930) From about 1.5 miles southwest of Kawelikoa Point to Hanapēpē Bay, the coast is a series of low bluffs and beaches; the back country is mostly under cultivation, and the cane fields extend well up the slopes in some places.

(931) **Makawehi Bluff**, 3.5 miles southwest of Kawelikoa Point, stands on the east side of **Shipwreck Beach**. The beach extends for 0.25 mile and fronts a conspicuous hotel with distinctive green roofs.

(932) **Makahuena Point**, 7 miles southwest of Nāwiliwili Bay, is the south extremity of Kaua‘i. The low, flat point has a rocky shore with bluffs 20 to 50 feet in height. The land near the point is sandy and rolling, and there are short stretches of sand beach both northeast and west of the point. A hotel is prominent on the west side of the point. **Makahuena Point Light** (21°52'08"N., 159°26'39"W.), 80 feet above the water, is shown from a 17-foot pole with a black and white diamond-shaped daymark on the point. The bottom slopes gradually to a depth of 7 fathoms about 0.5 mile off the point. Several reefs extend about 300 yards offshore between the point and Kōloa Landing.

(933) There is a conspicuous mill stack at **Kōloa**, 2 miles inland from Makahuena Point. The stack is visible all along this coast except for the short distance where it is hidden by **Paa Cones**, which are on a long, low ridge that extends inland from the point.

(934) **Kōloa Landing**, 1.5 miles west of Makahuena Point, has a landing slip for small, flat-bottom boats and outrigger canoes. The landing slip is treacherous, and only persons familiar with the landing should attempt to land a small boat. Anchorage is available in depths of 12 fathoms, rocky bottom, about 400 yards south of the landing. A road leads inland to Kōloa.

(935) **Kuhio Park** is 0.5 mile west of Kōloa Landing and on the shore road. There are several beach houses between the landing and the park.

(936) **Kukuiula Bay**, 3 miles west of Makahuena Point, has an entrance width of 150 yards and an inland extent of 300 yards. There is a small boat harbor with ramp and moorings; considerable protection is afforded except in south winds. A wreck (21°52'54"N., 159°29'36"W.), covered 25 feet, is about 0.3 mile south of the breakwater. **Kukuiula** is a settlement at the head of the bay. About 500 yards west of Kukuiula is the **Spouting Horn**, a seawater spout which is active even in smooth weather.

(937) **Lawai Bay**, 3.5 miles west of Makahuena Point, has an entrance width of 300 yards and an inland extent of 0.2 mile; fair protection is afforded small craft except in south winds. The side shores of the bay are low and rocky, but there is a wide sand beach at the head. A grass-topped

rock, 70 feet high, stands at the upper edge of the sand on the west side of the bay.

(938) **Makaokahai Point**, 4.6 miles west of Makahuena Point, is easily recognized because of the several hills extending north from it. One particularly prominent hill, 0.5 mile inland, is 436 feet high and well rounded, has canefields on the lower slopes, and is evenly capped with trees. The first low hills on the point are the walls of a water-filled crater.

(939) **Ioleau**, 1.1 miles north of Makaokahai Point, is a flat-topped 625-foot hill. A Vortac station on the hill is a good landmark.

(940) **Kalanipuao Rock**, with 2 feet of water over it, is about 0.3 mile southeast of Makaokahai Point and is marked by a buoy. Vessels should not attempt to pass north of the buoy.

(941) **Koheo Point**, 1.4 miles west of Makaokahai Point, is level and covered with vegetation. A radio tower is on the west side of the point. A radar tower (21°53'38"N., 159°33'09"W.), on the grounds of the Kauai Coffee plantation, is the most conspicuous landmark on the south shore and is visible from Makahuena Point.

(942)

Chart 19382

(943) **Wahiawa Bay**, 2.8 miles west of Makaokahai Point and 1 mile east of Port Allen, is 170 yards wide at the entrance and indents the coast about 0.2 mile. Excellent protection is afforded small craft in all but south winds. Boats anchor in depths of 5 to 10 feet, sandy bottom. The sides of the bay are rocky. The seas usually break over the shoal 100 yards off **Weli Point** on the southeast side of the bay.

(944) **Hanapēpē Bay**, midway along the south coast of Kaua‘i, is the approach to **Port Allen**. The bay is about 0.6 mile wide and about 0.4 mile long, and is protected from the southeast by a breakwater marked near the end by a light. The shores are low, rocky bluffs except at the head of the bay, where there is a sandy beach.

(945)

Local magnetic disturbance

(946) Differences of as much as 2¼° from normal variation have been observed at Hanapēpē Bay.

(947)

Prominent features

(948) The east side of the bay has several oil tanks and warehouses. A light is on low, flat, and rocky **Puolo Point** on the west side of the bay. A landing strip, used by tour helicopters and occasionally small planes, is back of the point.

(949)

COLREGS Demarcation Lines

(950) The lines established for Port Allen Harbor are described in **80.1440**, chapter 2.

(951)

Channels

(952) A **Federal project** provides for an entrance channel which leads north past the outer end of the breakwater to a harbor basin in Hanapēpē Bay with a project depth of 35 feet in the entrance channel and basin. The harbor basin is marked by lighted and unlighted buoys on the north and west sides.

(953)

Dangers

(954) A reef extends about 200 yards from the shore east of the inner end of the breakwater. In heavy weather breakers extend 350 yards offshore on the northwest side of the bay and 50 to 150 yards off the southeast side of Puolo Point.

(955)

Anchorage

(956) There is little shelter for vessels intending to anchor off Port Allen. In order for a vessel to get in the lee of the bluffs, located on the east shore, the vessel would be positioned dangerously close to shallow water near the breakwater. Fresh tradewinds generally make this area a poor anchorage. The harbor is congested with small commercial charter boats. There is little swinging room within the basin. Port Allen is known for surge conditions. At times, the surge is severe enough to discourage commercial vessels from mooring at the south face of the main pier.

(957)

Regulated navigation area

(958) A Safety Zone is in the waters of Port Allen surrounding the State pier. (See **33 CFR 165.1 through 165.40** and **165.14-1414**, chapter 2, for limits and regulations.)

(959)

Currents

(960) The prevailing current off Puolo Point is W.

(961)

Pilotage, Port Allen

(962) Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade; it is optional for coastwise vessels who have on board a pilot licensed by the Federal government. The pilot boat, IWA, is a yellow 35-foot catamaran with the word PILOT in black letters on the side of the cabin. The boat displays the International Code flag “H” by day and the white and red signal lights at night. The pilot boarding area is 1.5 miles west-southwest of the harbor entrance. The pilots monitor and use VHF-FM channel 12. Mariners are advised to give at least 24 hours advance notice of arrival with overall length, gross tonnage, and draft of vessel; telephone 808–537–4169. Vessels are requested to rig a ladder no more than one meter on the lee side and to maintain a “dead slow ahead” speed, between 5 and 10 knots.

(973)

(963)

Towage

(964) Two tugs from Nawiliwili Harbor are available to service vessels entering and exiting Port Allen.

(965)

Quarantine, customs, immigration, and agricultural quarantine

(966) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(967) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A private hospital is at Waimea.

(968) Port Allen is a **customs port of entry**.

(969)

Harbor regulations

(970) Harbor regulations are established by the Hawaii Department of Transportation, Harbors Division and enforced by the **harbormaster**.

(971) The harbor has a **security zone** when the fuel barge is in port, regularly scheduled for every Monday. (See **165.1 through 165.40**, chapter 2, for regulations.)

(972) The **speed limit** in the harbor is 5 m.p.h.

(974)

Wharves

(975) The State pier in the east part of the harbor provides 600 feet of berthing space along both the north and south sides, and 124 feet along the west face. In 1999, depths to 25 feet were available along the north side, 33 feet on the south side and 28 feet on the west face; deck height, 11 feet. A transit shed with 24,000 square feet of covered storage space, and open storage are available. Pipelines are on the wharf, and bulk handling and storage facilities for molasses, liquid fertilizer, and petroleum products are in the port. General cargo, and barge and tanker traffic are handled at the pier.

(976) Vessels are advised to drop an anchor when approaching the pier. This assists in maneuvering to a berth as well as getting away in an emergency. During and after strong winds some surge is experienced at the pier. This condition may require small and medium craft to cast off and sometimes interferes with the cargo handling of large vessels.

(977)

Supplies

(978) Gasoline, fuel oil, and diesel fuel are available by tank truck, and water is piped to the wharf. Provisions are available in the principal towns on the island. Marine supplies are limited to small-craft items.

(979)

Repairs

(980) Facilities for minor repairs to vessels are available.

(981) **Port Allen Small Boat Harbor** is north of the State pier on the east side of the bay. The harbor has 3 launching ramps, 38 berths, 6 mooring buoys, and a small pier.

(982)

Communications

(983) Port Allen has highway and telephone communication with other parts of the island and radiotelephone and air communication with the other islands of the group. The town is a port of call for interisland barge and transpacific vessels.

(984)

Chart 19386

(985) **Kaumakani** is 2 miles northwest of Puolo Point and a half mile inland. A mill stack is prominent.

(986) **Robinson Landing**, 1 mile northwest of Kaumakani, is a small-boat harbor with a dredged entrance that accommodates drafts of 2 to 4 feet. A stone wall has been built around the harbor edges, and a marine railway is available for handling small craft. This is a private landing and cannot be used without the owner's permission.

(987) **Hoanuanu Bay**, 2 miles northwest of Kaumakani, has depths of 2 to 3 fathoms and affords good protection from trade winds for small craft. The east side of the bay is rocky; the northwest side is a sand beach.

(988) A breaking area extends 0.5 mile off **Poo Point**, which is on the northwest side of Hoanuanu Bay.

(989) **Waimea Bay**, an open bight 3 miles northwest of Kaumakani, is the approach to **Waimea**, which is the place where Captain James Cook, R.N., made his first (January 1778) landing in the islands.

(990) A **naval anchorage** is off Waimea Bay. (See **110.1 and 110.237**, chapter 2, for limits and regulations.) Good anchorage, for other vessels, can be found in and off Waimea Bay during ordinary weather in depths of 3 to 20 fathoms, sand bottom. Small boats usually shift anchorage to Hoanuanu Bay for better protection when the trades are strong. Depths of 5 to 18 feet extend 0.3 mile from the shore of Waimea Bay. The Waimea pier, 0.3 mile northwest of the Waimea River, is a former interisland steamer landing that is used as a state recreational pier, primarily for fishing. The town has a hospital.

(991) **Waimea River**, which empties into Waimea Bay along the east side of Waimea, is navigable only for pulling boats because of the bar across the mouth; the river descends from the mountains through the deepest gorge on this part of Kaua'i. The ruins of a Russian fort are on the east side of the river's mouth; the fort was built in 1815 and abandoned in 1817.

(992) Between Waimea River and **'Ō'ōmanō Point**, 2.3 miles to the west, a reef extends 0.4 mile from shore and breaks in heavy weather. **Kikiaola Boat Harbor**, 1.6 miles west of the river, is entered over the reef and is protected by breakwaters. The end of the west breakwater is marked by a privately maintained light. The harbor has a launching ramp and loading piers. Caution should be exercised when entering or leaving the harbor due to the combined effects of the breakers and the 90° turn in the basin.

(993)

Chart 19381

(994) A low plain, about 2 miles wide, extends west from Waimea River around Kokole Point and north to Barking Sands beyond Nohili Point. The shore side of the plain has a growth of algaroba trees, behind which are occasional sand dunes.

(995) **Kekaha** is a plantation settlement on the northwest side of 'Ō'ōmanō Point and 2.5 miles from Waimea River. A mill stack is prominent.

(996) **Kokole Point**, 5 miles west-northwest of Waimea River, is low, rounding, and wooded. **Kokole Light** (21°58'44"N., 159°45'22"W.), 58 feet above the water, is shown from a three-legged tower with a black and white diamond-shaped daymark on the point. The transmitting antenna of Radio Station **WWVH** (National Bureau of Standards) is about 0.7 mile northwest of Kokole Light.

(997) **Mānā Point**, about 3.5 miles north of Kokole Point, is the west extremity of the island. Along the water's edge is a strip of sand that extends 2 miles on either side of the point, but the sea breaks on a lava ledge at the edge of the sand, making the beaching of boats dangerous except when the sea is smooth. The aviation control tower at Barking Sands Pacific Missile Range Facility Airport is prominent.

(998) Current observations taken during a 24-hour period 0.5 mile off Mānā Point show a tidal current of 0.8 knot velocity at strength setting south and north along the coast. The south maximum occurs about 3 hours after low water at Honolulu, and the north maximum 3 hours after high water. Similar observations taken near the coast about 3.8 miles north-northeast of Nohili Point show a tidal current with velocities generally less than 0.5 knot. Discolored water, caused by the drainage canals and the undertow from the beach, is often noted as far as 2 miles off Mānā and Kokole Points.

(999)

Safety zone

(1000) A safety zone extends northward from Mānā Point to Polihale. (See **165.1406**, chapter 2, for limits and regulations.)safety zone

(1001)

Danger zone

(1002) A danger zone is between Kokole Point and Nohili Point. (See **334.1390**, chapter 2, for limits and regulations.)

(1003) **Nohili Point**, about 6 miles north of Kokole Point, is marked by **Nohili Dune**, 100 feet high, and the highest and southernmost of a chain of sand dunes extending along the coast for 2.5 miles to the northeast. The dunes are

known as **Barking Sands**. A road continues to Polihale. A light is on the point.

(1004) A narrow sand shoal, with depths of 7 to 10 fathoms, extends from Nohili Point to **Alapiʻi Point**, 7.5 miles to the northeast. The shoal, which appears to be a succession of east-west sand ridges, is 1 to 2 miles from shore. A depth of 3 fathoms is 0.5 mile west of Alapiʻi Point; from there to Kailiu Point, 7 miles farther to the northeast, the 15-fathom curve is at an average distance of 1 mile from shore. A navy aerolight and radar dome antenna are about 2.5 miles southwest of Alapiʻi Point, and a conspicuous radar dome antenna is on top of a high ridge about 3 miles east-southeast of Alapiʻi Point.

(1005) From Barking Sands northeast to Kailiu Point, the coast is rocky and precipitous. The section between Alapiʻi and Kailiu Points consists of a series of cliffs known as **Nāpali**. These cliffs are 2,000 feet high in some places, and are cut up by numerous streams which form small waterfalls. The south part of this section is practically bare, but the north part is wooded.

(1006) **Kalalau Valley**, 2.5 miles northeast of Alapiʻi Point, is the broadest and deepest valley along the northwest coast and is easily distinguished from seaward.

(1007) **Kailiu Point**, on the north coast of Kauaʻi, is the seaward end of a jagged ridge that ends abruptly in a sharp peak 1,200 feet high. There is a narrow strip of lowland at the point.

(1008)

Chart 19385

(1009) **Hāʻena Point**, 1.2 miles east of Kailiu Point, is low and rounding. A reef, which bares at low water, extends 0.3 mile northwest from the point. The **Haena Caves**, which cannot be seen from seaward, are 0.2 mile inland under the bold face of the mountains; the caves are near the west end of the highway that skirts the north shore of Kauaʻi.

(1010) **Wainiha Bay**, 1.3 miles east of Hāʻena Point, has an entrance width of 0.5 miles between the extensive **Kepuhi Point**reef on the west and **Kolokolo Point** on the east; inland extent is 0.4 mile. The bay is an open bight that affords little protection except in kona weather. **Wainiha River** empties into the head of the bay from the most west of the deep valleys along the north coast of Kauaʻi.

(1011) **Lumahaʻi River**, which is unnavigable, empties into the sea on the east side of Kolokolo Point; east of the river mouth is a sandy beach with a few rocky patches.

(1012) **Makahoa Point**, 2 miles east-southeast of Hāʻena Point, is black and rocky. A half mile inland is Puu Ka Manu, a 714-foot hill.

(1013) **Hanalei Bay** has an entrance width of a mile between Makahoa Point on the west and the extensive Puu Poa Point reef on the northeast; inland extent is nearly a mile. Breaking coral reefs fringe the shores on both sides of the entrance. Seas break across the entire entrance during north or northwest gales. During the winter and spring, the entire bay is subject to high surf, but when the sea is calm good protection is afforded from the trades. Midbay anchorage is in depths of 6 fathoms, sandy bottom.

(1014) Along the sandy beach at the head of Hanalei Bay are clumps of ironwood and coconut trees and the houses of **Hanalei**. The highway is close to the shore. Three miles inland the mountains attain heights of more than 4,000 feet.

(1015) **Hanalei River**, which empties into the east side of the bay, is navigable for shallow-draft boats for a distance of 2 or 3 miles. A privately dredged channel passes close to the reef on the northeast side of the bay and leads to the river mouth. At high water, a depth of 4½ feet can be carried over the bar at the mouth and about 4 feet to the bridge 1.8 miles above the mouth. A launching ramp is on the south side of the river, 0.1 mile above the mouth. A clump of ironwood trees is prominent on the north side of the river's mouth.

(1016) Overhead power and telephone cables with a clearance of 27 feet cross Hanalei River at its mouth.

(1017) A 300-foot long concrete pier, used as a shore recreation site for swimming and fishing, is on the east side of the bay and 200 yards south of the Hanalei River. A prominent large resort complex is on the bluff on the north side of the river near the entrance.

(1018) **Waioli Stream** and **Waipa Stream** which empty into the head of Hanalei Bay, are not navigable.

(1019) **Puu Poa Point**, on the east side of Hanalei Bay, is a bluff about 50 feet high, back of which a green ridge extends inland.

(1020) From offshore the north side of Kauaʻi presents a very irregular and jagged skyline, with ridges extending in all directions. In the northwest part of the island these ridges often end abruptly at the sea. The mountains are heavily wooded. The coast between Hanalei and Kalihiwai Bays is a series of more or less wooded bluffs cut up by gulches back of which a rolling plain extends to the mountains. Between the shore and the highway, 1 mile inland, is a resort community with homes, condominiums, and golf courses.

(1021) **Anini Beach**, to the west of Kalihiwai Bay, is a long stretch of sandy beach with a boat ramp.

(1022) **Kalihiwai Bay**, 4.5 miles east of Hanalei Bay, is about 0.5 mile wide and is a popular surfing site. **Kapukaamoi Point**, a red precipitous bluff about 150 feet high, is on the east side of the entrance. Several houses are scattered along the sand beach at the head of the bay, which is backed by a wooded gulch. Indifferent anchorage, with poor holding ground, can be found in depths of 5 fathoms in the center of the bay, but a heavy swell sets in during north winds. A rock awash is 150 yards north of Kapukaamoi Point. A reef, 0.2 mile wide and bare at low water, fringes the shore for 2.5 miles west from Kalihiwai Bay, and vessels should stay at least 0.8 mile offshore. A shore road, with beach houses along it, extends west from the bay for 1.5 miles.

(1023) **Kīlauea Point**, the north extremity of Kauaʻi, is a grass-covered bluff about 165 feet high. **Kilauea Point**

Light (22°13'53"N., 159°24'07"W.), 174 feet above the water, is shown from a white concrete pole. **Mokuaeae Island**, 200 yards off Kīlauea Point, is a black, flat, grass-topped rock about 200 yards in diameter and 92 feet high. The island is the most prominent feature in the vicinity to coasting vessels.

(1024) **Kīlauea**, 1.3 miles inland from Kīlauea Point, is the site of a sugarmill, but is not easily seen when close to the shore. The sugar of the district is trucked to Nāwiliwili for shipment.

(1025) Between Kīlauea Point and Mōkōlea Point the coast is bluff, rising gradually from each point to an elevation of about 570 feet midway between them.

(1026) **Makapili Rock**, 0.8 mile southeast of Kīlauea Point, is 156 feet high, black, and prominent. The rock is on the outer end of a narrow neck of land that juts out 200 yards from the general coastline.

(1027) **Mōkōlea Point**, 1.2 miles southeast of Kīlauea Point, is narrow and 140 feet high, and projects out 0.3 mile from the general coastline. The point is on the northwest side of Kīlauea Bay and has two old buildings near its outer end. An abandoned rock quarry is on the east side of the point.

(1028) **Kīlauea Bay** has an entrance width of 0.5 mile and an inland extent of 0.5 mile. The bay is subject to high surf, especially in the winter and spring. The bay is open to the trades, but offers some protection in west weather. A narrow coral reef fringes the shore, and **Kīlauea Stream** empties into the head of the bay. Anchorage can be found in depths of 6 fathoms, rocky bottom, near the center of the bay.

(1029) Low **Kepuhi Point** is 2 miles east of Mōkōlea Point. The low coast between the two points is fringed with a narrow coral reef.

(1030)

Chart 19381

(1031) **Moloaa Bay** (22°12'N., 159°20'W.), 4.5 miles southeast of Kīlauea Point, has an entrance width of 0.3 mile and extends the same distance inland to the mouth of a gulch. Little protection is afforded from the heavy swell that sets into the bay during the trades, but anchorage is possible during south winds in depths of 3 to 6 fathoms in midbay. There are a few houses along the sand beach at the head of the bay, and rice is grown in the gulch. The interior between Moloaa and Anahola Bays is used for pineapple cultivation and for grazing.

(1032) **Papaa Bay**, 6 miles southeast of Kīlauea Point, is a small bight that is wide open to the trades. The central part of the bay is foul, and there is a rock awash 300 yards from shore. A coral reef fringes the south shore.

(1033) **Anahola Bay**, 7.5 miles southeast of Kīlauea Point, is a small bight exposed to the trades. **Kahala Point**, a low bluff with a grove of ironwood trees near the outer end is on the southeast side of the bay. **Kahala Point Light** (22°08'48"N., 159°17'43"W.), 40 feet above the water, is shown from an 21-foot steel pole with a black and white diamond-shaped daymark on the point. A water tank 1 mile west of the light is prominent. Discolored water frequently extends for a considerable distance off **Kuaehu Point** on the northwest side of the bay. A reef extends about 0.3 mile from Kuaehu Point. Because of the numerous reefs, strangers should not attempt to enter the bay. In moderately smooth weather small vessels can find anchorage well inside the bay in depths of 4 to 6 fathoms, mud bottom.

(1034) **Puu Konanae**, 1.3 miles inland from Anahola Bay, is a tall, dark spire, with green slopes, that stands out more prominently than any other land feature on this part of the island.

(1035) Between Kahala Point and Keālia are low coastal bluffs and a rocky shore with some patches of sand.

(1036) **Keālia**, 3 miles south of Kahala Point, is a plantation village. A short breakwater, extending southeast from the shore, affords some protection from north weather for shallow-draft boats. The breakwater is not kept in repair, and portions have been carried away by the sea. Vessels should not approach the village without local knowledge. About 0.8 mile south of Keālia, and 0.3 mile inshore, the stack of the Samuel Mahelona Memorial Hospital is prominent.

(1037) **Kapaʻa** is 4.5 miles south of Kahala Point. A reef, which is 0.3 mile wide in some places, extends alongshore from north of Kapaʻa to Hanamāʻulu Bay. An opening in the reef at Kapaʻa is usually marked by breakers on either side. Small craft find anchorage in depths of about 2 fathoms behind the reef and about 150 yards off the north side of the village. At **Waipouli Beach Park** an opening in the reef with a marked channel, and spanned by a foot bridge, leads to a sheltered boat ramp. The village of **Waipouli** is just south of Kapaʻa along the highway.

(1038) **Wailua** is a settlement at the mouth of **Wailua River** which empties into small **Lehuawehe Bay** 6.5 miles south of Kahala Point. The river, which is spanned by a bridge at its mouth, is navigable for small boats for several miles, once a shifting bar at the mouth is passed. Only very shallow draft vessels can cross the bar even at high tide, and only during calm weather. A public marina is 0.3 mile above the mouth. Vessels may find unprotected anchorage off Wailua in depths of 10 to 15 fathoms, rocky bottom, but like the whole northeast coast of the island, anchorage is not safe when the trade winds are blowing.

(1039) **Nounou**, 1.3 miles northwest of Wailua and 1,241 feet high, is the northernmost and highest of the low mountains near the coast.

(1040) **Kālepa Ridge** is 1 mile inland and parallels the coast from Wailua to Hanamāʻulu Bay. The south end of the ridge, which is about 700 feet high, is marked by several buildings high on the seaward face of the bluff. The buildings can be seen for many miles offshore and are a good leading mark for Hanamāʻulu Bay.

(1041)

Chart 19384

(1042) **Hanamāʻulu Bay**, 10 miles south of Kahala Point and 2.6 miles north of Nāwiliwili, is about 0.3 mile wide and indents the coast about 0.5 mile. **Ahukini Landing** is on the point on the south side of the entrance. Only the outer third of the bay has deep water; the sand and coral bottom slopes gradually from the 18-foot curve to the beach at the head of the bay. The shores of the bay are low, rocky bluffs, about 40 feet high, except for the white sand beach at the head. A fringe of trees on the bluffs forms a windbreak for the extensive cane fields on either side of the bay. **Hanamāʻulu Stream**, which empties into the head of the bay, is not navigable.

(1043) The 20-foot concrete tower of an abandoned lighthouse is on the outer end of the 300-foot stone breakwater that projects from the south point of Hanamāʻulu Bay entrance; the pilings and ruins of a small wooden pier are at the inner end of the breakwater. The bay is no longer used by large vessels. Only the concrete piling remains of the former wharf at Ahukini Landing, and most of the port installations are in ruins. A heavy outside swell causes a heavy surge in the harbor.

(1044)

Chart 19381

(1045) From Hanamāʻulu Bay to Nāwiliwili the coast is a series of low bluffs with occasional stretches of sand beach; there are no off-lying dangers. Sugarcane is grown extensively on the land back of the beach. An aerolight at Lihue Airport is 0.7 mile south of Hanamāʻulu Bay.

(1046)

Chart 19380

(1047) **Kaulakahi Channel**, between Kauaʻi and Niʻihau, is about 15 miles wide and clear of obstructions. Off Mānā Point the trade wind following the south coast of Kauaʻi meets the air current that has followed around the north side. The trades blow directly across the lowlands of Niʻihau, but part is deflected south and around the southeast point of the island.

(1048)

Currents

(1049) Little is known of the current in Kaulakahi Channel, but presumably it is variable depending mainly upon the velocity and direction of the wind. There appears to be a general northwest flow along the southwest coast of Kauaʻi. It is reported that a current sometimes sets south along the east coast of Niʻihau at the same time that the current is setting northwest along the Kauaʻi coast. There are noticeable tidal currents near the west extremity of Kauaʻi.

(1050) **Niʻihau**, 15 miles west across Kaulakahi Channel from Kauaʻi, is seventh in size and westernmost of the eight major islands. Niʻihau has an area of 72 square statute miles, a northeast-southwest length of 16 nautical miles, and an average width of 3.5 miles. Near the middle of the island is a high tableland with occasional rises or cones, the highest of which is 1,281-foot **Pānīʻau**. The north and east ends of the tableland are precipitous and vary in height from 600 to 1,000 feet; the south and west slopes are gradual. An unpaved road follows the west coast of Niʻihau for most of its length. The island lies in the rain shadow of Kauaʻi and is a semi-arid island with no streams.

(1051) The population of Niʻihau was 230 in 1990. One family owns the entire island and operates it as a cattle ranch. There are no scheduled communications with the island.

(1052) **Lehua**, about 0.6 mile off the north end of Niʻihau, is a small rocky, crescent-shaped island, with the crescent open to the north. The east and west points are low, rising gradually to an elevation of about 700 feet near the center of the island. On the west point is a natural arch. **Lehua Rock Light** (22°01'12"N., 160°05'51"W.), 704 feet above the water, is shown from a 10-foot post on the summit of Lehua.

(1053) **Lehua Channel**, between Niʻihau and Lehua, is restricted on its south side by rocks that show above water and extend about halfway across it. A depth of 9 fathoms can be carried through the channel by staying within about 350 yards of the Lehua shore. In heavy northwest weather the swell almost breaks in the passage, and, as little is to be gained by using the channel, vessels should pass north of Lehua Island. The current through the channel varies with the tide and sets in both directions with a velocity of about 1.5 knots.

(1054) To the east of Lehua Channel vessels should give the north coast of Niʻihau a berth of 0.5 mile; to the west the clearance should be about 1 mile.

(1055) **Puʻukole**, on the north end of Niʻihau, is low, as is **Kīkepa Point**, 1 mile to the east. Between these points and the high bluff on the north side of the tableland, the land is low and grass covered, with a few low hills. From a distance this lowland is not visible and Lehua appears to be about 3.5 miles from Niʻihau.

(1056) **Kaunuopou**, 1.8 miles southeast of Kīkepa Point, is the easternmost point of north iʻihau. **Kaunuopou Rocks**, over which the sea breaks, are 300 yards off the point. Another rock, about 0.4 mile off the south side of the point, usually breaks and should be given a good berth by vessels approaching Kiʻi.

(1057) **Kiʻi** (Kiʻi Landing), a small bight about 0.7 mile west of Kaunuopou, is only slightly protected from the trade winds. The landing is usable in ordinary weather, but not in south weather. The landing is built on beach boulders and has depths of only 2 or 3 feet alongside. Anchorage can be had in depths of about 8 fathoms, coral bottom, about 0.6 mile off the landing.

(1058) About 1.3 miles south of Kiʻi, a reef with about 1 fathom of water over it and usually breaking, extends 0.5 mile offshore. The 10-fathom curve is about 1 mile

offshore. From the vicinity of the reef to Pueo Point the coastline consists of cliffs reaching a height of 1,000 feet.

(1059) **Pueo Point**, 5 miles south of Kaunuopou, is a prominent brown, precipitous bluff about 800 feet high. Southwest from the point for a distance of about 4.5 miles the coastline consists of bluffs that gradually diminish in height toward the lowlands of the south half of the island. The bluffs are broken by small bights, most of which have short sand or pebble beaches where boats could land during smooth weather. Beyond the bluffs to Kawaihoa, a distance of about 6 miles, the coast consists of a series of low bluffs about 15 feet high, with stretches of sand beach, a few sand dunes, and scattered trees. Between Pueo Point and Kawaihoa are no known outlying dangers; the few isolated rocks are very close to the shore.

(1060) The lowland of the south part of the island is broken by two hills, one on Kawaihoa and the other, **Kāwaʻewaʻe**, a gently rounded hill 315 feet high, which is 4 miles north of the cape and 1.3 miles inland from the west coast.

(1061) **Kawaihoa (Kawaihoa Point)**, the southernmost point of Niʻihau, is formed by a hill 548 feet high, the seaward face of which is steep. From a distance the hill has the appearance of an island and can easily be mistaken for Kaʻula. Deep water is close to the point. About 2 miles south of the point there is a prevailing west current which reaches a velocity of about 1.5 knots.

(1062) Beyond Kawaihoa the coast gradually curves northwest and north and is low and rocky with occasional short sand beaches. At **Leʻahi** (Leʻahi Point), 1.7 miles west of Kawaihoa, the 10-fathom curve is 0.6 mile offshore. A road skirts the west shore.

(1063) The coast between **Kamalino**, a former village 4 miles northwest of Kawaihoa and Puu Kole, is practically one low, continuous beach, with an occasional group of rocks. Near the beach are numerous sand dunes covered with sparse vegetation. In the vicinity of Kamalino, weak currents have been reported setting north and south along the coast.

(1064) **Nonopapa Landing**, 5.5 miles northwest of Kawaihoa, is the principal landing on the island. Local vessels call occasionally for the island's cattle. The landing is used only from May to September, as there is often a heavy north swell during the winter. The landing is marked by a shed and derrick on a short concrete retaining wall at the north end of a long sand beach. **Kāʻeo**, a cone 1,018 feet high and near the center of the tableland, shows on the skyline from the anchorage.

(1065) Anchorage is available in depths of 8 fathoms, coral and sand bottom, about 660 yards off the derrick, with the landing shed and Kāʻeo in range and bearing 070°. Kāwaʻewaʻe is 1.5 miles 135° from the anchorage. The landing is somewhat protected by a small reef extending about 75 yards southwest from the end of the retaining wall. Small boats approaching the landing head south of it until the reef is rounded. **Puʻuwai**, the principal village of the island, is about 2.5 miles northeast of the landing.

(1066) **Kuakamoku Rock**, 1.6 miles north of Nonopapa Landing, is a large, single rock about 4 feet above water and near the center of a reef some 200 yards in diameter and 500 yards offshore. The reef should be given a berth of 0.5 mile, and only small craft should attempt the passage between the reef and the shore. Other reefs extend about 0.5 mile offshore 0.5 mile south, and 3 miles northeast of Kuakamoku Rock.

(1067) **Kaununui (Kaununui Point)**, 4.5 miles northeast of Kuakamoku Rock, is marked by a group of rocks a few feet high and close to the shore. A coral reef with depths of 6¼ fathoms over it is 1.5 miles off the point. It is reported that the reef breaks in heavy weather. The passage inside the reef is not recommended except for small boats.

(1068) **Keawanui Bay**, is no more than a slight curve in the shoreline that extends northeast from Kaununui for 3 miles. The bay has a sand and coral bottom and a sandy shore. A rock with 2 feet of water over it is in the south part of the bay, 0.8 mile north of Kaununui and 0.5 mile offshore.

(1069) From the north side of the bay to Puu Kole the coast is foul for a distance of about a mile offshore. Vessels should give this section of the coast a berth of at least 1 mile. About 2 miles west of Puu Kole and 0.9 mile offshore is a reef with reported depths of 12 feet over it. A mile south of this reef and 0.8 mile offshore is a rock with 5 feet of water over it.

(1070) **Kaʻula**, 19 miles souhwest of Niʻihau, is a small, bare, rocky islet, 550 feet high. Vessels have anchored close to both the south and east sides of Kaʻula in depths of about 20 fathoms, but as the islet is only 0.7 mile long, little protection is afforded. A rock with a least depth of 5 fathoms is 3.8 miles 300° from the highest point on Kaʻula. A bank with depths of 30 to 40 fathoms extends 5 miles northwest from the islet.

(1071)

Danger zone

(1072) The **danger zone** of an aerial bombing and strafing target is centered on Kaʻula. (See **334.1340**, chapter 2, for limits and regulations.)

(1073)

Chart 540

(1074) **Outer Islands**. The small rocky islands, reefs, and atolls west-northwest from Niʻihau form a well-defined chain in the Hawaiʻian Archipelago. Between Niʻihau and Gardner Pinnacles, 480 miles distant, are several widely separated high barren rocks; continuing west are the coral reefs and atolls.

(1075) The Hawaiʻian Archipelago from longitude 161°W. to 176°W. is part of the **Hawaiʻian Islands National Wildlife Refuge**, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of Interior. The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Reef, and all intervening reefs and shoals, which are also part of the so-called Leeward Islands.

(1076) The refuge was established in 1909 in order to preserve wildlife including very rare forms, found in the area. All fish and wildlife are protected. Federal laws governing wildlife and national wildlife refuges are in force. Sharks are abundant throughout the refuge. Entry to the refuge is **prohibited** except by permit issued by the Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Boulevard, P.O. Box 50167, Honolulu, HI 96850. Entry upon Tern Island of French Frigate Shoals and Green Island, Kure Atoll, must be also by approval Commander, 14th U.S. Coast Guard District, Honolulu. The restrictions apply to all civilian and military agencies, as well as individuals. Because of the extreme fragilities of the refuge islands ecosystems general public use is not permitted. Entry to the entire refuge is restricted to scientists on previously U.S. Fish and Wildlife approved research projects.

(1077) The Hawai'ian Archipelago and surrounding waters between Nihoa Island and Kure Atoll have been designated as **Papahānaumokuākea Marine National Monument** by Presidential Proclamation 8031 of June 15, 2006. Within this Monument are three areas to be noted: a Particularly Sensitive Sea Area (PSSA), Areas to be Avoided, and a Ship Reporting Area. These areas are described in detail below.

(1078) Papahānaumokuākea Marine National Monument encompasses an area of the marine waters and submerged lands of the Northwestern Hawai'ian Islands. The seaward boundary of the reserve is 50 miles from the approximate geographical center of Nihoa Island, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Reef, Midway Atoll, and Kure Atoll and includes all areas of the Hawai'ian Islands National Wildlife Refuge and Midway Atoll National Wildlife Refuge. (See **50 CFR 404.1 through 404.12**, chapter 2, for limits and regulations.)

(1079) The **Particularly Sensitive Sea Area (PSSA)** is an IMO-designated zone sharing the same boundary as the Monument. The area encompasses a 1,200-mile stretch of coral islands, seamounts, banks, and shoals. It is home to more than 7,000 marine species and contains 4,500 square miles of coral reefs. Ship traffic has been identified as one of the primary anthropogenic threats to the vulnerable and valuable natural and cultural resources of the area. PSSA designation augments domestic protective measures by alerting mariners to exercise extreme caution when navigating through the area.

(1080) The International Maritime Organization (IMO) has adopted certain **Areas to be Avoided** in the region of Papahānaumokuākea Marine National Monument. Given the magnitude of obstacles that make navigation in these areas hazardous and in order to increase: maritime safety, protection of the environment, preservation of cultural resources and areas of cultural importance significant to Native Hawai'ians, and facilitate the ability to respond to developing maritime emergencies in the Monument, all ships solely in transit should avoid the following areas contained within a circle having a radius of 50 nautical miles centered upon the following geographical positions:

(1081) (1) 28°25.18'N., 178°19.75'W. (Kure Atoll)

(1082) (2) 28°14.20'N., 177°22.10'W. (Midway Atoll)

(1083) (3) 27°50.62'N., 175°50.53'W. (Pearl and Hermes Atoll)

(1084) (4) 26°03.82'N., 173°58.00'W. (Lisianski Island)

(1085) (5) 25°46.18'N., 171°43.95'W. (Laysan Island)

(1086) (6) 25°25.45'N., 170°35.32'W. (Maro Reef)

(1087) (7) 25°19.50'N., 170°00.88'W. (Between Maro Reef and Raita Bank)

(1088) (8) 25°00.00'N., 167°59.92'W. (Gardner Pinnacles)

(1089) (9) 23°45.52'N., 166°14.62'W. (French Frigate Shoals)

(1090) (10) 23°34.60'N., 164°42.02'W. (Necker Island)

(1091) (11) 23°03.38'N., 161°55.32'W. (Nihoa Island)

(1092) and the areas encompassed by the following geographical positions:

(1093) Area 1

(1094) (1) 26°53.22'N., 173°49.64'W.

(1095) (2) 26°35.58'N., 171°35.60'W.

(1096) (3) 24°57.63'N., 171°57.07'W.

(1097) (4) 25°14.42'N., 174°06.36'W.

(1098) Area 2

(1099) (1) 25°38.90'N., 167°25.31'W.

(1100) (2) 24°24.80'N., 165°40.89'W.

(1101) (3) 23°05.84'N., 166°47.81'W.

(1102) (4) 24°14.27'N., 168°22.13'W.

(1103) A mandatory **Ship Reporting System (CORAL SHIPREP)** has been established in Papahānaumokuākea Marine National Monument Particularly Sensitive Sea Area for the following vessels entering or departing any U.S. port or place and in transit through the reporting area:

(1104) (1) All vessels 300 gross tons or greater

(1105) (2) All vessels experiencing an emergency in the Reporting Area

(1106) Vessels other than those described above, including sovereign immune vessels, are encouraged to participate. The current notification requirements described in **50 CFR 404.4** for U.S. flagged vessels passing through the Monument remain in effect.

(1107) The reporting area boundary adopted by the IMO (See IMO SN.1 Circ.273.) generally extends 10 miles out and entirely around the Monument boundary and includes three transit corridors through the Monument PSSA. Vessels using these corridors are asked to report only twice, once when entering the reporting area and once when leaving. These transit corridors are between the designated Areas to be Avoided around:

(1108) (1) Pearl & Hermes Atoll and Lisianski Island

(1109) (2) Maro Reef and Gardner Pinnacles

(1110) (3) Necker Island and Nihoa Island

(1111) The reporting area does not include the Areas to be Avoided within the Monument. A vessel that passes

through an Area to be Avoided shall notify the shore-based authority when:

(1112) (1) entering the reporting area

(1113) (2) leaving the reporting area to enter an Area to be Avoided

(1114) (3) exiting the Area to be Avoided to enter the reporting area on the other side of the Area

(1115) (4) leaving the reporting area.

(1116) The potential burden of reporting four times is justified by the navigation hazards that exist within the Areas to be Avoided. (See **50 CFR 404-Appendix E**, chapter 2, for reporting requirements.)

(1117)

Atolls

(1118) An atoll may comprise one or more low coral islands situated on a strip or ring of coral surrounding a central lagoon. Many of these atolls have openings in the coral ring that permit passage of small boats, and sometimes large vessels, to anchorage in the enclosed lagoon.

(1119)

Reefs

(1120) Successful navigation through or among coral reefs often depends on the eye. They are always more plainly seen from the masthead than from the deck or bridge. The best observing conditions are with the sun high and behind the observer, and with the sea slightly ruffled; reefs are extremely difficult to distinguish if the sea is glassy calm.

(1121) Reefs with about 3 feet of water over them appear light brownish in color; those with a fathom or more appear light green, deepening to dark green and finally deep blue. Under favorable circumstances, a reef with depths of 3 or 4 fathoms over it can be seen from aloft for a considerable distance; in greater depths, the reef can only be seen when nearly over it. Polarized glasses have been found of great help in navigating among reefs.

(1122)

Vigias

(1123) A vigia is an indication on a chart that a dangerous rock or shoal is thought to be near the spot indicated. Doubtful navigation and strong currents account for a large proportion of the vigias that encumber or have encumbered the charts of the Pacific Ocean. Phosphorescence, seaweed scum, and shoals of fish often resemble reefs and breakers so closely as to deceive the most experienced. Many vigias have been disproved by extensive investigation, but many others are still on the charts and remain a source of annoyance to the navigator.

(1124)

Chart 19016

(1125) **Nihoa** (23°03'N., 161°55'W.), a barren, rocky, and uninhabited island, is about 120 miles northwest of Ni‘ihau. The island was discovered by Captain Douglas of the British vessel IPHIGENIA on April 13, 1790. The low, stone walls of ancient Polynesian ceremonial sites still remain on the island. The island is inhabited by a number of species of sea birds and two extremely rare land birds.

(1126) Nihoa is about 0.8 mile long and 0.2 mile wide. The east, north and west sides are high and precipitous; the south side is much lower and its slopes are more gradual. **Millers Peak**, 910 feet high and the highest point on the island, is near the northwest end. **Tanager Peak**, 874 feet high, is near the northeast end. The southeast and soutwest sides of the island terminate at points on either side of **Adams Bay**. In the bay are three small bights; the westernmost has a sand beach, and the shores of the other two are rocky ledges. There is deep water, close to all sides of the island.

(1127) The safest anchorages are between the 15-and 20-fathom curves west and southwest of the island, but the holding ground is poor. The middle cove of Adams Bay probably affords the best landing, but the surge is considerable and great care must be taken in landing anywhere on the island. During heavy northwest weather landing is very dangerous. A steep trail leads from the middle cove to the top of the bluff. At the foot of the bluff is a seepage of water that is not suitable for drinking purposes except in emergencies.

(1128)

Currents

(1129) The prevailing current sets west in the vicinity of Nihoa. Current observations taken about 0.2 mile west of the island show a nontidal flow of about 0.2 knot setting west-southwest combined with a tidal current of nearly 0.5 knot at strength setting north and south. The north strength of the tidal current occurs about 6 hours after the local transit of the moon and the south strength at about the time of local transit. The velocity measured was nearly 2 knots and set south.

(1130)

Local magnetic disturbance

(1131) Differences from normal variation of as much as 33° have been observed on Nihoa.

(1132) Nihoa is near the southwest end of a bank which is about 18 miles long in a northeast-southwest direction 10 miles wide and has depths of 14 to 36 fathoms, except for a reported depth of 6½ fathoms at the westernmost extremity. Another bank, the center of which is about 18 miles west-southwest from Nihoa, is about 14 miles long in an east-west direction, 9 miles wide, and has depths of 15 to 25 fathoms, except for an 11-fathom depth about 2 miles southeast of its center, and a 14-fathom depth about 6 miles south-southeast of its center, reported in 1968. A bank about 54 miles southeast of Nihoa has a least depth of 32 fathoms except for a reported depth of 19 fathoms at its south end; the positions of the reported depths are approximate and caution is advised. The two banks 57 and 70 miles west of Nihoa have least depths of 29 and 33 fathoms, respectively. The edges of the bank slope steeply to much greater depths. A 9-fathom shoal is about 5 miles northwest of the east bank.

(1133) **Necker Island** (23°34'N., 164°42'W.) is 158 miles west from Nihoa. It was discovered by La Perouse on November 1, 1786, and was annexed to Hawaii in 1895. The island, which might well be called a rock, is uninhabited, but, like Nihoa, shows unmistakable evidence of ancient habitation. It is the home of countless sea birds.

(1134) About 0.7 mile long and less than 0.2 mile wide, Necker Island is made up entirely of lava. There are four peaks or hills, one near each end and two between. The highest, **Summit Hill**, 277 feet high, is near the middle of the island. **Annexation Hill**, 249 feet high, at the west end of the island, is separated from the other hills by a low saddle and, when seen from a distance appears detached. There is a sparse growth of low brush on the upper slopes of the hills.

(1135) **Northwest Cape**, a rocky spur extending north from the west end of the island, is joined to the rest of the island by a low isthmus over which the seas break in rough weather. On the west side of the cape is **West Cove**, and on the east side is **Shark Bay**. Off the east end of the island are several low, detached rocks. A depth of 5 fathoms has been reported 0.5 mile south of Necker Island where general depths are 10 to 12 fathoms.

(1136) Vessels can anchor in depths of about 12 fathoms 0.5 mile south of the southwest point of the island, but the island is so small that it affords little protection. West Cove and Shark Bay are the landing places, and are usually very hazardous and there are times when it is impossible to land anywhere on the island. During heavy northwest weather landing at West Cove is very dangerous. Shark Bay, open to the northeast trades, is usually filled with breakers. Small seepages of unpalatable water have been found on the island.

(1137)

Currents

(1138) The prevailing current sets west, but countercurrents may be expected close to the island. Four days of current observations taken 0.2 mile west-northwest of the west end of Necker Island show a west nontidal flow of about 0.5 knot, combined with a tidal current of about 0.8 knot at strength. East trade winds prevailed during the observations.

(1139)

Weather, Necker Island

(1140) September is reported to be the calmest month of the year; strong north and northeast winds prevail during the other months.

(1141)

Local magnetic disturbance

(1142) Differences from the normal variation of as much as 22° have been observed on Necker Island.

(1143) Necker Island is near the north end of a bank about 40 miles long in a northwest-southeast direction. The bank is about 15 miles wide and has depths of 8 to 23 fathoms except for a reported 5-fathom depth 0.5 mile south of Necker Island and a 5-fathom depth reported in 1968 about 5 miles north of Necker Island. The sand and coral bottom is plainly visible. A 10-fathom shoal has been reported about 19 miles northeast of Necker Island.

(1144)

Charts 19401, 19402

(1145) **French Frigate Shoals**, about 85 miles west from Necker Island, is a crescent-shaped atoll about 17 miles long in a north-northwest direction. It was discovered by La Perouse on November 6, 1786, the day after leaving Necker Island, and like that island, was annexed to Hawaii in 1895. The atoll consists of a coral reef with a number of small, bare, sand islets on it, and is flanked by a volcanic rock and numerous coral heads and reefs. It is home to many sea birds, seals, turtles and other fish and wildlife all protected by Federal Law.

(1146) La Perouse Pinnacle and Tern Island are the best landmarks. The other islands are of little assistance in navigation due to their constantly changing size and shape and low elevations. Shark Island has been observed to be particularly unreliable in this regard.

(1147) The crescent reef is double, and the outer and inner arcs bound a lagoon that is 1 to 6 miles wide. At its midpoint the windward reef lies about 8 miles from a line joining the tips of the crescent; the leeward reef is about 5 miles from this line. The windward reef is nearly continuous and can be plainly seen in the daytime for a considerable distance by vessels approaching from the north, east or southeast. The sea practically always breaks over the reef, and during the few times it is not breaking, the green shoal water inside the reef is seen in ample time to avoid danger. The bottom slopes uniformly from the reef to the 100-fathom curve 1 to 2 miles off, and there are no known dangers from north through east to south of the windward reef.

(1148) The leeward or inner reef, however, is broken in many places and in normal weather is seldom marked by breakers. The lagoon between the reefs is very foul with numerous coral heads, some just under the surface of the water.

(1149) **La Perouse Pinnacle** (23°46'08"N., 166°15'39"W.), a volcanic rock about 60 yards long, 20 yards wide, and 122 feet high, lies about midway between the tips of the crescent and west of the leeward arc of the reef. The rock is so steep and rugged that is almost inaccessible. From a distance its guano-coated outline resembles a brig under sail. A small detached lava rock about 9 feet high lies off the west side of the pinnacle. The points of the crescent reef, as indicated by the ends of the line of breakers, bear about 170° and 310° from La Perouse Pinnacle. La Perouse Pinnacle is reported to be the first object sighted, generally, when approaching the atoll, and that it is usually picked up on radar at 12 to 15 miles.

(1150) **Shark Island**, the northwesternmost of the sand islets, lies 6 miles northwest of La Perouse Pinnacle. A coral reef fringes the island. **Tern Island**, about 2 miles east-northeast of Shark Island, is marked by two 40-foot

towers, low concrete buildings, a wooden telegraph pole, and four large trees. The island and buildings are visible at 8 and 5 miles, respectively. There are no facilities on the island.

(1151) **East Island**, 3 miles east-northeast of La Perouse Pinnacle, is a low sand bar 600 yards long in a northwest direction and about 100 yards across. Reefs that are awash most of the time extend a mile west and 0.2 mile south from the island; the south reef seldom breaks. A coral head that sometimes breaks is 0.6 mile south of East Island. Northeast and east of the island are numerous coral heads and reefs.

(1152) Extreme caution must be exercised when navigating in the vicinity of these islets because of the numerous coral heads.

(1153)

Channels

(1154) The principal approach to Tern Island is through a natural channel that leads to a lagoon and anchorage southeast of the island. Mariners are advised that attempting entry into the lagoon requires extensive local knowledge, good sea and weather conditions, and the sound judgment to recognize when conditions allow committing the vessel to a course through the reef opening.

(1155)

Anchorages

(1156) The best holding ground southwest of French Frigate Shoals is in depths of 13 to 15 fathoms, sand bottom; in lesser depths the bottom is mostly coral. There are no all-weather anchorages for large vessels, but the conformation of the reef is such that some protection can be found from choppy seas and ground swell. Small vessels can find good protection from most weather behind the shoals and coral heads.

(1157)

Routes

(1158) Vessels approaching French Frigate Shoals from the north, east or southeast in the daytime should have no difficulty in picking out the outer reef from a considerable distance off. La Perouse Pinnacle, plainly visible from outside the reefs in clear weather, is reported to make a good radar target at 19 miles. From the south, the reef is not so easily seen. The sea may not break over the shoals, and although the bottom is plainly visible close in, the shoals might not be detected from a short distance. The 100-fathom curve is only about 0.5 mile from the shoals.

(1159)

Currents

(1160) A prevailing current sets west in the vicinity of French Frigate Shoals, but variable currents have been noted. A southwest current of 2 knots has been measured. A 1-day series of half-hourly current observations taken 0.7 mile west of the south end of the shoal during a period of small wind velocity shows practically no current.

(1161)

Weather, French Frigate Shoals

(1162) The northeast trades prevail throughout the year, but west blows can be expected during the winter. The average wind velocity is 12 knots, with monthly averages of about 16 knots in December to 9.5 knots in August. Gales have been experienced in July and September. Occasional heavy showers of short duration cut visibility to about 2 miles (4 km).

(1163)

Chart 19019

(1164) **Brooks Banks** and **St. Rogatien Bank** are a group of five coral banks between French Frigate Shoals and Gardner Pinnacles. The banks extend 50 miles in a northwest direction, have depths of 11 to 59 fathoms, and are separated by channels several miles wide and more than 100 fathoms deep. The largest of these banks lies 60 miles 305° from La Perouse Pinnacle, is about 12 miles in diameter, and has depths of 12 to 56 fathoms. The southeasternmost bank, the smallest in the group, is 27 miles 297° from La Perouse Pinnacle, is about 2 miles in diameter, and has depths of 28 fathoms. The northwesternmost bank is 75 miles 311° from La Perouse Pinnacle, is about 6 miles long and 4 miles wide, and has depths of 30 to 43 fathoms.

(1165) Unprotected anchorage can be had on the shoaler areas, but the holding ground is only fair. The sand and coral bottom is plainly visible. There are no known dangers.

(1166)

Currents

(1167) The oceanic flow is variable, but usually sets west. Sixty half-hourly current observations indicate a northwest nontidal current of about 0.5 knot, combined with a tidal current of 0.8 knot at strength. The tidal current is somewhat rotary, turning clockwise. The largest velocity observed was nearly 1.5 knots setting west.

(1168)

Chart 19421

(1169) **Gardner Pinnacles** (25°00'N., 168°00'W.) are 120 miles northwest of La Perouse Pinnacle. They were discovered by Captain Allen of the whaler MARO in June 1820. The pinnacles are solid, volcanic, rocky islets; the larger pinnacle is 190 feet high and about 200 yards in diameter, and the smaller about 100 yards from the northwest side of the larger. The rocks are barren of vegetation and are covered with guano, giving them a snow-capped appearance. The only off-lying dangers are a small rock just off the northwest side of the larger pinnacle and two 20-foot patches, one of which is about 100 yards south of the larger pinnacle and the other just north of the smaller pinnacle. From an east approach, the pinnacles are reported visible at a distance of 20 miles.

(1170) Anchorage can be had anywhere on the bank which surrounds the pinnacles, but there is no protection; in general, the holding ground is poor. In comparatively smooth weather, landings can be made just north of the bight on the west side of the larger pinnacle. Because of its exposed position, most times the surf breaks high up its sides and landings are extremely hazardous and generally impossible. Some sea birds nest on its higher elevations.

(1171)

Currents

(1172) Current observations taken at a number of locations in the vicinity of Gardner Pinnacles show a west-northwest oceanic drift of about 0.2 knot combined with a rotary tidal current, turning clockwise, of 0.2 knot at strength. Velocities of about 2 knots setting west-southwest were measured during east winds.

(1173) Gardner Pinnacles lie near the northeast side of a bank about 50 miles long, in a north-south direction, and about 20 miles wide near the north end. The bank has depths of 10 to 25 fathoms, and the sand and coral bottom is plainly visible.

(1174)

Chart 19019

(1175) **Raita Bank** (25°32'N., 169°28'W.), is about 85 miles 291° from Gardner Pinnacles. It was discovered in 1921 by the French schooner RAITA. The bank is about 20 miles long in a north-northeast direction and has a maximum width of about 10 miles. Depths range from 9 to 20 fathoms, and the sand and coral bottom is plainly visible under ordinary weather conditions. At the 20-fathom curve, the bottom drops off rapidly to great depths. In heavy weather, the swells seem to lump up slightly over the shoaler areas, but there are no known dangers. Large schools of ulua fish and sharks have been observed on the bank. Anchorage can be had on the bank in the open sea with fair holding ground.

(1176)

Currents

(1177) Variable currents are reported in the vicinity of Raita Bank. Observations in the vicinity indicate a rotary tidal current turning clockwise.

(1178)

Chart 19441

(1179) **Maro Reef** (25°25'N., 170°35'W.), is about 60 miles west of Raita Bank. It was discovered by Captain Allen of the whaler MARO in June 1820. The large, oval-shaped, coral bank is about 31 miles long in a northwest direction and about 18 miles wide. The center of the bank is a large area of reefs awash. This broken area, about 12 miles long in a northwest direction and 5 miles wide, is extremely foul, with many coral heads awash and channels of deep water between. Only one very small rock, about 2 feet high and on the north side of the reef, shows above high water. The broken part of the reef is practically always marked by breakers. The wide shelf of the bank is outside the broken part of the reef.

(1180) Breakers, or the light blue-green color of the area within the broken portions of the reef, give the first warning of the proximity of danger. All maneuvering in the vicinity of the broken area must be done with extreme caution and with the sea and light such that shoal spots can be seen and avoided. Ordinarily, spots with less than 6 fathoms of water are plainly visible.

(1181) There are no known dangers more than 3.3 miles from the general outline of broken portions of Maro Reef, thus leaving a navigable shelf with depths of 12 to 20 fathoms on all sides but the northeast where depths of 7 to 10 fathoms are found.

(1182)

Currents

(1183) In the vicinity of Maro Reef the prevailing current sets west, but variable currents have been noted. Over the bank a rotary tidal current, turning clockwise, has been reported.

(1184)

Charts 19442, 19019

(1185) **Laysan Island** (25°46'N., 171°44'W.) is a low sand island about 65 miles west-northwest of Maro Reef. The island is 1.6 miles long in a north-south direction, about 1 mile wide, and 35 feet in elevation at its highest point near the north end. In the center of the island is an extremely hypersaline, foul-smelling lake about 0.9 mile long. The island, mostly soft white sand, is partly covered with low vines and grass, and walking over it is tiring because of innumerable sea-bird nesting holes. The island is marked by an ironwood tree behind a wooden refuge warning sign on the west side of the island, and by a grove of coconut palms on the north edge of the lake. The rock which bares about 3 feet, located on the reef northwest of the island presents a good radar target in mild weather. The wreck of a steel fishing boat is on the south shore of the island in 25°45.4'N., 171°44.4'W., but does not present a good radar target. Water can be obtained by digging shallow wells. The island is uninhabited and is seldom visited. As with other islands in the Leeward Islands, an entry permit is required. It is home to countless sea birds. Millions of flies make a visit there unpleasant most of the year.

(1186) A coral reef, a few hundred yards wide, fringes the island. About 0.3 mile off the northwest shore is a small, sharp rock, about 3 feet high. Coral heads, covered with 4 to 7 fathoms of water, are numerous in the area within 1 mile of the island. The sand and coral bottom can usually be seen in depths less than 10 fathoms, and often in greater depths. When approaching closer than 1 mile, a sharp lookout must be maintained to detect the coral heads.

(1187) Vessels can anchor in depths of 8 to 15 fathoms 1 to 1.5 miles off the island on all sides, depending upon which side affords the best protection. During the trades, anchorage can be had 0.5 to 1 mile off the west side in

depths of 8 to 15 fathoms, fair holding ground. In 1976, the Coast Guard Cutter MALLOW found good anchorage in 45 feet of water, sand and coral bottom, in 25°46'22"N., 171°45'15"W., with the ironwood tree bearing 084°, 1,390 yards. However, the anchor chain is subject to fouling on the coral heads because of the rotary currents. The coral heads are large and present a problem to vessels as they can foul ground tackle. It may be advisable to remain underway while attempting to land a small boat. Small craft drawing not over 12 feet can lie at anchor inside the reef and off the ironwood tree on the west side of the island, but this anchorage affords no protection from west winds. In 1978, the NOAA Ship TOWNSEND CROMWELL found anchorage with good holding ground, sand and coral bottom, and fair protection from strong west and northwest winds accompanied by heavy seas and swell in 25°46.3'N., 171°43.0'W. and 25°45.8'N., 171°43.5'W. Surf of 10 to 15 feet was observed breaking on the west side of the island, and a 3- to 5-foot surf was observed on the reefs on the east and northeast side.

(1188) During northeast and southeast weather, the best landing can be made off the ironwood tree on the west side of the island on a sloping sandy beach. An alternate landing site on the west side of the island is about 0.5 mile south of the primary landing site, where the reef narrows close to shore. A poor landing can be made near the northeast end of the island during light west winds. Caution is advised when attempting a landing on this side of the island. Clear sand beaches are almost nonexistent, and approaches to the beach must be made between breakers on the outer reef and the shore. Summer is the best for landing, as the northeast trades prevail during this period.

(1189)

Currents

(1190) A current velocity of about 1 knot and a rotary tidal current, turning clockwise, have been reported. The current is believed to depend to a great extent upon the wind. In 1976, the Coast Guard Cutter MALLOW observed the current to round the south side of the island in a clockwise direction on the flood; and to round the north tip of the island in a counterclockwise direction on the ebb.

(1191) Laysan Island is just southeast of the center of a circular bank 14 miles in diameter, with depths of 9 to 23 fathoms, beyond which the water deepens rapidly.

(1192) **Northampton Seamounts**, unsurveyed seamounts with a least known depth of 15 fathoms, are about 35 miles southwest of Laysan Island.

(1193)

Charts 19442, 19022

(1194) **Lisianski Island** (26°04'N., 173°58'W.) is a small, low, sandy island, about 120 miles west of Laysan Island. Captain Lisianski, of the Russian ship NEVA, discovered the island on October 15, 1805, when his ship grounded on the reef and was nearly wrecked. The island is about 1.2 miles long in a north-northwest direction, 0.5 mile wide, and 20 feet in elevation at its highest point on the northeast side. The shores are white sand except for two stretches of rock ledge at the waterline on the east side of the island. Behind the sand beach, the island is overgrown with vines and bushes. One coconut palm tree in the northeast part of the island is prominent from north. In 1976, a small boat was reported wrecked on the northeast end of the island and two groves of palm trees were observed near the middle of the island. Brackish water may be obtained by digging shallow wells. Large numbers of sea birds nest on the island, and, as at Laysan, large numbers of flies make a stay there unpleasant. Although the island is uninhabited and seldom visited, a permit is required for landing as the Hawaiian Monk seal is protected here. Visits should be made during the summer, when the northeast trades prevail, but small-boat landings have been made on the east side of the island at other times, although this is very risky.

(1195) A reef circles around to the southwest from off the north side of the island. It is marked near its offshore end by a coral ledge that bares at times and over which the seas break. The south end of this ledge is 1.7 miles 260° from the north end of the island. About 0.5 mile southwest of this point is another ledge which is marked by a breaker in most weather. Midway between these ledges or breakers is a passage leading to the lagoon between the island and the reef. The passage has an uneven bottom with depths of 11 to 22 feet. About 350 yards southwest of the north ledge is a small shoal with a depth of 3 feet over it. These shoal spots are easily seen and avoided by small boats making the passage into the lagoon, but vessels should not enter without local knowledge. Once inside, anchorage can be had in depths of 3 to 6 fathoms, taking care to avoid the scattered coral heads with only a few feet of water over them. The coral heads are large and vessels anchoring here are cautioned because of the danger of fouling the ground tackle. Landing can be made on the west side and south end of the island in all but southwest and west weather.

(1196) **Neva Shoal**, with innumerable coral ledges, extends about 8 miles southeast from Lisianski Island. This reef, which is about 4 miles wide, has its west extremity about 4 miles south-southwest of the island. The south end of the reef is usually marked by breakers, and many of the ledges break in almost all weather. The shoal has areas of deeper water between the ledges, and small boats can maneuver but with difficulty over many parts of the reef. It must be avoided entirely by larger vessels.

(1197) In addition to Neva Shoal, there are many coral heads with depths of 3 to 6 fathoms over them within 3 miles of all sides of the island. A small coral ledge, with an islet on it and nearly always marked by breakers, is 2.7 miles 254° from the south end of the island. Between this ledge and the island are depths as great as 8 fathoms and a scattering of coral heads, some of which are nearly awash. The lagoon could be entered between this ledge and the ledge marking the south side of the previously

described opening 1 mile north. A rock covered 14 feet, about 1.5 miles north-northeast of the island, is marked by breakers only during heavy weather. Under favorable conditions dangerous coral heads can be seen for several hundred yards.

(1198)

Anchorage

(1199) Anchorage can be had in trade-wind weather about 3 miles west of the island in depths of 11 to 15 fathoms, sand and coral bottom, with the north end of the island bearing 080°. During southwest weather, vessels can find anchorage 3 to 4 miles east of the north end of the island in depths of 8 to 15 fathoms. Small boats can anchor in the lagoon, as described previously.

(1200) Vessels may approach to within 3 miles of Lisianski Island from the north on courses between 270° and 090°. The island and Neva Shoal should be given a wide berth when passing south of them, as the island is seldom seen from the south limits of the shoal. Vessels approaching from the southwest should keep about 5 miles west of the meridian of the island until the island bears 090°, and then approach the anchorage.

(1201)

Currents

(1202) One-half day of current observations taken 3 miles west of Lisianski Island indicate a rotary tidal current, turning clockwise, of 0.8 knot velocity at strength. A prevailing northwest current is reported in the vicinity of the island.

(1203) Lisianski Island and Neva Shoal lie just southeast of the center of a bank about 25 miles long in a northwest direction and about 15 miles wide. Outside the reefs, general depths on the bank are 9 to 47 fathoms.

(1204) **Pioneer Bank** (26°02'N., 173°26'W.) is about 30 miles east of Lisianski Island. The bank is about 8 miles in diameter, and soundings of 18 fathoms have been obtained near its center. No breakers or dangers were observed during a preliminary survey, but, as the least depth may not have been obtained, vessels should avoid the area.

(1205) An unsurveyed bank with least known depths of 30 fathoms is reported to be about 36 miles northwest of Lisianski Island.

(1206)

Chart 19461

(1207) **Pearl and Hermes Atoll**, about 145 miles northwest of Lisianski Island, is an extensive oval-shaped atoll about 40 miles in circumference, 17 miles long in a northeast direction, and 9 miles wide. The reef was discovered on April 26, 1822, by the British whalers PEARL and HERMES, which were wrecked on the same night within 10 miles of each other. Within the outer reef is a lagoon in which are numerous coral reefs with deep water between. The remains of a wreck stranded on the east side of the reef are still visible, but over the years most have been beaten down by breakers. There are no known dangers outside the heavy breakers on the outer reef.

(1208) Within the outer fringing reef are several small islets, most of which are on the south side; the exception is **North Island**. There are also several sandbanks that are awash at high water. **Southeast Island** (27°47'N., 175°49'W.) is the largest of the group; five other named islands are scattered along a 7-mile stretch to west. Though uninhabited and vegetated by low plants and shrubs, a permit is required for landing as the Hawaiian Monk seal is protected here. Large numbers of sea birds nest on the island.

(1209) The 6-mile opening on the northwest side of the outer reef has depths of 1 to 6 feet between the numerous coral heads, and is hazardous to negotiate with a small boat. The small-boat channel between Southeast Island and **Bird Island**, next islet to the west, has a least depth of 4 feet; the channel between Bird Island and **Sand Island** has 19 feet. The eastern portion of the lagoon is maze-like and could be dangerous to the navigator without local knowledge. Caution is advised when making entry.

(1210)

Anchorage

(1211) Anchorage can be had off the west entrance to the lagoon in depths of 8 to 12 fathoms, or on the east side of the reef. Vessels have anchored midway between the south entrances and about 0.6 mile off Bird Island in depths of 25 fathoms.

(1212)

Currents

(1213) The current appears to set north between Lisianski Island and Pearl and Hermes Atoll.

(1214)

Chart 19022

(1215) **Salmon Bank** is about 60 miles southwest from Southeast Island on Pearl and Hermes Atoll. The least known depth on the bank is 30 fathoms.

(1216) **Gambia Shoal**, position doubtful, is about 50 miles west-northwest of Southeast Island on Pearl and Hermes Atoll. The shoal has a depth of 14 fathoms, and the bottom can be plainly seen. About 25 miles north of the charted position of Gambia Shoal is **Ladd Seamount**, a bank with a least known depth of 35 fathoms.

(1217)

Charts 19480, 19481, 19482

(1218) **Midway Islands**, 1,150 miles west-northwest of Honolulu, were discovered in 1859 by Captain N. C. Brooks, an American shipmaster on the Hawai‘ian vessel GAMBIA; possession was taken on behalf of the United States on September 30, 1867, by Captain William Reynolds of the U.S.S. LACKAWANNA. The circular atoll is 6 miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the west side, and another

opening has been dredged on the south side. The reef rises abruptly from deep water and there are no off-lying rocks or shoals; breakers mark all seaward sides of the reef. The enclosed islands average 12 feet high with a maximum height of 45 feet. Numerous birds, especially albatross, nest on the islands and are sometimes a hazard to landing or departing airplanes.

(1219) The Midway Islands, not part of the State of Hawaii, are under the administration of the Department of the Interior **Midway Atoll National Wildlife Refuge** established by Executive Order No. 13022 of October 31, 1996. Copies of the Executive Order directing the **Management** and **General Public Use** of the National Wildlife Refuge System can be obtained from Refuge Manager, Hawai‘ian/Pacific Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Boulevard, P.O. Box 50167, Honolulu, HI 96850.

(1220) Requests for emergency entry of vessels in distress should be made by any means possible to the Joint Rescue Coordination Center (JRCC), Honolulu, Hawaii (808–535–3333). JRCC will then obtain entry approval or denial from the USFWS Refuge Manager and provide a response to the requester.

(1221) Non-emergency entry requests must be approved in advance by contacting the USFWS Refuge Manager. Additionally, the Midway harbormaster can be reached by VHF-FM radio channel 16.

(1222) **Eastern Island**, at the southeast end of the atoll, is triangular in shape, about 1.2 miles long, and 6 to 12 feet high.

(1223) **Sand Island**, on the south side of the atoll, is about 2 miles long in a southwest direction and is composed of white coral sand. Prominent from offshore are the towers, tanks, and radio masts of the naval installations and a group of trees on the north side of the island. An aerolight is on top of the tallest tank in the north central part of the island.

(1224) **Welles Harbor** is the area inside the gap in the barrier reef on the west side of the atoll. The harbor was formerly used to a considerable extent as an anchorage by ships calling at Midway, but since the dredging of the ship channel and harbor between Sand and Eastern Islands, Welles Harbor is little used. Navigation in this area should not be attempted.

(1225)

Channels

(1226) An entrance channel leads through the south reef to basins on the east and northeast sides of Sand Island. A separate channel branches off the entrance and leads to a small-craft basin on the west side of Eastern Island. The entrance channel is marked by a lighted buoy, unlighted buoys and a **359.8°** range. (Consult the United States Fish and Wildlife Service, Notice to Mariners, and latest editions of charts for controlling depths.)

(1227)

Anchorages

(1228) The established anchorage area is northeast of Sand Island. Outside anchorage is available in depths of 15 to 25 fathoms east of the main channel sea buoy; this anchorage is fair during northeast winds, but should not be attempted during winds from other quadrants. Anchorage south of Sand Island is prohibited to avoid possible fouling of the San Francisco-Honolulu-Midway-Guam-Manila cable.

(1229)

Routes

(1230) Vessels approaching Midway Islands are reminded that entry into the Midway Atoll National Wildlife Refuge is prohibited without prior approval. In approaching from any direction, vessels will remain 3 miles off until south of the entrance. Then vessels should steer a course to pass through a position (28°09'25"N., 177°21'15"W.) about 2 miles south of Midway Channel Entrance Lighted Buoy 1, then steer a north course heading directly between Sand and Eastern Islands until the channel is made out, then steer on the range. Due to the prevailing east winds and west set of current, caution must be exercised in entering. Drift and leeway should be anticipated, and sufficient speed should be maintained at all times to control the vessel. (See discussion of currents in the channel.)

(1231)

Radar Navigation

(1232) Radar and visual contact have been frequently made with the radio towers on Sand Island at distances in excess of 20 miles.

(1233) The best radar returns are the southeast edge of Sand Island, the stranded wreck on east edge of the entrance channel, the radio towers on Sand Island, an unlighted platform on the north side of the atoll, and the west tip of Eastern Island.

(1234)

Currents

(1235) The current off the main entrance channel usually sets west with a velocity of about 2 knots. Within the channels, the current changes direction with velocities of 2 to 8 knots, depending on the weather; extreme caution is necessary to avoid being carried outside the channel limits. It is reported that during heavy gales Welles Harbor is full of strong currents caused by the sea forced over the reefs.

(1236)

Weather, Midway Islands

(1237) During the summer the winds are generally variable and light, either from northeast, southeast or southwest until about the middle of July, when fresh to strong northeast trades set in, continuing through July and August. Southwest winds are always accompanied with a low barometer, rain and squalls. Rain also comes occasionally with northeast and southeast winds and a high barometer. northwest winds following southwest storms generally indicate clearing weather.

(1238) During the winter from October to April, gales frequently occur, working around from southeast through southwest to northwest. Occasionally a few days of fine weather will prevail, but a rough west sea is always present.

(1239) The average temperature at Midway is 73°F (22.8°C). The average maximum is 76°F (24.4°C) while the average minimum is 68°F (20°C). The record high is 92°F (33.3°C) recorded in September 1979, July and August 1984, and August 1987. The record low is 49°F (9.4°C) recorded in January 1980. On average, only one day each year is 90°F (32.2°C) or warmer and 137 days each year are 80°F (26.7°C) or warmer.

(1240) Precipitation is moderate at Midway and averages 41.3 inches (1050 mm) each year. June is the driest month and January the wettest. On average, six thunderstorms each year affect Midway.

(1241)

Pilotage, Midway Islands

(1242) Vessels required by law to have a licensed master should consult the Captain of the Port, Honolulu (808–842–2640) to determine specific pilotage requirements. Pilots are not required for public vessels of the United States.

(1243)

Harbor facilities

(1244) Two deepwater piers are on the northeast side, and one smaller pier is in the inner harbor on the east side of Sand Island; a small-craft pier is on the west side of Eastern Island.

(1245) Provisions, jet fuel (JP–5), and water are not available for commercial use, except in case of emergency. Limited emergency repairs can be made to vessels, but there are no drydocking facilities. Tugs are available; there is a 20-ton mobile crane for use in emergencies.

(1246)

Chart 19480

(1247) **Nero Seamount** is about 30 miles west-southwest from Midway Islands. Nero Seamount, formerly Pogy Bank, extends about 8.5 miles in an east-west direction, about 7 miles in a north-south direction, and has a least depth of 37 fathoms.

(1248)

Chart 19483

(1249) **Kure Atoll** (28°25'N., 178°20'W.) is 50 miles west-northwest of Midway Islands, which it closely resembles both in formation and appearance. Kure Atoll is 4.5 miles in diameter, and a nearly continuous coral reef encloses a lagoon in which reefs and coral heads alternate with deep water. A mile-wide break in the southwest side of the barrier reef provides an entrance of sorts to the lagoon.

(1250)

Anchorage

(1251) Good anchorage in 15 fathoms may be found on the northwest side of the atoll.

(1252) Entry upon Kure Atoll must be approved by the State of Hawaii, Department of Land and Natural Resources and Commander, 14th Coast Guard District, Honolulu, HI. These restrictions apply to all civilian and military agencies as well as individuals.

(1253) **Green Island**, on the southeast side of the atoll, has a highest elevation of 20 feet and is covered with scaevola brush.

(1254) The island is a wildlife refuge and entry upon the island must be by approval of the State of Hawaii Department of Land and Natural Resources. This restriction applies to civilian and military agencies as well as individuals. The Coast Guard has reported that Green Island presents a good radar target at 22 miles and the reef line presents a good target at 7.5 miles. Another good radar target, reported by NOAA Ship TOWNSEND CROMWELL, is a large wreck in about 28°27.0'N., 178°18.9'W., on the northeast side of the atoll. West of Green Island are small sand islets, the largest of which is 8- to 10-foot-high **Sand Island**. These islands continually shift and change with weather and sea action.

(1255) The best anchorage is on the west side, at the southwest corner of the atoll with depth of 8 to 15 fathoms, rocky bottom. Boats may then be taken to a concrete pier with 3 to 5 feet alongside, located at about the midpoint of the lagoon side of Green Island. Vessels also anchor about 0.3 to 0.5 mile south-southwest of the south tip of Green Island in depths up to 15 fathoms. Landings can be made in good weather through a break in the reef to a sand beach at the southwest tip of Green Island; depths to the landing are 5 to 6 feet between small coral heads and ledges.

(1256) A bank with depths of 20 to 30 fathoms surrounds Kure Atoll. No dangers have been observed outside the reef; however, the reef is inadequately surveyed. From the appearance of the islands, it may be assumed that they are sometimes visited by severe storms, the sand being thrown into numerous cones and pyramids.

(1257)

Currents

(1258) A set to the south has been observed between Kure Atoll and Midway Islands. In the vicinity of Kure Atoll a continuous east current of about 2 knots during west weather has been reported.

(1259)

Weather

(1260) Weather for Kure Atoll is similar to that for the Midway Islands.

(1261)

Chart 19022

(1262) In 1923, breakers were reported observed about 180 miles south of Kure Atoll in about 25°23'N., 178°04'W.,

by the American vessel ETHAN ALLEN. The master reported that the swell appeared to mount up and occasionally break as though over a shoal extending for about 2 or 3 miles in an east-west direction.

(1263)

Charts 83633, 83637

(1264) **Johnston Atoll** (16°45'N., 169°31'W.) is about 780 miles west-southwest of the Island of Hawai‘i. Johnston Atoll consists of four islets that lie on a reef about 9 miles long in a northeast-southwest direction. Johnston Island, the largest island, lies about 2 miles inside the southwest end of the reef. **Sand Island** and **Hikina Island** lie about 1 and 2 miles northeast of Johnston Island, respectively; **Akau Island** is about 1.5 miles north of Sand Island.

(1265) **Johnston Atoll National Wildlife Refuge** encompasses all lands and waters within 12 miles from emergent land; the emergent land is currently under the administrative jurisdiction of the U.S. Air Force. Entry to the refuge is strictly prohibited without prior approval from the U.S. Air Force and the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Johnston Atoll National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species and protect nesting seabirds, sea turtles, other sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50 CFR Parts 25-38 and 665). More information can be found at *fws.gov/refuge/johnston_atoll*.

(1266)

Prominent features

(1267) The large multi-story Joint Operations Building stands on the northeast end of Johnston Island and is very prominent. The outline of the island does not show until within 10 miles of the island.

(1268)

Channels

(1269) The main entrance channel is entered south of Johnston Island and leads to the harbor. The harbor consists of a turning basin within the lagoon about midway between Johnston and Sand Islands. In 1964, the entrance channel was dredged to a depth of 35 feet. The turning basin and harbor area have a depth of 35 feet. The berthing area alongside the main pier has a depth of 29.8 feet. Maximum draft for vessels entering the harbor under normal conditions is 28 feet. The largest vessel to enter was 656 feet long. Vessels should not enter at night or when cross channel winds exceed 25 knots.

(1270)

Anchorage

(1271) Vessels drawing more than 28 feet should anchor in the channel approach area south of the channel entrance. Anchorage is prohibited within the area of an arc extending 1.5 miles south and southeast from 16°42'44"N., 169°31'01"W, and in an area situated near the center of the turning basin.

(1272)

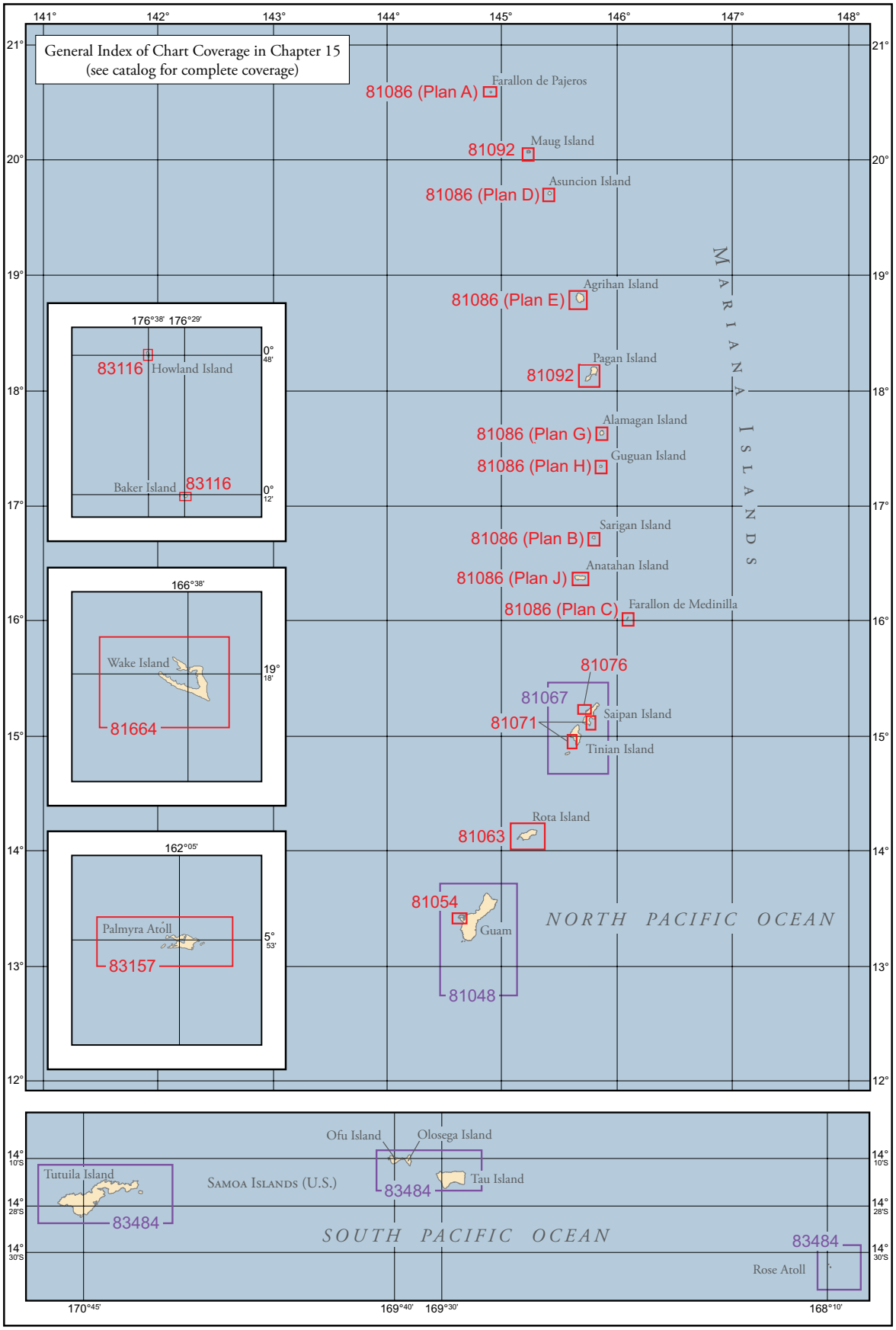
Dangers

(1273) A barrier reef surrounds Johnston Island, and extends in an arc from about 2 miles west to about 7 miles northeast of the island. Depths outside the reef drop off to 100 fathoms about 0.4 mile off. With heavy breakers on the reef, a 2 to 3-foot surge exists inside the lagoon. From the northeast, via south to southwest is a foul area with a very irregular bottom. The 100-fathom curve lies 4 miles south of the center of Johnston Island; however, there are 5-fathom shoals lying as close as 0.3 mile inside the curve and depths shallower than 10 fathoms can be found as far as 10 miles east and 6 miles southeast of the Johnston Island.

(1274)

Weather

(1275) Winds average 10 to 15 knots in summer and 15 to 25 knots in winter. They are from the east to northeast about 90 percent of the time. The occasional Hawai‘ian Island storms are characterized by stormy south or southwest winds and heavy rains. Brief showers occur frequently, but protracted bad weather is rare. Visibility is good, usually over 12 miles.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(see catalog for complete coverage)
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146°
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148°
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13°
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Maug Island
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176°29'
0° 48'
83116
Howland Island
Baker Island
83116
0° 12'
166°38'
Wake Island
19° 18'
81664
81076
81067
81071
Saipan Island
Tinian Island
Rota Island
81063
162°05'
Palmyra Atoll
5° 53'
83157
81054
Guam
81048
NORTH PACIFIC OCEAN
Ofu Island
Olosega Island
Tutuila Island
Samoa Islands (U.S.)
83484
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83484
SOUTH PACIFIC OCEAN
83484
Rose Atoll
14° 10'S
14° 28'S
14° 30'S
170°45'
169°40'
169°30'
168°10'

Pacific Islands

(1) Islands and Pacific waters discussed in this chapter are other than those of the Hawai‘ian Archipelago. See chapter 14, Hawaii, for the latter.

(2)

National Wildlife Refuges

(3) The U.S. Department of the Interior, Fish and Wildlife Service, National Wildlife Refuge System, Pacific Reefs National Wildlife Refuge Complex manages ten National Wildlife Refuges in the Pacific region. Eight of these Refuges consist of waters and submerged and emergent lands. The remaining two Refuges, the **Marianas Arc of Fire** and the **Mariana Trench National Wildlife Refuges**, consist only of submerged lands.

(3.01) The eight National Wildlife Refuges are Rose Atoll (American Samoa), Johnston Atoll, Wake Atoll, Howland Island, Baker Island, Jarvis Island, Kingman Reef and Palmyra Atoll. The refuge boundaries extend outward 12 miles, except at Rose Atoll. The refuges are managed as highly restricted marine reserves to prevent the introduction of invasive species (e.g. rats, insects, plants) and protect nesting seabirds, sea turtles, other sensitive wildlife and coral reef habitats.

(3.02) The waters and submerged and emergent lands of National Wildlife Refuges are subject to the regulations governing the National Wildlife Refuge System found in Title 50 of the Code of Federal Regulations, parts 25-38. Therefore, except as provided by international law, these areas are closed to all forms of entry, other than innocent passage, unless specifically authorized by a Special Use Permit issued by the U.S. Fish and Wildlife Service. An entry permit is obtained from Pacific Reefs National Wildlife Refuge Complex (see Appendix A, **Department of Interior** for address). For more information, visit the U.S. Fish and Wildlife Service National Wildlife Refuge and Marine Monuments at *www.fws.gov/pacificislandsrefuges*.

(4)

Chart 83484

(5) The **Samoa Islands** (Navigator Islands) (13°25'S. to 14°30'S.; 168°00'W. to 173°00'W.) consists of two groups of islands, which are commonly referred to as **American Samoa** and **Western Samoa**. The islands comprising American Samoa are **Tutuila Island**, **Aunuu Island**, **Ofu Island**, **Olosega Island**, **Ta'u Island**, and **Rose Atoll**. Western Samoa comprises the islands of **Upolu Island** and **Savai'i Island**.

(6) The Samoa Islands have been populated for 3,000 years, but known to the western world for little more than two centuries. American Samoa, the only U.S. territory south of the equator, consists of five rugged, highly eroded volcanic islands, and two coral atolls. The land area of the territory is 76 square miles. The islands have a population of approximately 65,000, with most people living on Tutuila Island. Tuna fishing and canning are the major industries.

(7) The **National Marine Sanctuary of American Samoa**, established in 1986 and expanded in 2012, consists of six distinct units. These units include Larsen Bay (Fagalua/Fogama'a), Fagatele Bay and the waters surrounding Swains Island, Rose Atoll (Muliava), Annu’u Island (partial) and Ta’u Island (partial). The precise boundaries are defined by regulation. The Sanctuary contains a unique and vast array of tropical marine organisms, including corals and a diverse tropical reef ecosystem with endangered and threatened species. The Sanctuary also contains areas such as near-shore, mid-shore, deep reef, seamount, open pelagic waters and other habitats and areas of historical and cultural significance. (See **15 CFR 922.1** through **922.50** and **Subpart J**, chapter 2, for limits and regulations.)

(8)

COLREGS Demarcation Lines

(9) The lines established for U.S. Pacific Island Possessions are described in **80.1495**, chapter 2.

(10)

Weather, Samoa Islands

(11) The prevailing winds, or so-called trade winds, come from a direction more nearly east, blowing between east-southeast and north-northeast. They are fairly constant through the dry season, but during the wet season they are fitful, and are frequently broken by periods of calm. The islands lie within the typhoon area of the west Pacific. Typhoons occur from January to March, and occasionally up to the middle of April. The year divides itself distinctly, but not sharply into a dry season (May to November) and a wet season (November to April.) The wettest month, January, has a range of 5 to 65 inches of precipitation. The annual rainfall has also varied this much. The climate varies little from year to year, because of the great area of water surrounding the group. December is the hottest month, with an average excess of only about 2° over the mean temperature for July, the coldest month.

(12)

Caution

(13) Caution should be exercised in the vicinity of American Samoa, as several Fish Aggregating Devices have been moored at off-lying, deep-water locations around Tutuila

Island, and other positions around the group. The devices may drift off position, and/or concentrations of fishing vessels may be found in their vicinity. The devices are comprised of aluminum catamaran floats painted orange and white. Each device carries a white daymark, fitted with the letter designation of the device, and a flashing white light. The devices offer good radar returns.

(14) **Rose Atoll** (14°33'S., 168°09'W.), the farthest east of the Samoa Islands, is nearly square in shape; its sides are about 1.5 miles in length. Sand Island, inside the reef on the north extremity, is merely a sand spot. A large clump of trees, 65 feet high, stands on Rose Island. This channel is very dangerous to navigate and should only be attempted in an emergency.

(15) **Rose Atoll Marine National Monument** incorporates approximately 13,451 square miles within its boundaries, which extend 50 miles from the mean low water line of Rose Atoll. Permission is not required for innocent passage through these waters, however mariners should exercise extreme caution to avoid close proximity (within 1 mile) to reefs and emergent land, disturbance to wildlife, sensitive habitats, introduction of invasive species or accidental grounding. Commercial fishing is prohibited within the Monument (See 50 CFR 665). More information can be found at *fws.gov/refuge/rose_atoll_marine_national_monument*.

(16) **Rose Atoll National Wildlife Refuge** encompasses all lands and waters within the mean low water line of the outer reef. Entry to the refuge is strictly prohibited without prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Rose Atoll National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50 CFR Parts 25-38). More information can be found at *fws.gov/refuge/rose_atoll*.

(17)

Tides and currents

(18) Tidal currents off Rose Atoll are reported to set northeast and southwest, with the southwest or ebb current being the stronger.

(19) The **Manu`a Islands** (14°13'S., 169°33'W.) consists of three islands, Ofu, Olosega, and Ta`ū Island, which extend over an area of about 17 miles in an east-southeast/west-northwest direction. The islands are about 60 miles east of Tutuila Island. Ofu and Olosega are joined by a bridge. These islands are sparsely populated. The villages on the islands have only a few hundred people. There is a national park on Ofu and Ta`ū Island.

(20) **Ta`ū Island** (14°15'S., 169°28'W.) is the farthest of the three islands which comprise the Manu`a Islands. The island is about 5.8 miles long, east to west, is dome-shaped, and rises to a height of 3,170 feet. It is covered with vegetation. **Maafee Island** is located close offshore, about 0.3 mile south of the west extremity of the island.

(21) **Ta'u Harbor** (14°14.5'S., 169°30.6'W.), on the west shore, has an entrance channel, marked by a **045°** unlighted range, and leads northeast to a turning basin in the harbor. In 2012, the controlling depth was 14.5 feet in the entrance channel, thence depths of 10 to 13 feet were available in the basin (except for lesser depths to 7 feet in the south corner.) Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

(22) The entrance channel to the harbor is cut through a reef. Waves routinely break along this reef on either side of the harbor entrance and may be encountered in the channel during moderate surf conditions. In transiting the entrance channel, attempts to time incoming swells may be difficult due to the unpredictable nature of wave systems in the vicinity. If there is a necessity to transit the channel during periods of moderate surf, low tide may present safer conditions. Faleāsao Harbor may also provide more favorable conditions when wind and seas are out of the southeast.

(23) **Faleasao Harbor** (14°13.02'S., 169°30.10'W.) is located at the northwest point of Ta'u Island. Severe storms have damaged the jetty and mariners are advised to avoid the jetty while transiting the channel. Numerous coral heads and a shallow bottom present a danger to navigation. In 2005, the controlling depth was 10 feet in the entrance channel (except for lesser depths to 7 feet along the edges), thence the harbor basin had depths of 9 to 10 feet with lesser depths in the northwest corner. The entrance is marked by a **200.5°** unlighted range. Permission to enter the harbor along with directions must be obtained from the harbormater in Pago Pago Harbor.

(24)

Anchorage

(25) **Faleāsao**, on the northwest side of the island, affords sheltered anchorage, in 14.5 fathoms, during the trade winds, but a vessel should be prepared to weigh anchor with any change. Anchorage may be obtained, in 13 fathoms, coral, 0.4 mile west of **Fiti`uta Point**, the northeast extremity of the island.

(26)

Caution

(27) An area with a least depth of 23 fathoms, is about 1.3 miles west from the northwest extremity of Ta'u Island. This area has experienced submarine volcanic activity.

(28)

Currents

(29) The tidal currents at the Faleasau anchorage flow southwest on the ebb at 1 to 2 knots, and the flood flows northwest at 1 to 2 knots.

(30) **Olosega Island** (14°11'S., 169°37'W.), 6 miles northwest of Ta'u Island, rises nearly perpendicular on its west side to a height of 2,095 feet. The coral reef surrounding the island consists of two regular shelves,

one beyond the other. There is fair anchorage, except during the trade winds, in 18 fathoms, coral, south of the west extremity of Olosega Island, and in 14.5 fathoms, sand, northeast of the west extremity of the island.

(31) **Ofu Island** (14°11'S., 169°39'W.) is separated from Olosega Island by Asaga Strait, which is about 0.2 mile wide. Ofu Island is nearly 3 miles long in an east-west direction, and about 1.5 miles at its widest point. The island rises to 1,621 feet on its southeast part. Two islets lie off the west side of the island. The coastal reef extends about 0.2 mile from Ofu Island to these islets. Lights are on the northwest end of the island. There is good anchorage, except during strong trade winds, in 17 fathoms, sand, northwest of **Sunuitao Peak**, at the east end of the island.

(32) **Ofu Harbor** (14°09.8'S., 169°40.9'W.) is on the northwest point of Ofu Island. A dredged entrance channel leads east to a turning basin inside the harbor. In 2005, the controlling depth was 11 feet in the entrance channel to the basin, thence depths of 11 to 16 feet were available in the basin with lesser depths in the northwest and southeast corners. Storms have damaged the seawalls and mariners are advised to stay clear. Offloading and loading of cargo is not advised during high tide. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

(33) **Tutuila Island** (14°19'S., 170°42'W.) is about 17 miles long in an east-northeast/west-southwest direction, 5 miles wide, and rises to a height of 2,142 feet. A wooded mountain ridge extends nearly the entire length of the island and is extremely rugged, especially in the east. The north coast is bold and precipitous. The 100-fathom curve lies from 0.1 to 2.3 miles off the south coast, about 4.3 miles off the west extremity, and from 1.3 to 2.5 miles off the north coast. There are several shoal areas, especially off the south coast, which are best seen on the chart. The south coast of the island extends from **Matātula**, the east extremity of the island, in a west-southwest direction about 14 miles to **Steps Point**, the south extremity, and then about 5.8 miles northwest to **Cape Taputapu**, the west extremity. From Matātula to **Matuli Point**, 1.5 miles south, the coast is fronted by a reef which extends about 0.1 mile offshore.

(34) **Auasi Harbor**, about 0.5 mile west-southwest of Matuli Point, is protected by a jetty on the southwest side and a breakwater to the northeast. An entrance channel leads northwest, between the jetty and breakwater, into the harbor to a turning basin. In 2005, the controlling depths were 9 feet in the left half and 3 feet in the right half of the entrance channel, thence depths of 5 to 8 feet were available in the basin.

(35)

Currents

(36) Currents near the coast set south-southwest, particularly with northeast winds; velocities of 4 knots have been observed. Between Tutuila Island and Upolo Island (Western Samoa), a northwest current with a velocity of less than 0.5 knot has been found to exist. A current setting southwest from Cape Taputapu is said to produce overfalls.

(37) **Aunuu Island** (14°17'S., 170°33'W.) is 0.7 mile south-southeast of Matuli Point. The island has two peaks, and there is a village at its west end. Lights are on the northeast side and off the northwest corner.

(38) **Aunuu Harbor** is located on the west side of Aunuu Island. Aunuu Harbor is a feeder port for the island. Small boats from **Auasi Harbor** on Tutuila Island frequently transit between the islands. Mariners should be aware that the light off the northwest corner of the island, near the harbor, marks the entrance and is on the south jetty, not the north jetty. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

(39) A dredged entrance channel leads east between a revetted mole on the north and a breakwater on the south to a mooring basin. In 2012, the controlling depth was 9 feet in the entrance channel, thence depths of 7 to 8 feet were in the basin.

(40)

Caution

(41) A cable area extends across the channel between Aunuu and Tutuila Islands and is best seen on the chart; vessels should avoid anchoring in the vicinity. **Nāfanua Bank**, with a least charted depth of 3½ fathoms, extends 1.5 miles in a southwest direction from Aunuu Island. A rock, covered 1¾ fathom, is about 0.4 mile south-southeast of **Cape Fogausa**. A rock, covered 3 fathoms, is about 1.2 miles southwest of Cape Fogausa between **Faga`itua Bay** and **Narragansett Passage**. The chart should be consulted for other depths.

(42) **Breakers Point** (14°17.4'S., 170°39.8'W.), 3.5 miles west-southwest of Cape Fogausa, is the east entrance point to Pago Pago Harbor and is marked by a light. In 1989, discolored water was reported in the south approach to the harbor in about 14°22.2'S., 170°40.7'W. **Tāemā Bank**, with a least depth of 4 fathoms, lies about 1.6 miles south-southeast of the entrance to Pago Pago Harbor. The bank is about 2.3 miles long in an east-northeast/west-southwest direction and is marked on the west end by a lighted buoy. Narragansett Passage is between Tāemā Bank and Nāfanua Bank to the east. There are several banks in the vicinity of the passage whose positions may best be seen on the chart. The passage is not recommended due to the age of survey.

(43) **Pago Pago Harbor** (14°17'S., 170°40'W.), a natural harbor located on the south shore of Tutuila Island, is entered between Breakers Point and **Niuloa Point**. **Pago Pago**, on the northwest side of the harbor is the largest village on the island and is the capital of American Samoa; it is the only port of entry for American Samoa. The village of **Utulei** is close southeast of the government

administration buildings, and the village of **Fagatogo** is close west of the same buildings.

(44)

Prominent Features

(45) Easily identified landmarks include Aunuu Island; Steps Point, the south extremity of the island; the sharp peak of **Matafao Peak**, 2,142 feet high, 1.3 miles south of Pago Pago; the flat, dome shape of **North Pioa Mountain**, 1,718 feet high, on the east side of the harbor; and **Fatu Rock**, 102 feet high, 0.2 mile south of Niuloa Point. **Tauga Rock**, about 1 mile east of Breakers Point, is 89 feet high and prominent.

(46)

Routes

(47) Vessels approaching from the east should pass about 2 miles east and 1.5 miles southeast of Aunuu Island, thence a course of **256°** should be steered until **Breakers Point Light** (14°17'23"S., 170°39'49"W.) bears about **025°**, thence alter course to the north to pass west of Tāemā Bank. When clear of the bank, steer a northeast course to intersect the entrance range, thence steer **342°** and enter the harbor the range. This range line passes east of **Whale Rock** and west of **Toasa Rock**. Vessels and deep-draft vessels approaching from the west or south should keep outside the 100-fathom line until reaching 14°21.0'S., 170°41.5'W., thence steer **025°** to clear the west end of Tāemā Bank, then proceed as directed above. Mariners should stay well clear of Tāemā Bank. Locals have noted breakers over Tāemā Bank during rough weather.

(48)

Anchorage

(49) There is good anchorage in the inner harbor, in 6 to 25 fathoms, mud and sand. The best anchorage for large vessels is at midchannel off the Main Dock. Vessels of 1,000 gross tons or more should not anchor in less than 15¾ fathoms, as the harbor becomes narrow and there is no room to swing.

(50)

Dangers

(51) The shores of the harbor are fringed by reefs, which on the west and east sides of the entrance extend up to 0.3 mile offshore. In most parts the reefs are steep-to and their edges are marked by surf. The depths in the harbor are from 17 to 37 fathoms. A dangerous submerged wreck is about 0.1 mile south of Breakers Point. **Whale Rock**, covered 2 fathoms and marked by a lighted buoy on the east side and Toasa Rock covered 2 feet and marked by a buoy on the southwest side, are the two principal dangers in the harbor.

(52)

Pilotage

(53) Pilotage is not compulsory, but is advisable; a pilot is available day or night. Pilotage fees are charged whether or not a pilot is used. It is recommended that large vessels request a pilot if docking in inclement weather. A radio request for a pilot should be made 24 hours prior to the ETA. The pilot prefers to embark close to the dock, but in good weather will embark off Fatu Rock. Entrance at night is not encouraged; however, if previous arrangements are made and weather permits, a pilot will embark during hours of darkness. Port officials board incoming ships alongside the dock.

(54)

Harbormaster

(55) Pago Pago Control and the harbormaster may be contacted on VHF-FM channel 16. Pago Pago Harbor Control also monitors 2182 kHz. Required notifications to the Officer in Charge, Marine Inspection and/or the Captain of the Port, Honolulu, may be made in American Samoa to:

(56) U.S. Coast Guard Liaison Office, American Samoa
(57) P.O. Box 249
(58) Pago Pago, AS 96799

(59)

Wharves

(60) Station Wharf (Main Wharf), on the south side of the inner harbor, has depths of 5¼ to 6 fathoms alongside, however, in 1987, a vessel reported a least depth of 5 fathoms alongside. A deep draft container wharf, 787 feet long, is situated between Station Wharf and the oil dock. The oil dock has depths of 5¼ fathoms alongside. In 1992, Station Wharf and the oil dock were reported to be in poor condition. The customs pier has a depth of 1½ fathoms at the southwest end and 3¾ fathoms at the northeast end. The facilities on the north shore of the inner harbor are reserved for the fishing fleet serving the canneries.

(61) From Pago Pago Harbor, the shore trends southwest 6.8 miles to **Steps Point** (14°22.4'S., 170°45.6'W.) Midway along this stretch of shore, near the airport, a reef extends about 0.3 mile offshore; the sea breaks continuously on this reef.

(62) The shore from Steps Point to **Pupualoa Point**, about 2 miles northwest, is formed partly by perpendicular rocks and partly by blocks of lava, which extend some distance seaward and upon which the sea breaks. **Leone Bay** is entered between Pupualoa Point and **Fagaone Point**, and is open to the south-southwest. There is anchorage west of the village of **Leone**, in 15 to 20 fathoms, but it is dangerous when winds are from the south or south-southwest.

(63) **Cape Taputapu** (14°19'S., 170°51'W.), the west extremity of Tutuila Island, lies 1.5 miles west-northwest of Fagaone Point. It is a mass of high, steep rocks, fronted by some rocky islets. Taputapu Island lies on the reef close southwest of Cape Taputapu. The following banks, with the indicated least depths, lie in the approach to Cape Taputapu:

(64) a. 14 fathoms – 3.3 miles SE.
(65) b. 11 fathoms – 2.3 miles SSE.
(66) c. 15 fathoms – 3.8 miles SW.

(67) d. 18 fathoms – 3.5 miles W.

(68) The north coast of Tutuila Island is described from east to west. From Matātula to **Pola Island**, 6.5 miles west, the coast is indented by numerous bays. The coast then trends west-southwest 11 miles to Cape Taputapu. This coast is also indented with bays. **Aoa Bay** (14°15.0'S., 170°35.4'W.), affords anchorage, in 16 fathoms, midway between the entrance points. **Masefau Bay**, entered west of **Tiapea Point**, 1.5 miles west of Aoa Bay, affords anchorage, in 17 fathoms. The surrounding reefs and **Nuusetoga Island**, off the west entrance point, narrow the anchorage. **Āfono Bay**, 1.5 miles west of Nuusetoga Island, is reported to provide good anchorage, in 14 fathoms, coral, except in north winds.

(69) **Pola Island** (14°14.0'S., 170°40.2'W.), 1.5 miles northwest of Afona Bay, is located off the north extremity of Tutuila Island. **Cockscomb Point**, the north extremity of Pola Island is formed by a ridge of rocks, which are high, indented, and steep. An area with a least depth of 13 fathoms is just over 1 mile east-northeast of Cockscomb Point and an area with a least depth of 15 fathoms is about 1.5 miles west of the point. **Fagasā Bay** is about 4 miles southwest of Cockscomb Point. Anchorage, protected from the trades, can be had in 13 fathoms between the east and west points of the bay. Between Fagasā Bay and **Aoloau Bay**, 3 miles west-southwest, there are two small bays backed by mountains. Aoloau Bay affords good anchorage, in 14 fathoms in mid-bay, but vessels should be prepared to leave on short notice when the winds shift to the north. Aoloau Bay is small and surrounded by high mountains. A 12-fathom area is 1.5 miles north-northeast of Aoloau Bay. Similar depths are charted to a distance of 4.8 miles west of the 12-fathom depth. **Poloa Bay** (14°19.0'S., 170°50.6'W.), 4 miles southwest of Aoloau Bay, affords good anchorage during east winds, in 16 fathoms, midway between the entrance points. Vessels should be prepared to leave on short notice when the wind shifts to the west. In this bay there is a 1 to 4 knot current that runs in a southwest direction. Cape Taputapu is located close southwest of Poloa Bay.

(70) **Swains Island** (11°03'S., 171°04'W.), about 195 miles north-northwest of Tutuila Island (American Samoa), is a circular-shaped island, with a diameter of about 1.5 miles. A steep reef surrounds the island and uncovers at low water. The island is covered with heavy vegetation including palm trees reaching 100 feet at the northwest corner and 70 to 80 feet on the east side.

(71) Swains Island provides no sheltered anchorage; deep-draft vessels are advised to remain at least 0.4 mile offshore as depths shoal rapidly. The fringing coral reef surrounding the island may make landing difficult. There are two charted landings, one on the west side and one on the southeast side of the island. The landing on the west side is marked by a flagpole.

(72)

Pacific Remote Islands Marine National Monument

(73) The **Pacific Remote Islands Marine National Monument** incorporates approximately 86,888 square miles within its boundaries, which extend 50 miles from the mean low water lines of Howland, Baker and Jarvis Islands; Johnston, Wake and Palmyra Atolls; and Kingman Reef. Permission is not required for innocent passage through these waters, however mariners should exercise extreme caution to avoid close proximity (within 1 mile) to reefs and emergent land, disturbance to wildlife, sensitive habitats, introduction of invasive species or accidental grounding. Commercial fishing is prohibited within the monument. More information can be found at *fws.gov/refuge/pacific_remote_islands_marine_national_monument* and *www.fpir.noaa.gov*.

(74)

Chart 83157

(75) **Palmyra Atoll** (5°53'N., 162°05'W.), about 870 miles south-southwest of the Island of Hawai'i, is an atoll which consists of many small islets lying on a barrier reef enclosing three distinct lagoons. The reef surrounding the atoll is 5 miles long, east to west, and 2 miles at its widest part. Shoal water extends 1.8 miles east from the southeast end of the reef and the same distance from the northwest and southwest ends. The islets are low, about 6 feet high, and covered with coconut and other trees reaching heights of 98 feet and visible 12 to 15 miles.

(76)

Channels

(77) A dredged entrance channel leads through the southwest side of the atoll to West Lagoon; it is the only entrance to the atoll. In 2006, a depth of 18 feet was reported in the channel. Depths in the lagoon vary from 10 to 174 feet. Reefs and shoals within the lagoon are shown on the chart. A pier along the northeast edge of West Lagoon is in poor condition with depths of 19 to 23 feet alongside. A current is reported to set west in the entrance channel. It is not advisable to enter the channel between sunset and sunrise.

(78)

Anchorage

(79) The atoll should be approached from the west. Anchorage may be had only in West Lagoon, with permission from the Refuge Manager.

(80)

Caution

(81) An explosive dumping area is situated with its center about 15 miles west-southwest of Palmyra Atoll.

(82)

Currents

(83) Strong and variable currents can be expected in the vicinity of the atoll. Caution is advised if approaching the atoll from the southwest as dangerous tide rips have been reported 5 miles southwest of the atoll.

(84)

Weather

(85) Palmyra Atoll has unfavorable weather and is the only island/atoll in its latitude where fresh west winds occur. A tropical front, a result of the Northeast and Southeast Trades converging, hovers in the vicinity of the atoll. Northeast Trades prevail, with an average velocity of 10 to 12 knots. There are frequent squalls of short duration and occasional winds up to 22 knots; typhoons are infrequent. Rainfall is heavy and humidity high, ranging from 100 to 180 inches annually. Rain occurs almost daily and heavy squalls come up suddenly from the southwest, but there are no severe storms.

(86) Palmyra Atoll is a U.S. possession and a National Wildlife Refuge under the jurisdiction of the U.S. Fish and Wildlife Service. The refuge encompasses all other islands, waters and submerged lands within 12 miles from emergent land. Visiting vessels are welcome but only with prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Palmyra Atoll National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to the National Wildlife Refuge System regulations (See 50 CFR Parts 25-38). More information can be found at *fws.gov/refuge/palmyra_atoll*. Some islands of the Atoll are privately owned, including Cooper Island, which is administered by The Nature Conservancy; personnel on the island monitor VHF-FM channel 16.

(87)

Chart 83153

(88) **Kingman Reef** (6°25'N., 162°26'W.) is located about 33 miles north-northwest of Palmyra Atoll. It is triangular in shape with its apex to the north and is about 9 miles long east and west, and 5 miles north and south. The reef dries on its northeast, east and southeast edges with small islets, reported to not be permanent, forming on these sides. The remainder of the atoll is contained within the ridge with depths of 10 to 20 fathoms. Breaks in the reef are on the north and south sides. Outside the ridge the bottom slopes steeply to over 100 fathoms.

(89) The reef has been reported to be difficult to identify, both visually and by radar. It has also been reported to be visible at 7 miles with optimal conditions; in weather it is very difficult to see. In 2007, with 8 to 10-foot seas, an island was sighted at about 3 miles out.

(90) Kingman Reef is within the belt traversed by the equatorial countercurrent which sets east at a rate of 1.3 to 1.8 knots in this area.

(91) Kingman Reef is a U.S. possession and a National Wildlife Refuge under the jurisdiction of the U.S. Fish and Wild Service. The refuge encomapasses all lands and waters within 12 miles from emergent land. The reef is also a Defensive Sea Area and Airspace Reservation and is closed to the public. Kingman Reef National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50 CFR Parts 25-38 and 665). More information can be found at *fws.gov/refuge/kingman_reef*.

(92)

Chart 83116

(93) **Jarvis Island** (0°22'S., 160°00'W.), an island of sand and coral formation, is located about 460 miles south-southeast of Palmyra Atoll. The island is 1.8 miles long east to west, and about 1 mile wide; it rises to a height of 20 feet. A narrow fringing reef, which dries in places and has breakers along the south shore, encircles the island. There are two breaks in the reef on the west side. A daybeacon is near the middle of the west shore.

(94) A shoal with a least depth of 2½ fathoms extends about 0.6 mile from the east side of the island. The depths drop rapidly outside the shoal area. The highest ground lies on the west end of the island. Low shrubs cover most of the island, however, it has been observed without much vegetation.

(95) Jarvis Island is a U.S. possession and a National Wildlife Refuge under the jurisdiction of the U.S. Fish and Wildlife Service. The refuge encompasses all lands and waters within 12 miles from emergent land. Entry to the refuge is strictly prohibited without prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Jarvis Island National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50 CFR Parts 25-38 and 665). More information can be found at *fws.gov/refuge/jarvis_island*.

(96) **Baker Island** (0°12'N., 176°29'W.) is nearly flat but rises to an elevation of 20 feet at its southwest end. At this point there is a steep, sandy beach which extends some distance north; elsewhere, the island is fringed by a coral reef. An extensive shoal with depths of 3 to 7 fathoms extends about 0.8 mile from the island on the north and east sides. The surf breaks heavily on the east side and the southwest extremity of the island.

(97) Baker Island is a U.S. possession and a National Wildlife Refuge under the jurisdiction of the U.S. Fish and Wildlife Service. The refuge encompasses all lands and waters within 12 miles from emergent land. Entry to the refuge is strictly prohibited without prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Baker Island National Wildlife Refuge is managed as highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50

CFR Parts 25-38 and 665). More information can be found at *fws.gov/refuge/baker_island*.

(98)

Anchorage

(99) There is no sheltered anchorage. Vessels lie off the island and discharge to landing craft. The fringing coral reef surrounding Baker Island makes landing difficult. The south point of the island can be used for landing when winds are from the northeast. A daybeacon is near the middle of the west shore. Tangent bearings of the island are unreliable.

(100)

Weather

(101) The west side of the island is leeward of prevailing wind conditions. Winds from the east predominate throughout the year. From December to May, the prevailing winds are sometimes interrupted by west winds and bad weather.

(102) **Howland Island** (0°48'N., 176°37'W.), about 38 miles north-northwest of Baker Island, is a low, flat island devoid of vegetation other than a few stunted trees. It is ringed by a relatively flat coral reef almost completely exposed at low water extending out to about 0.1 mile, except on the west side where the reef averages about 80 yards in width. Outside this reef is a coral shelf extending about 0.3 to 0.5 mile on the north, east and south sides, and about 0.1 mile on the west side. The depths on this shelf vary between 2 and 15 fathoms.

(103) A broad, sandy, and in some places, gravelly beach slopes upward at a slight angle on the west side of the island. On the windward or east side, there is practically no beach and the island rises abruptly from the reef to an average height of 12 feet, with the highest point about 18 feet in the north part. Amelia Earhart Daybeacon is situated near the center of the west side of the island.

(104) Howland Island is a U.S. possession and a National Wildlife Refuge under the jurisdiction of the U.S. Fish and Wildlife Service. The refuge encompasses all lands and waters within 12 miles from emergent land. Entry to the refuge is strictly prohibited without prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Howland Island National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50 CFR Parts 25-38 and 665). More information can be found at *fws.gov/refuge/howland_island*.

(105)

Anchorage

(106) In 1966, a vessel anchored 0.4 mile from the north end of the island in 30 fathoms, with the east tangent of the island bearing **144°**, the west tangent bearing **185°**, and the daybeacon bearing **167.5°**. In 1967, a vessel anchored about 0.3 mile north-northeast of the north end of the island in 13 fathoms, with the east tangent of the island bearing **153°**, the west tangent bearing **213°**, and the daybeacon bearing **176°**, distance 1 mile. If an easterly swell is present, anchorage is not advisable at the north end of the island.

(107)

Weather

(108) Winds from the east predominate throughout the year. From December to May, the prevailing winds are sometimes interrupted by west winds and bad weather.

(109)

Chart 81664

(110) **Wake Island** (19°17'N., 166° 37'E.) lies in the Pacific Ocean on the direct route from Hawaii to Hong Kong. It is a U.S. possession with an area of only 3 square miles, consisting of three islands about 21 feet high. The islands form all but the northwest side of an atoll enclosing a shallow lagoon. The higher parts of the islands are covered with fairly heavy growth of scrub brush. The entire island group is surrounded by a shallow reef interspersed with coral pinnacles. There is no natural freshwater.

(111) Wake Island is administered by the Department of the Interior and activities on the island are managed by the US Army under a US Air Force permit. The restrictions imposed upon the entry into the Wake Island Naval Defensive Sea Area have been suspended, except for the entry of foreign flag vessels and foreign nationals. The restrictions may be re-established without notice at any time.

(112) **Wake Atoll** is a U.S. possession administered by the Department of the Interior, through the U.S. Fish and Wildlife Service and activities on the atoll are managed by the U.S. Air Force. The U.S. Fish and Wildlife Service manages Wake Atoll as a National Wildlife Refuge that encompasses the lands and waters out to 12 miles from the mean low water line of the islands. Entry to the refuge is strictly prohibited without prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) Wake Atoll National Wildlife Refuge is managed as a highly restricted marine reserve to prevent the introduction of invasive species, protect sensitive wildlife and coral reef habitats, and is subject to Federal regulations (See 50 CFR Parts 25-38 and 665). More information can be found at *fws.gov/refuge/wake_atoll*.

(113)

Prominent Features

(114) Two large fuel storage tanks are situated near the west end of Wake Island. An aero light is shown from an abandoned control tower situated 0.6 mile northwest of Peacock Point, the southeast extremity of Wake Island. It was reported that a ship obtained radar contact with Wake Island from a distance of 35 miles. The complete outline of the island was observed from a distance of 25 miles.

(115)

Channels

(116) On the seaward side, between Wake Island and Wilkes Island, there is a channel leading to a boat basin at the west extremity of Wake Island. The boat basin can accommodate three small-craft, which may serve as tugs or cargo lighters. Ships should radio their ETA 48 hours in advance. An unloading wharf is situated on the southwest side of the basin and a boat landing is at the head of the basin. Two mooring buoys are just outside the boat basin entrance channel. Cargo is discharged at the moorings. Sea conditions often permit a vessel to lie offshore and discharge dry cargo; this is reported to be the safest and best method for large vessels. Oil is discharged through a hose, floated out on barrels and connected to a fuel jetty at the east entrance point of the boat channel.

(117)

Anchorage

(118) The depths drop off sharply outside the atoll reef making it unsuitable for anchorage. The lagoon itself is inaccessible. The mooring facility outside the boat basin is available to all vessels having permission to call at Wake Island, but is considered hazardous. The use of an anchor is not recommended when using the mooring buoys. Vessels should not attempt to secure at the mooring buoys in an onshore or south wind. If secured to one buoy when the wind shifts to blow onshore, slip the mooring and leave the area. Any vessels moored to only one buoy must have engines on standby. Vessels should be secured to the mooring buoys with the bow headed east-southeast. Small-craft usually assist in mooring operations with the best times being at either high water or low water slack.

(119)

Currents

(120) A south-southwest current of 0.5 to 1 knot has been observed in the vicinity of Wake Island. There have been occasions when the currents are erratic and onshore sets have been observed. Vessels should carefully note the set and the drift of the tidal currents before attempting to moor. The tidal currents in the vicinity of the mooring buoys have been observed to set parallel to the shore at a rate of about 0.8 knot.

(121)

Weather

(122) Winds from the east and northeast prevail throughout the year, with average velocities of 10 to 13 knots. Gales occur on an average of 10 days a year. By reason of its position, the atoll is subject to typhoons and tropical storms; thunderstorms seldom occur.

(123) At Wake Island, the influence of the higher latitude is noticeable and the means vary between a low of 77°F in January and February and a high of 82°F in September. In August the mean maximum reaches 88°F. Extremes above 95°F are rare.

(124) The annual average rainfall is only 37 inches, showing a great decrease in precipitation from that occurring in the lower latitudes. The monthly totals range from a January average of 1 inch in the dry season to 7 inches in August.

(125)

Chart 81004

(126)

Mariana Islands

(127) Mariana Islands are comprised of the **Northern Marianas** and **Guam**. The Northern Marianas, a self-governing U. S. commonwealth consists of a chain of 16 volcanic islands, which extend in a north and south direction for a distance of about 450 miles. The islands in the group from norh to south are Farallon de Pajaros, Maug, Asuncion, Agrihan, Pagan, Alamagan, Guguan, Sarigan, Anatahan, Farallon de Medinilla, Saipan, Tinian, Aguijan and Rota. Except for Maug, which is a cluster of three tiny islands, all are single islands which rise precipitously as mountain peaks of rocky, volcanic material and are conspicuous from the offing. They are a good radar target from a distance of 14 miles, but are reported to give a poor return from a distance of 28 miles. Their total area is approximately 184 square miles. The three principal islands, Saipan (47 square miles), Tinian (39 square miles) and Rota (32 square miles) form two-thirds of the land area of the group.

(128) **Marianas Trench Marine National Monument** incorporates approximately 95,216 square miles and is comprised of the Trench, Volcanic and Island Units. Only the Islands Unit includes the waters as well as submerged lands out approximately 50 miles from the mean low water lines of the northernmost Mariana Islands of Farallon de Pajaros, Maug and Asuncion. The emergent lands of these three northern islands are not included in the monument and are under the jurisdiction of the Commonwealth of the Northern Mariana Islands. Permission is not required for innocent passage through these waters, however mariners should exercise extreme caution to avoid close proximity (within 1 mile) to reefs and emergent land, disturbance to wildlife, sensitive habitats, introduction of invasive species or accidental grounding. Commercial fishing is prohibited within the monument, however sustenance, recreational and traditional indigenous fishing within the Islands Unit is under consideration with a valid permit (See 50 CFR 665). More information can be found at *fws.gov/refuge/mariana_trench_marine_national_monument* and *www.fpir.noaa.gov*.

(129) **Mariana Trench National Wildlife Refuge** and **Mariana Arc of Fire National Wildlife Refuge** are units of the Marianas Trench Marine National Monument and include only the submerged lands but not the overlying water column. Entry to the refuges is strictly prohibited without prior approval from the Pacific Reefs National Wildlife Refuge Complex (See Appendix A, Department of Interior for address.) The refuges are managed as highly restricted marine reserves to protect sensitive deep-sea wildlife and geologic features of significant scientific interest, and are subject to Federal regulations

(See 50 CFR Parts 25-38). More information can be found at *fws.gov/refuge/mariana_trench* and *fws.gov/refuge/mariana_arc_of_fire*.

(130)

Weather, Pacific Islands

(131) The islands of the Marianas Archipelago have similar weather conditions. Under ordinary circumstances, the wind and seas in the vicinity of Guam are easterly due to the Northeast Trades. Westerly winds are at times experienced during the summer months as Guam is barely within the limits of the Southwest Monsoon. These winds are light as a rule. In the vicinity of Guam, northeasterly and east-northeasterly winds prevail for 6 months of the year. These winds blow from the northeast to east 65% of the time between December and May, and are strongest during these months. Between June and November, the surface winds are quite variable; calms are rare. In the southerly islands, the winds show a slight southerly trend as early as May.

(132) In the vicinity of the islands of Saipan and Tinian, the steadiest winds occur when the winter monsoon and the Northeast Trades reinforce each other. Between November and April, northeast and easterly winds prevail 70% of the time at rates of 10 to 12 knots. During the summer monsoon (May to October) easterly winds predominate, but southerly to westerly winds also occur. Wind velocities are about 10 to 11 knots from May to July, and 8 knots from August to October. Land mass effect modifies the maritime diurnal variations so that the surface winds are strongest at 0300 and weakest at 1400.

(133) In the vicinity of Pagan Island, the winds are steadiest during the Northeast Monsoon (November through March). They blow mostly from the northeast at an average rate of 15 knots. From April through June, the monsoon weakens and the prevailing winds become more easterly. During the wet season (June through November), easterly winds continue to predominate, but with considerable percentages from southerly to westerly directions. The winds are mostly light; the only strong winds occurring with typhoons.

(134) Precipitation increases decidedly during the summer months, especially in the southern islands. The wet season (July through October) has a mean monthly average of 10 inches (254 mm) or more. The major rainfall consists of heavy showers. As a rule, the rainfall diminishes as the latitude increases.

(135) The rainy season at Guam is from the first of July until the early part of November, with a monthly average of 11 to 15 inches (279 to 381 mm). January through June is the driest period, with an average monthly fall of 3.9 to 6.5 inches (99 to 165 mm). March is the driest month with an average precipitation amount of 3.9 inches (99 mm). The mean average rainfall is about 101 inches annually (2565 mm) but has ranged from 165 inches (4191 mm) in 1976 to 67 inches (1702 mm) in 1973. An average of 30 thunderstorms each year effect the island of Guam. The most active month is August.

(136) The rainy season at the islands of Saipan and Tinian is from July to November; the dry season lasts from December through June. During the rainy season, with the doldrums belt lying almost directly over these islands, there are increased showers and numerous thunderstorms and squalls. The dry season is characterized by fair weather, interrupted by fronts associated with northerly low pressure centers and some showers. Saipan Island has an average rainfall of 86 inches (2184 mm) per year with a monthly average of 13 inches (330 mm). During the rainy season (July through October) it averages 13 inches (330 mm) per month. Throughout the rest of the year, the average is about 4 inches (102 mm) per month. April is the driest month with an average of about 2¾ inches (70 mm).

(137) Typhoons frequently form south and east of the Mariana Archipelago and routinely pass in the vicinity of these islands. They are apt to occur more often during the summer months and are accompanied by high winds and torrential rains. They seldom occur during the winter months.

(138) Tropical disturbances often occur in the vicinity of Guam. Since 1842, at least 51 tropical cyclones have come within 25 miles (46 km) of Guam and another 49 have come within 50 miles (93 km) of the island. Since 1980, nine tropical cyclones have come within 25 miles (46 km) of the island and another 11 within 50 miles (93 km) of the island. As recently as August 1992, before attaining super typhoon status, Typhoon Omar raked the island with winds of 105 knots and gusts in excess of 140 knots. Omar was the most damaging typhoon to strike Guam since Typhoon Pamela in 1976. Omar caused an estimated $457 million of damage and destroyed or severely damaged over 2,158 homes.

(139) Tropical disturbances occur between August and January in the vicinity of the islands of Saipan and Tinian. Since 1842, at least 51 tropical cyclones have come within 25 miles (46 km) of Saipan and another 53 have come within 50 miles (93 km) of the island. Since 1980, 15 tropical cyclones have come within 25 miles (46 km) of the island while an additional 15 have come within 50 miles (93 km) of the island. As recently as December 3, 1986, Super Typhoon Kim passed only 18 miles (33 km) north of Saipan and raked the island with 135 knot winds and record rainfall.

(140) Tropical disturbances usually pass well to the south of Pagan Island, but several have been experienced. August, September and October are the most likely months. January through April is the only period believed to be entirely free of such storms. Probably not more than one a year pass close enough to affect Pagan Island.

(141) Gales, other than those of tropical origination, seldom occur in the vicinity of the islands of Tinian and Saipan. Winds reach gale force in the vicinity of Pagan Island from 2 to 4% of the time.

(142) Thunderstorms occur frequently from July to the early part of November. December through May are the months that are relatively free from thunderstorms.

(143) In Guam, the mean temperature is 79°F (26.1°C), the mean maximum is 86°F (30°C), and the mean minimum is 72°F (22.2°C). The temperatures for the rest of the Mariana Islands are quite uniform throughout the year. January and February are the coolest months. The nights are cooler in the northern islands. Temperatures above 85°F (29.4°C) normally occur from 25 to 28 days a month between April and August. The daily minimums seldom fall below 74°F (23.3°C) during the summer months. The yearly RANGE of temperatures is 3°F (2°C) in the south and 7°F (4°C) in the north. The daily RAnge is about 10°F (6°C). The extreme maximum temperature on Guam is 95°F (35°C) recorded in September 1957 and the extreme minimum is 54°F (12.8°C) recorded in March 1965.

(144) In Saipan, the mean temperature is 82°F (27.8°C), the mean maximum is 86° (30°C), and the mean minimum is 77°F (25°C). Extremes include a maximum of 104°F (40°C) recorded in May 1977 and September 1987 and an extreme minimum of 60°F (15.6°C) recorded in March 1975.

(145) Humidity is high throughout the year, but there is somewhat less humidity from December through May. The yearly average is about 76%. The January average is 68% and the June average is 84%.

(146) Fog and mist are rarely reported in the Guam, Saipan- Tinian areas. Visibility of less than ¼ miles (2 km) can be expected on less than one day per month. The occurrence of fog averages only one to two days each year.

(147) The yearly average cloud cover is about 7/10 (70%). The maximum coverage of 8/10 to 9/10 occurs during the summer months (July to October). Cloudiness is higher over the islands than over the adjacent seas. Clouds are more frequent during the daytime.

(148)

Tides and currents

(149) See Sailing Directions (Planning Guide) for the South Pacific Ocean (Pub. 122), for general information on tides, currents, and tidal currents in the region.

(150) Currents in the vicinity of the Mariana Islands are for the most part westerly. They are strongest near to and south of Saipan Island, and gradually become weaker north of that island. In June, the Equatorial Drift Current was reported to be strongest during that season in the parallel of 13° N. and to run to the northwest at a maximum rate of 1 knot. In October, a westerly current of 1 knot to 1½ knots was reported to have been experienced up to 20 miles east of Guguan Island, but little or no current was experienced north of that island.

(151) Variable currents are sometimes encountered near the islands. These are caused by the physical makeup of the island and by the additional force of the tidal currents.

(152) An almost constant southwesterly set has been reported along the northwest coast of Guam during the Northeast Trades. This current has been felt up to 10 miles offshore.

(153) In the vicinity of the Mariana Islands, the flood current usually sets westerly and ebb easterly; the tidal currents turn at the approximate times of high and low water. These currents are usually weak, except in narrow passages, and their directions and rates are sometimes variable. The tidal currents are usually confused and irregular off the east sides of these islands, due to the configuration of the land.

(154)

Charts 81048, 81054

(155) **Guam** (13°25'N., 144°44'E.), a U.S. territory since 1898, is not included in the Commonwealth of the Northern Marianas. The largest and southernmost island of the Marianas Archipelago, Guam is about 30 miles long and varies from 4 to 8 miles in width. The north end of the island is a plateau of rolling hills set on vertical cliffs rising to about 490 feet above sea level. The south end of the island consists of high volcanic hills. The plateau is covered with a thick growth of jungle; the volcanic hills support mainly sword grass. The highest hills are found in the central and south parts of the island.

(156) **Apra Harbor**, situated midway along the west coast of Guam, is the main berthing facility on the island, consisting of a commercial harbor, a naval complex, and a repair facility. The harbor is comprised of two main areas; **Apra Inner Harbor** and Apra Outer Harbor. **Apra Outer Harbor** is the principal commercial port for the island. Apra Inner Harbor houses the U.S. Naval facility and a commercial ship repair facility. **Glass Breakwater** forms the north and northwest sides of Apra Outer Harbor and acts as a barrier against most ocean swells from the north and west. The seaward end of the breakwater is marked by a light. The harbor is extensive and safe, except during typhoon season. During this time, vessels should be prepared to get underway at short notice.

(157)

Prominent features

(158) **Orote Point**, the west end of **Orote Peninsula**, is a sharp bluff about 210 feet high. **Orote Island** lies close off the north side of the point. **Orote Point Light** (13°26'47"N., 144°37'11"E.), 226 feet above the water is shown from a concrete tower with a black and white diamond-shaped dayboard on Orote Point. The light may be obscured by land features on a southern approach. A 200-foot radio tower is southwest of Orote Point Light in about 13°26'45"N., 144°37'10"E.

(159)

COLREGS Demarcation Lines

(160) The lines established for Apra Harbor are described in **80.1490**, chapter 2.

(161)

Anchorages

(162) There are **naval, explosive, and general anchorages** that have been designated within Apra Outer Harbor. (See

33 CFR 110.1 and 110.238, chapter 2, for limits and regulations.)

(163) There are also **special anchorage areas** in Apra Outer Harbor. (See **33 CFR 110.1** and **110.129a**, chapter 2, for limits and regulations.)

(164)

Channels

(165) The approaches to the harbor are free and deep, as is the channel between the breakwaters. The entrance to Apra Outer Harbor is marked by lights, lighted buoys, and a **083.6°** lighted range. The entrance to Apra Inner Harbor is marked by lighted buoys and a **141°** lighted range and a **176°** lighted range.

(166)

Regulated navigation areas

(167) **Regulated navigation areas** have been established in the approach and in Apra Outer Harbor. (See **33 CFR 165.1405**, chapter 2, for limits and regulations.)

(168) **Safety zones** and **security zones** have been established in Apra Outer Harbor. (See **33 CFR 165.1401** and **165.1404**, chapter 2, for limits and regulations.)

(169) Apra Inner Harbor and an area just west of the entrance to the Inner Harbor are included in a **restricted area**. (See **33 CFR 334.1 through 334.6 and 334.1430**, chapter 2, for limits and regulations.) A **harbor security barrier gate**, marked by two uncharted buoys, has been installed across the entrance to Apra Inner Harbor between the outermost ends of Wharves L and B.

(170)

Caution

(171) The restricted area of a **Firing Danger Zone** extends offshore about 1 mile south of Orote Point and off the southwest coast of the island. (See **33 CFR 334.1420**, chapter 2, for limits and regulations.) An acoustic range facility is south of the restricted area and a submarine operating area surrounds most of the island. Submerged submarine operations are conducted at various times in these waters; proceed with caution.

(172)

Currents

(173) On the approach to Orote Point, the southwest current associated with the Northeast Trades tends to curve to the south and southeast. The rate of the current is greatly affected by the force of the wind. During the typhoon season, the outgoing current from the harbor augments the southwest current and reduces any northeast current that may occur. Strong rips may be observed under these conditions. The prevalent set of the current at the harbor entrance is usually south or southwest regardless of the tidal currents, but a set to the north or northeast may be experienced, especially during the summer months. The flood current in the harbor entrance sets north to north-northeast at a maximum rate of 1.5 knots. The ebb current sometimes attains a maximum rate of 3 knots. Slack water occurs 30 minutes before low water and 45 minutes before high water. Heavy west swells sometimes make the entrance of Apra Outer Harbor dangerous. This condition occurs when a typhoon builds up in the area, progresses to the northwest, and then curves northeast. Beacons and buoys are sometimes destroyed or carried away at such times. The currents and tidal currents within the harbor are weak and variable.

(174)

Pilotage

(175) Pilotage is compulsory for vessels over 500 gross tons and all vessels entering the port for the first time and after daylight hours. Pilot services are available on a 24-hour basis for Apra Harbor. Pilots are required to board inbound vessels and leave outbound vessels at Alpha Hotel Pilot Station (13°26'52"N., 144°35'16"E.), about 2 miles west of Orote Point, to insure that the vessel is properly aligned on the entrance range; the station is unmarked.

(176)

Towage

(177) Tugs to 3,200 hp are available in Apra Harbor.

(178)

Quarantine, customs, immigration, and agricultural quarantine

(179) Apra Harbor is a customs and U.S. immigration port of entry. U.S. immigration regulations apply and are enforced by U.S. Customs and Border Protection; telephone 671–472–7138, fax 671–472–7139. U.S. Customs regulations are enforced by:

(180) Department of Customs, Government of Guam
(181) Customs and Quarantine Agency
(182) PO Box 21828
(183) GMF, Barrigada, GU 96921
(184) telephone 671–475–6202

(185)

Coast Guard

(186) The Coast Guard Communications Center is a full-service communications station. The center is monitored 24 hours and can be contacted on VHF-FM channel 16 or 9, call sign **NRV**. A Sector Office and Station are located on the U.S. Naval base and can also be contacted on VHF-FM channel 16 or 9 (24 hours); telephone 671–355–4821.

(187)

Harbor Regulations

(188) All operations in Apra Outer Harbor are under the jurisdiction of The Port Authority of Guam and The United States Coast Guard. Prior to entry all vessels must establish communications with Guam Port Control Harbormaster's office on VHF-FM channels 12, 13 or 16; call sign WRV-574. The phone number for Guam Port Control Harbormaster's Office is 671–477–8697.

(189) All operations in Apra Inner Harbor are under the jurisdiction of the U.S. Navy Port Control Harbormaster's Office with communication on VHF-FM channels 14 and 16. The phone number is 671–339–6141.

(190) Vessels entering, leaving or shifting berth are required to give a minimum of 24 hours notice to **The Port Authority of Guam Harbor Master and US Coast**

Guard Captain of the Port. Failure to give such notice is a basis for denying entry. No vessel shall enter or leave the harbor without radio clearance from the Harbormaster. Vessels must be ISPS/MTSA compliant.

(191) A tug boat (or tugs) shall be used by all commercial vessels, exceeding 250 feet in overall length entering, leaving, or operating within the harbor, except research vessels and vessels up to 300 feet in overall length equipped with an operational bow thruster. A fishing vessel's use of a skiff boat in lieu of a tug boat is permitted provided there is constant communication between the skiff operator and the vessel Master.

(192) Speed is limited to no more than 12 knots in Outer Harbor and no more than 5 knots in Inner Harbor, except in emergency situations.

(193)

Wharves

(194) The commercial port, situated on **Cabras Island**, handles general cargo, passengers, and inter-island transshipments. Three 30 to 40-ton gantry cranes, three hoists, and one 150-ton crane are available at the port. The Inner Harbor is under the jurisdiction of the Navy, but certain berths are available through the Port Authority upon special request.

(195)

Supplies

(196) Apra Harbor is the principal supply center for the region. Water is available at most wharves. Bunker fuel is available at Golf Pier, Berths F-1 and F-3 and by tanker truck.

(197)

Repairs

(198) Apra Harbor has a floating dry dock that can handle a maximum LOA of 700 feet. Guam Shipyard, PO Box 13010, Bldg. 20 Comnavmar, Santa Rita, GU 96915-3010; telephone 671–339–1101 or 671–339–5258.

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

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

(201) Anchorage, with winds between the east-northeast and south, may be obtained in Hagatna Bay; however, it is an open roadstead with a steep-to bottom and great depths. A strong current has been reported off Adelup Point.

(202)

Chart 81063

(203) **Rota Island** (14°10'N., 145°12'E.), of volcanic formation, is about 32 miles northeast of Guam. The northeast part consists of a plateau 522 feet high; southwesterly part is a low sandy isthmus. The shore of Rota is generally steep and rocky except at the southwest tip; a narrow coral reef nearly fringes the entire island. Rota rises to 1,611 feet in its west-central part.

(204)

Caution

(205) A naval operating area is off the northeast shore of Rota.

(206)

Tidal currents

(207) The diurnal inequality is considerable. The flood attains a rate of ½ knot. The flood sets southerly, the ebb northerly; turning at about the time of high and low water.

(208) **Harnom Point (Puntan Taipingot)** (14°07'N., 145°07'E.) is the south end of **Taipingot**, a prominent headland with a distinct 'wedding cake' shape, which forms the southwesterly end of Rota Island.

(209) **Sasanlagu**, situated on the northwest side of the Taipingot Peninsula, affords some shelter during southeasterly winds. **Rota West Harbor**, on the southeast side of Sasanlagu and 0.5 mile southwest of the village of Rota (Song Song), is the only commercial port serving the Commonwealth of the Northern Mariana Islands. An entrance channel, marked by a **118°** lighted range, leads southeast to a turning basin inside the harbor. In 2007, the entrance channel had a controlling depth of 18 feet and the turning basin had depths of 11 to 14 feet except for shoaling to 6 feet in the east corner of the basin.) A strong current runs along the coast in a southwest direction. It is funneled between Mafuiion Rock and the fringing reef causing extreme difficulties in bringing vessels into the port. Entering the port except at slack tide is not recommended without local knowledge.

(210) Pilotage is compulsory for vessels greater than 300 gross tonnage. There are no pilots in Rota but pilotage can be arranged by contacting Saipan Marine Corporation at 670–322–7345/46/51. Arrival at night is not permitted. There is no anchorage inside Rota West Harbor, however, anchorage can be permitted outside the harbor by contacting Rota Port Control on VHF-FM channels 13 or 16. Tugs and barges are not available in Rota. Pilots require a vessel with twin screws or a single screw with strong bowthruster to enter the harbor. Vessels over 236 feet do not have swinging room inside the basin.

(231)

(211) Rota West Harbor has two berthing facilities: Berth 1 is 150 feet in length, 16 feet alongside and Berth 2 is 100 feet in length, 11 feet alongside. Forklifts to 3 tons and an 80-ton crane are available at the harbor. Stevedoring services are available by Rota Terminal & Transfer (RT&T), Monday-Saturday, and can be contacted at 670–532–3117 or 670–532–5270. The harbor is owned and operated by the Commonwealth Ports Authority (CPA). Hours of operation are Monday-Saturday 0730 to 1630. Other times may be arranged by contacting the CPA (670–532–9497/89) and other agencies needed to provide port services. Advance notice of at least 24 hours is required to provide adequate services. A boat ramp and several small boat slips are available in the harbor.

(212)

Quarantine, customs, immigration, and agricultural quarantine

(213) Customs, quarantine, and immigration offices are in Rota West Harbor. Hours of operation are Monday-Saturday 0730 to 1630 for customs and quarantine, Monday-Friday 0730 to 1630 for immigration. Other times may be arranged by calling: customs office 670–532–9484/88, quarantine office 670–532–3415/9494, immigration office 670–532–9436.

(214) **Sasanhaya** is a bay on the east side of Taipingot and south of the village of Rota. Anchorage can be had in Sasanhaya, however, a swell sets in with winds from any direction except northeast. When northeasterly winds are strong, they often blow down from the steep slopes at the inner part of the bay. Anchorage may be found in depths of 16 fathoms, about 0.4 mile south of the village of Rota (Song Song). During northeasterly winds, good anchorage may be found on the east side of the bay.

(215)

Off-lying Danger

(216) A bank with a depth of 22 fathoms is about 120 miles, 273° from Harnom Point (Puntan Taipingot).

(217)

Charts 81004, 81067

(218) **Aguijan Island** (14°51'N., 145°33'E.) is about 022°, 42 miles from Rota Island, and it has steep, cliffy and inaccessible shores. Naftan Rock is about ½ mile southwest of the island's southwest end.

(219)

Off-lying banks and dangers

(220) **Esmeralda Bank**, about 17 miles northwest of Aguijan Island, has a least depth of about 33 fathoms, and can be recognized by the discoloration of the water, which has the appearance of sulphur being emitted. A 30 fathom bank, marked by boiling sulphur, is about 20 miles northwest of Aguijan Island. Other banks with greater depths are charted in this vicinity.

(221) A bank, with a depth of 19 fathoms over it, is about 5 miles southwest of Aguijan Island.

(222) **Tatsumi Reef**, centered about 2 miles southeast of the southern end of Tinian Island, is on the northeast side of Tinian Channel. A patch with a depth of 13 fathoms over it is 14 miles west of the north end of Tinian Island.

(223)

Charts 81067, 81071

(224) **Tinian Island** (15°00'N., 145°38'E.) is northeast of Aguijan Island and it is separated from it by Tinian Channel. The north end of the island is low and flat.

(225) Tinian Island is an experimental cattle raising center. The island is extensively cultivated; vegetables and produce are shipped to Guam. Tinian is a transfer point for tuna purse seiners. An inter-island tug and barge reportedly visits the island several times a week. The population was 3,540 (2000).

(226)

Prominent features

(227) **Lasso Hill**, 564 feet high, is the summit of the island and lies about 3¾ miles south of the north end of Tinian Island. **Maga Hill**, a mile northwest of Lasso Hill, is joined to the latter by a ridge. The land south of this ridge is sloping and for the most part cultivated. Several radio towers are prominent on the slope west of Maga Hill.

(228) An extensive ridge is located along the east side of the south part of the island, between **Puntan Carolinas** and **Puntan Masalok**. The coast between these points is faced by a sheer cliff. The broad and cultivated land in the central part of the island gives way to narrow and successively lower terraces near the coast. These levels are separated by steep slopes or cliffs. Sandy beaches are found near the town of Tinian and in the bay between Puntan Masalok and Puntan Asiga.

(229) Many charted landmarks were either nonexistent or were overgrown with foliage (1963).

(230) **Tinian Harbor** is the name given to the area lying off the southwestern shore of Tinian Island, fronting the town, and including the swept area best shown on the chart.

(232) The inner harbor area off Tinian is protected from the sea by a breakwater constructed on the reef that fronts the town. The north end of the breakwater was in ruins (2005). An entrance channel, marked by lighted and unlighted buoys, is entered about ½ mile south of the head of the breakwater and leads northeast and northwest to a basin off the town of Tinian. A smokestack is about 0.6 mile north-northwest of the inner harbor in about 14°58'25"N., 145°36'55"E.

(233)

Routes

(234) A course of **035°** leads through the first leg of the channel to a position southeast of the outer end of the breakwater, then a course of **336°** leads to the main quay.

(235)

Anchorages

(236) Anchorage may be found, in depths of 10 to 20 fathoms, sand and coral, good holding ground, off Tinian; however, it is unsafe during the Southwest Monsoon. During westerly winds anchorage may be found in a bay on the northeast side of Tinian Island between Puntan Masalok and Puntan Asiga, in depths of 15 to 25 fathoms; however, this anchorage is reported untenable during strong easterly and northeasterly winds.

(237) **Explosive anchorages** are off the west shore of Tinian Island, off **Puntan Diapblo** (see **110.239**, chapter 2, for limits and regulations.)

(238) A **security zone** is off the west shore of Tinian Island, between Puntan Diapblo and the village of Tinian (see **165.1403**, chapter 2, for limits and regulations).

(239)

Tides and Currents

(240) At times the tides will become diurnal around the time of the moon's maximum declination. The currents set northwest on the flood and southeast on the ebb; attaining rates of about a knot and turning at about the times of high and low water.

(241)

Pilotage

(242) Vessels must obtain permission and acquire a pilot from the authorities at Saipan before entering the harbor. Entering and exiting port is permitted only during daylight hours and "Tinian Port Control" monitors VHF-FM channel 16.

(243)

Wharves

(244) The Main Quay has a length 2,000 feet with depths of 17 to 20 feet alongside. Pier 1 and Pier 2, off the northwest side of Main Quay, were reported in ruins and unserviceable in 2005.

(245)

Charts 81067, 81071, 81076

(246) **Saipan Island** (15°10'N., 145°45'E.), the second largest of the Mariana Islands, is northeast of Tinian Island and is separated from it by **Saipan Channel**. Saipan Channel is deep and clear of known dangers.

(247)

Prominent features

(248) A chain of mountains, the summit of which is **Okso' Takpochao**, 1,555 feet high, a conspicuous, conical, extinct volcano, lines the center of the island in a north-south direction. The east peninsula and the south part of the island are low flat plateaus. Some relatively level

(254)

Saipan Harbor, Northern Mariana Islands
2004

areas are found on the north end and northwest and west sides of the island, between the coast and the lower slopes of the ridge. These areas are, for the most part, cultivated. The land on the west and northwest sides slopes down to the beaches. The northeast and southeast shores of the island are formed by rugged, rocky cliffs.

(249) The west and northwest shores are fronted by barrier reefs, within which are shallow lagoons. Detached dangers and foul ground containing many coral heads, with depths of 3 fathoms or less, extend about a mile southwest from the southwest extremity of the barrier reef that fronts the northwesterly end of the island. A number of detached dangers lie south of this foul ground, along the edges of the swept anchorages areas.

(250) Vessels approaching the island will first sight Okso‘ Takpochao. Vessels passing south of the island will next sight **Fina‘ Sisu**, the 295-foot summit, located 2¾ miles south-southwest of the above peak. This summit, when first seen, appears as a detached island. **Isleta Managaha**, located off the northwest coast, appears as a destroyer when viewed from the west.

(251) An abandoned lighthouse, 43 feet high, white circular concrete structure, stands at an elevation of 375 feet, about a mile northeastward of the pier at Garapan. Two radio masts, marked by obstruction lights, are close to the abandoned lighthouse. Five radio towers are on **Puntan Agingan** and are reported to serve as one of the most visible landmarks on Saipan.

(252) Saipan Harbor is reported to be radar conspicuous at a distance of about 20 miles.

(253) **Saipan Harbor** (15°12'N., 145°41'E.), lying on the west side of Saipan Island, includes the outer anchorage, **Garapan Anchorage** and the inner harbor, **Puetton Tanapag**.

(255)

Routes

(256) Vessels entering Puetton Tanapag should make the approach with the light on Isleta Managaha ahead bearing **044°**, passing on either side of the fairway buoy. When approaching Lighted Buoy No. 3, course should be altered to **088°** with the harbor entrance lighted range lined up. This course leads into and through the harbor.

(257)

Channels

(258) The northern part of Saipan Harbor, **Puetton Tanapag**, is entered through a dredged channel that leads northeast then turns east to a turning basin. In 2009-2010, the controlling depth was 36 feet in the channel to the basin, thence depths of 32 of 40 feet were available in the basin.

(259)

Anchorages

(260) The outer anchorage affords shelter during prevailing easterly winds, but none during infrequent westerly storms. This anchorage, which lies from 3 to 5 miles offshore, is suitable only as a temporary anchorage for large vessels. The inner anchorage, which includes Garapan Anchorage, contains numerous berths with depths ranging from 25 to 100 feet, holding ground fair to good, with coarse coral sand. This anchorage lies from 1 to 2 miles offshore. Vessels can anchor in 10 fathoms, sand bottom, about 0.8 mile offshore, abreast Fina‘ Sisu, off the village of **Chalan Kanoa**. Vessels can anchor in 12 to 14 fathoms, coral bottom, in a position about 1.5 miles off **Garapan**. The anchorage area in Puetton Tanapag has depths ranging from 12 to 30 feet. A seaplane landing area is northward of the anchorage area.

(261)

Regulated navigation area

(262) A security zone has been established in Saipan Harbor. (See **33 CFR 165.1405**, chapter 2, for limits and regulations.)

(263)

Caution

(264) A sewer outfall extends from a position about 200 yards southwest of the southwest corner of Pier C to a position about 600 yards north-northwest of the northwest corner of the same pier.

(265) Unexploded ordnance has been reported to lie within Anchorage Berth L8.

(266) **Okino Reef** (15°12'41"N., 145°41'48"E.), an isolated shallow area in Garapan Anchorage, has a least depth of 6 feet and is marked by a buoy on the west side.

(267) Some mooring buoys and many wrecks are in the harbor.

(268) Two mooring buoys are just outside the reef off **Puntan Susupi**.

(269)

Tidal Currents

(270) Tidal currents in Saipan Channel set northwesterly at a rate of 2½ knots on the flood and southeasterly at 1¼ knots on the ebb; turning at about the times of high and low water. In the outer anchorage of Saipan Harbor, the tidal currents are irregular, with a maximum west-northwest set of about 2 knots during the flood. In Garapan Anchorage, the tidal currents set northerly at rates of ½ to 1 knot during the flood and southwesterly at rates of ½ to ¾ knot during the ebb. In Puetton Tanapag the tidal currents set north on the flood and south on the ebb, neither exceeding a rate of ¾ knot. They appear to turn at times of high and low water.

(271)

Pilotage

(272) Pilotage is compulsory; pilots board vessels in the vicinity of Tanapag Harbor Approach Lighted Buoy T.

(273)

Wharves

(274) The port provides 2,600 linear feet of berthing space, and a 22-acre container yard. Water, fuel, electricity and sewage pump-out are available. A marina is about 0.5 mile southwest of the port facilities.

(275) **Bahia Laolao** (Bahia Laulau) is on the southeast side of Saipan Island affording the only shelter with the wind between west and north, but due to excessive depths it can not be recommended. Vessels may obtain anchorage in a depth of about 30 fathoms, about 600 yards offshore, south of the village of Laulau.

(276)

Off-lying banks and dangers

(277) A bank, with a depth of 26 fathoms is about 9½ miles north-northeast of **Puntan Sabaneta** (15°17'N., 145°49'E.).

(278)

Charts 81004, 81086, 81092

(279) **Arakane Reef** (15°38'N., 145°45'E.),. about 175 miles west of Saipan Island, is a coral reef with a least depth of 30 feet over it. In 1945, a heavy swell was observed over Arakane Reef; discoloration was very noticeable. In 1969, mooring buoys were reported to be upon this reef.

(280) **Farallon de Medinilla** (16°01'N., 146°05'E.) 265 feet high, and guano-covered, has steep coasts forming precipes. Deep caves are found on the south and west shores. A chasm, located in the southern part of the island, separates that part from the north. Farallon de Medinilla was reported to be radar conspicuous from a distance of 23 miles.

(281) A rocky bank, with a least depth of 8.7 fathoms, is about 0.3 mile northeast of the north end of the island. Another bank with least depth of 3.9 fathoms is about 1.3 miles north of the island; the bank is marked by breakers in heavy weather. In 1964, a depth of 10 fathoms was reported about 9 miles west-northwest of the north end of Farallon de Medinilla.

(282)

Caution

(283) Farallon de Medinilla is used as a bombing and strafing target complex by the U.S. Navy. Mariners are advised to avoid the area by as wide a margin as is practicable.

(284) **Anatahan Island** (16°22'N., 145°40'E), 2,585 feet high, is about 20 miles northwest of Farallon de Medinilla, and is of volcanic formation. The crater of a dormant volcano, which contains a wide grass-covered field, forms the summit of the island. The crater wall has a peak on its east and west sides; the west one being quite sharp.

(285) Small vessels can anchor off the northern part of the west coast of Anatahan Island, about 600 yards offshore. A bank, with a depth of 37 fathoms over it, is about 18 miles east of Anatahan Island. In 1974, another bank with a depth of 35 fathom was reported to lie about 10 miles farther north-northeast of the island.

(286) In 1967, a depth of 12 fathoms was reported in 17°08'N., 143°15'E. An 8 fathom patch has been reported to be in 16°31'N., 143°08'E.

(287) **Sarigan Island** (16°43'N., 145°47'E.), lying about 20 miles northeast of Anatahan Island, is cone-shaped, wooded, and of volcanic origin; rising to a height of 1,801 feet in its southern part.

(288) A bank, with a depth of 12 fathoms is 5 miles north of Sarigan Island.

(289) **Zealandia Bank**, about 11 miles north-northeast of Sarigan Island, is comprised of two rocks that dry, lying ½ mile apart. The sea breaks on these rocks at all times and the breakers can be seen from a distance. It was reported that there was a depth of 11 fathoms around both rocks, and that there are no other dangers. A bank, with a depth of 51 fathoms over it, is 9 miles northwest of Zealandia Bank.

(290) **Guguan Island** (17°19'N., 145°51'E.), lying about 35 miles north of Sarigan Island, has two summits; the southern is 988 feet, the north is 814 feet high, and is an active volcano. Guguan Island is reported to be a good radar target from a distance of 27 miles. A large quantity of sulphur covers the ground around the crater. When seen from east or west, the northern summit appears to be covered with snow. The coasts are steep, and there is vegetation and breadfruit trees.

(291) **Alamagan Island** (17°36'N., 145°50'E.), lying 15 miles north of Guguan Island, is an inactive volcano with two peaks; the higher being 2,441 feet. The island is reported to be radar conspicuous at a distance of 31 miles. The shores are lined with rocks and the southeast side is a steep slope of bare lava. There is a hot spring at the north end of the west coast.

(292) Shoals with depths 35 and 26 fathoms were reported (1946 and 1970, respectively) to lie about 165 miles west of Alamagan Island. A bank, with a least depth of 4 fathoms over it, is in about 18°05'58"N., 143°07'36"E.

(293)

Anchorage

(294) Anchorage may be found, during northeasterly winds, off the southwest side of Alamagan Island, about 600 yards offshore, in 12 fathoms, sand bottom.

(295) **Pagan Island** (18°07'N., 145°47'E.) lying about 30 miles north of Alamagan Island, has two active volcanoes. **Mount Pagan**, 1,870 feet high, rises in the northern and larger segment of the island. Several volcanic cones, some of which give off steam, are located in the southern part of the island. A hot spring lies on the eastern side of the southern part of the island. The two parts of the island are connected by a narrow, but high, isthmus. The island is rugged, except for a low level marshland lying south of Mount Pagan. Two lakes are located between the mountain and the northwest coast. The western lake, which is separated from the sea by a sand bar,50 yards wide, is salty. The shores of the island are steep and rocky, except for some sandy beaches along Apaan Bay. Casuarina and coconut trees grow along most of the coastline and lower slopes, but the upper and steeper slopes of the volcanoes appear almost barren. **Apaan Bay** is an open bight off the middle of the west side of Pagan Island. The beach is for the most part steep, exposed to surf, and has a thick growth of shrubs. **Shomushon**, a settlement which contains most of the population of the island, is located at the head of a small inlet that indents the northern end of the bay.

(296)

Anchorage

(297) Anchorage may be found in Apaan Bay in a depth of about 60 feet, southwest of **Bandeera Rock**. Bandeera is a prominent rock, 161 feet high, lying 600 yards northwest of Shomushon. This anchorage is sheltered from winds between northeasterly and easterly, but during westerly winds heavy seas set in, making the anchorage dangerous.

(298) A 24-foot shoal is about 800 yards south-southwest of Bandeera Rock. A shoal, with depths less than 36 feet over it, projects 400 yards south-southwest from the 24-foot shoal.

(299) **Agrihan Island** (18°46'N., 145°40'E.), lying about 33 miles north of Pagan Island, has two peaks. The highest peak rises to 3,166 feet. The island is of volcanic origin and has a large crater. The southwest side forms a gentle slope with a shore of black sand. **Agrihan**, a small settlement, is located near the southwest end of the island. A prominent church is about a mile northwest of the southern extremity of Agrihan Island. It was reported that the island was visible from a distance of 26 miles. Agrihan Island serves as a good radar target from a distance of 31 miles. A westerly current with a rate of 1¼ knots was observed in August, in a position about 6 miles northwesterly of Agrihan Island.

(300)

Anchorage

(301) Anchorage may be taken in 14 fathoms, sand and gravel bottom, about 650 yards off the beach fronting the settlement of Agrihan; however, it is unsafe during strong southerly or westerly winds, when there is a heavy swell.

(302) **Asuncion Island** (19°40'N., 145°24'E.), lying about 55 miles north of Agrihan Island, is a volcanic cone rising steeply to a height of 2,923 feet. White smoke occasionally emits from this cone. On the northeast and east sides there are some prominent crevices and broken cliffs, from the cracks in which smoke emits. The slope is gentle at the southwestern foot of the mountain, and coconut palms grow sparsely amongst dense stunted trees. The south

coast is fronted by a pebble beach; the remaining coasts are precipitous.

(303) In 1955, breakers and discolored water were reported to extend about ½ mile offshore from the northeast end of the island.

(304) Asuncion Island is reported to be radar conspicuous from a distance of up to 48 miles.

(305) In 1969, it was reported that Asuncion Island lay 2 miles north of its charted position.

(306) In 1953, a bank, with a depth of 27 fathoms over it was reported to lie about 5½ miles southeast, and another, with a depth of 58 fathoms over it lies 16 miles south, of Asuncion Island.

(307) In 1945, depths of 52 and 60 fathoms were reported to lie about 85 miles west-southwest of Asuncion Island.

(308) **Maug Islands** (20°01'N., 145°14'E.), lying about 24 miles north-northwest of Asuncion Island, are comprised of three rocky, uninhabited islands; named North, East and West. This group has the appearance of a conical volcanic peak that has partially collapsed. **North Island**, 748 feet high, is the highest but smallest. This island, together with **East Island**, and **West Island**, form a circle that encloses a lagoon. The steep sides of East Island are covered with grass and low bushes, and the higher slopes are covered with trees and coconut palms. A tower is on the summit of East Island. In 1958, the ruins of what appeared to be a fishing station were reported on the north end of the same island. In 1977, Maug Island was reported to be a fair radar target from distances up to 38 miles.

(309)

Local magnetic anomaly

(310) A local magnetic anomaly amounting to 3°W has been observed near East Island, and up to 7° near West Island.

(311) Tidal currents set easterly across the south entrance of the lagoon at a rate of ¾ knot during the flood. They set north through the entrance at a rate of ¼ knot during the ebb.

(312)

Depths-Limitations

(313) South Passage, about 600 yards wide and swept to depths of 59 feet and 48 feet, is the best passage leading into the lagoon. The northeast passage, which has been swept to 15 feet over a width of 150 yards, is not recommended, as it is fully exposed to the prevailing winds. The northwest passage is foul.

(314)

Anchorages

(315) In 1941, it was reported that safe anchorage could be found, in depths of 20 to 40 fathoms, about halfway between the west end of North Island and the southwest end of East Island; rock bottom.

(316) Vessels can anchor off the northern part of the west side of East Island.

(317) A vessel reported anchoring in 16 fathoms, black sand bottom, with the northern point of East Island bearing 056°. However, this anchorage was reported unsafe due to swells rolling in through the northeast passage.

(318) **Supply Reef**, with a depth of 27 feet over it, lies about 10 miles northwest of North Island. Supply Reef is reported to be a circular reef of about 300-yard diameter, marked by discolored water and by breaking seas.

(319)

Chart 81086

(320) **Farallon de Pajaros** (20°32'N., 144°54'E.), lying about 36 miles north-northwest of Maug Islands, is the most northern of the Mariana Islands and it is an active volcano; its summit forming a regular cone of ashes 1,047 feet high.

(321) In 1974, a shoal, with a depth of 10 feet over it, was reported to lie 115 miles northwest of Farallon de Pajaros. Submarine volcanic activity has been reported in this vicinity.

(322) Farallon de Pajaros is reported to be visible from a distance of 40 miles; at night the crater glow can be seen for 15 miles. In 1967, it was reported that the volcano appeared as a well defined shadow at night from a distance of 27 miles. Farallon de Pajaros is radar conspicuous from a distance of 29 miles. The northern, southern, and eastern coast are precipitous. All coasts are rocky and steep-to. There is no anchorage. The island is barren, except near the high rock on the southeast side, where there is some coarse grass. Several smaller rocks, one of which is prominent, are located about 150 yards southeast of the high rock.

(323) **Stingray Shoal**, having a depth of 8 fathoms, is located in approximate position 20°30'N., 142°26'E. The shoal has not been examined, and should be given a wide berth.

Appendix A

(1)

Sales Information

(2) NOAA publications, nautical charts and unclassified National Geospatial-Intelligence Agency (NGA) nautical charts are sold by authorized sales agents in many U.S. ports and in some foreign ports. Information on obtaining charting products and a listing of authorized agents can be found at *www.nauticalcharts.noaa.gov*.

(3)

Charts, Publications, and Services–NOAA

(4)

Reporting corrections to Nautical Charts and Coast Pilots

(5) Users are requested to report all significant discrepancies or additions to NOAA charts and Coast Pilots, including depth information in privately maintained channels and basins; obstructions, wrecks, and other dangers; new, relocated, or demolished landmarks; uncharted fixed private aids to navigation; deletions or additions of small-craft facilities and any other information pertinent to safe navigation. This information may be submitted using the NOAA Office of Coast Survey site: *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*. All correspondence should be addressed to:

(6) Department of Commerce, NOAA
(7) Nautical Data Branch
(8) N/CS261, Station 7331
(9) 1315 East-West Highway
(10) Silver Spring, MD 20910

(11)

Nautical Charts

(12) NOAA maintains the nautical charts and publications for the coast of the United States and the Great Lakes. Over a thousand charts cover 95,000 miles of shoreline and 3.4 million square nautical miles of water. Access to charts, publications and chart catalogs is available through *www.nauticalcharts.noaa.gov*.

(13)

Dates of Latest Editions

(14) Information concerning the dates of latest editions for the full suite of NOAA's nautical charts and U.S. Coast Pilot volumes can be found at *www.nauticalcharts.noaa.gov/mcd/dole.htm*

(15) CAUTION: A NOAA nautical chart is not a valid document until its publication is announced in the U.S. Notice to Mariners. This also applies to NOAA nautical publications such as Coast Pilot. The date of a chart is also of vital importance to the navigator. When charted information becomes obsolete, further use of the chart for navigation may be dangerous.

(16)

Coast Pilots

(17)

U.S. Coast Pilot 1	– Atlantic Coast, Eastport to Cape Cod
U.S. Coast Pilot 2	– Atlantic Coast, Cape Cod to Sandy Hook
U.S. Coast Pilot 3	– Atlantic Coast, Sandy Hook to Cape Henry
U.S. Coast Pilot 4	– Atlantic Coast, Cape Henry to Key West
U.S. Coast Pilot 5	– Gulf of Mexico, Puerto Rico and Virgin Islands
U.S. Coast Pilot 6	– Great Lakes: Lakes Ontario, Erie, Huron, Michigan, Superior and St. Lawrence River
U.S. Coast Pilot 7	– Pacific Coast: California, Oregon, Washington, Hawaii and Pacific Islands
U.S. Coast Pilot 8	– Alaska, Dixon Entrance to Cape Spencer
U.S. Coast Pilot 9	– Alaska, Cape Spencer to Beaufort Sea

(18)

Distance Tables

(19) Distances Between United States Ports is available at *www.nauticalcharts.noaa.gov/nsd/distances-ports*.

(20)

National Ocean Service Center for Operational Oceanographic Products and Services

(21) Oceanographic Division (N/OPS3)
(22) 1305 East-West Highway, 7th floor
(23) Silver Spring, MD 20910-3281
(24) Tel: 301–713–2815 Ext. 0
(25) Fax: 301–713–4500 (24 hours)
(26) Email: *tide.predictions@noaa.gov*
(27) Web: *www.tidesandcurrents.noaa.gov*

(28)

National Weather Service Offices

(29) The following offices provide forecasts, current conditions, local information and climatological data. This data can be accessed through the websites listed after each office below.

(30)

California
NWS Forecast Office Eureka – *www.wrh.noaa.gov/eka* 300 Startare Drive, Eureka, CA. 95501
NWS Forecast Office Los Angeles – *www.wrh.noaa.gov/lox* 520 North Elevar Street, Oxnard, CA. 93030
NWS Forecast Office San Diego – *www.wrh.noaa.gov/sgx* 11440 West Bernardo Court, Suite 230, San Diego, CA. 92127

NWS Forecast Office San Francisco – *www.wrh.noaa.gov/mtr*
20 Grace Hopper Avenue, Stop 5, Monterey, CA. 93943

NWS Forecast Office San Joaquin Valley
www.wrh.noaa.gov/hnx
900 Foggy Bottom Road, Hanford, CA. 93230

Hawaii

NWS Forecast Office Honolulu – *www.prh.noaa.gov/pr/hnl*
2525 Correa Road, Suite 250, Honolulu, HI. 96822

Guam

NWS Forecast Office Guam – *www.prh.noaa.gov/guam*
3232 Hueneme Road, Barrigada, GU. 96913

Oregon

NWS Forecast Office Medford – *www.wrh.noaa.gov/mfr*
4003 Cirrus Drive, Medford, OR. 97504

NWS Forecast Office Pendleton – *www.wrh.noaa.gov/pdt*
2001 NW 56th Drive, Pendleton, OR. 97801

NWS Forecast Office Portland – *www.wrh.noaa.gov/pqr*
5241 NE 122nd Avenue, Portland, OR. 97230

Washington

NWS Forecast Office Seattle – *www.wrh.noaa.gov/sew*
7600 Sand Point Way NE, Seattle, WA. 98115

NWS Forecast Office Spokane – *www.wrh.noaa.gov/otx*
2601 North Rambo Road, Spokane, WA. 99224

(31)

NOAA Weather Radio

(32) National Weather Service VHF-FM radio stations provide mariners with continuous FM broadcasts of weather warnings, forecasts, radar reports, and surface weather observations. Reception range is up to 40 miles from the antenna site, depending on the terrain, type of receiver, and antenna used. The VHF-FM radio stations with location of antenna in or near the area covered by this Coast Pilot are listed in the table.

(33)

Call Sign	Station	Location	Frequency (MHz)
KEC-62	San Diego, CA	33°01'N., 116°57'W.	162.40
WWG-21	Santa Ana, CA	33°50'N., 117°36'W.	162.45
KWO-37	Los Angeles, CA	34°13'N., 118°03'W.	162.55
KIH-34	Santa Barbara, CA	34°26'N., 119°46'W.	162.40
WWF-62	Santa Barbara, CA	34°31'N., 119°58'W.	162.475
KIH–31	San Luis Obispo, CA	35°21'N.,120°39'W.	162.55
KEC–49	Monterey, CA,	37°11'N., 121°54'W.	162.55
KHB–49	San Francisco, CA	37°27'N., 122°30'W.	162.40
KIH–30	Point Arena, CA	39°01'N., 123°31'W.	162.40
KEC–82	Eureka, CA	40°25'N., 124°07'W.	162.40
KIH–37	Brookings, OR	42°07'N., 124°12'W.	162.55
WNG-596	Port Orford, OR	42°42'N., 124°27'W.	162.425
KIH–32	Coos Bay, OR	43°23'N., 124°07'W.	162.40
WNG-674	Florence, OR	44°03'N., 124°02'W.	162.50
KIH–33	Newport, OR	44°45'N., 124°02'W.	162.55
WWF-95	Tillamook, OR	45°28'N., 123°56'W.	162.475
KIG–98	Portland, OR	45°34'N., 122°47'W.	162.55
KEC–91	Astoria, OR	46°22'N., 123°48'W.	162.40
KXI-27	Forks, WA	47°50'N., 124°23'W.	162.425
KIH–36	Neah Bay, WA	48°22'N., 124°40'W.	162.55
WWG-24	Puget Sound, WA	48°02'N., 122°58'W.	162.425
KHB–60	Seattle, WA	47°32'N., 121°55'W.	162.55
WXM–62	Olympia, WA	46°33'N., 122°55'W.	162.475
CFA–240	Mt Tuam, BC*	48°43'N., 123°29'W.	162.4
KBA–99	Hilo, HI	19°44'N., 155°05'W.	162.55
KBA–99	Maui, HI	20°43'N., 156°16'W.	162.40
KBA–99	Honolulu, HI	21°31'N., 158°09'W.	162.55
KBA–99	Kauai, HI	22°07'N., 159°40'W.	162.40

* Canadian Government weather radio station

(34) The National Weather Service provides **Radiofacsimile Weather Information** through Coast Guard Communications Station Pt. Reyes (NMC) and DOD Communication Station Honolulu (KVM70). The frequencies listed here are assigned frequencies. To convert to carrier frequency, subtract 1.9 KHz from the assigned frequency. Broadcasts are made on the following frequencies:

(35) **Pt. Reyes (NMC)**– 4346 KHz (0140-1608 UTC), 8682 KHz (All broadcast times), 12786 KHz (All broadcast times), 17151.2 KHz (All broadcast times), 22527 KHz (1840-2356).

(36) **Honolulu (KVM70)**– 9982.5 KHz (0519-1556 UTC), 11090 KHz (All broadcast times), and 16135 KHz (1719-0356 UTC).

(37) For further information, visit *www.nws.noaa.gov/om/marine/radiofax.htm*.

(38) **Coastal Marine Forecasts** are issued four times daily by National Weather Service Offices. For further information on coastal marine forecasts as well as additional types of forecasts, visit *www.nws.noaa.gov/om/marine/forecast.htm*.

(39)

Space Weather Prediction Center (SWPC)

(40) The Space Weather Prediction Center provides real-time monitoring and forecasting of solar and geophysical events which impact satellites, power grids, communications, navigation and many other technological systems.

(41) NOAA, National Weather Service
(42) National Centers for Environmental Prediction
(43) Space Weather Prediction Center, W/NP9
(44) 325 Broadway
(45) Boulder, CO 80305
(46) *www.swpc.noaa.gov*

(47)

National Weather Service Port Meteorological Officers (PMOs)

(48) Port Meteorological Officers provide assistance on matters of weather chart interpretation, instruments, marine weather communications and requirements affecting ship operations. (See **National Weather**

Service, chapter 1, for further details.) PMO offices in the area covered by this Coast Pilot are as follows:

(49) Los Angeles, CA – 501 West Ocean Boulevard, Room 4480, Long Beach, CA. 90802.

(50) Honolulu, HI – 1845 Wasp Boulevard, Building 176, Honolulu, HI. 96818.

(51) Seattle, WA – 7600 Sand Point Way NE, Bin C15700, Seattle, WA. 98115.

(52)

Charts and Publications–Other U.S. Government Agencies

(53) A partial list of publications and charts considered of navigational value is included for the ready reference of the mariner. In addition to the agents located in the principal seaports handling publication sales, certain libraries have been designated by the Congress of the United States to receive the publications as issued for public review.

(54)

Government Publishing Office

(55) Publications of the U.S. Government Printing Office may be ordered through *https://bookstore.gpo.gov*. Additional questions and orders may be directed to the Government Publishing Office Customer Contact Center, 1–866–512–1800, 0800 to 1730 Eastern Time, Monday through Friday.

(56)

Nautical Charts

(57) **Apalachicola, Chattahoochee and Flint Rivers Navigation Charts**, **Alabama River Charts** and **Black Warrior-Tombigbee Rivers River Charts**—available from the U.S. Army Corps of Engineers Mobile District for purchase in bound hard copy or as a free download in PDF at *www.sam.usace.army.mil*.

(58) **Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico**—available from the U.S. Army Corps of Engineers Memphis District as a free download in PDF at *www.mvm.usace.army.mil*.

(59) **Upper Mississippi River Navigation Charts (Mississippi River, Cairo, Illinois to Minneapolis, Minnesota)** and **Charts of the Illinois Waterway, from Mississippi River at Grafton, Illinois to Lake Michigan at Chicago and Calumet Harbors**—available from the U.S. Army Corps of Engineer Rock Island District for purchase in hard copy format or as a free download in PDF at *www.mvr.usace.army.mil*.

(60)

Publications

(61) **Local Notices to Mariners** are posted weekly by the U.S. Coast Guard Navigation Center at *navcen.uscg.gov*. The National Geospatial-Intelligence Agency, U.S. Notice to Mariners are available at *msi.nga.mil/NGAPortal/MSI.portal*.

(62) **Special Notice to Mariners** are published annually in National Geospatial-Intelligence Agency Notice to Mariners 1. These notices contain important information of considerable interest to all mariners. Interested parties are advised to read these notices.

(63) **Light List**—Published by the United States Coast Guard and available online at *navcen.uscg.gov*. Also see **Light List**, chapter 1, for additional information.

(64) **List of Lights**, **Sailing Directions**, **Radio Navigational Aids (Pub. 117)**, **American Practical Navigator (Pub. 9)** and **International Code of Signals (Pub. 102)**—Published by the National Geospatial-Intelligence Agency and available at *msi.nga.mil/NGAPortal/MSI.portal*.

(65) The **Nautical Almanac**, the **Air Almanac**, and **Astronomical Almanac**: available through the United States Naval Observatory at *www.usno.navy.mil/USNO/astronomical-applications*.

(66) **Marine Product Dissemination Information**, maintained by National Weather Service on the internet at *www.nws.noaa.gov/om/marine/home.htm*.

(67) **Navigation Rules and Regulations Handbook**, publication produced by the United States Coast Guard Navigation Standards Branch, which contains International and Inland Rules of theRoad and Navigation Regulations. Available for download or viewing at *www.navcen.uscg.gov* under the link *Navigation Rules*.

(68) **Federal Requirements for Recreational Boats**, available for free download at *www.uscgboating.org*.

(69)

Offices and Services-Other U.S. Government Agencies

(70)

U.S. Army Corps of Engineers (USACE) Offices

(71)

District/Division Office	Information
Pacific Ocean Division Office Fort Shafter, HI 96858-5440	*www.pod.usace.army.mil*
Los Angeles District Office 915 Wilshire Boulevard Los Angeles, CA 90017	*www.spl.usace.army.mil*
Portland District Office P.O. Box 2946 Portland, OR 97208-2946	*www.nwp.usace.army.mil*
Sacramento District Office 1325 J Street Room 1513 Sacramento, CA 95814	*www.spk.usace.army.mil*
San Francisco District Office 1455 Market Street San Francisco, CA 94103-1398	*www.spd.usace.army.mil*
Seattle District Office P.O. Box 3755 Seattle, WA 98124-3755	*www.nws.usace.army.mil*
Walla Walla District Office 201 North Third Avenue Walla Walla, WA 99362-1876	*www.nww.usace.army.mil*

(72)

Environmental Protection Agency (EPA) Offices

(73)

Regional Areas, States and Information
Region 1 New Hampshire, Vermont, Maine, Massachusetts, Connecticut, Rhode Island *www.epa.gov/aboutepa/epa-region-1-new-england*
Region 2 New Jersey, New York, Puerto Rico, Virgin Islands *www.epa.gov/aboutepa/epa-region-2*
Region 3 Delaware, Maryland, Virginia, District of Columbia, Pennsylvania *www.epa.gov/aboutepa/epa-region-3-mid-atlantic*
Region 4 Alabama, Florida, Georgia, Mississippi, South Carolina, North Carolina *www.epa.gov/aboutepa/epa-region-4-southeast*
Region 5 Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin *www.epa.gov/aboutepa/epa-region-5*
Region 6 Louisiana, Texas *www.epa.gov/aboutepa/epa-region-6-south-central*
Region 9 California, Hawaii, Guam *www.epa.gov/aboutepa/epa-region-9-pacific-southwest*
Region 10 Alaska, Oregon, Washington *www.epa.gov/aboutepa/epa-region-10-pacific-northwest*

(74)

U.S. Coast Guard Navigation Center (NAVCEN)

(75) The Coast Guard Navigation Center provides cutting edge services for safe, secure, and efficient maritime transportation. The center operates the Navigation Information Service (NIS), the Maritime Differential GPS (DGPS) and the developing Nationwide Differential Global Positioning System (NDGPS). In addition, NAVCEN serves as the civilian interface for the Global Positioning System and manages other navigation-related projects.

(76) For further information and/or operational questions regarding GPS and DGPS, visit *navcen.uscg.gov*, or contact:

(77) Commanding Officer
(78) U.S. Coast Guard Navigation Center
(79) NAVCEN MS 7310
(80) 7323 Telegraph Road
(81) Alexandria, VA 20598-7310

(82)

Coast Guard District Offices

(83)

Districts and Boundary Description	Contact Information
Eleventh Coast Guard District Ocean area bounded by a line from the California-Oregon state line westerly to 40°N., 150°W., thence southeasterly to 5°S., 100°W., thence northeasterly to the border between Guatemala and Mexico on the Pacific Coast (14°38'N., 92°19'W.).	Coast Guard Island, Building 50-3, Alameda, CA 94501-5100. 510–437–2970
Thirteenth Coast Guard District Ocean area that is bounded by a line from the California-Oregon state line westerly to 40°N., 150°W., thence northeasterly to 54°40'N., 140°W., thence due east to the Canadian coast.	915 Second Avenue, Seattle, WA 98174-1067. 206–220–7280
Fourteenth Coast Guard District Comprised of the State of Hawaii, the Pacific island possessions of the United Stated south of 40°N., and west of a line that runs from 40°N., 150°W through 5°S., 110°W. The ocean area west and south of a line that runs from 51°N., 158°E to 43°N., 165°E., thence due south to 40°N., thence due east to 150°W., then southeasterly through 5°S, 110°W.	300 Ala Moana Boulevard 9-216, Honolulu, HI 96850-4982 808–541–2316 (day) 808–842–2600 (night)

(84)

Coast Guard Sector Offices

(85) Note: A Sector Office combines the functions of the Captain of the Port and Marine Inspection Office.

(86)

Sectors	Contact Information
Eleventh Coast Guard District	
Sector Humboldt Bay	1001 Lycoming Way McKinleyville, CA 95519-9309
Sector Los Angeles/Long Beach	1001 S. Seaside Avenue, Building 20 San Pedro CA 94501-5100.
Sector San Diego	2710 Harbor Drive North San Diego, CA 92101-1028
Sector San Francisco	1 Yerba Buena Island San Francisco, CA 94130-9309
Thirteenth Coast Guard District	
Sector Columbia River	2185 SE Airport Road Warrenton, OR 97146-9693
Sector North Bend	2000 Connecticut Avenue North Bend, OR 97459-2399
Sector Puget Sound	1519 Alaskan Way South Seattle, WA 98134-1192
Fourteenth Coast Guard District	
Sector Guam	Victor Pier, CO US Naval Forces Santa Rita, GU 96915
Sector Honolulu	400 Sand Island Parkway Honolulu HI 96819-4398

(87)

Coast Guard Stations

(88) The stations listed are in the area covered by this Coast Pilot. They have search and rescue capabilities and may provide lookout, communication, and/or patrol functions to assist vessels in distress. The National VHF-FM Distress System provides continuous coastal radio coverage outwards to 20 miles on channel 16. After contact on channel 16, communications with the Coast Guard should be on channel 22. If channel 22 is not available to the mariner, communications may be made on channel 12. Selected stations guard the International Radiotelephone Distress, Safety and Calling Frequencies.

(89)

California	
Station San Diego	In North San Diego Bay, 700 yards northeast of the east end of Harbor Island.
Station Los Angeles/Long Beach	On the west side of Reservation Point.
Station Channel Islands	On the east side of the harbor about 0.4 mile above the entrance.
Station Morro Bay	At the foot of the city north T-pier.
Station Monterey	At the foot of the Coast Guard pier.

Station Golden Gate	At entrance to Horseshoe Bay, about 0.4 mile north-northeast of Golden Gate Bridge.
Station San Francisco	On the east side of Yerba Buena Island.
Station Vallejo	2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge.
Station Rio Vista	On the west side of the Sacramento River, 0.9 mile below bridge.
Station Lake Tahoe	On west shore of the lake, about 1.3 miles west of Dollar Point.
Station Bodega Bay	On the east side of the channel 0.8 mile inside Bodega Harbor.
Station Noyo River	On the south bank of the river, just below Noyo Basin.
Station Humbolt Bay	East side of North Spit at the entrance to Humboldt Bay.
Hawaii	
Station Honolulu	On the northeast side of Sand Island.
Station Kauai	Inside Nawiliwili Small-Boat Harbor, in Nawiliwili Bay.
Station Maui	Just inside the breakwaters of Maalaea Village in Maalaea Bay.
Station Apra Harbor (Guam)	Victor Pier on the Naval Base.
Oregon	
Station Chetco River	On the east side of the river 450 yards inside the entrance.
Station Coos Bay	On the south side of Charleston Boat Basin.
Station Umpqua River	In East Basin about 2.3 miles from the entrance.
Station Siuslaw River	On the east side of the river, 1.3 miles above the entrance.
Station Yaquina Bay	North side of the bay, 400 yards northeast of the bridge.
Station Depoe Bay	East side of the boat basin.
Station Tillmook Bay	On the north shore west of Garibaldi.
Station Cape Disappointment	At Fort Canby on the east side of the cape.
Station Portland	East side of Willamette Rive in Swan Island Basin.
Washington	
Station Grays Harbor	On the south side of Westhaven Cove.
Station Quillayute River	At La Push.
Station Neah Bay	0.4 mile southwest of Baada Point.
Station Port Angeles	On the south side of Ediz Hook.
Station Bellingham	Northwest side of the I and J Street Waterway.
Station Seattle	South side of Pier 36 Slip.

(90)

Coast Guard Radio Broadcasts

(91) Urgent, safety and scheduled marine information broadcasts are made by Coast Guard stations. In general, these broadcasts provide information vital to vessels operating in the approaches and coastal waters of the United States including the Great Lakes, Puerto Rico and U.S. Virgin Islands. Types of broadcasts are as follows:

(92) **Scheduled broadcasts**–U.S. Coast Guard stations make scheduled broadcasts on a prepublished schedule of 12-hour intervals. After the preliminary announcements on VHF-FM channel 16, the station advises shifting to working frequency VHF-FM channel 22.

(93) **Safety broadcasts**–U.S. Coast Guard stations which make scheduled broadcasts issue safety broadcasts upon receipt and on the next scheduled broadcast. Safety broadcasts are preceded by the safety signal SECURITY. After the preliminary signal on VHF-FM channel 16, the station may announce shifting to working frequency VHF-FM channel 22A.

(94) **Urgent broadcasts**–U.S. Coast Guard stations which make scheduled broadcasts issue urgent broadcasts upon receipt and on schedule until canceled. Urgent broadcasts are preceded by the urgent signal, PAN-PAN. Both the urgent signal and message may be transmitted on VHF-FM channel 16.

(95)

Coast Guard Radio Station	Scheduled Broadcast Times (UTC)
Humboldt Bay, CA (NMC-11)	1615, 2315, on receipt
San Francisco, CA (NMC, NMC-17)	1630, 1900, 2130, on receipt
Long Beach, CA (NMC, NMQ-9)	0200, 1800, on receipt
San Diego, CA	On receipt
Port Angeles, WA (NOW)	0615, 1815, on receipt
Portland, OR (NMW-44)	1745, on receipt
North Bend, OR (NOE)	0603, 1803, on receipt
Honolulu, HI (NMO, NMO-2)	0500, 1700
Guam (NRV)	0900, 2100

(96)

U.S. NAVTEX Transmitting Stations

(97) NAVTEX is an international automated medium frequency direct-printing service informing mariners of navigational and meteorlogical warnings and forcasts, as well as urgent marine safety information. Coverage is reasonably continuous to 200 NM off the U.S. East, Gulf and West Coasts; Puerto Rico; Southwest Alaska; Hawaii; and 100 NM off Guam. U.S. Coast Guard NAVTEX broadcast stations and message content for the areas covered by this Coast Pilot are shown below.

(98)

Station	Range (NM)	Broadcast Schedule (UTC)
Kodiak (NOJ) *Areas east of Kodiak*	200	0100, 0500, 0900, 1300, 1700, 2130
Kodiak (NOX) *Areas west of Kodiak*	200	0300, 0700, 1100, 1500, 1900, 2350
Astoria (NMW)	216	0300, 0700, 1100, 1500, 1900, 2340
San Francisco (NMC)	350	0000, 0400, 0800, 1200, 1600, 2020
Cambria (NMQ)	350	0200, 0600, 1000, 1400, 1800, 2240
Guam (NRV)	100	0300, 0700, 1100, 1500, 1900, 2330
Honolulu (NMO)	350	0200, 0600, 1000, 1400, 1800, 2220

(99)

Customs Ports of Entry

(100) Vessels arriving in the United States from a foreign port or place are required to report their arrival to Customs and Border Protection immediately. Field Operations Offices and contact information is listed below.

(101)

Field Operations Office	Contact Information
San Diego	610 West Ash Street Suite 1200 San Diego, CA 92101 619–652–9966 ext.100
Los Angeles	1 World Trade Center Suite 705 Long Beach, CA 90831 562–980–3100
San Francisco	33 New Montgomery Street Suite 1600 San Francisco, CA 94105 415–744–1530 ext. 221
Portland	33 New Montgomery Street Suite 1600 San Francisco, CA 94105 415–744–1530 ext. 221
Seattle	1000 2nd Avenue Suite 2200 Seattle, WA 98104 206–370–3800

(102)

(103)

Public Health Service Quarantine Stations

(104)

Quarantine Stations and Addresses
CDC Honolulu Quarantine Station Honolulu International Airport 300 Rodgers Boulevard, Terminal Box 67 Honolulu, HI 96819-1897
CDC Los Angeles Quarantine Station 380 World Way Box N-19 Los Angeles, CA 90045
CDC San Francisco Quarantine Station San Francisco International Airport P.O. Box 280548, SFIA San Francisco, CA 94128-0548
CDC Seattle Quarantine Station Seattle-Tacoma International Airport c/o CBP 19339 28th Ave South Building D SeaTac, WA 98158
CDC San Diego Quarantine Station 3851 Rosecrans Street Suite #715 San Diego, CA 92110-3115

(105) At other ports, quarantine and/or medical examinations are usually performed by Public Health Service contract personnel or by quarantine inspectors from the nearest quarantine station. Inquiries concerning quarantine matters should be directed to the nearest quarantine station.

(106)

Food and Drug Administration (FDA) Regional Offices

(107) **Northeast Region** (New York, Maine, Connecticut, New Hampshire, Vermont, Rhode Island): 830 Third Avenue, Brooklyn, NY 11232.

(108) **Mid-Atlantic Region** (Delaware, Pennsylvania, Virginia, Maryland, Ohio, New Jersey): U.S. Customhouse, 2nd and Chestnut Streets, Philadelphia, PA 19106.

(109) **Southeast Region** (South Carolina, North Carolina, Georgia, Alabama, Louisiana, Mississippi, Florida, Puerto Rico): 60 Eighth Street, N.E., Atlanta, GA 30309.

Midwest Region (Illinois, Indiana, Michigan, Wisconsin): 20 N. Michigan Avenue, Chicago, IL 60602.

(110) **Southwest Region (Texas)**: 3032 Bryan Street, Dallas, TX 75204.

(111) **Pacific Region** (California, Hawaii, Alaska, Washington, Oregon): 50 U.N. Plaza, San Francisco, CA 94102.

(112)

Department of Agriculture, Animal and Plant Health Inspection Service (APHIS) Offices

(113) Listed below are ports covered by this volume where APHIS inspectors are available to inspect plants, and plant and animal products, and locations of Animal Import Centers where livestock and birds are inspected.

(114) Information on importation of plants, animals, and plant and animal products is available from APHIS, Department of Agriculture, 4700 River Road, Riverdale, MD 20737.

(115) Telephone: 301–374–0841 (plant related); 301–734–7833 (animal related).

(116) Visit *aphis.usda.gov* for more information.

(117) **California:**

(118) Los Angeles: Bldg. D North, 9650 La Cienega Boulevard, Inglewood 90301.

(119) Los Angeles: International Arrivals Area, Satellite 2, World Way Center Post Office, Los Angeles International Airport, 90009.

(120) San Diego: U.S. Border Station, San Ysidro 92073.

(121) San Francisco: Agriculture Bldg., Embarcadero and Mission Streets 94120.

(122) San Francisco: Airport Station, San Francisco International Airport 94128.

(123) **Hawaii:**

(124) Hilo: General Lyman Field 96720.

(125) Honolulu: International Arrivals Bldg., Honolulu International Airport 96820.

(126) Wailuku: Federal Post Office Bldg., 96793.

(127) **Oregon:**

(128) Astoria: Port Docks 97103.

(129) Coos Bay: U.S. Postal Service Bldg., 235 West Anderson Street 97420.

(130) Portland: Federal Bldg., 511 Northwest Broadway 97209.

(131) **Washington:**

(132) Blaine: U.S. Customs House, 98230.

(133) Seattle: Federal Office Bldg., 909 First Avenue 98174.

(134) Seattle: Seattle-Tacoma International Airport 98158.

(135) **Animal Import Centers:**

(136) Honolulu, HI: 300 Ala Moana Boulevard, 96850.

(137) Miami, FL: 8120 N.W. 53rd Street, 33166.

(138) Rock Tavern, NY, New York Animal Import Center, Stewart Airport, Rural Route 1, Box 74, 12575.

(139)

Immigration and Naturalization Service Offices

(140) **California:**

(141) Los Angeles: 300 North Los Angeles Street 90012.

(142) Sacramento: Federal and U.S. Courthouse Bldg., 650 Capitol Mall 95814.

(143) San Diego: 880 Front Street 92188.

(144) San Francisco: Appraisers Bldg., 630 Sansome Street 94111.

(145) San Luis Obispo: Frontage Road South Highway 101, 93406.

(146) San Pedro: Terminal Island 90731.

(147) Stockton: U.S. Post Office Bldg., 401 North San Joaquin Street 95202.

(148) **Hawaii:**

(149) Honolulu: 595 Ala Moana Boulevard 96809.

(150) **Oregon:**

(151) Portland: Federal Office Bldg., 511 Northwest Broadway 97209.

(152) **Washington:**

(153) Bellingham: Federal Bldg., Magnolia and Cornwall Streets 98227.

(154) Blaine: Peace Arch Inspection Station 98230.

(155) Longview: U.S. Postal Service Bldg., 1603 Larch Street 98632.

(156) Port Angeles: U.S. Post Office Bldg., First and Oak Streets 98362.

(157) Seattle: 815 Airport Way South 98134.

(158) Tacoma: U.S. Post Office Bldg., 11th and A Streets 98401.

(159)

Department of Interior

(160) Pacific Reefs National Wildlife Refuge Complex, 300 Ala Moana Boulevard, Room 5-231, Box 50167, Honolulu, Hawai‘i 96850, 808–792–9560, E-Mail: Pacific_Reefs@fws.gov

(161) Monument Manager, Rose Atoll Marine National Monument/Rose Atoll NWR, c/o National Park Service, Pago Pago, AS 96799, Phone: 684–633–7082, Fax: 684–699–3986, E-Mail: Pacific_Reefs@fws.gov.

(162)

Federal Communications Commission Offices

(163) **District field offices:**

(164) San Diego, CA: Interstate Office Park, 4542 Ruffner St., Room 370 San Diego, CA 92111-2216.

(165) Los Angeles, CA: Cerritos Corporate Tower, 18000 Studebaker Rd., Room 660, Cerritos, CA 90701-3684.

(166) San Francisco, CA: 5653 Stoneridge Drive, Suite 105, Pleasanton, CA 94588-8543.

(167) Seattle WA: 11410 NE 122nd Way, Room 312, Kirkland, WA 98034-6927.

(168) Telephone toll-free: 888–225–5322: (888–CALLFCC) to report radio communciations interference issues.

(169)

Radio shore stations providing medical advice

(170) Messages to shore stations may be transmitted in code groups or plain language; messages should be signed by the master and be prefixed: “RADIOMEDICAL”. The following stations will provide radio services for medical advice. (See Medical advice, chapter 1.)

(171) **NMC**, San Francisco, CA, U.S. Coast Guard, and

(172) **NMO**, Honolulu, HI, U.S. Coast Guard on HF single-sideband radiotelephone channels 424(4134 kHz), 601(6200 kHz), 816(8340 kHz), or 1205(12242 kHz).

(173) **NOJ**, Kodiak, AK, U.S. Coast Guard, and

(174) **KLB**, Seattle, WA, Mobile Marine Radio, Inc.

(175)

Measured Courses

(176) The positions of measured courses are shown on the chart and their description is included in the Coast Pilots when information is reported to the National Ocean Service. Courses are located in the following places covered by this Coast Pilot.

(177) Channel Islands Harbor, on the breakwater north of the entrance; 18725.

(178) Commencement Bay, on the southwest shore between Ruston and Tacoma; 18474.

(179) Dungeness Bay, on the strait side of Dungeness Spit; 18465.

(180) Edmonds, north of Edwards Point on the east shore of Puget Sound; 18473.

(181) Kāne‘ohe Bay, southeast of Moku o Loe Island in south part of bay; 19359.

(182) Lake Washington, on pontoon bridge from Foster Island to Evergreen Point; 18447.

(183) Lake Washington, on pontoon bridge to Mercer Island; 18447.

(184) Long Beach Harbor, on Long Beach Breakwater; 18749.

(185) Marina del Rey, just north of entrance; 18744.

(186) Newport Harbor, west side of harbor entrance; 18754.

(187) Blacks Beach, 3 miles north of Point La Jolla; 18765.

(188) Parry Bay (Canada), on the northwest shore of the bay; 18465.

(189) Port Angeles, in southwest part of the harbor; 18468.

(190) Sacramento River, on northeast side of river north of Walnut Grove; 18662.

(191) San Clemente Island, south of West Cove; 18762.

(192) San Diego Bay, on south side of Harbor Island; 18773.

(193) Vashon Island, east of Point Beals; 18448.

(194) The pages in the text describing the courses can be obtained by referring to the index for the geographic places; the chart number follows the names.

Appendix B

(1)

- Climatological Data
- Meteorological Data
- Atmospheric Pressure Conversion
- Mean Surface Water Temperatures and Densities
- Table for Estimating Time of Transit
- Determination of Wind Speed by Sea Condition
- Distances Between Ports
- Distances of Visibility for Objects Having Various Elevations
- Conversion of Degrees to Points
- Standard Abbreviations Used in Broadcasts
- Conversion Factors
- Measurements and Equivalencies
- Tips for Boating Clean and Green

(2)

CLIMATOLOGICAL DATA – SAN DIEGO, CA (32°44'N, 117°10'W) 13 feet (4 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1018.5	1017.9	1016.6	1015.5	1014.5	1013.0	1013.3	1013.1	1012.2	1014.3	1016.8	1018.2	1015.3	48
TEMPERATURE (°F)														
Mean	57.1	58.4	59.5	62.1	64.1	66.8	70.7	72.2	71.2	67.4	62.1	57.7	64.1	48
Mean daily maximum	65.4	66.2	66.3	68.4	69.2	71.8	75.9	77.5	77.1	74.2	70.5	66.3	70.8	48
Mean daily minimum	48.3	50.0	52.2	55.3	58.4	61.4	65.1	66.5	64.8	60.2	53.2	48.5	57.0	48
Extreme (highest)	88	90	93	98	96	101	95	98	111	107	97	88	111	48
Extreme (lowest)	29	36	39	44	48	51	55	58	51	43	38	34	29	48
RELATIVE HUMIDITY														
Average percentage	60.5	54.0	41.0	29.7	19.7	5.3	7.7	6.3	-3.2	18.2	43.4	56.6	28.1	48
CLOUD COVER														
Percent of time clear	36.4	33.7	28.2	26.9	22.6	23.6	29.3	30.8	37.2	33.4	42.8	39.1	32.0	48
Percent of time scattered	18.3	17.6	19.5	19.2	17.5	16.7	20.1	20.9	18.8	18.6	18.5	19.8	18.8	48
Percent of time broken	17.7	19.1	21.0	19.8	16.3	12.4	13.6	13.9	12.5	15.3	16.4	17.0	16.2	48
Percent of time overcast	27.6	29.5	31.4	34.1	43.7	47.3	36.9	34.4	31.5	32.8	22.3	24.0	32.9	48
PRECIPITATION (inches)														
Mean amount	2.1	1.6	1.9	0.7	0.1	0.0	0.0	0.0	0.1	0.3	1.1	1.4	9.9	48
Greatest amount	9.0	5.4	6.9	3.7	1.7	0.8	0.2	2.1	1.9	1.7	5.8	6.6	19.4	48
Least amount	T	0.0	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	48
Maximum amount (24 hours)	2.5	1.7	2.1	1.4	1.4	0.4	0.2	1.4	0.9	1.0	2.0	2.1	2.5	48
Mean number of days	9	8	10	7	7	5	3	2	3	4	6	7	71	48
SNOW														
Mean amount	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	T	48
Greatest amount	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	T	48
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48
Maximum amount (24 hours)	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	T	48
Mean number of days	Miss	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Miss	Miss	48
WIND														
Percentage with gales	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	48
Mean wind speed (knots)	5.3	5.7	6.6	6.9	7.0	6.8	6.6	6.5	6.3	5.7	5.2	4.9	6.1	48
Direction (percentage of observations)														
North	6.7	6.4	5.5	4.9	3.9	4.5	5.8	6.5	7.0	7.8	7.1	7.4	6.1	48
North Northeast	4.6	4.5	3.8	3.6	3.2	3.2	3.8	4.5	5.5	5.4	5.2	4.9	4.4	48
Northeast	5.5	5.2	4.3	3.4	2.3	2.1	2.1	2.9	3.3	4.8	5.2	5.3	3.9	48
East Northeast	4.9	4.5	3.8	2.7	1.8	1.0	0.7	1.2	1.8	3.5	4.7	4.6	2.9	48
East	4.2	3.9	3.6	2.5	1.3	0.8	0.4	0.7	1.5	2.4	4.4	4.2	2.5	48
East Southeast	4.0	3.8	3.6	2.5	1.5	0.8	0.4	0.5	0.9	1.9	3.7	3.8	2.3	48
Southeast	3.5	3.1	2.6	1.9	1.0	0.7	0.4	0.5	0.8	1.7	2.4	3.3	1.8	48
South Southeast	4.6	3.7	3.3	2.9	2.5	2.2	1.6	1.5	2.2	2.4	3.6	3.5	2.8	48
South	6.0	5.9	6.2	6.6	8.2	8.5	7.2	6.1	5.7	5.1	5.0	5.1	6.3	48
South Southwest	4.6	5.2	6.0	7.4	10.2	10.9	10.3	8.1	6.4	5.4	4.1	4.2	6.9	48
Southwest	4.0	4.3	5.8	7.4	10.0	10.3	9.2	7.5	5.9	5.2	4.1	3.8	6.5	48
West Southwest	3.6	4.5	6.5	7.1	10.5	9.2	7.2	6.9	5.1	4.7	3.8	3.4	6.1	48
West	4.8	5.4	7.4	8.6	9.5	8.2	8.1	8.3	6.8	5.9	4.5	4.3	6.8	48
West Northwest	10.1	11.8	14.7	17.3	16.9	18.1	20.4	21.3	18.3	14.7	11.9	9.6	15.5	48
Northwest	10.4	11.4	10.9	11.6	10.9	12.6	14.5	15.3	17.0	14.0	11.5	10.8	12.6	48
North Northwest	6.6	6.8	5.6	5.5	4.5	5.7	7.0	7.1	8.9	7.8	7.2	7.4	6.7	48
Calm	12.0	10.0	6.7	4.5	2.3	1.8	1.4	1.6	3.5	7.3	11.6	14.6	6.4	48
Direction (mean speed, knots)														
North	4.2	4.3	4.5	4.5	4.5	4.9	4.7	4.6	4.5	4.3	4.1	4.2	4.4	48
North Northeast	4.5	4.6	4.6	4.5	4.6	4.5	4.7	4.5	4.5	4.4	4.2	4.5	4.5	48
Northeast	4.6	4.2	4.3	4.3	4.3	4.1	4.2	4.1	4.3	4.2	4.3	4.7	4.3	48
East Northeast	4.4	4.5	4.4	4.1	4.3	4.1	3.9	3.7	4.0	4.2	4.3	4.6	4.3	48
East	4.1	4.1	4.0	4.1	3.7	3.4	3.1	3.7	3.8	3.8	3.9	4.3	4.0	48
East Southeast	5.2	5.3	5.3	5.4	5.1	4.5	4.1	4.5	4.8	5.4	5.1	5.0	5.1	48
Southeast	6.1	6.4	6.5	6.3	5.9	5.4	4.8	5.6	5.2	5.4	5.7	5.8	6.0	48
South Southeast	7.9	8.3	8.7	7.9	6.9	7.1	6.6	6.7	7.1	6.4	6.9	7.0	7.4	48
South	7.1	8.0	8.0	7.4	7.0	6.9	6.3	6.5	6.6	6.1	6.5	6.2	6.9	48
South Southwest	6.6	6.8	7.7	7.7	7.3	7.4	6.7	6.6	6.4	6.6	6.5	6.1	6.9	48
Southwest	6.2	7.1	7.6	7.6	7.6	7.4	6.9	7.0	6.8	7.0	6.4	5.9	7.1	48
West Southwest	6.5	6.9	7.9	7.9	7.7	7.1	6.6	6.7	6.8	7.0	6.4	5.8	7.1	48
West	6.3	6.9	8.1	7.9	7.6	6.9	6.8	6.7	6.7	7.0	6.2	6.3	7.1	48
West Northwest	7.6	7.9	8.8	8.7	8.1	8.0	7.8	8.0	8.0	7.9	7.7	7.5	8.0	48
Northwest	7.0	7.6	8.0	8.2	8.0	7.5	7.3	7.2	7.3	7.4	7.3	7.0	7.5	48
North Northwest	5.3	5.7	5.8	6.1	6.0	5.8	5.6	5.4	5.7	5.5	5.3	5.4	5.6	48
VISIBILITY														
Mean number of days with fog	11	9	8	6	6	7	6	7	9	11	11	11	102	48

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

(3)

CLIMATOLOGICAL DATA – LOS ANGELES, CA (33°56'N, 118°23'W) 100 feet (30.5 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1018.5	1017.8	1016.4	1015.5	1014.3	1013.1	1013.3	1013.1	1012.4	1014.5	1017.0	1018.2	1015.3	44
TEMPERATURE (°F)														
Mean	56.2	57.5	58.1	60.6	62.8	66.0	69.3	70.4	69.7	66.6	61.7	57.3	63.0	49
Mean daily maximum	64.8	65.6	65.4	67.6	69.1	72.0	75.3	76.5	76.3	74.1	70.6	66.2	70.3	49
Mean daily minimum	47.1	48.9	50.3	53.0	56.1	59.5	62.7	63.8	62.6	58.7	52.4	47.9	55.3	49
Extreme (highest)	88	92	95	102	97	104	97	98	110	106	101	94	110	49
Extreme (lowest)	27	34	37	43	45	48	52	51	47	43	38	32	27	49
RELATIVE HUMIDITY														
Average percentage	59.8	52.6	39.1	29.9	17.8	5.6	8.3	6.2	-1.1	20.5	45.3	57.2	28.3	44
CLOUD COVER														
Percent of time clear	33.9	33.2	31.5	34.4	31.3	34.2	36.9	38.4	38.3	35.5	39.1	37.6	35.4	44
Percent of time scattered	19.3	18.5	21.0	20.0	17.8	16.4	20.9	21.1	19.2	20.5	20.7	20.0	19.6	44
Percent of time broken	16.1	16.2	16.6	15.7	13.9	11.9	14.2	13.8	13.0	14.5	15.7	15.4	14.7	44
Percent of time overcast	30.7	32.1	30.9	29.9	36.9	37.5	28.0	26.8	29.5	29.5	24.6	27.0	30.3	44
PRECIPITATION (inches)														
Mean amount	2.8	2.4	1.9	0.7	0.1	0.0	0.0	0.1	0.2	0.2	1.3	1.6	11.8	49
Greatest amount	12.7	11.0	6.3	4.5	2.5	0.7	0.3	2.4	1.9	1.7	7.4	5.7	29.4	49
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	49
Maximum amount (24 hours)	4.5	3.9	3.1	1.2	1.6	0.7	0.2	2.1	1.6	1.7	5.6	2.8	5.6	49
Mean number of days	8	7	8	6	5	4	2	2	3	4	5	6	60	49
SNOW														
Mean amount	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	49
Greatest amount	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	49
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49
Maximum amount (24 hours)	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	49
Mean number of days	Miss	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Miss	49
WIND														
Percentage with gales	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	44
Mean wind speed (knots)	5.8	6.5	7.0	7.4	7.2	6.9	6.7	6.6	6.3	6.0	5.8	5.7	6.5	44
Direction (percentage of observations)														
North	4.7	4.0	3.0	2.1	1.3	0.7	1.1	1.3	1.3	2.5	4.5	5.0	2.6	44
North Northeast	5.5	3.6	2.5	1.3	0.8	0.6	0.6	0.7	1.2	2.0	4.4	5.7	2.4	44
Northeast	7.9	5.6	4.0	2.3	1.4	1.1	0.7	1.0	1.7	3.2	6.3	8.3	3.6	44
East Northeast	9.6	7.3	6.2	4.8	3.2	2.0	1.5	1.6	2.6	5.2	8.4	9.3	5.1	44
East	11.5	10.5	8.8	7.5	5.8	4.2	3.3	3.7	5.3	8.0	10.5	11.1	7.5	44
East Southeast	8.0	7.8	6.2	5.9	4.3	4.0	3.2	3.1	4.5	6.2	7.6	8.2	5.7	44
Southeast	4.1	4.8	4.3	4.0	3.7	4.1	3.3	3.3	3.9	4.1	3.8	3.8	3.9	44
South Southeast	2.2	2.4	2.4	2.3	2.3	2.5	2.2	2.0	2.5	2.2	2.2	2.0	2.3	44
South	2.0	2.5	2.2	2.7	2.4	2.7	2.9	2.5	3.2	2.3	2.0	1.6	2.4	44
South Southwest	1.8	2.0	2.2	2.0	2.2	2.2	2.0	2.3	2.3	1.8	1.6	1.5	2.0	44
Southwest	3.9	5.2	6.3	7.4	9.2	9.8	8.3	8.5	7.4	6.5	4.3	3.3	6.7	44
West Southwest	12.2	15.7	21.6	26.6	31.7	33.9	34.8	33.7	29.4	23.4	14.9	11.3	24.1	44
West	11.0	13.4	16.7	19.3	21.3	20.9	23.3	22.7	20.5	17.5	13.4	10.9	17.6	44
West Northwest	3.1	3.1	3.7	3.6	3.5	3.6	3.8	3.7	3.2	3.7	3.0	3.0	3.4	44
Northwest	2.3	2.0	1.7	1.7	1.2	1.3	2.0	1.9	1.7	1.6	2.0	2.7	1.8	44
North Northwest	3.0	3.0	2.4	2.0	0.9	0.9	1.2	1.4	1.3	1.8	3.0	4.0	2.1	44
Calm	7.4	7.1	6.0	4.7	5.0	5.7	5.9	6.7	8.0	8.3	8.1	8.4	6.8	44
Direction (mean speed, knots)														
North	6.3	6.9	6.3	5.9	4.2	3.1	3.3	3.6	3.5	4.8	5.8	6.5	5.7	44
North Northeast	5.5	6.1	5.1	4.7	4.7	3.9	3.6	4.2	4.3	5.0	5.3	5.8	5.3	44
Northeast	5.4	5.5	5.2	5.2	4.5	4.3	3.9	3.7	4.3	4.9	5.2	5.4	5.2	44
East Northeast	5.4	5.2	5.0	5.1	4.7	4.4	4.3	4.5	4.4	4.7	5.0	5.2	5.0	44
East	5.4	5.4	5.3	5.0	4.8	4.6	4.5	4.4	4.6	4.5	5.0	5.1	5.0	44
East Southeast	5.3	5.7	5.4	5.2	5.1	5.0	4.7	4.9	4.9	4.5	5.1	5.1	5.1	44
Southeast	5.8	5.9	6.0	5.5	5.4	5.2	5.1	4.9	4.9	4.8	5.2	5.3	5.4	44
South Southeast	5.3	5.8	5.7	5.6	5.0	4.9	4.8	4.6	4.5	4.3	5.0	5.2	5.1	44
South	5.4	5.9	5.1	5.1	4.5	4.4	4.3	4.2	4.3	4.2	4.6	5.0	4.7	44
South Southwest	7.1	8.4	7.0	6.6	5.9	5.3	4.8	5.0	5.2	5.2	6.4	6.1	6.0	44
Southwest	6.9	7.4	7.9	7.6	7.6	7.2	6.9	6.6	6.8	6.6	6.7	6.4	7.1	44
West Southwest	7.6	8.3	9.2	9.2	8.9	8.6	8.4	8.4	8.4	8.1	7.7	7.4	8.5	44
West	8.1	8.9	9.8	9.9	9.1	8.6	8.3	8.4	8.3	8.4	8.2	7.8	8.7	44
West Northwest	7.1	7.5	8.3	8.3	7.4	6.6	5.9	6.0	6.3	6.5	7.4	6.9	7.0	44
Northwest	7.1	7.8	6.9	6.6	5.4	4.7	4.5	4.4	4.8	5.1	7.0	7.3	6.1	44
North Northwest	7.3	10.0	8.7	9.5	5.9	4.4	4.1	4.0	4.3	6.3	7.9	8.5	7.5	44
VISIBILITY														
Mean number of days with fog	11	10	8	7	6	6	7	8	9	11	11	11	105	49

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

(4)

CLIMATOLOGICAL DATA – SAN FRANCISCO, CA (37°37'N, 122°23'W) 8 feet (2.4 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1020.1	1019.3	1018.0	1017.5	1016.1	1014.5	1014.7	1014.7	1014.1	1016.6	1019.0	1020.3	1017.1	43
TEMPERATURE (°F)														
Mean	48.9	51.9	53.5	55.7	58.3	61.4	62.7	63.4	64.1	61.1	55.0	49.7	57.2	50
Mean daily maximum	55.6	59.1	60.8	63.7	66.4	69.9	71.3	71.9	73.3	70.2	62.9	56.2	65.2	50
Mean daily minimum	41.6	44.3	45.7	47.2	49.7	52.4	53.7	54.5	54.3	51.5	46.7	42.6	48.7	50
Extreme (highest)	72	77	85	92	97	106	105	100	103	99	85	75	106	50
Extreme (lowest)	26	30	31	36	39	43	44	45	41	37	31	24	24	50
RELATIVE HUMIDITY														
Average percentage	75.6	67.7	55.4	49.8	36.0	20.2	21.7	22.3	15.5	40.8	64.8	77.8	45.6	43
CLOUD COVER														
Percent of time clear	25.7	28.8	26.6	31.5	36.8	43.1	49.8	44.8	50.3	43.8	32.6	27.6	36.8	43
Percent of time scattered	16.3	16.2	19.0	20.4	20.6	20.1	19.6	20.6	17.7	18.4	18.0	16.6	18.6	43
Percent of time broken	17.1	18.2	21.0	20.2	18.1	14.3	13.7	15.1	14.1	16.1	18.8	17.0	17.0	43
Percent of time overcast	40.8	36.8	33.3	27.9	24.6	22.5	16.9	19.5	17.9	21.7	30.5	38.8	27.6	43
PRECIPITATION (inches)														
Mean amount	4.2	3.1	3.0	1.2	0.3	0.1	0.0	0.0	0.2	1.0	2.3	3.4	19.2	50
Greatest amount	11.2	9.5	9.0	6.3	3.8	0.8	0.3	0.6	2.3	7.3	7.9	12.3	38.3	50
Least amount	0.2	T	0.0	T	T	T	0.0	T	T	T	T	0.0	8.6	50
Maximum amount (24 hours)	5.5	2.2	1.9	2.3	1.5	0.8	0.3	0.3	2.2	2.6	2.3	3.1	5.5	50
Mean number of days	14	12	15	11	9	7	6	8	6	8	11	13	120	50
SNOW														
Mean amount	0.0	T	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	0.0	50
Greatest amount	1.5	T	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	1.5	50
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50
Maximum amount (24 hours)	1.5	T	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	1.5	50
Mean number of days	Miss	Miss	Miss	0	0	0	0	0	0	0	0	Miss	Miss	50
WIND														
Percentage with gales	0.08	0.06	0.04	0.04	0.08	0.04	0.03	0.00	0.00	0.02	0.04	0.12	0.09	43
Mean wind speed (knots)	6.7	7.7	9.4	10.8	11.8	12.0	11.7	11.0	9.8	8.3	6.9	6.8	9.4	43
Direction (percentage of observations)														
North	4.3	3.3	2.5	1.5	0.8	1.0	1.0	0.9	1.3	2.2	3.5	4.7	2.2	43
North Northeast	5.6	3.8	2.3	1.3	1.0	1.2	1.2	1.1	1.9	2.7	3.2	5.0	2.5	43
Northeast	6.0	4.2	2.7	1.8	1.6	1.7	1.8	1.7	2.6	3.7	4.7	5.7	3.2	43
East Northeast	5.8	4.1	2.4	1.8	1.5	1.1	1.1	1.3	1.9	2.7	4.1	6.4	2.8	43
East	5.4	4.1	2.4	1.1	0.7	0.5	0.3	0.4	1.0	1.9	3.6	5.8	2.3	43
East Southeast	6.5	4.5	2.2	0.9	0.5	0.3	0.2	0.2	0.4	1.5	4.4	6.4	2.3	43
Southeast	9.4	6.6	4.2	2.0	0.7	0.5	0.2	0.3	0.7	2.2	6.6	8.9	3.5	43
South Southeast	6.8	5.2	3.9	2.2	1.1	0.5	0.2	0.5	1.0	2.6	5.4	6.9	3.0	43
South	7.2	6.2	5.5	3.7	2.4	1.4	0.8	1.2	2.3	4.2	6.5	7.4	4.1	43
South Southwest	5.1	5.4	4.7	3.8	2.9	2.4	1.0	1.5	2.3	3.6	5.0	4.5	3.5	43
Southwest	4.1	4.6	5.4	4.7	4.3	2.8	2.2	2.2	3.6	3.9	4.5	3.9	3.8	43
West Southwest	3.8	5.1	6.2	7.3	8.9	8.8	6.3	6.5	6.4	5.1	4.1	3.4	6.0	43
West	5.5	8.8	14.5	20.0	24.7	26.5	18.3	19.2	16.2	12.8	7.1	4.9	14.9	43
West Northwest	8.9	17.3	26.4	33.5	33.6	33.3	33.5	32.1	32.5	28.6	17.6	9.5	25.6	43
Northwest	3.7	6.5	7.9	9.9	12.0	15.0	26.7	25.3	20.2	13.3	7.5	4.4	12.7	43
North Northwest	1.5	2.0	1.8	1.2	1.0	1.5	3.1	3.1	2.5	1.8	1.7	1.7	1.9	43
Calm	10.9	8.2	5.0	3.5	2.8	2.1	2.7	3.0	3.8	7.5	10.6	10.6	5.9	43
Direction (mean speed, knots)														
North	7.6	8.1	8.3	8.2	6.2	5.5	6.4	6.5	6.7	8.9	7.3	8.5	7.8	43
North Northeast	6.4	6.7	7.8	7.1	6.8	7.0	6.7	6.8	6.3	6.6	6.5	7.0	6.8	43
Northeast	6.2	6.0	6.1	5.9	6.3	6.8	7.1	6.8	6.1	5.7	6.0	6.4	6.2	43
East Northeast	6.1	6.0	5.6	5.7	5.9	5.8	6.0	5.9	5.6	5.3	6.0	6.6	6.0	43
East	6.0	5.5	5.9	5.5	5.1	4.9	5.2	5.3	5.4	5.4	5.6	5.8	5.7	43
East Southeast	6.3	6.4	7.4	7.6	5.3	4.5	4.1	6.0	5.9	6.1	6.4	6.2	6.4	43
Southeast	7.6	8.0	8.9	9.1	6.5	5.7	5.8	5.8	5.9	7.1	7.2	7.5	7.6	43
South Southeast	7.1	7.1	7.8	8.3	7.1	7.4	5.8	5.7	5.6	6.8	6.7	6.8	7.1	43
South	8.0	8.4	8.7	8.6	7.0	6.2	5.9	5.3	5.6	6.9	6.7	7.4	7.5	43
South Southwest	8.8	9.8	9.0	9.1	10.0	8.9	8.3	7.6	7.4	6.7	7.0	8.2	8.5	43
Southwest	8.4	8.3	8.1	9.1	10.1	10.1	9.3	8.3	7.9	6.8	7.3	8.2	8.4	43
West Southwest	8.0	7.8	8.5	9.2	10.2	10.6	10.3	9.7	8.4	7.3	7.1	8.2	9.1	43
West	8.3	9.9	11.2	12.7	13.9	13.8	13.0	12.3	11.3	10.0	8.5	8.3	12.0	43
West Northwest	9.3	10.7	12.4	13.1	13.8	13.5	12.7	12.0	11.4	10.8	9.9	9.4	12.0	43
Northwest	8.2	9.4	10.5	11.4	11.9	12.3	12.8	12.4	11.5	10.3	8.9	9.0	11.4	43
North Northwest	7.1	7.7	8.1	8.0	8.0	8.7	10.0	9.9	9.2	8.3	7.0	8.5	8.6	43
VISIBILITY														
Mean number of days with fog	17	12	7	4	4	3	4	4	6	9	12	17	99	50

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – SACRAMENTO, CA (38°31'N, 121°30'W) 18 feet (5.5 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1020.7	1019.1	1017.2	1015.9	1014.0	1012.0	1011.8	1012.2	1012.2	1015.3	1019.0	1020.7	1015.8	47
TEMPERATURE (°F)														
Mean	45.7	50.7	53.8	58.8	65.2	71.5	75.6	74.8	71.8	64.4	53.4	45.8	61.0	48
Mean daily maximum	53.0	59.8	64.1	71.4	79.8	87.3	92.9	91.5	87.5	77.9	63.6	53.2	73.6	48
Mean daily minimum	37.8	41.0	43.0	45.8	50.2	55.1	57.9	57.6	55.7	50.3	42.7	37.9	48.0	48
Extreme (highest)	70	76	88	93	105	115	114	109	108	101	87	72	115	48
Extreme (lowest)	20	23	26	32	34	41	48	48	43	35	26	18	18	48
RELATIVE HUMIDITY														
Average percentage	82.2	66.1	47.0	34.1	14.6	-5.4	-6.7	-2.5	-3.4	28.3	65.2	82.5	33.3	48
CLOUD COVER														
Percent of time clear	22.8	31.4	34.1	39.2	46.9	63.3	78.5	76.3	71.1	55.2	38	22.3	48.5	47
Percent of time scattered	12.9	16.4	18.6	19.8	21.5	19.0	13.1	13.7	15.2	18.5	17.6	14.1	16.7	47
Percent of time broken	12.4	16.3	17.4	18.7	17.5	11.4	6.3	7.4	8.7	12.3	14.4	12.4	12.8	47
Percent of time overcast	51.9	35.9	29.9	22.3	14.1	6.3	2.1	2.5	5.0	13.9	29.9	51.2	22.0	47
PRECIPITATION (inches)														
Mean amount	3.7	2.8	2.5	1.2	0.4	0.1	0.0	0.0	0.3	0.9	2.2	2.8	17.3	48
Greatest amount	9.6	8.7	8.1	4.2	3.1	1.2	0.7	0.6	2.7	7.5	7.4	12.6	33.4	48
Least amount	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	0.0	5.5	48
Maximum amount (24 hours)	3.0	2.6	1.8	2.1	1.5	1.1	0.7	0.6	1.7	3.7	2.4	2.8	3.7	48
Mean number of days	13	11	11	7	4	2	1	1	2	5	9	12	78	49
SNOW														
Mean amount	T	0.0	T	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	0.0	48
Greatest amount	T	2.0	T	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	2.0	48
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48
Maximum amount (24 hours)	T	2.0	T	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	2.0	48
Mean number of days	Miss	Miss	0	0	0	0	0	0	0	0	0	Miss	Miss	49
WIND														
Percentage with gales	0.15	0.05	0.05	0.01	0.01	0.00	0.00	0.01	0.02	0.02	0.03	0.09	0.04	48
Mean wind speed (knots)	6.2	6.5	7.4	7.5	7.9	8.4	7.8	7.4	6.4	5.6	5.3	5.8	6.8	48
Direction (percentage of observations)														
North	5.9	5.1	3.7	3.0	2.8	2.0	0.9	1.2	3.2	5.3	5.8	5.8	3.7	48
North Northeast	1.8	1.6	1.3	0.7	0.6	0.4	0.4	0.3	0.8	1.4	1.6	2.1	1.1	48
Northeast	1.8	1.7	1.1	0.8	0.6	0.4	0.2	0.2	0.6	1.3	1.7	1.7	1.0	48
East Northeast	1.4	1.4	0.8	0.7	0.4	0.3	0.1	0.1	0.6	0.8	1.2	1.6	0.8	48
East	3.5	3.2	2.3	1.8	1.0	0.6	0.4	0.4	1.0	2.0	2.9	3.5	1.9	48
East Southeast	5.7	5.2	4.6	3.5	2.1	1.7	1.5	1.7	2.3	3.8	4.6	5.3	3.5	48
Southeast	13.5	11.1	10.0	7.9	6.1	5.0	5.7	6.5	7.1	7.2	9.4	11.5	8.4	48
South Southeast	11.6	10.2	9.2	7.1	6.4	7.8	10.0	9.9	8.0	6.3	8.0	10.9	8.8	48
South	7.0	8.3	9.6	10.2	12.3	14.6	18.3	17.5	12.1	8.3	6.1	6.3	10.9	48
South Southwest	3.4	5.3	9.5	12.6	17.7	21.2	25.0	23.2	15.7	8.4	4.0	2.9	12.5	48
Southwest	2.8	4.8	10.8	16.1	20.5	21.9	21.3	19.7	15.6	9.2	3.8	2.7	12.5	48
West Southwest	1.6	2.2	3.8	4.9	4.8	4.2	4.5	5.0	4.6	3.5	2.1	1.4	3.5	48
West	2.0	2.9	2.9	3.0	2.8	2.5	2.3	2.7	2.8	2.5	2.0	2.1	2.5	48
West Northwest	3.0	3.6	3.8	3.6	3.2	2.8	2.2	2.2	3.1	3.0	3.3	2.8	3.0	48
Northwest	7.4	8.4	8.2	7.9	6.7	5.4	2.5	2.6	5.0	7.7	9.0	8.2	6.6	48
North Northwest	10.1	9.9	9.0	8.8	6.6	5.4	1.7	1.9	6.6	10.2	11.6	11.0	7.7	48
Calm	17.9	15.3	10.0	8.0	6.0	4.5	3.7	5.4	11.3	19.3	23.1	20.3	12.1	48
Direction (mean speed, knots)														
North	6.9	7.1	8.2	7.8	8.0	7.3	5.6	5.4	6.7	6.8	6.8	6.6	7.0	48
North Northeast	5.4	5.5	6.1	6.6	6.0	6.9	4.5	5.2	5.1	5.6	5.5	5.6	5.6	48
Northeast	4.6	4.5	4.4	4.9	5.0	5.4	4.2	4.2	4.4	4.5	4.3	4.3	4.5	48
East Northeast	4.3	4.7	5.2	4.9	4.8	4.9	5.3	4.3	4.4	4.4	4.3	4.5	4.6	48
East	4.4	4.4	4.7	4.7	4.0	4.6	3.8	3.8	4.4	4.2	4.4	4.4	4.4	48
East Southeast	5.7	5.7	5.7	5.4	5.1	5.2	4.6	4.9	4.8	4.7	5.0	5.6	5.3	48
Southeast	8.4	8.1	7.8	6.6	5.9	5.8	5.8	5.7	5.7	5.8	7.2	7.9	7.0	48
South Southeast	10.1	9.6	8.8	7.5	6.5	6.4	6.3	6.5	6.1	6.7	8.3	9.9	7.9	48
South	7.4	7.2	7.4	7.1	7.4	8.0	7.5	7.4	6.6	6.2	6.4	6.8	7.2	48
South Southwest	7.8	8.2	8.6	9.1	9.6	10.1	9.4	9.1	8.5	7.9	7.7	7.2	9.0	48
Southwest	7.4	8.5	9.3	9.3	10.0	10.5	9.8	9.4	9.0	8.4	7.4	7.0	9.4	48
West Southwest	6.0	6.4	7.2	7.6	7.9	8.0	7.3	6.9	6.5	6.4	5.3	5.7	7.0	48
West	5.0	4.5	5.8	5.8	5.7	5.9	5.6	5.6	5.1	4.6	4.4	4.4	5.2	48
West Northwest	5.6	6.1	7.0	7.5	7.0	7.0	6.2	6.1	5.5	5.6	5.6	5.5	6.3	48
Northwest	7.3	8.3	9.6	9.6	9.0	8.8	6.8	6.7	7.2	7.3	7.3	7.3	8.1	48
North Northwest	8.7	9.8	10.5	10.6	9.8	9.6	7.0	6.8	8.4	9.1	8.3	8.7	9.2	48
VISIBILITY														
Mean number of days with fog	22	14	8	3	1	Miss	Miss	1	2	7	16	22	96	49

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – EUREKA, CA (40°48'N, 124°07'W) 59 feet (18 m)														
WEATHER ELEMENTS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YEAR**	**YEARS OF RECORD**
TEMPERATURE (°F)														
Mean	48.0	49.3	49.4	50.6	53.2	55.7	57.0	58.0	57.4	55.0	51.8	48.7	52.9	47
Mean daily maximum	54.1	55.3	55.2	56.0	58.1	60.2	61.4	62.4	62.8	60.9	58	54.9	58.3	47
Mean daily minimum	41.4	42.8	43.2	44.7	47.8	50.6	52.2	53.1	51.6	48.6	45.1	42.1	46.9	47
Extreme (highest)	78	80	76	80	82	81	76	82	86	87	78	77	87	47
Extreme (lowest)	26	27	30	34	36	41	46	47	42	32	29	21	21	47
PRECIPITATION (inches)														
Mean amount	6.6	5.0	5.3	2.8	1.6	0.6	0.1	0.3	0.7	2.7	5.6	6.4	38.1	47
Greatest amount	13.9	10.8	11.1	10.6	6.0	2.5	1.1	3.4	3.3	13.0	16.5	14.1	67.2	47
Least amount	0.6	0.1	1.1	0.3	0.0	T	0.0	T	T	0.0	0.2	0.5	21.0	47
Maximum amount (24 hours)	3.7	4.8	2.9	2.3	1.4	1.1	0.8	1.5	1.4	5.0	2.7	3.3	5.0	47
Mean number of days	17	16	19	14	12	9	7	7	8	12	15	16	152	32
SNOW														
Mean amount	0.1	0.1	0.0	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	47
Greatest amount	2.8	3.5	1.0	T	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.9	3.5	47
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47
Maximum amount (24 hours)	1.5	2.0	0.9	T	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.9	2.0	47
Mean number of days	1	1	Miss	Miss	0	0	0	0	0	0	0	Miss	2	32
VISIBILITY														
Mean number of days with fog	13	11	10	12	13	16	22	23	21	21	15	15	192	32

* Sea level pressure is station pressure reduced to sea level
T = trace (not measurable) amount of precipitation
Miss or blank is a missing value
These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

CLIMATOLOGICAL DATA – SEATTLE (PORTAGE BAY), WA (47°39'N, 122°18'W) 20 feet (6.1 m)														
WEATHER ELEMENTS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YEAR**	**YEARS OF RECORD**
TEMPERATURE (°F)														
Mean	41.1	43.7	46.5	51.0	56.5	61.1	65.2	65.0	60.7	53.8	46.8	42.7	52.9	92
Mean daily maximum	45.3	48.9	52.7	58.3	64.3	69.0	74.1	73.5	68.1	59.6	51.4	46.7	59.4	92
Mean daily minimum	36.4	38.0	39.8	43.2	48.3	52.7	55.8	56.1	52.8	47.5	41.7	38.2	45.9	92
Extreme (highest)	67	70	76	87	92	100	100	97	92	82	73	65	100	92
Extreme (lowest)	0	1	22	30	35	40	44	46	36	19	0	9	0	92
PRECIPITATION (inches)														
Mean amount	5.0	3.7	3.2	2.1	1.6	1.4	0.6	0.8	1.6	2.9	5.1	5.3	33.9	92
Greatest amount	10.9	8.1	7.2	5.2	4.6	3.7	2.1	5.4	5.6	8.0	11.2	15.3	48.1	92
Least amount	0.6	0.3	0.4	0.1	0.3	0.0	0.0	T	0.0	0.1	0.5	1.0	19.5	92
Maximum amount (24 hours)	4.2	2.2	2.5	2.0	1.1	1.4	0.9	1.5	1.7	2.5	2.6	3.4	4.2	92
Mean number of days	28	25	27	24	23	23	17	19	20	25	26	28	285	25
SNOW														
Mean amount	4.0	1.9	0.6	0.1	0.0	0.0	0.0	0.0	0.0	T	0.6	1.4	8.5	92
Greatest amount	31.0	35.4	8.6	2.4	0.0	0.0	0.0	0.0	0.0	T	9.6	13.5	63.6	92
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92
Maximum amount (24 hours)	11.5	21.5	5.5	1.5	0.0	0.0	0.0	0.0	0.0	T	6.0	10.0	21.5	92
Mean number of days	7	4	3	1	0	0	0	0	0	Miss	1	3	19	25
VISIBILITY														
Mean number of days with fog	3	2	1	1	1	1	1	3	4	3	3	3	26	25

* Sea level pressure is station pressure reduced to sea level
T = trace (not measurable) amount of precipitation
Miss or blank is a missing value
These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – PORTLAND, OR (45°36'N, 122°36'W) 21 feet (6.4 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1019.4	1018.2	1016.9	1018.0	1017.5	1017.3	1017.5	1016.7	1016.6	1018.1	1018.8	1019.4	1017.9	47
TEMPERATURE (°F)														
Mean	39.5	43.3	47.5	52.0	57.9	63.4	68.3	68.4	63.6	55.1	46.2	41.4	53.9	62
Mean daily maximum	44.7	50.0	55.6	61.2	67.7	73.2	79.5	79.5	74.5	64.0	52.4	46.3	62.5	62
Mean daily minimum	33.8	36.1	38.9	42.3	47.6	53.0	56.6	56.7	52.3	45.7	39.5	36.0	44.9	62
Extreme (highest)	65	71	83	90	100	102	107	107	105	92	73	65	107	62
Extreme (lowest)	-2	-3	19	29	29	39	43	44	34	26	13	6	-3	62
RELATIVE HUMIDITY														
Average percentage	69.2	56.9	43.5	55.1	50.5	48.1	49.5	42.3	40.6	55.7	62.8	68.6	53.7	47
CLOUD COVER														
Percent of time clear	11.6	11.3	10.2	12.1	14.0	19.0	37.8	33.4	33.9	18.9	10.4	7.9	18.4	47
Percent of time scattered	8.6	10.5	12.2	13.8	15.9	17.1	17.2	19.1	17.6	15.4	10.4	9.1	13.9	47
Percent of time broken	12.9	15.8	19.2	21.0	22.9	21.5	16.3	16.5	16.8	18.1	15.9	14.4	17.6	47
Percent of time overcast	66.8	62.4	58.4	53.2	47.2	42.3	28.8	31.0	31.7	47.5	63.3	68.5	50.2	47
PRECIPITATION (inches)														
Mean amount	5.3	4.0	3.7	2.4	2.0	1.5	0.5	0.8	1.6	3.0	5.3	6.5	37.3	62
Greatest amount	12.8	11.4	8.1	6.2	4.3	4.0	2.6	4.5	4.3	8.4	14.4	17.4	55.4	62
Least amount	0.0	0.6	1.1	0.5	0.1	0.0	0.0	T	T	0.1	0.3	1.3	22.4	62
Maximum amount (24 hours)	2.4	1.8	2.0	1.8	1.4	1.9	1.0	1.4	2.2	2.4	2.4	3.9	2.4	62
Mean number of days	22	19	21	19	16	13	7	8	11	16	21	23	196	48
SNOW														
Mean amount	3.3	1.3	0.5	T	T	0.0	0.0	0.0	0.0	0.0	0.5	1.5	7.0	48
Greatest amount	41.4	13.2	12.9	T	T	0.0	0.0	0.0	0.0	0.0	8.2	15.7	44.3	48
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	48
Maximum amount (24 hours)	9.3	6.1	7.6	T	T	0.0	0.0	0.0	0.0	0.0	7.0	8.0	9.3	48
Mean number of days	6	3	2	1	Miss	0	0	0	0	0	1	4	17	48
WIND														
Percentage with gales	0.04	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.03	0.09	47
Mean wind speed (knots)	8.6	8.0	7.2	6.4	6.2	6.2	6.6	6.1	5.7	5.7	7.5	8.4	6.9	47
Direction (percentage of observations)														
North	1.3	1.6	2.6	3.8	5.7	8.2	9.6	8.2	5.3	2.9	1.5	1.5	4.4	47
North Northeast	0.8	0.8	1.1	1.2	2.0	2.2	2.7	2.4	2.1	1.3	0.8	0.9	1.5	47
Northeast	1.0	1.0	1.1	2.0	1.8	1.8	1.7	1.8	1.5	1.3	1.0	0.9	1.4	47
East Northeast	2.1	2.1	2.4	2.3	2.2	1.8	1.6	1.5	2.0	1.5	1.3	1.5	1.8	47
East	8.3	7.5	6.1	4.8	3.7	2.4	1.7	1.8	3.8	4.2	5.1	6.8	4.7	47
East Southeast	25.4	22.7	15.0	8.5	4.8	3.4	1.8	2.5	6.2	12.5	20.6	24.8	12.3	47
Southeast	13.7	12.0	7.6	4.4	3.0	1.8	1.1	2.3	4.4	8.6	12.8	14.3	7.1	47
South Southeast	3.8	3.5	3.6	3.1	2.3	1.9	1.4	1.8	2.9	4.1	4.8	3.9	3.1	47
South	8.1	7.6	8.5	7.9	5.8	5.1	2.7	3.8	5.0	7.1	9.0	7.8	6.5	47
South Southwest	8.6	9.3	9.6	7.9	5.6	4.9	2.1	2.8	4.6	6.2	8.8	9.0	6.6	47
Southwest	4.2	4.4	5.1	5.2	4.2	3.0	1.6	2.1	3.4	3.9	4.5	4.5	3.8	47
West Southwest	2.6	2.5	4.0	4.6	3.9	2.9	2.3	2.1	3.7	3.6	3.1	2.7	3.2	47
West	2.8	3.5	4.8	5.7	5.7	5.2	4.5	4.8	6.4	5.8	4.1	3.0	4.7	47
West Northwest	3.7	4.8	7.2	9.6	12.0	11.6	12.3	12.4	11.8	8.2	5.0	3.5	8.5	47
Northwest	2.9	3.8	6.0	10.6	16.0	19.2	25.2	23.7	15.1	8.4	4.3	3.1	11.6	47
North Northwest	1.5	2.0	3.6	6.9	12.1	16.1	22.1	18.6	10.2	5.0	2.1	1.9	8.6	47
Calm	9.5	11.2	11.7	11.6	9.4	8.7	6	7.7	11.8	15.6	11.6	10.1	10.4	47
Direction (mean speed, knots)														
North	3.8	3.9	4.8	5.1	5.6	6.2	6.0	5.7	5.3	4.8	4.5	4.2	5.5	47
North Northeast	4.4	4.4	4.7	4.7	4.8	5.0	4.9	4.8	5.0	4.8	4.6	4.8	4.8	47
Northeast	4.7	4.7	4.9	4.6	4.8	4.7	4.8	4.7	5.6	4.6	4.5	5.0	4.8	47
East Northeast	9.3	6.9	6.2	5.8	5.6	5.3	5.6	5.8	8.1	6.5	6.7	7.3	6.6	47
East	11.6	9.9	8.2	7.0	5.6	4.9	5.3	5.1	8.6	8.0	10.4	11.1	8.9	47
East Southeast	10.6	9.9	8.6	7.3	6.4	5.7	5.8	5.9	6.7	8.0	10	10.8	9.3	47
Southeast	9.1	9.2	8.1	6.5	6.0	5.8	5.9	5.4	5.6	6.8	8.3	9.0	8.0	47
South Southeast	7.6	8.0	7.6	6.8	6.8	6.1	6.3	5.8	5.6	6.3	7.0	7.1	6.9	47
South	10.5	9.9	9.6	8.7	7.6	6.8	6.6	6.4	6.6	7.9	9.4	9.9	8.7	47
South Southwest	12.4	12.4	11.4	10.1	8.6	8.5	8.5	7.6	8.4	9.5	11.1	12.3	10.7	47
Southwest	10.2	10.6	10.0	9.0	8.2	7.9	7.3	7.2	6.8	7.3	9.0	9.9	8.9	47
West Southwest	7.4	7.6	7.8	7.4	7.1	7.1	6.3	5.9	5.6	5.2	6.4	6.8	6.7	47
West	4.9	5.7	6.2	6.3	6.1	6.0	5.6	5.5	5.0	4.7	5.1	5.3	5.5	47
West Northwest	5.5	6.0	6.6	6.8	6.8	7.0	7.1	6.7	6.3	5.6	5.8	5.6	6.5	47
Northwest	5.7	6.2	6.8	7.0	7.2	7.3	7.6	7.2	6.7	6.0	5.8	6.0	7.0	47
North Northwest	5.6	5.3	6.2	6.9	7.2	7.5	7.8	7.4	6.9	6.2	5.5	5.7	7.2	47
VISIBILITY														
Mean number of days with fog	15	12	9	7	5	4	3	5	12	18	17	16	123	48

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – ASTORIA, OR (46°09'N, 123°53'W) 8 feet (2.4 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1017.6	1017.5	1015.9	1018.0	1018.0	1018.1	1018.9	1018.0	1017.3	1017.7	1017.2	1018.1	1017.7	43
TEMPERATURE (°F)														
Mean	42.3	44.4	45.7	48.3	52.8	57.1	60.3	60.9	58.7	52.9	46.9	43.0	51.2	43
Mean daily maximum	47.9	51.0	53.0	55.8	60.4	64.1	67.6	68.7	67.7	61.2	53.4	48.6	58.3	43
Mean daily minimum	36.2	37.3	37.8	40.3	44.7	49.5	52.5	52.6	49.2	44.2	39.9	36.9	43.5	43
Extreme (highest)	67	72	73	83	87	93	100	96	95	85	71	64	100	43
Extreme (lowest)	11	9	22	29	30	37	39	39	33	26	15	6	6	43
RELATIVE HUMIDITY														
Average percentage	51.4	49.8	34.1	54.5	54.8	55.9	63.7	54.8	47.6	52.0	46.7	56.5	51.9	47
CLOUD COVER														
Percent of time clear	11.5	11.7	9.3	10.1	10.1	9.8	18.3	16.9	23.5	16.5	10.8	10.0	13.3	40
Percent of time scattered	10.2	11.0	12.9	14.1	15.8	15.9	16.3	18.2	18.9	17.0	12.6	12.6	14.6	40
Percent of time broken	13.1	14.6	17.5	19.0	20.9	18.2	15.5	15.8	16.1	15.6	16.1	15.2	16.4	40
Percent of time overcast	65.2	62.7	60.4	56.9	53.2	56.2	49.9	49.1	41.6	50.9	60.5	62.2	55.6	40
PRECIPITATION (inches)														
Mean amount	9.9	7.5	7.0	4.9	2.9	2.5	1.1	1.3	2.7	5.9	10.3	10.5	67.0	43
Greatest amount	18.9	21.8	13.4	9.4	6.6	5.4	4.3	5.2	6.9	12.5	17.4	16.5	87.3	43
Least amount	0.6	1.3	0.9	1.3	0.3	0.5	0.0	0.0	0.0	0.5	1.4	2.6	41.5	43
Maximum amount (24 hours)	4.5	2.8	2.5	2.7	1.7	2.0	1.7	1.6	2.4	3.5	3.6	3.5	4.5	43
Mean number of days	23	21	23	22	20	19	16	15	15	19	23	24	240	43
SNOW														
Mean amount	2.1	0.4	0.5	0.0	T	0.0	0.0	0.0	0.0	T	0.2	1.1	4.3	42
Greatest amount	26.3	4.0	6.7	1.1	T	0.0	0.0	0.0	0.0	T	4.6	19.0	27.3	42
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42
Maximum amount (24 hours)	10.8	4.0	4.5	1.0	T	0.0	0.0	0.0	0.0	T	4.3	5.7	10.8	42
Mean number of days	4	2	2	1	Miss	0	0	0	0	Miss	1	3	13	43
WIND														
Percentage with gales	0.12	0.05	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.08	0.09	0.13	45
Mean wind speed (knots)	8.0	7.7	7.7	7.5	7.4	7.4	7.5	7.0	6.5	6.4	7.5	7.8	7.4	45
Direction (percentage of observations)														
North	1.3	1.9	2.2	2.1	2.4	2.2	2.3	2.3	2.5	2.1	1.2	1.0	1.9	45
North Northeast	1.6	1.5	1.7	1.3	1.0	0.8	0.4	0.8	2.0	1.8	1.4	1.1	1.3	45
Northeast	4.9	4.4	3.3	1.8	1.3	0.9	0.6	0.7	2.8	3.9	4.1	4.5	2.7	45
East Northeast	11.4	10.1	4.9	2.7	1.5	1.0	0.7	0.7	3.2	6.0	9.2	11.5	5.2	45
East	16.5	12.5	7.6	5.2	2.8	2.1	1.2	1.9	4.4	8.2	13.7	16.2	7.7	45
East Southeast	11.5	10.4	9.1	7.4	5.5	4.1	3.4	4.8	7.7	11.1	13.0	13.9	8.5	45
Southeast	7.1	7.3	9.6	8.4	6.6	5.7	4.7	6.5	9.3	11.1	9.6	8.5	7.9	45
South Southeast	4.0	4.7	5.5	5.0	3.9	3.8	3.0	3.7	5.2	5.7	5.8	4.5	4.5	45
South	7.8	8.6	8.6	6.6	5.5	5.1	4.3	5.4	6.4	7.7	8.4	7.5	6.8	45
South Southwest	7.7	8.0	8.0	7.4	6.3	6.6	5.4	6.7	7.6	7.8	7.4	6.5	7.1	45
Southwest	5.8	6.3	7.8	9.5	10.2	11.3	10.4	11.3	9.4	6.9	5.2	4.9	8.3	45
West Southwest	4.1	4.3	5.6	8.6	9.6	9.6	9.2	9.6	6.7	4.3	3.8	4.0	6.6	45
West	3.9	4.4	6.2	8.3	10.4	10.3	10.3	8.6	5.2	3.4	3.2	3.7	6.5	45
West Northwest	2.3	3.0	5.6	8.4	11.1	12.2	14.2	10.9	6.4	3.4	2.7	2.8	7.0	45
Northwest	1.4	2.6	5.1	8.0	12.0	13.9	18.3	14.5	8.8	4.5	1.8	1.2	7.7	45
North Northwest	0.9	1.5	2.5	3.3	4.2	5.9	7.4	5.5	4.1	2.4	0.8	0.7	3.3	45
Calm	7.7	8.6	6.9	6.3	6.3	5.5	5.4	6.8	8.8	10.2	8.3	7.8	7.4	45
Direction (mean speed, knots)														
North	4.5	4.9	5.5	6.1	6.1	6.7	6.7	6.1	5.7	5.5	5.0	5.2	5.8	45
North Northeast	6.1	6.1	6.9	6.9	6.7	6.0	7.6	6.2	7.4	7.0	6.5	6.2	6.7	45
Northeast	7.1	7.5	7.9	7.9	7.0	6.9	7.4	7.1	8.6	8.2	7.5	7.9	7.7	45
East Northeast	7.6	7.6	7.5	7.1	6.3	5.6	5.8	6.3	7.5	7.1	7.2	7.5	7.3	45
East	7.1	6.7	5.9	5.3	4.2	4.0	4.1	4.0	5.3	5.7	6.4	6.8	6.2	45
East Southeast	6.6	6.1	5.5	5.1	4.4	4.3	4.3	4.2	4.6	5.0	5.8	6.3	5.5	45
Southeast	5.8	5.9	5.5	5.0	4.7	4.4	4.3	4.4	4.5	4.8	5.6	6.1	5.1	45
South Southeast	8.4	8.2	7.5	6.5	5.7	5.4	5.2	5.1	5.5	6.9	8.2	8.4	6.9	45
South	13.1	12.4	10.9	9.3	7.2	6.7	6.3	6.4	7.5	9.4	12.1	12.9	10.0	45
South Southwest	14.0	12.9	11.7	10.2	8.8	8.0	7.4	7.6	8.7	10.2	13.2	13.7	10.7	45
Southwest	11.9	10.8	10.2	9.4	8.6	8.0	7.0	7.2	7.7	8.7	11.2	11.8	8.9	45
West Southwest	10.5	9.5	8.9	8.5	7.8	7.4	6.8	6.7	6.8	7.5	9.1	10.1	7.9	45
West	9.3	8.5	8.7	8.1	7.8	7.5	7.3	6.8	6.6	6.6	8.8	9.6	7.8	45
West Northwest	10.1	9.7	10.2	9.5	9.4	9.2	9.5	9.5	9.0	8.2	10.6	10.7	9.5	45
Northwest	8.6	8.7	9.9	10.7	10.6	10.5	10.5	10.3	9.8	8.7	9.9	10.3	10.2	45
North Northwest	6.1	7.0	7.9	8.6	9.0	9.6	9.3	9.1	8.5	7.5	7.9	7.5	8.7	45
VISIBILITY														
Mean number of days with fog	18	16	15	14	12	13	13	17	18	20	17	18	191	43

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – SEATTLE-TACOMA, WA (47°27'N, 122°18'W) 450 feet (137 m)														
WEATHER ELEMENTS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YEAR**	**YEARS OF RECORD**
SEA LEVEL PRESSURE*														
Mean (millibars)	1017.5	1016.9	1016	1017.3	1017.3	1017.2	1017.9	1017	1017	1017.8	1017.3	1017.5	1017.2	48
TEMPERATURE (°F)														
Mean	39.7	42.9	45.3	49.4	55.6	60.7	65.0	64.9	60.5	52.6	45.2	40.9	51.9	48
Mean daily maximum	44.5	48.8	52.2	57.3	64.3	69.6	75.1	74.6	69.4	59.5	50.4	45.4	59.3	48
Mean daily minimum	34.5	36.6	37.9	41.0	46.3	51.3	54.4	54.7	51.2	45.3	39.5	35.8	44.1	48
Extreme (highest)	64	70	75	85	93	96	100	99	98	89	74	64	100	48
Extreme (lowest)	0	1	11	29	28	38	43	44	35	28	6	6	0	48
RELATIVE HUMIDITY														
Average percentage	49.7	44.5	35.3	47.7	48.3	46.8	53.6	45.2	44.6	53.2	48	49.6	47.2	48
CLOUD COVER														
Percent of time clear	9.5	10.6	11.2	11.1	12.9	15.5	31.5	28.4	27.7	15.0	8.9	7.9	15.9	48
Percent of time scattered	9.3	11.2	14.1	15.2	18.7	18.5	18.5	19.0	17.7	15.4	11.1	9.7	14.9	48
Percent of time broken	13.6	15.7	19.2	21.7	23.5	23	17.9	18.1	17.9	19.1	16.1	15.3	18.4	48
Percent of time overcast	67.6	62.4	55.5	52.0	44.9	43.0	32.1	34.6	36.7	50.4	63.9	67.1	50.8	48
PRECIPITATION (inches)														
Mean amount	5.6	4.1	3.7	2.5	1.6	1.4	0.7	1.1	1.8	3.4	5.9	5.8	38.0	48
Greatest amount	12.9	9.1	8.4	6.5	4.7	3.8	2.3	4.5	5.9	7.7	10.7	11.8	55.1	48
Least amount	0.5	0.3	0.5	0.3	0.1	0.1	T	0.0	T	0.3	0.7	1.3	23.7	48
Maximum amount (24 hours)	2.9	2.9	2.7	2.6	1.8	1.7	0.8	1.6	1.6	2.7	3.4	2.1	3.4	48
Mean number of days	23	19	21	19	16	14	10	11	12	17	22	23	207	48
SNOW														
Mean amount	4.9	1.7	1.3	0.1	T	0.0	0.0	0.0	0.0	0.0	0.9	2.6	11.6	48
Greatest amount	57.2	13.1	18.2	2.3	T	0.0	0.0	0.0	0.0	2.0	17.5	22.1	60.6	48
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	48
Maximum amount (24 hours)	20.0	7.0	6.0	1.2	T	0.0	0.0	0.0	0.0	2.0	7.8	9.3	20.0	48
Mean number of days	7	4	3	1	Miss	0	0	0	0	Miss	2	5	22	48
WIND														
Percentage with gales	0.03	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.13	48
Mean wind speed (knots)	8.4	8.3	8.4	8.2	7.7	7.6	7.2	6.9	7.1	7.4	8.2	8.4	7.8	48
Direction (percentage of observations)														
North	6.4	7.2	7.5	6.7	8.3	9.2	9.9	10.2	12.8	9.8	6.7	6.0	8.4	48
North Northeast	7.6	7.8	7.2	6.6	7.9	8.3	10.3	9.0	10.9	9.1	6.9	7.4	8.3	48
Northeast	4.8	4.2	4.1	4.2	4.6	4.3	5.0	5.1	5.4	4.2	3.8	4.0	4.5	48
East Northeast	2.8	2.9	1.8	1.5	1.2	1.0	1.3	1.2	1.8	1.6	2.3	2.6	1.8	48
East	6.5	5.3	4.0	2.6	1.5	1.0	0.8	1.1	2.2	3.0	4.6	6.0	3.2	48
East Southeast	9.5	7.8	6.2	3.6	2.3	1.4	0.8	1.5	3.0	6.2	8.3	9.7	5.0	48
Southeast	9.3	7.9	6.9	5.8	3.6	2.7	1.9	2.9	5.4	8.6	11.0	10.8	6.4	48
South Southeast	7.2	7.5	6.7	5.7	4.6	3.5	2.8	3.7	4.7	7.1	8.6	8.5	5.9	48
South	14.1	13.7	12.7	12.4	10.6	10.1	8.1	9.7	10.4	13.3	16.1	15.5	12.2	48
South Southwest	13.7	13.7	15.1	15.9	14.9	15.2	13.1	12.5	11.0	11.5	12.4	13.1	13.5	48
Southwest	6.9	8.1	10.7	13.3	13.4	15.2	13.2	11.3	7.7	7.0	6.3	6.5	10.0	48
West Southwest	1.9	2.5	4.0	5.6	6.4	6.9	7.0	6.6	3.8	2.7	2.0	1.9	4.3	48
West	1.0	1.5	1.9	3.2	4.2	4.9	5.8	5.5	3.2	2.1	1.3	1.0	3.0	48
West Northwest	0.6	1.1	1.7	2.5	3.8	4.0	4.6	4.7	3.1	2.3	0.8	0.7	2.5	48
Northwest	0.8	1.2	2.0	2.5	3.4	3.4	4.1	3.8	2.6	2.1	1.0	0.6	2.3	48
North Northwest	1.7	2.7	3.7	3.9	5.6	5.2	7.2	6.2	6.1	3.8	2.2	1.5	4.1	48
Calm	5.5	5.5	4.3	4.4	4.2	3.9	4.3	5.0	6.2	6.1	5.9	5.0	5.0	48
Direction (mean speed, knots)														
North	8.3	8.3	8.4	8.6	8.5	8.3	8.2	7.8	8.3	7.8	8.2	7.8	8.2	48
North Northeast	7.9	7.9	8.0	8.2	8.2	8.1	8.0	7.7	8.0	8.3	7.8	7.8	8.0	48
Northeast	7.1	7.4	7.2	7.9	8.1	8.0	7.9	7.5	7.5	7.2	7.3	7.0	7.5	48
East Northeast	7.1	6.8	7.0	6.8	6.5	5.9	6.5	6.0	5.5	5.7	6.4	6.6	6.5	48
East	7.3	7.2	6.5	6.4	5.3	5.2	4.0	4.4	5.3	6.0	6.6	7.0	6.5	48
East Southeast	7.7	7.4	7.0	6.4	5.8	5.5	5.4	5.2	5.7	6.5	7.7	7.6	7.0	48
Southeast	7.0	6.9	6.9	6.8	6.7	6.3	6.2	6.2	6.2	6.6	7.2	7.1	6.8	48
South Southeast	7.5	7.4	7.3	7.1	6.6	6.4	6.6	6.2	6.4	6.8	7.5	7.6	7.1	48
South	9.8	9.4	9.0	8.5	7.4	7.2	6.7	6.7	7.3	8.5	9.9	9.8	8.6	48
South Southwest	12.1	11.8	11.1	10.1	9.0	8.5	7.8	7.9	8.8	10.1	11.5	12.0	10.1	48
Southwest	12.8	12.4	12.0	11.1	9.8	9.3	8.3	8.2	9.2	10.4	11.7	13.0	10.4	48
West Southwest	8.9	8.7	9.6	8.7	8.1	7.8	7.1	7.1	7.0	7.4	8.9	8.9	8.0	48
West	4.3	5.5	6.3	6.6	6.3	6.3	6.3	6.1	5.9	4.8	5.2	4.5	6.0	48
West Northwest	5.4	5.5	6.1	6.3	6.3	6.5	6.8	6.5	5.9	5.6	4.8	5.1	6.2	48
Northwest	6.1	6.5	7.0	7.4	7.2	7.1	7.1	6.9	6.3	6.3	6.8	6.3	6.9	48
North Northwest	8.2	8.1	8.0	8.7	8.6	8.1	8.4	8.3	8.0	7.2	7.3	7.3	8.1	48
VISIBILITY														
Mean number of days with fog	18	15	13	10	8	8	8	11	16	19	19	19	164	48

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

(10)

CLIMATOLOGICAL DATA – QUILLAYUTE, WA (47°57'N, 124°33'W) 179 feet (54.6 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1016.6	1016.3	1014.8	1017.0	1017.5	1017.8	1018.9	1017.8	1017.8	1017.8	1015.4	1016.9	1017.1	29
TEMPERATURE (°F)														
Mean	40.4	42.4	44.0	46.7	51.7	55.9	59.3	59.7	57.1	50.4	44.3	40.7	49.4	29
Mean daily maximum	46.3	49.3	51.9	55.1	60.5	64.2	68.2	69.0	67.1	59.1	50.8	46.2	57.4	29
Mean daily minimum	34.1	34.9	35.7	37.8	42.4	46.9	49.8	49.9	46.6	41.2	37.4	34.6	41.0	29
Extreme (highest)	65	73	72	83	92	96	97	99	97	83	69	64	99	29
Extreme (lowest)	7	11	19	24	29	33	38	36	28	24	5	7	5	29
RELATIVE HUMIDITY														
Average percentage	41.3	37.8	22.8	45.4	50.1	53.0	64.3	53.4	52.5	52.9	29.2	44.4	45.7	29
CLOUD COVER														
Percent of time clear	12.0	13.2	11.9	9.8	10.4	10.9	16.3	20.0	25.0	16.8	8.8	12.5	14.0	29
Percent of time scattered	9.2	11.3	13.7	12.6	14.9	14.4	16.3	16.3	18.0	16.4	12.6	11.8	14.0	29
Percent of time broken	11.8	14.1	16.2	18.5	19.5	17.6	14.8	16.9	15.1	15.7	16.3	14.8	15.9	29
Percent of time overcast	67.1	61.3	58.1	59.1	55.2	57.1	52.7	46.8	41.8	51.1	62.3	60.8	56.0	29
PRECIPITATION (inches)														
Mean amount	13.7	12.0	10.9	7.7	5.2	3.1	2.3	2.8	4.6	10.0	14.2	14.8	101.7	29
Greatest amount	23.9	20.6	21.8	13.9	12.4	8.5	11.0	15.0	10.9	27.1	29.1	27.8	131.6	29
Least amount	1.2	0.8	1.8	2.9	1.0	0.4	0.3	0.3	0.1	1.3	4.4	3.6	60.2	29
Maximum amount (24 hours)	7.1	5.0	4.0	2.6	3.5	1.5	5.3	4.2	3.2	4.8	5.2	6.7	7.1	29
Mean number of days	23	20	22	22	20	19	16	15	15	20	23	24	239	29
SNOW														
Mean amount	4.6	2.9	1.6	0.3	T	0.0	0.0	0.0	T	T	1.0	2.7	13.1	29
Greatest amount	40.1	16.1	10.2	2.8	T	0.0	0.0	0.0	T	T	15.6	11.6	58.3	29
Least amount	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	29
Maximum amount (24 hours)	8.0	7.1	7.5	2.1	T	0.0	0.0	0.0	T	T	7.7	7.3	8.0	29
Mean number of days	5	4	4	3	Miss	0	0	0	Miss	Miss	2	5	23	29
WIND														
Percentage with gales	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	29
Mean wind speed (knots)	5.8	5.9	5.8	5.5	5.2	5.1	4.8	4.5	4.3	4.7	5.6	5.8	5.2	29
Direction (percentage of observations)														
North	2.2	2.4	2.9	2.3	3.2	2.9	3.3	4.2	4.2	3.2	2.4	2.3	3.0	29
North Northeast	3.9	4.0	4.0	2.6	2.4	1.9	2.4	2.3	4.1	4.4	3.5	3.7	3.3	29
Northeast	11.5	10.6	6.7	4.7	3.5	2.4	2.2	2.7	6.0	6.7	9.3	10.0	6.3	29
East Northeast	11.3	11.0	8.2	6.8	4.8	2.9	2.7	2.9	5.8	8.0	11.5	11.3	7.3	29
East	7.2	7.8	6.3	5.5	3.8	2.3	2.1	2.6	3.8	5.9	8.2	8.2	5.3	29
East Southeast	4.8	5.0	5.0	4.4	3.1	2.3	1.6	1.9	2.6	4.7	5.4	5.2	3.8	29
Southeast	6.6	7.1	6.8	5.1	3.4	2.7	2.1	2.0	3.0	5.9	7.7	7.8	5.0	29
South Southeast	10.0	10.0	9.0	7.0	5.5	5.3	3.6	4.8	6.2	9.1	10.5	11.1	7.7	29
South	8.1	9.6	9.3	9.1	8.3	9.0	7.4	8.8	8.7	9.5	8.6	7.6	8.7	29
South Southwest	4.5	4.5	5.5	6.1	6.5	6.8	6.3	6.6	5.7	4.2	4.2	3.9	5.4	29
Southwest	3.3	3.9	4.3	5.2	6.5	7.1	6.7	6.9	4.7	3.5	2.9	2.6	4.8	29
West Southwest	2.7	2.9	3.9	6.3	7.6	7.5	8.2	7.2	5.2	3.6	2.2	2.3	5.0	29
West	3.3	2.8	3.9	6.7	7.0	7.3	7.4	5.5	3.9	3.2	2.8	2.9	4.7	29
West Northwest	2.5	2.2	4.3	7.0	8.0	9.3	8.8	7.0	4.4	3.0	3.1	2.7	5.2	29
Northwest	1.3	1.4	2.9	3.9	6.3	8.3	9.7	7.2	3.8	2.0	1.6	1.5	4.2	29
North Northwest	1.1	1.5	1.9	2.6	4.2	5.0	6.0	5.2	3.9	2.1	1.2	1.2	3.0	29
Calm	15.8	13.7	14.8	14.8	16.4	17.6	19.5	22.4	24	20.9	14.8	15.9	17.6	29
Direction (mean speed, knots)														
North	3.9	4.2	4.4	4.4	4.3	4.5	4.7	4.3	4.4	4.0	4.1	4.1	4.3	29
North Northeast	5.8	5.8	5.7	5.2	5.0	5.0	4.4	4.6	5.2	5.2	5.4	5.6	5.3	29
Northeast	7.0	7.2	6.5	5.7	5.1	5.1	4.5	4.4	5.6	5.5	6.3	6.9	6.2	29
East Northeast	5.1	5.3	5.0	4.5	4.2	4.1	4.0	4.1	4.4	4.5	4.9	5.2	4.8	29
East	4.5	4.5	4.4	4.2	3.9	3.6	3.7	3.5	3.8	4.1	4.4	4.5	4.2	29
East Southeast	5.0	5.0	5.2	4.8	4.4	4.2	4.0	4.0	4.2	4.5	4.9	5.2	4.8	29
Southeast	7.3	7.4	7.4	6.9	5.9	5.5	5.5	5.4	5.8	6.9	7.5	7.7	7.0	29
South Southeast	8.5	8.5	8.3	7.3	6.8	6.1	5.8	6.2	6.4	7.7	8.4	8.6	7.7	29
South	8.3	8.1	8.1	7.4	6.7	6.0	5.8	5.8	6.2	7.2	8.3	8.5	7.2	29
South Southwest	8.9	8.3	8.1	7.5	7.1	6.7	6.4	6.0	6.1	7.0	8.7	9.0	7.3	29
Southwest	9.4	9.0	8.7	8.1	7.1	7.2	6.7	6.4	6.5	7.2	8.8	9.6	7.6	29
West Southwest	9.0	7.7	7.9	7.3	7.2	6.8	6.6	6.6	6.3	6.5	8.0	8.6	7.1	29
West	7.6	6.5	7.2	7.3	6.9	6.4	6.3	6.3	5.8	5.8	6.4	7.1	6.6	29
West Northwest	8.5	7.8	7.5	7.1	7.1	6.7	6.4	6.2	6.4	6.6	7.4	8.5	7.0	29
Northwest	7.0	7.5	7.5	7.3	7.0	6.8	6.5	6.5	6.4	6.5	6.8	7.9	6.8	29
North Northwest	5.7	5.1	6.5	6.3	6.4	6.0	6.3	6.1	5.5	5.1	6.0	5.4	6.0	29
VISIBILITY														
Mean number of days with fog	21	19	20	17	17	18	19	20	20	22	21	22	236	29

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

(11)

CLIMATOLOGICAL DATA – TATOOSH ISLAND, WA (48°23'N, 124°44'W) 115 feet (35.1 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1015.6	1015.7	1014.8	1016.9	1017.6	1017.7	1018.5	1017.7	1016.5	1016.2	1015.8	1015.0	1016.5	19
TEMPERATURE (°F)														
Mean	41.4	43.3	43.5	46.9	50.6	53.4	55.4	56.2	55.1	52.0	47.3	44.1	49.1	18
Mean daily maximum	44.7	46.9	47.4	51.0	54.6	57.2	59.2	60.1	59.5	55.9	50.8	47.4	52.9	18
Mean daily minimum	37.6	39.2	39.1	42.4	46.1	49.2	51.1	51.8	50.2	47.7	43.3	40.3	44.8	18
Extreme (highest)	57	63	66	69	74	82	80	76	80	70	64	61	82	18
Extreme (lowest)	14	20	25	33	37	43	46	45	43	36	19	14	14	18
RELATIVE HUMIDITY														
Average percentage	30.9	31.9	23.2	44.4	51.4	52.0	60.5	52.1	40.1	36.7	32.5	24.9	40.1	19
CLOUD COVER														
Percent of time clear	11.0	11.3	9.2	10.1	10.3	9.6	15.9	13.5	20.1	13.8	10.5	7.4	11.9	19
Percent of time scattered	11.6	11.3	14.0	14.4	16.4	12.8	12.4	12.3	15.9	16.5	13.9	11.6	13.6	19
Percent of time broken	13.0	13.9	17.7	16.3	18.4	15.8	13.6	13.9	13.5	15.7	14.7	14.0	15.1	19
Percent of time overcast	64.4	63.6	59.1	59.2	55.0	61.7	58.1	60.3	50.5	54.0	60.9	67.1	59.5	19
PRECIPITATION (inches)														
Mean amount	10.9	9.5	7.9	5.4	2.6	2.5	2.0	2.3	3.3	8.6	11.5	12.5	79.6	18
Greatest amount	20.0	21.1	14.8	10.2	6.1	6.3	6.0	4.7	7.0	13.6	22.1	16.8	101.6	18
Least amount	1.8	4.2	2.9	0.6	0.8	0.4	0.0	0.1	1.1	2.5	4.4	7.2	68.7	18
Maximum amount (24 hours)	2.9	2.7	2.6	3.0	1.6	2.1	1.5	2.1	1.9	3.8	3.7	3.2	3.8	18
Mean number of days	25	22	24	20	19	19	18	19	16	20	23	26	251	18
SNOW														
Mean amount	4.4	2.1	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	3.0	13.5	17
Greatest amount	32.3	10.4	24.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	20.2	34.5	17
Least amount	0.0	0.0	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	17
Maximum amount (24 hours)	8.5	5.2	10.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	4.7	7.0	10.3	17
Mean number of days	6	4	4	Miss	0	0	0	0	0	0	1	4	19	18
WIND														
Percentage with gales	6.09	3.59	1.21	1.01	0.19	0.07	0.02	0.02	0.28	2.06	3.87	5.49	2.32	19
Mean wind speed (knots)	17.4	15.9	14.1	12.2	10.3	9.1	8.9	8.9	10.4	14.1	16.6	17.4	12.9	19
Direction (percentage of observations)														
North	0.8	1.5	1.9	2.1	1.7	1.5	1.2	1.7	2.9	1.4	0.8	1.0	1.5	19
North Northeast	0.4	0.3	0.4	0.4	0.6	0.7	0.7	0.7	1.1	0.5	0.7	0.4	0.6	19
Northeast	3.9	4.9	5.6	5.4	4.9	3.6	3.4	4.2	10.6	8.4	4.1	2.5	5.1	19
East Northeast	10.0	9.1	8.4	6.8	3.8	3.6	3.4	4.0	11.5	12.5	10.6	9.9	7.8	19
East	31.5	24.2	22.1	13.7	8.6	5.8	4.0	6.3	12.9	23.8	30.4	27.2	17.5	19
East Southeast	4.0	3.2	2.3	1.5	0.7	0.6	0.3	0.4	1.0	1.7	3.3	3.3	1.8	19
Southeast	6.5	5.7	5.3	4.3	2.4	1.4	1.4	1.8	2.2	4.8	6.9	6.3	4.1	19
South Southeast	5.6	6.1	5.7	3.5	3.0	3.5	2.7	3.5	4.3	6.1	5.6	6.3	4.6	19
South	13.0	13.8	12.6	14.2	15.5	19.5	24.1	30.6	20.9	15.2	12.9	14.5	17.2	19
South Southwest	3.1	2.5	3.6	5.4	5.9	9.1	12.6	11.8	6.1	4.1	2.7	2.9	5.8	19
Southwest	6.4	7.9	8.8	11.8	14.7	17.6	21.8	17.5	10.0	6.7	6.5	7.2	11.5	19
West Southwest	2.9	2.9	4.2	5.5	7.3	8.0	6.5	4.7	3.2	2.7	2.8	2.6	4.5	19
West	6.7	10.5	11.1	14.6	21.1	17.6	12.2	7.5	7.5	6.5	6.9	8.7	11.0	19
West Northwest	1.7	2.7	2.9	4.1	4.4	3.0	1.6	0.9	1.3	2.2	2.0	2.8	2.5	19
Northwest	1.5	3.1	3.1	4.0	2.7	1.6	1.2	1.4	1.5	1.4	2.2	2.5	2.2	19
North Northwest	0.4	0.4	0.4	0.5	0.4	0.4	0.3	0.2	0.3	0.2	0.4	0.3	0.3	19
Calm	1.3	1.3	1.8	2.4	2.4	2.7	2.8	2.8	2.7	1.9	1.1	1.6	2.1	19
Direction (mean speed, knots)														
North	8.1	6.6	6.7	5.8	5.3	5.2	5.8	4.7	5.3	5.2	8.1	7.2	5.9	19
North Northeast	11.0	7.5	10.0	7.9	8.4	6.6	6.7	6.4	7.7	6.6	11.1	10.1	8.2	19
Northeast	18.1	13.8	12.2	11.8	11.4	9.7	8.2	9.5	10.8	12.7	14.6	12.4	12.0	19
East Northeast	18.4	16.9	15.5	13.7	13.2	10.5	10.9	10.3	13.8	17.6	17.4	19.0	15.8	19
East	18.5	16.6	15.8	13.2	11.9	10.3	9.3	8.2	11.8	15.2	17.4	19.2	15.8	19
East Southeast	14.7	14.7	13.9	11.6	11.5	8.0	6.7	7.6	11.3	14.3	15.7	14.3	13.8	19
Southeast	12.9	13.4	11.8	11.5	8.4	8.2	8.3	8.9	9.5	12.0	13.3	13.9	12.0	19
South Southeast	15.8	16.4	15.2	14.5	12.9	11.3	11.2	11.3	12.9	16.3	16.1	17.9	14.9	19
South	19.1	17.9	14.8	14.3	11.8	10.9	10.6	10.8	11.6	15.0	19.0	20.1	13.9	19
South Southwest	22.9	18.9	15.5	14.4	11.9	10.3	11.1	9.5	10.5	14.4	22.2	21.7	13.1	19
Southwest	20.1	17.7	14.2	12.3	9.9	9.0	8.7	8.1	8.3	13.5	19.0	18.1	11.7	19
West Southwest	16.1	15.6	13.6	11.8	9.4	8.1	7.7	7.3	8.6	10.9	15.3	15.5	10.7	19
West	16.6	15.0	14.0	11.5	9.7	7.9	6.7	6.5	7.7	11.3	14.6	15.8	11.0	19
West Northwest	16.4	16.2	17.1	12.2	10.3	9.4	7.4	6.6	10.6	15.3	16.8	16.6	13.2	19
Northwest	13.8	13.4	10.1	10.3	8.0	7.7	6.3	5.5	6.5	11.6	14.4	13.1	10.4	19
North Northwest	10.8	10.5	7.1	6.0	6.3	7.3	6.6	5.2	5.2	5.5	11.1	8.8	7.8	19
VISIBILITY														
Mean number of days with fog	11	11	9	9	10	14	18	21	17	13	10	12	155	18

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

(12)

CLIMATOLOGICAL DATA – HILO, HI (19°43'N, 155°04'W) 36 feet (10.9 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1016.0	1016.0	1017.6	1017.8	1017.7	1017.5	1016.8	1016.3	1015.3	1015.6	1016.1	1016.2	1016.6	46
TEMPERATURE (°F)														
Mean	71.7	71.5	71.9	72.7	73.8	75.2	75.9	76.4	76.3	75.7	74.1	72.3	74.0	46
Mean daily maximum	79.5	79.3	79.2	79.5	80.9	82.4	82.8	83.4	83.7	83.0	81.0	79.6	81.2	46
Mean daily minimum	63.4	63.3	64.2	65.3	66.3	67.5	68.6	69.0	68.5	67.9	66.7	64.6	66.3	46
Extreme (highest)	91	92	93	89	94	90	89	93	92	91	90	93	94	46
Extreme (lowest)	54	53	54	59	59	61	62	63	61	62	58	55	53	46
RELATIVE HUMIDITY														
Average percentage	34.6	35.1	50.6	52.7	52.2	50.4	43.0	37.6	28.4	31.1	36.5	37.4	40.7	46
CLOUD COVER														
Percent of time clear	11.1	11.1	4.7	1.3	1.6	1.8	1.6	2.0	3.2	3.8	4.5	8.6	4.6	46
Percent of time scattered	27.1	25.4	22.2	17.1	17.5	22.8	21.1	22.1	25.8	24.3	21.3	24.6	22.6	46
Percent of time broken	26.1	25.8	28.5	30.5	30.6	34.0	33.8	33.7	32.4	31.8	29.1	28.5	30.4	46
Percent of time overcast	35.6	37.7	44.5	51.0	50.2	41.4	43.4	42.1	38.5	40.1	45.2	38.3	42.3	46
PRECIPITATION (inches)														
Mean amount	9.2	11.5	13.5	13.5	9.4	6.4	10.1	10.7	8.2	9.7	15.3	12.6	130.6	46
Greatest amount	32.2	45.5	49.9	43.2	25.0	13.2	28.5	26.9	21.8	26.1	45.7	50.8	211.2	46
Least amount	0.3	0.5	0.8	2.9	2.7	1.8	3.8	2.6	1.5	2.4	1.0	0.2	68.0	46
Maximum amount (24 hours)	9.5	16.8	15.6	9.6	7.8	2.8	5.9	9.6	8.6	8.6	15.4	9.3	16.8	46
Mean number of days	21	20	26	28	29	28	30	29	26	27	26	24	314	46
SNOW														
Mean amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Greatest amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Least amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Maximum amount (24 hours)	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Mean number of days	0	0	0	0	0	0	0	0	0	0	0	0	0	46
WIND														
Percentage with gales	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	46
Mean wind speed (knots)	6.5	6.7	6.7	6.5	6.4	6.1	6.0	5.9	5.9	5.8	5.9	6.3	6.2	46
Direction (percentage of observations)														
North	6.5	7.1	6.5	5.9	5.3	4.5	5.7	5.4	5.5	5.0	5.1	5.7	5.7	46
North Northeast	4.6	5.2	5.6	5.7	5.4	5.7	6.7	6.6	6.1	4.7	3.7	4.4	5.4	46
Northeast	3.5	4.7	5.8	7.1	6.8	8.1	8.5	8.2	6.5	5.8	4.8	3.7	6.1	46
East Northeast	3.4	3.9	6.1	7.4	7.0	8.6	8.0	7.9	6.1	5.6	4.9	4.0	6.1	46
East	4.1	4.4	6.0	6.1	6.9	7.2	5.9	5.8	5.1	5.0	4.8	3.9	5.4	46
East Southeast	5.5	5.6	5.9	5.2	5.9	4.6	3.6	3.5	4.1	4.8	5.4	5.5	5.0	46
Southeast	4.8	4.5	3.9	3.2	2.7	2.5	2.0	2.0	2.4	3.0	3.8	4.5	3.3	46
South Southeast	4.3	3.2	2.3	2.0	1.9	1.6	1.4	1.5	1.8	2.4	3.0	3.5	2.4	46
South	5.9	5.8	4.6	4.4	4.2	3.2	3.0	3.1	3.4	3.9	4.9	5.7	4.3	46
South Southwest	12.1	10.7	9.0	8.1	7.6	7.3	5.7	6.6	8.5	9.5	9.5	11.1	8.8	46
Southwest	18.3	17.0	15.0	14.1	14.3	15.2	13.8	14.8	18.4	18.9	19.0	18.6	16.4	46
West Southwest	9.9	9.3	10.7	11.8	11.8	13.2	13.6	13.1	13.7	13.8	12.4	11.4	12.1	46
West	4.3	5.0	5.4	6.4	6.8	6.8	7.6	7.5	6.7	5.7	5.8	4.7	6.1	46
West Northwest	1.9	2.4	2.6	2.9	3.2	2.8	3.3	3.7	2.5	2.6	2.8	2.5	2.8	46
Northwest	2.3	2.8	2.4	2.7	2.8	2.0	2.7	2.5	2.2	2.3	2.2	2.7	2.5	46
North Northwest	4.2	4.1	3.6	3.1	3.0	2.2	3.3	2.8	2.6	2.5	3.1	4.1	3.2	46
Calm	4.9	4.5	4.8	4.5	5.0	5.2	5.6	5.4	5.0	5.0	5.5	4.5	5.0	46
Direction (mean speed, knots)														
North	8.6	9.1	8.8	7.9	7.7	6.5	6.5	6.8	6.8	6.7	7.6	8.3	7.7	46
North Northeast	8.0	8.7	8.1	8.1	8.1	7.5	7.4	7.3	7.2	7.3	7.3	7.6	7.7	46
Northeast	7.5	8.3	8.2	7.9	7.8	7.9	7.7	7.4	7.3	7.1	7.0	7.7	7.7	46
East Northeast	7.5	8.2	8.1	8.3	8.3	8.2	8.1	8.1	7.7	7.3	7.5	7.7	8.0	46
East	7.9	8.3	8.7	8.6	8.7	8.4	8.1	8.0	8.0	7.8	7.5	7.4	8.2	46
East Southeast	9.4	9.7	9.7	9.7	9.1	9.1	8.5	8.5	8.4	8.6	8.0	8.6	9.0	46
Southeast	9.3	9.3	9.6	9.7	8.3	7.5	7.3	7.6	8.0	8.3	8.4	8.8	8.7	46
South Southeast	8.3	7.7	7.2	7.2	6.3	5.8	5.3	5.9	6.1	6.7	6.9	7.8	7.1	46
South	6.0	5.3	5.2	5.1	5.0	4.2	4.3	4.4	4.6	4.6	5.1	5.4	5.0	46
South Southwest	5.2	5.1	5.1	5.0	5.0	4.8	4.7	4.7	4.8	4.8	4.9	5.0	4.9	46
Southwest	5.4	5.5	5.4	5.2	5.3	5.2	5.2	5.1	5.3	5.3	5.3	5.4	5.3	46
West Southwest	5.8	5.7	5.7	5.6	5.7	5.6	5.5	5.5	5.7	5.5	5.5	5.7	5.6	46
West	5.4	5.5	5.4	5.4	5.5	5.4	5.4	5.5	5.5	5.3	5.4	5.4	5.4	46
West Northwest	5.8	5.8	5.5	5.6	5.5	5.3	5.3	5.3	5.3	5.4	5.6	5.5	5.5	46
Northwest	7.0	7.0	6.9	6.3	6.5	5.5	5.5	5.7	5.6	5.8	6.2	6.9	6.3	46
North Northwest	8.5	8.9	8.4	7.3	7.5	6.1	6.0	6.6	6.3	6.6	7.6	8.4	7.5	46
VISIBILITY														
Mean number of days with fog	Miss	Miss	Miss	Miss	0	Miss	Miss	Miss	Miss	Miss	Miss	Miss	1	46

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – HONOLULU, HI (21°20'N, 157°55'W) 7 feet (2.1 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1015.6	1015.8	1017.3	1017.5	1017.4	1017.2	1016.5	1015.9	1015.0	1015.2	1015.7	1015.8	1016.2	46
TEMPERATURE (°F)														
Mean	73.0	73.0	74.2	75.7	77.4	79.4	80.4	81.3	81.0	79.6	77.3	74.5	77.2	46
Mean daily maximum	79.9	80.0	81.0	82.3	84.1	86.0	86.9	87.9	87.9	86.4	83.7	81.0	83.9	46
Mean daily minimum	65.5	65.5	67.0	68.6	70.2	72.2	73.4	74.2	73.5	72.3	70.4	67.5	70.0	46
Extreme (highest)	87	88	89	89	93	92	94	93	95	94	93	89	95	46
Extreme (lowest)	52	53	55	56	60	65	66	67	66	61	57	54	52	46
RELATIVE HUMIDITY														
Average percentage	31.3	32.9	48.3	49.6	48.8	46.6	39.9	33.8	25.4	27.5	32.1	33.4	37.5	46
CLOUD COVER														
Percent of time clear	12.4	10.7	7.4	4.4	3.6	3.2	2.9	3.3	5.9	5.9	6.5	9.9	6.3	46
Percent of time scattered	44.3	44.7	46.5	44.4	48.0	52.6	56.3	56.0	55.7	49.6	46.7	42.7	49.0	46
Percent of time broken	26.3	27.9	28.7	34.5	34.4	35.1	34.5	32.7	30.8	31.8	31.8	30.1	31.6	46
Percent of time overcast	17.0	16.7	17.4	16.7	14.0	9.0	6.3	7.9	7.5	12.8	15.0	17.3	13.1	46
PRECIPITATION (inches)														
Mean amount	3.3	2.6	2.8	1.3	0.9	0.3	0.5	0.5	0.7	2.0	2.5	3.5	21.5	46
Greatest amount	13.3	13.6	20.7	8.9	7.2	2.4	2.3	3.0	2.0	11.1	14.7	17.2	42.7	46
Least amount	0.1	0.0	0.0	0.0	0.0	T	0.0	T	0.0	0.1	0.0	0.0	5.0	46
Maximum amount (24 hours)	6.4	5.5	15.3	3.9	3.4	2.0	2.1	2.1	1.3	7.4	5.3	7.8	15.3	46
Mean number of days	17	16	19	20	19	19	20	18	17	18	19	18	220	46
SNOW														
Mean amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Greatest amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Least amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Maximum amount (24 hours)	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Mean number of days	0	0	0	0	0	0	0	0	0	0	0	0	0	46
WIND														
Percentage with gales	0.02	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.01	0.95	46
Mean wind speed (knots)	8.3	8.8	9.9	10.2	10.3	11.0	11.4	11.2	9.8	9.1	9.3	9.1	9.9	46
Direction (percentage of observations)														
North	5.8	5.4	5.1	4.4	3.0	1.4	0.9	1.3	2.5	3.8	4.6	5.0	3.6	46
North Northeast	5.1	4.7	4.9	4.6	4.1	2.7	2.4	2.5	3.7	4.3	4.5	4.7	4.0	46
Northeast	13.6	17.1	20.5	26.7	28.2	31.0	30.8	30.6	25.9	23.3	20.7	18.5	23.9	46
East Northeast	18.9	22.7	31.8	37.4	40.4	47.4	52.1	49.8	43.1	35.6	35.1	27.9	36.9	46
East	5.1	5.6	7.7	6.7	7.8	8.8	9.0	8.9	7.7	8.1	8.3	6.5	7.5	46
East Southeast	1.8	1.6	1.2	1.0	1.2	1.0	0.9	0.9	1.3	1.4	1.7	1.7	1.3	46
Southeast	3.0	2.8	2.3	1.8	1.6	0.8	0.7	1.1	1.7	2.5	2.2	2.8	1.9	46
South Southeast	4.2	3.0	2.7	2.1	1.7	1.1	0.5	0.7	1.9	2.3	2.6	3.3	2.2	46
South	5.5	4.1	3.1	2.1	1.9	0.9	0.4	0.6	1.8	2.4	2.5	3.5	2.4	46
South Southwest	4.2	3.1	2.2	1.3	1.0	0.6	0.1	0.2	0.8	1.5	1.5	2.3	1.6	46
Southwest	4.6	3.9	2.0	1.1	0.8	0.4	0.1	0.2	0.7	1.2	1.3	2.6	1.6	46
West Southwest	3.3	2.8	1.5	0.6	0.5	0.2	0.1	0.2	0.4	0.6	0.6	1.4	1.0	46
West	2.8	2.7	1.5	0.6	0.6	0.2	0.1	0.2	0.5	0.9	0.8	1.8	1.0	46
West Northwest	3.8	3.7	2.1	1.1	1.2	0.6	0.3	0.5	1.2	1.8	2.0	3.0	1.8	46
Northwest	7.8	7.4	5.1	3.5	2.6	1.1	0.8	1.1	2.6	4.0	5.0	6.6	4.0	46
North Northwest	6.0	6.0	4.3	3.3	2.2	1.0	0.6	0.8	2.2	3.4	4.0	5.3	3.3	46
Calm	5.1	3.9	2.5	2.2	1.8	1.2	0.7	1.0	2.4	3.2	2.9	3.4	2.5	46
Direction (mean speed, knots)														
North	5.8	6.1	6.4	5.9	5.7	4.7	5.0	4.9	4.9	5.0	5.6	6.0	5.7	46
North Northeast	7.4	7.8	8.4	8.3	8.8	8.1	8.9	8.2	7.4	7.4	7.7	7.7	8.0	46
Northeast	9.6	10.9	11.5	11.8	11.5	11.8	11.9	11.7	10.9	10.6	10.6	10.9	11.3	46
East Northeast	10.7	11.3	12.0	11.9	11.5	11.7	11.9	11.9	11.0	10.7	11.3	11.4	11.5	46
East	9.7	9.6	10.4	10.2	9.8	10.5	10.7	10.4	9.5	9.6	10.2	9.9	10.1	46
East Southeast	9.2	8.6	9.5	8.5	8.4	8.4	9.4	10.0	8.3	8.8	9.4	9.1	9.0	46
Southeast	9.9	10.3	11.1	9.4	10.3	10.1	10.7	11.6	11.1	10.6	10.5	10.3	10.4	46
South Southeast	9.9	9.6	9.8	10.1	9.3	10.5	9.8	9.9	9.0	9.5	10.1	9.7	9.7	46
South	8.8	7.9	7.9	7.7	7.2	7.6	7.1	8.2	7.6	7.6	7.6	8.3	8.0	46
South Southwest	9.3	8.2	8.4	8.2	7.8	7.8	6.2	9.0	8.2	7.9	7.5	8.8	8.4	46
Southwest	9.7	9.0	9.4	8.7	8.6	8.0	8.9	9.2	8.6	8.0	8.1	8.8	9.0	46
West Southwest	10.1	9.5	9.5	7.4	7.8	7.5	6.4	10.1	7.5	8.0	7.6	8.7	9.1	46
West	7.5	7.6	6.6	4.9	4.2	4.9	3.1	5.0	4.1	4.4	4.6	6.5	6.3	46
West Northwest	5.4	5.4	5.4	5.0	4.5	4.5	4.5	4.4	4.4	4.6	4.7	5.1	5.0	46
Northwest	5.6	5.8	5.8	5.5	5.3	5.2	5.2	5.1	4.9	5.0	5.5	5.5	5.5	46
North Northwest	6.0	6.2	5.7	5.8	5.5	4.8	4.9	4.9	4.8	5.0	5.5	5.9	5.7	46
VISIBILITY														
Mean number of days with fog	0	0	Miss	Miss	Miss	Miss	0	0	0	Miss	Miss	Miss	Miss	46

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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CLIMATOLOGICAL DATA – LIHUE, HI (21°59'N, 159°21'W) 103 feet (31.4 m)

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR	YEARS OF RECORD
SEA LEVEL PRESSURE*														
Mean (millibars)	1015.9	1016.2	1017.8	1018.2	1018.2	1017.9	1017.4	1016.7	1015.7	1015.8	1016.2	1016.2	1016.8	45
TEMPERATURE (°F)														
Mean	71.6	71.6	72.5	73.9	75.7	77.8	78.9	79.6	79.3	77.8	75.7	73.1	75.6	46
Mean daily maximum	77.9	77.9	78.2	79.2	81.0	83.0	83.9	84.7	84.8	83.3	80.8	78.6	81.1	46
Mean daily minimum	64.8	64.8	66.3	68.0	69.9	72.1	73.3	74.0	73.3	71.8	70.0	67.1	69.7	46
Extreme (highest)	85	86	88	88	88	89	89	90	90	90	89	86	90	46
Extreme (lowest)	50	52	51	56	59	61	62	66	65	61	57	52	50	46
RELATIVE HUMIDITY														
Average percentage	34.1	36.7	53.1	56.5	56.6	54.2	48.8	42.5	31.9	33.4	37.0	37.0	43.4	45
CLOUD COVER														
Percent of time clear	16.1	15.9	9.2	4.1	3.1	3.2	1.8	2.5	4.9	6.4	7.1	11.8	7.1	45
Percent of time scattered	31.4	31.7	30.6	28.7	33.0	38.7	37.9	38.0	44.9	37.8	32.8	31.0	34.8	45
Percent of time broken	29.2	29.0	32.2	36.0	37.3	37.8	40.5	38.7	35.4	34.4	33.7	31.9	34.7	45
Percent of time overcast	23.4	23.4	28.0	31.2	26.6	20.4	19.8	20.8	14.8	21.3	26.4	25.4	23.4	45
PRECIPITATION (inches)														
Mean amount	5.4	3.6	4.2	3.0	2.6	1.5	2.1	1.9	2.2	4.4	5.4	5.5	42.3	46
Greatest amount	17.5	11.3	14.5	10.6	12.5	4.8	8.8	8.1	10.8	18.0	18.4	22.9	74.4	46
Least amount	0.3	T	0.3	0.3	0.4	0.4	0.7	0.7	0.4	1.0	0.5	0.5	16.4	46
Maximum amount (24 hours)	10.7	5.4	5.1	5.3	4.9	2.0	4.9	5.3	7.1	7.8	9.7	11.2	10.7	46
Mean number of days	20	19	23	24	23	23	26	25	22	24	24	22	275	46
SNOW														
Mean amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Greatest amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Least amount	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Maximum amount (24 hours)	0	0	0	0	0	0	0	0	0	0	0	0	0	46
Mean number of days	0	0	0	0	0	0	0	0	0	0	0	0	0	46
WIND														
Percentage with gales	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.97	45
Mean wind speed (knots)	9.6	9.9	10.9	11.5	11	11.3	11.9	11.4	10.1	10.0	10.5	10.2	10.7	45
Direction (percentage of observations)														
North	4.9	5.5	4.5	4.3	2.9	1.1	1.0	1.3	2.1	3.6	4.9	5.2	3.4	45
North Northeast	6.5	6.6	7.2	7.7	7.0	4.5	5.7	5.4	5.5	7.0	7.2	7.0	6.4	45
Northeast	13.6	18.3	23.8	31.3	34.7	36.5	41.2	39.7	31.3	26.2	22.6	19.9	28.3	45
East Northeast	14.8	17.4	25.8	30.2	31.9	42.8	42.2	40.9	35.7	29.4	26.6	19.7	29.9	45
East	7.1	7.7	9.4	8.9	8.8	7.0	6.1	7.1	8.5	8.7	8.8	8.0	8.0	45
East Southeast	2.2	2.6	2.3	1.3	1.6	0.8	0.5	0.6	1.4	1.8	2.1	2.4	1.6	45
Southeast	1.3	1.4	0.8	0.7	0.7	0.4	0.2	0.3	0.5	1.1	1.1	1.6	0.8	45
South Southeast	2.2	1.6	1.1	0.9	0.6	0.3	0.1	0.3	0.4	1.0	1.3	1.7	1.0	45
South	4.5	2.9	2.0	1.7	0.8	0.6	0.2	0.4	0.7	1.6	2.6	3.3	1.8	45
South Southwest	4.4	3.0	1.5	0.6	0.4	0.1	0.0	0.1	0.4	0.8	1.2	2.6	1.2	45
Southwest	7.1	5.4	2.2	0.7	0.6	0.2	0.0	0.2	0.7	1.1	2.0	3.9	2.0	45
West Southwest	7.6	6.1	3.5	1.3	1.2	0.6	0.2	0.3	1.4	2.4	2.8	4.7	2.7	45
West	12.6	10.9	7.8	4.3	4.0	2.6	1.0	1.6	5.2	7.1	7.7	9.7	6.2	45
West Northwest	6.1	5.6	4.3	3.2	2.9	1.6	0.9	1.3	3.7	4.8	5.1	5.6	3.7	45
Northwest	1.9	1.9	1.5	1.0	1.0	0.6	0.5	0.4	1.1	1.3	1.4	1.6	1.2	45
North Northwest	3.1	3.0	2.6	1.7	1.2	0.7	0.6	0.6	1.2	1.9	2.5	2.8	1.8	45
Calm	0.4	0.6	0.4	0.4	0.4	0.2	0.1	0.1	0.4	0.6	0.3	0.4	0.4	45
Direction (mean speed, knots)														
North	9.0	8.7	8.8	8.1	7.7	5.8	6.6	5.9	6.2	7.2	8.9	8.4	8.1	45
North Northeast	12.1	12.0	11.9	11.6	11.0	9.7	10.4	10.3	9.8	10.7	11.6	11.7	11.1	45
Northeast	12.3	12.5	12.9	12.9	12.2	11.8	11.9	11.5	11.1	11.3	12.3	12.7	12.0	45
East Northeast	11.8	12.2	13.2	13.1	12.1	12.2	12.6	12.1	11.2	11.6	12.5	12.7	12.2	45
East	10.4	10.6	11.7	12.1	10.7	10.9	11.9	11.3	10.2	10.8	11.4	11.2	11.1	45
East Southeast	8.1	8.5	9.5	9.7	9.5	10.3	12.2	10.8	8.9	8.9	10.5	9.3	9.4	45
Southeast	8.5	8.4	8.3	8.5	7.9	8.6	10.2	9.9	8.9	8.8	8.7	8.6	8.6	45
South Southeast	9.4	9.7	9.5	10.1	8.5	10.6	9.1	10.4	8.6	9.7	9.9	10.7	9.8	45
South	9.8	9.1	9.1	9.5	8.1	8.0	8.0	9.6	7.5	8.4	9.6	9.9	9.3	45
South Southwest	10.7	10.1	10.1	9.1	8.6	9.4	8.0	12.5	8.7	9.5	9.4	10.5	10.1	45
Southwest	10.5	10.5	10.2	8.0	7.8	7.4	7.5	9.3	7.9	7.9	8.3	10.0	9.8	45
West Southwest	7.8	8.3	7.0	5.9	6.7	5.7	6.5	5.7	6.2	5.9	6.4	6.8	7.1	45
West	6.1	5.9	5.6	5.4	5.2	5.1	5.0	5.1	5.5	5.5	5.4	5.9	5.7	45
West Northwest	5.9	5.8	5.5	5.6	5.5	5.2	5.3	5.4	5.6	5.7	5.5	5.6	5.6	45
Northwest	5.9	6.4	5.8	6.2	5.7	5.0	5.1	5.4	5.5	5.7	6.0	6.3	5.9	45
North Northwest	7.1	7.8	7.7	7.1	6.4	5.8	6.0	6.3	5.9	6.2	7.2	7.4	7.0	45
VISIBILITY														
Mean number of days with fog	Miss	Miss	Miss	Miss	Miss	Miss	Miss	0	0	Miss	Miss	Miss	1	46

* Sea level pressure is station pressure reduced to sea level

T = trace (not measurable) amount of precipitation

Miss or blank is a missing value

These tables were prepared by the National Climatic Data Center (NCDC), National Environmental Satellite, Data & Information Service (NESDIS), NOAA

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METEOROLOGICAL TABLE – COASTAL AREA OFF SAN DIEGO, CA
Between 31°N to 34°N and 116°W to 120°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	0.4	0.5	0.4	0.4	0.3	0.1	0.0	0.0	0.1	0.1	0.2	0.5	48
Wave Height > 9 feet [1]	0.8	1.3	1.7	1.8	1.2	0.8	0.5	0.3	0.4	0.6	0.9	1.2	48
Visibility < 2 nautical miles [1]	4.4	4.5	2.8	2.4	1.5	3.2	2.9	2.2	3.0	4.7	3.3	4.0	48
Precipitation [1]	3.6	3.6	2.4	1.7	1.2	1.4	0.8	0.5	0.9	0.9	2.1	3.1	1.8
Temperature > 69° F	1.2	0.8	1.2	1.4	1.9	3.0	9.2	14.7	14.8	9.0	4.4	1.7	5.4
Mean Temperature (°F)	58.3	58.4	58.5	59.3	60.4	62.1	64.7	66.4	66.5	65.2	62.7	59.9	61.9
Temperature < 33° F [1]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	77	79	78	79	81	83	84	84	83	81	77	76	80
Overcast or Obscured [1]	19.4	21.4	22.2	25.7	37.9	48.1	45.7	38.8	31.4	26.3	15.4	16.7	29.3
Mean Cloud Cover (8^{ths})	3.8	3.9	4.1	4.2	5.0	5.5	5.6	5.3	4.6	4.2	3.4	3.5	4.4
Mean SLP (mbs)	1018	1018	1017	1015	1015	1013	1013	1013	1012	1014	1017	1018	1015
Ext. Max. SLP (mbs)	1040	1040	1037	1034	1030	1029	1027	1027	1028	1031	1035	1040	1040
Ext. Min. SLP (mbs)	996	996	995	998	999	998	999	998	997	997	999	995	995
Prevailing Wind Direction	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW
Thunder and Lightning [1]	0.1	0.1	0.2	0.1	0.0	0.1	0.2	0.1	0.3	0.2	0.1	0.1	0.1

METEOROLOGICAL TABLE – COASTAL AREA OFF POINT MUGU, CA
Between 34°N to 36°N and 119°W to 125°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	1.0	1.5	2.0	2.2	1.8	1.5	0.7	0.4	0.5	0.9	1.1	1.4	1.3
Wave Height > 9 feet [1]	4.4	6.0	8.1	10.4	10.6	8.1	5.3	4.4	3.9	3.8	4.6	6.4	6.4
Visibility < 2 nautical miles [1]	4.5	6.3	4.6	4.9	5.7	5.8	8.5	8.0	7.7	8.7	5.5	5.6	6.3
Precipitation [1]	5.5	5.8	5.0	3.2	1.6	1.7	1.5	1.6	1.4	1.4	3.4	4.8	3.0
Temperature > 69° F	0.6	0.5	0.5	0.5	0.7	1.4	3.4	3.6	4.2	2.6	1.5	0.8	1.7
Mean Temperature (°F)	55.5	55.8	55.9	56.7	57.6	59.4	61.1	62.1	62.8	61.7	59.5	57.4	58.8
Temperature < 33° F [1]	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	79	79	80	80	82	84	86	86	85	84	81	79	82
Overcast or Obscured [1]	21.2	25.7	24.4	24.5	32.1	40.0	50.6	48.2	36.6	29.4	18.9	20.4	31.4
Mean Cloud Cover (8^{ths})	4.1	4.3	4.3	4.2	4.5	4.7	5.4	5.4	4.6	4.3	3.7	3.9	4.5
Mean SLP (mbs)	1019	1019	1018	1017	1016	1015	1015	1015	1014	1016	1018	1019	1017
Ext. Max. SLP (mbs)	1036	1036	1045	1043	1035	1031	1033	1030	1032	1034	1040	1039	1045
Ext. Min. SLP (mbs)	987	992	990	996	997	995	998	998	996	998	996	991	987
Prevailing Wind Direction	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW
Thunder and Lightning [1]	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1

METEOROLOGICAL TABLE – COASTAL AREA OFF SAN FRANCISCO, CA
Between 36°N to 38°N and 121°W to 126°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	2.2	2.2	2.9	2.9	2.9	2.4	1.1	0.8	1.0	1.5	1.9	2.9	2.1
Wave Height > 9 feet [1]	6.2	5.9	7.8	9.1	9.8	7.4	5.8	4.8	4.2	3.8	5.3	7.1	6.5
Visibility < 2 nautical miles [1]	7.8	7.3	4.6	3.4	4.7	6.2	7.9	7.6	8.2	8.9	8.8	8.1	6.9
Precipitation [1]	9.4	7.4	6.9	3.8	2.7	2.6	2.0	2.1	2.0	2.6	5.2	7.7	4.4
Temperature > 69° F	0.2	0.1	0.2	0.2	0.4	0.7	1.1	2.0	2.4	1.3	0.5	0.3	0.8
Mean Temperature (°F)	53.7	53.9	54.1	54.2	55.6	57.6	59.2	60.5	61	59.7	57.4	55.2	56.9
Temperature < 33° F [1]	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	82	83	81	81	83	85	86	87	85	85	83	81	84
Overcast or Obscured [1]	30.2	30.6	28.9	25.7	31.8	38.4	49.8	46.9	35.9	30.3	25.3	27.4	33.7
Mean Cloud Cover (8^{ths})	4.8	4.8	4.8	4.4	4.7	4.7	5.3	5.1	4.5	4.3	4.3	4.5	4.7
Mean SLP (mbs)	1019	1019	1018	1018	1017	1016	1016	1016	1015	1017	1019	1019	1017
Ext. Max. SLP (mbs)	1050	1051	1049	1041	1040	1042	1032	1031	1039	1033	1044	1042	1051
Ext. Min. SLP (mbs)	984	985	983	989	994	995	999	998	1000	997	996	989	983
Prevailing Wind Direction	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	NW	N	NW
Thunder and Lightning [1]	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1

[1] Percentage Frequency
These data are based upon observations made by ships in transit. These ships tend to avoid bad weather when possible thus biasing the data toward good weather samples.

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METEOROLOGICAL TABLE – COASTAL AREA OFF POINT ARENA, CA
Between 38°N to 40°N and 122°W to 127°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	3.6	3.1	3.3	4.1	6.1	4.8	4.0	2.4	2.6	2.8	2.6	3.4	3.6
Wave Height > 9 feet [1]	9.8	9.8	10.3	12.6	15.3	11.1	11.2	8.1	7.6	60	7.4	9.1	10.1
Visibility < 2 nautical miles [1]	8.0	8.6	5.7	4.1	5.2	7.0	9.4	10.0	11.8	9.7	9.4	10.4	8.2
Precipitation [1]	11.1	10.5	9.4	5.6	3.2	2.3	1.8	1.6	2.0	4.4	9.0	12.0	5.6
Temperature > 69° F	0.2	0.1	1.0	0.3	1.2	2.4	2.3	3.8	3.1	1.6	0.7	0.1	1.5
Mean Temperature (°F)	52.3	52.9	53.6	53.6	55.3	57.4	59.1	60.4	60.5	58.9	56.2	53.5	56.4
Temperature < 33° F [1]	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	82	81	80	80	82	84	85	85	85	85	82	82	83
Overcast or Obscured [1]	33.6	34.2	29.5	25.1	26.3	31.2	39.2	38.6	34.2	29.0	31.4	34.9	32.3
Mean Cloud Cover (8^{ths})	5.0	5.0	4.7	4.4	4.2	4.3	4.7	4.6	4.3	4.2	4.6	5.0	4.6
Mean SLP (mbs)	1019	1019	1018	1018	1017	1016	1016	1015	1015	1017	1019	1019	1017
Ext. Max. SLP (mbs)	1047	1036	1041	1043	1043	1042	1035	1030	1030	1033	1041	1051	1051
Ext. Min. SLP (mbs)	985	984	982	994	993	996	998	997	1000	995	985	991	982
Prevailing Wind Direction	N	NW	NW	NW	NW	NW	NW	NW	NW	NW	N	N	NW
Thunder and Lightning [1]	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.2	0.2	0.1	0.3	0.2

METEOROLOGICAL TABLE – COASTAL AREA OFF EUREKA, CA
Between 40°N to 42°N and 124°W to 127°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	6.5	5.1	4.4	3.2	4.6	3.4	3.7	2.4	3.2	2.9	4.2	6.0	4.1
Wave Height > 9 feet [1]	10.8	8.8	10.7	5.5	9.9	7.4	8.8	5.9	6.9	5.0	7.7	11.3	8.2
Visibility < 2 nautical miles [1]	6.9	7.2	5.3	3.2	4.6	6.6	11.0	11.0	11.1	9.8	8.9	7.4	7.7
Precipitation [1]	15.1	12.9	12.2	8.2	4.3	3.2	2.1	3.2	3.3	6.1	12.3	15.0	7.6
Temperature > 69° F	0.0	0.0	0.0	0.1	0.2	0.8	0.9	2.2	1.7	0.8	0.2	0.0	0.6
Mean Temperature (°F)	51.7	51.8	52.1	52.6	54.2	56.7	58.2	59.5	59.5	57.6	55.0	52.5	55.3
Temperature < 33° F [1]	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Mean RH (%)	84	83	82	81	83	84	86	87	86	85	83	83	84
Overcast or Obscured [1]	38.8	39.8	35.8	31.6	31.4	32.4	40.4	40.5	35.5	33.2	36.5	37.5	36.1
Mean Cloud Cover (8^{ths})	5.4	5.5	5.3	4.9	4.8	4.6	4.8	4.8	4.3	4.5	5.2	5.4	4.9
Mean SLP (mbs)	1018	1018	1018	1019	1019	1018	1017	1017	1015	1017	1018	1018	1018
Ext. Max. SLP (mbs)	1042	1060	1047	1036	1050	1045	1043	1042	1044	1043	1037	1038	1060
Ext. Min. SLP (mbs)	960	982	984	985	992	992	998	993	990	987	978	984	960
Prevailing Wind Direction	S	S	N	N	N	N	N	N	N	N	N	S	N
Thunder and Lightning [1]	0.3	0.8	0.2	0.3	0.1	0.2	0.1	0.0	0.2	0.4	0.5	0.4	0.3

METEOROLOGICAL TABLE – COASTAL AREA OFF NORTH BEND, OR
Between 42°N to 44°N and 124°W to 127°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	6.5	5.8	4.0	2.4	1.6	2.3	2.1	1.3	1.4	1.8	4.5	5.6	2.9
Wave Height > 9 feet [1]	11.9	11.4	9.8	5.5	5.4	4.7	5.2	3.2	3.3	4.9	11.3	12	6.5
Visibility < 2 nautical miles [1]	6.3	6.9	4.5	5.0	4.5	4.9	7.7	14.8	8.7	9.8	5.9	7.1	7.4
Precipitation [1]	18.7	17.7	15.9	10.1	7.6	5.7	3.6	4.0	4.6	6.8	15.2	18.2	9.3
Temperature > 69° F	0.0	0.0	0.0	0.1	0.3	0.7	1.3	1.5	1.2	0.4	0.1	0.1	0.6
Mean Temperature (°F)	49.7	50.0	50.3	51.5	53.6	56.5	58.9	59.3	59.8	57.0	54.0	51.1	55.0
Temperature < 33° F [1]	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Mean RH (%)	83	82	82	81	82	84	86	87	86	85	83	83	84
Overcast or Obscured [1]	42.9	43.2	39.4	34.0	33.6	37.0	37.6	43.6	32.9	34.4	41.4	40.4	38.0
Mean Cloud Cover (8^{ths})	5.7	5.7	5.6	5.2	5.1	5.3	4.8	5.2	4.4	4.7	5.5	5.6	5.2
Mean SLP (mbs)	1018	1017	1017	1019	1019	1019	1019	1017	1016	1018	1018	1018	1018
Ext. Max. SLP (mbs)	1037	1051	1039	1043	1042	1046	1040	1037	1038	1050	1050	1045	1051
Ext. Min. SLP (mbs)	969	973	984	980	988	995	997	992	985	982	976	961	961
Prevailing Wind Direction	S	S	S	N	N	N	N	N	N	N	S	S	N
Thunder and Lightning [1]	0.4	0.7	0.1	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.6	0.5	0.3

[1] Percentage Frequency
These data are based upon observations made by ships in transit. These ships tend to avoid bad weather when possible thus biasing the data toward good weather samples.

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METEOROLOGICAL TABLE – COASTAL AREA OFF NEWPORT, OR
Between 44°N to 46°N and 123°W to 127°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	6.0	3.8	3.2	1.2	0.6	0.5	0.4	0.3	0.4	2.0	4.6	7.9	2.0
Wave Height > 9 feet [1]	12.4	7.7	8.9	3.5	2.8	2.2	1.8	1.7	2.2	4.4	9.9	13.9	4.6
Visibility < 2 nautical miles [1]	6.1	8.0	4.5	3.4	4.2	4.0	4.4	7.5	6.5	7.1	6.5	7.3	5.7
Precipitation [1]	20.7	18.1	16.3	12.7	8.8	7.9	4.7	5.9	6.7	11.4	16.9	19.5	10.8
Temperature > 69° F	0.0	0.0	0.0	0.0	0.2	0.6	1.5	1.7	1.5	0.4	0.1	0.0	0.6
Mean Temperature (°F)	48.2	48.6	48.9	50.4	53.6	57.0	59.9	60.4	60.7	57.4	53	49.7	55.1
Temperature < 33° F [1]	0.5	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.1
Mean RH (%)	82	82	81	81	81	82	84	85	84	83	82	84	83
Overcast or Obscured [1]	44.8	42.6	39.4	34.6	35.5	40.6	40.0	40.1	34.0	33.6	40.4	44.1	38.8
Mean Cloud Cover (8^{ths})	6.0	5.8	5.7	5.5	5.5	5.8	5.5	5.5	4.8	5.0	5.7	5.9	5.5
Mean SLP (mbs)	1017	1017	1016	1019	1019	1019	1019	1018	1017	1018	1017	1017	1018
Ext. Max. SLP (mbs)	1040	1055	1042	1052	1049	1044	1042	1041	1055	1040	1043	1044	1055
Ext. Min. SLP (mbs)	970	960	972	986	993	990	996	992	985	966	981	964	960
Prevailing Wind Direction	S	S	S	N	N	N	N	N	N	N	S	S	N
Thunder and Lightning [1]	0.2	0.4	0.2	0.2	0.2	0.2	0.2	0.2	0.4	0.2	0.6	0.3	0.3

METEOROLOGICAL TABLE – COASTAL AREA OFF ASTORIA, OR
Between 46°N to 48°N and 122°W to 127°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	5.1	4.9	3.9	1.4	0.7	0.3	0.1	0.3	0.5	2.4	5.1	6.6	2.3
Wave Height > 9 feet [1]	8.0	6.9	5.9	3.4	1.9	1.7	1.3	0.9	1.3	4.0	8.7	9.3	4.0
Visibility < 2 nautical miles [1]	8.0	7.0	5.8	3.6	4.5	4.7	5.7	8.7	6.7	7.5	5.7	7.8	6.3
Precipitation [1]	21.1	19.7	17.6	13.1	10.9	8.6	5.1	6.5	7.8	12.5	20.0	22.0	13.0
Temperature > 69° F	0.0	0.0	0.0	0.0	0.2	0.6	2.1	2.0	1.2	0.2	0.0	0.0	0.6
Mean Temperature (°F)	45.6	47.0	47.7	49.6	52.9	56.4	59.5	60.3	59.8	56.1	50.9	47.6	53.4
Temperature < 33° F [1]	2.3	0.6	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	1.4	0.4
Mean RH (%)	84	84	82	82	84	84	85	87	85	84	83	84	84
Overcast or Obscured [1]	46.4	43.7	38.4	35.0	36.3	41.5	42.1	41.9	32.3	35.4	41.7	45.6	39.9
Mean Cloud Cover (8^{ths})	6.0	5.9	5.6	5.6	5.7	6.0	5.6	5.5	4.8	5.2	5.8	6.0	5.6
Mean SLP (mbs)	1017	1016	1016	1018	1018	1018	1019	1018	1017	1017	1016	1017	1017
Ext. Max. SLP (mbs)	1045	1041	1058	1040	1050	1043	1038	1037	1049	1040	1042	1050	1058
Ext. Min. SLP (mbs)	970	975	974	978	985	988	991	991	978	980	964	963	963
Prevailing Wind Direction	S	S	S	NW	NW	NW	NW	NW	N	S	S	S	NW
Thunder and Lightning [1]	0.2	0.3	0.3	0.1	0.2	0.1	0.1	0.2	0.3	0.3	0.5	0.3	0.2

METEOROLOGICAL TABLE – COASTAL AREA OFF SEATTLE, WA
Between 48°N to 50°N and 122°W to 129°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	3.6	2.8	2.3	1.2	0.8	0.6	0.3	0.3	0.5	1.7	3.1	3.4	1.6
Wave Height > 9 feet [1]	17.4	18.0	16.8	15.0	6.7	6.1	1.9	2.1	4.7	16.0	24.0	30.5	12.3
Visibility < 2 nautical miles [1]	11.4	10.4	8.1	7.1	6.6	6.7	9.2	14.0	12.0	13.2	11.7	12.1	10.3
Precipitation [1]	24.4	24.4	19.6	16.7	13.5	10.8	7.5	5.8	9.2	16.6	24.0	24.9	15.6
Temperature > 69° F	0.0	0.0	0.0	0.1	0.5	1.6	3.0	2.8	1.2	0.3	0.0	0.0	0.9
Mean Temperature (°F)	44.0	45.3	46.1	48.7	52.8	56.3	58.8	59.3	58.2	53.7	48.3	45.5	52.1
Temperature < 33° F [1]	3.3	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.9	0.4
Mean RH (%)	84	84	82	82	82	82	84	85	84	84	83	84	83
Overcast or Obscured [1]	46.3	43.3	34.5	32.8	32.7	33.1	32.6	32.9	30.6	36.5	38.4	41.3	35.8
Mean Cloud Cover (8^{ths})	6.2	6.0	5.5	5.5	5.4	5.5	5.1	5.0	4.7	5.4	5.9	6.0	5.5
Mean SLP (mbs)	1014	1015	1014	1016	1017	1017	1018	1017	1017	1016	1014	1014	1016
Ext. Max. SLP (mbs)	1041	1057	1041	1060	1044	1042	1048	1040	1050	1041	1043	1048	1060
Ext. Min. SLP (mbs)	951	974	967	977	987	988	993	990	973	967	966	964	951
Prevailing Wind Direction	SE	SE	SE	NW	NW	NW	NW	NW	NW	SE	SE	SE	NW
Thunder and Lightning [1]	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.3	0.3	0.3	0.2	0.2

[1] Percentage Frequency
These data are based upon observations made by ships in transit. These ships tend to avoid bad weather when possible thus biasing the data toward good weather samples.

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METEOROLOGICAL TABLE – COASTAL AREA OFF HAWAI'IAN (WINDWARD) ISLANDS

Between 18°N to 22°N and 154°W to Island

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	1.4	0.8	1.3	0.4	0.0	0.1	0.2	0.2	0.1	0.2	1.1	1.9	0.6
Wave Height > 9 feet [1]	4.0	4.0	5.6	3.9	2.5	1.3	1.9	1.8	0.5	1.8	4.7	6.3	3.2
Visibility < 2 nautical miles [1]	1.2	0.6	0.3	0.5	0.2	0.3	0.2	1.0	0.6	0.4	0.6	0.3	0.5
Precipitation [1]	5.7	5.5	5.6	5.8	3.1	6.4	4.0	5.4	3.1	2.7	5.7	4.0	4.8
Temperature > 69° F	89.9	84.7	87.5	85.8	93.2	94.2	99.7	99.9	99.8	99.6	99.1	95.5	93.8
Mean Temperature (°F)	74.1	73.5	73.5	74.1	75.6	76.7	77.7	78.5	78.7	78.3	76.8	75.0	76.0
Temperature < 33° F [1]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	79	79	78	78	77	77	78	79	77	77	78	78	78
Overcast or Obscured [1]	12.5	13.0	14.7	13.2	7.6	7.1	6.9	7.0	5.7	8.4	11.9	11.0	9.9
Mean Cloud Cover (8ths)	4.1	4.2	4.5	4.5	4.1	4.3	4.2	4.1	3.9	4.0	4.4	4.1	4.2
Mean SLP (mbs)	1015	1016	1017	1017	1017	1017	1017	1016	1015	1015	1016	1016	1016
Ext. Max. SLP (mbs)	1030	1033	1038	1030	1028	1030	1030	1030	1031	1030	1033	1028	1038
Ext. Min. SLP (mbs)	998	996	997	1001	1002	1002	1002	1002	1001	999	1000	1001	996
Prevailing Wind Direction	E	E	E	E	E	E	E	E	E	E	E	E	E
Thunder and Lightning [1]	0.7	0.4	0.4	0.3	0.1	0.1	0.1	0.3	0.2	0.3	0.4	0.4	0.3

METEOROLOGICAL TABLE – COASTAL AREA OFF HAWAI'IAN (LEEWARD) ISLANDS

Between 18°N to 22°N and from Island to 160°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	0.5	0.4	0.8	0.4	0.1	0.1	0.1	0.2	0.1	0.2	0.4	0.9	0.3
Wave Height > 9 feet [1]	2.3	2.5	2.9	2.0	0.9	0.7	1.2	0.9	0.9	1.5	2.2	4.5	1.8
Visibility < 2 nautical miles [1]	0.7	0.7	0.3	0.5	0.3	0.3	0.2	0.2	0.2	0.3	0.5	0.4	0.4
Precipitation [1]	4.0	4.6	4.0	3.7	3.2	2.2	2.1	2.2	2.1	2.8	3.9	4.5	3.2
Temperature > 69° F	94.7	93.6	93.1	97.0	99.1	99.8	99.8	99.9	99.9	99.8	99.7	97.6	97.8
Mean Temperature (°F)	75.1	74.7	74.7	75.7	77.1	78.5	79.2	79.7	80	79.3	77.9	76.2	77.4
Temperature < 33° F [1]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	77	77	77	78	77	77	77	77	77	77	78	78	77
Overcast or Obscured [1]	9.0	10.4	11.9	11.6	7.0	5.4	4.1	4.2	4.8	7.4	9.6	10.4	8.0
Mean Cloud Cover (8ths)	3.7	3.8	4.1	4.2	4.0	4.0	3.8	3.6	3.6	3.9	4.0	4.0	3.9
Mean SLP (mbs)	1015	1015	1016	1017	1017	1016	1016	1016	1015	1015	1015	1015	1016
Ext. Max. SLP (mbs)	1032	1030	1037	1031	1031	1031	1031	1032	1031	1032	1032	1033	1037
Ext. Min. SLP (mbs)	993	998	1000	1000	1001	1002	1003	1001	1000	999	998	998	993
Prevailing Wind Direction	E	E	E	E	E	E	E	E	E	E	E	E	E
Thunder and Lightning [1]	0.4	0.5	0.5	0.3	0.2	0.1	0.2	0.1	0.2	0.4	0.7	0.5	0.3

METEOROLOGICAL TABLE – COASTAL AREA OFF BARKING SANDS, HI

Between 36°N to 38°N and 72°W to 76°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	0.6	0.4	0.6	0.2	0.1	0.3	0.2	0.1	0.0	0.2	0.8	0.7	0.3
Wave Height > 9 feet [1]	3.0	6.2	5.0	5.3	1.8	1.5	2.9	1.4	0.9	1.7	4.5	7.7	3.4
Visibility < 2 nautical miles [1]	0.7	0.4	0.3	0.3	0.2	0.1	0.1	0.2	0.5	0.4	0.4	0.6	0.3
Precipitation [1]	3.8	3.5	4.3	3.9	2.4	1.8	2.1	3.0	2.0	3.1	4.6	5.3	3.3
Temperature > 69° F	84.1	77.0	80.4	88.0	96.1	98.5	99.8	99.9	99.5	99.0	98.3	93.3	93.0
Mean Temperature (°F)	73.4	72.7	73.0	73.7	75.2	76.9	77.9	78.8	79.1	78.0	76.6	74.5	75.9
Temperature < 33° F [1]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	78	78	78	78	79	80	79	79	78	77	78	78	78
Overcast or Obscured [1]	11.3	13.9	13.5	12.4	8.7	5.1	4.6	4.7	3.6	8.7	11.9	14.7	9.3
Mean Cloud Cover (8ths)	3.9	4.2	4.3	4.4	4.2	3.9	4.0	4.0	3.7	3.9	4.1	4.3	4.1
Mean SLP (mbs)	1015	1016	1018	1018	1018	1018	1017	1017	1016	1016	1016	1016	1017
Ext. Max. SLP (mbs)	1028	1031	1031	1032	1030	1030	1027	1026	1030	1026	1032	1029	1032
Ext. Min. SLP (mbs)	997	999	998	1000	1007	1002	1004	1002	1002	1001	1002	995	995
Prevailing Wind Direction	E	E	E	E	E	E	E	E	E	E	E	E	E
Thunder and Lightning [1]	0.6	0.3	0.3	0.5	0.3	0.1	0.3	0.5	0.3	0.5	0.7	0.7	0.4

[1] Percentage Frequency
These data are based upon observations made by ships in transit. These ships tend to avoid bad weather when possible thus biasing the data toward good weather samples.

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METEOROLOGICAL TABLE – COASTAL AREA OFF FRENCH FRIGATE SHOALS
Between 23°N to 25°N and 165°W to 168°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	1.7	1.3	0.4	0.9	0.2	0.0	0.3	0.0	0.1	0.3	1.6	1.4	0.7
Wave Height > 9 feet [1]	6.7	5.4	3.5	5.2	1.5	0.5	1.5	0.3	0.4	3.0	3.1	7.5	3.1
Visibility < 2 nautical miles [1]	1.1	0.9	0.8	0.3	0.3	0.2	0.4	0.4	0.0	0.3	0.6	0.6	0.5
Precipitation [1]	5.4	4.8	6.1	4.8	4.2	1.8	2.8	4.2	2.9	4.0	6.7	4.5	4.4
Temperature > 69° F	68.7	66.4	68.5	80.7	94.1	99.6	99.9	99.9	100	99.8	97.9	87.1	88.9
Mean Temperature (°F)	72.0	71.7	71.9	73.1	75.0	77.9	78.7	79.4	79.4	78.5	76.4	73.8	75.7
Temperature < 33° F [1]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	77	78	79	78	79	79	79	79	78	77	78	76	78
Overcast or Obscured [1]	16.8	14.1	16.1	16.1	10.8	3.9	4.4	7.0	5.0	9.5	14.9	13.6	11
Mean Cloud Cover (8^{ths})	4.6	4.2	4.6	4.8	4.3	3.9	4.2	4.2	3.9	4.3	4.5	4.4	4.3
Mean SLP (mbs)	1015	1016	1018	1019	1018	1018	1018	1017	1016	1016	1016	1016	1017
Ext. Max. SLP (mbs)	1029	1027	1030	1031	1026	1027	1029	1026	1022	1026	1029	1034	1034
Ext. Min. SLP (mbs)	991	1000	1001	998	1002	1004	1009	1007	1002	1004	1003	991	991
Prevailing Wind Direction	E	E	E	E	E	E	E	E	E	E	E	E	E
Thunder and Lightning [1]	0.1	0.3	0.4	0.4	0.1	0.2	0.2	0.4	0.2	0.6	0.7	0.5	0.4

METEOROLOGICAL TABLE – COASTAL AREA OFF MIDWAY ISLAND
Between 27°N to 28°N and 176°W to 179°W

WEATHER ELEMENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEARS OF RECORD
Wind > 33 knots [1]	4.1	3.0	2.2	0.8	0.1	0.0	0.2	0.0	0.1	0.3	1.3	3.4	1.4
Wave Height > 9 feet [1]	11.0	12.2	4.7	2.8	1.6	0.2	1.0	0.9	1.4	2.0	7.3	11.2	5.3
Visibility < 2 nautical miles [1]	0.9	0.4	0.6	0.8	0.7	1.1	0.1	0.0	0.1	0.2	1.1	0.8	0.6
Precipitation [1]	7.6	6.2	5.3	6.6	4.0	4.5	5.9	5.3	5.9	4.7	6.5	6.0	5.7
Temperature > 69° F	23.9	17.0	27.2	38.6	65.6	96.4	99.7	99.8	99.8	97.0	81.6	49.5	64.5
Mean Temperature (°F)	67.7	66.8	68.1	69.4	72.5	76.9	79.3	80.2	79.7	76.7	73.8	70.4	73.2
Temperature < 33° F [1]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mean RH (%)	77	77	79	79	80	80	80	80	78	78	78	78	79
Overcast or Obscured [1]	24.3	21.9	22.6	22.0	16.6	13.3	7.4	9.4	13.2	12.8	17.3	21.2	17.1
Mean Cloud Cover (8^{ths})	5.3	5.0	5.0	5.1	4.9	4.5	4.3	4.5	4.5	4.6	4.8	5.0	4.8
Mean SLP (mbs)	1015	1016	1019	1021	1019	1019	1020	1019	1017	1018	1017	1017	1018
Ext. Max. SLP (mbs)	1030	1033	1032	1044	1030	1029	1032	1033	1035	1029	1030	1035	1044
Ext. Min. SLP (mbs)	987	998	993	1001	998	1002	1008	1002	1002	1002	1001	983	983
Prevailing Wind Direction	W	W	E	E	E	E	E	E	E	E	E	SW	E
Thunder and Lightning [1]	0.9	0.2	0.4	0.3	0.0	0.0	1.3	0.4	0.7	0.3	0.5	0.1	0.4

[1] Percentage Frequency
These data are based upon observations made by ships in transit. These ships tend to avoid bad weather when possible thus biasing the data toward good weather samples.

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Atmospheric Pressure Conversion Table

Inches	Millibars	Inches	Millibars	Inches	Millibars
28.44	963	29.32	993	30.21	1023
28.53	966	29.41	996	30.30	1026
28.62	969	29.50	999	30.39	1029
28.70	972	29.59	1002	30.48	1032
28.79	975	29.68	1005	30.56	1035
28.88	978	29.77	1008	30.65	1038
28.97	981	29.86	1011	30.74	1041
29.06	984	29.94	1014	30.83	1044
29.15	987	30.03	1017	30.92	1047
29.24	990	30.12	1020	31.01	1050

Mean Surface Water Temperatures and Densities

		La Jolla, CA	Newport Bay, CA	Los Angeles (Outer Harbor), CA	Santa Monica, CA	Avila Beach, CA	Pacific Grove, CA	San Francisco (Fort Point), CA	Alameda, CA	Crescent City, CA	Astoria (Tongue Point), OR	Neah Bay, WA	Seattle (Elliot Bay), WA	Hilo, HI	Honolulu, HI	Kaneohe Bay, HI	Midway Island
Years of Record		56	17	49	27	27	51	51	33	37	48	37	50	26	28	16	28
Jan	Temp (°C)	13.9	14.0	13.9	13.5	12.4	11.8	10.4	10.3	9.6	4.7	7.3	8.6	22.3	24.4	22.7	19.7
	Density	24.9	24.4	24.7	24.9	24.5	24.7	21.1	17.3	20.8	0.1	22.4	20.4	19.6	25.4	25.3	26.4
Feb	Temp (°C)	13.9	14.5	14.2	13.7	12.5	12.0	10.9	11.9	9.9	5.4	7.4	8.2	22.2	24.3	22.7	19.5
	Density	24.8	24.4	24.6	24.9	24.4	24.6	20.0	15.6	20.7	-0.2	22.2	20.0	19.2	25.6	25.4	26.4
Mar	Temp (°C)	14.4	15.4	14.7	13.9	12.3	12.2	11.6	13.9	10.2	7.4	7.9	8.2	22.1	24.3	23.3	20.1
	Density	24.8	24.5	24.8	25.0	24.7	24.6	19.9	15.7	21.1	-0.5	22.5	19.9	19.0	25.6	25.1	26.5
Apr	Temp (°C)	15.4	16.6	15.4	14.7	12.5	12.4	12.4	16.1	10.7	10.5	9.1	8.9	22.2	24.7	23.8	21.0
	Density	24.9	24.5	24.9	25.0	24.9	24.7	20.0	16.5	21.8	-0.7	22.7	19.5	17.6	25.8	25.3	26.5
May	Temp (°C)	16.9	17.7	16.2	15.7	13.1	12.8	13.1	17.8	11.5	13.4	10.6	10.3	22.7	25.4	25.1	22.7
	Density	25.0	24.9	25.1	25.2	25.2	24.9	20.7	17.6	22.6	-0.7	23.2	19.5	18.2	25.8	25.4	26.6
Jun	Temp (°C)	18.4	19.0	17.7	17.5	14.1	13.4	13.9	19.4	12.5	15.8	11.6	11.9	23.3	26.0	26.2	25.1
	Density	25.0	25.0	25.1	25.2	25.4	25.0	21.5	18.7	23.3	-0.6	23.2	19.9	18.9	25.8	25.9	26.7
Jul	Temp (°C)	19.9	20.3	18.9	19.2	15.4	13.8	14.7	20.5	13.6	18.6	11.8	13.1	23.7	26.4	26.3	26.4
	Density	25.0	25.0	25.1	25.2	25.4	25.0	22.9	20.5	24.0	-0.5	23.7	20.7	18.5	25.9	25.9	26.7
Aug	Temp (°C)	20.8	21.2	19.7	19.9	15.9	13.9	15.2	20.5	14.3	19.3	11.6	13.4	23.9	26.8	26.6	26.9
	Density	25.0	25.0	25.1	25.2	25.3	25.0	23.7	21.8	24.1	-0.2	23.9	21.4	18.6	25.9	26.0	26.6
Sep	Temp (°C)	19.3	19.9	19.0	19.0	15.7	14.2	15.5	20.2	13.5	17.5	11.3	13.0	24.2	26.9	26.7	26.9
	Density	24.9	25.0	25.1	25.1	25.2	25.0	23.8	22.4	24.2	0.4	23.8	21.8	19.2	25.9	26.0	26.6
Oct	Temp (°C)	18.0	18.7	18.1	17.6	15.0	13.7	14.8	17.7	12.1	14.0	10.6	12.2	24.1	26.9	26.2	25.1
	Density	24.9	24.9	25.0	25.0	25.1	24.9	23.8	21.9	24.0	1.0	23.4	21.8	19.5	25.9	25.9	26.5
Nov	Temp (°C)	16.3	16.4	16.5	15.7	13.9	12.9	13.0	14.4	11.2	9.4	9.4	10.8	23.5	26.1	24.7	23.2
	Density	24.9	24.6	24.9	25.0	24.9	24.8	23.2	21.1	22.8	0.9	22.9	21.5	19.3	25.8	25.6	26.5
Dec	Temp (°C)	14.9	14.7	14.8	14.3	12.8	12.4	11.2	11.4	10.2	6.2	8.2	9.6	22.7	25.0	23.1	21.3
	Density	24.9	24.5	24.8	24.9	24.8	24.8	22.4	19.5	21.8	0.5	22.5	20.9	18.9	25.7	25.4	26.4
Mean	Temp (°C)	16.8	17.4	16.6	16.2	13.8	13.0	13.1	16.2	11.7	11.8	9.7	10.7	23.1	25.6	24.8	23.2
	Density	24.9	24.7	24.9	25.0	25.0	24.8	21.9	19.0	22.6	0.0	23.0	20.6	18.9	25.8	25.6	26.5

F (Fahrenheit) = 1.8C (Celsius) + 32

Density as used in this table is the specific gravity of the sea water or the ratio between the weight of a sea-water sample and the weight of an equal volume of distilled water at 15°C (59°F).

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Table for Estimating Time of Transit

Distance (nautical miles)	Speed (knots)																		
	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	30
	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours	days/ hours
10	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	-	-	-	-	-	-
20	0/3	0/2	0/2	0/2	0/2	0/2	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1	0/1
30	0/4	0/3	0/3	0/3	0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1	0/1	0/1	0/1	0/1	0/1
40	0/5	0/4	0/4	0/4	0/3	0/3	0/3	0/3	0/3	0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/2	0/1
50	0/6	0/6	0/5	0/5	0/4	0/4	0/4	0/3	0/3	0/3	0/3	0/3	0/3	0/2	0/2	0/2	0/2	0/2	0/2
60	0/8	0/7	0/6	0/5	0/5	0/5	0/4	0/4	0/4	0/4	0/3	0/3	0/3	0/3	0/3	0/3	0/3	0/2	0/2
70	0/9	0/8	0/7	0/6	0/6	0/5	0/5	0/5	0/4	0/4	0/4	0/4	0/4	0/3	0/3	0/3	0/3	0/3	0/2
80	0/10	0/9	0/8	0/7	0/7	0/6	0/6	0/5	0/5	0/5	0/4	0/4	0/4	0/4	0/4	0/3	0/3	0/3	0/3
90	0/11	0/10	0/9	0/8	0/8	0/7	0/6	0/6	0/6	0/5	0/5	0/5	0/5	0/4	0/4	0/4	0/4	0/4	0/3
100	0/13	0/11	0/10	0/9	0/8	0/8	0/7	0/7	0/6	0/6	0/6	0/5	0/5	0/5	0/5	0/4	0/4	0/4	0/3
200	1/1	0/22	0/20	0/18	0/17	0/15	0/14	0/13	0/13	0/12	0/11	0/11	0/10	0/10	0/9	0/9	0/8	0/8	0/7
300	1/14	1/9	1/6	1/3	1/1	0/23	0/21	0/20	0/19	0/18	0/17	0/16	0/15	0/14	0/14	0/13	0/13	0/12	0/10
400	2/2	1/20	1/16	1/12	1/9	1/7	1/5	1/3	1/1	1/0	0/22	0/21	0/20	0/19	0/18	0/17	0/17	0/16	0/13
500	2/15	2/8	2/2	1/21	1/18	1/14	1/12	1/9	1/7	1/5	1/4	1/2	1/1	1/0	0/23	0/22	0/21	0/20	0/17
600	3/3	2/19	2/12	2/7	2/2	1/22	1/19	1/16	1/14	1/11	1/9	1/8	1/6	1/5	1/3	1/2	1/1	1/0	0/20
700	3/16	3/6	2/22	2/16	2/10	2/6	2/2	1/23	1/20	1/17	1/15	1/13	1/11	1/9	1/8	1/6	1/5	1/4	0/23
800	4/4	3/17	3/8	3/1	2/19	2/14	2/9	2/5	2/2	1/23	1/20	1/18	1/16	1/14	1/12	1/11	1/9	1/8	1/3
900	4/17	4/4	3/18	3/10	3/3	2/21	2/16	2/12	2/8	2/5	2/2	1/23	1/21	1/19	1/17	1/15	1/14	1/12	1/6
1000	5/5	4/15	4/4	3/19	3/11	3/5	2/23	2/19	2/15	2/11	2/8	2/5	2/2	2/0	1/21	1/19	1/18	1/16	1/9
2000	10/10	9/6	8/8	7/14	6/23	6/10	5/23	5/13	5/5	4/22	4/15	4/9	4/4	3/23	3/19	3/15	3/11	3/8	2/19
3000	15/15	13/21	12/12	11/9	10/10	9/15	8/22	8/8	7/20	7/8	6/23	6/14	6/6	5/23	5/16	5/10	5/5	5/0	4/4
4000	20/20	18/21	16/16	15/4	13/21	12/20	11/22	11/3	10/10	9/19	9/6	8/19	8/8	7/22	7/14	7/6	6/23	6/16	5/13
5000	26/1	23/4	20/20	18/23	17/9	16/1	14/21	13/21	13/1	12/6	11/14	10/23	10/10	9/22	9/11	9/1	8/16	8/8	6/23
6000	31/6	27/19	25/0	22/17	20/20	19/6	17/21	16/16	15/15	14/17	13/21	13/4	12/12	11/22	11/9	10/21	10/10	10/0	8/8

Determination of Wind Speed by Sea Condition

Miles per hour	Knots	Descriptive	Sea Conditions	Wind Force (Beaufort)	Probable Wave Height (feet)
0-1	0-1	Calm	Sea smooth and mirror like	0	-
1-3	1-3	Light Air	Scale-like ripples without foam crests	1	¼
4-7	4-6	Light Breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	½
8-12	7-10	Gentle Breeze	Large wavelets; some crests begin to break; foam has glassy appearance. Occasional white foam crests.	3	2
13-18	11-16	Moderate Breeze	Small waves, become longer; fairly frequent white foam crests.	4	4
19-24	17-21	Fresh Breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
25-31	22-27	Strong Breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
32-38	28-33	Near Gale	Sea heaps up and white foam from breaking waves begin to be blown in streaks along the direction of the wind; spindrift begins.	7	14
39-46	34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18
47-54	41-47	Strong Gale	High waves; dense streaks of foam along the direction of the wind; crests of waves begin to topple, tumble and roll over; spray may reduce visibility.	9	23
55-63	48-55	Storm	Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole, the surface of the sea is white in appearance. The tumbling of the sea becomes heavy and shock-like. Visibility is reduced.	10	29
64-72	56-63	Violent Storm	Exceptionally high waves that may obscure small and medium-sized ships. The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility is reduced.	11	37
73+	64+	Hurricane	The air is filled with foam and spray. Sea completely white with driving spray; visibility is very much reduced.	12	45

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Pacific Coast Distances
(nautical miles)

	Midway Island	Port Allen, HI	Nawiliwili, HI	Pearl Harbor, HI	Honolulu, HI	Kahalui, HI	Kawaihae, HI	Hilo, HI	Kuluk Bay, AK	Unimak Pass, AK	Kodiak, AK	Anchorage, AK	Seward, AK	Port Valdez, AK	Cape Spencer, AK	Sitka, AK	Ketchikan, AK	Seattle, WA	Swiftsure Bank, WA	Cape Flattery, WA	Portland, OR	Astoria, OR	San Francisco, CA	Los Angeles, CA	Long Beach, CA	San Diego, CA
Panama Canal 8°53.0'N., 79°31.0'W.	5707	4777	4767	4690	4685	4609	4594	4527	5604	5228	4924	5117	4940	4984	4603	4538	4387	4044	-	3920	3888	3803	3270	2939	2939	2867
San Diego, CA 32°43.0'N., 117°10.5'W.	3097	2347	2330	2283	2278	2212	2219	2175	2806	2412	2115	2303	2124	2174	1787	1723	1575	1228	-	1104	1074	989	455	95	94	-
Long Beach, CA 33°46.2'N., 118°13.3'W.	3034	2302	2284	2241	2236	2173	2183	2143	2725	2331	2034	2223	2043	2092	1707	1643	1497	1148	-	1024	992	908	374	3	-	
Los Angeles, CA 33°45.0'N., 118°16.2'W.	3031	2299	2281	2238	2233	2170	2180	2140	2722	2328	2031	2220	2040	2089	1703	1639	1493	1144	-	1020	989	904	371	-		
San Francisco, CA 37°48.5'N., 122°24.0'W.	2792	2146	2128	2096	2091	2036	2051	2019	2403	1990	1693	1882	1702	1745	1366	1302	1156	807	-	683	652	567	-			
Astoria, OR 46°11.7'N., 123°50.0'W.	2724	2281	2262	2251	2246	2207	2235	2214	2071	1626	1261	1435	1242	1239	883	815	660	278	-	153	85	-				
Portland, OR 45°33.0'N., 122°41.7'W.	2809	2366	2347	2336	2331	2292	2320	2299	2156	1711	1346	1520	1327	1324	968	900	745	362	-	238	-					
Cape Flattery, WA 48°26.0'N., 124°47.0'W.	2694	2308	2289	2290	2285	2245	2276	2260	-	-	-	-	-	-	-	-	-	124	10	-						
Swiftsure Bank, WA 48°31.0'N., 125°00.0'W.	-	-	-	-	-	-	-	-	1973	1510	1124	1294	1100	1100	739	681	518	134	-							
Seattle, WA 47°36.2'N., 122°20.3'W.	2818	2432	2413	2414	2409	2369	2400	2384	2107	1644	1258	1428	1234	1234	976*	815	659*	-								
Ketchikan, AK 55°20.5'N., 131°38.7'W.	2570	2387	2368	2388	2383	2361	2405	2398	1656	1193	742	892	682	713	307	224	-									
Sitka, AK 57°03.1'N., 135°20.5'W.	2481	2380	2361	2390	2385	2365	2412	2410	1490	1027	564	708	464	479	85	-										
Cape Spencer, AK 58°10.0'N., 136°38.3'W.	2472	2407	2388	2416	2411	2398	2445	2447	1450	987	505	641	422	400	-											
Port Valdez 61°06.0'N., 146°24.0'W.	2386	2445	2429	2473	2468	2463	2513	2524	1224	761	280	385	144	-												
Seward, AK 60°06.0'N., 149°26.0'W.	2250	2351	2332	2378	2373	2377	2432	2439	1115	652	175	274	-													
Anchorage, AK 61°14.2'N., 149°53.3'W.	2305	2459	2440	2482	2477	2479	2535	2542	1151	688	242	-														
Kodiak, AK 57°47.1'N., 152°25.1'W.	2088	2203	2184	2235	2230	2233	2289	2296	968	505	-															
Unimak Pass, AK 54°20.0'N., 164°45.0'W.	1680	1972	1963	2024	2028	2044	2110	2126	463	-																
Kuluk Bay, AK 51°51.6'N., 176°37.6'W.	1460	1990	1989	2057	2061	2099	2164	2198	-																	
Hilo, HI 19°44.1'N., 155°03.5'W.	1338	297	287	201	196	121	83	-																		
Kawaihae, HI 20°02.3'N., 155°49.9'W.	1278	240	230	145	140	85	-																			
Kahalui, HI 20°54.0'N., 156°28.2'W.	1232	193	181	94	89	-																				
Honolulu, HI 21°18.5'N., 157°52.3'W.	1150	106	96	9	-																					
Pearl Harbor, HI 21°20.0'N., 157°58.3'W.	1146	102	92	-																						
Nawiliwili, HI 21°57.4'N., 159°21.5'W.	1069	21	-																							
Port Allen, HI 24°51.1'N., 159°35.6'W.	1042	-																								
Midway Island 28°13.0'N., 177°22.0'W.	-																									

* via inside passage

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Pacific Coast Distances – San Diego, California to Cape Flattery, Washington
(nautical miles)

	Cape Flattery, WA	Aberdeen, WA	South Bend, WA	Portland, OR	Vancouver, WA	Longview, WA	Astoria, OR	Garibaldi, OR	Depoe Bay, OR	Newport, OR	Florence, OR	Gardiner, OR	Coos Bay, OR	Crescent City, CA	Eureka, CA	Sacramento, CA	Stockton, CA	Oakland, CA	San Francisco, CA	Monterey, CA	Port San Luis, CA	Santa Barbara, CA	Port Hueneme, CA	Los Angeles, CA	Long Beach, CA	Newport Beach, CA
San Diego, CA 32°43.0'N., 117°10.5'W	1104	1031	1019	1074	1070	1034	989	937	891	881	848	832	817	704	653	530	526	458	455	370	259	174	147	95	94	78
Newport Beach, CA 33°37.1'N., 117°55.5'W.	1038	965	953	1007	1003	967	922	871	825	815	782	766	751	638	587	464	460	392	389	304	193	108	81	27	25	-
Long Beach, CA 33°46.2'N., 118°13.3'W	1024	951	939	992	988	953	908	857	810	800	768	751	736	624	572	449	445	377	374	290	179	94	66	3	-	
Los Angeles, CA 33°45.0'N., 118°16.2'W.	1020	947	935	989	985	949	904	853	807	797	764	748	733	620	569	446	442	374	371	286	175	90	62	-		
Port Hueneme, CA 34°09.0'N., 119°12.4'W.	961	888	876	930	925	890	845	794	748	737	706	689	674	561	510	387	383	315	312	228	116	29	-			
Santa Barbara, CA 34°24.5'N., 119°41.1'W.	937	864	852	905	901	866	821	770	723	713	681	664	649	537	485	362	358	290	287	203	91	-				
Port San Luis, CA 35°10.4'N., 120°44.8'W.	854	781	769	823	819	783	739	687	641	631	599	582	567	455	403	280	276	208	205	121	-					
Monterey, CA 36°36.5'N., 121°53.0'W.	746	673	661	714	710	675	630	579	532	522	490	474	459	346	294	171	167	100	96	-						
San Francisco, CA 37°48.5'N., 122°24.0'W.	683	610	598	652	647	612	567	516	469	459	427	411	396	283	232	79	75	3	-							
Oakland, CA 37°48.2'N., 122°19.5'W.	686	613	601	655	651	615	570	520	473	463	430	414	399	287	235	82	78	-								
Stockton, CA 37°57.2'N., 121°18.8'W.	755	682	670	723	719	684	639	588	541	531	498	482	467	354	303	75	-									
Sacramento, CA 38°33.8'N., 121°33.0'W.	758	685	673	727	722	687	642	591	544	534	502	486	471	358	307	-										
Eureka, CA 40°47.8'N., 124°11.2'W.	468	395	383	436	432	397	352	301	254	244	212	195	180	64	-											
Crescent City, CA 41°44.5'N., 124°11.4'W.	411	339	327	381	377	341	296	245	199	188	156	140	125	-												
Coos Bay, OR 43°22.4'N., 124°12.5'W.	321	244	232	285	281	246	201	150	101	92	59	42	-													
Gardiner, OR 43°43.9'N., 124°06.8'W.	298	221	209	262	258	223	178	127	78	69	36	-														
Florence, OR 43°58.0'N., 124°06.3'W.	273	196	184	238	234	198	153	102	54	43	-															
Newport, OR 44°37.8'N., 124°03.1'W.	235	158	146	200	196	160	115	63	16	-																
Depoe Bay, OR 44°48.6'N., 124°03.6'W.	222	144	133	186	182	146	101	50	-																	
Garibaldi, OR 45°33.3'N., 123°55.1'W.	179	102	90	142	138	103	58	-																		
Astoria, OR 46°11.7'N., 123°50.0'W.	153	75	63	85	80	45	-																			
Longview, WA 46°06.3'N., 122°57.7'W.	198	119	108	39	34	-																				
Vancouver, WA 45°37.6'N., 122°41.3'W.	234	155	143	13	-																					
Portland, OR 45°33.0'N., 122°41.7'W.	238	159	147	-																						
South Bend, WA 46°40.1'N., 123°47.5'W.	131	53	-																							
Aberdeen, WA 46°58.4'N., 123°48.5'W.	117	-																								
Cape Flattery, WA 48°26.0'N., 124°47.0'W.	-																									

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San Francisco Bay Area Distances
(nautical miles)

	San Francisco	Hunters Point	Redwood City	Oakland	Richmond	Sausalito	San Rafael	Petaluma	Vallejo	Napa	Benicia	Pittsburg	Antioch	Stockton	Hills Ferry	Rio Vista	Sacramento	Knights Landing	Colusa	Chico Landing
Chico Landing 39°42.6'N., 121°56.6'W.	197	203	219	200	194	196	192	204	178	193	171	159	163	174	246	146	119	89	42	-
Colusa 39°13.0'N., 122°00.0'W.	155	161	177	158	152	154	150	162	136	151	129	117	121	132	204	104	77	47	-	
Knights Landing 38°48.1'N., 121°43.1'W.	107	113	129	110	104	106	102	114	88	103	81	69	73	84	156	56	29	-		
Sacramento 38°33.8'N., 121°33.0'W.	78	84	100	81	75	77	73	85	59	74	52	40	44	75	127	27	-			
Rio Vista 38°09.3'N., 121°41.3'W.	52	58	73	55	49	51	47	58	33	48	26	14	17	48	100	-				
Hills Ferry 37°20.4'N., 120°58.5'W.	147	153	168	149	143	145	141	153	127	142	120	107	103	74	-					
Stockton 37°57.2'N., 121°18.8'W.	75	81	96	78	71	73	69	81	55	70	48	35	31	-						
Antioch 38°01.1'N., 121°48.7'W.	44	50	65	47	40	42	38	50	24	39	17	3	-							
Pittsburg 38°02.1'N., 121°52.6'W.	40	46	62	43	37	39	35	46	21	36	14	-								
Benicia 38°02.4'N., 122°08.2'W.	27	33	49	30	24	25	21	33	8	22	-									
Napa 38°17.7'N., 122°16.9'W.	37	43	58	40	34	36	32	43	15	-										
Vallejo 38°05.3'N., 122°15.3'W.	23	29	44	26	19	21	17	28	-											
Petaluma 38°14.1'N., 122°38.2'W.	33	39	54	36	29	31	27	-												
San Rafael 37°58.1'N., 122°30.7'W.	13	19	35	16	9	11	-													
Sausalito 37°51.6'N., 122°28.6'W.	5	11	27	8	7	-														
Richmond 37°54.6'N., 122°21.7'W.	11	17	32	14	-															
Oakland 37°54.6'N., 122°21.7'W.	3	7	22	-																
Redwood City 37°30.8'N., 122°12.5'W.	22	16	-																	
Hunters Point 37°43.5'N., 122°21.5'W.	6	-																		
San Francisco 37°48.5'N., 122°24.0'W.	-																			

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Distances on Columbia River System
(nautical and statute miles)

	Johnson Bar Landing, ID	Lewiston, ID	Central Ferry, WA	Ice Harbor Dam, WA	Harrisburg, OR	Corvalis, OR	Albany, OR	Salem, OR	Oregon City, OR	Portland, OR	Richland, WA	Pasco, WA	Port of Walla Walla, WA	McNary Lock & Dam	Umatilla, OR	Arlington, OR	John Day Lock & Dam	The Dalles Lock & Dam	Hood River (town), OR	Bonneville Lock & Dam	Vancouver, WA	St. Helens, OR	Longview, WA	Astoria, OR	Warrenton, OR	Ilwaco, WA	Columbia River (mouth)
Columbia River (mouth)	483	404	354	291	230	203	192	162	110	97	293	285	276	254	251	210	188	166	148	126	92	75	58	12	11	6	•
Ilwaco, WA	484	404	355	292	230	203	193	163	111	98	294	286	276	254	252	211	189	167	149	127	93	76	59	13	12	•	7
Warrenton, OR	475	396	346	283	222	195	184	154	103	89	285	277	268	246	244	202	180	159	140	118	84	67	50	4	•	14	13
Astoria, OR	470	391	342	278	217	190	180	149	98	85	281	273	263	241	239	198	175	154	136	114	80	62	45	•	5	15	14
Longview, WA	425	345	296	233	171	144	134	104	52	39	235	227	217	195	193	152	130	108	90	68	34	17	•	52	58	68	67
St. Helens, OR	411	332	282	219	158	131	121	90	39	25	222	214	204	182	180	138	117	95	76	55	20	•	20	71	77	87	86
Vancouver, WA	391	312	262	199	145	118	108	77	26	13	202	193	184	162	160	118	96	75	56	35	•	23	39	92	97	107	106
Bonneville Lock & Dam	356	277	228	164	180	153	142	112	61	47	167	159	149	127	125	84	62	40	22	•	40	63	78	131	136	146	145
Hood River (town), OR	335	256	206	143	201	174	164	134	82	69	145	137	128	106	103	62	40	18	•	5	64	87	104	157	161	171	170
The Dalles Lock & Dam	316	237	188	124	220	193	183	152	101	87	127	119	109	87	85	44	22	•	21	46	86	109	124	177	183	192	191
John Day Lock & Dam	294	215	166	102	242	215	204	174	123	109	105	97	87	65	63	22	•	25	46	71	110	135	150	203	207	217	216
Arlington, OR	273	194	144	81	263	236	226	195	144	130	83	75	66	44	42	•	25	51	71	97	136	159	175	228	232	243	242
Umatilla, OR	231	152	103	39	305	278	268	237	186	172	42	34	24	2	•	48	72	98	119	144	184	207	222	275	281	290	289
McNary Lock & Dam	229	150	101	37	307	280	270	239	188	174	40	32	22	•	2	51	75	100	122	146	186	209	224	277	283	292	292
Port of Walla Walla, WA	207	128	79	15	329	302	292	261	210	196	18	10	•	25	28	76	100	125	147	171	212	235	250	303	308	318	318
Pasco, WA	204	125	75	12	339	312	301	271	220	206	8	•	12	37	39	86	112	137	158	183	222	246	261	314	319	329	328
Richland, WA	212	133	83	20	347	320	309	279	228	214	•	9	21	46	48	96	121	146	167	192	232	255	270	323	328	338	337
Portland, OR	403	324	275	211	133	106	96	65	14	•	246	237	226	200	198	150	125	100	79	54	15	29	45	98	102	113	112
Oregon City, OR	417	338	288	225	119	92	82	51	•	16	262	253	242	216	214	166	142	116	94	70	30	45	60	113	119	128	127
Salem, OR	468	389	340	276	68	41	31	•	59	75	321	312	300	275	273	224	200	175	154	129	89	104	120	171	177	188	186
Albany, OR	499	420	370	307	37	10	•	36	94	110	356	346	336	311	308	260	235	211	189	163	124	139	154	207	212	222	221
Corvalis, OR	509	430	380	317	27	•	12	47	106	122	368	359	348	322	320	272	247	222	200	176	136	151	166	219	224	234	234
Harrisburg, OR	536	457	407	344	•	31	43	78	137	153	399	390	379	353	351	303	278	253	231	207	167	182	197	250	255	265	265
Ice Harbor Dam, WA	192	113	63	•	396	365	353	318	259	243	23	14	17	43	45	93	117	143	165	189	229	252	268	320	326	336	335
Central Ferry, WA	129	50	•	72	468	437	426	391	331	316	96	86	91	116	119	166	191	216	237	262	302	325	341	394	398	409	407
Lewiston, ID	79	•	58	130	526	495	483	448	389	373	153	144	147	173	175	223	247	273	295	319	359	382	397	450	456	465	465
Johnson Bar Landing, ID	•	91	148	221	617	586	574	539	480	464	244	235	238	264	266	314	338	364	386	410	450	473	489	541	547	557	556

(26)

Distances in Strait of Juan de Fuca and Strait of Georgia
(nautical miles)

	Vancouver, BC, Canada	New Westminster, BC, Canada	Nanaimo, BC, Canada	Blaine, WA	Bellingham, WA	Anacortes, WA	Friday Harbor, WA	Roche Harbor, WA	Olympia, WA	Tacoma, WA	Bremerton, WA	Eagle Harbor, WA	Seattle, WA	Point Wells, WA	Everett, WA	Port Gamble, WA	Port Ludlow, WA	Port Townsend, WA	Victoria, BC, Canada	Port Angeles, WA	Neah Bay, WA	Swiftsure Bank, WA	Cape Flattery, WA
Cape Flattery, WA 48°26.0'N., 124°47.0'W.	141	139	145	112	108	93	87	83	168	143	131	123	124	111	117	104	100	86	62	61	10	10	-
Swiftsure Bank, WA 48°31.0'N., 125°00.0'W.	150	148	154	121	117	102	96	92	178	153	141	133	134	121	127	114	110	96	71	71	20	-	
Neah Bay, WA 48°22.4'N., 124°36.5'W.	133	132	138	105	101	86	80	76	160	136	124	115	116	103	110	97	93	79	55	54	-		
Port Angeles, WA 48°07.5'N., 123°26.4'W.	95	93	99	65	54	42	37	36	113	89	77	68	69	56	63	50	46	32	19	-			
Victoria, BC, Canada 48°25.0'N., 123°23.5'W.	83	82	89	55	50	36	30	25	115	91	80	71	72	59	66	53	48	34	-				
Port Townsend, WA 48°06.8'N., 122°45.2'W.	92	91	97	59	43	30	30	41	84	59	48	40	40	27	34	21	16	-					
Port Ludlow, WA 47°55.3'N., 122°41.0'W.	106	105	111	72	57	43	44	54	75	52	40	32	32	19	26	10	-						
Port Gamble, WA 47°51.3'N., 122°34.7'W.	110	109	115	76	61	47	48	58	78	53	42	34	34	21	28	-							
Everett, WA 47°59.3'N., 122°13.2'W.	115	114	118	80	63	49	62	71	73	49	38	29	30	16	-								
Point Wells, WA 47°47.1'N., 122°23.7'W.	117	116	121	83	68	54	54	64	59	34	23	14	14	-									
Seattle, WA 47°36.2'N., 122°20.3'W.	129	128	134	95	80	66	67	77	50	25	14	8	-										
Eagle Harbor, WA 47°34.2'N., 122°30.7'W.	129	128	134	95	80	66	67	76	50	25	13	-											
Bremerton, WA 47°33.5'N., 122°38.0'W.	138	137	142	104	88	74	76	85	50	29	-												
Tacoma, WA 47°16.0'N., 122°26.0'W.	149	148	154	115	100	86	86	96	34	-													
Olympia, WA 47°03.1'N., 122°54.3'W.	173	171	177	139	124	110	112	121	-														
Roche Harbor, WA 48°36.6'N., 123°09.1'W.	62	60	66	35	37	27	12	-															
Friday Harbor, WA 48°32.2'N., 123°00.9'W.	62	60	69	37	28	18	-																
Anacortes, WA 48°31.4'N., 122°36.7'W.	71	70	76	36	17	-																	
Bellingham, WA 48°45.1'N., 122°29.0'W.	72	71	75	38	-																		
Blaine, WA 48°59.5'N., 122°45.9'W.	48	48	55	-																			
Nanaimo, BC, Canada 49°10.1'N., 123°56.0'W.	36	48	-																				
New Westminster, BC, Canada 49°12.0'N., 122°54.5'W.	41	-																					
Vancouver, BC, Canada 49°17.4'N., 123°06.6'W.	-																						

(27)

Hawaii Distances
(nautical miles)

	Palmyra Island	Johnston Island	Midway Island	Nonopapa, Nihau	Hanalei, Kauai	Waimea, Kauai	Port Allen, Kauai	Nawiliwili, Kauai	Ahukini, Kauai	Pearl Harbor, Oahu	Honolulu, Oahu	Kalaupapa, Molokai	Haleolono, Molokai	Kaunakakai, Molokai	Kamalo, Molokai	Kaumalapau, Lanai	Kahalui, Maui	Lahaina (Mala), Maui	Hana, Maui	Mahukona, Hawai'i	Kawaihae, Hawai'i	Kailua, Hawai'i	Napoopoo, Hawai'i	Hilo, Hawai'i
Hilo, Hawai'i 19°44.1'N., 155°03.5'W.	959	905	1338	332	308	303	297	287	287	201	196	154	155	145	137	136	121	125	85	72	83	109	120	-
Napoopoo, Hawai'i 19°28.6'N., 155°55.3'W.	-	-	-	287	266	260	254	244	245	162	157	138	124	120	112	101	120	99	84	50	45	11	-	
Kailua, Hawai'i 19°38.6'N., 156°00.0'W.	-	-	-	278	257	251	245	235	236	152	147	127	114	109	102	91	110	88	73	39	34	-		
Kawaihae, Hawai'i 20°02.3'N., 155°49.9'W.	928	811	1278	277	251	246	240	230	230	145	140	110	103	93	86	82	85	72	48	12	-			
Mahukona, Hawai'i 20°11.2'N., 155°54.2'W.	-	-	-	272	244	239	233	223	223	138	133	102	95	85	77	76	74	63	36	-				
Hana, Maui 20°45.6'N., 155°59.1'W.	-	-	-	262	224	226	220	210	210	124	119	70	80	69	59	72	37	57	-					
Lahaina (Mala), Maui 20°53.5'N., 156°41.5'W.	-	-	-	214	186	182	177	165	165	78	73	39	34	23	15	25	27	-						
Kahalui, Maui 20°54.0'N., 156°28.2'W.	1010	798	1232	232	194	199	193	181	181	94	89	41	50	39	30	50	-							
Kaumalapau, Lanai 20°47.4'N., 156°59.7'W.	-	-	-	199	172	167	161	151	151	65	60	54	24	21	25	-								
Kamalo, Molokai 21°02.9'N., 156°52.7'W.	-	-	-	203	173	169	163	153	153	66	61	37	22	12	-									
Kaunakakai, Molokai 21°05.1'N., 157°02.0'W.	-	-	-	193	164	160	154	144	144	57	52	45	13	-										
Haleolono, Molokai 21°05.2'N., 157°15.2'W.	-	-	-	181	152	148	142	132	132	45	40	33	-											
Kalaupapa, Molokai 21°11.7'N., 156°59.3'W.	-	-	-	194	159	162	156	144	143	58	53	-												
Honolulu, Oahu 21°18.5'N., 157°52.3'W.	959	725	1150	147	116	112	106	96	96	9	-													
Pearl Harbor, Oahu 21°20.0'N., 157°58.3'W.	960	722	1146	143	112	108	102	92	92	-														
Ahukini, Kauai 21°59.7'N., 159°20.1'W.	-	-	-	65	29	29	23	5	-															
Nawiliwili, Kauai 21°57.4'N., 159°21.5'W.	986	668	1069	63	32	27	21	-																
Port Allen, Kauai 21°54.1'N., 159°35.6'W.	979	656	1042	45	42	8	-																	
Waimea, Kauai 21°57.4'N., 159°40.4'W.	-	-	-	40	35	-																		
Hanalei, Kauai 22°12.9'N., 159°30.1'W.	-	-	-	52	-																			
Nonopapa, Nihau 21°52.0'N., 160°14.1'W.	-	-	-	-																				
Midway Island 28°13.0'N., 177°22.0'W.	1606	825	-																					
Johnston Island 16°44.6'N., 169°31.2'W.	785	-																						
Palmyra Island 5°52.5'N., 162°08.0'W.	-																							

(28)

Distance of Visibility for Objects Having Various Elevations

Height (feet)	Distance (nautical miles)	Distance (statute miles)	Height (meters)
1	1.2	1.3	0.3
2	1.7	1.9	0.6
3	2.0	2.3	0.9
4	2.3	2.7	1.2
5	2.6	3.0	1.5
6	2.9	3.3	1.8
7	3.1	3.6	2.1
8	3.3	3.8	2.4
9	3.5	4.0	2.7
10	3.7	4.3	3.1
11	3.9	4.5	3.4
12	4.1	4.7	3.7
13	4.2	4.9	4.0
14	4.4	5.0	4.3
15	4.5	5.2	4.6
16	4.7	5.4	4.9
17	4.8	5.6	5.2
18	5.0	5.7	5.5
19	5.1	5.9	5.8
20	5.2	6.0	6.1
21	5.4	6.2	6.4
22	5.5	6.3	6.7
23	5.6	6.5	7.0
24	5.7	6.6	7.3
25	5.9	6.7	7.6
26	6.0	6.9	7.9
27	6.1	7.0	8.2
28	6.2	7.1	8.5
29	6.3	7.3	8.8
30	6.4	7.4	9.1
31	6.5	7.5	9.5
32	6.6	7.6	9.8
33	6.7	7.7	10.1
34	6.8	7.9	10.4
35	6.9	8.0	10.7
36	7.0	8.1	11.0
37	7.1	8.2	11.3
38	7.2	8.3	11.6
39	7.3	8.4	11.9
40	7.4	8.5	12.2
41	7.5	8.6	12.5
42	7.6	8.7	12.8
43	7.7	8.8	13.1
44	7.8	8.9	13.4
45	7.8	9.0	13.7
46	7.9	9.1	14.0
47	8.0	9.2	14.3
48	8.1	9.3	14.6
49	8.2	9.4	14.9
50	8.3	9.5	15.2
55	8.7	10.0	16.8
60	9.1	10.4	18.3
65	9.4	10.9	19.8
70	9.8	11.3	21.3
75	10.1	11.7	22.9
80	10.5	12.0	24.4
85	10.8	12.4	25.9
90	11.1	12.8	27.4
95	11.4	13.1	29.0
100	11.7	13.5	30.5
105	12.0	13.8	32.0
110	12.3	14.1	33.5
115	12.5	14.4	33.1

Height (feet)	Distance (nautical miles)	Distance (statute miles)	Height (meters)
120	12.8	14.7	36.6
125	13.1	15.1	38.1
130	13.3	15.4	39.6
135	13.6	15.6	41.2
140	13.8	15.9	42.7
145	14.1	16.2	44.2
150	14.3	16.5	45.7
160	14.8	17.0	48.8
170	15.3	17.6	51.8
180	15.7	18.1	54.9
190	16.1	18.6	57.9
200	16.5	19.0	61.0
210	17.0	19.5	64.0
220	17.4	20.0	67.1
230	17.7	20.4	70.1
240	18.1	20.9	73.2
250	18.5	21.3	76.2
260	18.9	21.7	79.3
270	19.2	22.1	82.3
280	19.6	22.5	85.3
290	19.9	22.9	88.4
300	20.3	23.3	91.4
310	20.6	23.7	94.5
320	20.9	24.1	97.5
330	21.3	24.5	100.6
340	21.6	24.8	103.6
350	21.9	25.2	106.7
360	22.2	25.5	109.7
370	22.5	25.9	112.8
380	22.8	26.2	115.8
390	23.1	26.6	118.9
400	23.4	26.9	121.9
410	23.7	27.3	125.0
420	24.0	27.6	128.0
430	24.3	27.9	131.1
440	24.5	28.2	134.1
450	24.8	28.6	137.2
460	25.1	28.9	140.2
470	25.4	29.2	143.3
480	25.6	29.5	146.3
490	25.9	29.8	149.4
500	26.2	30.1	152.4
510	26.4	30.4	155.5
520	26.7	30.7	158.5
530	26.9	31.0	161.5
540	27.2	31.3	164.6
550	27.4	31.6	167.6
560	27.7	31.9	170.7
570	27.9	32.1	173.7
580	28.2	32.4	176.8
590	28.4	32.7	179.8
600	28.7	33.0	182.9
620	29.1	33.5	189.0
640	29.5	34.1	195.1
660	30.1	34.6	201.2
680	30.5	35.1	207.3
700	31.0	35.6	213.4
720	31.4	36.1	219.5
740	31.8	36.6	225.6
760	32.3	37.1	231.7
780	32.7	37.6	237.7
800	33.1	38.1	243.8
820	33.5	38.6	249.9

This table gives the approximate geographic range of visibility for an object which may be seen by an observer. It is necessary to add to the distance for the height of any object the distance corresponding to the height of the observer's eye above sea level.

(29)

Conversion of Degrees to Points and Points to Degrees

Deg °	Min '	Points
000	00	N
002	49	
005	38	N ½ E
008	26	
011	15	N x E
014	04	
016	53	N x E ½ E
019	41	
022	30	NNE
025	19	
028	08	NNE ½ E
030	56	
033	45	NE x N
036	34	
039	23	NE ½ N
042	11	
045	00	NE
047	49	
050	38	NE ½ E
053	26	
056	15	NE x E
059	04	
061	53	NE x E ½ E
064	41	
067	30	ENE
070	19	
073	08	ENE ½ E
075	56	
078	45	E x N
081	34	
084	23	E ½ N
087	11	
090	00	E
092	49	
095	38	E ½ S
098	26	
101	15	E x S
104	04	
106	53	ESE ½ E
109	41	
112	30	ESE
115	19	
118	08	SE x E ½ E
120	56	
123	45	SE x E
126	34	
129	23	SE ½ E
132	11	
135	00	SE
137	49	
140	38	SE ½ S
143	26	
146	15	SE x S
149	04	
151	53	SSE ½ E
154	41	
157	30	SSE
160	19	
163	08	S x E ½ E
165	56	
168	45	S x E
171	34	
174	23	S ½ E
177	11	

Deg °	Min '	Points
180	00	S
182	49	
185	38	S ½ W
188	26	
191	15	S x W
194	04	
196	53	S x W ½ W
199	41	
202	30	SSW
205	19	
208	08	SSW ½ W
210	56	
213	45	SW x W
216	34	
219	23	SW ½ S
222	11	
225	00	SW
227	49	
230	38	SW ½ W
233	26	
236	15	SW x W
239	04	
241	53	SW x W ½ W
244	41	
247	30	WSW
250	19	
253	08	WSW ½ W
255	56	
258	45	W x S
261	34	
264	23	W ½ S
267	11	
270	00	W
272	49	
275	38	W ½ N
278	26	
281	15	W x N
284	04	
286	53	WNW ½ W
289	41	
292	30	WNW
295	19	
298	08	NW x W ½ W
300	56	
303	45	NW x W
306	34	
309	23	NW ½ W
312	11	
315	00	NW
317	49	
320	38	NW ½ N
323	26	
326	15	NW x N
329	04	
331	53	NNW ½ W
334	41	
337	30	NNW
340	19	
343	08	N x W ½ W
345	56	
348	45	N x W
351	34	
354	23	N ½ W
357	11	

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Standard Abbreviations Used In Broadcasts

Aids to Navigation	
Aeronautical Radiobeacon	AERO RBN
Articulated Daybeacon	ART DBN
Articulated Light	ART LT
Destroyed	DESTR
Discontinued	DISCONTD
Established	ESTAB
Exposed Location Buoy	ELB
Fog Signal Station	FOG SIG
Large Navigation Buoy	LNB
Light	LT
Light List Number	LLNR
Lighted Bell Buoy	LBB
Lighted Buoy	LB
Lighted Gong Buoy	LGB
Lighted Horn Buoy	LHB
Lighted Whistle Buoy	LWB
Ocean Data Acquisition System	ODAS
Privately Maintained	PRIV MAINTD
Radar Beacon	RACON
Radar Reflector	RA REF
Temporarily Replaced by Unlighted Buoy	TRUB
Temporarily Replaced by Lighted Buoy	TRLB
Whistle	WHIS
Light Characteristics	
Alternating	AL
Characteristic	CHAR
Composite Group-Flashing	FL(2+1)
Composite Group-Occulting	OC(2+1)
Continuous Quick-Flashing	Q
Fixed and Flashing	FFL
Fixed	F
Group-Flashing	FL(3)
Group-Occulting	OC(2)
Interrupted Quick-Flashing	IQ
Isophase	ISO
Morse Code	MO(A)
Occulting	OC
Single-Flashing	FL
Colors[1]	
Black	B
Blue	BU
Green	G
Orange	OR
Red	R
White	W
Yellow	Y

Organizations	
Commander, Coast Guard District (#)	CCGD(#)
Coast Guard	CG
Corps of Engineers	COE
National Geospatial-Intelligence Agency	NGA
National Ocean Service	NOS
National Weather Service	NWS
Vessels	
Aircraft	A/C
Fishing Vessel	F/V
Liquefied Natural Gas Carrier	LNG
Motor Vessel[2]	M/V
Pleasure Craft	P/C
Research Vessel	R/V
Sailing Vessel	S/V
Compass Directions	
North	N
South	S
East	E
West	W
Northeast	NE
Northwest	NW
Southeast	SE
Southwest	SW
Months	
January	JAN
February	FEB
March	MAR
April	APR
May	MAY
June	JUN
July	JUL
August	AUG
September	SEP
October	OCT
November	NOV
December	DEC
Days of the Week	
Monday	MON
Tuesday	TUE
Wednesday	WED
Thursday	THU
Friday	FRI
Saturday	SAT
Sunday	SUN

[1] Color refers to light characteristics of Aids to Navigation only
[2] M/V includes: Steam Ship, Container Vessel, Cargo Vessel, etc.

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Standard Abbreviations Used In Broadcasts (continued)

Countries and States	
Alabama	AL
Alaska	AK
American Samoa	AS
Arizona	AZ
Arkansas	AR
California	CA
Canada	CN
Colorado	CO
Connecticut	CT
Delaware	DE
District of Columbia	DC
Florida	FL
Georgia	GA
Guam	GU
Hawaii	HI
Idaho	ID
Illinois	IL
Indiana	IN
Iowa	IA
Kansas	KS
Kentucky	KY
Louisiana	LA
Maine	ME
Maryland	MD
Marshall Islands	MH
Massachusetts	MA
Mexico	MX
Michigan	MI
Minnesota	MN
Mississippi	MS
Missouri	MO
Montana	MT
Nebraska	NE
Nevada	NV
New Hampshire	NH
New Jersey	NJ
New Mexico	NM
New York	NY
North Carolina	NC
North Dakota	ND
Northern Mariana Islands	MP
Ohio	OH
Oklahoma	OK
Oregon	OR
Pennsylvania	PA
Puerto Rico	PR
Rhode Island	RI
South Carolina	SC
South Dakota	SD
Tennessee	TN
Texas	TX
United States	US
Utah	UT
Vermont	VT
Virgin Islands	VI
Virginia	VA
Washington	WA
West Virginia	WV
Wisconsin	WI
Wyoming	WY

Various	
Anchorage	ANCH
Anchorage Prohibited	ANCH PROHIB
Approximate	APPROX
Atlantic	ATLC
Authorized	AUTH
Average	AVG
Bearing	BRG
Breakwater	BKW
Broadcast Notice to Mariners	BNM
Channel	CHAN
Code of Federal Regulations	CFR
Continue	CONT
Degrees (temp; geo pos)	DEG
Diameter	DIA
Edition	ED
Effect/Effective	EFF
Entrance	ENTR
Explosive Anchorage	EXPLOS ANCH
Fathom(s)	FM(S)
Foot/Feet	FT
Harbor	HBR
Height	HT
Hertz	HZ
Horizontal Clearance	HOR CL
Hour	HR
International Regulations for Preventing Collisions at Sea	COLREGS
Kilohertz	KHZ
Kilometer	KM
Knot(s)	KT(S)
Latitude	LAT
Local Notice to Mariners	LNM
Longitude	LONG
Maintained	MAINTD
Maximum	MAX
Megahertz	MHZ
Millibar	MB

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Standard Abbreviations Used In Broadcasts (continued)

Various (continued)	
Millimeter	MM
Minute (time; geographic position)	MIN
Moderate	MOD
Mountain, Mount	MT
Nautical Mile(s)	NM
Notice to Mariners	NTM
Obstruction	OBSTR
Occasion/Occasionally	OCCASION
Operating Area	OPAREA
Pacific	PAC
Point(s)	PT(S)
Position	POS
Position Approximate	PA
Pressure	PRES
Private/Privately	PRIV
Prohibited	PROHIB
Publication	PUB
Range	RGE
Reported	REP
Restricted	RESTR

Rock	RK
Saint	ST
Second (time; geographic position)	SEC
Signal Station	SIG STA
Station	STA
Statute Mile(s)	SM
Storm Signal Station	S SIG STA
Temporary	TEMP
Thunderstorm	TSTORM
Through	THRU
True	T
Uncovers; Dries	UNCOV
Universal Coordinate Time	UTC
Urgent Marine Information Broadcast	UMIB
Velocity	VEL
Vertical Clearance	VERT CL
Visibility	VIS
Yard(s)	YD
Warning	WARN
Weather	WX
Wreck	WK

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Conversion Factors

	Known Value	Multiply By	Unknown Value
Linear	inches	25.40	millimeters
		2.540	centimeters
	centimeters	0.032808	feet
	feet	30.48	centimeters
		0.3048	meters
		0.00016458	nautical miles
	yard	0.9144	meters
	meters	3.2808	feet
		1.094	yards
		0.0005399	nautical miles
	statute miles	0.86897	nautical miles
		1.6093	kilometers
		1,609.3	meters
	nautical miles	1.151	statute miles
Area	square feet	0.0929	square meters
		0.00002296	acres
	square meters	10.764	square feet
		0.0002471	acres
	acres	4,046.9	square meters
		43,560	square feet
		0.404685	hectare
	hectare	2.471054	acres
		10,000	square meters
		1.07639×10^5	square feet
Depths	fathoms	1.8288	meters
	meters	0.54681	fathoms
		3.2808	feet
	feet	0.3048	meters
Rate	feet per second	0.5925	knots
		0.6818	miles per hour
		30.48	centimeters per second
	statute miles per hour	0.8689	knots
		1.467	feet per second
		0.447	meters per second
	knots	1.151	miles per hour
		0.5144	meters per second
		1.6878	feet per second
	centimeters per second	0.01944	knots
		0.02237	miles per hour
		0.032808	feet per second
Mass	grams	0.035275	ounces
		0.002205	pounds
	ounces	28.349	grams
	pounds	0.45359	kilograms
	short tons	2,000	pounds
		0.89286	long tons
		0.9072	metric tons
Mass	long tons	2,240	pounds
		1.12	short tons
		1.016	metric tons
	metric tons	1,000	kilograms
		0.9842	long tons
		1.1023	short tons
		2,204.6	pounds
Volume	barrels (petroleum)	42	gallons (US)
		158.99	liters
	barrels (liquid, US)	31.5	gallons (US)
		26.229	gallons (British)
		119.24	liters
	gallons (US)	0.02381	barrels (petroleum)
		3.7854	liters
	liters	0.26417	gallons (US)

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Measurements and Equivalencies

Unit	Equivalency
nautical mile	1,852 meters 6,076.12 feet
statute mile	5,280 feet 1,609.3 meters 1.6093 kilometers
cable	0.1 nautical mile (CN) 720 feet (US)
fathom	6 feet 1.8288 meters
foot	0.3048 meter
inch	2.54 centimeters
meter	39.37 inches 3.281 feet 1.0936 yards
kilometer	1,000 meters
knot	1.6877 feet per second 0.5144 meters per second
miles per hour (statute)	1.466 feet per second 0.44704 meters per second
acre	43,560 square feet 4,046.82 square meters
pound (avoirdupois)	453.59 gram
gram	0.0022046 pound (avoirdupois) 0.035274 ounce
short ton	2,000 pounds
long ton	2,240 pounds
metric ton	2,204.6 pounds
kilogram	2.2 pounds
liter	1.0567 quarts
barrel (petroleum)	42 gallons (US)

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Tips for Boating Clean and Green

• Practice Preventive Engine Maintenance. Keep your engine well tuned and practice preventative engine maintenance by regularly checking hoses and lines for chaffing or deterioration.

• Use Oil Absorbents. Place and secure an oil absorbent under the engine and in the bilge. Avoid using bilge cleaners as they may get discharged overboard. It is illegal to use soap to disperse fuel and oil spills. Report oil and chemical spills by calling the EPA National Response Center at 800–424–8802.

• Spill-Proof Your Fueling Practices. Use a spill proof system like a portable oil change pump to change your oil. Use oil absorbents when fueling and changing the oil. Do not top-off your fuel tank; leave it 10 percent empty to allow fuel to expand as it warms.

• Reduce Greywater Discharges. Use shore-side facilities for laundry, showers and dish washing whenever possible. Use only phosphate-free and biodegradable soaps. The legality of discharging greywater into a marina or within three miles off the coast varies from place to place. In some areas, there are local ordinances and codes that allow harbor patrol to issue citations for any discharge that is not "clean and clear". To avoid any potential fines and to protect the aquatic environment, do not discharge greywater overboard.

• Dispose of Hazardous Waste Properly: Recycle and properly dispose of absorbents, used oil, oil filters, paint, and batteries at your local household hazardous waste collection site.

• Minimize boat cleaning and maintenance conducted on the water. Use more elbow grease. Use products that are water-based, biodegradable, phosphate-free, and labeled as less toxic. Check out less toxic cleaning alternatives for all types of uses by visiting: http://www.coastal.ca.gov/ccbn/lesstoxic.html. Buy only the amount that you need and use products for spot cleaning only. Properly handle and store materials. Dispose of hazardous waste legally and safely.

• Reduce Discharges from Bottom Paints. Consider alternative, non-biocide hull coatings. Clean the bottom with a soft, non-abrasive sponge. Use hull cleaning companies who use green management practices such as monitoring their divers and using non-abrasive scrubbing agents that do not release paint into the water. For more information visit: http://www.ucanr.org/sites/coast.

• Stow it, Don't Throw it. Keep your trash on-board. Recycle plastic, glass, metal, and paper. Avoid excess packaging.

• Dump at the Pump! It is illegal to discharge untreated sewage anywhere within the three-mile territorial limit including lakes, rivers, reservoirs or coastal waters. Never discharge treated sewage into "restricted waters" such as a marina, swimming/wading areas, a sanctuary, poorly flushed areas, lakes, reservoirs, or freshwater impoundments and federal No Discharge Zones. Use sewage pumpouts, dump stations, or mobile-pumpout services.

• Prevent the Spread of Aquatic Invasive Species. Before leaving any body of water, examine your boat and equipment and remove any visible mud, plants, or animals before transporting equipment. Never release plants or animals into a body of water or storm drains unless they came out of that body of water. Clean and dry anything that came in contact with the water. For cleaning procedures visit: http://www.protectyourwaters.net/

For hazardous waste recycling or collection centers call 800–CLEAN–UP or visit http://www.earth911.org

Weekly Record of Updates

Week of	Action	Chapter	Paragraph(s)	User notes
13 DEC 2016				U.S. Coast Pilot 7, 49th Edition has been issued.
18 DEC 2016	**No Correction**			

This record is intended as a log for critical updates applied to this volume. For online versions or Print on Demand (POD) copies, all weekly critical updates issued and applied to this edition at time of download or purchase are listed.
Affected paragraphs within the chapters are indicated by a gray highlight for ease of identification; e.g. (215)

Updates are available from NOAA at http://nauticalcharts.noaa.gov/nsd/cpdownload.htm.

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