



**COAST PILOT 3 (Continued)**

Page 297—Paragraph 94, line 1; read:

An overhead power cable with a clearance of 38 feet ...  
(CL 1658/03) 7/04

Page 331—Paragraph 59, lines 3 to 7; read:

well-marked dredged channels. In March 2003, the controlling depths were 4.1 feet from Chesapeake Bay and 3.7 feet (6.3 feet at midchannel) from Tangier Sound; depths of 4.9 to 7.0 feet in the anchorage basin at Tangier with lesser ...  
(BPs 181966-68; CL 1691/03) 7/04

**COAST PILOT 3            36 Ed 2003            Change No. 26**

Page 172—Paragraph 14, line 4; read:

74°00'06"W.), 88 feet above the water, is shown from an ...  
(LL/03) 7/04

Page 203—Paragraph 79, line 15; read:

Entrance Channel Lighted Buoy 5, and a red sector ...  
(14/03 CG5; LL/03) 7/04

Page 242—Paragraph 64, line 11; read:

of Sinepuxent Bay Daybeacon 1 in about 38°19'34"N., ...  
(LL/03; 21/95 CG5) 7/04

Page 281—Paragraph 88, line 6; read:

(37°23'24"N., 76°11'24"W.), 52 feet above the water, is ...  
(LL/03) 7/04

Page 281—Paragraph 91, line 7; read:

34 feet above the water, is shown from a platform with a ...  
(LL/03) 7/04

Page 293—Paragraph 32, line 6; read:

(38°01'30"N., 76°19'25"W.), 39 feet above the water, ...  
(LL/03) 7/04

Page 329—Paragraph 28, line 6; read:

the bar channel at Daybeacons 4 and 5; deeper waters are ...  
(NOS 12226; LL/03) 7/04

Page 337—Paragraph 142, lines 10 to 12; read:

shoaling gradually to 2 feet at the head. In 1982-1990, a depth of 4 feet was reported between Light 2F and Light 5; thence in 1980, shoaling to 2 feet was reported between Light 5 and a point ...  
(NOS 12270; LL/03) 7/04

**COAST PILOT 3            36 Ed 2003            Change No. 27**

Page 165—Paragraph 146, line 15; read:

bulletins, revising the course as needed. Detailed information on the vulnerability of North Atlantic ports to hurricanes may be found in the **Hurricane Havens Handbook for the North Atlantic Ocean** published by the Marine Meteorology Division, Naval Research Laboratory, Monterey, CA 93943 and available on the internet at <https://www.cnmoc>.

navy.mil/. Additional local information may be found in the individual chapters of this book.

(CL 637/01; Internet/04) 7/04

Page 201—Paragraph 63, lines 4 to 5; read:

water, is shown from a white tower with a red cupola and two white dwellings nearby on Cape May Point.  
(51/03 CG5; LL/03) 7/04

Page 205—Paragraph 87, line 8; read:

of 30 feet. For purposes of INTERNATIONAL RULE 10, ...  
(NOS 12214) 7/04

Page 205—Paragraph 90; strike out.

(NOS 12304) 7/04

Page 212—Paragraph 182, lines 14 to 17; read:

Fairton; thence in 1990-September 2003, shoaling to less than 1 foot to Bridgeton.  
(BPs 181891-92; NOS 12304) 7/04

Page 233—Paragraph 73, line 6; read:

bridge at Mile 8.5 has a reported clearance of 133 feet, and an ...  
(CL 1839/03) 7/04

Page 251—Paragraph 26, lines 11 to 15; read:  
marking the channels.

(CL 1411/01; NOS 12254) 7/04

Page 301—Paragraph 135, lines 4 to 5; read:

south of the pier has depths of about 10 feet. Except in emergencies, ...  
(50/03 CG5; LL/03) 7/04

Page 302—Paragraph 148, line 11; read:

entrance, has a clearance of 25 feet. In October 2003, a replacement fixed highway bridge was under construction with a design clearance of 44 feet. A rock awash is on ...  
(CL 1766/03; 43/03 CG5) 7/04

**COAST PILOT 4            35 Ed 2003            Change No. 21  
LAST NM 6/04**

Page 10—Paragraph 170, line 7; read:

operating 24 hours a day. (See Internet website: <http://www.weather.gov/>) Marine services are also provided...  
(Internet/04) 7/04

Page 98—Paragraph 1117; read:

(a) The draws of the Christa McAuliffe bridge, SR3, mile 1.0, across the Canaveral Barge Canal need only open daily for vessel traffic on the hour and half-hour from 6 a.m. to 10 p.m.; except that from 6:15 a.m. to 8:15 a.m. and from 3:10 p.m. to 5:59 p.m., Monday through Friday, except Federal holidays, the bridge need not open. From 10:01 p.m. to 5:59 a.m., everyday, the bridge shall open on signal if at least three hours notice is given to the bridge tender. The bridge

**COAST PILOT 4 (Continued)**

shall open as soon as possible for the passage of tugs with tows, public vessels of the United States and vessels in distress.

(CL 1743/03; FR 11/19/03) 7/04

Page 275—Paragraph 38, lines 7 to 8; read: In September 2003, the controlling depth was 2.8 feet in the channel with 6.5 feet in the middle of the basin.

(BP 181861) 7/04

Page 286—Paragraph 190, lines 6 to 9; read: end of the bay to a boat basin at Swanquarter. In September 2003, the controlling depth in the entrance channel and in the basin was 7.9 feet. The channels through Swanquarter Bay are...

(BP 181923) 7/04

Page 305—Paragraph 88, lines 7 to 8; read: the Intracoastal Waterway; in September 2003, the midchannel controlling depth was 6.1 feet. Both channels are subject to...

(BP 181929) 7/04

Page 407—Paragraph 72, lines 6 to 10; read: marked by buoys. In July 2003, the controlling depth was 4.5 feet (6.3 feet at midchannel); thence in 1986, the midchannel controlling depth in Rockhouse Creek was 7 feet; thence in July 2003, the controlling depth was 12.0 feet to the ...

(BPs 181463-74) 7/04

**COAST PILOT 5                    31 Ed 2004                    Change No. 4  
LAST NM 1/04**

Page 450—Paragraph 80, lines 5 to 6; read: drawbridge regulations). Severe tidal rips have been reported under the bridge. **Extreme caution is advised:** Water and current conditions at the Leeville Bridge may represent a hazard to navigation. Tide and other high water exchanges that may occur in the channel under the bridge pose the potential to create conditions that could cause vessels to lose adequate navigational control and impact the bridge or associated structures. Vessels traveling this waterway must be alert for high current conditions, the influence it may have on their vessel and the ability of the vessel to transit the waterway and under the bridge with power and steering capable of responding to possible high current conditions. The vessel operator must also report any incidents involving the vessel and any contact with the bridge or associated structures.

(CL 1781/03) 7/04

Page 494—Paragraph 193, line 14; read: **tables 161.12, 161.35(b), and 161.35(c).**  
(NOS/03) 7/04

**COAST PILOT 5                    31 Ed 2004                    Change No. 5**  
Page 119—Paragraph 1636, line 3 to Paragraph 1638; read: Notice (Entry (7) to Table 160.206).

(d) [Suspended]

(e) [Suspended]

(FR 5/22/03; CL 1105/03) 7/04

Page 122—Paragraph 1688, lines 8 to 12; read: of Canada by fax at 315-764-3235 or at 315-764-3200.

(FR 5/22/03; CL 1105/03) 7/04

Page 122—Paragraph 1689, line 4 to Paragraph 1694; read: Captain of the Port (COTP).

(d) [Suspended]

(FR 5/22/03; CL 1105/03) 7/04

Page 122—Table 160.206; item 8, read:

(8) [Suspended]

(FR 5/22/03; CL 1105/03) 7/04

Page 123—Paragraphs 1701 to 1703; read:

(c) [Suspended]

(FR 5/22/03; CL 1105/03) 7/04

**COAST PILOT 6                    33 Ed 2003                    Change No. 24  
LAST NM 1/04**

Page 262—Paragraph 601, lines 6 to 14; read: range. In May-September 2003, the controlling depths were 15.9 feet (18.3 feet at midchannel) in the entrance channel through the mouth of the river (except for shoaling to 11.6 feet in the right outside quarter at the mouth and to the turning basin with gradual shoaling to 8 feet at the head of the project), thence 17 to 18 feet in the turning basin with lesser depths in the SW and NW corners. The channels in this harbor are ...

(DDs 4275-80; DDs 4729-31) 7/04

Page 358—Paragraph 221, lines 1 to 6; read:

In August-October 2003, the controlling depth was 25.1 feet (28.4 feet at midchannel) in the dredged entrance channel and through the outer harbor basin to naturally deep water in Pere Marquette Lake (except for shoaling to 16.6 feet in the right outside quarter of the entrance channel just NW of the end of the S breakwater and to 20.1 feet in the right outside quarter of the channel about 0.25 mile above the outer end of the S pier.) In 1997, depths of ...

(DDs 4710-11) 7/04

Page 359—Paragraph 247, lines 6 to 7; read:

is subject to extensive shoaling. In August 2003, the controlling depth was 8.9 feet between ...

(DD 4543) 7/04

Page 360—Paragraph 259, lines 7 to 9; read:

August 2003, the controlling depths were 24 feet (27 feet at midchannel) in the entrance, through the outer basin and between the piers to Muskegon Lake (except for shoaling to

**COAST PILOT 6 (Continued)**

21.3 feet in the right outside quarter of the entrance channel, just W of the end of the south breakwater.)

(DDs 4554-55) 7/04

Page 369—Paragraph 332, line 1 to Paragraph 333, line 3; read:

In May-October 2003, the controlling depth was 16.2 feet (21 feet at midchannel) in the entrance and through the outer basin to Lake Macatawa; thence in October 2002-October 2003, the controlling depths were 18.8 feet (21 feet at midchannel) to Superior Point, thence 16.3 feet (19.4 feet at midchannel) to just above the turning basin, with 16 to 18 feet in the basin, thence 12.5 feet (16.4 feet at midchannel) to the head of the project.

A dredged settling basin extends 900 feet upstream from the upper limit of the project in Macatawa River. In June 2003, the basin had depths of 3.6 to 6 ...

(DD 4253; DDs 4724-28; DDs 3700-3703) 7/04

Page 482—Paragraph 70, lines 5 to 6; read:

In July 2003, the controlling depths were 6.1 feet in the left outside quarter of the entrance channel with shoaling to bare in the remainder of the channel to the stilling basin, thence 5.6 feet through the stilling basin to the ...

(DD 4713) 7/04

Page 482—Paragraph 77, lines 5 to 6; read:

lights. In September 2003, the controlling depth in the channel was 12.6 (14.7 feet at ...

(DD 4715) 7/04

Page 486—Paragraph 133, lines 5 to 8; read:

respectively. In September 2003, the midchannel controlling depth was 5.2 feet in the entrance channel to the basin, thence 9 to 10 feet was available in the basin (except for lesser depths along the NE edge and W corner.)

(DD 4712) 7/04

Page 494—Paragraph 235, lines 3 to 6; read:

2003, the controlling depth in the W channel was 20.4 feet to Buoy 8 (except for lesser depths to 18.9 feet along the edges), thence 17.9 feet to the head of the project (except for lesser depths to 16.8 feet in the S corner.)

(DDs 4763-64) 7/04

**COAST PILOT 6            33 Ed 2003            Change No. 25**

Page 320—Paragraph 174, lines 6 to 11; read:

piers by lights. In August 2003, the controlling depths were 6.4 feet (7.1 feet at midchannel) from the bay to about 1.1 miles above the outer ends of the piers, thence 2.9 feet to the Route 23 highway bridge (except for shoaling to 0.5 foot in the left half of the channel just below the bridge.)

(DDs 4769-73) 7/04

Page 355—Paragraph 173; read:

In October 2003, the controlling depths were 21.1 feet (22 feet at midchannel) in the entrance, through the outer basin

and between the piers to the inner basin (except for lesser depths to 18.8 feet in the left outside quarter of the entrance channel just off the outer end of the N breakwater and to 10 feet in the right outside quarter of the entrance channel just off the outer end of the S breakwater), thence 16 to 18 feet in the inner basin (except for lesser depths to 12.7 feet in NW corner and to 13.4 feet in the NE corner), thence 9.9 feet in the anchorage area. In October 2003, the area N of the entrance channel in the outer basin had a depth of 20 feet with lesser depths to 13.3 feet in the SE corner and the area S of the entrance channel in the outer basin had a depth of 20 feet with lesser depths to 14.5 feet along the SW edge and to 16.6 feet in the E corner.

(DDs 4774-75) 7/04

Page 374—Paragraph 372, line 6 to Paragraph 373, line 12; read:

light. Turning basins are on the N side of the channel just below the junction with Paw Paw River and on the SE side of the channel below the Twin Cities Bicentennial Bridge. A canal extends through the mouth of the Paw Paw River and continues E to Riverview Drive.

In April-August 2003, the controlling depths were 17.8 feet (21 feet at midchannel) in the entrance channel and between the piers to the CSX Railroad bridge (except for shoaling to 8.7 feet in the right outside quarter of the channel, just NW of the Waterfront Marina entrance and shoaling to 15 feet in the right half of the channel just below the CSX Railroad bridge), thence 11.3 feet (15.4 feet at midchannel) to the junction with Paw Paw River, thence 8.5 feet (12.2 feet at midchannel) in the canal to the head of the project. The turning basin on the N side of the channel had depths of 11 to 14 feet and the turning basin on the SE side of the channel had depths of 6.5 to 11 feet. The canal and the area of the junction ...

(DDs 4544-46) 7/04

Page 497—Paragraph 290, lines 6 to 10; read:

2003, the controlling depth was 13.1 feet in the entrance channel to the inner basin (except for shoaling to 9.1 feet in the left half of the channel off the N end of the E pier), thence 6.2 feet in the E inner channel and 4.7 feet in the S inner channel. The S inner channel ...

(DD 4762) 7/04

**COAST PILOT 7            35 Ed 2003            Change No. 20  
LAST NM 5/04**

Page 222—Paragraph 3993, line 9; read:  
Makai Test Range during testing phases.

**§334.1420 Pacific Ocean off Orote Point, Apra Harbor, Island of Guam, Marianas Islands; small arms firing range.**

(a) *The danger zone.* The waters within an area delineated by a line joining the following positions:

Latitude	Longitude
13°26'03.9"	144°37'38.3"

## COAST PILOT 7 (Continued)

13°25'26.0"	144°36'14.2"
13°24'51.2"	144°36'31.9"
13°25'28.7"	144°37'59.1"
13°25'43.2"	144°38'09.5"

(b) *The regulations.*

(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.

(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.

**§334.1430 Apra Inner Harbor, Island of Guam; restricted area.**

(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 latitude 13°26'32.1"N., longitude 144°39'02.8"E., and thence to the northern tip of a small island at latitude 13°26'40.2"N., longitude 144°39'28.1"E., and thence to the northwest corner of the point of land at latitude 13°26'28.1"N., longitude 144°39'52.5"E.

(b) *The regulations.*

(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.

(2) The regulations in this section shall be enforced by Commander Naval Forces Marianas and such agencies as he may designate.

(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.

(33 CFR 334; NOS 81054) 7/04

Page 300—Paragraph 161, lines 1 to 3; read:

Two radio ...  
(CL 1676/03) 7/04

Page 468—Paragraph 81, line 5; read:

boats, both are 22 meters in length with white hulls and ...  
(CL 1627/03) 7/04

Page 468—Paragraph 81, line 9 to Paragraph 82, line 2; read:

communication can be made by calling "Puget Sound Pilots" on VHF-FM channel 13.

Pilotage should be arranged between 0800 and 1700 at least 24 hours in advance of inbound ETA through the ves-

sel's agent, by direct ...  
(CL 1627/03) 7/04

Page 470—Paragraph 121, line 14; read:  
(48°19'06"N., 122°50'38"W.), 97 feet above the water is ...  
(49/03 CG13; LL/03) 7/04

Page 472—Paragraph 163, line 1; read:  
**Ediz Hook Light** (48°08'25"N., 123°24'08"W.), 60 feet ...  
(49/03 CG13; LL/03) 7/04

Page 475—Paragraph 199, line 1; read:  
**Point Wilson Light** (48°08'39"N., 122°45'17"W.), ...  
(49/03 CG13; LL/03) 7/04

Page 479—Paragraph 247, line 6; read:  
**Patos Island Light** (48°47'20"N., 122°58'17"W.), 52 feet ...  
(49/03 CG13; LL/03) 7/04

Page 507—Paragraph 31, line 1; read:  
**Point Wilson Light** (48°08'39"N., 122°45'17"W.), 51 ...  
(49/03 CG13; LL/03) 7/04

Page 517—Paragraph 123, line 6; read:  
(47°34'35"N., 122°25'14"W.), 39 feet above the water, is ...  
(49/03 CG13; LL/03) 7/04

Page 548—Paragraph 395, line 4; read:  
land. **Robinson Point Light** (47°23'17"N. 122°22'28"W.), ...  
(49/03 CG13; LL/03) 7/04

Page 549—Paragraph 421, line 5; read:  
**Browns Point Light** (47°18'22"N., 122°26'35"W.), 38 feet above the ...  
(49/03 CG13; LL/03) 7/04

**COAST PILOT 7      35 Ed 2003      Change No. 21**

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

Page 315—Paragraphs 89 to 90; read:

**Local Regulations**

**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 Tank Vessel Escort Regulations. Failure to be in compliance may result in unsafe transits, transit delays, and fines. Excerpts from the regulations are below. The full text of the regulations can be found on the internet at [www.dfg.ca.gov/ospr/organizational/msb/regulations/regulations.htm](http://www.dfg.ca.gov/ospr/organizational/msb/regulations/regulations.htm), 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 ves-

**COAST PILOT 7 (Continued)**

sel 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.

(CL 1598/03) 7/04

Page 315—Paragraph 97, lines 5 to 6; read: registered with the Clearing House.

(CL 1651/03) 7/04

Page 315—Paragraph 98, line 4; read: the tank vessel shall report to the Clearing House any ...

(CL 1651/03) 7/04

Page 315—Paragraph 98, lines 8 to 10; read: waters of the state. For purposes of ...

(CL 1651/03) 7/04

Page 316—Paragraphs 103 to 108; read:

(d) This subchapter (except for this Subsection 851.4(d)) shall not apply to tankers with double hulls, as that term is defined in 33 CFR 157.03, when the tanker also has the following:

(1) Fully redundant steering and propulsion systems to include:

(A) two independent propulsion systems each with a dedicated propeller, engine (or motor), electrical generation system, electrical system (including the switchboard), fuel system, lube oil system, and any other system required to provide the vessel with independent means of propulsion; and

(B) two independent rudders each with separate steering systems; and

(C) the propulsion and steering components, as described in Subsection (A) and (B) above, shall be arranged in separate spaces, such that a fire or flood in one space will not affect the equivalent system in the other spaces(s); and

(D) a bow thruster with an assigned power source;

(2) A Navigation System in compliance with the federal navigational equipment requirements set forth in 33 CFR Sections 164.35, 164.37, 164.38(b), 164.40, 164.41, 164.42, and 164.43.

(3) No exemption to this subchapter shall be allowed for a tanker requesting a U.S. Coast Guard Captain of the Port letter of deviation, pursuant to 33 CFR Sections 164.51, 164.53, and 164.55.

(4) The Administrator may require tankers that are exempt from this subchapter under the conditions outlined in Subsection (d) to periodically demonstrate the tanker and crew's ability to maneuver in response to a partial or total loss of propulsion and/or steering at a level of safety at least equal to that of an escorted tanker.

(See **33 CFR 157**, chapter 2, for regulations for Tank Vessels Carrying Oil in Bulk and Maneuvering Performance Capability, and **33 CFR 164**, chapter 2 for Navigation Safety Regulations.)

(CL 1598/03; CL 1651/03) 7/04

**COAST PILOT 7 35 Ed 2003 Change No. 22**

Page 316—Paragraph 122, lines 3 to 6; read: sufficient size and capability, as specified in sections 851.9 (for tankers) and 851.9.1 (for barges) (not carried in this Coast Pilot).

(CL 1651/03) 7/04

Page 317—Paragraph 136, line 2; read: required in section 851.9 (for tankers) or 851.9.1 (for barges);

(CL 1651/03) 7/04

Page 317—Paragraph 149, lines 3 to 4; read: notify the Clearing House that the plan has been reviewed, and shall inform the Clearing House of the ...

(CL 1651/03) 7/04

Page 317—Paragraph 152, line 2; read: enumerated in subsection 851.5.1(a), as well as a schematic ...

(CL 1651/03) 7/04

Page 317—Paragraph 153, lines 7 to 9; read: is no pilot on board, the master shall notify the Clearing House when the Checklist has been completed and shall inform the Clearing House of the tugs that have ...

(CL 1651/03) 7/04

Page 318—Paragraph 156, lines 2 to 4; read: complete the checklist and electronically send the completed form to the master and the Clearing House:

(i) before the vessel's estimated time of arrival to the San Francisco Bay Pilotage area, or

(ii) before the vessel's arrival at the San Francisco Bay Precautionary Area, or

(iii) after the vessel's departure from its last Port of Call.

(CL 1598/03; CL 1651/03) 7/04

Page 318—Paragraph 158, line 2; read: Checklist as cited in subsection 851.5.1(d) and ...

(CL 1651/03) 7/04

Page 318—Paragraph 158, lines 6 to 8; read: notify the Clearing House that the planning process has been completed, and shall inform the Clearing House of the tugs that have been chosen for the escort.

(CL 1651/03) 7/04

Page 318—Paragraph 162, line 2; read: adequate, the pilot shall notify the Clearing House, ...

(CL 1651/03) 7/04

Page 318—Paragraph 167, lines 3 to 6; read: is submitted to the Clearing House within 14 days after the transit covered by the Checklist. The master, pilot, ship's agent or vessel owner/operator may send the copy to the

**COAST PILOT 7 (Continued)**

Clearing House. A copy of the Checklist ... (CL 1651/03)	7/04	Page 255—Paragraph 219 to Paragraph 220, line 1; read: (c) Every dredge or floating plant.	
Page 318—Paragraph 169, line 5; read: vessel's name and position to the Clearing House, ... (CL 1651/03)	7/04	<b>Non Participant</b> Vessels that do not fall into the active or passive user categories such as fishing boats, yachts, and recreational ... (CL 1804/03)	7/04
Page 318—Paragraph 172, lines 4 to 5; read: tank vessel shall report the following to the Clearing House: (CL 1651/03)	7/04	Page 256—Paragraph 246, lines 2 to 6; read: the <b>VTS Users Manual</b> is available on board the vessel when operating within the VTS area. The manual is available at no charge from Executive Director, Marine Exchange of Southern California, P.O. Box 1949, San Pedro, CA 90733, phone ... (CL 1804/03)	7/04
Page 319—Paragraph 186, lines 3 to 4; read: the Clearing House upon arrival at the following locations: (CL 1651/03)	7/04	Page 258—Paragraph 266, lines 11 to 13; read: as high-rise apartment buildings. (CL 1804/03)	7/04
Page 319—Paragraph 192, lines 2 to 3; read: written casualty report with the Clearing House within 72 hours of occurrence. The Clearing House shall ... (CL 1651/03)	7/04	Page 258—Paragraph 272, line 4; read: <b>through 165.13 and 165.1152</b> , chapter 2, for limits ... (CL 1804/03)	7/04
<b>COAST PILOT 7</b>	<b>35 Ed 2003</b>	<b>Change No. 23</b>	
Page 254—Paragraph 201, lines 1 to 2; read: The <b>Marine Exchange</b> of Southern California records, classifies, and disseminates information ... (CL 1804/03)	7/04	Page 259—Paragraph 282; strike out. (CL 1804/03)	7/04
Page 254—Paragraph 203, lines 8 to 9; read: recorded by the Marine Exchange of Southern California; please contact the Marine Exchange for more ... (CL 1804/03)	7/04	Page 264—Paragraph 365, line 6; read: cargo; operated by Pacific Container Terminal. Two marked ... (CL 1804/03)	7/04
Page 255—Paragraph 205, lines 2 to 5; read: mandatory service and a federally mandated Vessel Movement Reporting System (VMRS), and is designed to enhance navigational safety in the main approaches to the ports of Los Angeles and Long Beach. Mandatory participation and monitoring of VHF-FM channel 14 is required by state and federal ... (CL 1804/03)	7/04	<b>COAST PILOT 7</b>	<b>35 Ed 2003</b>
Page 255—Paragraph 211, line 7 to Paragraph 212, line 1; read: basins.		Page 242—Paragraph 14, lines 2 to 4; read: a fishing pier extending 400 yards to seaward. (CL 1753/03)	7/04
<b>Active User (VMRS)</b> The following vessels are required to comply with ... (CL 1804/03)	7/04	Page 244—Paragraph 54, line 10; read: pilots are made by telephone (dispatch 619-233-3096) or (office 619-233-3094), fax (619-233-3095), or by ... (CL 1753/03)	7/04
Page 255—Paragraph 215, line 3 to Paragraph 216, line 1; read: power.		Page 245—Paragraph 57, line 1; read: Tugs to 3,500 hp are available from commercial operators ... (CL 1753/03)	7/04
<b>Passive User (VTS)</b> These vessels are required to monitor VHF-FM ... (CL 1804/03)	7/04	Page 245—Paragraph 59, line 26; read: 619-557-5370 during normal business hours and 619-557-5132, 24-hours a day. (CL 1753/03)	7/04
		Page 245—Paragraph 62, line 10; read: 619-686-6346 or fax 619-686-6354. (CL 1753/03)	7/04

## COAST PILOT 7 (Continued)

- Page 245—Paragraph 64, line 5; read:  
regulations.) A series of floating protection barriers,  
anchored by lighted buoys, surrounds the Naval facility  
within the security zone. **Security zones** are in effect around  
all cruise ships entering, leaving, and berthed at the Port of  
San Diego. (See **165.1 through 165.8, 165.30, 165.33, and**  
**165.1108**, chapter 2 for limits and regulations.)  
(CL 1110/03; NOS 18773;  
35/03 CG11; CL 1753/03) 7/04
- Page 246—Paragraph 72, line 3; read:  
1,120 feet of berthing space; 31 feet alongside; ...  
(CL 1753/03) 7/04
- Page 246—Paragraph 73, line 3; read:  
2,580 feet of berthing space; 34 to 35 feet alongside; ...  
(CL 1753/03) 7/04
- Page 246—Paragraph 74, line 3; read:  
space; 41 feet alongside; deck height, 13 feet; one ...  
(CL 1753/03) 7/04
- Page 246—Paragraph 76, line 4 to Paragraph 77; read:  
height, 13 feet; about 188 acres of paved open storage;  
receipt and shipment of general cargo and automobiles in  
foreign and domestic trade.  
**San Diego Unified Port District, National City Marine**  
**Terminal, Berths 24-3, 24-4, and 24-5:** concrete bulkhead;  
1,000 feet of berthing space and 35 to 37 feet alongside at  
Berths 24-3 and 24-4; 1,025 feet of berthing space and 42  
feet alongside at Berth 24-5; deck height, 13 feet; receipt and  
shipment of general cargo and automobiles in foreign and  
domestic trade.  
(CL 1753/03) 7/04
- Page 274—Paragraph 527, line 7; read:  
from 0600 to 0200 daily.  
(CL 1752/03) 7/04
- Page 396—Paragraph 134, lines 6 to 7; read:  
bascule bridge. In September 2003, the controlling depth  
was 16 feet (17 feet at midchannel) to the basin, thence 16  
feet ...  
(BP 181838) 7/04
- Page 396—Paragraph 135, lines 3 to 6; read:  
across the slough from **Barview**. In September 2003, the  
controlling depth was 16 feet (17 feet at midchannel) from  
the entrance to the basin, thence depths of 8 to 16 feet were  
available in the basin with lesser depths along the N edge.  
The basin is used by commercial ...  
(BP 181838) 7/04
- Page 415—Paragraph 42, line 7; read:  
Notice to Mariners for controlling ...  
(CL 998/03) 7/04
- Page 415—Paragraph 43, lines 20 to 21; read:  
Lewiston, Idaho. (See Notice to Mariners for controlling  
depths.) Additional information ...  
(CL 998/03) 7/04
- COAST PILOT 7 35 Ed 2003 Change No. 25**
- Page 261—Paragraph 309, line 7; read:  
POLARIS and VEGA, have yellow hulls and white cabins ...  
(DD 4723) 7/04
- Page 261—Paragraph 309, line 23; read:  
with the ladder about 2 meters above the water, and a ...  
(DD 4723) 7/04
- Page 374—Paragraph 145, line 1; read:  
**Cape Mendocino Light** (40°26'23"N., 124°24'22"W.), ...  
(48/03 CG11) 7/04
- COAST PILOT 8 25 Ed 2003 Change No. 14**  
**LAST NM 1/04**
- Page 15—Paragraph 387, line 3 to Paragraph 388, line 3;  
read:  
bathymetric map are referred. The tidal datum of **Mean**  
**Lower Low Water** has been used as Chart Datum along the  
east, west, and Gulf coasts, including the coasts of Alaska,  
Hawaii, the West Indies and other United States and United  
Nations islands of the Pacific.  
Mean Lower Low Water is defined as the arithmetic mean  
...  
(CL 68/03; NOS/03) 7/04
- Page 43—Paragraph 251, line 2; read:  
elemental when carried in bulk.  
*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".  
(FR 08/19/02) 7/04
- Page 43—Paragraph 261, line 4; read:  
country and that is not engaged in commercial service.  
*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.  
*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.  
(FR 08/19/02) 7/04
- Page 44—Paragraph 301; read:  
(iv) Passport number; and  
(16) Name of vessel's charterer.  
(FR 08/19/02) 7/04

**COAST PILOT 8 (Continued)**

Page 127—Paragraph 343, line 7; read:  
of Fawn Island. A 3.25-fathom (6 m) spot is 0.8 mile SW  
and a 2.25-fathom (4.1 m) spot is 0.5 mile SE of Fawn ...  
(CL 2179/02) 7/04

Page 268—Paragraph 28; read:  
Distances Between United States Ports (available on the  
internet only at <http://chartmaker.ncd.noaa.gov/nsd/ports.html>.)  
(01/03 CG7) 7/04

**COAST PILOT 8            25 Ed 2003            Change No. 15**

Page 251—Paragraph 252, lines 4 to 7; read:  
that has a project depth of the 27 feet. In March 2003, the  
controlling depth in the dredged section from Frederick  
Sound to Lighted Buoy 53 was 19.7 feet (20.8 feet at mid-  
channel); thence in 1993, 23 feet (24 feet on the centerline)  
to Scow Bay, except for ...  
(BPs 181452-55; NOS 17375) 7/04

Page 251—Paragraph 252, lines 11 to 12; read:  
thence in March 2003, 21.7 feet in the dredged ...  
(BP 181451) 7/04

Page 255—Paragraph 322, line 4; read:  
feet long. In March 2003, depths of 9 to 15 feet were avail-  
able ...  
(BP 181450) 7/04

Page 333—Paragraph 97, line 5; read:  
Marine Protected Area, about 4.6 miles SW from Cape ...  
(CL 1618/03) 7/04

Page 347—Paragraph 23, line 3; read:  
**Kakul Rock**, with 2 fathoms over it, is 275 ...  
(CL 1618/03) 7/04

Page 347—Paragraph 26, line 2; read:  
by a daybeacon, is 175 yards from the NW side of Kakul  
Narrows, ...  
(CL 1618/03; LL/03) 7/04

Page 347—Paragraph 27, lines 1 to 2; read:  
**Channel Rocks** extend about 300 yards N of the NE end  
of Kakul Narrows. The largest rock is ...  
(CL 1618/03) 7/04

Page 347—Paragraph 27, lines 5 to 8; read:  
(57°22'26"N., 135°41'01"W.), 27 feet above the water, is  
shown from a skeleton tower with a red triangular daymark.  
A rock that bares is close N of the light.  
(CL 1618/03; LL/03) 7/04

Page 347—Paragraph 28, lines 5 to 7; read:  
flat. **Haley Rocks** is a group of three rocks in the entrance,  
extending about 0.3 mile from the S shoreline and baring at

the lowest tides. **Haley Anchorage**, ...  
(CL 1618/03) 7/04

Page 347—Paragraph 32, lines 3 to 4; read:  
In March 2002-June 2003, the controlling depths were  
reported to be 24.0 feet in the N half and 16.8 feet in the S  
half of the channel. The channel ...  
(CL 1618/03) 7/04

Page 347—Paragraph 32, line 6; read:  
marks a rock, covered 16.8 feet, and the other marks the ...  
(CL 1618/03) 7/04

Page 348—Paragraph 37, line 4; read:  
depth of 1.1 fathoms. **West Francis Rock**, marked by a ...  
(CL 1618/03) 7/04