

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 43 Ed 2011 Change No. 12
LAST NM 22/11

Page 188—Paragraph 3368; insert after:

§165.1184 Safety Zone; Coast Guard Use of Force Training Exercises, San Pablo Bay, CA

(a) *Location.* This safety zone will apply to the navigable waters in the San Pablo Bay, and will encompass an area beginning at position

- 38°01'44"N., 122°27'06"W.;
- 38°04'36"N., 122°22'06"W.;
- 38°00'35"N., 122°26'07"W.;
- 38°03'00"N., 122°20'20"W. (NAD 83) and back to the starting point.

(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.

(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.

(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.

(2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or the COTP's designated representative.

(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.

(FR 5/5/11) 27/11

Page 296—Paragraph 89, lines 1 to 3; read:

In 2010, the controlling depth was 10 feet (20 feet at mid-channel) in the dredged channel to the highway bridge; general depths of 15 to 18 feet were available in ...

(DD 19212) 27/11

Page 386—Paragraph 348, line 13 to Paragraph 349, line 1; read:

Lighted Buoy E and the entrance to Carquinez Strait.

A **regulated navigation area** has been established in San Pablo Bay N of the Pinole Shoal Channel. (See **33 CFR 165.1184**, chapter 2, for limits and regulations.)

General and naval anchorages are in San Pablo ... (FR 5/5/11) 27/11

COAST PILOT 7 43 Ed 2011 Change No. 13

Page 302—Paragraph 186; insert after:

New graphic titled **Vessel Operating Procedures for Los Angeles/Long Beach (Best Maritime Practices)** from back of this Subsection.

(L-542-2011) 27/11

Page 385—Paragraph 343, lines 7 to 12; read:

the bridge. In 2011, the controlling depth was 3 feet at mid-channel from the channel entrance to the mouth of the creek, thence 2 feet at midchannel to the turning basin, with 2 feet in the basin. The channel entrance is ...

(DD 19560-61) 27/11

Page 514—Paragraph 123, lines 9 to 11; read:

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 NW of the NW corner of the ...

(H 11751; DD 18690) 27/11

Page 515—Paragraph 146, lines 5 to 6; read:

lights. In 2007, the controlling depth in the entrance and basin was 16 feet with 12 feet alongside the berths. About 660 berths, electricity ...

(H 11751; DD 18690) 27/11

Page 523—Paragraph 246, line 17; read:

Gasoline, diesel fuel, water, ice, and marine supplies are available at Friday ...

(DB-19422-small) 27/11

COAST PILOT 7 43 Ed 2011 Change No. 14

Page 166—Paragraph 2715, line 6 to Paragraph 2720, line 11; read:

engaged in commerce, must have a satellite navigation receiver with—

(1) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(2) Position updates derived from satellite information

during each usable satellite pass.

(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 46450.4-P, 1 or No. DOT-TSC-RSPA-80-16, 1). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Coast Guard Deputy Commander for Operations (CG-DCO), 2100 2nd St, SW., Stop 7471, Washington, DC 20593-7471. After reviewing the application, the Commandant ...

(FR 6/2/11) 27/11

Page 166—Paragraphs 2726 to 2729; strike out.

(FR 6/2/11) 27/11

Page 209—Paragraph 3932; insert after:

§165.1335 Security Zone; Vessels Carrying Hazardous Cargo, Sector Columbia River Captain of the Port Zone.

(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.

(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.

(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).

(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.

(FR 5/17/11) 27/11

Page 296—Paragraph 88, line 6; read:
microphone five times on VHF-FM channel 81A. A prominent ...

(22/11 CG11; LL/11) 27/11

Page 412—Paragraph 74, line 13; read:
and a sound signal. The horn is activated by keying the

microphone five times on VHF-FM channel 81A. Small rocks extend from Mooring Rock to ...

(22/11 CG11; LL/11) 27/11

Page 444—Paragraph 187, line 2; read:
hard sand and rock covered 4 to 25 feet and marked by breakers. The reef extends ...

(H 11981; DD 19508) 27/11

Page 444—Paragraph 188, line 1; read:
South Reef, with a least depth of 8 feet, is a S continuation of ...

(H 11981; DD 19508) 27/11

Page 444—Paragraph 191, lines 8 to 9; read:
buoys. Between the jetties, numerous submerged rocks lie along the outside of the charted entrance channel limits.

(H 11981; DD 19508) 27/11

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:

1. Maintain a 24-hour bridge watch by an English speaking licensed deck officer monitoring VHF-FM Channel 16.
2. Make frequent checks to assure vessel is not dragging anchor.
3. When winds exceed 40 knots, have the propulsion plant ready to bring on line on short notice and make another anchor ready to let go.
4. Provide 15-minute advance notice to the respective pilot station (inside anchorages) or to VTS (outside anchorages) before heaving anchor to get underway.

General Anchoring Guidelines

Outside the Federal breakwaters:

1. All anchorages outside the Federal breakwater will be managed and monitored by the Vessel Traffic Service (VTS).
2. 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.

Inside the Federal breakwaters:

1. All anchorages inside the Federal breakwater will be managed and monitored by the Long Beach and/or Los Angeles Pilot Station.

Under-Keel Clearance

Minimum clearances (between the deepest point on the vessel and the bottom in still water conditions) are established for these ports and depend upon transit/anchor location.

1. Between Los Angeles Lighted Whistle Buoy 3 and Los Angeles Main Channel Lighted Buoy 11, and between Long Beach Channel Approach Lighted Whistle Buoy and Long Beach Channel Lighted Buoy 3, minimum under-keel clearance before correction for roll and pitch is 10 percent of vessel's draft.

2. In the channel between Los Angeles Main Channel Lighted Buoy 11 and position off of designated berth, and in the channel between Long Beach Channel Lighted Buoy 3 and position off of designated berth, minimum under-keel clearance is 1.5 feet (.46 meter).
3. Shifts via outer harbor between Los Angeles and Long Beach, minimum under-keel clearance is 3 feet (.91 meter).
4. Larger vessels require more under-keel clearance.
5. In the final approach to the berth, and while at berth, the vessel must always remain afloat.
6. Terminal or vessel operators may require minimum under-keel clearances that are more restrictive than the above guidelines.

Reduced Visibility

In Los Angeles/Long Beach harbors Standards of Care exist for movements in reduced visibility. The definition of reduced visibility is dependent upon vessel type and size, but generally ranges from 0.5 nautical mile to 1.0 nautical mile. Special provisions providing equivalent safety levels may permit some operation in reduced visibility. Whenever visibility inside the Federal breakwater is less than 0.5 mile, the respective Vessel Traffic Center (VTC) will impose one-way traffic where appropriate.

General guidelines for movements in reduced visibility without a pilot are:

1. Masters must make a positive evaluation of factors including, but not limited to, traffic in the harbors, planned transit speeds, vessel maneuverability, quality of the vessel's navigation systems, availability of assist tugs, and other special circumstances.
2. Vessels 1600 GT or greater shall make the following broadcast to the VTS on VHF-FM 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*."
3. A safety broadcast shall also be made on VHF-FM Channel 13, and the vessel shall coordinate its movement with the appropriate Vessel Traffic Center (VTC).

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