UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 44 Ed 2012 Change No. 15
LAST NM 24/12

Chapter 4—Paragraph 148; read:

Special anchorages are in Newport Bay. (See **110.1 and 110.95,** chapter 2, for limits and regulations.) Assignments are made by the harbormaster.

(FR 4/16/12; LNM 18/12 CG11) 26/12

Chapter 7—Paragraph 31; read:

Fanny Shoal, 9.8 miles NW of Farallon Light and 14 miles SW of Point Reyes, is 2 miles in extent and covered 2 to 30 fathoms. **Noonday Rock**, covered 3¼ fathom, rises abruptly from 20 fathoms and is the shallowest point of the shoal; it is the principal danger in the N approach to San Francisco Bay. A lighted bell buoy is about 0.7 mile W 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.

(H 11965; DD 18422; NOS 18645) 26/12

Chapter 7—Paragraph 42; read:

Duxbury Reef, extending 1.2 miles SE 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 S of the point; a lighted whistle buoy is about 2 miles S of the point. Great care must be exercised in passing this area.

(H 12111; DD 19762) 26/12

Chapter 7—Paragraph 290; read:

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 S 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 NE at 37°53'16"N., 122°23'18"W.

(H 11641; DD 21230; LNM 18/12 CG11) 26/12

Chapter 7—Paragraph 485; read:

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 N 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 transportation. The port has a 124 metric ton capacity mobile harbor crane that will handle container cargo.

(L 636-2012) 26/12

Chapter 10—Paragraph 195; read:

Regulated navigation areas have been established in the waters of the Willamette River in the Port of Portland's Terminal 4 and above Marquam Bridge, extending above Ross Island Bridge. (See **165.1 through 165.3, 165.1326 and 165.1337**, chapter 2, for limits and regulations.)

(FR 4/2/12; LNM 21/12 CG13) 26/12

Chapter 12—Paragraph 86; read:

Smith Island, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long. The E end is low, but rises abruptly to an elevation of 55 feet at its W end, terminating in a white perpendicular cliff composed of sand and gravel. A rocky bank, covered with kelp, extends about 2 miles W of the island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile W 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°19'06"N., 122°50'38"W.), 97 feet above the water is shown from a 50-foot skeleton tower near the W extremity of the island.

(LNM 13/12 CG13) 26/12

Chapter 13—Paragraph 257; read:

Hood Canal Bridge, a pontoon highway bridge crossing the canal between Termination Point and Salsbury Point W of Port Gamble has two fixed openings; the clearance of the W opening is 35 feet, and that of the E 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 and works on channel 13; call sign, WHD 721. (See **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 N and S of the bridge; anchoring should not be attempted in this area.

(L 714-2012; L 401-2012; LL 08/12 CG13) 26/12