

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 45 Ed 2013 Change No. 7 LAST NM 9/13

Chapter 2—Paragraphs 2539 to 2540; read:

⁽²⁵³⁹⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽²⁵⁴⁰⁾ (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, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources indicated in this section.

(FR 01/16/2009)

11/13

Chapter 2—Paragraphs 2542 to 2545.02; read:

⁽²⁵⁴²⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(2542.01)(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.

^(2542.02)(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.

^(2542.03)(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.

^(2542.04)(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.

^(2542.05)(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.

^(2542.06)(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.

⁽²⁵⁴³⁾(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.

⁽²⁵⁴⁴⁾(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.

⁽²⁵⁴⁵⁾ (c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU, England].

^(2545.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(2545.02)(2) [Reserved]

(FR 01/16/2009)

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COAST PILOT 7 45 Ed 2013 Change No. 8

Chapter 10—Paragraph 89; read:

⁽⁸⁹⁾ In 2012, the midchannel controlling depth was 11 feet to the turning basin, thence 5 in the turning basin, thence 8 feet to the end of the project. There are general depths of about 5 feet above the railroad bridge; this part of the **Skipanon River** is used for logging operations. The channel to the turning basin is marked by a **198°30'** lighted range; lights mark the channel entrance.

(DD 22618)

11/13

Chapter 14—Paragraph 223; read:

⁽²²³⁾ **Kawaihae**, 3.5 miles N of Puako, is a commercial deepwater harbor basin in the N part of Kawaihae Bay. The basin is protected by stone revetment and fill on the S and by a breakwater, marked by lights, on the W. The entrance channel is marked by a **120°** lighted range, lighted and unlighted buoys. A small-boat basin, just N of the main basin, had a controlling depth of 3 feet in 2011. The breakwater on the W side of the small-boat basin is marked by a light at the S end. A dock and surfaced ramp are in

the basin.

(DD 22720; NOS 19330)

11/13

Chapter 14—Paragraph 408; read:

⁽⁴⁰⁸⁾ **Manele Small-Boat Harbor**, protected by a breakwater on the S side, is in the NW corner of the bay. A light marks the end of the breakwater. A dredged channel marked by private buoys, leads from Manele Bay N of the breakwater thence SW to a mooring basin. (See Local Notice to Mariners and latest edition of chart for controlling depths.) When entering the harbor, local conditions dictate staying well to the right side of the entrance channel. The prevailing winds blow from the E 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 NW 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.

(DD 22713)

11/13

Chapter 14—Paragraph 701; read:

⁽⁷⁰¹⁾ **Nawiliwili Small-Boat Harbor** is on the SW 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 N 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 S side of the harbor.

(DD 22719)

11/13