



U.S. Department of
Homeland Security

United States Coast Guard



**FOURTEENTH COAST GUARD DISTRICT
LOCAL NOTICE TO MARINERS**

SPECIAL EDITION

00/08

MISSION

The mission of the Coast Guard Aids to Navigation (ATON) program is to provide all users a reliable, cost-effective system of aids to navigation that will assist them in fixing their vessel's position, determine a safe course to steer and avoid unseen dangers to the degree of accuracy appropriate to the level of risk. The Fourteenth Coast Guard District Aids to Navigation and Waterways Management Branch is responsible for federal aids to navigation, regulates private aids to navigation, issues Local Notice to Mariners, approves federal and private Aids to Navigation projects, and reviews navigable waterways to ensure they conform to the lateral marking system. To service these federal aids, the Fourteenth Coast Guard District employs three cutters and one Aids to Navigation Team.

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AIDS TO NAVIGATION

CAUTION WHEN USING AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system 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 to navigation. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of the 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 affixed to sinkers by varying lengths of chain, and the fact that the buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits, which occur more than a year apart. Due to the forces of nature, the position of the buoy body can be expected to shift inside and outside the charted symbol. The mariner is also cautioned that buoys may be extinguished or sound signals may not function as the result of natural causes, collisions, or other accidents. For the foregoing, **A PRUDENT MARINER MUST NOT RELY SOLELY UPON THE 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 buoys always risks a collision with the yawing buoy or the obstruction the buoy marks.

INTERFERENCE WITH AIDS TO NAVIGATION

Coast Guard operated aids to navigation are frequently damaged, defaced, or destroyed by vandals. The primary targets for vandals are usually buoys and lights on structures located on the ends of jetties and breakwaters. This type of irresponsible activity not only creates a serious condition for the mariner, but also increases the cost to the taxpayer. In accordance with Title 33, Code of Federal Regulations, Subpart 70.01; "No person shall obstruct or interfere with any aid to navigation established and maintained by the Coast Guard, or any private aid to navigation established and maintained in accordance with Title 33, Code of Federal Regulations, Parts 64, 66, or 67. Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and be subject to a fine not exceeding the sum of \$500 for each offense, and each day during such violation shall continue shall be considered a new offense." All citizens are requested to report sightings of any vandalism to the nearest Coast Guard unit; local law enforcement authority; or by calling Commander, Fourteenth Coast Guard District (dpw) at (808) 541-2316.

REPORTING OF AN AIDS TO NAVIGATION DISCREPANCY

Vessel operators are required to notify the Coast Guard of any marine casualty or accident, including damage or destruction of aids to navigation, by the Marine Investigation Regulations, Title 46 Code of Federal Regulations, Section 4.05-20, with penalty for noncompliance. Frequently, aids to navigation are allided with; causing damage and displacement or complete loss, without the knowledge of the Coast Guard. The result is diminished protection for marine traffic and is attributable in large part to the failure of vessel operators to furnish notice of these allisions to the nearest local Coast Guard unit as required by law and regulation. All vessel operators who witness another vessel or individual damage or destroy an aid to navigation, or if an aid is not watching properly in accordance with the Coast Guard Light List, should report the incident to the nearest Coast Guard unit.

To report a destroyed or inoperative aid to navigation, contact your nearest Coast Guard unit, Coast Guard Sector Honolulu at (808) 842-2600 / 2601, Sector Guam at (671) 339-6100, or Coast Guard District Fourteen at (808) 541-2316.

Report the following:

- The name or location of the aid, and Light List number if known.
- The day and time that the aid was noticed discrepant.
- What is wrong with the aid.
- Your name and phone number or vessel name and call sign.
- If known, who / what destroyed or damaged the aid.

PRIVATE AIDS TO NAVIGATION

The term private aids to navigation (ATON) includes all marine aids to navigation operated in the navigable waters of the United States other than those operated by the Federal Government. Private Aids to Navigation (ATON) include lighted structures and day beacons, lighted and unlighted buoys, RACONS and fog signals. Almost half of the aids to navigation established in the Fourteenth District are operated and maintained by private interests. These interests include private citizens, marina and yacht clubs, municipal and state governments, construction and dredging companies, research and non-profit organizations, beachfront associations, and large industrial concerns.

No person, public body or instrumentality not under the control of the Commandant, exclusive of the Armed Forces, shall establish and maintain, discontinue, change or transfer ownership of any aid to maritime navigation, without first obtaining permission to do so from the Commandant and the Army Corps of Engineers.

Owners contemplating establishing such buoys should review CFR 33 Part 66 and contact the appropriate authority, usually the Army Corps of Engineers, to determine what additional requirements may exist. Additionally, private aids on navigable waters regulated by the federal government require either a Coast Guard permit or Coast Guard letter of no objection. The application for a letter of no objection or for a permit, form CG-2554, can be obtained by writing or faxing the Private ATON Manager at the address and phone number given below, or via the website at <http://www.uscg.mil/d14/dpw>.

The Private ATON Manager provides applicants assistance in processing their paperwork. Federal regulations governing aids to navigation, copies of permits previously issued to the applicant, illustrations of standard markings, and lists of commercial ATON manufacturers are available. Questions and requests should be directed to:

Commander (dpw)
Fourteenth Coast Guard District
300 Ala Moana Boulevard, 9-216
Honolulu, HI 96850-4982
Attn: Private ATON Manager
Tel: (808) 541-2317
Fax: (808) 541-2309

U.S. Army Corps of Engineers
Honolulu District
Building 230
Ft. Shafter, HI 96858-5440
Attn: CEPOH-EC-R
Phone: (808) 438-9258

Mariners are reminded that they have a responsibility to report discrepant private aids to the nearest Coast Guard unit. The failure of a mariner to report a discrepant aid to navigation may result in casualties to others. All aids to navigation in the Fourteenth District, both private and federally maintained, are user monitored. When owners receive discrepancy reports from the Coast Guard, they are obligated to take immediate action to correct the discrepancy. Owners are reminded of their responsibility for the proper operation and maintenance of their private aids to navigation. All classes of private aids to navigation shall be maintained in proper operating condition. They are subject to inspection by the Coast Guard at any time and without prior notice. The Coast Guard issues broadcast notice to mariners for reported discrepancies that remain in effect until the discrepancy is corrected or is published in the Local Notice to Mariners.

FISH AGGREGATING DEVICE (FAD) BUOY INFORMATION AND DISCREPANCIES

The State of Hawaii has placed Fish Aggregating Devices (FADs) in the waters surrounding the main Hawaiian Islands. These buoys attract schools of tuna and other important pelagic fishes, such as dolphinfish (Mahi-mahi), wahoo (Ono), and billfish. FADs allow fishermen to easily locate and catch these species. The buoys are anchored using approximately 2.5 miles of mooring line, which creates a very large swing circle. Mariners are advised that these buoys may maneuver anywhere from three to five miles from their charted positions.

Mariners requesting up to date information concerning Hawaiian Islands FAD Buoys, or reports of discrepancies, may visit the Hawaii FAD web site at: <http://www.hawaii.edu/HIMB/FADS/>, contact Mr. Warren Cortez at (808) 848-2939, or send written correspondence to:

Mr. Warren Cortez
Hawaii Institute of Marine Biology
Fish Aggregating Devices Program
1 Sand Island Road
Honolulu, HI 96819

Mariners requesting up to date information concerning Guam's FAD Buoys, or reports of discrepancies, may visit the Guam FAD web site at: <http://www.guamdawr.org/aquatics>, contact Mr. Brent Tibbats at (671) 735-3987, or send written correspondence to:

Mr. Brent Tibbats
Guam Department of Agriculture
Division of Aquatics and Wildlife Resources
163 Dairy Road
Mangilao, Guam 96913

NOAA BUOYS

The National Oceanic and Atmospheric Administration (NOAA) National Data Buoy Center (NDBC) is affiliated with the National Weather Service (NWS). NDBC designs, develops, operates, and maintains a network of data collecting buoys and coastal stations. Moored buoys are the weather sentinels of the sea. They are deployed in the coastal and offshore waters from the western Atlantic to the Pacific Ocean around Hawaii, and from the Bering Sea to the South Pacific. NDBC's moored buoys measure and transmit barometric pressure; wind direction, speed, and gust; air and sea temperature; and wave energy spectra from which significant wave height, dominant wave period, and average wave period are derived. Even the direction of wave propagation is measured on many moored buoys. In addition to their use in operational forecasting, warnings, and atmospheric models, moored buoy data are used for scientific and research programs, emergency response to chemical spills, legal proceedings, and engineering design.

NDBC's fleet of moored buoys includes 6 types: 3-m, 10-m, and 12-m discus hulls; 6-m boat-shaped (NOMAD) hulls; and the newest, the Coastal Buoy and the Coastal Oceanographic Line-of-Sight (COLOS) buoy. The choice of hull type used usually depends on its intended deployment location and measurement requirements. To assure optimum performance, a specific mooring design is produced based on hull type, location, and water depth. Some deep ocean moorings have operated without failure for over 10 years.

Information regarding the National Data Buoy Center as well as real time buoy weather observations can be viewed at: <http://www.ndbc.noaa.gov/>.

LOCAL NOTICE TO MARINERS

The Fourteenth District Local Notice to Mariners (LNM) is the primary source of information for mariners while the Broadcast Notice to Mariners (BNM) provides supplementary, last minute information. Although individual articles refer to specific charts and/or publications, it is the responsibility of users to decide which of their charts and/or publications require corrections.

To standardize the system throughout the U.S. Coast Guard, the following format has been adopted:

•SECTION I: SPECIAL NOTICES

Information that affects a wide segment of the maritime public or is otherwise especially noteworthy with regard to particular events and general developments in navigation.

•SECTION II: DISCREPANCIES - DISCREPANCIES CORRECTED

Lists the aids to navigation that are not operating as published in the Light List or indicated on nautical charts. Also listed will be discrepancies that have been corrected since their publication in the last Local Notice to Mariners.

•SECTION III: TEMPORARY CHANGES AND CORRECTIONS

Lists the aids to navigation that have a change of a temporary nature. In addition, temporary changes which have been corrected since their publication in the last Local Notice to Mariners will be listed.

•SECTION IV: CHART CORRECTIONS

Corrective action affecting charts is contained in section IV where chart corrections and new editions of charts are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Related charts, if any, have their own correction, which in turn pertain to a single chart only. A chart correction followed by: (Temp) indicates that it is temporary in nature; P indicates that it is preliminary, and that permanent corrective action will appear in a future Local Notice to Mariners; the letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. Courses and bearings are given in degrees clockwise from 000° T. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

•SECTION V: ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

Contains advance notice of approved projects, or significant changes that are scheduled for a certain date of accomplishment. It may also contain notices of forthcoming temporary changes, such as dredging.

•SECTION VI: PROPOSED CHANGES IN AIDS TO NAVIGATION

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids were established have changed. Some of the conditions that are considered include environmental changes i.e. (shoaling), type and amount of vessel traffic, and increases in aid and equipment technology. When changes occur, the feasibility of improving, relocating, replacing or discontinuing the aid is considered. Comments are requested, and should be addressed to:

Commander (dpw)
Fourteenth Coast Guard District
300 Ala Moana Boulevard, 9-216
Honolulu, HI 96850-4982

All comments submitted should include the following information:

1. Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night.
2. Where practicable, the type of navigating devices (such as compasses, radio direction finder, radar, loran, and search-lights) with which vessels is equipped.
3. The number of passengers and type, quantity, and value of cargo involved.
4. A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement.

•**SECTION VII: GENERAL**

Information concerning salvage operations, anchorages, restricted areas, bridge information, public notices and hearings, regattas, large ship launching or maneuvering, routine gunnery exercises, or other matters of marine information which do not specifically fit into another section of the Local Notice to Mariners.

•**SECTION VIII: LIGHT LIST CORRECTIONS**

Lists the corrections to the USCG Light List Vol. VI. Pacific Coast and Pacific Islands.

•**SECTION IX: ENCLOSURES**

Coast Pilot corrections or additional information promulgated by various state and federal government agencies.

EMERGENCY PROCEDURES

INTERNATIONAL DISTRESS SIGNALS

All mariners should be familiar with the International Distress Signals and procedures, for recognition, self-reliance or in the event of distress where the captain and officers may have been incapacitated. Short-range distress signals, limited in range of visibility or audibility, are:

"SOS" (··· -- ···) signal made by audio or visual means.

International Flag Code "NC" (November Charlie flag hoist).

Hoisting any square flag with a ball, or anything resembling a ball, above or below it.

Flames made visible (as burning oil in a barrel).

A meteor, parachute or hand held flare showing a red light.

Rockets or shells, throwing red stars, fired one at a time in short intervals.

Orange smoke as emitted from a distress flare.

A gun or other explosive device fired at about one minute intervals.

Continuous sounding of any fog signal device.

Slowly and repeatedly raising and lowering arms outstretched to each side.

(EPIRB) signals transmitted by emergency position indicating radio beacons.

A signal sent by radiotelephone consisting of the spoken word "MAYDAY".

Radiotelegraph alarm signal.

Radiotelephone alarm signal.

A high intensity white light flashing at regular intervals from 50 to 70 times per minute (Inland Waters only).

The preceding distress signals are contained in the NAVIGATION RULES (COMDTINST M16672.2D) Rule 37 and described in Annex IV.

RADIOTELEPHONE (VOICE) DISTRESS MESSAGE

Periodically, mariners in distress or having knowledge of another vessel in distress do not give all the information required by the International Radio Regulations and by the Federal Communications Commission. This often makes it impractical to start a search and could very well lead to loss of life. Use of proper format is vital in the transmission of marine distress messages. The urgency of the situation places a premium on brevity and clarity. The Coast Guard strongly recommends that all mariners learn the distress message format and transmission procedures.

EMERGENCY INFORMATION:

The Distress Call has absolute priority over all other transmissions and shall not be addressed to any particular station. Any mariner hearing a Distress Call shall immediately cease all transmissions capable of interfering with the distress message and shall continue to listen on the frequency which the call was heard.

When in distress, observing another vessel in difficulty or hearing a distress call, supply the following information to the Coast Guard unit that answers your call:

1. Your position, and (if possible) the bearing and distance of the vessel in difficulty. If these are not available, provide the most recently logged GPS position or the ship's position relative to a geographic point with as much detail as possible.
2. Nature of distress or difficulty.
3. Number of persons aboard the vessel in distress (if known).
4. Description of the vessel in distress or difficulty.
5. Your intentions, course, speed, etc.
6. Your radio call sign, name of your vessel, radio listening frequency and schedule.

SPEAK SLOWLY AND CLEARLY

COMMUNICATIONS

NON-EMERGENCY CALLS

If you need information or assistance from the Coast Guard (other than in a distress situation), call the Coast Guard on Channel 16 (156.8 MHz) VHF-FM. In this situation you will normally be shifted to a common working frequency allowing the distress and calling frequency to remain open. The shift frequency normally will be from Channel 16 (156.8 MHz) to Channel 22A (157.1 MHz). *REMINDER: Channel 16 is a Distress and Calling Frequency. All conversations should be shifted to an appropriate working frequency after contact is established.

UNDERSTAND AND FOLLOW THESE PROCEDURES AT ALL TIMES:

Channel 16 may ONLY be used for Distress calling. Keep all calls as short as possible.

It is illegal to use Channel 16 for radio checks. If requesting a radio check, use Channel 16 to hail the nearest Coast Guard Unit. Once the Coast Guard Unit acknowledges your hail, request Coast Guard Unit to switch and answer Channel 22A. Once Coast Guard Unit answers on Channel 22A, you may now request a radio check. The Coast Guard Unit will respond accordingly.

Before transmitting, listen long enough to be sure there is not a distress in progress and to also ensure you will not interfere with another station making a call.

Children should be instructed how to operate the radio in case of an emergency, but they also must be taught that it is NOT a toy, or a land telephone, or CB circuit (some adults need to be reminded of this also).

NO unnecessary communications of any kind are permitted on VHF. General "chit-chat" is not permitted.

If assigned, use your FCC assigned call letters at the beginning and end of each transmission sequence.

Never use a Telephone Credit Card on your VHF to the Marine Operator. Other people can hear your number. Use only a Marine Telephone Identification Number (MIN).

To determine whether or not your vessel's VHF radio MUST be licensed go to the FCC Maritime Mobile Services website, <http://wireless.fcc.gov/marine/>, or call (888) 225-5322.

FALSE DISTRESS CALLS

Sending a false distress signal is prohibited and violators will be prosecuted. 14 United States Code 88 (c) states:

"An individual who knowingly and willingly communicates a false distress message to the Coast Guard or causes the Coast Guard to attempt to save lives and property when no help is needed is:

- (1) guilty of a class D felony;
- (2) subject to a civil penalty of \$5,000 and
- (3) criminal fee of \$250,000
- (4) six year imprisonment
- (5) liable for all costs the Coast Guard incurs as a result of the individual's action."

The Coast Guard and other agencies treat all distress calls as real until proven otherwise. Hoax calls put rescue personnel at risk; divert rescuers from real distress calls, and wastes public funds. Mariners who have information regarding a suspected "hoax" distress call should contact their nearest Coast Guard facility or your local law enforcement agency.

BROADCAST NOTICES TO MARINERS (BNM)

The United States Coast Guard broadcasts marine safety information on VHF-FM Channel 22A (157.1 MHz) and on 2670 KHz single sideband (SSB). 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) and/or 2182 KHz, mariners are instructed to shift to VHF-FM Channel 22A simplex (157.1 MHz) or 2670 KHz respectively. Operators of vessels who plan to transit U.S. waters and who do not have VHF radios tunable to the United States Channel 22A are urged to obtain the necessary equipment. As a minimum, they should continually monitor 2182 KHz for following a preliminary call on VHF-FM Channel 16 (156.8 MHz), mariners are instructed to shift to VHF-FM Channel 22A or 2670 kHz respectively. The broadcast times are daily at 0145W, 0700W, 0745W, 1100W, 1345W, 1900W, 1945W, 2300W.

CHANGE IN COAST GUARD LONG – RANGE RADIO FREQUENCIES

Effective January 01, 2005, the Coast Guard changed the radio frequencies used for initial single sideband voice contact with its long-range communication facilities to the following:

NEW SHIP/SHORE

4125
6215
8291
12290

Frequencies are carrier frequencies and in kilohertz. Use is authorized for initial contact and distress traffic only. Frequency for follow-on non-distress-related single sideband voice communications shall be as mutually arranged on initial contact. For further information see http://www.navcen.uscg.gov/marcomms/high_frequency/call.htm.

NOAA WEATHER RADIO

NOAA Weather Radio broadcasts National Weather Service warnings, watches, forecasts and other hazard information 24 hours a day. Each National Weather Service office tailors its broadcast to suit local needs. Routine programming is repeated every few minutes and consists of the local forecast, regional conditions and marine forecasts. Additional information, including river stages and climatic data is also provided. During emergencies, routine broadcasts are interrupted for warnings, watches and other critical information. Forecasts for Hawaiian Waters (Coastal waters) within 100 miles of the shorelines and inter-island channels along with waters within 1,000 miles of Honolulu are broadcast directly from the National Weather Service Forecast Office, Honolulu. Radio transmitters are located on Kokee, Kauai; Mt. Kaala, Oahu; Mt. Haleakala, Maui; Kulani Cone, Hawaii; South Point, Hawaii; Kaneohe, Oahu; and Hawaii Kai, Oahu.

HAWAII

TRANSMITTER	CALLSIGN	FREQ (MHz)	NWS PROGRAMMING OFFICE
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HAWAII [KULANI CONE]	KBA99	162.550	HONOLULU, HI
HAWAII [SOUTH POINT]	WWG27	162.550	HONOLULU, HI
KANEOHE	WWH21	162.400	HONOLULU, HI
KAUAI [KOKEE]	KBA99	162.400	HONOLULU, HI
MAUI [MT. HALEAKALA]	KBA99	162.400	HONOLULU, HI
OAHU [MT. KAALA]	KBA99	162.550	HONOLULU, HI

GUAM

<u>TRANSMITTER</u>	<u>CALLSIGN</u>	<u>FREQ (MHz)</u>	<u>NWS PROGRAMMING OFFICE</u>
GUAM TRANSMITTER	WXM85	162.400	GUAM, GU

NORTHERN MARIANA ISLANDS

<u>TRANSMITTER</u>	<u>CALLSIGN</u>	<u>FREQ (MHz)</u>	<u>NWS PROGRAMMING OFFICE</u>
SAIPAN (MT. TOPOCHAU)	WXM86	162.550	GUAM, GU

EMERGENCY POSITION INDICATING RADIOBEACON (EPIRB)

Emergency Position-Indicating Radio Beacon (EPIRB) is designed to save your life if you get in trouble, by alerting rescue authorities and indicating your location. An EPIRB emits a radio signal that can be used to locate mariners in distress. Search and Rescue Satellite Aided Tracking (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 the signal is validated and possible rescue efforts begin.

NOTE: Mariners should ensure that their EPIRB is in working condition and stowed properly at all times to avoid non-distress emissions. In case of accidental activation, contact Coast Guard District 14 at (808) 541-2500, confirm that your vessel is not in distress and be ready to provide the beacon identification code (a series of letters and number that starts with ADCD or something similar).

Mariners are advised that as of January 1, 2007 the operation of Class A, B, and S EPIRBs (Emergency Position Indicating Radio Beacons) is PROHIBITED. Refer to 47 CFR Parts 80.1051 through 80.1059. These FCC regulations apply to EPIRBs that transmit a distress signal to satellites on the 121.5 / 243 MHz frequencies. EPIRB owners must check the class or type of their beacons carefully, since both the illegal 121.5 MHz EPIRBs and the authorized 406 MHz EPIRBs contain a 121.5 MHz homing signal which is used for direction finding purposes. Also, 121.5 MHz Man Overboard Devices are not affected by these FCC regulations and are still legal for use.

EPIRB REGISTRATION

Mariners are required to register their 406 MHz EPIRBs for quicker confirmation of actual distress, and should ensure that EPIRB registration is current at all times. If you change your boat, address, or primary phone number, you must re-register your EPIRB. If you sell your EPIRB, make sure the purchaser re-registers the EPIRB, or the Coast Guard may contact you if it later becomes activated. Registration can be accomplished online at <http://www.beaconregistration.noaa.gov>, or by calling (888) 212-SAVE. Additional information of EPIRBs can be found at www.navcen.uscg.gov/marcomms/gmdss/epirb.htm.

CHARTS AND PUBLICATIONS

ORDERING NAUTICAL CHARTS

National Ocean Service nautical charts and publications are sold by authorized sales agents located in many U.S. ports and in some foreign ports. Charts and publications may also be obtained directly from the Federal Aviation Administration's National Aeronautical Charting Office, Distribution Division by calling (800) 638-8972. Online orders may be placed at: www.naco.faa.gov, and mail orders should be sent to:

Distribution Division (AVN-530)
 FAA/National Aeronautical Charting Office

10201 Good Luck Rd.
Glenn Dale, MD 20769-9700

Orders should be accompanied by a check or money order payable to the FAA or by providing VISA or MasterCard information. Remittance from outside the United States should be made either by an International Money Order or by a check in U.S. funds drawn on a U.S. bank. Chart catalogs that include a listing of authorized sales agents are free upon request.

NOAA charts are available in both the Print-on Demand and digital raster formats. NOAA and its partner, OceanGrafix, have completed the pilot project for Up-to-Date POD nautical charts. These charts are updated by NOAA each week for the latest NIMA, Coast Guard, and Canadian Notices to Mariners, and for all unpublished critical safety items known to NOAA. OceanGrafix prints charts from these up-to-date digital files. Chart New Editions are available as POD charts 5-8 weeks before their release as a traditional NOAA chart. The box in the lower left corner of each POD chart states the "Additional Corrections Through" to which that chart is updated beyond the corrections done at new edition release time. These POD charts are available through POD chart agents at <http://OceanGrafix.com/>, 1-877-56CHART, susanw@oceangrafix.com. For raster as well as POD charts, contact NOAA at <http://nauticalcharts.noaa.gov>. For questions contact NOAA at help@nauticalcharts.gov.

DATES OF LATEST EDITIONS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated October 1, 2007, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the FAA/National Aeronautical Charting Office, Distribution Division AVN-530, 10201 Good Luck Road, Glenn Dale MD, 20769-9700, by telephone at 1-800-638-8972, or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and newly updated prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>.

LIGHT LIST VOLUME VI

U.S. Coast Guard Light List Volume VI (Pacific Coast and Pacific Islands) is available for sale through the U.S. Government Printing Office (GPO) and can be ordered by phone: (866) 512-1800, via the internet at: <http://bookstore.gpo.gov>, or mail:

Superintendent of Documents
P.O. Box 371954
Pittsburgh, PA 15250-7954

The Light Lists are available to download at the following website: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>.

COAST PILOT 7

The U.S. Coast Pilot 7 is available for sale through the U.S. Government Printing Office (GPO) and can be ordered by phone: (866) 512-1800, via the internet at: <http://bookstore.gpo.gov>, or mail:

Superintendent of Documents
P.O. Box 371954
Pittsburgh, PA 15250-7954

Current editions of the U.S. Coast Pilots are available for download at the following site: <http://nauticalcharts.noaa.gov>.

NAVIGATION RULES

The Navigation Rules establish proper navigation lights and actions to be taken by vessels to avoid collision. The operator of each self-propelled vessel of 12 meters (39.4 feet) or more in length are required to carry on board and maintain for ready reference a copy of the Inland Navigation Rules. Operators are liable for a civil penalty of not more than \$5,000 for failure to comply with this requirement.

The International Rules are applicable seaward of the COLREGS demarcation lines, and the Inland Rules apply inside these lines. The Great Lakes are subject to Inland Rules. The demarcation lines are printed on most navigational charts and are published in the NAVIGATION RULES International-Inland (COMDTINST M16672.2D). The vessel operator is responsible for knowing, understanding and following the applicable navigational rules. Current editions of the Navigation Rules may be ordered through the U.S. Government Printing Office (GPO) by phone: (866) 512-1800, via the Internet at: <http://bookstore.gpo.gov>, or mail:

Superintendent of Documents
P.O. Box 371954
Pittsburgh, PA 15250-7954

HAZARDS TO NAVIGATION

SUBMERGED OBJECTS IN SHALLOW WATERS – CAUTION

Mariners are cautioned regarding the hazard of snags and other submerged objects, particularly in shallow waters. Even in familiar waters, new obstacles may be encountered, and known obstacles may move. Good seamanship dictates low speed and alertness when transiting areas of shallow water.

MARINE CONSTRUCTION SITES - CAUTION

The Coast Guard often receives information regarding marine construction projects involving, for example, dredging, breakwaters, piers and pipelines. This information typically is disseminated via Local and Broadcast Notice to Mariners. The construction sites generally display construction lights until these projects are completed, which serves both to light the site for purposes of construction and to warn the mariner of its existence. Barges and equipment operating in the area are usually held in place by mooring systems extending some distance from the equipment. Mariners should not rely on this equipment or its mooring to be well marked, but should pass all construction sites with caution.

SUBMARINE CABLES AND PIPELINES - CAUTION

Installation of new submarine cables and pipelines are reported in the Local Notice to Mariners; their locations may or may not be charted. Where feasible, warning signs are often erected to warn the mariner of their existence. 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. Certain cables carry high voltages; many pipelines carry petroleum products or natural gas and are under high pressure. Fire or explosion (with injury or loss of life) or a serious pollution incident could occur if they are damaged. Vessels fouling a submarine cable or pipeline should attempt to clear it without undue strain on the cable, anchors or gear; no attempt should be made to cut a cable or pipeline.

REPORTING OIL POLLUTION

A report of a hazardous substance release or oil spill takes only a few minutes. To report a release or spill, contact the federal government's centralized reporting center, the National Response Center, at 1-800-424-8802. The NRC is staffed 24 hours a day by U.S. Coast Guard personnel, who will ask you to provide as much information about the incident as possible. If possible, you should be ready to report the following:

- ◆ Your name, location, organization, and telephone number
- ◆ Name and address of the party responsible for the incident, vessel name
- ◆ Date and time of the incident
- ◆ Location of the incident
- ◆ Source and cause of the release or spill
- ◆ Types of material(s) released or spilled
- ◆ Quantity of materials released or spilled
- ◆ Danger or threat posed by the release or spill
- ◆ Number and types of injuries (if any)
- ◆ Weather conditions at the incident location
- ◆ Any other information that may help emergency personnel respond to the incident

If reporting directly to the NRC is not possible, reports also can be made to the EPA Regional office or the U.S. Coast Guard Sector in the area where the incident occurred. In general, EPA should be contacted if the incident involves a release to inland areas or inland waters, and the U.S. Coast Guard should be contacted for releases to coastal waters, the Great Lakes, ports and harbors, or the Mississippi River. The EPA or U.S. Coast Guard will relay release and spill reports to the NRC promptly.

SUSPICIOUS ACTIVITIES

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS watch and warning unit at (202) 323-3205, toll free at 1-888-585-9078, or by e-mail to nipc.watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-800-424-8802 or local Coast Guard unit.

RESTRICTED AREAS

The U.S. military conducts gunnery and flare exercises throughout the year in specified areas. Prior to commencement of these exercises, the military notifies the respective U.S. Coast Guard Sectors to issue a Broadcast Notice to Mariners (BNM) stating the time, duration, and type of exercise. In addition, a visual and radar search of the area is conducted. During these exercises, small craft that may not be readily visible are advised to remain clear of these areas during these exercises. Individuals are requested to direct their inquiries concerning the times of the exercises to the U.S. Coast Guard Sector covering these areas.

SAFETY ZONES – GENERAL

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. Unless otherwise provided:

- (a) No person may enter a safety zone unless authorized by the Captain of the Port (COTP) or the District Commander.
- (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;
- (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;
- (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, or their on-scene representative, issued to carry out the purposes of this subpart. Violators are subject to civil penalties up to a \$25,000 fine, or a Class D felony.

Specific information concerning presently active safety zones may be found via the internet at:
<http://homeport.uscg.mil>.

SECURITY ZONES – GENERAL

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. 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: (1) Vessels, (2) Harbors, (3) Ports, and (4) Waterfront facilities in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States. Unless otherwise provided:

- (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port or their on-scene representative;
- (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port or their on-scene representative;
- (c) The Captain of the Port or their on-scene representative may take possession and control of any vessel in the security zone;
- (d) The Captain of the Port or their on-scene representative may remove any person, vessel, article, or thing from a security zone;
- (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 or their on-scene representative;
- (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 or their on-scene representative. Violators are subject to criminal penalties up to 10 years imprisonment and a \$10,000 fine.

Specific information concerning presently active security zones may be found via the internet at:
<http://homeport.uscg.mil>.

HI ISLANDS - SOUTH COAST OAHU - HAZARDOUS OPERATIONS - HOT AREAS

FACSFAC Pearl Harbor established a "HOT AREA" named "KAPU" on April 15, 1995, and a "HOT AREA" named "WELA" on March 1, 1997. Both areas have effective hours of 0700W to 2300W Monday-Friday, and on weekends by request (less federal holidays). Activities include intermittent naval gunnery exercises and airborne ordnance drops. "KAPU" is also designated as the emergency jettison area for aircraft with hung stores, etc. Hot area "KAPU" is an area bounded by 20-41N 158-04W, 18-51N 158-24W, 19-08N 159-15W, 20-46N 158-16W, thence to the point of origin. Hot area "WELA" is an area bounded by 19-30N 158-18W, 18-50N 158-26W, 19-08N 159-15W, 19-43N 158-54W, thence to the point of origin. Scheduling authority is FACSFAC Pearl Harbor call sign "HULA DANCER". "HULA DANCER" can be reached on primary 266.4/127.0 MHz, or secondary 336.8/123.4 MHz or telephone (808) 472-7333/7337 and may authorize transits through these areas on a case-by-case basis. No exclusive events involving ordnance will be authorized in areas "KAPU" and "WELA" from 1730W to 0730W unless requests are received no later than three working days prior to event date. Immediate fire evolution Report/Debrief is requested by FACSFACPH with recommendations to improve this evolution.

HI ISLANDS – KAHŌ'OLAWĒ ISLAND RESERVE – FISHING SCHEDULE

The Kaho'olawe Island Reserve is defined as the submerged lands and waters within two nautical miles of the island, and is divided into two zones; Zones A and B. These zones are defined as:

Zone A: Includes the island of Kaho'olawe and all submerged lands and waters between the shoreline of Kaho'olawe and the 30-fathom isobath which surrounds Kaho'olawe (HAR 13-261). Unauthorized entry into Zone A is prohibited at all times except in case of emergency.

Zone B: All waters and submerged lands between the 30-fathom isobath surrounding Kaho'olawe and two nautical miles from the shoreline of the island. Unauthorized entry into Zone B is prohibited at all times except for trolling as authorized by KIRC on the days stipulated by the Open Waters Schedule as listed above or in case of emergency. Trollers must remain underway, making way at all times while in Zone B. All lures or live bait must remain on the water surface. All other fishing, recreation, and any other activities are strictly prohibited. Kaho'olawe and its surrounding submerged lands and waters contain unknown quantities of unexploded ordnance which are hazardous to public health and safety.

Dates issued in the Local Notice to Mariners advertise the Open Waters Schedule for 2007. These waters are CLOSED to all unauthorized persons at all other times. Diving is not permitted. This announcement does not permit entry into Kaula Islet. Additional information can be viewed online at: <http://kahoolawe.hawaii.gov>.

HI ISLANDS – KAUAI - PACIFIC MISSILE RANGE FACILITY (PRMF) BARKING SANDS

The following area is established as a safety zone during launch operations at PMRF, Kauai, Hawaii: The waters bound by the following coordinates:

22-01.2N, 159-47.3W
22-01.2N, 159-50.7W
22-06.3N, 159-50.7W
22-06.3N, 159-44.8W

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 weekly Local Notice to Mariners and Broadcast Notice to Mariners prior to scheduled launch dates. The area described above 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. The general regulations governing safety zones contained in 33 CFR 165.23 apply.

HI ISLANDS – OAHU – KEAHI POINT DANGER ZONE

The Keahi Point Danger Zone is located in ocean waters as described by the below coordinates and is closed at all times to surface craft, swimmers, and divers, with the exception of authorized personnel. The Coast Guard will provide notice of hazardous operations through published weekly Local Notice to Mariners. Additional information may be obtained by contacting Daniel Geltmacher at daniel.geltmacher@usmc.mil (33CFR 334.1370).

The Danger Zone is bounded by the following coordinates:

21-18-21N, 157-59-14W
21-18-11N, 158-00-17W
21-17-11N, 158-00-06W
21-17-22N, 157-59-03W

HI ISLANDS – OAHU - ULUPAU CRATER WEAPONS DANGER ZONE

The Ulupau Crater Weapons Training Range Danger Zone is being revised to encompass a sector extending seaward for 3.8 nautical miles (present definition as per 33CFR 334.1380 is 3,900 yards) between radial lines bearing 001 and 129 degrees true, from a point on Mokapu Peninsula at 21-27-10N, 157-43-45W. Whenever live firing is scheduled and in progress during daylight hours, two large red triangular warning pennants will be flown on the shore at Ulupau Crater. Whenever any weapons firing is scheduled and in progress during periods of darkness, flashing red warning beacons will be displayed on the shore at Ulupau Crater. The Coast Guard will provide notice when the safety zone will be activated through published weekly Local Notice to Mariners. Boaters will have complete access to the Danger Zone whenever weapons firing is not scheduled, which will be indicated by the absence of any warning flags, pennants, or beacons displayed ashore. The danger zone is considered unsafe for mariners whenever live firing is in progress; in such cases boaters shall vacate the zone at best speed and by the most direct route. However, vessels are permitted to expeditiously pass through the danger zone when live firing is in progress; all firing would be temporarily suspended until the vessel has cleared the zone. Additional information may be obtained by calling the MCBH Range Manager (AC/S G-3) at (808) 257-8816/17.

Papahānaumokuākea Marine National Monument

On June 15, 2006, President Bush signed a proclamation that created the Northwestern Hawaiian Islands Marine National Monument (re-named the Papahānaumokuākea Marine National Monument on March 2nd, 2007). The monument will be managed by the Department of the Interior's U.S. Fish and Wildlife Service and the Commerce Department's National Oceanic and Atmospheric Administration, in close coordination with the State of Hawaii.

As provided by Presidential Proclamation 8031, all vessels issued permits to operate in the Papahānaumokuākea Marine National Monument will be required to carry approved Vessel Monitoring Systems (VMS). The Federal Register Notice of July 14, 2006 linked above defines the units approved to meet this requirement. For more information regarding the Monument, including rules, regulations, and boundaries, refer 50 CFR Part 404 or by visiting <http://hawaiireef.noaa.gov/>.

DIFFERENTIAL GPS (DGPS)

To obtain status updates of the Differential GPS broadcast sites at Pahoia, Upolu Point, and Kokole Point, HI, contact the NAVCEN WEST watch stander at (707) 765-7612, or via the Internet at <http://www.navcen.uscg.gov>.

Broadcast Site	Frequency (kHz)	Latitude	Longitude	Range
UPOLU POINT	286	20-14-45 N	155-53-01 W	170 NM
KOKOLE POINT	300	21-59-00 N	159-45-28 W	300 NM
PAHOA POINT	290	19-31-04 N	154-57-43 W	134 NM

INTERFERENCE TO GPS RECEIVERS FROM CONSUMER ELECTRONICS

The U.S. Coast Guard and Federal Communications Commission have ascertained that certain powered VHF/UHF marine television antennas are causing operational degradation in the performance of GPS receivers. This degradation in performance or interference may be realized as a display of inaccurate position information or a complete loss of GPS receiver acquisition and tracking ability. The interference interactions have been reported up to 2000 feet from the interference source. This interference has been associated, in some instances, with temperature extremes or proximity to a television broadcast site.

If you are experiencing recurring outages or degradation of your GPS receiver, these may be caused by one of these antennas on your vessel or nearby. If you have a powered VHF/UHF antenna aboard your vessel, you should perform an on-off test of your TV antenna. If turning off the power to the antenna results in improvement in the GPS receiver performance, the antenna may be the source of interference in the GPS band. In that case, you should contact the manufacturer of the antenna and identify the symptoms. If the test is not positive and the GPS interference persists, you should contact the Coast Guard Navigation Information Service at (703) 313-5900, by email: nisws@navcen.uscg.mil, or through the website at <http://www.navcen.uscg.gov>.

SERVICES

COAST GUARD NAVIGATION CENTER

The Coast Guard Navigation Center (NAVCEN) provides civil users with information about GPS system and satellite status, almanac data, and precise ephemeris data. The NAVCEN also provides information about Differential GPS, Omega, Loran-C, radiobeacons, and Local Notice to Mariners. Information can be obtained through a computer bulletin board, voice status recording, and voice and data broadcasts. NAVCEN personnel are prepared to respond to individual user's inquiries, comments, or concerns regarding civil access to and the use of the GPS system. The NAVCEN Voice Recording telephone number is (703) 313-5907. Civilian users can contact a NAVCEN watchstander at (703) 313-5900 or email, www.navcen.uscg.gov. The NAVCEN information service is used worldwide by civil users to support land, sea and airborne navigation, mapping and geodesy, vehicle location systems, and a wide variety of additional applications. The Bulletin Board System and Voice Status Recording are available 24 hours a day. Watchstanders answer questions by telephone and mail 24 hours a day. For additional information, contact: Commanding Officer, Navigation Center, 7323 Telegraph Road, Alexandria, VA 22310-3998.

FOURTEENTH COAST GUARD DISTRICT AUXILIARY

The Coast Guard Auxiliary is the all-volunteer arm of the United States Coast Guard. USCG Auxiliary members demonstrate their interests in safety on and near America's waterways by teaching safe boating courses, conducting free vessel safety checks, performing a wide array of marine safety-related services, and providing operational patrols underway for the Coast Guard.

The Coast Guard Auxiliary offers courses in boating safety and seamanship to the public. The courses are free, however, there are fees for the materials, which range from \$35.00-\$50.00, depending on the course. For more information concerning boating safety contact Kent Richards at (808) 541-2161; Fax (808) 541-2309. For a Vessel Safety Check (VSC) contact Bruce Takayama at 1-800-818-8724, option 1.

USEFUL WEB SITES FOR THE MARINER

<http://www.uscg.mil/d14/units/msohono/> - Coast Guard Sector Office Honolulu
<http://www.navcen.uscg.gov/> - USCG Navigation Center
<http://www.noaa.gov/> - National Oceanic and Atmospheric Administration (NOAA)
<http://www.uscg.mil/d14/> - Fourteenth District Homepage

S.Brice-O'Hara
Rear Admiral, U. S. Coast Guard
Commander, Fourteenth Coast Guard District

