



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 14

Week: 06/09

February 11, 2009

ISSUED BY:

Commander (dpw)

Fourteenth Coast Guard District
300 Ala Moana Boulevard Room 9-216
Honolulu, HI 96850-4982

Telephone: (808) 535-3409 Night: (808) 842-2600/2601 Fax: (808) 535-3414

Guam: (671) 339-6100

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Email: D14LNM@uscg.mil

Website: <http://www.uscg.mil/d14/cmd/dpw/>

Note:

Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity, possibly beneath the surface. Mariners should proceed with caution.

References:

Light List, Volume VI, Pacific Coast and Pacific Islands, 2007 Edition (COMDTPUB P16502.6).

U.S. Coast Pilot 7, Pacific Coast : California, Oregon, Washington, Hawaii, Pacific Islands 2009 (41st Edition).

Navigation information having been of immediate concern to the mariner, and promulgated by the following broadcasts, have been incorporated in this notice when still significant:

COMCOGARD SECTOR HONOLULU HI BNMs: 084-09 to 090-09

COMCOGARD SECTOR GUAM BNMs: 031-08 to 033-09

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark

FI - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

MSLD SIG - Misleading Signal

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

PACIFIC OCEAN - NATIONAL WEATHER SERVICE BUOY 51004

National Data Buoy Center buoy 51004 is off station and adrift approximately 540NM southwest of Hawaii in position 16-46.2N/164-52.8W. This six meter NOMAD buoy is yellow in color and transmitting hourly positions that can be found on the National Data Buoy Center website at http://www.ndbc.noaa.gov/station_page.php?station=51004.

HI ISLANDS - HAWAII - KEALAKEKUA BAY SAFETY ZONE

In coordination with the State Department of Land and Natural Resources, the Coast Guard Safety Zone enacted on October 16, 2006, is revised to encompass the area within Kealakekua Bay from the shore to a line from the Captain Cook Monument to Hikiou Heiau. Commercial vessel traffic is precluded from operating within this safety zone.

HI ISLANDS - HAWAII - WATERCRAFT TESTING

Liquid Robotics, Inc. will be conducting unattended sea trials of their Wave Glider (TM) vessels for several weeks at a time periodically throughout the year. The Wave Glider is a surfboard with mounted instruments and "submarine" components attached via a 15 foot cable. The sea trials will take place along a designated track off the Kohala Coast, between Waimea Point and Opolu Point, in an area bounded by the following coordinates:

19-57.483N/155-52.905W
19-58.260N/155-51.540W
19-58.690N/155-51.830W
19-58.420N/155-52.280W
19-58.853N/155-52.566W
19-58.330N/155-53.470W

The Wave Glider will be remotely operated and testing will be unattended when the Wave Glider is seaward of the above areas. The Wave Glider will stay at least two miles clear of FAD Buoys XX and ZZ and south of shipping traffic approaching Kawaihae from the northwest. All Mariners are advised to exercise caution within these areas.

HI ISLANDS - OAHU - SUBSURFACE BUOYS

One subsurface buoy has been temporarily deployed near the Sand Island Ocean Outfall Diffuser. The buoy is anchored in 80 meters of water in position 21-16.79N/157-53.94W, floating 10 meters below the surface. Mariners are advised to exercise caution when transiting the area.

HI ISLANDS - OAHU - PEARL HARBOR - DREDGING

Healy Tibbits resumed dredging operations within the Middle Loch, West Loch, South Channel, and Main Channel of Pearl Harbor on January 21, 2008, and will continue until Spring of 2009. Work will be performed from barge WEEKS 544 (150' x 60'). The call sign is WCT8969 and VHF-Ch 69 will be monitored at all times. Mariners are requested to use caution when transiting the area.

HI ISLANDS - OAHU - NORTH OF OAHU - HAZARDOUS OPERATIONS

The military will be conducting a gunnery exercise on February 10, 2009, through February 12, 2009, from 1600W - 2200W daily in an area located within a 10 NM radius of position 22-10N/158-20W. In the interest of safety all vessels not involved in the above event are requested to remain clear of the area during the specified times.

HI ISLANDS - KAUAI - KIKIAOLA LIGHT DRAFT HARBOR - DREDGING

American Marine commenced dredging operations within the Kikiaola Light Draft Harbor, Kauai, on November 24, 2008, and will continue until Spring of 2009. The harbor will be closed from 0730W - 1600W Monday through Friday, but will re-open one hour per day, from 1130W - 1230W. Work will be performed from the spud barge AWB 140, which will be equipped with all around white lights during night operations. The tug AMERICAN EMERALD (call sign WDC6392) will be on scene monitoring VHF-Ch 16. The aids to navigation in this area must be considered unreliable during this time. All vessels are advised to use extreme caution while transiting the area.

PHILIPPINE SEA - MARIANA ISLANDS - FARALLON DE MEDINILLA - HAZARDOUS OPERATIONS

Military units will be conducting live fire training in the Farallon De Medinilla operations area on February 10, 2009, through February 13, 2009, from 0800K - 1700K daily. All vessels are advised to remain clear of a 10 NM radius of the Farallon De Medinilla operations area during this time.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
28275	Kawaihae Harbor Entrance Lighted Buoy 1	LT EXT	19330	083-09	05/09	
29750	Ninini Point Lighted Buoy 2	LT EXT	19383	080-09	05/09	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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None

DISCREPANCIES (PRIVATE AIDS)

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
28382.1	Kahului Boat Ramp Buoy 11	MISSING	19342	102-06	18/06	
28480	Lahaina Boat Basin Lighted Buoy 3	LT EXT	19348	067-09	03/09	
28485	Lahaina Boat Basin Lighted Buoy 4	OFF STA	19348	068-09	03/09	
28490	Lahaina Boat Basin Lighted Buoy 5	LT EXT	19348	069-09	03/09	
28500	Lahaina Boat Basin Lighted Buoy 7	LT EXT	19348	070-09	03/09	
28650	Kaunakakai Small Boat Harbor Buoy 5	MSLD SIG	19353	007-06	03/06	
28665	Kaunakakai Small Boat Harbor Daybeacon Reef	MISSING	19351	009-06	03/06	
29320	Keehi Lagoon Barge Channel Range Rear Light	MISSING	19367	002-08	01/08	
29741.1	Waikaea Channel Light 1	MISSING	19381	326-04	47/04	
29741.2	Waikaea Channel Light 2	DBN DEST	19381	327-04	47/04	
	Fad Site E - Lelewi, Hawaii	MISSING	19320	50-09	52/08	
	Fad Site P - Penguin Bank, Oahu	MISSING	19339	50-09	52/08	
	Fad Site Q - Pauwela Point, Maui	MISSING	19340	50-09	52/08	
	Fad Site Uu - Auau Point, Hawaii	MISSING	19320	216-08	40/08	
	Fad Site Wk - Wailua, Kauai	OFF STA	19381	090-09	06/09	
	Smiling Cove Light 2	LT EXT	81067	159-06	41/06	
	Water Quality Buoy "KN"	LT EXT	19367	84-09	06/09	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
29900	Kikiaola Boat Harbor Range Front Light	DISCONTINUED	19386		48/08	
29901	Kikiaola Boat Harbor Range Rear Light	DISCONTINUED	19386		48/08	
30310	Roi-Namur Island Channel Approach Lighted Buoy 2	Reduced Intensity	81715		44/08	
30315	Roi-Namur Island Channel Lighted Buoy 5	Reduced Intensity			44/08	
	Fad Site AA - Port Allen, Kauai	DISCONTINUED	19381		48/08	
	Fad Site CC - Kaena Point, Lanai	DISCONTINUED	19351	018-09	48/08	
	Fad Site HS - Nakaohu, Maui	DISCONTINUED	19320		48/08	
	Fad Site I - Halona, Kahoolawe	DISCONTINUED	19347		48/08	
	Fad Site LA - Lahaina, Maui	DISCONTINUED	19347	215-08	48/08	
	Fad Site XX - Puako, Hawaii	DISCONTINUED	19327		48/08	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

None

Advance Notice(s)

None

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

HI ISLANDS - HAWAII - CHANGES TO KAILUA AIDS TO NAVIGATION

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the aids to navigation as listed below and their associated waterway. The study focuses on the area's aid to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects.

The Coast Guard is considering altering the light characteristic of Kailua Light (LLNR 28185). The characteristic of the light would change from ISO 6s to FI W 6s.

The Coast Guard is also considering removing the red and green light sectors from Kailua Bay Directional Light (LLNR 28180) and altering the dayboard color to a non-lateral green and white. Additionally, the characteristics would change from a Oc W 4s to FI G 4s.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander (dpw)
Fourteenth Coast Guard District
300 Ala Moana Boulevard Room 9-216
Honolulu, HI 96850
Attn: BM1 Katharine Bogle
(808) 535-3409
Email: Katharine.M.Bogle@uscg.mil

Charts: 530 540 19004 19007 19008 19009 19010 19320 19327 19331

LNM: 02/09

HI ISLANDS - HAWAII - KEAUHOU BAY - WAMS STUDY

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the aids to navigation as listed below and their associated waterway. The study focuses on the area's aid to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects.

The following aids to navigation will be studied:
Keauhou Bay Light (LLNR 28155)
Keauhou Bay Entrance Directional Light (LLNR 28165)
Keauhou Bay Range Front Daybeacon (LLNR 28170)
Keauhou Bay Range Rear Daybeacon (LLNR 28175)

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Officer in Charge
Aids to Navigation Team
400 Sand Island Access Road
Honolulu, HI. 96819
Attn: BMCS Garrett
Email: David.L.Garrett@uscg.mil

Chart 19327

LNM: 52/08

HI ISLANDS - HAWAII - LAUPAHOEHOE HARBOR - WAMS STUDY -

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the aids to navigation as listed below and their associated waterway. The study focuses on the area's aid to navigation system, waterborne commerce, marine casualty information,

port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects.

Laupahoehoe Point Light (LLNR 28020)
Laupahoehoe Harbor Breakwater Light 2 (LLNR 28021)

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Officer in Charge
Aids to Navigation Team
400 Sand Island Access Road
Honolulu, HI 96819
Attn: BMCS Garrett
(808) 842-2851
Email: David.L.Garrett@uscg.mil
Chart 19320

HI ISLANDS - OAHU - PYRAMID ROCK LIGHT - CHANGES TO AIDS TO NAVIGATION

The Coast Guard is considering altering the light characteristics of Pyramid Rock Light (LLNR 28675). Characteristics of the light would change from Oc W 4s to Fl W 6s.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander (dpw)
Fourteenth Coast Guard District
300 Ala Moana Boulevard Room 9-216
Honolulu, HI 96850
Attn: BM1 Katharine Bogle
(808) 535-3409
Email: Katharine.M.Bogle@uscg.mil

Charts: 530 19004 19008 19010 19013 19340 19357 19359

LNLM: 01/09

HI ISLANDS - OAHU - SAMPAN CHANNEL - CHANGES TO AIDS TO NAVIGATION

The Coast Guard is considering changing the light characteristic of Sampan Channel Rear Range Light (LLNR 28825). Currently the light is showing a Fixed lighting characteristic. In an effort to update to a conventional range system, the characteristic of the rear light would change from Fixed to flashing ISO 6s.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Officer in Charge
Aids to Navigation Team
400 Sand Island Access Road
Honolulu, HI 96819
Attn: BMCS Garrett
(808) 842-2851
Email: David.L.Garrett@uscg.mil
Chart 19359

HI ISLANDS - OAHU - HONOLULU HARBOR - CHANGES TO AIDS TO NAVIGATION

The Coast Guard is considering reducing the Honolulu Harbor Range Front Light (LLNR 29815) nominal range from 13 NM to 12 NM and the Honolulu Harbor Rear Range Light (LLNR 29190) nominal range from 15 NM to 13 NM. Currently both lights are showing Fixed lighting characteristics. In an effort to update to a conventional range system, characteristics of Honolulu Harbor Range Front Light would change from Fixed to Quick flashing and the rear light from Fixed to flashing ISO 6s. These lights are operating 24 hours a day on commercial power; they would also be solarized and modified to operate at night only, which would greatly reduce monthly operating costs and prevent the loss of power during outages.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander (dpw)
Fourteenth Coast Guard District

300 Ala Moana Boulevard Room 9-216
Honolulu, HI 96850
Attn: BM1 Katharine Bogle
(808) 535-3409
Email: Katharine.M.Bogle@uscg.mil

Charts: 19327 19330 19357 19367

LNLM: 01/09

HI ISLANDS - MAUI - LAHAINA HARBOR - CHANGES TO AIDS TO NAVIGATION

The Coast Guard is considering reducing the Lahaina Boat Basin Range Front Light (LLNR 28470) nominal range from 13 NM to 11 NM and the Lahaina Boat Basin Rear Range Light (LLNR 28475) nominal range from 13 NM to 12 NM. Currently both lights are showing Fixed lighting characteristics. In an effort to update to a conventional range system, characteristics of Lahaina Boat Basin Range Front Light would change from Fixed to Quick flashing and the rear light from Fixed to flashing ISO 6s.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Officer in Charge
Aids to Navigation Team
400 Sand Island Access Road
Honolulu, HI 96819
Attn: BMCS Garrett
(808) 842-2851
Email: David.L.Garrett@uscg.mil

Chart 19348

HI ISLANDS - MOLOKAI - KAUNAKAKAI HARBOR - CHANGES TO AIDS TO NAVIGATION

The Coast Guard is considering changing the light characteristics of Kaunakakai Harbor Range Front Light (28605) and Kaunakakai Harbor Range Rear Light (28610). Currently both lights are showing Fixed lighting characteristics. In an effort to update to a conventional range system, characteristics of the front light would change from Fixed to Quick flashing and the rear light from Fixed to flashing ISO 6s.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by March 03, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Officer in Charge
Aids to Navigation Team
400 Sand Island Access Road
Honolulu, HI 96819
Attn: BMCS Garrett
(808) 842-2851
Email: David.L.Garrett@uscg.mil

Chart 19351

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

DEPARTMENT OF HOMELAND SECURITY - REPORTS OF 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.

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

TWIC was established by Congress through the Maritime Transportation Act of 2002 (MTSA) and is administered by the Transportation Security Administration (TSA) and U.S. Coast Guard (USCG). TWICs are tamper-resistant biometric credentials that will be issued to ALL USCG CREDENTIALLED MERCHANT MARINERS, as well as workers who require unescorted access to secure areas of ports, vessels, and outer continental shelf facilities.

By April 15, 2009, all USCG credentialed mariners will be required to hold a TWIC in order for their license, Merchant Mariner Document (MMD), Certificate of Registry (COR), or Standards of Training, Certification, and Watchkeeping (STCW) endorsement to remain valid. Failure to obtain a TWIC may result in suspension or revocation of a mariner's credential under 46 U.S.C. 7702 and 7703.

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

To obtain a TWIC, an individual must visit an enrollment center where they will pay the enrollment fee, provide biographic information and a complete set of fingerprints, and sit for a digital photograph. Pre-enrollment is highly encouraged as it is designed to save the applicant time and provides the ability to make an appointment. You will need to pick up your TWIC, after being notified it is ready, at the same enrollment center where you applied. The cost for TWIC is \$132.50 and it is valid for five years. Mariners who already hold a USCG credential may pay a reduced fee of \$105.25, however, their TWIC will then expire when their USCG credential expires.

For more information on the TWIC program including enrollment locations please visit TSA's websites at <http://www.twicinformation.com/twicinfo/index.jsp> or <http://www.tsa.gov/twic>.

Additional information can be found on the Coast Guard's HOMEPORT website at <http://homeport.uscg.mil/twic> or by calling U.S. Coast Guard Sector Honolulu at (808) 522-8264

LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS (LRIT)

On April 29, 2008, the Coast Guard published in the Federal Register Vol. 73, no.83, the final rule that amended 33 Code of Federal Regulations (CFR) Part 169 to implement LRIT requirements in the United States. This rule requires, consistent with international law, certain ships to report identifying and position data electronically and became effective on May 29, 2008. Additionally, it implements an amendment to Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), Regulation 19-1.

Additionally, the U.S. Coast Guard will operate the U.S. National Data Center (NDC), located in Martinsburg, West Virginia, which will become operational on December 31, 2008. The U.S. NDC will be responsible for the collection, dissemination and management of all LRIT data submitted by U.S. flagged vessels subject to the LRIT regulations. In addition, the U.S. NDC will collect foreign flagged vessel LRIT information from other data centers based on LRIT entitlements.

Furthermore, the U.S. has agreed to operate the International Data Exchange (IDE) on an interim basis from December 31, 2008 until December 31, 2011. During this interim period, the IDE will also be operated by the U.S. Coast Guard in Martinsburg, West Virginia.

Beginning January 1, 2009, the U.S. Coast Guard will examine foreign and U.S. flagged vessels subject to the LRIT regulations to determine status of compliance.

U.S. flagged vessel operators subject to the regulations may view information on how to comply by following the Domestic Vessels links on the USCG Homeport website at: <http://homeport.uscg.mil>.

All U.S. flagged vessel operators subject to the LRIT Regulation are encouraged to visit <http://www.navcen.uscg.gov/lrit/default.htm> to review the latest information regarding LRIT implementation and conformance test scheduling.

PUBLICATION - U.S. COAST GUARD LIGHT LIST VOLUME VI AVAILABILITY

The 2007 U.S. Coast Guard Light List Volume VI, updated to LNM week 27/07 (NTM week 29/07) is now available on the Navigation Center internet site (www.navcen.uscg.gov/pubs/lightlists/lightlists.htm). Hard copy editions are now available from the Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402. For pricing, ordering information and availability, please contact the Superintendent of Documents at (866) 512-1800 or online at <http://bookstore.gpo.gov>.

PUBLICATION - U.S. COAST PILOT 7 - NEW EDITION

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009, 41st Edition, is ready for issue and may be obtained from:

Federal Aviation Administration
National Aeronautical Charting Office
Distribution Division, AJW-3550
10201 Good Luck Road
Glenn Dale, MD 20769-9700

and authorized agents of the National Ocean Service. Price \$30.00.

The 2009 Edition cancels the preceding 2008 Edition.

All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient "RECORD OF CHANGES" form on Page V of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Geospatial-Intelligence Agency Notice to Mariners, and on the internet at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

NOAA - RASTER NAVIGATIONAL CHARTS SERVICE RESUMES

NOAA has resumed its full service of providing free weekly updates and new editions of RNCs via the Internet at <http://www.nauticalcharts.noaa.gov>. A list of certified RNC distributors is also available at the above Internet site. Address questions to NOAA at

NOAA - RASTER NAVIGATIONAL CHARTS SERVICE RESUMES

<http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>.

CHARTS / PUBLICATIONS - NATIONAL OCEAN SERVICE - DATES OF LATEST EDITIONS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, is no longer available in printed form. The information that was included in this publication is now only available online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>.

LOCAL NOTICE TO MARINERS - AUTOMATIC NOTIFICATION SERVICE

The USCG publishes the Local Notice to Mariners (LNM) exclusively over the internet in order to improve service and reduce costs. The LNM can be found at www.navcen.uscg.gov/lnm.

Users may now sign up to receive automatic notices via email when current information pertaining to the Local Notice to Mariners, Light List, Summary of Corrections, and other maritime related information is posted. To sign up for this automatic notification service, please visit <http://www.navcen.uscg.gov/lnm/listserver.htm>. Registration is free.

INTERFERENCE TO GPS RECEIVERS FROM CONSUMER ELECTRONICS - GRADE ACTIVE VHF/UHF MARINE TELEVISION ANTENNAS

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>

EMERGENCY POSITION INDICATING RADIO BEACONS

The Coast Guard is reminding mariners to check their boating equipment, because after Feb. 1, 2009, only distress alerts from 406 MHz beacons will continue to be detected and processed by search and rescue satellites worldwide. Older model EPIRBs (Emergency Position Indicating Radio Beacons) that transmit a distress alert on 121.5 MHz or 243 MHz will no longer be monitored by satellite, and are likely to go completely undetected in an emergency. Mariners disposing of their old EPIRB before Feb. 1, 2009 are urged to first remove the battery. Additional information of EPIRBs can be found at www.navcen.uscg.gov/marcomms/gmdss/epirb.htm.

HI ISLANDS DGPS STATUS

To obtain status updates of the Differential GPS broadcast sites at Pahoia, Upolu Point, and Kokole Point, HI, contact the NAVCEN WEST watchstander at (707) 765-7612.

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 ATON includes 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/cmd/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

PRIVATE AIDS TO NAVIGATION

300 Ala Moana Boulevard, 9-216
Honolulu, HI 96850-4982
Attn: Private ATON Manager
Tel: (808) 535-3408
Fax: (808) 535-3414

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 (Mahimahi), 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 Island's FAD Buoys, or reports of discrepancies, may either 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
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 either 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

NAVIGATION INTERNET SITES

Chart Corrections: <http://nauticalcharts.noaa.gov/mcd/updates/index.htm>
Light List Corrections: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>
Coast Pilot Corrections: <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>
NOAA Weather Buoy Sites: <http://www.ndbc.noaa.gov/Maps/rmd.shtml>
Hawaii Weather: <http://www.prh.noaa.gov/pr/hnl/>
Online Chart Viewer: <http://www.nauticalcharts.noaa.gov/mcd/OnLineViewer.html>

(For NOAA Print-on-Demand (POD) charts only)

NOAA, Coast Survey, in partnership with OceanGrafix, LLC, offer mariners official nautical charts continually updated by NOAA cartographers to the latest Notice to Mariners and to all Critical Safety Information known to Coast Survey in advance of its publication in a Notice. From NOAA digital files OceanGrafix prints corrected charts, to order, for sale to mariners through the Oceangrafix retail network. Produced and distributed by authority of NOAA, these charts meet all U.S. Coast Guard chart carriage requirements, including the requirements for updating (Titles 33 & 46 CFR). New Editions are available 2-8 weeks before their release as a traditional NOAA chart.

These new charts feature operational information for the commercial mariner, and educational and safety information for the recreational boater. They have brighter colors and higher contrast for better readability in various light conditions. They come either laminated or on water resistant paper. Customized charts are being introduced.

These POD charts are available through POD chart agents at <http://OceanGrafix.com/>, 1-877-56CHART, or contact NOAA at <http://nauticalcharts.noaa.gov/pod/Pod.htm>. For questions contact NOAA at help@nauticalcharts.gov.

HI ISLANDS - KAHO'OLAWA ISLAND RESERVE COMMISSION - NOTICE OF OPEN WATERS SCHEDULE

HI ISLANDS - KAHO`OLAWE ISLAND RESERVE COMMISSION - NOTICE OF OPEN WATERS SCHEDULE

Notice to Trollers: The dates below mark the Open Waters Trolling Schedule for January through December 2009. Should you have any questions, please contact the Ocean Resources Program at the Kaho'olawe Island Reserve Commission (KIRC) by emailing the Ocean Resources Specialist at dtokishi@kirc.hawaii.gov or by calling 808-243-5889. This information is also posted on the KIRC website at <http://kahoolawe.hawaii.gov>.

0001W Saturdays to 2359W Sundays as follows:

February 21-22; March 07-08, 14-15; April 04-05, 18-19; May 02-03, 16-17; June 13-14, 27-28; July 11-12, 25-26; August 15-16, 29-30; September 12-13, 26-27; October 10-11, 24-25; November 07-08, 14-15; December 12-13, 19-20.

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

Zone A: Includes the island of Kaho`olawe and all the submerged lands and waters between the shoreline of Kaho`olawe and the 30-fathom isobath surrounding 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, ocean recreation, and any other activities are strictly prohibited. All vessels fishing in the Kaho'olawe Island Reserve during the open trolling weekends are required by state law (H.A.R. 13-261) to register and submit catch reports to the KIRC. KIRC will be implementing its new registration and catch report system beginning January 2007. For more information on how to register and where to submit your catch reports, call 808-243-5889.

Warning: Kaho'olawe and its surrounding submerged lands and waters contain unknown quantities of unexploded ordnance that are hazardous to public health and safety.

Authority: (H.R.S. §6K, H.A.R. §13-261)

HI ISLANDS - OAHU - KANEOHE BAY - ULUPAU CRATER WEAPONS DANGER ZONE - HAZARDOUS OPERATIONS

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. 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.

The following are hazardous operations to mariners for February 11, 2009 - February 18, 2009:

Zones 1 (NE Range)

- Feb 11 0700 - 1800
- Feb 12 0700 - 1800
- Feb 13 0700 - 1800
- Feb 14 0700 - 1800
- Feb 15 0700 - 1800
- Feb 16 0700 - 1800
- Feb 17 0700 - 1800
- Feb 18 0700 - 1800

Zones 2 (E Range)

- Feb 11 1700 - 2100
- Feb 12 0800 - 1400
- Feb 13 0800 - 1200
- Feb 14 0800 - 1600
- Feb 15 N/A
- Feb 16 N/A
- Feb 17 N/A
- Feb 18 0800 - 1700

HI ISLANDS - OAHU - KEAHI POINT - HAZARDOUS OPERATIONS

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.

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

HI ISLANDS - OAHU - KEAHI POINT - HAZARDOUS OPERATIONS

21-17-22N/157-59-03W

The following are hazardous operations to mariners for February 11, 2009 - February 18, 2009:

Feb 11 0700 - 1700
Feb 12 0700 - 1700
Feb 13 0700 - 1700
Feb 14 0700 - 1700
Feb 15 0700 - 1700
Feb 16 0700 - 1700
Feb 17 0700 - 1700
Feb 18 0700 - 1700

HI ISLANDS - KAUAI - BARKING SANDS - PACIFIC MISSILE RANGE FACILITY HI AREA - HAZARDOUS OPERATIONS

Intermittent missile firing operations are conducted by the Pacific Missile Range Facility (PMRF), Barking Sands, Kauai, in the Whiskey 188 (W-188) operating area. Operations are conducted periodically throughout each week in an area bound by the following coordinates:

22-02.4N/159-47.3W, 22-00.0N/159-51.0W, 22-00.0N/160-00.0W, 22-02.7N/160-09.1W, 22-03.0N/160-21.0W, 22-05.0N/161-35.0W, 22-56.0N/161-49.0W, 22-45.0N/161-25.0W, 23-57.0N/160-41.0W, 25-41.0N/161-36.0W, 25-47.0N/158-15.0W, 23-54.0N/158-15.0W, 22-20.0N/159-09.0W, 21-58.1N/159-20.5W, 22-13.0N/159-42.0W, 22-00.0N/159-51.0W

Vessels may be requested to alter course due to firing operations and are requested to contact "Missile Range Barking Sands" on HF 2182 KHz, 4491 USB, or VHF-Ch 16 prior to entering the above boundaries. If unable to contact the PMRF prior to entering or while in the warning area, relay messages through U.S. Coast Guard Honolulu. Vessels inbound and outbound for Hawaiian ports will create the least interference to firing operations as well as enhance vessel's safety by passing South of the Islands of Kauai and Niihau during the specified times. Federal law provides for civil penalties of \$32,500 and/or criminal penalties of 6 years in prison for each violation of the PMRF safety zone during the schedule of designated activity (33CFR 165.1406).

The following are hazardous operations to mariners for February 11, 2009 - February 18, 2009:

Feb 11 0001 - 2400 Kaulakahi Channel and Nohili Pt. to 60 NM South through North.
Feb 12 0001 - 2400 Kaulakahi Channel and Nohili Pt. to 60 NM South through North.
Feb 13 0001 - 0200 Kaulakahi Channel and Nohili Pt. to 35 NM South through North.
Feb 14 0730 - 1900 Kaulakahi Channel and Nohili Pt. to 125 NM West through Northeast.
Feb 15 0730 - 1900 Kaulakahi Channel and Nohili Pt. to 125 NM West through Northeast.
Feb 16 0730 - 2400 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.
Feb 17 0001 - 2400 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.
Feb 18 0001 - 2400 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.

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 336.8/132.4 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.

MARINE EVENTS

This section contains information of general concern to the mariner. All event forms must be received no later than noon on Tuesday a week prior to the event. Mariners are advised to use caution while transiting these areas.

HI ISLANDS - OAHU - FIREWORKS DISPLAY

Hilton Hawaiian Village will be conducting a fireworks display in Waikiki on February 13, 2009, from 1900W - 2000W. In the interest of safety, all vessels must maintain a safe distance of 210 feet from the discharge site.

HI ISLANDS - HAWAII - CANOE RACE

Hawaii Islands Paddlesports Association will be conducting the Valentines Couple's Relay beginning in Honokohau Harbor and ending in ocean

HI ISLANDS - HAWAII - CANOE RACE

waters off Kamakahonu Beach on February 14, 2009, from 0830W - 1200W.

HI ISLANDS - HAWAII - CANOE RACE

The Paddling Athletes Association will be conducting Pinky's Race canoe race beginning in Kaupo Beach Park and ending at Kailua Beach Park on February 15, 2009, from 1000W - 1200W.

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
None							

PUBLICATION CORRECTIONS

U.S COAST PILOT 7 CHANGES

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Changes No. 05, No. 06, and No. 07. See Enclosures (1), (2), and (3).

UPDATE TO THE 2009 EDITION OF THE NOS TIDAL CURRENT TABLES

The NOAA National Ocean Service's Center for Operational Oceanographic Products and Services (CO-OPS) is issuing a correction to the Latitude/Longitude position recorded in the 2009 Tidal Current Tables - Pacific Coast of North America and Asia for the station at San Christoval Rock. The corrected position for the station is:

Index#	Name	Latitude	Longitude
3416	San Christoval Rock	55° 33.76	133° 17.95

This change will be reflected in the 2010 edition of the Tidal Current Tables - Pacific Coast of North America and Asia.

ENCLOSURES

ENCLOSURE (1)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2008 (41st) Edition. Change No. 05.

ENCLOSURE (2)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2008 (41st) Edition. Change No. 06.

ENCLOSURE (3)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2008 (41st) Edition. Change No. 07.

M. Brown
Rear Admiral, U.S. Coast Guard
Commander, Fourteenth Coast Guard District

Page 244- Paragraph 4739 through Paragraph 4754, read:

§404.4 Access to the Monument.

(a) Entering the Monument is prohibited and thus unlawful except:

- (1) As provided in §§ 404.8 and 404.9;
- (2) Pursuant to a permit issued under §§ 404.10 or 404.11; or
- (3) When conducting passage without interruption in accordance with paragraphs (b) through (f) of this section.

(b) Any person passing through the Monument without interruption is subject to the prohibitions in §§ 404.5, 404.6, and 404.7.

(c) The following vessels, except vessels entitled to sovereign immunity under international law, passing through the Monument without interruption must participate in the ship reporting system as provided in paragraphs (d) and (e) of this section:

(1) Vessels of the United States, except as provided in paragraph (f) of this section;

(2) All other ships of 300 gross tonnage or greater, entering or departing a United States port or place; and

(3) All other ships in the event of an emergency, entering or departing a United States port or place.

(d) Immediately upon entering the reporting area, the vessels described in paragraph (c) of this section must provide the following information by e-mail sent to nwhi.notifications@noaa.gov in the IMO standard reporting format and data syntax shown in Appendix E:

(1) Vessel name, call sign or ship station identity, flag, and IMO identification number if applicable.

(2) Date, time (UTC) and month of entry.

(3) Position.

(4) True course.

(5) Speed in knots and tenths.

(6) Destination and estimated time of arrival.

(7) Intended route through the Monument and the reporting area.

(8) Vessel draft (in meters).

(9) Categories of hazardous cargoes on board.

(10) Any vessel defects or deficiencies that restrict maneuverability or impair normal navigation.

(11) Any pollution incident or goods lost overboard within the Monument, the reporting area, or the U.S. EEZ.

(12) Contact information for the vessel's agent or owner.

(13) Vessel size (length overall, gross tonnage) and type.

(14) Total number of persons on board.

(e) Immediately upon leaving the reporting area, the vessels described in paragraph (c) must provide the following information by e-mail sent to nwhi.notifications@noaa.gov in the IMO standard reporting format and data syntax shown in Appendix E:

(1) Vessel name, call sign or ship station identity, flag, and IMO identification number if applicable, and either Federal documentation or State registration number if applicable.

(2) Date, time (UTC) and month of exit.

(3) Position.

(4) Any pollution incident or goods lost overboard within the Monument, the reporting area, or the U.S. EEZ.

(f)(1) Vessels of the United States less than 300 gross tonnage that are not equipped with onboard e-mail capability must provide notification of entry and the information described in paragraphs (d)(1), (2), (3) as applicable, (6), (7), (8), (9) as applicable, (10), (12), (13), and (14) of this section at least 72 hours, but no longer than 1 month, prior to the entry date. Notification of departure from the Monument and the information described in paragraph (e) of this section must be provided within 12 hours of leaving. Notification under this paragraph may be made by e-mail, telephone, or fax, by contacting:

(i) E-mail: nwhi.notifications@noaa.gov;

(ii) Telephone: 1-866-478-NWHI (6944);

(iii) Fax: 1-808-397-2662.

(2) The information must be provided in the IMO standard reporting format and data syntax shown in Appendix E.

(g) All vessels passing through the Monument without interruption other than those described in paragraphs (c) (1) through (3) of this section should participate in the ship reporting system set forth in paragraphs (d) and (e) of this section.

(FR 12/3/08)

Page 249-Paragraph 4861, line 6; read:
international law.

Appendix E to Part 404—Content and Syntax for Papahānaumokuākea Ship Reporting System

Immediately upon crossing the reporting area boundary, notification should be sent as a direct e-mail to nwhi.notifications@noaa.gov in the prescribed format and data syntax shown. Use of batch message routing services which may delay receipt of a report should not

be used. Failure to follow the exact format (e.g., extra information, extraneous characters, or double spacing) may cause the automated computer system to reject your report. Note: Report transmission costs via INMAR-SAT-C will be assumed by NOAA.

E.1 Entry Notification Format

Immediately upon entering the Reporting Area, vessels required to participate must provide the following information.

Table E.1—Information Required For Entry Notification			
Telegraphy	Function	Information Required	Example Field Text
Name	System identifier	CORAL SHIPREP //	CORAL SHIPREP//
A	Ship	Vessel name / call sign / flag / IMO number / Federal documentation or State registration number if applicable //	A/OCEAN VOYAGER/C5FU8/BAHAMAS/IMO 9359165//
B	Date, time (UTC), and month of entry	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits) in coordinated universal time, suffixed by the letter Z (indicating time in UTC), and three letters indicating month //	B/271107Z DEC//
C	Position	A 4-digit group giving latitude in degrees and minutes, suffixed with the letter N (indicating north), followed by a single / , and a five digit group giving longitude in degrees and minutes, suffixed with the letter W (indicating west) // [Report in the World Geodetic System 1984 Datum (WGS-84)]	C/2728N/17356W//
E	True course	3-digit number indicating true course //	E/180//
F	Speed in knots and tenths	3-digit group indicating knots decimal tenths //	F/20.5//
I	Destination and estimated time of arrival	Name of port city / country / estimated arrival date and time group expressed as in (B) //	I/SEATTLE/USA/311230Z DEC//
L	Intended route through the reporting area	Route information should be reported as a direct rhumbline (RL) course through the reporting area and intended speed (expressed as in E and F) or a series of way points (WP). Each waypoint entry should be reported as latitude and longitude, expressed as in (C), and intended speed between waypoints (as in F) // (Note: As many "L" lines as needed may be used to describe the vessel's intended route.)	L/RL/215/20.5// -OR- L/WP/2734N/17352W/20.5// L/WP/2641N/17413W/20.5// L/WP/2605N/17530W/20.5//
O	Vessel draft in meters	Maximum present static draft reported in meters decimal centimeters //	O/11.50//
P	Categories of Hazardous Cargoes*	Classification Code (e.g. IMDG, IBC, IGC, INF) / and all corresponding Categories of Hazardous Cargoes (delimited by commas) // Note: If necessary, use a separate "P" line for each type of Classification Code.	P/IMDG/1.4G,2.1,2.2,2.3,3.4,1.6,1.8,9//
Q	Defects or deficiencies**	Brief details of defects, damage, deficiencies or limitations that restrict maneuverability or impair normal navigation // (If none, enter the number zero.)	Q/Include details as required//
R	Pollution incident or goods lost overboard**	Description of pollution incident or goods lost overboard within the Monument, the Reporting Area, or the U.S. Exclusive Economic Zone // (If none, enter the number zero.)	R/0//
T	Contact information of ship's agent or owner	Name / address / and phone number of ship's agent or owner //	T/JOHN DOE/GENERIC SHIPPING COMPANY INC, 6101 ACME ROAD, ROOM 123, CITY, STATE, COUNTRY 12345/123-123-1234//
U	Ship size (length overall and gross tonnage) and type	Length overall reported in meters decimal centimeters / number of gross tons / type of ship (e.g. bulk carrier, chemical tanker, oil tanker, gas tanker, container, general cargo, fishing vessel, research, passenger, OBO, RORO) //	U/294.14/54592/CONTAINER SHIP//
W	Persons	Total number of persons on board //	W/15//
<p>* Categories of hazardous cargoes means goods classified in the International Maritime Dangerous Goods (IMDG) Code; substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code); oils as defined in MARPOL Annex I; noxious liquid substances as defined in MARPOL Annex II; harmful substances as defined in MARPOL Annex III; and radioactive materials specified in the Code for the Safe Carriage of the Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code).</p> <p>** In accordance with the provisions of the MARPOL Convention, ships must report information relating to defects, damage, deficiencies or other limitations as well as, if necessary, information relating to pollution incidents or loss of cargo. Safety related reports must be provided to CORAL SHIPREP without delay should a ship suffer damage, failure or breakdown affecting the safety of the ship (Item Q), or if a ship makes a marked deviation from a route, course or speed previously advised (Item L). Pollution or cargo lost overboard must be reported without delay (Item R).</p>			

E.2 Prior Notification of Entry Format

Vessels of the United States less than 300 gross tonnage that are not equipped with onboard e-mail capability must provide the following notification of entry at least 72 hrs, but no longer than 1 month, prior to entry date, utilizing the data syntax described above. Notification may be made via the following communication

methods, listed in order of preference: E-mail [nwhi.notifications@noaa.gov]; fax [1-808-397-2662]; telephone [1-866-478-NWHI (6944), 1-808-395-NWHI (6944)].

Table E.2—Information Required For Prior Notification	
System identifier	PRIOR NOTICE//
Items	A, B, C (as applicable), I, L, O, P (as applicable), Q, T, U, W

E.3 Exit Notification Format

Immediately upon leaving the Reporting Area, vessels required to participate must provide the following information. Vessels of the United States less than 300 gross tonnage that are not equipped with onboard e-mail capability must provide the following Exit Notification

information within 12 hrs of leaving the Reporting Area. Notification may be made via the following communication methods, listed in order of preference: E-mail [*nwhi.notifications@noaa.gov*]; fax [1-808-397-2662]; telephone [1-866-478-NWHI (6944), 1-808-395-NWHI (6944)].

Table E.3—Information Required For Exit Notification			
Telegraphy	Function	Information Required	Example Field Text
Name	System identifier	CORAL SHIPREP//	CORAL SHIPREP//
A	Ship	Vessel name / call sign / flag / IMO number / Federal documentation or State registration number if applicable //	A/OCEAN VOYAGER/C5FU8/BAHAMAS/IMO 9359165//
B	Date, time (UTC), and month of exit	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits), suffixed by the letter Z indicating time in UTC, and three letters indicating month//	B/271657Z DEC//
C	Position	A 4-digit group giving latitude in degrees and minutes, suffixed with the letter N (indicating north), followed by a single / , and a five digit group giving longitude in degrees and minutes, suffixed with the letter W (indicating west) // [Report in the World Geodetic System 1984 Datum (WGS-84)]	C/2605N/17530W//
R	Pollution incident or goods lost overboard	Description of pollution incident or goods lost overboard within the Monument, the Reporting Area, or the U.S. Exclusive Economic Zone // (If none, enter the number zero.)	R/0//

Table E.4—Example Entry Report
CORAL SHIPREP// A/SEA ROVER/WFSU/USA/IMO 8674208/DOC 602011// B/010915Z JUN// C/2636N/17600W// E/050// F/20.0// I/LOS ANGELES/USA/081215Z JUN// L/RL/050/20.0// O/10.90// P//MDG/3,4.1,6.1,8,9// Q/0// R/0// T//JOHN DOE/CONTAINER SHIPPERS INC, 500 PORT ROAD, ROOM 123, LOS ANGELES, CA, USA 90050/213-123-1234// U/199.90/27227/CONTAINER SHIP// W/15//

Table E.5—Example Entry Report
CORAL SHIPREP// A/SEA ROVER/WFSU/USA/IMO 8674208/DOC 602011// B/011515Z JUN// C/2747N/17416W// R/0//

Page 622-Paragraph 881, line 3 through Page 624; read:

Areas to be Avoided. (See **50 CFR 404—Appendix E**, chapter 2, for reporting requirements.)

(FR 12/3/08)

Page 49- Paragraph 131 through Page 51-Paragraph 182, read:

§922.70 Boundary.

The Channel Islands National Marine Sanctuary (Sanctuary) consists of an area of approximately 1,110 square nautical miles (nmi) of coastal and ocean waters, and the submerged lands thereunder, off the southern coast of California. The Sanctuary boundary begins at the Mean High Water Line of and extends seaward to a distance of approximately six nmi from the following islands and offshore rocks: San Miguel Island, Santa Cruz Island, Santa Rosa Island, Anacapa Island, Santa Barbara Island, Richardson Rock, and Castle Rock (the Islands). The seaward boundary coordinates are listed in Appendix A to this subpart.

§922.71 Definitions.

In addition to those definitions found at 15 CFR 922.3, the following definitions apply to this subpart:

Cruise ship means a vessel with 250 or more passenger berths for hire.

Graywater means galley, bath or shower water.

Introduced species means any species (including but not limited to any of its biological matter capable of propagation) that is non-native to the ecosystems of the Sanctuary; or any organism into which altered genetic matter, or genetic matter from another species, has been transferred in order that the host organism acquires the genetic traits of the transferred genes.

Motorized personal watercraft means a vessel, usually less than 16 feet in length, which uses an inboard, internal combustion engine powering a water jet pump as its primary source of propulsion. The vessel is intended to be operated by a person or persons sitting, standing or kneeling on the vessel, rather than within the confines of the hull. The length is measured from end to end over the deck excluding sheer, meaning a straight line measurement of the overall length from the foremost part of the vessel to the aftermost part of the vessel, measured parallel to the centerline. Bow sprits, bumpkins, rudders, outboard motor brackets, and similar fittings or attachments, are not included in the measurement. Length is stated in feet and inches.

Oceangoing ship means a private, commercial, government or military vessel of 300 gross registered tons or more, not including cruise ships.

Pelagic finfish are defined as: Northern anchovy, (*Engraulis mordax*), barracudas (*Sphyraena spp.*), billfishes (family *Istiophoridae*), dolphinfish (*Coryphaena hippurus*), Pacific herring (*Clupea pallasii*), jack mackerel (*Trachurus symmetricus*), Pacific mackerel (*Scomber japonicus*), salmon (*Oncorhynchus spp.*), Pacific sardine (*Sardinops sagax*), blue shark (*Prionace glauca*), salmon shark (*Lamna ditropis*), shortfin mako shark (*Isurus oxyrichus*), thresher sharks (*Alopias spp.*), swordfish (*Xiphias gladius*), tunas (family *Scombridae*), and yellowtail (*Seriola lalandi*).

Stowed and not available for immediate use means not readily accessible for immediate use, e.g., by being securely covered and lashed to a deck or bulkhead, tied down, unbaited, unloaded, or partially disassembled (such as spear shafts being kept separate from spear guns).

§922.72 Prohibited or otherwise regulated activities—Sanctuary-wide.

(a) Except as specified in paragraphs (b) through (e) of this section, the following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted:

(1) Exploring for, developing, or producing hydrocarbons within the Sanctuary, except pursuant to leases executed prior to March 30, 1981, and except the laying of pipeline pursuant to exploring for, developing, or producing hydrocarbons.

(2) Exploring for, developing, or producing minerals within the Sanctuary, except producing byproducts incidental to hydrocarbon production allowed by paragraph (a) (1) of this section.

(3)(i) Discharging or depositing from within or into the Sanctuary any material or other matter except:

(A) Fish, fish parts, or chumming materials (bait) used in or resulting from lawful fishing activity within the Sanctuary, provided that such discharge or deposit is during the conduct of lawful fishing activity within the Sanctuary;

(B) For a vessel less than 300 gross registered tons (GRT), or an oceangoing ship without sufficient

holding tank capacity to hold sewage while within the Sanctuary, biodegradable effluent generated incidental to vessel use by an operable Type I or II marine sanitation device (U.S. Coast Guard classification) approved in accordance with section 312 of the Federal Water Pollution Control Act, as amended, (FWPCA), 33 U.S.C. 1321 *et seq.* Vessel operators must lock all marine sanitation devices in a manner that prevents discharge or deposit of untreated sewage;

(C) Biodegradable matter from:

(1) Vessel deck wash down;

(2) Vessel engine cooling water;

(3) Graywater from a vessel less than 300 gross registered tons;

(4) Graywater from an oceangoing ship without sufficient holding tank capacity to hold graywater while within the Sanctuary;

(D) Vessel engine or generator exhaust;

(E) Effluent routinely and necessarily discharged or deposited incidental to hydrocarbon exploration, development, or production allowed by paragraph (a) (1) of this section; or

(F) Discharge allowed under section 312(n) of the FWPCA.

(ii) Discharging or depositing from beyond the boundary of the Sanctuary any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except those listed in paragraphs (a)(3)(i)(B) through (F) of this section and fish, fish parts, or chumming materials (bait) used in or resulting from lawful fishing activity there.

(4) Drilling into, dredging, or otherwise altering the submerged lands of the Sanctuary, or constructing or placing any structure, material, or other matter on or in the submerged lands of the Sanctuary, except as incidental to and necessary to:

(i) Anchor a vessel;

(ii) Install an authorized navigational aid;

(iii) Conduct lawful fishing activity;

(iv) Lay pipeline pursuant to exploring for, developing or producing hydrocarbons; or

(v) Explore for, develop, or produce hydrocarbons as allowed by paragraph (a)(1) of this section.

(5) Abandoning any structure, material, or other matter on or in the submerged lands of the Sanctuary.

(6) Except to transport persons or supplies to or from any Island, operating within one nmi of any Island any vessel engaged in the trade of carrying cargo, including, but not limited to, tankers and other bulk carriers and barges, any vessel engaged in the

trade of servicing offshore installations, or any vessel of three hundred gross registered tons or more, except fishing or kelp harvesting vessels.

(7) Disturbing a sea bird or marine mammal by flying a motorized aircraft at less than 1,000 feet over the waters within one nmi of any Island, except (if allowed under paragraph (a)(9) of this section):

(i) To engage in kelp bed surveys; or

(ii) to transport persons or supplies to or from an Island.

(8) Moving, removing, injuring, or possessing, or attempting to move, remove, injure, or possess a Sanctuary historical resource.

(9) Taking any marine mammal, sea turtle, or sea bird within or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 *et seq.*, Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 *et seq.*, Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 *et seq.*, or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(10) Possessing within the Sanctuary (regardless of where taken from, moved, or removed from) any marine mammal, sea turtle, or seabird, except as authorized by the MMPA, ESA, MBTA, or any regulation, as amended, promulgated under the MMPA, ESA, or MBTA.

(11) Marking, defacing, damaging, moving, removing, or tampering with any sign, notice, or placard, whether temporary or permanent, or any monument, stake, post, or other boundary marker related to the Sanctuary.

(12) Introducing or otherwise releasing from within or into the Sanctuary an introduced species, except striped bass (*Marone saxatilis*) released during catch and release fishing activity.

(13) Operating a motorized personal watercraft within waters of the Sanctuary that are coextensive with the Channel Islands National Park, established by 16 U.S.C. 410 (ff).

(b)(1) The prohibitions in paragraphs (a)(3) through (13) of this section and in §922.73 do not apply to military activities carried out by DOD as of the effective date of these regulations and specifically identified in section 3.5.9 (Department of Defense Activities) of the Final Channel Islands Marine Sanctuary Management Plan/ Final Environmental Impact Statement (FMP/FEIS), Volume II: Environmental Impact Statement, 2008, authored and published by NOAA (“pre-existing activities”). Copies of the document are available from the

Channel Islands National Marine Sanctuary, 113 Harbor Way, Santa Barbara, CA 93109. Other military activities carried out by DOD may be exempted by the Director after consultation between the Director and DOD.

(2) A military activity carried out by DOD as of the effective date of these regulations and specifically identified in the section entitled "Department of Defense Activities" of the FMP/FEIS is not considered a pre-existing activity if:

(i) It is modified in such a way that requires the preparation of an environmental assessment or environmental impact statement under the National Environmental Policy Act, 42 U.S.C. 4321 *et seq.*, relevant to a Sanctuary resource or quality;

(ii) It is modified, including but not limited to changes in location or frequency, in such a way that its possible adverse effects on Sanctuary resources or qualities are significantly greater than previously considered for the unmodified activity;

(iii) It is modified, including but not limited to changes in location or frequency, in such a way that its possible adverse effects on Sanctuary resources or qualities are significantly different in manner than previously considered for the unmodified activity; or

(iv) There are new circumstances or information relevant to a Sanctuary resource or quality that was not addressed in the FMP/FEIS.

(3) In the event of destruction of, loss of, or injury to a Sanctuary resource or quality resulting from an incident, including, but not limited to, discharges, deposits, and groundings caused by a DOD activity, DOD, in coordination with the Director, must promptly prevent and mitigate further damage and must restore or replace the Sanctuary resource or quality in a manner approved by the Director.

(4) All DOD activities must be carried out in a manner that avoids to the maximum extent practicable any adverse impacts on Sanctuary resources and qualities.

(c) The prohibitions in paragraphs (a)(3) through (10), (a)(12), and (a)(13) of this section and in § 922.73 do not apply to any activity conducted under and in accordance with the scope, purpose, terms, and conditions of a National Marine Sanctuary permit issued pursuant to 15 CFR 922.48 and 922.74.

(d) The prohibitions in paragraphs (a)(3) through (11) and (a)(13) of this section and in §922.73 do not apply to any activity necessary to respond to an emergency threatening life, property, or the environment.

(e) The prohibitions in paragraphs (a)(3) through (11) and (a)(13) of this section and in § 922.73 do not apply to any activity necessary for valid law enforcement purposes in the Sanctuary.

§922.73 Additional prohibited or otherwise regulated activities—marine reserves and marine conservation area.

(a) Marine reserves. The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted within a marine reserve, except as specified in paragraphs (b) through (e) of § 922.72:

(1) Harvesting, removing, taking, injuring, destroying, collecting, moving, or causing the loss of any Sanctuary resource, or attempting any of these activities.

(2) Possessing fishing gear on board a vessel unless such gear is stowed and not available for immediate use.

(3) Possessing any Sanctuary resource, except legally harvested fish on board a vessel at anchor or in transit.

(b) Marine conservation area. The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted within the marine conservation area as specified in paragraphs (b) through (e) of §922.72.

(1) Harvesting, removing, taking, injuring, destroying, collecting, moving, or causing the loss of any Sanctuary resource, or attempting any of these activities, except:

(i) Recreational fishing of pelagic finfish; or

(ii) Commercial and recreational fishing for lobster.

(2) Possessing fishing gear on board a vessel, except legal fishing gear used to fish for lobster or pelagic finfish unless such gear is stowed and not available for immediate use.

(3) Possessing any Sanctuary resource except for legally harvested fish.

§922.74 Permit procedures and issuance criteria.

(a) A person may conduct an activity prohibited by §922.72 (a)(3) through (10), (a)(12), and (a)(13), and §922.73, if such activity is specifically authorized by, and conducted in accordance with the scope, purpose, terms, and conditions of, a permit issued under §922.48 and this section.

(b) The Director, at his or her sole discretion, may issue a permit, subject to terms and conditions as he or she deems appropriate, to conduct an activity

prohibited by §922.72(a)(3) through (10), (a)(12), and (a)(13), and §922.73, if the Director finds that the activity:

- (1) Is appropriate research designed to further understanding of Sanctuary resources and qualities;
- (2) Will further the educational value of the Sanctuary;
- (3) Will further salvage or recovery operations in or near the Sanctuary in connection with a recent air or marine casualty;
- (4) Will assist in managing the Sanctuary; or
- (5) Will further salvage or recovery operations in connection with an abandoned shipwreck in the Sanctuary title to which is held by the State of California.

(c) The Director may not issue a permit under §922.48 and this section unless the Director also finds that:

- (1) The proposed activity will have at most short-term and negligible adverse effects on Sanctuary resources and qualities;
- (2) The applicant is professionally qualified to conduct and complete the proposed activity;
- (3) The applicant has adequate financial resources available to conduct and complete the proposed activity;
- (4) The duration of the proposed activity is no longer than necessary to achieve its stated purpose;
- (5) The methods and procedures proposed by the applicant are appropriate to achieve the goals of the proposed activity, especially in relation to the potential effects of the proposed activity on Sanctuary resources and qualities;
- (6) The proposed activity will be conducted in a manner compatible with the primary objective of protection of Sanctuary resources and qualities, considering the extent to which the conduct of the activity may diminish or enhance Sanctuary resources and qualities, any potential indirect, secondary, or cumulative effects of the activity, and the duration of such effects;
- (7) The proposed activity will be conducted in a manner compatible with the value of the Sanctuary as a source of recreation and as a source of educational and scientific information, considering the extent to which the conduct of the activity may result in conflicts between different users of the Sanctuary and the duration of such effects;
- (8) It is necessary to conduct the proposed activity within the Sanctuary;
- (9) The reasonably expected end value of the proposed activity furthers Sanctuary goals and

purposes and outweighs any potential adverse effects on Sanctuary resources and qualities from the conduct of the activity; and

(10) Any other matters the Director deems appropriate do not make the issuance of a permit for the proposed activity inappropriate.

(d) Applications. (1) Applications for permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Manager, Channel Islands National Marine Sanctuary, 113 Harbor Way, Santa Barbara, CA 93109.

(2) In addition to the information listed in §922.48(b), all applications must include information the Director needs to make the findings in paragraphs (b) and (c) of this section.

(e) In addition to any other terms and conditions that the Director deems appropriate, a permit issued pursuant to this section must require that the permittee agree to hold the United States harmless against any claims arising out of the conduct of the permitted activities.

(FR 1/16/2009)

Page 275-Paragraph 146, lines 1-6; read:

In July 2008, the controlling depths were 15 feet in the entrance (except for lesser depths along the S breakwater, thence 11 feet in the channel that leads WNW to the W basin (except for shoaling to bare in the SW half of the channel opposite Daybeacon 14); the channel to the E basin had a depth of 10 feet. The harbor ...

(DD 12171)

Page 295-Paragraph 431, lines 3-6; read:

is just N of the entrance basin. In July-September 2008, the controlling depths were 12 feet in the entrance channel (except for shoaling to 2 feet along the right edge of the channel near Light 4), thence depths of 13 to 16 feet were available in the entrance basin and depths of 8 to 9 feet were available in the inner basin.

(DD 12461; DD 12141)

Page 340-Paragraph 120: Delete.

(CL 82/09; CL 1374/06)

Page 346-Paragraph 188, line 5; read:

equipped with a racon.

Blossom Rock, covered 40 feet and marked on the W side by a lighted bell buoy, is about 1 mile SE of Alcatraz Island. Another rock, covered 43 feet, is 0.3 mile S of Blossom Rock.

(NOS 18650; DD 12928; CL 17/09)

Page 349-Paragraph 237, lines 3-7; read:

depth of 35 feet is off the entrance. Two bascule bridges, the Illinois Street Bridge and the 3rd Street Bridge, cross the creek about 0.6 mile above the mouth; both have clearances of 4 feet. (See **117.59 and 117.163**, chapter 2, for drawbridge regulations.) The bridgetender at the 3rd Street Bridge monitors VHF-FM channel 16 and uses ...

(CL 1381/08)

Page 349-Paragraph 244, line 8; read:

docks on the Oakland side.

Ferries

There are several passenger ferries that operate in and around San Francisco Bay with a heavy concentration in the waters surrounding the Ferry building, the terminus for many of the ferry routes. Mariners are cautioned when transiting these waters around the Ferry building as ferries will be maneuvering and loading/unloading passengers. Mariners are further cautioned that ferries operating in San Francisco Bay may deviate from their routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions.

The **San Francisco Harbor Safety Committee**, in conjunction with the Coast Guard, has established a **Ferry Traffic Routing Protocol** for: the area surrounding the Ferry building terminal along the waterfront of San Francisco, the waters of Central San Francisco Bay, and the waters of San Pablo Bay. The protocol is intended to increase safety in the area by reducing traffic conflicts. Ferryboat operators and other mariners should be aware of these safety measures and adhere to the procedures set forth in the protocol. For additional information, see the San Francisco Vessel Traffic Service website <http://www.uscg.mil/d11/vtssf>.

(CL 82/09; CL 1374/06)

Page 491-Paragraph 162, line 21; read: moorage in the basin and can be contacted at 360-417-3440; VHF-FM is not monitored.

(DB 17114)

Page 593-Paragraph 449, lines 3-11; read:

wide. The entrance is through a break in the reef from the SE. A privately dredged channel continues from the harbor to a three-fingered boat lagoon called **Pukoo Lagoon**. The entrance to the lagoon is a 60-yard opening through a rock seawall. A depth of 12 feet can be carried across the harbor entrance to the lagoon channel. The lagoon channel has a depth of 6 feet with a depth of 4 feet inside. The lagoon offers excellent protection ...

(BP 192728; NOS 19353)

Page 594-Paragraph 452, lines 5-11; read:

into the reef. The entrance to the harbor is through a break in an outer reef. The outer reef has general

depths of 1 to 6 feet and the entrance through the break has a least depth of 11 feet. A lighted buoy is off the entrance. The coral reef marking the limits of deep ...

(BP 192727; NOS 19353)

Page 595-Paragraph 466, read:

An abandoned barge harbor (**Lono Harbor**) is at Haleolono Point. The entrance is marked by a **345°** private unlighted range. Two breakwaters provide protection for the harbor. Local knowledge is advisable for entering.

(NOS 19353; CL 562/02; NM 06/04)