U.S. DEPARTMENT OF COMMERCE
Luther H. Hodges, *Secretary*

COAST AND GEODETIC SURVEY
H. Arnold Karo, *Director*

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FIRST SUPPLEMENT

to

UNITED STATES COAST PILOT 7

PACIFIC COAST, CALIFORNIA, OREGON, WASHINGTON, AND HAWAII

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Changes reported to C&GS from date of edition through Notice to Mariners 1 of January 2, 1965. Supplement should be kept intact; numbered-line continuity with book provides sufficient reference without cutting and pasting. Free copies of Supplements may be obtained by writing to Director, U.S. Coast and Geodetic Survey, Washington Science Center, Rockville, Md., 20852.

Page 1.—Line 13/R; read:

Regional or Field Offices of the Coast and Geodetic Survey are . . . (7-1/64)

Lines 23–26/R; read: Appendix for list of sales agents. Orders mailed to C&GS headquarters should be accompanied by check or money order, . . . (LLC–64)

Page 10.—Lines 4–5/R; strike out. (WB–64)

Page 13.—Lines 42–55/R; read:

(7) For that vessel which is engaged in operations in and out of the same port to sea and return without entering any other port, or on coastwise voyages between ports in tbe same Coast Guard District, or on voyages between ports in the First, Ninth, Thirteenth, or Seventeenth Coast Guard Districts and adjacent Canadian ports, or hetween ports in the Commonwealth of Puerto Rico and ports in the Lesser Antilles, the Coast Guard District Commander having jurisdiction may, when no reason exists which renders snch action prejudicial to the rights and interests of the United States, prescribe conditions under which such vessels may be considered by the Captains of the Port as being in constructive compliance with the requirements of this section without the necessity for reporting each individnal arrival. (FR–1/30/64)

Page 14.—Lines 11–15/L; read:

(2) In addition, at least 24 hours in advance of the vessel's arrival at the first United States port-of-call, advise the Commander, Ninth Coast Gnard District, Cleveland, Ohio, of the estimated time of arrival at that port. (FR–10/9/63)

Line 50/L; insert after:

§ 124.14 Advance notice of arrival of vessel laden with explosives or certain specified dangerous cargoes. (a) The master, agent, or person in charge of any domestic or foreign vessel which is bound for a port or place in the United States and which is carrying as cargo any of the dangerons cargoes described in this paragraph, whether for discharge in the United States or not, shall, at least 24 hours in advance of arrival at each port or place, notify the Captain of the Port or the Commander of the Coast Guard District in which such port or place is located concerning the amount and location of stowage on board the vessel of any of the following:

(1) Explosives, Class A (commercial or military).

(2) Oxidizing materials for which a special permit for water transportation is required by 46 CFR 146.22.

(3) Radioactive materials for which a special approval by the Commandant for water transportation is required by 46 CFR 146.25–30.

(b) When tbe arrival is a direct result of "force majenre," and it is uot possible to give at least 24 hours' advance notice, then advance notice as early as possible shall be furnished. (FR–4/17/64)

§ 124.16 Advance notice of fire or other abnormal condition on arriving vessel. (a) The master, agent, or person in charge of any domestic or foreign vessel which is bound for a port or place in the United States shall give notice to the Captain of the Port or the Commander of the Coast Guard District in which such port or place is located as early as possible in advance of arrival of any fire or other abnormal condition which may jeopardize the ves-

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sel's safety or that of other vessels or facilities in port. (FR–4/17/64)

Page 20.—Lines 2–8/L; read:

Latitude	Lougitnde
33°43′25.3″	118°10′51.0″
33°44′13″	118°12′02″
33°44′13″	118°10′57.2″
33°45′11.2″	118°11′18.2″
33°45′21.2″	118°11′15.9″ (FR–7/16/63)

Page 22.—Line 19/L; insert after:

§ 202.215 Anaheim Bay Harbor, California, U.S. Naval Weapons Station, Seal Beach, California; naval explosives anchorage. (a) The anchorage ground. The waters of Anaheim Bay Harbor lying between the east side of the entrance channel and the east jetty, basically outlined as follows:

Latitude	Longitude
33°44′03″	118°05′35″
33°43′53″	118°05′15″
33°43′49″	118°05′18″
33°43′36″	118°05′56″
33°43′37″	118°05′58″
33°44′03″	118°05′35″

(b) The regulations. (1) This area is reserved for use of naval vessels carrying or transferring ammnnition or explosives under standard military restrictions as established by the Safety Mannal, Armed Services Explosives Board.

(2) No pleasure or commercial craft shall navigate or anchor within this area at any time without first obtaining permission from the Commanding Officer, Naval Weapons Station, Seal Beach, California. This Officer will extend full cooperation relating to the public use of the area and will fully consider every reasonable request for the passage of small craft in light of requirements for national security and safety of persons and property.

(3) Nothing in this sectiou shall be construed as relieving the owner or operator of any vessel from the regulations, contained in § 204.195 of this chapter, covering navigation in Anaheim Bay Harbor.

(4) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Weapons Statiou, Seal Beach, California, and by such agencies as may be designated by the Commandant, Eleventh Naval District, San Diego, California. (FR–6/12/63)

Page 33.—Lines 17–19/L; read: Bridge). At least 12 hours' advance notice required. (FR–6/20/64)

Lines 3–5/R; read: advance notice required. (FR–6/20/64)

Page 34.—Lines 5–12/L; read:

(2) From 5:00 p.m. to 8:00 a.m. during the months of July to September, inclusive, when a draw tender is not in attendance, advance notice required to be given to the draw verbally or by telephone to the Rio Vista Bridge before 4:00 p.m. At all other times, at least 12 hours' advance notice required. (FR–6/20/64)

Lines 43–46/L; read:

(3) South Fork; San Joaquin County highway bridge (New Hope Landing Bridge). When an emergency exists which requires opening of the bridge, the bridge owner shall, upon notice from the District Engineer, remove the removable bridge portion over the main channel expeditiously and with as little delay as possible to water traffic. (FR–6/20/64)

Lines 10–27/R; read:

(2) The owner of or agency controlling this bridge shall keep a draw tender in constant attendance from 8:00 a.m. to 5:00 p.m. throughout the year, and from 5:00 p.m. to 9:00 p.m. from May to October, inclusive, during such other periods as regular crop movements may justify, and duriug periods when, in the opinion of the District Engineer, an emergency exists. In the event that the crop moving season is started earlier than May 1 or is extended later than October 31. the period for prompt opening of the bridge on proper signal from 5:00 p.m. to 8:00 a.m. shall be adjusted accordingly, provided the operators of vessels navigating this waterway give 15 days' written notice that such an adjustment is necessary to take care of contemplated traffic. At all other times, at least 16 hours' advance notice required. (FR–6/20/64)

Lines 34–51/R; read:

(2) The owner of or agency controlling this bridge shall keep a draw tender in constant attendance from 8:00 a.m. to 5:00 p.m. throughout the year, and from 5:00 p.m. to 9:00 p.m. from May to Octoher, inclnsive, during such other periods as regular crop movements may justify, and during periods when, in the opinion of the District Engineer, an emergency exists. In the event that the crop moving season is started earlier than May 1 or is extended later than October 31, the period for prompt opening of the bridge on proper signal from 5:00 p.m. to 8:00 a.m. shall be adjusted accordingly, provided the operators of vessels navigating this waterway give 15 days' written notice that such adjustment is necessary to take care of contemplated traffic. At all other times, at least 16 hours' advance notice required. (FR–6/20/64)

Page 35.—Lines 25–27/L; read:

(2) State of California highway (Tower) bridge and Southern Pacific Company railroad ("I" Street) bridge at Sacramento—(i) Closed periods. From 4:30 p.m. to 6:00 p.m. Monday to Friday, inclusive, and 4:00 p.m. to 6:00 p.m. on Suudays and national holidays, the draws need not be opened for the passage of vessels except in time of flood or other emergency when the closed periods may be suspended or modified by the District Engineer, Corps of Engineers.

(ii) The signal for opening the Southern Pacific Railroad Bridge shall be four long blasts. (FR–3/25/64)

Lines 21–29/R; read:

(b) Steamboat Slough, State of California highway bridge at the head of Grand Island. (1) From 9:00 a.m. to 5:00 p.m., the bridge shall be opened promptly on receipt of the prescribed signal from a vessel desiring to pass through the bridge. Between 5:00 p.m. and 9:00 a.m. advance notice required before 4:00 p.m., to be given to the

draw tender verbally or by telephone to the Rio Vista Bridge. (FR-6/20/64)

Lines 33–37/R; read: between Ryer Island and Prospect Island. At least 12 hours' advance notice required. (FR-6/20/64)

Page 36.—Lines 3–6/L; read:

(e) Lindsey Slough; Hastings Farms highway bridge between Egbert and Lower Hastings Tracts. At least 72 hours' advance notice required for removal of the center span. To be given to Hastings Farms, Merchants Exchange Building, San Francisco 4, California.

(f) American River; State of California highway bridge at Sacramento. At least 4 days' advance notice required. To be given to the State Highway Maintenance Superintendent. (FR-4/8/64)

Page 37.—Lines 47–49/L; read:

(1) Highway bridge across Youngs Bay at Smith Point, one long blast followed qnickly hy two short blasts.

(1-a) Spokane, Portland & Seattle Railway bridge across Youngs Bay at Smith Point, one long blast followed quickly by one short blast. (FR-6/24/64)

Page 39.—Lines 19–24/L; read:

(f) Closed periods. (1) The periods from 7:00 a.m. to 9:00 a.m. and 4:45 p.m. to 6:15 p.m. are hereby designated closed periods during which the drawspans of bridges carrying street traffic over Willamette River at Portland shall not be opened to navigation except as below provided, or when necessary to prevent accidents. (FR-5/19/64)

Page 42.—Lines 50/L–14/R; read:

(b) Special regulations—(1) Northern Pacific Railway Railway Company bridge across Lewis River. The draw of the bridge need not be opened for the passage of vessels, and paragraph (a) of this section shall not apply to this bridge. (FR-6/18/63)

Page 49.—Line 18/R; insert after:

§ 203.801 Lake Washington, Wash.; pontoon bridge between Foster Island and Evergreen Point, Wash. (a) The owner of or agency controlling the bridge will not be required to keep a draw tender in constant attendance.

(b) Whenever a vessel is unable to safely pass under either of the two fixed approach spans and desires to pass through the draw of the hridge, at least one hour advance notice of the time of required opening shall he given to the authorized representative of the owner of or agency controlling the bridge by any of the methods indicated below.

(1) Telephone requests for bridge opening will be directed as collect calls to the Toll Office at the bridge site. The call may also be made by direct telephone communication, through the Seattle Marine Operator, Station KOW, or through otber marine wire or radio telephone service.

(2) Audio requests for watercraft without facilities as set forth in subparagraph (1) of this paragraph will be made by sounding one long blast of a horn or whistle followed quickly by two short blasts in the immediate vicinity of the drawspan. The bridge attendant will acknowledge by repeating the signal.

(c) After receipt of proper advance notice of a required opening of the drawspan the authorized representative of the owner of or agency controlling the bridge shall arrange for opening the span at the specified time. When opening of the bridge is imminent, all signals will be promptly acknowledged by both the bridge and vessels desiring to pass through the draw. If the drawspan cannot be opened immediately, or if open and must close immediately, the draw tender will sound four or more short blasts of a horn or whistle, to be repeated at regular intervals until acknowledged by the vessel.

(d) Automobiles, trucks, or other vehicles shall not be stopped on the draw of the bridge, except in cases of urgent necessity, nor shall vessels or other watercraft be manipulated in a manner hindering or delaying the operation of the draw. All passage over the draw or through the draw opening shall be prompt, in order to prevent delay to either land or water traffic.

(e) All vessels, craft, or rafts, not self-propelled, navigating Lake Washington, for which the opening of the bridge may be necessary, shall while passing the bridge, be towed by a suitable self-propelled boat.

(f) The bridge will not be required to open on week days between the hours of 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. for any vessel or other watercraft of less than 2,000 gross tons, unless such vessel has in tow a vessel of 2,000 gross tons or over, or a piledriver that is unable to pass under the fixed spans.

(g) The bridge need not be opened at any time for the passage of any vessel of less than 300 gross tons equipped with a movable stack or mast which can readily be lowered so as to permit its passage under the fixed spans, nnless it has in tow a vessel which is unable to pass under the fixed spans. Any vessel of less than 300 gross tons regularly navigating the lake shall be subject to inspection and measurement by the District Engineer, U.S. Army Engineer District, and said District Engineer is hereby empowered to decide in each case whether or not the vessel shall be equipped with hinged or movable stacks, masts and flagpoles which can be lowered to enable the vessel to pass under the fixed spans. If the District Engineer decides that such action should be taken, he shall notify the vessel owner and the bridge owner of his decision, specifying a reasonable time for making the alterations; and after the expiration of the time specified, the draw need not be opened for the passage of such vessel unless it has in tow a vessel unable to pass under the fixed spans.

(h) When the draw shall have been opened for teu minutes, or for such shorter period as may have been necessary for the passage of vessels, or other watercraft, desiring to pass, it shall be closed for the crossing of vehicles or individuals, if any be waiting to cross, and after being so closed for ten minutes, or for such shorter time as may be necessary for the said vehicles or individuals to cross, it shall again be opened promptly for the passage of vessels or other watercraft, if there be any such desiring, and authorized herein, to pass at such time.

(i) The owner of or agency controlling the bridge shall keep conspicuously posted on both the upstream and downstream sides thereof, in such a manner that it can

easily be read at any time, a copy of the regulations in this section. (FR–9/4/64)

Page 51.—Lines 24–60/R; read:

(b) From 5:00 a.m. on Saturdays to 5:00 a.m. on Mondays and on legal holidays, the bridge will be opened for traffic upon six (6) hours' advance notice to the Honolulu Harbor Pilot Station at Aloha Tower. In event of emergencies during the closed periods specified in paragraph (a) of this section, the Pilot Station will be called for clearance. In the event that a seismic sea-wave (tidal wave) is imminent, the bridge shall be opened to full horizontal and vertical clearances upon orders of the Harbor Master, Port of Honolulu. Emergency ship movements or imminence of wave arrival may require the bridge to be opened even though all persons have not evacuated the Sand Island area. Every effort shall be made to keep the bridge in the down position as long as reasonably possible; however, the Harbor Master may open the bridge within thirty (30) minutes of estimated time of wave arrival if he deems it prudent.

(c) The following described visual signals shall be mounted on a mast on the bridge control tower:

(1) A flashing green light to indicate that the draw can be opened immediately. The light shall be exhibited during the time the draw is opening and until the draw is to be closed.

(2) A flashing red light to indicate that the draw cannot be opened immediately, or being opened, is to be closed immediately. The light shall be exhibited during the time the draw is closing.

(3) Two (2) amber lights in a vertical line, one over the other, 6 feet apart, with the uppermost 6 feet below the flashing red light. The uppermost amber light shall be flashing and, when exhibited, shall indicate incoming traffic only. The lowermost amber light shall be fixed, and, when exhibited, shall indicate outgoing traffic only. When both lights are exhibited, the harbor is closed to all traffic.

(4) The flashing red and green lights shall be mounted on a mast on the bridge control tower at a height of 65 feet above the water plane at mean lower low water datum, shall be visible between 50 degrees and 245 degrees true from seaward and visible for a distance of approximately 3 miles. The fixed and flashing amber lights shall conform to the bearings and visibility as prescribed for the red and green lights.

(5) In addition to the above described lights, two (2) shapes shall be exhibited from a yardarm on the mast at a distance of 60 feet above the water plane at mean lower low water datum. One shape shall be an orange ball 2 feet in diameter. The other shape shall be an orange cone 2 feet in diameter across the base.

(d) When a vessel or other watercraft intends to pass through the draw of the bridge, the master or pilot thereof shall, on approaching within signaling distance, signify his intention to pass through the draw by sounding two prolonged blasts followed immediately by two (2) short blasts. If the draw can be opened immediately, the bridge tender shall exhibit the flashing green light. The orange ball will be exhibited to indicate an inbound vessel; the cone will be exhibited to indicate an outbound vessel.

NOTE: As used in this section, the term "prolonged blast" means a distinct blast of a whistle or horn of five (5) seconds duration, and the term "short blast" means a distinct blast of a whistle or horn of one (1) second duration.

During daylight hours when the drawbridge cannot be opened immediately, the bridge tender shall exhibit the flashing red light and hoist the ball and cone simultaneously to the yardarm. If for some reason the drawbridge cannot be opened after the tender has signified immediate opening by the flashing green light and either the ball or cone, he shall immediately exhibit the rescinding signal of the flashing red light and hoist the ball and cone simultaneously to the yardarm. As soon as the exigency which prevented opening has been removed, the tender shall promptly exhibit the flashing green light and either the ball or cone, as the case may require to advise vessels that the drawbridge can be opened at once and he shall thereupon proceed to open the drawbridge if there is a vessel waiting to pass through. No vessel shall attempt to navigate the drawbridge when the visual signals indicate the bridge cannot be opened. During the period of darkness, when the drawbridge cannot be opened immediately, the bridge tender shall exhibit the flashing red light and the fixed and flashing amber lights simultaneously. If for any reason the draw cannot be opened after the tender has signified immediate opening by the flashing green light and either the flashing amber light or fixed amber light, he shall immediately exhibit the rescinding signal of the flashing red light and the fixed and flashing amber lights simultaneously. As soon as the exigency which prevented opening has been removed, the tender shall promptly exhibit the flashing green light and either the flashing or fixed amber lights as the case may require to advise vessels that the drawbridge can be opened at once. He shall thereupon proceed to open the drawbridge if there is a vessel waiting to pass through. No vessel shall attempt to navigate through the drawbridge when the visual signals indicate that the bridge cannot be opened. (FR–4/29/64)

Page 52.—Lines 1–26/L; strike out. (FR–4/29/64)

Page 54.—Line 25/R; read: the control tower situated at latitude 34°05'32", longitude . . . (FR–1/25/64)

Page 58.—Line 44/L; read:

(b) Restricted area at U.S. Naval Degaussing Station. (1) The area. That portion of San Diego Bay near Point Loma, inclosed by lines connecting the following points, which are rectangular coordinates and are referred to U.S. Coast and Geodetic Survey station "Old Town" as their origin:

"a" S. 18,738.80, W. 16,299.50.
"b" S. 18,817.60, W. 15, 791.30.
"c" S. 19,376.09, W. 14,270.73
"d" S. 20,023.15, W. 14,462.94.
"e" S. 21,080.24, W. 14,333.14.
"f" S. 22,074.40, W. 16,371.48.

(2) The regulations. (i) There shall be no introduction of external magnetic field sources within the area.

(ii) Craft of any size shall not be excluded from transiting the area. However, they shall proceed through the area by the most direct route without delay or loitering. On occasion, access to the bait barges may be delayed for intermittent periods not exceeding 30 minutes.

(iii) No craft of any size shall lay-to or anchor within the area except on prior permission granted by the Officer in Charge, U.S. Naval Degaussing Station.

(c) Restricted area between Ballast Point and Zuniga . . . (FR–7/18/64)

Lines 12–14/R; read:

(d) Enforcement. The regulations in this section shall be enforced by the Commandant, Eleventh Naval District, San Diego, Calif., and such agencies as he may designate. (FR–7/18/64)

Page 59.—Line 29/L; insert after:

§ 207.613b Pacific Ocean, Camp Pendleton Boat Basin, U.S. Marine Corps Base, Camp Pendleton, Calif.; restricted area. (a) The area. All of the waters of Camp Pendleton Boat Basin entrance channel lying northerly of a line between a light on the north Camp Pendleton jetty at latitude 33°12′22″, longitude 117°24′07″, and a light on the north Oceanside Harbor groin at latitude 33°12′29″, longitude 117°23′55″.

(b) The regulations. (1) The area is reserved exclusively for use by vessels owned or operated by the Federal Government. Permission to enter the area must be obtained from the enforcing agency.

(2) The regulations in this section shall be enforced by the Commanding General, U.S. Marine Corps Base, Camp Pendleton, California, or such agencies as he may designate. (FR–12/18/63)

Page 60—Lines 43–44/R; read: Island; restricted area. (Revoked) (FR–8/17/63)

Page 74.—Line 4/R; insert after:

§ 207.706 John Day Dam Navigation Lock and Approach Channels, Columbia River, Washington and Oregon; Use, Administration, and Navigation. (a) General. The lock and its approach channels, and all its appurtenances, shall be under the jurisdiction of the District Engineer, Corps of Engineers, United States Army, in charge of the locality. His representative at John Day Lock and Dam shall be the Project Engineer, who shall customarily give orders and instructions to the lock master and assistant lock masters in charge of the lock. Hereinafter, the term "lock master" shall be used to designate the lock official in immediate charge of the lock at any given time. In case of emergency and on all routine work in connection with the operation of the lock, the lock master shall have authority to take such steps as may be immediately necessary without waiting for instructions from the Project Engineer.

(b) Immediate control. The lock master shall be charged with the immediate control and management of the lock and of the area set aside as the lock area, including the lock approach channels. He shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he is authorized to give all necessary orders and directions, both to employees of the Government and to any and every person within the limits of the lock or lock area, whether navigating the lock or not. It shall be the duty of the Project Engineer to establish lines of succession for the men operating the lock on all shifts in order that in case of absence or accident to the designated lock master, one of his assistants will immediately assume the position of lock master.

(c) Authority of lock master. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lock master or his assistants.

(d) Signals—(1) Sound. All craft desiring lockage shall signal by two long and two short blasts of their whistle, delivered at a distance of one-half mile from the lock. When the lock is ready for entrance, notice will be given by one long blast. Permission to leave the lock will be given by one short blast.

NOTE: Signal stations are provided at the upstream and downstream guidewalls for use of small craft not equipped with signal equipment.

(2) Visual. Visual signals are located outside each lock gate and will be used in conjunction with the sound signals. When the green light is on, the lock is ready for entrance and vessels may enter under full control. When the red light is on, the lock cannot be made ready immediately and the vessel shall stand clear.

(3) Radio. The lock is equipped with two-way radio operating on frequencies of 2784 and 2182 kc. These frequencies are monitored by the lock master. Vessels equipped with two-way radio may communicate with the crew operating the lock but communications or signals so received will only augment and not replace the sound and visual signals.

(e) Permissible dimensions of boats. The lock chamber is 86 feet wide by 675 feet long and has a vertical clearance of 90 feet with The Dalles normal pool at 160 feet m.s.l. The elevation of the bottom of the lift gate in the raised position is 250 feet m.s.l. Tows aggregating 650 feet or less in length will be permitted to lock through without disassembly. At normal pool elevation of 265 feet m.s.l., depth of water over the upstream gate will be 23 feet; and at minimum operating pool elevation 257 feet m.s.l., the controlling depth is 15 feet. The depth of water over the downstream gate sill will depend upon the flow in the river but will be 15 feet when The Dalles pool is at minimum elevation of 155 feet m.s.l. The downstream gate sill elevation is 140 feet m.s.l. Gages are located on the guidewalls at each end of the lock and on the lock walls at each end. These gages indicate water surface elevation in feet above m.s.l. Depth of water over the sills should be calculated before entrance into the lock. A craft must not attempt to enter the lock if its beam or length is greater than the above-indicated dimensions or if its draft or vertical dimension exceeds the calculated clearance over the sills or below the gate with adequate allowances for safe clearance.

(f) Precedence at lock. Ordinarily the boat arriving before all others at the lock will be locked through first; however, depending upon whether the lock is full or empty, this precedence may be modified at the discretion of the lock master if boats are approaching from the opposite direction and are within reasonable distance of the lock at the time of the approach by the first boat. When several boats are to pass, precedence shall be given as follows:

First. Boats and craft owned by the United States and engaged upon river and harbor improvement work.

Second. Freight and tow boats.

Third. Rafts.

Fourth. Passenger boats.

Fifth. Small vessels and pleasure boats.

(g) Loss of turn. Boats that fail to enter the lock with reasonable promptness, after being authorized to do so, shall lose their turn.

(h) Multiple lockage. The lock master shall decide whether one or more vessels may be locked through at the same time.

(i) Speed. Vessels shall not be raced or crowded alongside another in the approach channels. When entering the lock, speed shall be reduced to a minimum consistent with safe navigation. As a general rule, when a number of vessels are entering the lock, the following vessel shall remain at least 200 feet astern of the vessel ahead.

(j) Lockage of small boats—(1) General. The lockage of pleasure boats, skiffs, fishing boats, and other small craft will be coordinated with the lockage of commercial craft, other than barges handling petroleum products or highly hazardous materials. If no commercial craft are scheduled to be locked through within a reasonable time not to exceed one hour after the arrival of the small craft at the lock, separate lockage will be made for such small craft.

(2) Signals. Signal stations which are connected to a bell located at the lock are located on the upstream and downstream guidewalls to provide facilities for small boats to notify the lock master they desire lockage. The upstream station is located near the upstream end of the north guidewall. The downstream station is located at the end of the north guidewall. Small boats desiring to use the lock will sound two long and two short rings of the bell for upstream lockage and two long and three short rings for downstream lockage. When the lock is ready for entrance, the lock master will notify the small boat by one long blast of the horn. Permission to leave the lock will he given by one short blast of the horn. The boat will wait at the signal station until the lock master signals to enter.

(k) Mooring in lock. All boats, rafts, and other craft when in the lock shall be moored by head and spring lines and such other lines as may be necessary to the fastenings provided for that purpose, and the lines shall not be released until the signal is given for the vessel to leave the lock. (Do not moor to stationary bits or ladders.)

(l) Mooring iu approaches prohibited. The mooring or anchoring of boats or other craft in the approaches to the lock where such mooring will interfere with navigation through the lock is prohibited. Rafts to be passed through the lock shall be moored so as not to interfere with the navigation through lock or its approaches, and, if the raft is to be divided into sections for locking, the sections shall be bronght into the lock as directed by the lock master. After passing through the lock, the sections shall be reassembled at such a distance from the entrance so as not to obstruct or interfere with navigation through the lock and approaches.

(m) Waiting for lockage. Boats and tows waiting downstream of the dam for lockage shall wait in the clear downstream of the navigation lock approach channel, or, contingent upon prior radio clearance of the lock master, may at their own risk lie inside the 250-foot approach channel alongside the north shore, provided that a 150-foot wide open channel is maintained hetween the boat or tow and the offshore guidewall. Vessels waiting upstream of the dam for lockage may lay to against the offshore floating guidewall provided they remain not less than 400 feet upstream of the upstream lock gate. In either event, a clear channel not less than 150 feet wide sball be kept open to accommodate passing traffic.

(n) Delay in lock. Boats or barges must not obstruct navigation by unnecessary delay in entering or leaving the lock.

(o) Damage to lock or other structures. The regulations contained in this section shall not affect the liability of tbe owners and operators of vessels for any damage by their operations to the lock or other strnctures. They must use great care not to strike any part of the lock, any gate or appurtenance thereto, or machinery for operating the gates, or the walls protecting the banks of the approach channels. All boats with metal nosings or projecting irons, or rough surfaces which may damage the gates or lock walls, will not be permitted to enter the lock unless provided with suitable buffers and fenders.

(p) Tows. Persons in charge of vessel towing a secoud vessel or barge by lines, shall take the second vessel or barge alongside at a distance of at least 300 feet from the lock gate toward which the vessel is approaching and keep it alongside until at least 300 feet clear of the gate at the end from which it is departing.

(q) Crew to move craft. The masters in charge of tows and the persons in charge of rafts and other craft must provide a sufficient number of men to move barges, rafts and other craft into and out of the lock easily and promptly.

(r) Handling valves, gates, and machinery. No person, unless authorized by the lock master, shall open or close any gate, valve, or operate any machinery in connection with the lock, but the lock master may call for assistance from the master of any boat using the lock, should such aid be necessary, and when rendering such assistance, the men so employed shall be strictly under the orders of the lock master. Masters of boats refusing to give such assistance when it is requested of them may be denied the use of the lock by the lock master.

(s) Landing of freight. No one shall land freight or baggage on or over the walls of the lock so as in any way to delay or interfere with navigation or the operations of the lock. Freight and baggage consigned to John Day

Project shall be landed only at such places as are designated by the lock master or his assistants.

(t) Refuse in locks. No material of any kind shall be thrown or discharged into the lock, and no material of any kind shall be deposited in the lock area.

(u) Statistics. On each passage through the lock, masters or pursers of vessels shall make to the lock master such written statement of passengers, freight, and registered tonnage and other information as are indicated on forms furnished such masters or pursers by the lock master.

(v) Persistent violation of regulations. If the owner or master of any boat persistently violates the regulations of this section after due notice of the same, the boat or master may be refused lockage by the lock master at the time of violation or subsequent thereto if deemed necessary in the opinion of the lock master to protect Government property and works in the vicinity of the lock.

(w) Restricted areas. (1) All the waters described in subparagraphs (2) and (3) of this paragraph are restricted to all boats except those of the United States Coast Guard and the Corps of Engineers.

(2) All of the waters within a distance of 3,000 feet downstream of the dam except the lock approach channel. The downstream limit of this restricted area is marked by orange and white striped monuments on the north and south shores.

(3) All waters within a distance of about 3,000 feet above the dam lying south of the navigation channel leading to the lock. This restricted area is marked by a line of buoys extending upstream from the end of the guidewall, and thence, across the river to the south shore. (FR-7/16/63)

Page 79.—Lines 20–37/L; read:

(b) Crescent Harbor, Whidbey Island; naval restricted area. (1) The area. Beginning at Point Polnell at N. latitude 48°16′21″, W. longitude 122°33′27″; thence approximately 167°, 0.2 mile to buoy located at N. latitude 48°16′07″, W. longitude 122°33′23″; thence approximately 181°, 1.14 miles to N. latitude 48°15′00″, W. longitude 122°33′24″; thence approximately 234°, 1.32 miles to N. latitude 48°14′14″, W. longitude 122°35′00″; thence approximately 273°, 1.34 miles to N. latitude 48°14′18″, W. longitude 122°37′00″; thence approximately 0°, 1.08 miles to N. latitude 48°15′23″, W. longitnde 122°37′00″; thence approximately 342°, 0.85 mile to the shore near Forbes Point Light at N. latitude 48°16′10″, W. longitude 122° 37′22″; thence along the high water line of Crescent Harbor to the point of beginning.

(2) The regulations. Naval seaplane and demolition operations of a bazardous nature are conducted continuously within this area. No vessel shall enter this area or navigate therein without permission of the Commandant, Thirteenth Naval District, or his authorized representative. (FR-8/18/64)

Page 93.—Lines 46–49/R; read: near the summit, and is sparsely covered . . . (7-93/64; NM-35/4551/64)

Page 95.—Line 39/R; read: availahle there, and at two other marinas in the area. There are hotels and motels on the shores of the bay. Marked areas above the first bridge are restricted . . . (7-95/64)

Page 96.—Lines 32–43/L; read: Loma, extends out to the surf edge. Oceanside Harbor, at the northerly end of the city, has a jettied entrance marked by lights and buoys, and by a lighted whistle buoy a mile southwest of the end of the outer breakwater. In 1963, depths were 20 feet through the entrance, 19 feet at the turn, and thence 14 feet diminishing to 9 feet in the two arms. **However,** in October 1964, Oceanside officials advised that a sand bar covered 4 feet was making across the eastern two-thirds of the entrance channel. Fuel and other services are available. Several hundred small craft can be berthed inside. (7-96/64; NM-43/5647/64)

In the southern arm of the harbor, near the southeasterly corner, is a lighted building shaped like a Cape Cod lighthouse. (7-96/64; NM-29/3725/64)

Camp Pendleton (Del Mar) Boat Basin, just north of Oceanside Harbor, is part of the U.S. Marine Corps reservation; see **207.613b,** Chapter 2, for limits and regulations of the restricted area. The . . . (FR-12/18/63)

Lines 50–56/L; read:

An elevated tank, 1.7 miles northeast of the boat basin, is prominent from well offshore. The highway bridge and the trestlework of the railroad crossing of **Santa Margarita River,** 1.7 miles west of the tank, also are prominent. The large white barn nearly 7 miles northwest of the boat basin is conspicuous from seaward. (NM-43/5551/63)

Page 97.—Line 16/R; read: zone, and an **explosive anchorage** has been established; see **202.215** and **204.195,** Chapter 2, for limits and regulations. (NM-29/3771/63)

Line 20/R; insert after:

An artificial oil well "island" was under construction in 1964, about 0.8 mile sonthwest of the entrance to Anaheim Bay. Barges were dumping loads of rock at tbis site. (NM-42/5489/64)

Line 30/R; insert after:

The new bridge over the inner part of tbe bay, at Appiau Way, has a fixed span with a clearance of 13 feet. (CL-365/64)

Line 40/R; read: the Long Beach Marine Department. (7-97/64)

Page 98.—Lines 27–28/R; read: maintained at 50 feet or more. In January 1964, the controlling depth was 47 feet in Los Angeles Harbor main channel; privately maintained ranges mark this channel and East and West Channels. The . . . (Ch. 5148, 3/16/64; NM-33/4240/64)

Page 99.—Lines 5–14/L; read:

West Basin, north of San Pedro, in 1964 was dredged to depths of 35 feet throughout, and the last remaining obstructions of the former railroad bridge were removed from the entrance. (NM-16/1980/64; NM-27/3443/64)

Bridges.—The **Vincent Thomas Bridge,** a highway suspension span with a clearance of 185 feet over tbe center 500-foot width, crosses Los Angeles . . . (CL-1139/63)

Lines 19–21/L; read: with span clearances of 38 feet down and 163 feet up; and a rail-and-highway bridge 25

yards westward with a double-leaf bascule span clearance of 8 feet. (NM–2/166/64)

Line 23/L; read: cables that have a clearance of 155 feet. Vessels are required . . . (NM–30/3904/63)

Page 100.—Lines 28–29/L; read:

In 1964, the area for the Long Beach Pier J had been filled in to the extent that all 311 acres were above high water. (7–99/64)

Page 101.—Lines 17–21/L; read: as Redondo Beach King Harbor, the basin accommodates hundreds of pleasure craft and fishermen. The entrance, marked by a lighted bell buoy and lights at the ends of the breakwaters, has depths of 28 to 30 feet. A fog signal is at the end of the west breakwater. The three mooring basins have depths of 8 to 15 feet. (NM–8/932/64)

Line 45/L; insert after:

In 1964, a fishing pier was reported under construction at Hermosa Beach, about 1.3 miles north of Redondo Beach King Harbor entrance. The pier will extend 410 yards seaward. (NM–47/6240/64)

Lines 6–8/R; read: entrance is marked by lights on the jetty ends; a fog signal is sounded on the outer end of the north jetty, and a marker radiobeacon is near the inshore end.

In 1964, the detached angled breakwater to prevent surge inside the harbor was completed at its northerly end, which was marked by a light, and nearing completion at its southerly end. Until completion, mariners must use the northerly entrance, passing the lighted buoy to starboard when entering. (NM–35/4553/64; CL–306/64; NM–49/6531/64)

In 1963, controlling depths were 20 feet in the entrance except for reported shoaling along the northerly edge of the channel opposite the old Ballona Lagoon entrance; depths in the main channel above the turn were 15 feet and, inside the basin, 10 feet. (CEM–63; NM–36/4703/64)

Line 10/R; insert after:

In 1964, construction was under way on a fishing pier a mile north of Marina del Rey entrance. The trestle extends about 1,100 feet seaward. (NM–18/2226/64)

Page 102.—Lines 24–30/R; read:

Ventura County Harbor, a small-craft basin near **Hollywood by the Sea** a mile northwestward of Port Hueneme, has accommodations for over 500 boats. Federal project depth is 20 feet; in August 1963, the controlling depth was about 10 feet, although shoaling was reported at the entrance. The jetties and offshore breakwater are marked by lights. (CL–943/63)

Lines 44–46/R; read:

Ventura Marina, a small-craft harbor built by the city of Ventura, lies just south of that city. The jettied entrance is marked by lights. In 1963, the reported controlling depth was 15 feet through the entrance and inside, and 10 feet alongside the facilities. Berths for over 500 small craft are here, and there is a fueling dock; water and groceries are available. (CL–943/63)

Page 103.—Lines 24–25/R; read:

Measured mile course.—An 081°58′–261°58′ measured nautical mile has been established east of Stearns Wharf. The front markers are . . . (NM–26/3329/64)

Page 105.—Lines 5–9/R; read: (34°34.6′ N., 120°38.9′ W.), 124 feet above the water, is shown from a 48-foot white skeleton tower on the western end of the point. A fog signal is at the station, and a radiobeacon is 430 yards 070°18′ from the light tower. **Point Arguello Loran Station** (slave) is about 0.6 mile northeasterly of the light. (NM–42/5491/64; NM–48/6374/64)

Page 110.—Line 28/L; read: Channel Islands. It is privately owned and permission must be obtained to land. The island is 21 miles long in a westerly direction . . . (7–110/64)

Lines 52–53/L; read: fathoms. This harbor affords the . . . (7–110/64)

Lines 3–4/R; read: harbor. There are buildings back of the wharf. The best anchorage . . . (7–110/64)

Line 8/R; strike out. (7–110/64)

Lines 38–39/R; read: fathoms, sandy bottom. (7–110/64)

Page 111.—Line 47/R; insert after:

Oceanographic instruments were placed in 1964 in the area south-southwestward of Point Conception. The northerly instrument, with an aluminum buoy 380 feet below the surface, is moored to instruments on the bottom about 24 miles south-southwest of the point. The other is 20 miles farther south, and its aluminum buoy is 240 feet below the surface. (NM–33/4245/64)

Page 116.—Lines 3–5/L; read: breakwaters. In December 1963, a depth of 10 feet could be taken with local knowledge to the town piers, despite the continued shoaling in the entrance channel and a shoal that was encroaching upon the northern part of Navy Channel. (NM–25/3170/64)

Page 120.—Lines 41–42/R; read: May 1964, project depths prevailed throughout. (NM–32/4120/64)

Page 121.—Lines 35–41/L; read: Lagoon, just eastward of Seabright, accommodates about 400 small craft at the finger piers and moorings. The entrance is protected by jetties; a light and fog signal are at the end of the west jetty. In April 1964, the controlling depth was 15 feet through the entrance, thence 10 feet to East Cliff Drive; in February 1964, the controlling depth was 10 feet to the basin. Fuel, supplies, and repair facilities are available. (NM–6/627/64; NM–8/935/64; CEM–64)

Page 124.—Lines 11–36/L; read:

Drakes Bay, named after English explorer Sir Francis Drake who anchored here in 1579, is northeast of the 1-mile-long, 200-foot-high, narrow peninsula which forms the easternmost part of Point Reyes. White cliffs commence at the southwestern angle of the bay and curve round to the northeastward for about 6 miles, ending

at high white sand dunes. This curving shoreline forms Drakes Bay, which affords good anchorage in depths of 4 to 6 fathoms, sandy bottom, in heavy northwest weather. Several lagoons back of the northern shore empty into the bay through a common channel which is navigable by shallow-draft vessels with local knowledge.

Chimney Rock lies close under the outer end of the Drakes Bay peninsula. The area between Chimney Rock and the 5-fathom curve, 0.4 mile eastward and southeastward, breaks in moderate weather. A buoy is moored 0.6 mile southeast of the rock.

Drakes Bay is used extensively in heavy northwest weather and many fishing vessels operate from here during the season. A Coast Guard station is midway along the inner side of the peninsula; fuel and water are available at a fish wharf near the station.

From the sand dunes near the eastern part of Drakes Bay, cliffs 100 to 200 feet high extend 5 miles southeastward to **Double Point**, which has two high spurs, 0.4 mile apart, projecting 200 to 300 yards from the general coastline. A small 47-foot-high island is 300 yards off the northwest spur, and a 54-foot-high rock is close under the longer and lower southeast spur. From Double Point to Bolinas Point, about 3.5 miles southeastward, the coast is bold with high cliffs behind narrow sand beaches. (JAM–64)

Page 126.—Lines 35–37/R; read: island. (NM–37/4789/63)

Page 128.—Line 44/R; read: down and 135 feet up; the power cable about 150 yards northwestward has a clearance of 165 feet. A fog signal is on the western pier of the bridge. (NM–28/3586/64)

Page 129.—Line 14/R; insert after:

A small-craft harbor and marina were completed in 1963 by the city of San Leandro. Located just southeast of the international airport, the marina is entered by a marked dredged channel with controlling depth of about 6 feet. There are two lights off the entrance; the westernmost has a fog signal. (NM–26/3373/63; NM–10/1182/64)

Page 130.—Line 45/R; read: point; a fog signal is at the station. An amber light is shown when the special radio direction-finder calibration station is in operation; see Light List for details. A shoal with visible . . . (NM–2/170/64)

Page 131.—Lines 24–26/L; read: Rafael. In October 1963, the controlling depth was 10 feet in the channel across the flats in **San Rafael Bay**, and thence, in May 1964, 8 feet through the mouth of the creek, and thence 5½ feet to the turning basin at **San Rafael**. The power cable near . . . (CEM–64)

Line 48/R; read: maintained; in January 1964, the controlling depth was 5 feet. Least clearances over Petaluma River are: . . . (NM–23/2913/64)

Page 132.—Line 1/L; read: September 1964, depths of 35 to 19 feet were in the channel . . . (NM–48/6377/64)

Lines 57/L–2/R; read:

In August 1963, controlling depths in Napa River were 15 feet for 22 miles to **Rocktram**; thence, in June 1964, 8½ feet to the Imola bridge, and thence 7 feet to the head of navigation at **Napa**. (CEM–64)

Page 134.—Lines 10–13/L; read: provides for suitable passing and turning basins. In August–September 1964, the controlling depth was 28 feet to the turning basin at Stockton. Corps of Engineers project maps for June 1961 show controlling depths of 22 feet to Edison Street, thence 9 feet to . . . (NM–49/6532/64; CEM–63)

Lines 53–54/L; read: nnder their own power. Tugboats are available. (Port Series–62)

Line 59/L; read:

Wharves.—There are 12 berths for large vessels with . . . (Port Series–62)

Page 135.—Line 35/R; read: River, is a by-channel of the San Joaqnin River leaving . . . (WAD–63)

Page 136.—Line 19/L; read: clearances of 24 feet down and 149 feet up at **mean lower low** . . . (BB–61)

Line 24/L; read: Sacramento Ship Channel is 136 feet at **mean lower low water at lowest river stages.** (LLC–64)

Page 137.—Line 11/L; read: clearance of 33 feet; the nearby overhead power cable has a clearance of 85 feet over the west draw and 91 feet over the east draw.

In 1964, a new fixed highway bridge was under construction over the river between Sacramento and West Sacramento, about 0.6 mile above the junction with the ship channel; design clearance is 55 feet. (CL–351/63)

Line 9/R; read:

Chart 666.—Above Sacramento the prevailing . . . (NM–37/4821/63)

Line 22/R; read: clearance of the power cables across the river is 80 feet. (NM–35/4556/64)

Page 139.—Line 47/R; read: extends between it and the shore. A lighted gong . . . (NM–14/1732/64)

Line 59/R; read: red roof on a steel structure is prominent. A lighted whistle . . . (NM–14/1732/64)

Page 140.—Line 2/L; read:

To enter, make the lighted whistle buoy, then bring the . . . (NM–14/1732/64)

Lines 9–10/L; read: the lighted whistle buoy. The town of **Point Arena** is on the highway a mile east of the landing. (NM–14/1732/64)

Page 145.—Line 3/L; read: west-southwestward of the outer rock; the light is 55 . . . (NM–40/5129/63)

Page 149.—Lines 14–16/R; read:

The long wharf in the westernmost part of the harbor is used for shipping lumber. The remains of two other wharves, just eastward, were almost completely wiped out by the seismic sea wave which struck the harbor following the March 27, 1964, Alaskan earthquake. The seismic wave caused considerable damage and changes on the harbor shoreline. (NM–18/2231/64)

Page 151.—Lines 14–16/L; read: to **Brookings Basin,** 500 yards above the mouth. In September 1964, the controlling depth was 5½ feet to the basin, and thence, in 1962, 2 feet to the highway bridge 0.6 mile . . . (NM–44/5809/64)

Page 152.—Lines 55–58/L; read: jetties; buoys mark the approach. In October 1964, the controlling depth in the entrance channel was 8½ feet, and thence, in May 1964, 8 feet to Gold Beach through a meandering passageway that required local knowledge. Gasoline, some marine hardware, and groceries are available. (NM–44/5810/64; NM–46/6102/64)

In 1964, the wreck of a fishing vessel remained about 300 yards off and on line with the centerline of the channel entrance. (NM–10/1183/64)

Page 154.—Line 5/R; read: Bandon. In April 1964, the controlling depth was 10 . . . (NM–27/3449/64)

Page 155.—Lines 42–46/L; read:

Channels.—In 1964 the controlling depths in the dredged channels were: 29 feet on the bar, thence 27 feet to the turning basin at the city of Coos Bay; 14 feet in the Isthmus Slough to Millington with local knowledge; and 9 feet to the small-boat basin north of Charleston. (NM–44/5809/64; NM–46/6103/64)

Line 41/R; insert after:

Towage: Tugs of up to 1,600 hp. are available, and are used for docking and mooring in addition to movements of logs. (Port Ser. 1963)

Page 157.—Lines 30–34/L; read:

Gardiner, on the northeastern bank of the river 8.5 miles inside the entrance, is the site of a large papermill and a lumber mill. The channel serving these mills has been enlarged and an oil-unloading pier constructed 0.8 mile north of the town. (NM–8/937/64; CL–934/63)

Lines 22–23/R; read: Florence. In October 1964, the controlling depth was 7 feet to Cushman, 6.5 miles above the . . . (NM–47/6244/64)

Line 25/R; insert after: A fog signal is on the north entrance jetty. (NM–43/5650/64)

Page 159.—Line 4/L; insert after:

In 1964, the north jetty was being built out an additional 250 yards seaward. (NM–43/5651/64)

Lines 10–12/L; read: for large vessels leaving Yaquina Bay. In April–May 1964, the controlling depth was 24 feet through the entrance and thence 19 feet to the turning basin at McLean Point. (CL–821/64)

Page 160.—Lines 35–36/R; read: depths and shift the channel. Even in a moderate sea, the bar is . . . (NM–32/4125/64)

Page 161.—Lines 30–31/R; read:

In June 1964, the controlling depth was 15 feet in the entrance channel, and thence 13 feet to Garibaldi. The channel . . . (NM–40/5208/64)

Page 164.—Line 20/L; read: a depth of 15 feet to The Dalles Dam, 164 miles above . . . (CEM–63)

Page 165.—Lines 15–16/L; read: and thence 27 feet to The Dalles. Depths to Vancouver are regularly maintained; in 1963, the controlling depth from Vancouver to The Dalles was 15 feet. Controlling depths are published in the Notice to . . . (CEM–63)

Page 166.—Line 57/L; read: controlling depth was 9 feet to Fort Canby and thence 7 feet to the port facilities at Ilwaco, in July 1963. The former . . . (NM–39/5018/63)

Line 4/R; insert after: A light and fog signal are on the end of the east jetty at the entrance to the dredged channel into Baker Bay. (NM–34/4401/64)

Lines 33–34/R; read: In October 1964, the controlling depth was 10 feet to Warrenton. Above the railroad bridges the least depth is about 15 feet. (NM–1/65)

Line 46/R; read:

A Federal project channel 6 feet deep in June 1964 leads . . . (NM–40/5210/64)

Page 167.—Lines 10–11/L; read:

Youngs Bay is crossed by a highway vertical lift bridge, about 0.8 mile above the mouth, with clearances of 33 feet down and 68 feet up; the railroad swing bridge, just above it, has a clearance of 17 feet. The highway bascule . . . (CL–1256/64)

Page 168.—Lines 57–58/L; read: of **Westport.** In October 1963, the controlling depth to the dock was 13 feet. Above Westport, the . . . (NM–5/502/64)

Line 45/R; read: Lord Island, has a clearance of 216 feet. (NM–35/4525/63)

Line 52/R; read: clearance of 115 feet. (NM–35/4525/63)

Page 169.—Lines 48–50/L; read: Cottonwood Island, has a fish wharf. In 1964, docking facilities were installed for a chemical plant at the northern end of the city, and for the new grain elevator about 1.5 miles south of Kalama. Shingle and plywood mills are in operation, and small boats can obtain water and petroleum products at the fish wharf. (CL–332/64)

Page 170.—Line 7/R; read: miles above the mouth; the raised clearance of both decks of the bridge is 161 feet, and of the lower deck alone, 71 feet up. (NM–35/4556/64)

Page 172.—Lines 41–43/R; read:

Two fixed highway bridges cross Camas Slough from the mainland to Lady Island; the westerly one has a clearance of 69 feet, and the easterly one a span 37 feet wide with a clearance of 2 feet. (NM–35/4556/64; NM–7/774/64)

Page 175.—Lines 44–46/L; read: fixed bridge with a clearance of 61 feet. About 1.5 miles above this bridge are overhead cables with minimum clearance of 68 feet over the channel. (CL–658/63)

Page 178.—Line 14/R; read: In March 1964, the controlling depth was 10 feet to and inside . . . (NM–17/2122/64)

Page 179.—Lines 23–24/L; read: Chehalis. The radiobeacon is 1.1 miles northward of the light and the fog signal is abont the same distance northwestward of the light, near the inner end of the breakwater. (NM–27/3454/64)

Page 180.—Line 8/L; read: bridge at Bay City has a clearance of 39 feet. (CL–400/64)

Page 182.—Lines 54–56/R; read: basin; in February 1964, the channel had shoaled to a depth of 3 feet at a point off the Coast Guard launching railway. The protective timber training wall to assure adeqnate depths in the small-craft basin was completed in 1963. (NM–15/1855/64; CEM–63)

Page 184.—Lines 35–36/R; read: the western extremity of the cape; a fog signal and a radiobeacon are at the light. (NM–33/4254/64)

Page 195.—Line 53/R; read: and fog signal are on the point. (NM–32/4130/64)

Page 196.—Lines 24–25/R; read: Produce and fish are shipped, and a cannery, creamery, and log booms are here. (7–196/64)

Line 34/R; read: approached. It is marked by privately maintained lights. (NM–37/4840/64)

Lines 40–41/R; read: or more alongside. Gasoline . . . (7–196/64)

Page 198.—Lines 22–23/L; read: Depths are 9 to 25 fathoms, and there are no off-lying dangers. (NM–32/4129/64)

Page 201.—Line 58/R; read: channel have minimum clearance of 72 feet. (CL–161/64)

Page 207.—Lines 1–7/L; read:

Chart 6401.—Puget Sound is a bay with numerous channels and branches, extending about 90 miles southward from the Strait of Juan de Fuca to Olympia; the northern boundary is formed, at its main entrance, hy a line between Point Wilson on the Olympic Peninsula and Point Partridge on Whidbey Island; at a second entrance, between West Point on Whidbey Island, Deception Island, and Sares Head on Fidalgo Island; at a third entrance, at the south end of Swinomish Channel between Fidalgo Island and McGlinn Island; it was named by George Vancouver for Lientenant Peter Puget, who explored the southern end in May 1792. (BGN–61)

Page 210.—Lines 53/L; insert after: The restricted area is open to free passage of all vessels until further notice provided that there is no anchoring, trawling, or towing (if the tow cables might drag) in the area. (NM–14/1737/64)

Page 211.—Line 5/R; read: feet, but in 1964 a depth of 9 feet was measured about 25 yards northeast of the north breakwater light. The central terminal building provides supplies and . . . (NM–31/3995/64)

Page 212.—Lines 37–40/L; read: maintained. In 1962–September 1963, the controlling depths in Duwamish Waterway were 27 feet to the First Avenue Sonth Bridge, and thence 11 feet to the Fourteenth Avenue South Bridge, above which the waterway was bare to near the head of the project. (NM–28/3601/64; NM–44/5813/64)

Page 213.—Lines 49–50/R; read:

The pontoon bridge from Union Bay to Fairweather Point has a floating drawspan that provides an opening 200 feet wide; see **203.801**, Chapter 2, for drawspan regulations. The fixed bridges close inshore, east and west, have clearances of 57 and 45 feet, respectively. NM–11/1317/64)

Page 214.—Line 5/R; read:

Chart 6441.—Everett, an important lumber and pulp shipping port, . . . (C&G.S.)

Lines 11–13/R; read: by some lights and buoys extends np Snohomish River inside a training dike around Everett to a lumber mill 6 miles above Port Gardner; in 1964, the controlling depth was 8 feet. (NM–14/1739/64)

Page 215.—Line 10/L; read:

Chart 6448.—The flats north of Everett at the mouths of **Steamboat** . . . (C&GS)

Page 216.—Lines 47–49/L; read:

Crescent Harbor is in a **restricted area**; limits and regulations are given in **207.750,** Chapter 2. (NM–36/4710/64)

Lines 11–13/R; read: 4.8 miles above the mouth, has been converted to a fixed span with a clearance of 10 feet. (NM–26/3369/63)

Page 217.—Lines 56–57/L; read: westerly opening is 35 feet and that of the easterly opening, 55 feet. In the 600-foot center opening there are pontoons . . . (NM–49/6533/64)

Page 219.—Lines 34–35/L; read: western side of the channel opposite **Agate Point;** lighted buoys mark the channel throngh the passage. (NM–14/1738/64)

Line 12/R; insert after:

In 1963, an angled timber-pile breakwater, marked by lights, was constructed aronnd the southerly side of the facilities. (BP–64232; NM–26/3380/63)

Page 225.—Line 37/R; read: marked on its northern end by a light and fog signal. On the shores of . . . (NM–34/4409/63)

Page 226.—Line 49/L; read: of Drayton Passage, is 280 feet high, and thickly wooded; a light is off its southerly tip. (NM–1/94/64)

Page 234.—Lines 59–60/R; read: inches. See Appendix for **Hilo climatological table.** (NM–25/3184/64)

Page 240.—Line 8/L; read: the breakwater. Project depths were available in February 1964. (CEM–64)

Line 22/L; insert after:

Weather.—Subject has been discussed on previous pages but vessels maneuvering in Kawaihae Harbor are again warned to be on the alert for sudden strong offshore gusts caused by the trade winds drawing over the mountains. (JAM–64)

Lines 3–7/R; read: Makaouhule Point is northward of the landing. Other features include the abandoned sugar . . . (NM–34/4405/64)

Line 9/R; insert after:

Magnetic disturbance.—Differences of as much as 3° from normal variation have been observed in the vicinity of Kauili Point. (7–240/63)

Page 244.—Line 47/L; read:

The concrete wharf at Mala, reported in 1963 to be in poor condition, is used by tugs, barges, and . . . (7–244/63)

Line 51/L; read: limited quantities for small craft. On the small-craft wharf there is a 1-ton hoist. (7–244/63)

Page 245.—Lines 12–14/R; read: too restricted for large vessels, which may anchor eastward of the sea buoy, but caution is necessary to avoid dragging by the prevailing northeast trades. There is plenty of anchorage room . . . (7–245/63)

Page 251.—Line 35/L; read: turning basin in March 1964 had a least depth of 17 feet; its dimensions are about 600 feet . . . (CEM–64)

Page 256.—Line 30/R; read: the bay. The Kaneilio Point breakwater, marked by a light, and the opposing . . . (NM–51/6800/64)

Page 258.—Lines 19–29/R; read; Note.—Naval control over entry into the Kaneohe Bay Naval Defensive Sea Area has been suspended, except for a 500-yard **prohibited area** around the perimeter of Mokapu Peninsula where only authorized vessels may enter. (NM–51/6565/63)

Page 271.—Lines 28–29/L; read: of the reef. The enclosed islands average 12 feet high with a maximum height of 45 feet. Numerous birds, especially . . . (7–271/63)

Line 52/L; read: building on the northwestern side. A dredged 12-foot channel . . . (7–271/63)

Lines 8–18/R; read: area should not be attempted. (7–271/63)

Lines 22–23/R; read: Eastern Island side channel. Entrance depth was 35 feet in 1963, but it is subject to change; . . . (7–271/63)

Page 272.—Lines 20–22/L; read: incoming vessels south of the entrance. Commercial vessels are required to have a pilot and navy vessels not operating locally are requested to take a pilot. (7–271/63)

Lines 31–37/L; read: two piers, the northerly one of which has fuel and water connections; depths alongside are 36 feet. In the submarine basin on the east side of Sand Island there is one pier with fuel and water connections; depths up to 30 feet are alongside. (7–271/63)

Line 42/L; read:

Repairs.—Limited repairs can be made to vessels, but there are no drydocking facilities.

Page 273.—Line 4/L; read: Survey, Washington Science Center, Rockville, Md., 20852, or by its distribution centers in New York and San Francisco, and . . . (LLC–64)

Line 12/L; read:

4, Atlantic Coast, Cape Henry to Key West, 1964.

Line 26/L; read:

Science Center, Rockville, Md., 20852, or the sales agents or distribution centers. (LLC–64)

Lines 49/L–23/R; read:

Regional and Field Offices.—San Francisco Regional Office, Room 121, Customhouse, San Francisco, Calif., 94126.

Seattle Regional Office, 1801 Fairview Avenue East, Seattle, Wash., 98102.

Los Angeles Field Office, 535 Subway Terminal Bldg., 417 South Hill St., Los Angeles, Calif.

Portland Field Office, Room 314, U.S. Courthouse, Portland, Oreg.

Honolulu Field Office, 504 Bethel-Pauahi Bldg., Honolulu, Hawaii, 96812.

Lines 32–50/R; read:

Alameda: Pacific Marina Chandlery, Pacific Marina.
Antioch: Bob's Bait Box, Foot of Antioch Bridge.
Arcadia: Walter E. Gockley, 49 East Huntington Dr.
Berkeley: Brennan Supply Co., 805 University Ave.; Lucas College Book Co., Inc., 2430 Bancroft Way.
Bethel Island: Trogan Delta Boat Sales, Inc.
Bodega: McCaughey Bros., General Merchandise.
Crescent City: Sbafer's Crescent Hardware, 9th & G Sts.
Eureka: †C. O. Lincoln & Co., 615 Fifth St.
Fairfield: Glenn & Red's Bait Shop, 1461 West Texas St.
Gardena: Fleetcraft Marine Corp., 1449 West Rosecrans Ave.
Long Beach: B & B Supply Co., 1845 West Anaheim St.; Bahia Marine Hardware, 6200 East Pacific Coast Highway; *Long Beach Marine Hardware, 251 Marina Dr.; California Commercial Fisherman's Assoc., Inc., 745 So. Seaside Ave.
Los Angeles: California Map Centre, 1100 South Hope St.
Lynwood: Pacific Coast Map Service, 12021 Long Beach Blvd.
Monterey: †Cincotta Brothers, 203 Alvarado St.

Page 274.—Lines 4–7/L; read:

Newport Beach: Balboa Marine Hardware Co., 2612 Coast Highway; *Newport Supply Co., 2700 West Coast Highway; *Phillips Marine Stores, 2825 Newport Blvd.

Line 10/L; read:

Oakland: Dick Peterson Co., 1363 Embarcadero; Millie's Marine Store, 901 19th Ave.

Line 15/L; insert after:

Redwood City: Redwood Marina, Foot of Maple St.

Lines 20–23/L; read:

San Francisco: C&GS, 121 Customhouse; *†George E. Butler, 356 California St.; †C. J. Hendry Co., 139 Townsend St.; *†San Francisco Instrument Co., 120 Green St.

Line 29/L; insert after:

Santa Cruz: The Mariner, Santa Cruz Yacht Harbor, 413 Lake Ave.

Line 38/L; read:

Venice: Jeffries Marine Supply Store, 4215 Lincoln Blvd.

Line 43/L; insert after:

Brookings: Lorings Lighthouse Sporting Goods, 554 Chetco Blvd.

Lines 49–51/L; read:

Portland: Eighty-Second St. Marine, 2815 S.E. 82nd St.; *†Frank H. Parks, 414 S.W. 3rd. Ave.; †Portland . . .

Lines 58–59/L; read:

Bellingham: †Griggs Stationery & Printing Co., 120 E. Holly St.

Line 3/R; insert after:

Edmonds: Max Koner, Surf & Sand Marina, 220 Railroad Ave.

Lines 12–14/R; read:

Olympia: Sea Mart Marina, 611 No. Columbia St.

Port Angeles: †Willson Hardware Co., 111 W. 1st St.

Port Townsend: Hudson Point Marina.

Seattle: Chartmaster Co. . . .

Line 21/R; insert after:

Westport: Tisch's Charter Service, West Front St.

Lines 33–35/R; read:

Honolulu: †McWayne Marine Supply Ltd., 1115 Ala Moana Blvd.; *Trans-Pacific Instrument Co., 144 Colburn St.

Page 275.—Lines 1–2/R; read:

San Francisco District, 100 McAllister St., San Francisco, Calif., 94102. Coastal waters and tributaries . . . (7–275/64)

Page 276.—Line 40/L; read:

Los Angeles-Long Beach District: The limits are that part of the . . . (FR–1/29/64)

Line 6/L; read:

DN Mission Beach; 32°45.7′, 117°14.4′. (NM–32/4114/64)

Line 10/L; strike out. (NM–41/5348/64)

Line 15/L; read:

D Redondo Beach; 33°50.8′, 118°23.7′. (NM–28/3664/63)

Line 18/L; insert after:

DN Ventura Marina; 34°15.1′, 119°15.9′.

Line 35/L; read:

DN Humboldt Bay Lifeboat station; 40°46.0′, 124°13.0′. (NM–28/3664/63)

Line 37/L; insert after:

D Crescent City; 41°44.6′, 124°10.8′.

Line 39/L; insert after:

D Coquille River CG Station; 43°07.2′, 124°25.0′.

Line 49/L; read:

D Tillamook Bay, Lookout Tower; 45°34.1′, 123°56.6′.

D Tillamook, Garibaldi Boat Basin; 45°33.3′, 123°54.8′.

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