



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

LOCAL NOTICE TO MARINERS

District: 14

Week: 26/09

July 01, 2009

ISSUED BY:

Commander (dpw)

Fourteenth Coast Guard District

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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, 2009 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: 196-09 to 200-09

COMCOGARD SECTOR GUAM BNMs: 135-09 to 141-09

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 51002 - ADRIFT

National Data Buoy Center buoy 51002 is off station and adrift. The buoy is six meters in diameter and yellow in color. Positions are transmitted hourly and can be found on the National Data Buoy Center's website at http://www.ndbc.noaa.gov/station_page.php?station=51002.

PACIFIC OCEAN - NATIONAL WEATHER SERVICE BUOY 51004 - ADRIFT

National Data Buoy Center buoy 51004 is off station and adrift. The buoy is six meters in diameter and yellow in color. Positions are transmitted hourly and can be found on the National Data Buoy Center's 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 Hikiau 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 2009. 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 - HAWAII - WAILOA SMALL BOAT HARBOR - SHOALING

Shoaling has been reported within the Wailoa Small Boat Harbor. A precautionary sign displaying a flashing red beacon light has been posted at the entrance to the harbor alerting mariners to the shoaling. All 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 August 2009. Work will be performed from barge WEEKS 544 (143' 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 - PEARL HARBOR - CONSTRUCTION

Healy Tibbits commenced operations in the vicinity of Beckoning Point (east shore of Waipio Peninsula near Middle Loch) on March 16, 2009, and

will continue until October 2010. Temporary anchor moorings and numerous pieces of floating equipment will be located at the project site. Work will be performed from barge WEEKS 33 (120' x 30'), barge HT40 (107' x 26'), work boat DON CARLOS (47' x 15'), crane barge WEEKS 544 (143' x 60'), and crane barge WEEKS 243 (175' x 68'). The call sign is WCT8969 and VHF-Ch 16 will be monitored at all times. Mariners are requested to use extreme caution when transiting the area.

HI ISLANDS - OAHU - PEARL HARBOR - DREDGING

Healy Tibbits commenced dredging operations near the existing wharf at Beckoning Point on May 18, 2009, and will continue until July 2009. Dredged material will be disposed of at the South Oahu Ocean Dredged Material Disposal Site (SOODMDS) three to four times daily. Work will be performed from barge WEEKS 544 (143' x 60'). The call sign is WCT8969 and VHF-Ch 69 will be monitored at all times. Offshore tows will be performed by Tugboats THOMAS and/or CAROLINE and dump scows WEEKS 260 and WEEKS 261. Mariners are requested to use extreme caution when transiting the area.

HI ISLANDS - OAHU - ALA WAI - CONSTRUCTION

Kaikor commenced construction on the Ala Moana Bridge over the Ala Wai Canal on March 16, 2009, and will continue through September 16, 2009. Work will be performed from 0700W - 1530W daily. Signs will be posted to alert vessels in the area, and space will be provided to allow inbound and outbound vessels to pass freely. Mariners are requested to use caution when transiting the area.

HI ISLANDS - OAHU - SOUTH OAHU - HAZARD TO NAVIGATION

An array of buoys are temporarily deployed in ocean waters off Honolulu International Airport reef runway in the following positions:

- 21-17-40.68N/ 157-55-20.64W
- 21-17-42.30N/ 157-55-27.96W
- 21-17-50.40N/ 157-55-19.02W
- 21-17-50.76N/ 157-55-27.42W

In the interest of safety, all vessels are requested to exercise caution while transiting the area.

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 July 20, 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 - GUAM - HAZARDOUS OPERATIONS

A military unit will be conducting gunnery exercises in the vicinity of 13-25.05N/ 145-08.01E, approximately 15 nautical miles east of Andersen Air Force Base, Guam, on July 01, 2009, from 1600K to 2200K. Mariners are advised to remain clear of the area within a 3 nautical mile radius during the exercise.

PHILIPPINE SEA - MARIANA ISLAND - GUAM - DIVE OPERATIONS

Military units will be conducting dive operations in Apra Inner Harbor from July 01, 2009 through July 03, 2009, from 0800K - 1800K daily. Mariners are advised to remain clear within a 3 nautical mile radius of operations.

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)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
28005	NOAA Data Lighted Buoy 51004	ADRIFT	50		10/09	

28006	NOAA Data Lighted Buoy 51002	ADRIFT	19010	120-09	10/09
28007.5	NOAA Data Lighted Buoy 51000	MISSING	19013		24/09

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
29240	Kalihi Channel Entrance Lighted Buoy 1	WATCHING PROPERLY	19367	200-09	26/09	26/09
30795	Polaris Point Range Rear Light	WATCHING PROPERLY	81054	136-09	26/09	26/09

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
28382.1	Kahului Boat Ramp Buoy 11	MISSING	19342	102-06	18/06	
28445	Maalaea East Basin Buoy 6	MSLD SIG	19350	115-09	09/09	
28450	Maalaea Basin Daybeacon J	MSLD SIG	19350	115-09	09/09	
28455	Maalaea West Basin Daybeacon 2W	MSLD SIG	19350	115-09	09/09	
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 BB - Moloaa, Kauai	MISSING	19381		12/09	
	Fad Site DD - Opana Point, Maui	MISSING	19004		12/09	
	Fad Site FF - Pukaulua Point, Maui	MISSING	19340		12/09	
	Fad Site HK - Hakalau, Hawaii	MISSING	19320		12/09	
	Fad Site NL - Nuu Landing, Maui	ADRIFT	19320	134-09	12/09	
	Water Quality Buoy "KN"	LT EXT	19367	84-09	07/09	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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
28675.1	WECB Lighted Buoy "G"	DISCONTINUED	19359		26/09	
29145	Kewalo Basin Entrance Range Rear Light	DISCONTINUED	19367	194-09	25/09	

29900	Kikiaola Boat Harbor Range Front Light	DISCONTINUED	19386	48/08
29901	Kikiaola Boat Harbor Range Rear Light	DISCONTINUED	19386	48/08
	Fad Site AA - Port Allen, Kauai	DISCONTINUED	19381	48/08
	Fad Site HS - Nakaohu, Maui	DISCONTINUED	19320	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
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

530	32nd Ed.	01-JUN-07	Last LNM: 24/09	NAD 83	26/09
<i>Chart Title: North America West Coast San Diego to Aleutian Islands and Hawaiian Islands</i>					
Main Panel 2405 SAN DIEGO TO ALEUTIAN ISLAND AND HAWAIIAN ISLANDS. Page/Side: N/A					
DELETE	Ship Reporting System Area limit A PT 01 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)			NOS 27-14-47.000N	176-29-49.000W
DELETE	Ship Reporting System Area limit A PT 02 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)			NOS 27-35-04.000N	178-28-44.000W
DELETE	Ship Reporting System Area limit A PT 03 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)			NOS 27-55-22.000N	179-07-56.000W
DELETE	Ship Reporting System Area limit A PT 04 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)			NOS 28-35-21.000N	179-17-39.000W
DELETE	Ship Reporting System Area limit A PT 05 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)			NOS 29-13-16.000N	178-43-46.000W
DELETE	Ship Reporting System Area limit A PT 06 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)			NOS 29-13-59.000N	177-59-01.000W

DELETE	Ship Reporting System Area limit A PT 07 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-34-58.000N	175-19-44.000W
DELETE	Ship Reporting System Area limit A PT 08 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-03-59.000N	174-52-56.000W
DELETE	Ship Reporting System Area limit A PT 09 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-20-57.000N	175-02-27.000W
DELETE	Ship Reporting System Area limit A PT 10 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-59-03.000N	175-51-44.000W
DELETE	Ship Reporting System Area limit B PT 01 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-16-37.000N	174-24-44.000W
DELETE	Ship Reporting System Area limit B PT 02 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-56-13.000N	171-50-06.000W
DELETE	Ship Reporting System Area limit B PT 03 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-35-28.000N	170-47-36.000W
DELETE	Ship Reporting System Area limit B PT 04 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-27-33.000N	169-55-11.000W
DELETE	Ship Reporting System Area limit B PT 05 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-03-12.000N	169-06-13.000W
DELETE	Ship Reporting System Area limit B PT 06 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-09-21.000N	169-42-47.000W
DELETE	Ship Reporting System Area limit B PT 07 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-35-40.000N	171-30-28.000W
DELETE	Ship Reporting System Area limit B PT 08 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-54-01.000N	173-48-52.000W
DELETE	Ship Reporting System Area limit B PT 09 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-43-29.000N	174-35-23.000W
DELETE	Ship Reporting System Area limit B PT 10 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-10-39.000N	174-55-13.000W
DELETE	Ship Reporting System Area limit B PT 11 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-38-53.000N	174-48-43.000W
DELETE	Ship Reporting System Area limit C PT 01 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-14-57.000N	168-25-42.000W
DELETE	Ship Reporting System Area limit C PT 02 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-27.000N	166-35-50.000W
DELETE	Ship Reporting System Area limit C PT 03 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-45-04.000N	164-53-15.000W
DELETE	Ship Reporting System Area limit C PT 04 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-50-45.000N	164-12-29.000W
DELETE	Ship Reporting System Area limit C PT 05 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-27-15.000N	163-46-14.000W
DELETE	Ship Reporting System Area limit C PT 06 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-03-12.000N	163-54-36.000W
DELETE	Ship Reporting System Area limit C PT 07 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-24-42.000N	164-31-28.000W
DELETE	Ship Reporting System Area limit C PT 08 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-41-59.000N	166-03-26.000W
DELETE	Ship Reporting System Area limit C PT 09 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-47-06.000N	167-36-44.000W
		NOS	

DELETE	Ship Reporting System Area limit C PT 10 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	25-47-13.000N	168-23-32.000W
DELETE	Ship Reporting System Area limit C PT 11 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-02-44.000N	168-57-07.000W
DELETE	Ship Reporting System Area limit C PT 12 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-29-03.000N	168-45-51.000W
DELETE	Ship Reporting System Area limit D PT 01 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-52-57.000N	161-46-29.000W
DELETE	Ship Reporting System Area limit D PT 02 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-26-12.000N	161-07-01.000W
DELETE	Ship Reporting System Area limit D PT 03 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-44.000N	161-01-14.000W
DELETE	Ship Reporting System Area limit D PT 04 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-19-57.000N	161-29-02.000W
DELETE	Ship Reporting System Area limit D PT 05 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-13-36.000N	162-00-45.000W
DELETE	Ship Reporting System Area limit D PT 06 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-29-51.000N	162-36-11.000W
DELETE	Ship Reporting System Area limit D PT 07 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-47-47.000N	162-46-43.000W
DELETE	Ship Reporting System Area limit D PT 08 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-16-22.000N	162-48-04.000W
DELETE	Ship Reporting System Area limit D PT 09 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-42-06.000N	162-30-05.000W
DELETE	Ship Reporting System Area limit D PT 10 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-53-25.000N	161-56-18.000W
CHANGE	NOTE G SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 51-40-00.000N	122-54-30.000W
CHANGE	NOTE H; The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted. (NOS NW-17084)	NOS 49-36-19.000N	118-25-27.000W

540 19th Ed. 01-APR-08 Last LNM: 18/09 NAD 83 26/09

ChartTitle: Hawai'ian Islands

Main Panel 2407 HAWAIIAN ISLANDS. Page/Side: N/A

DELETE	Ship Reporting System Area limit G PT 01 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-14-47.000N	176-29-49.000W
DELETE	Ship Reporting System Area limit G PT 02 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-35-04.000N	178-28-44.000W
DELETE	Ship Reporting System Area limit G PT 03 OF 10; (Chart No. 1: N1.2)	NOS 27-55-22.000N	179-07-56.000W

	(NOS NW-17084)		
DELETE	Ship Reporting System Area limit G PT 04 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-35-21.000N	179-17-39.000W
DELETE	Ship Reporting System Area limit G PT 05 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 29-13-16.000N	178-43-46.000W
DELETE	Ship Reporting System Area limit G PT 06 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 29-13-59.000N	177-59-01.000W
DELETE	Ship Reporting System Area limit G PT 07 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-34-58.000N	175-19-44.000W
DELETE	Ship Reporting System Area limit G PT 08 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-03-59.000N	174-52-56.000W
DELETE	Ship Reporting System Area limit G PT 09 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-20-57.000N	175-02-27.000W
DELETE	Ship Reporting System Area limit G PT 10 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-59-03.000N	175-51-44.000W
DELETE	Ship Reporting System Area limit H PT 01 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-16-37.000N	174-24-44.000W
DELETE	Ship Reporting System Area limit H PT 02 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-56-13.000N	171-50-06.000W
DELETE	Ship Reporting System Area limit H PT 03 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-35-28.000N	170-47-36.000W
DELETE	Ship Reporting System Area limit H PT 04 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-27-33.000N	169-55-11.000W
DELETE	Ship Reporting System Area limit H PT 05 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-03-12.000N	169-06-13.000W
DELETE	Ship Reporting System Area limit H PT 06 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-09-21.000N	169-42-47.000W
DELETE	Ship Reporting System Area limit H PT 07 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-35-40.000N	171-30-28.000W
DELETE	Ship Reporting System Area limit H PT 08 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-54-01.000N	173-48-52.000W
DELETE	Ship Reporting System Area limit H PT 09 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-43-29.000N	174-35-23.000W
DELETE	Ship Reporting System Area limit H PT 10 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-10-39.000N	174-55-13.000W
DELETE	Ship Reporting System Area limit H PT 11 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-38-53.000N	174-48-43.000W
DELETE	Ship Reporting System Area limit I PT 01 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-14-57.000N	168-25-42.000W
DELETE	Ship Reporting System Area limit I PT 02 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-27.000N	166-35-50.000W
DELETE	Ship Reporting System Area limit I PT 03 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-45-04.000N	164-53-15.000W
DELETE	Ship Reporting System Area limit I PT 04 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-50-45.000N	164-12-29.000W
DELETE	Ship Reporting System Area limit I PT 05 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-27-15.000N	163-46-14.000W
DELETE	Ship Reporting System Area limit I PT 06 OF 12; (Chart No. 1: N1.2)	NOS 24-03-12.000N	163-54-36.000W

	(NOS NW-17084)		
DELETE	Ship Reporting System Area limit I PT 07 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-24-42.000N	164-31-28.000W
DELETE	Ship Reporting System Area limit I PT 08 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-41-59.000N	166-03-26.000W
DELETE	Ship Reporting System Area limit I PT 09 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-47-06.000N	167-36-44.000W
DELETE	Ship Reporting System Area limit I PT 10 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-47-13.000N	168-23-32.000W
DELETE	Ship Reporting System Area limit I PT 11 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-02-44.000N	168-57-07.000W
DELETE	Ship Reporting System Area limit I PT 12 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-29-03.000N	168-45-51.000W
DELETE	Ship Reporting System Area limit J PT 01 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-52-57.000N	161-46-29.000W
DELETE	Ship Reporting System Area limit J PT 02 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-26-12.000N	161-07-01.000W
DELETE	Ship Reporting System Area limit J PT 03 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-44.000N	161-01-14.000W
DELETE	Ship Reporting System Area limit J PT 04 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-19-57.000N	161-29-02.000W
DELETE	Ship Reporting System Area limit J PT 05 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-13-36.000N	162-00-45.000W
DELETE	Ship Reporting System Area limit J PT 06 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-29-51.000N	162-36-11.000W
DELETE	Ship Reporting System Area limit J PT 07 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-47-47.000N	162-46-43.000W
DELETE	Ship Reporting System Area limit J PT 08 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-16-22.000N	162-48-04.000W
DELETE	Ship Reporting System Area limit J PT 09 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-42-06.000N	162-30-05.000W
DELETE	Ship Reporting System Area limit J PT 10 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-53-25.000N	161-56-18.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 22-51-51.000N	163-23-45.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 25-41-40.000N	168-54-53.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 27-23-06.000N	174-33-00.000W
CHANGE	NOTE E SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 29-59-30.000N	168-00-00.000W
CHANGE	NOTE F; The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the	NOS 29-59-30.000N	154-41-10.000W

Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted. (NOS NW-17084)

19007 18th Ed. 01-DEC-06 Last LNM: 19/09 WGS 84 26/09
 ChartTitle: Hawai'i to French Frigate Shoals

Main Panel 2764 HAWAII TO FRENCH FRIGATE SHOALS. Page/Side: N/A

DELETE	Ship Reporting System Area limit YYYYYY PT 01 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-52-57.000N	161-46-29.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 02 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-26-12.000N	161-07-01.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 03 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-44.000N	161-01-14.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 04 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-19-57.000N	161-29-02.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 05 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-13-36.000N	162-00-45.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 06 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-29-51.000N	162-36-11.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 07 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-47-47.000N	162-46-43.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 08 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-16-22.000N	162-48-04.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 09 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-42-06.000N	162-30-05.000W
DELETE	Ship Reporting System Area limit YYYYYY PT 10 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-53-25.000N	161-56-18.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 1 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-55-33.000N	166-19-57.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 2 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-45-04.000N	164-53-15.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 3 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-51-43.000N	164-13-10.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 4 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-27-15.000N	163-46-14.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 5 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-02-50.000N	163-55-15.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 6 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-24-42.000N	164-31-28.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 7 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-41-59.000N	166-03-26.000W
DELETE	Ship Reporting System Area limit ZZZZZZ PT 8 OF 8; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-53-05.000N	166-19-42.000W
CHANGE	NOTE F SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published	NOS 20-41-13.000N	151-36-00.000W

in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)

CHANGE	NOTE G; The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted. (NOS NW-17084)	NOS 20-04-27.000N	151-36-22.000W
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19013 **18th Ed.** **01-NOV-06** **Last LNM: 18/09** **WGS 84** **26/09**

ChartTitle: Hawai'ian Islands northern part

Main Panel 2766 HAWAIIAN ISLANDS NORTHERN PART. Page/Side: N/A

CHANGE	NOTE E SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 24-19-04.000N	158-08-00.000W
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19016 **12th Ed.** **01-APR-08** **Last LNM: 18/09** **ASTRO (Multi)** **26/09**

ChartTitle: Ni'ihau to French Frigate Shoals;Necker Island;Nihoa

Main Panel 2767 NIIHAU TO FRENCH FRIGATE SHOALS. Page/Side: N/A

DELETE	Ship Reporting System Area limit AAAAAAA PT 1 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-31-48.000N	167-24-58.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 2 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-14.000N	166-36-01.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 3 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-45-02.000N	164-51-21.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 4 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-48-42.000N	164-20-07.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 5 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-25-01.000N	163-48-23.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 6 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-00-49.000N	163-55-29.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 7 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-23-46.000N	164-30-52.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 8 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-41-05.000N	166-03-13.000W
DELETE	Ship Reporting System Area limit AAAAAAA PT 9 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-34-52.000N	167-19-07.000W
DELETE	Ship Reporting System Area limit BBBBbbb PT 01 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-52-57.000N	161-46-29.000W
DELETE	Ship Reporting System Area limit BBBBbbb PT 02 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-26-12.000N	161-07-01.000W
DELETE	Ship Reporting System Area limit BBBBbbb PT 03 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-44.000N	161-01-14.000W

	N1.2) (NOS NW-17084)		
DELETE	Ship Reporting System Area limit BBBBPT 04 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-19-57.000N	161-29-02.000W
DELETE	Ship Reporting System Area limit BBBBPT 05 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-13-36.000N	162-00-45.000W
DELETE	Ship Reporting System Area limit BBBBPT 06 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-29-51.000N	162-36-11.000W
DELETE	Ship Reporting System Area limit BBBBPT 07 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-47-47.000N	162-46-43.000W
DELETE	Ship Reporting System Area limit BBBBPT 08 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-16-22.000N	162-48-04.000W
DELETE	Ship Reporting System Area limit BBBBPT 09 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-42-06.000N	162-30-05.000W
DELETE	Ship Reporting System Area limit BBBBPT 10 OF 10; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 23-53-25.000N	161-56-18.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 22-52-16.000N	164-11-38.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 23-07-11.000N	166-51-20.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 23-52-22.000N	162-09-30.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 24-26-03.000N	164-38-49.000W
CHANGE	NOTE D; The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted. (NOS NW-17084)	NOS 25-34-00.000N	165-40-31.000W
CHANGE	NOTE E SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 25-30-00.000N	165-40-24.000W

19019 11th Ed. 01-APR-08 Last LNM: 19/03 ASTRO (Multi) 26/09

ChartTitle: French Frigate Shoals to Laysan Island

Main Panel 2770 FRENCH FRIGATE SHOALS TO LAYSAN ISLAND. Page/Side: N/A

DELETE	Ship Reporting System Area limit CCCCCC PT 01 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-02-46.000N	172-39-37.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 02 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-56-15.000N	171-50-11.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 03 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-36-17.000N	170-47-26.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 04 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-31-36.000N	170-17-22.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 05 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-31-05.000N	169-45-54.000W
		NOS	

DELETE	Ship Reporting System Area limit CCCCCC PT 06 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	24-45-03.000N	169-20-30.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 07 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-03-37.000N	169-08-13.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 08 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-44-30.000N	169-12-40.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 09 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-09-39.000N	169-54-36.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 10 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-14-33.000N	170-23-53.000W
DELETE	Ship Reporting System Area limit CCCCCC PT 11 OF 11; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-34-38.000N	171-29-12.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 01 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-49-41.000N	165-30-02.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 02 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 22-57-25.000N	166-35-59.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 03 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-12-44.000N	168-22-51.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 04 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-16-12.000N	168-27-29.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 05 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-34-17.000N	168-47-26.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 06 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-06-17.000N	168-54-56.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 07 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-27-08.000N	168-46-33.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 08 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-46-22.000N	168-21-08.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 09 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-48-36.000N	167-45-48.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 10 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-47-08.000N	167-36-48.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 11 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-40-47.000N	166-02-40.000W
DELETE	Ship Reporting System Area limit DDDDDDD PT 12 OF 12; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-34-46.000N	165-30-11.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 22-50-42.000N	165-45-43.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 24-35-25.000N	169-32-26.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 24-57-03.000N	172-01-42.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 25-45-04.000N	168-25-54.000W
DELETE	label; SHIP REPORTING SYSTEM AREA (see note E) (NOS NW-17084)	NOS 26-23-37.000N	170-51-01.000W
CHANGE	NOTE D; The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted. (NOS NW-17084)	NOS 23-54-52.000N	172-24-00.000W
CHANGE	NOTE E SHIP REPORTING SYSTEM; The following vessels entering or	NOS 23-41-56.000N	172-24-00.000W

departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)

19022 **12th Ed.** **01-APR-08** **Last LNM:** **ASTRO (Multi)** **26/09**

ChartTitle: Laysan Island to Kure Atoll

Main Panel 2771 LAYSAN ISLAND TO KURE ATOLL. Page/Side: N/A

DELETE	Ship Reporting System Area limit EEEEEEE PT 1 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-42-33.000N	178-49-53.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 2 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-35-45.000N	178-29-35.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 3 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-14-51.000N	176-30-22.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 4 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-00-44.000N	175-56-30.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 5 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-08-48.000N	175-19-19.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 6 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 27-34-24.000N	174-56-52.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 7 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-11-14.000N	174-58-53.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 8 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-34-55.000N	175-19-46.000W
DELETE	Ship Reporting System Area limit EEEEEEE PT 9 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 28-49-57.000N	176-18-10.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 1 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-31-48.000N	171-20-03.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 2 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-35-06.000N	171-30-56.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 3 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-53-08.000N	173-47-31.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 4 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-48-42.000N	174-23-02.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 5 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 26-21-55.000N	174-50-02.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 6 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-45-43.000N	174-50-03.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 7 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 25-16-37.000N	174-24-44.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 8 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-56-13.000N	171-50-06.000W
DELETE	Ship Reporting System Area limit FFFFFFF PT 9 OF 9; (Chart No. 1: N1.2) (NOS NW-17084)	NOS 24-46-38.000N	171-20-01.000W
		NOS	

ChartTitle: French Frigate Shoals Anchorage

Main Panel 2817 FRENCH FRIGATE SHOALS ANCHORAGE. Page/Side: N/A

ADD	NOTE C SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 23-40-41.000N	166-20-09.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 23-37-17.000N	166-15-44.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 23-52-24.000N	166-09-41.000W

ChartTitle: Gardner Pinnacles and approaches; Gardner Pinnacles

Inset 2819 GARDNER PINNACLES. Page/Side: N/A

ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 24-59-28.000N	168-00-17.000W
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Main Panel 2818 GARDNER PINNACLES AND APPROACHES. Page/Side: N/A

ADD	NOTE C SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 24-21-32.000N	168-14-47.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 24-33-24.000N	168-22-45.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 25-17-38.000N	167-58-35.000W

ChartTitle: Maro Reef

Main Panel 2820 MARO REEF. Page/Side: N/A

ADD	NOTE D SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 25-40-32.000N	170-30-44.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 25-14-47.000N	170-44-46.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 25-40-42.000N	170-38-27.000W

ChartTitle: Lisianski and Laysan Island;West Coast of Laysan Island

Extension 2822 LAYSAN ISLAND. Page/Side: N/A

ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 25-42-02.000N	171-47-50.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 25-50-23.000N	171-43-10.000W

Inset 2823 WEST COAST OF LAYSAN ISLAND. Page/Side: N/A

ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 25-45-39.000N	171-45-08.000W
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Main Panel 2821 LISIANSKI ISLAND. Page/Side: N/A

ADD	NOTE D SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 25-51-53.000N	173-49-19.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 25-54-16.000N	174-05-27.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 26-08-25.000N	173-52-34.000W

ChartTitle: Pearl and Hermes Atoll

Main Panel 2824 PEARL AND HERMES ATOLL. Page/Side: N/A

ADD	NOTE C SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	NOS 27-52-06.000N	176-02-55.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 27-45-09.000N	176-04-01.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note C) (NOS NW-17084)	NOS 27-59-32.000N	175-41-25.000W

ChartTitle: Gambia Shoal to Kure Atoll including approaches to the Midway Islands

Main Panel 2825 GAMBIA SHOAL TO KURE ATOLL INCLUDING APPROACHES TO THE TERRITORY OF - MIDWAY. Page/Side: N/A

DELETE	Ship Reporting System area limit GGGGGG PT 1 OF 3; (Chart No 1: N1.2) (NOS NW-17084)	NOS 27-33-03.000N	178-15-18.000W
DELETE	Ship Reporting System area limit GGGGGG PT 2 OF 3; (Chart No 1: N1.2) (NOS NW-17084)	NOS 27-36-36.000N	178-33-42.000W
DELETE	Ship Reporting System area limit GGGGGG PT 3 OF 3; (Chart No 1: N1.2) (NOS NW-17084)	NOS 27-36-54.500N	178-34-57.500W
CHANGE	NOTE B; The Areas to be Avoided and the Particularly Sensitive Sea	NOS 27-47-46.000N	178-03-40.000W

ADD	NOTE D SHIP REPORTING SYSTEM; The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu. (NOS NW-17084)	28-27-59.000N	178-23-19.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 28-22-32.000N	178-23-45.000W
ADD	label; SHIP REPORTING SYSTEM AREA (see note D) (NOS NW-17084)	NOS 28-28-33.000N	178-18-27.000W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		
<u>Advance Notice(s)</u>		
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

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

HI ISLANDS - KAUAI - NAWILIWILI - WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM STUDY

The Coast Guard is conducting a Waterways Analysis and Management Systems (WAMS) study of Nawiliwili Harbor, Kauai. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication responsibilities, and future development projects.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by July 28, 2009. All comments will be carefully considered. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer
 Attn: Matthew A. Romano
 USCGC KUKUI (WLB-203)
 400 Sand Island Parkway
 Honolulu, HI 96819-4398
 (808) 842-2860
 Email: Matthew.A.Romano@uscg.mil

Charts: 530 540 19004 19008 19009 19013 19380 19381 19383

LNM: 11/09

HI ISLANDS - OAHU - KEWALO BASIN - CHANGES TO AIDS TO NAVIGATION

The Coast Guard is considering removing Kewalo Basin Entrance Range Front Light (LLNR 29140) and Kewalo Basin Entrance Range Rear Light (LLNR 29145) and installing a sector light.

Interested parties are strongly encouraged to comment on this proposal in writing, either personally or through their organization, by July 28, 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 Blvd. Room 9-216
Honolulu, HI 96850
Attn: BM2 Abby Marsden
(808) 535-3409
Email: Abby.M.Marsden@uscg.mil

Charts: 19357 19367

LNМ: 25/09

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.

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>.

LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS (LRIT)

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 <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://www.nauticalcharts.noaa.gov/mcd/dole.htm>.

NOAA - NAVIGATION CHART REPRINTING INITIATIVE

Mariners will have the latest information under a new initiative in navigation chart reprinting. Beginning immediately, NOAA will provide revised reprints to distribute up-to-date critical information on nautical charts.

A revised reprint nautical chart incorporates all U.S. Coast Guard Local Notice to Mariners (LNM) and all National Geospatial-Intelligence Agency (NGA) Notice to Mariners (NM) issued since the current edition date. A revised reprint will be published when printed stock of the current edition is low. In the past, when a chart was running out of stock, NOAA would print more copies of the same chart without applying updates. The revised reprint will contain all critical corrections applied before the chart is printed. They are similar to the NOAA's Print on Demand (POD) charts, but are lithographically printed according to traditional paper chart standards.

Revised reprints offer the convenience and added measure of safety of a chart that is updated at time of purchase. The lower left corner of a revised reprint nautical chart will contain the edition number of the chart with the edition date, the words "Revised reprint," along with the dates of the NGA Notice to Mariners and the U.S. Coast Guard's Local Notice to Mariners available at time of printing. As with all nautical charts, revised reprints should be updated with all critical corrections issued after the "corrected through" dates.

A listing of upcoming new edition and revised reprint charts published by NOAA is available at nauticalcharts.noaa.gov.

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
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

PRIVATE AIDS TO NAVIGATION

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 - U.S. DEPARTMENT OF HOMELAND SECURITY - DIVER SAFETY ADVISORY

This advisory is issued to increase the safety of all open water and waterway users throughout the Hawaiian Islands and is issued in conjunction with the Department of Land and Natural Resources (DLNR) pilot program focusing on diver safety.

Over the years there have been an increased number of reports of near misses between divers and waterborne crafts in Oahu, Maui, and Hawaii. In most cases, these near misses have happened in near coastal waters and often when conditions were choppy.

These following suggested measures can help avoid near misses:

- Become familiar with your transit route and destination area before heading out,
- Remain vigilant of your surroundings and post extra lookouts in choppy waters and inclement weather,
- Stay clear of federal Aids to Navigation and commercial delineated channels,
- Use all appropriate sound and visual signals, and
- Postpone trips until the weather and sea conditions improve.

All open water and waterway users are also highly encouraged to visit the Coast Guard Sector Honolulu Homeport website for Safety and Security Zone information for the Hawaiian Islands at: <http://homeport.uscg.mil/> under the Honolulu Port Directory tab and Safety and Security section.

The most updated charts for the Hawaiian Islands can be found on the National Oceanic and Atmospheric Administration (NOAA) website: <http://www.prh.noaa.gov/pr/hnl/> or <http://www.nauticalcharts.noaa.gov/mcd/OnLineViewer.html>.

HI ISLANDS - U.S. DEPARTMENT OF HOMELAND SECURITY - DIVER SAFETY ADVISORY

Any and all life threatening or hazardous conditions including off station or missing buoys should be reported immediately to the U.S. Coast Guard at (808) 842-2600.

HI ISLANDS - KAHO`OLAWA 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:

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 - MILITARY OPERATIONS

Military amphibious and search and rescue operations may be underway at any time, day or night, within Kaneohe Bay in the vicinity of 21-26-06.83N/157-46-11.00W and 21-26-45.00N/157-46-55.00W (approximately .5 NM south of Mokapu Peninsula). Support surface craft will be equipped with appropriate day/night signals and markings and can be reached on VHF-Ch 82. In the interest of safety, it is requested that all vessels that use Sonar contact Water Front Operations on VHF-Ch 82A or by phone at (808) 257-2941 to avoid injury to divers that may be in the area.

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.

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 July 01, 2009 - July 08, 2009:
Zones 1 (NE Range)

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

Jul 01 N/A
Jul 02 N/A
Jul 03 N/A
Jul 04 N/A
Jul 05 N/A
Jul 06 N/A
Jul 07 N/A
Jul 08 0730 - 2200

Zones 2 (E Range)

Jul 01 N/A
Jul 02 N/A
Jul 03 N/A
Jul 04 N/A
Jul 05 N/A
Jul 06 N/A
Jul 07 N/A
Jul 08 N/A

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

The following are hazardous operations to mariners for July 01, 2009 - July 08, 2009:

Jul 01 0700 - 1700
Jul 02 0700 - 1700
Jul 03 N/A
Jul 04 N/A
Jul 05 N/A
Jul 06 N/A
Jul 07 N/A
Jul 08 N/A

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 July 01, 2009 - July 07, 2009:

Jul 01 0001 - 2359 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.
Jul 02 0001 - 1700 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.
Jul 03 No Hazardous Operations Scheduled.
Jul 04 No Hazardous Operations Scheduled.
Jul 05 No Hazardous Operations Scheduled.
Jul 06 0700 - 1900 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.
Jul 07 0600 - 1500 Kaulakahi Channel and Nohili Pt. to 60 NM West through North.

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.

PACIFIC OCEAN - CALIFORNIA TO OAHU - TRANSPAC 2009 SAIL BOAT RACE

Transpacific Yacht Club will be conducting the Transpac 2009 sailboat race from Long Beach, California to ocean waters off Diamond Head, Oahu continuously from June 29, 2009 - July 20, 2009.

HI ISLANDS - OAHU - CANOE EDUCATION AND SAFETY PRACTICE

Kula Kauwela O Puohala will be conducting ocean safety and education practices with canoes and surfboards in ocean waters off Kaneohe Bay from July 02, 2009, through July 09, 2009, from 0800W - 1300W daily.

HI ISLANDS - OAHU - FIREWORKS DISPLAY

Hilton Hawaiian Village will be conducting a fireworks display in Waikiki on July 3, 2009, from 1915W - 2015W. In the interest of safety, all vessels must maintain a safe distance of 210 feet from the discharge site.

HI ISLANDS - OAHU - FIREWORKS DISPLAY

Hawaii Explosives & Pyrotechnics, Inc. will be conducting the Aloha Tower Marketplace Independence Day Barge Fireworks Display in Honolulu Harbor fronting Aloha Tower Marketplace on July 3, 2009, from 2030W - 2145W. In the interest of safety, all vessels must maintain a safe distance of 560 feet from the discharge site.

HI ISLANDS - OAHU - FIREWORKS DISPLAY

Hawaii Explosives & Pyrotechnics, Inc. will be conducting the Kailua July 4th Barge Fireworks Display in ocean waters approximately 700 feet off Kailua Beach on July 4, 2009, from 1930W - 2045W. In the interest of safety, all vessels must maintain a safe distance of 420 feet from the discharge site.

HI ISLANDS - MAUI - FIREWORKS DISPLAY

Hawaii Explosives & Pyrotechnics, Inc. will be conducting the Lahaina July 4th Fireworks Display in ocean waters approximately 1000 feet off Front Street on July 4, 2009, from 1930W - 2040W. In the interest of safety, all vessels must maintain a safe distance of 560 feet from the discharge site.

HI ISLANDS - HAWAII - FIREWORKS DISPLAY

Hawaii Explosives & Pyrotechnics, Inc. will be conducting the Kailua-Kona July 4th Barge Fireworks Display in ocean waters approximately 1500 feet off Ali'i Drive on July 4, 2009, from 2000W - 2110W.

HI ISLANDS - HAWAII - FIREWORKS DISPLAY

Hawaii Explosives & Pyrotechnics, Inc. will be conducting the Mauna Kea Beach Hotel July 4th Fireworks Display off Kauna'oa Beach on July 4, 2009, from 1930W - 2045W. In the interest of safety, all vessels must maintain a safe distance of 420 feet from the discharge site.

PHILIPPINE SEA - MARIANA ISLANDS - GUAM - FIREWORKS DISPLAY

The Navy MWR will be conducting a July 4th fireworks display in ocean waters off Polaris Point on July 4, 2009, from 1930K - 2030K. In the interest of safety, all vessels must maintain a safe distance of 1000 feet from the discharge site.

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

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

None

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