



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

LOCAL NOTICE TO MARINERS

District: 14

Week: 43/09

October 28, 2009

ISSUED BY:

Commander (dpw)

Fourteenth Coast Guard District

300 Ala Moana Boulevard Room 9-216

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

Note:

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

References:

Light List, Volume VI, Pacific Coast and Pacific Islands, 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 BNM: 019-10 to 023-10

COMCOGARD SECTOR GUAM BNM: 208-09 to 212-09

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 has been placed on station in position 17-05-39.316N/157-48-27.331W. The previous hull is still adrift and also marked with the number 51002. 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 has been placed on station in position 17-31-31.152N/152-22-54.539W. The previous hull is still adrift and also marked with the number 51004. 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.

PACIFIC OCEAN - KWAJALEIN ATOLL - DART BUOY 52402 - ADRIFT

Deep Ocean Assessment and Reporting of Tsunamis (DART) Buoy 52402 is off station and adrift. The buoy is 2.6 meters in diameter, disc shaped, and yellow in color. The last reported position was approximately 790 nautical miles northeast of Kwajalein Atoll in position 11-44-16N/154-13-12E. Mariners are advised to use caution when transiting the area.

HI ISLANDS - FAD BUOY DEPLOYMENT - HAZARD TO NAVIGATION

From October 7, 2009 through November 03, 2009, the FAD program will be replacing AA (Port Allen, Kauai), BB (Moloaa, Kauai), DK (Anahola, Kauai), BO (Barbers Point, Oahu), DD (Opana Point, Maui), FF (Pukaulua Point, Maui), HS (Halona Point, Kahoolawe), and HK (Hakalau, Hawaii). The 49' Opailolo 2 will be performing the work. Approximately 2.5 nautical miles of FAD mooring line may be present on the ocean surface near the work site posing a temporary hazard to navigation. In the interest of safety, all mariners are asked to remain clear of these areas during servicing.

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 - NORTH KAWAIHAE SMALL BOAT HARBOR - HARBOR AND BOAT RAMP CLOSURE

Kiewit Pacific will be conducting work on the North Kawaihae Small Boat Harbor from October 13, 2009 through November 13, 2009. The boat ramp and the small boat harbor will be closed and fenced off during the duration of the project. Access to the harbor will be limited to Kiewit Pacific operations only.

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 white 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 - HAZARDOUS OPERATIONS

The U.S. Coast Guard will be conducting a gunnery exercise on October 29, 2009, from 1900W - 2100W, approximately 17 nautical miles north of Oahu in the area bound by the following coordinates:

22-00N/158-01W
22-00N/157-56W
21-50N/157-56W
21-50N/158-01W

In the interest of safety, all mariners not involved in the above operation are requested to remain clear of the area.

HI ISLANDS - OAHU - HONOLULU HARBOR - TACTICAL TRAINING

The U.S. Coast Guard will be conducting TTP (tactics, techniques, and procedures) training, with blank rounds being fired from the vessels in Honolulu Harbor from November 05, 2009 through November 06, 2009, from 0800W - 1600W daily. In the interest of safety, mariners not involved in the training are requested to remain clear.

HI ISLANDS - OAHU - HONOLULU HARBOR - DREDGING

American Marine will be conducting dredging operations within Honolulu Harbor at Piers 52-53, from September 21, 2009, and will continue until November 28, 2009. Work will be performed from the AMC 160 Derrick Barge and the American Service Flat Barge, which will be anchored using a four point mooring pattern. The AMC 160 Derrick Barge and the American Service Flat Barge (call sign WAP9998) will be on scene monitoring VHF-Ch 12 and work 80 Alpha. The hours of operation will vary based on scheduling of Matson shipment on these piers. The distance that the barges will be sticking out of the channel depends on the daily orientation, but will not exceed 105 feet. All vessels are advised to use extreme caution while transiting the area.

HI ISLANDS - OAHU - KEWALO BASIN - AIDS TO NAVIGATION

During the establishment of Kewalo Basin Lighted Buoy #3 (LLNR 29158) DGPS satellite signals were unreliable. The assigned position can not be verified, there for mariners are advised to exercise caution when transiting the area.

LNM: 27/09

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 - OAHU - PEARL HARBOR - DREDGING

Healy Tibbits resumed dredging operations within the West Loch of Pearl Harbor. The projected completion date is for the end of November 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 - WAIANAE SMALL BOAT HARBOR - CONSTRUCTION

Kaikor Construction Company, Inc. commenced pier improvements in Waianae Small Boat Harbor, Oahu, on October 26, 2009, and will continue until February 26, 2010. There will be a vessel on scene. The overall project consists of removing the existing finger piers and replacing with new pre-cast concrete piers including modifications to existing pier caps and adjacent walkways. Bays within the finger pier removal will be closed. Construction hours of operation are Monday through Friday 0700W - 1530W. The Point of Contact is Dickey Lee at (808)587-0280. Mariners are requested to use extreme caution when transiting the area.

HI ISLANDS - OAHU - HALEIWA SMALL BOAT HARBOR - DREDGING

Trade West Construction Inc. will be conducting maintenance dredging in Haleiwa Small Boat Harbor starting November 04, 2009 through January 2010. Daily operations will be 0700W -1600W. There will be a platform barge conducting the work. VHF CH.16 will be monitored at all times. In the interest of safety, all mariners 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 October 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.

HI ISLANDS - KAUAI - HAZARDOUS OPERATIONS

The military will be conducting hazardous operations missile launches on October 28, 2009, from 1530W - 2000W, with secondary dates of October 29, 2009 and October 30, 2009. The area between Kinikini and Makaha Ridge will be restricted to boaters, out to four nautical miles, periodically for a 30 minutes between these times. The missile launch operations are in the areas bound by the following coordinates:

Northern boundary:
22-09N/159-43.5W
22-10N/159-48W

Southern boundary:
22-00N/159-46.33W
22-01N/159-51W

Center point:
22-05N/159-51W

In the interest of safety, mariners are requested to plan transits accordingly on VHF Ch. 16 or CB CH22.

MARIANA ISLANDS - GUAM - AGAT BAY - HAZARD TO NAVIGATION

The military will be conducting underwater operations in position 13-25N/144-37E, approximately 1.5 nautical miles south of Orote Point. Operations will be daily until November 23, 2009.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
30210	Pago Pago Harbor Lighted Buoy 4	LT EXT	83484		40/09	
30355	Kwajalein-Roi Highway Channel Daybeacon 6	STRUCT DEST	81715		33/09	
30751	Piti Channel Entrance Light 1	DBN DMGD	81054	203-09	41/09	
30800	Apra Inner Harbor Range Front Light	DBN DMGD	81054	196-09	40/09	
30875	Tanapag Harbor Range Front Light	DBN DMGD	81076	197-09	40/09	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

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

DISCREPANCIES (PRIVATE AIDS)

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
28382.1	Kahului Boat Ramp Buoy 11	MISSING	19342	102-06	18/06	
28427	Maalaea Basin Channel Buoy 1	MISSING	19350	293-09	40/09	
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	
28500	Lahaina Boat Basin Lighted Buoy 7	MISSING	19348		42/09	
28665	Kaunakakai Small Boat Harbor Daybeacon Reef	MISSING	19351	009-06	03/06	
30811.3	Agat Small Boat Harbor Light 3	DBN DMGD	81048	177-09	37/09	
30918.5	Sugar Dock Buoy 8	MISSING	81067		40/09	
	American Marine Barge	MISSING	19362	244-09	30/09	
	Fad Site DD - Opana Point, Maui	MISSING	19004		12/09	
	Fad Site FF - Pukaulua Point, Maui	MISSING	19340		12/09	
	Fad Site G - Pepeekeo, Hawaii	MISSING	19004		36/09	
	Fad Site H1	STRUCT MISSING	19320		36/09	
	Fad Site HK - Hakalau, Hawaii	MISSING	19320		12/09	
	Fad Site J - Wailalee, Oahu	MISSING	19380		36/09	
	Fad Site NL - Nuu Landing, Maui	ADRIFT	19320	134-09	12/09	
	Fad Site T - Makapuu, Oahu	MISSING	19339		36/09	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

PLATFORM DISCREPANCIES

<u>Name</u>	<u>Status</u>	<u>Position</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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None

PLATFORM DISCREPANCIES CORRECTED

<u>Name</u>	<u>Status</u>	<u>Position</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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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
29145	Kewalo Basin Entrance Range Rear Light	DISCONTINUED	19367	194-09	25/09	
29320	Keehi Lagoon Barge Channel Range Rear Light	DISCONTINUED	19367		28/09	
29900	Kikiaola Boat Harbor Range Front Light	DISCONTINUED	19386		48/08	
29901	Kikiaola Boat Harbor Range Rear Light	DISCONTINUED	19386		48/08	
30916	Tanapag Boat Ramp Buoy 1	DISCONTINUED	81076		38/09	
30916.1	Tanapag Boat Ramp Buoy 2	DISCONTINUED	81076		38/09	
30916.2	Tanapag Boat Ramp Buoy 3	DISCONTINUED	81076		38/09	
30916.3	Tanapag Boat Ramp Buoy 4	DISCONTINUED	81076		38/09	
30916.4	Tanapag Boat Ramp Buoy 5	DISCONTINUED	81076		38/09	
30916.5	Tanapag Boat Ramp Buoy 6	DISCONTINUED	81076		38/09	
30916.6	Tanapag Boat Ramp Buoy 7	DISCONTINUED	81076		38/09	
30916.7	Tanapag Boat Ramp Buoy 8	DISCONTINUED	81076		38/09	
30916.8	Tanapag Boat Ramp Buoy 9	DISCONTINUED	81076		38/09	
30916.9	Tanapag Boat Ramp Buoy 10	DISCONTINUED	81076		38/09	
30916.91	Tanapag Boat Ramp Buoy 11	DISCONTINUED	81076		38/09	
30916.92	Tanapag Boat Ramp Buoy 12	DISCONTINUED	81076		38/09	
30916.93	Tanapag Boat Ramp Buoy 13	DISCONTINUED	81076		38/09	
30916.94	Tanapag Boat Ramp Buoy 14	DISCONTINUED	81076		38/09	
30916.95	Tanapag Boat Ramp Buoy 15	DISCONTINUED	81076		38/09	
	Fad Site HS - Nakaohu, Maui	DISCONTINUED	19320		48/08	
	Fad Site LA - Lahaina, Maui	DISCONTINUED	19347	215-08	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.

19340	27th Ed.	01-MAR-08	Last LNM: 09/09	WGS 84		43/09
<i>Chart Title: Hawai'i to O'ahu</i>						
Main Panel 2786 HAWAII TO OAHU. Page/Side: N/A						
CHANGE	Waianae Harbor Breakwater Light 1 Change flash characteristics to FL G 2.5s Change nominal range to 8M				CGD14 at 21-26-50.684N	158-11-48.897W
19357	24th Ed.	01-JUN-08	Last LNM: 19/06	WGS 84		43/09
<i>Chart Title: Island of O'ahu;Barbers Point Harbor</i>						
CHART HI - ISLAND OF OAHU. Page/Side: N/A						
CHANGE	Waianae Harbor Breakwater Light 1 Change flash characteristics to FL G 2.5s Change nominal range to 8M				CGD14 at 21-26-50.684N	158-11-48.897W
Inset 2926 BARBERS POINT HARBOR. Page/Side: N/A						
CHANGE	Barbers Point Harbor Entrance Channel Light 6 Change nominal range from 4M to 6M.				CGD14 at 21-19-19.075N	158-07-16.076W
CHANGE	Barbers Point Harbor Entrance Channel Light 7 Change nominal range from 4M to 6M.				CGD14 at 21-19-23.809N	158-07-19.817W
19361	8th Ed.	01-OCT-03	Last LNM: 34/05	WGS 84		43/09
<i>Chart Title: Port Wa'ianae Island of O'ahu</i>						
Main Panel 2804 PORT WAIANAE ISLAND OF OAHU. Page/Side: N/A						
CHANGE	Waianae Harbor Breakwater Light 1 Change flash characteristics to FL G 2.5s Change nominal range to 8M				CGD14 at 21-26-50.684N	158-11-48.897W
19362	14th Ed.	01-AUG-09	Last LNM: 18/06	WGS 84		43/09
<i>Chart Title: South Coast of O'ahu Kalaeloa</i>						
Main Panel 2805 SOUTH COAST OF OAHU KUMUMAU POINT TO BARBERS POINT. Page/Side: N/A						
CHANGE	Barbers Point Harbor Entrance Channel Light 6 Change nominal range from 4M to 6M.				CGD14 at 21-19-19.075N	158-07-16.076W
CHANGE	Barbers Point Harbor Entrance Channel Light 7 Change nominal range from 4M to 6M.				CGD14 at 21-19-23.809N	158-07-19.817W
19380	15th Ed.	01-OCT-03	Last LNM: 06/06	WGS 84		43/09
<i>Chart Title: O'ahu to Ni'ihau</i>						
Main Panel 2809 OAHU TO NIIHAU. Page/Side: N/A						
CHANGE	Waianae Harbor Breakwater Light 1 Change flash characteristics to FL G 2.5s				CGD14 at 21-26-50.684N	158-11-48.897W

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			
<u>Proposed Change Notice(s)</u>			

HI ISLANDS - MAUI - KAHALUI HARBOR - AIDS TO NAVIGATION STUDY

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

Interested parties are strongly encouraged to comment on this study in writing, either personally or through their organization, by November 18, 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

SECTION VII - GENERAL

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

DEPARTMENT OF HOMELAND SECURITY - REPORTS OF SUSPICIOUS ACTIVITIES

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

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

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

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

TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

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

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

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

LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS (LRIT)

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

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

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

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

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

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

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

The 2009 U.S. Coast Guard Light List Volume VI, updated to LNM week 53/08 is now available on the Navigation Center internet site (www.navcen.uscg.gov/pubs/lightlists/lightlists.htm). Hard copy editions are now available from the Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402. For pricing, ordering information and availability, please contact the Superintendent of Documents at (866) 512-1800 or online at <http://bookstore.gpo.gov>.

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

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

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

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

The 2009 Edition cancels the preceding 2008 Edition.

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

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

NOAA - RASTER NAVIGATIONAL CHARTS SERVICE RESUMES

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

NOAA - RASTER NAVIGATIONAL CHARTS SERVICE RESUMES

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

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

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, is no longer available in printed form. The information that was included in this publication is now only available online at: <http://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/listservers.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

PRIVATE AIDS TO NAVIGATION

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 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>

NAVIGATION INTERNET SITES

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>.

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 - KAUAI - GPS TESTING

There will be GPS testing in the vicinity of Kauai on October 15, 2009 through November 07, 2009, from 1700W - 1200W continuously. The testing frequency will be L1-1575.42MHz. The center point of impact is in position 22-08.20N/159-43.43W with a 98 mile radius. GPS sites may be unreliable. Mariners are advised to exercise caution when transiting the area.

HI ISLANDS - KAHOLAWE 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:

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

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

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 October 28, 2009 - November 03, 2009:

- Zones 1 (NE Range)
- Oct 28 0600 - 2200
- Oct 29 0600 - 1500
- Oct 30 0600 - 1500
- Oct 31 N/A
- Nov 01 N/A
- Nov 02 0600 - 2200
- Nov 03 0600 - 2200
- Zones 2 (E Range)
- Oct 28 0830 - 1700
- Oct 29 0800 - 1500
- Oct 30 0800 - 2100
- Oct 31 N/A
- Nov 01 N/A
- Nov 02 1300 - 2200
- Nov 03 0830 - 1700

HI ISLANDS - OAHU - KEAHI POINT - HAZARDOUS OPERATIONS

The Keahi Point Danger Zone is located in ocean waters as described by the below coordinates and is closed at all times to surface craft, swimmers, and divers, with the exception of authorized personnel.

Additional information may be obtained by contacting Daniel Geltmacher at daniel.geltmacher@usmc.mil (33CFR 334.1370).

The Danger Zone is bounded by the following coordinates:

- 21-18-21N/157-59-14W
- 21-18-11N/158-00-17W

HI ISLANDS - OAHU - KEAHI POINT - HAZARDOUS OPERATIONS

21-17-11N/158-00-06W
21-17-22N/157-59-03W

The following are hazardous operations to mariners for October 28, 2009 - November 03, 2009:

Oct 28 0700 - 1700
Oct 29 0700 - 1700
Oct 30 0700 - 1700
Oct 31 N/A
Nov 01 N/A
Nov 02 0700 - 1700
Nov 03 0700 - 1700

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

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

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

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

The following are hazardous operations to mariners for October 28, 2009 - November 04, 2009:

Oct 28 1530 - 2100 Kaulakahi Channel and Nohii Pt. to 1000NM West through Northeast.
Oct 29 1530 - 2100 Kaulakahi Channel and Nohii Pt. to 1000NM West through Northeast.
Oct 30 1530 - 2100 Kaulakahi Channel and Nohii Pt. to 1000NM West through Northeast.
Oct 31 NO HAZARDOUS OPERATIONS SCHEDULED
Nov 01 NO HAZARDOUS OPERATIONS SCHEDULED
Nov 02 NO HAZARDOUS OPERATIONS SCHEDULED
Nov 03 NO HAZARDOUS OPERATIONS SCHEDULED
Nov 04 NO HAZARDOUS OPERATIONS SCHEDULED

MARINE EVENTS

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

HI ISLANDS - MAUI - FISHING CONTEST

Lahaina Yacht Club will be conducting the LYC Wahine Jackpot Fishing Tournament in ocean waters off Lahaina on October 29, 2009, from 0700W - 1600W.

HI ISLANDS - MAUI - FISHING CONTEST

Lahaina Yatch Club will be conducting the LYC Jackpot Fishing Tounament in ocean waters off Lahaina on October 30, 2009, from 0700W - 1600W.

HI ISLANDS - OAHU - FIREWORKS DISPLAY

Hilton Hawaiian Village will be conducting the Rockin Rainbow Revue Fireworks Display in Waikiki on October 30, 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 - MAUI - FISHING CONTEST

Maalaea Game fishing will be conducting the Halloween Shootout Fishing Contest in open water off the northwest coast of Maui on October 31, 2009, from 0700W - 1600W.

HI ISLANDS - OAHU - OUTRIGGER CANOE RACE

Paddling Athletes Association will be conducting the Halloween Outrigger Canoe Race from Hawaii Kai to Magic Island on October 31, 2009, from 0900W - 1200W.

HI ISLANDS - OAHU - OUTRIGGER CANOE RACE

HI ISLANDS - LANAI - OPEN WATER SWIM

Castle and Cooke Resorts, LLC will be conducting the Trilanai Triathlon Swim in open waters off Hulopoe Bay, Lanai on October 31, 2009, from 0930W - 1030W.

HI ISLANDS - OAHU - OUTRIGGER CANOE RACE

United States Canoe Association will be conducting the Fallen Guardians Memorial Outriggers Canoe Race from Hawaii Kai to Magic Island on November 01, 2009, from 0800W - 1400W.

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
29654.2	BARBERS POINT HARBOR ENTRANCE CHANNEL LIGHT 6	21-19-19.075N 158-07-16.076W	Q R	25	6	TR on post.	43/09
29654.3	BARBERS POINT HARBOR ENTRANCE CHANNEL LIGHT 7	21-19-23.809N 158-07-19.817W	Q G	25	6	SG on pile.	43/09
29675	WAIANA E HARBOR BREAKWATER LIGHT 1	21-26-50.684N 158-11-48.897W	FIG 2.5s	20	8	SG on Spindle.	43/09

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.

U.S. COAST PILOT 7 CHANGES

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 32. See Enclosure (1).

U.S. COAST PILOT 7 CHANGES

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 33. See Enclosure (2).

U.S. COAST PILOT 7 CHANGES

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 34. See Enclosure (3).

U.S. COAST PILOT 7 CHANGES

ENCLOSURES

ENCLOSURE (1)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 32.

ENCLOSURE (2)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 33.

ENCLOSURE (3)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 34.

ENCLOSURE (4)

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 35.

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

Page 345-Paragraph 172, line 4; read:
oriented SW to NE with a least depth of 34 feet
extends ...

(DD 15853)

Page 349-Paragraph 244, line 8; read:
docks on the Oakland side.

Ferries

High-speed commuter ferries frequently operate in central/south San Francisco Bay and San Pablo Bay. Concentrations of these ferries are highest around the San Francisco Ferry Building (37°47'45"N., 122°23'35"W.) where most central bay routes terminate. Mariners are cautioned when transiting these waters that ferries may maneuver quickly when approaching and departing the dock. Departing ferries from the Ferry Building often back away from the dock. Chartered ferry routes can be seen on applicable charts of the area; however, mariners are cautioned that these ferries may deviate from their routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions.

In San Francisco Bay chartered ferry routes run N and S in North Channel (E of Angel Island) and in the Precautionary Area just E of Alcatraz Island. They generally run E and W in the waters between Alcatraz Island and Angel Island. The routes cross each other in the Precautionary Area (37°49'30"N., 122°24'10"W.) and about 1.2 miles S of the Richmond-San Rafael Bridge. In these areas all vessels should maintain a close watch for ferries. In San Pablo Bay, ferry routes run in both directions just S of Pinole Shoal Channel between the Richmond-San Rafael Bridge and Mare Island; one route runs E of East Brothers Island. Many ferries also operate between San Francisco's north shore, Alcatraz and Sausalito/Tiburon. These ferries do not run along chartered ferry routes. They too may back away when departing San Francisco docks and may maneuver rapidly when approaching San Francisco.

The **San Francisco Harbor Safety Committee**, in conjunction with the Coast Guard, has established a **Ferry Traffic Routing Protocol** for: the area surrounding the Ferry Building terminal along the waterfront of San Francisco, the waters of central San Francisco Bay, and the waters of San Pablo Bay. The protocol is intended to increase safety in the area by reducing traffic conflicts and, while not compulsory, the guidelines set forth in the protocol are strongly recommended. The Harbor Safety Committee also recommends that recreational and fishing vessels keep a close lookout when near ferry routes, and avoid ferry routes whenever possible. For additional information, see the San Francisco Vessel Traffic Service website <http://www.uscg.mil/d11/vtssf> and San Francisco Marine Exchange website <http://www.sfmex.org>.

(CL 82/09; CL 1374/06; CL 1409/09;
NOS 18650)

Page 361-Paragraph 369, line 5; read:
midchannel) to the turning basin; thence in
September 2009, 11 to 14 feet ...

(DD 15757)

Page 361-Paragraph 369, lines 8-9; read:
0.5 mile above the turning basin. The entrance
channel and turning basin are marked by lights.

(LL/09; NOS 18653)

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 33.

Coast Pilot 7 41st 2009

Corrections

Page 275-Paragraph 146: Delete.
(NOS 18746)

Page 295-Paragraph 431, lines 3-6; read:
is just N of the entrance basin. In March 2009, the
controlling depth was 15 feet in the entrance channel
to the entrance basin with lesser depths along the
entire length of the SE edge, thence depths of 15 to
20 feet were available in the entrance basin; thence in
July 2008, depths of 8 to 9 feet were available in the
inner basin.

(DD 15473; DD 12141)

Page 321-Paragraph 121, line 7; read:
the stranger. **Point Sur Light** (36°18'22"N.,
121°54'05"W.), ...

(20/09 CG11; LL/09)

Page 327-Paragraph 193, line 1; read:
Santa Cruz Light (36°57'05"N., 122°01'36"W.),
60 feet ...

(20/09 CG11; LL/09)

Page 364-Paragraph 388, line 6; read:
When not in use, the drawspans of the railroad
bridges at Black Point and Haystack Landing are
maintained in the open to navigation position. (See
117.1 through 117.59 and 117.187, chapter 2, ...

(15/09 CG11)

Page 365-Paragraph 400, line 4; read:
down and 97 feet up. When not in use, the drawspan
is maintained in the open to navigation position. (See
117.1 through 117.59 and ...

(15/09 CG11)

Page 487-Paragraph 93, lines 5-10; read:
perpendicular cliff composed of sand and gravel. A
rocky bank, covered with kelp, extends about 2 miles
W of the island over depths of 3 to 6 fathoms. A rock
that bares at lowest tides is about 0.3 mile W of
Smith Island. Strong currents set in an around the
shoal ...

(H 11371; NOS 18465)

Page 598-Paragraph 518, line 9; read:
buoys and a **034.7°** lighted range.

(23/09 CG14; LL/09)

Page 634-Paragraph 987, lines 4-6; read:
midway between Johnston and Sand Islands. In 1964,
...

(21/09 CG14)

Page 635-Paragraph 988, lines 4-5; read:
extending 1.5 miles S and SE from 16°42'44"N.,
169°31'01"W, and ...

(21/09 CG14; NOS 83637)

Page 279-Paragraph 210, read:

Los Angeles Light, (33°42'31"N., 118°15'06"W.), 73 feet above the water, is shown from a white cylindrical tower with black stripes on a concrete block on the outer end of the San Pedro breakwater; a fog signal is at the light.

(LL/09)

Page 293-Paragraph 392, read:

Caution

The U.S. Navy advises that continuous hazardous operations may take place on the Pacific Missile Test Range, Point Mugu, California, Monday through Sunday. The test area extends for 180 miles in a SW direction from Point Mugu and is up to 210 miles wide. The specific danger portions of the firing area are broadcast by the Navy, Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz and on VHM-FM channel 16. For information regarding the current hazardous operations status, contact PLEAD CONTROL on VHF-FM channels 11 or 16 or at 805-989-8841/8843, from 0600-1800; or at 805-816-0792 after 1800. All vessels transiting through the Sea Test Range are requested to submit a notification to PLEAD CONTROL indicating the vessels name, destination and estimated time of entry into and departure from the test range. Notifications should be faxed to 805-989-0102.

(DD 13444; CL 1518/09)

Page 414-Paragraph 92, lines 2-4; read:

covered 9 feet and usually breaks. It is the outermost rock of a covered ledge extending NW from the shore. A lighted buoy is 0.2 mile N of the rock. E of Baltimore Rock, ...

(22/09 CG13; CL 1247/07; 46/07 CG13)

Page 475-Paragraph 173, lines 11-12; read:
weather.

(21/09 CG13)

Page 523-Paragraph 69, lines 3-4; read:

1½-fathom shoal, marked by alight, extends S from Kinney Point.

(37/09 CG13)

Page 524-Paragraph 75, line 5; read:

marked by lights and a **261.3°** lighted range, ...

(37/09 CG13)

Page 524-Paragraph 77, line 7; read:

rocks is also marked by a light. Tala Point is a bluff, wooded, ...

(37/09 CG13)

Page 525-Paragraph 88, line 11; read:

A channel, marked by lights at the entrance, leads to a private ...

(18/09 CG13)

Page 536-Paragraph 201, line 6; read:

the island. A light is on the N side of the shoal area.

(38/09 CG13)

Page 538-Paragraph 229, line 4; read:

marked by a light.

(38/09 CG13)

Page 539-Paragraph 230, line 6; read:

entrance. A light marks the edge of the shoal water W of ...

(38/09 CG13)

Page 550-Paragraph 406, lines 7-8; read:

Waterway is marked by private lighted buoy on the SW side. Project ...

(36/09 CG13)

Page 555-Paragraph 441, line 2; read:

mile NW from the NW part of McNeil Island. Lights on ...

(38/09 CG13)

Page 557-Paragraph 487, line 4; read:

Bay; the channel is marked by lights.

(17/09 CG13)

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2009 (41st) Edition. Change No. 35.

Coast Pilot 7 41st 2009

Corrections

Page 545-Paragraph 321, line 2; read:
Passage, is marked by a light and fog signal. A **naval restricted area** is on the S side of the point, surrounding the pier projecting S from the shoreline. (See §**334.1244**, chapter 2, for limits and regulations.) A **general** ...
(33 CFR 334; FR 12/23/08)

Page 547-Paragraph 342, line 5; read:
Pier 5 and Pier 6 are equipped with radar reflectors. A floating security barrier, marked by lighted buoys, surrounds the waterfront of the naval shipyard.
(15/03 CG13; FE 00541; NOS 18452)

Page 581-Paragraph 273, lines 3-7; read:
feet by 800 feet. The State-owned T-pier is in poor condition and has been condemned. A surfaced ramp for launching small boats is adjacent to the T-pier, however, its' orientation leaves it open to swells from the N which can make launching extremely difficult. Small boats can also be launched from the sand beach at the S end of the bay.
(CL 1416/09; NOS 19341)

Page 582-Paragraph 281, line 3; read:
side of deep **Kipahulu Valley**.
(CL 1416/09)

Page 583-Paragraph 301, line 6; read:
seen along the E side of the bay and three stacks are prominent in about 20°48'02"N., 156°29'37"W.
(CL 1416/09; NOS 19350)

Page 583-Paragraph 306, lines 7-17; read:
bottom. In 2009, a reported depth of 8 feet was available in the entrance channel. The entrance channel is marked by a **339°** lighted range and private buoys. Inside the harbor, a reef and shoal area, marked by buoys and daybeacons, extends into the center of the harbor. Care must be taken to avoid these areas when approaching the slips on the N side of the harbor. Vessels going to the public moorings in the W end of the harbor should pass between the daybeacons and the breakwater. Gasoline, diesel fuel (by fuel truck) and a launching ramp are available; engine repairs can be made. The harbormaster can be contacted on VHF-FM channel 68 or by phone at 808-243-5818. The harbor office is ...
(CL 1416/09; LL/09)

Page 584-Paragraph 307, line 2; red:
waters of Maalaea Village and can be contacted at (808) 986-0023.
(CL 1416/09)

Page 584-Paragraph 312, line 8; read:
very prominent and a spire is visible on Puunoa Point. A reef, over which the sea generally ...
(CL 1416/09)

Page 584-Paragraph 314, lines 6-7; read:
be 8 feet in the channel. In August 2009, reported depths in the basin were 6 to 8 feet. Vessels entering or leaving the boat ...
(CL 1416/09)

Page 584-Paragraphs 315-316, read:

Gasoline and diesel fuel are available at Lahaina, but must be obtained through the harbormaster (VHF-FM channel 68 or 808-662-4060). Some small-craft supplies may be obtained at Lahaina and a 1-ton hoist is available on the small-boat wharf.

Good anchorage can be had off Lahaina. Calm water will generally be found even though strong trade winds are blowing elsewhere, however, the anchorage is exposed in kona weather. In approaching the anchorage, vessels should keep about one mile offshore until the light bears **056°**, then head in on this course and anchor in depths of 9 to 15 fathoms. Anchorage can be had anywhere in the bight N of Mala wharf, 0.6 mile offshore in depths of about 12 fathoms, sandy bottom. Offshore mooring buoys for up to 72 hours are available by permit only.

Lahaina has become a destination for both foreign and domestic cruise ships. From fall to spring, passenger and crew counts in excess of 300 can be expected. Ships anchor out and ferry passengers into the harbor by small boat. When ships are present, a 300 yard security zone exists around the ship. For foreign vessels, a customs station is set up at the harbor. The Harbor Master acts as a VTS for the duration of the cruise ship port call. All traffic must check in and out of the harbor on VHF-FM channel 68.

(CL 1416/09)

Page 584-Paragraph 321, lines 4-5; read:
gradually to the sandy beach. Several hotels line the shore N and S of the point.

(CL 1416/09)

Page 585-Paragraph 322, lines 3-6; read:
of Maui and is known locally as Black Point. The point is a dark, rocky promontory, 85 feet high, which appears detached from a distance; there are no offshore dangers. A hotel is on the point.

(CL 1416/09)

Page 585-Paragraph 331, lines 1-3; read:

Nakalele Point is three miles ENE of Lipoa Point. Close off Nakalele Point are several bare, black rocks; blowholes can be seen along the SE face of the point. **Nakalele Point Light** ...

(CL 1416/09)

Page 586-Paragraph 344, line 6; read:

shallow. There is a buildup of silt and marine debris (old tires) that creates a shallow area in the SE corner of the commercial harbor in about 20°53'44"N., 156°27'56"W.

(CL 1416/09)

Page 587-Paragraph 348, read:

A 3,400 hp tug and a 4,400 hp assist tug are available at the port.

(CL 1416/09)