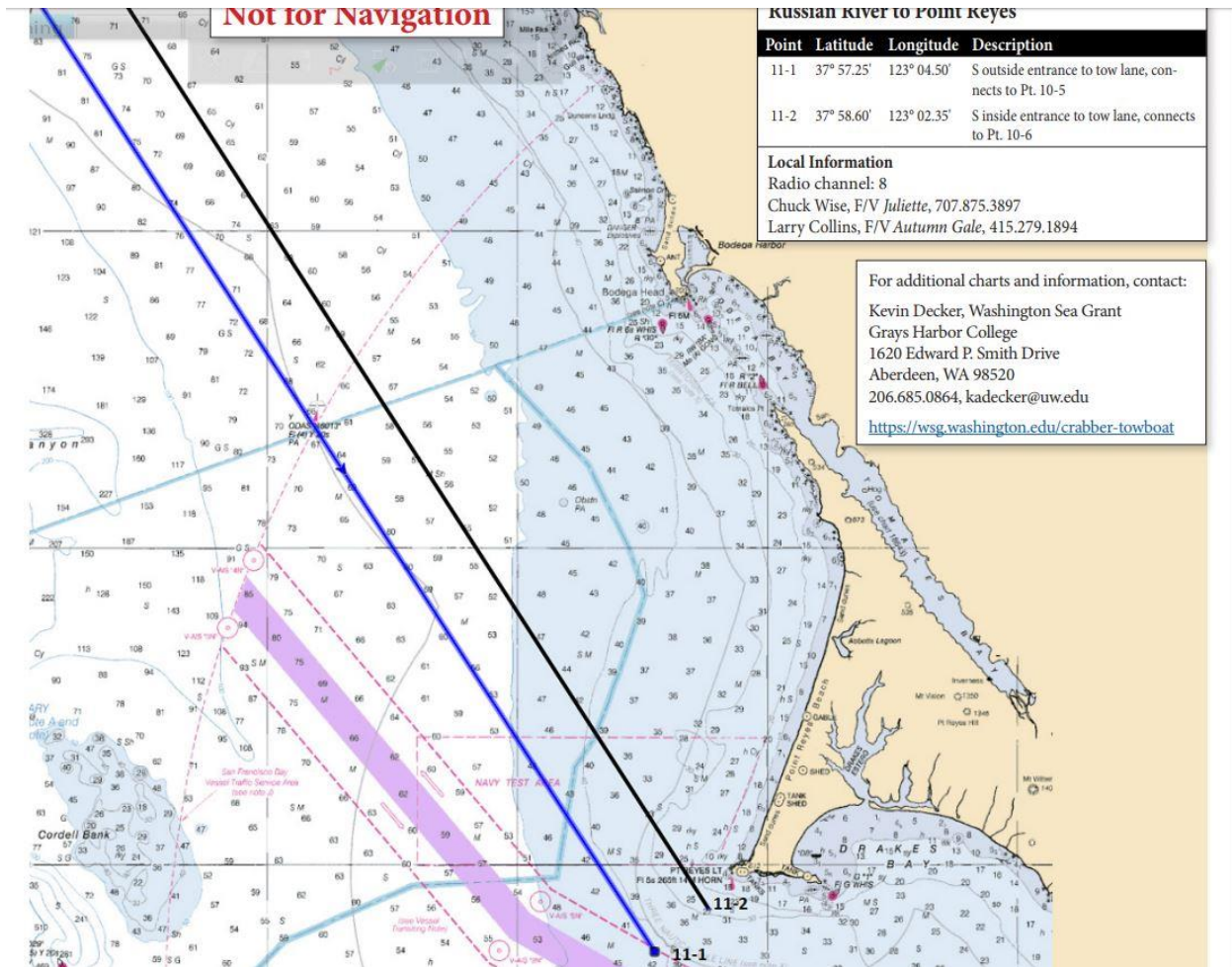


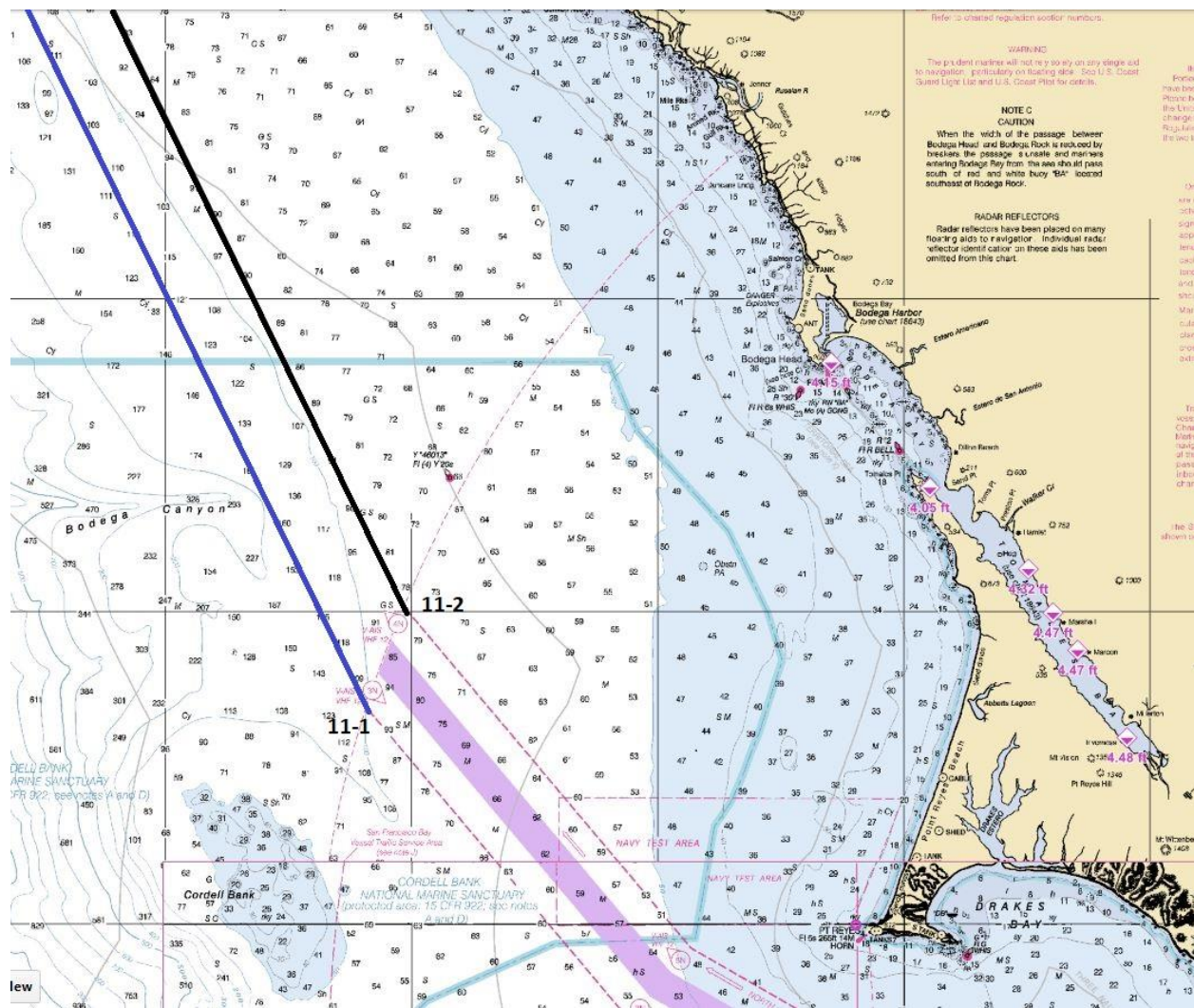
Commercial Crabber/Towboat Lane Agreement Program

Proposed Lane Changes

San Francisco Bay Realignment

The USCG has extended the SF Bay north Traffic Separation Scheme further north and offshore of the towlane. This is a proposal to realign the towlane points to the end of the traffic separation lanes, so tugs would already be lined up to get in the separation lanes as they approach.

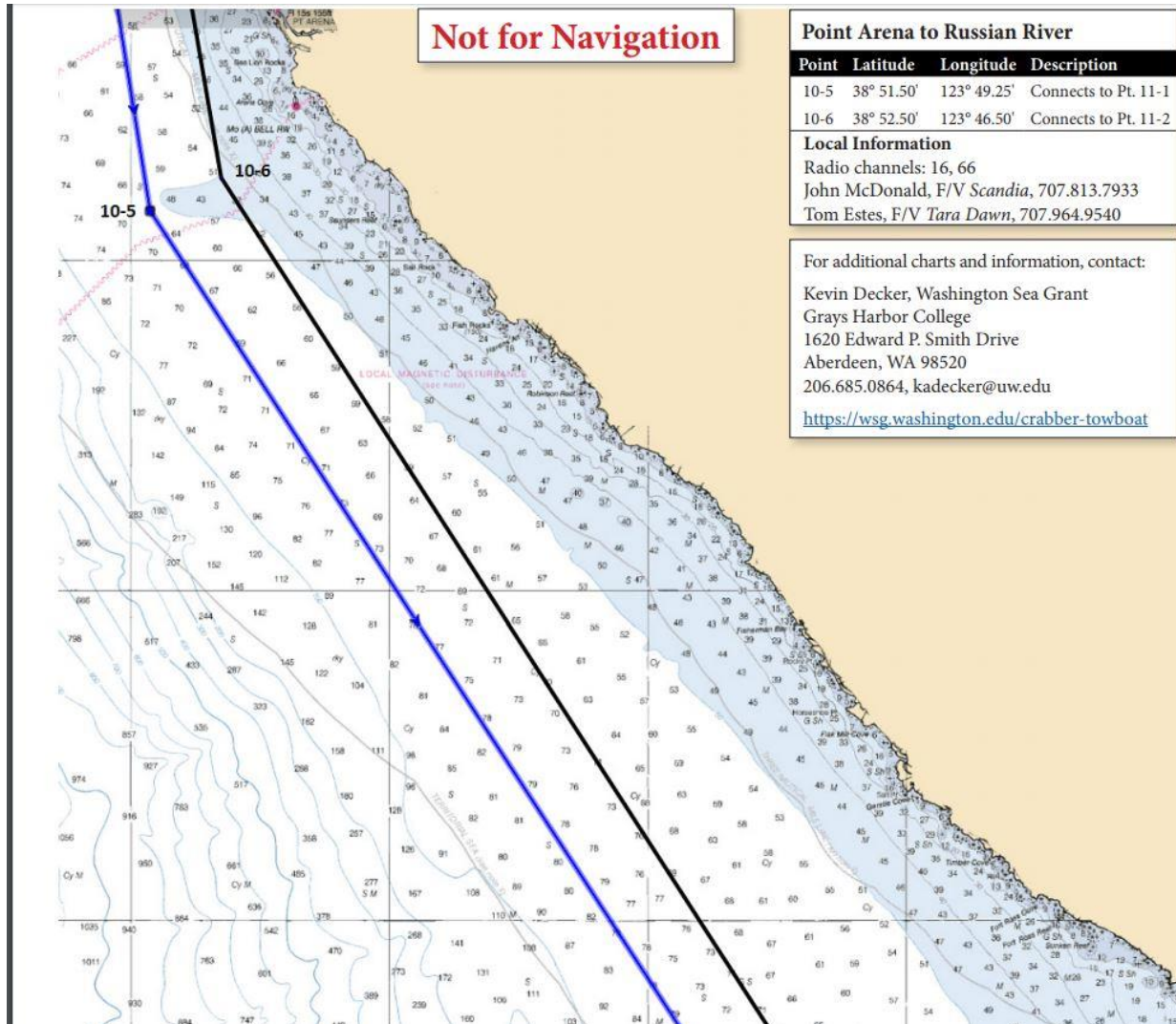


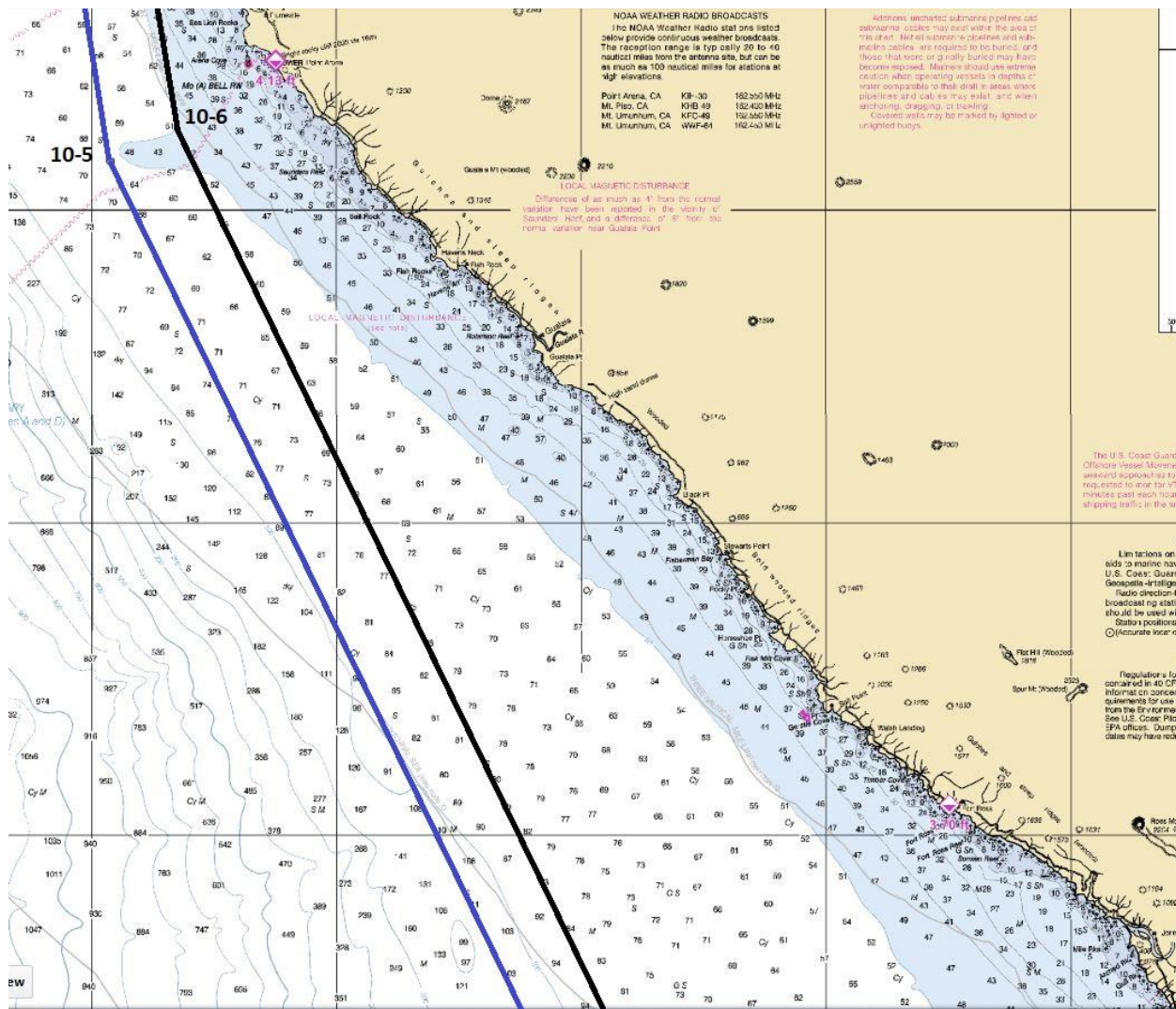


Point	Original Coordinates	Proposed Coordinates
11-1	37° 57.25' N, 123° 04.50' W	38° 07.0' N, 123° 21.90' W
11-2	37° 58.60' N, 123° 02.35' W	38° 10.2' N, 123° 20.32' W

Point Arena Lane Shift

Shift lane at Pt. Arena about one mile further offshore and line up with the Traffic Separation Scheme off of Bodega.





Point	Original Coordinates	Proposed Coordinates
10-5	38° 51.50' N, 123° 49.25' W	38° 51.50' N, 123° 50.50' W
10-6	38° 52.50' N, 123° 46.50' W	38° 52.50' N, 123° 47.75' W

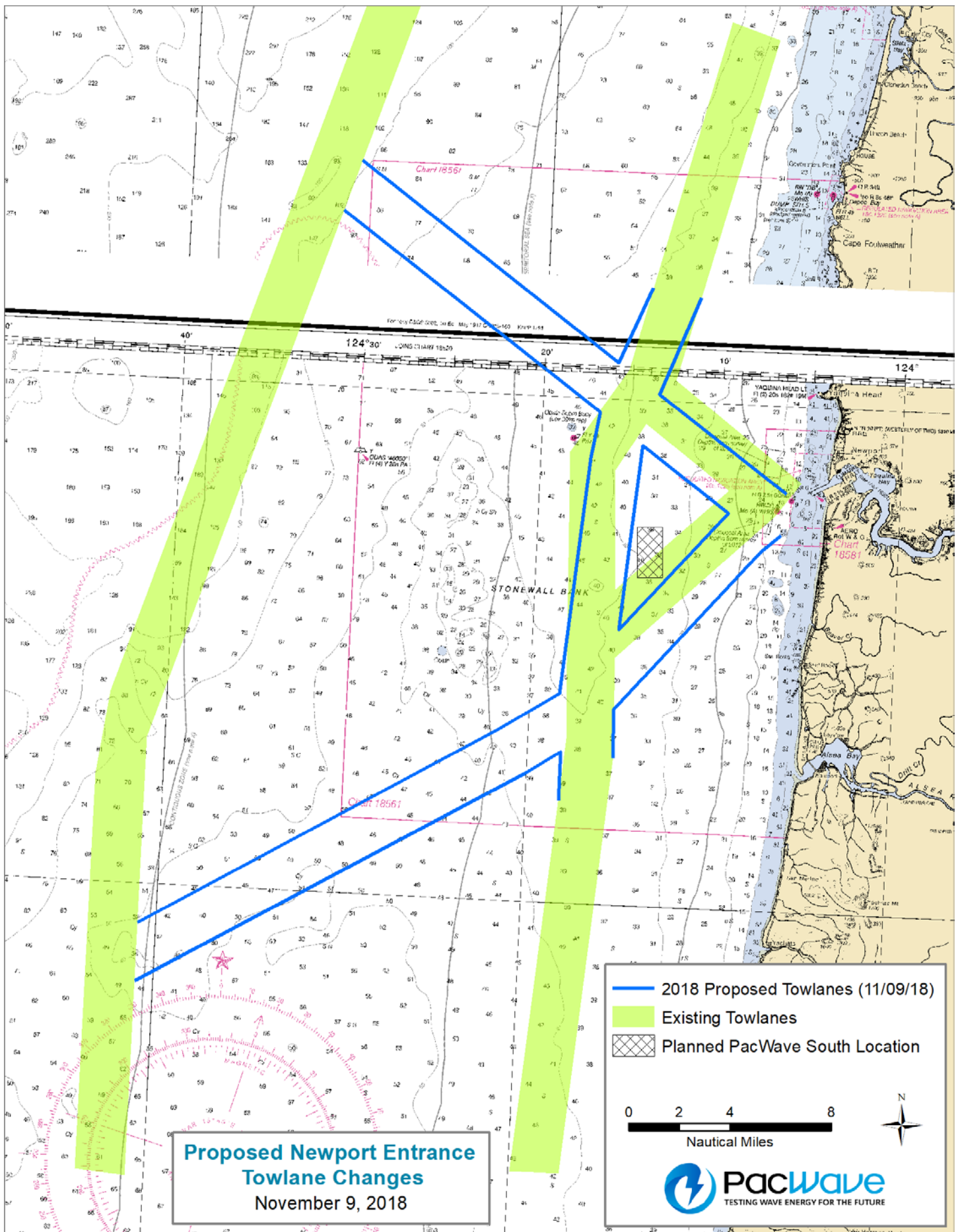
Proposed Newport Entrance Towlane Changes

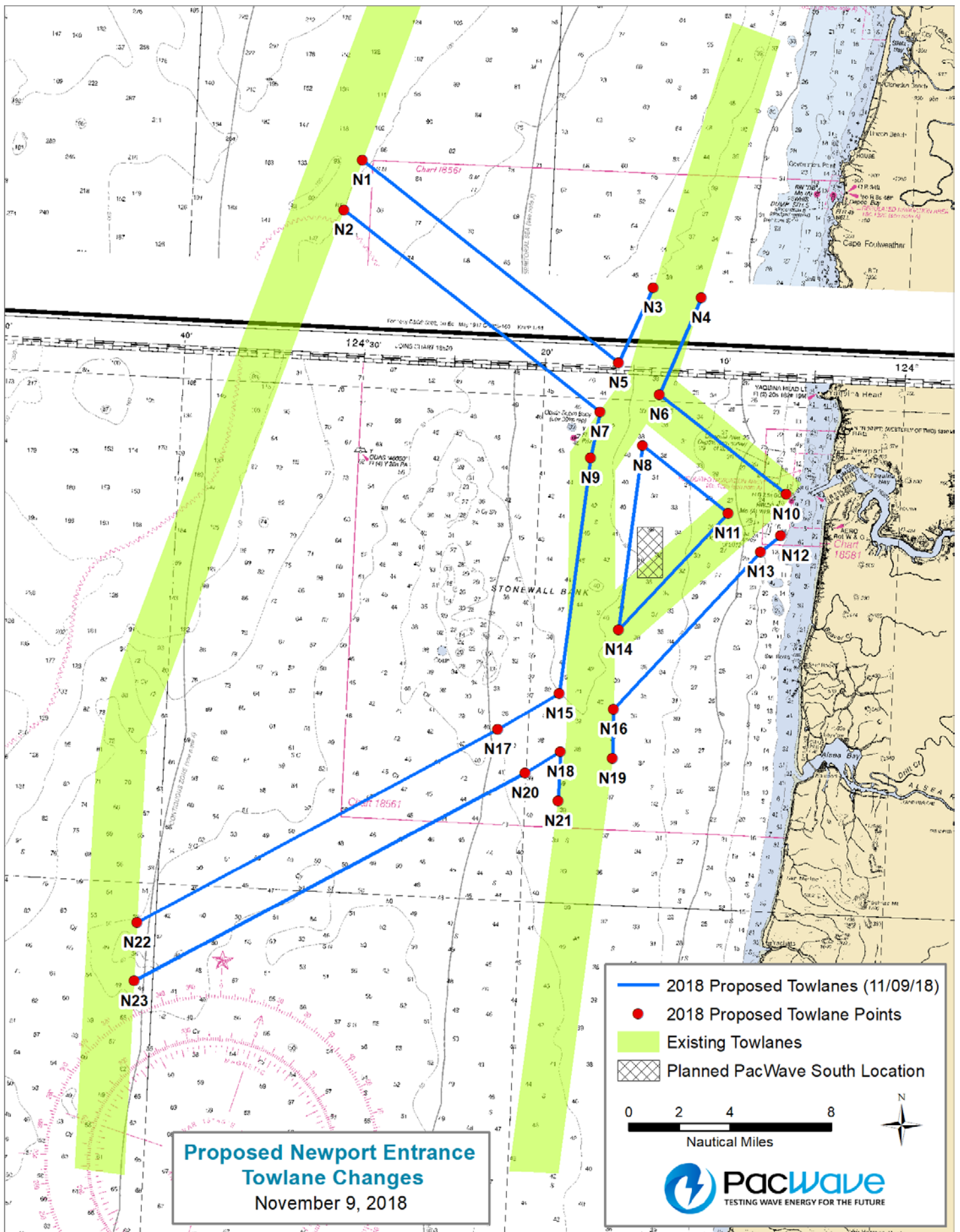
Oregon State University is planning to develop a wave energy test site (PacWave South) located 6 nautical miles offshore to the south of Newport, OR.

The location of the test site was selected by the Newport community, including the Fishermen Involved in Natural Energy (FINE) committee, based on specific site requirements.

The chosen PacWave South location intersects one of the current towlanes off Newport (see map). Since 2015, OSU has been working with the crabbers and towboat operators to develop an alternative Newport Entrance Towlane configuration. The final proposed towlane changes are shown in blue on the following map.

These were presented at the Crabber/Towboat Lane Meeting held at Englund Marine in Astoria on March 8, 2019. All the attendees were in agreement that the proposed changes were acceptable. These are now being circulated for review.





Newport Entrance Towlane Proposed Change 11/09/2018				
Point	Latitude		Longitude	
	Deg.	Dec. Min.	Deg.	Dec. Min.
N1	44	49.018	-124	30.649
N2	44	46.988	-124	31.558
N3	44	44.488	-124	14.195
N4	44	44.195	-124	11.511
N5	44	41.486	-124	15.944
N6	44	40.290	-124	13.596
N7	44	39.495	-124	16.817
N8	44	38.223	-124	14.377
N9	44	37.643	-124	17.261
N10	44	36.566	-124	6.307
N11	44	35.709	-124	9.488
N12	44	34.917	-124	6.514
N13	44	34.236	-124	7.586
N14	44	30.909	-124	15.276
N15	44	28.296	-124	18.368
N16	44	27.773	-124	15.329
N17	44	26.792	-124	21.664
N18	44	25.995	-124	18.150
N19	44	25.824	-124	15.247
N20	44	25.075	-124	20.053
N21	44	24.062	-124	18.154
N22	44	18.436	-124	41.015
N23	44	16.123	-124	41.014