



Page 71 to Page 72; read:

<b>TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas</b>		
<b>Center MMSI<sup>1</sup> Call Sign</b>	<b>Designated frequency (Channel designation)—purpose<sup>2</sup></b>	<b>Monitoring area<sup>3, 4</sup></b>
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River <sup>5</sup> — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).

<p>New York —003669951 <i>New York Traffic</i></p>	<p>156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)— For vessels at anchor</p>	<p>The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.</p>
<p><i>New York Traffic</i></p>	<p>156.700 MHz (Ch. 14)</p>	<p>The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).</p>
<p><i>New York Traffic</i></p>	<p>156.600 MHz (Ch. 12)</p>	<p>The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.</p>
<p>Port Arthur<sup>5</sup>—003669955 <i>Sabine Traffic</i></p>	<p>To be determined</p>	<p>The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.</p>
<p>Prince William Sound— 003669958 <i>Valdez Traffic</i></p>	<p>156.650 MHz (Ch. 13)</p>	<p>The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.</p>
<p>Puget Sound<sup>6</sup> <i>Seattle Traffic</i>—003669957</p>	<p>156.700 MHz (Ch. 14)</p>	<p>The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.</p>

<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

**Notes:**

<sup>1</sup>Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

<sup>2</sup>In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

<sup>3</sup>All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

<sup>4</sup>Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

<sup>5</sup>Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

<sup>6</sup>A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

34/03

**COAST PILOT 8                    25 Ed 2003                    Change No. 7**

Page 73—Paragraphs 565 to 572; read:

- (a) Upon point of entry into a VMRS area;
- (b) At designated points as set forth in Subpart C; or
- (c) When directed by the Center.

of ...

(FR 7/1/03)

34/03

Page 78—Paragraph 658, lines 1 to 2; read:

- (c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels ...
- (FR 7/1/03) 34/03

**§161.21 Automated reporting.**

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
- (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
- (3) Make any other reports as directed by the Center.

(FR 7/1/03) 34/03

Page 78—Paragraph 658, line 7; read:

- regulations regarding navigation safety.
  - (d) Provisions of §164.46 apply to some self-propelled vessels of less 1600 gross tonnage.
- (FR 7/1/03) 34/03

Page 78—Paragraph 659, line 1; read:

- (a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does ...
- (FR 7/1/03) 34/03

Page 79—Paragraph 671, line 3; read:

.....164.74

Page 75—Paragraph 581, line 3; read:

VMRS area; and ...  
(FR 7/1/03) 34/03

**International Electrotechnical Commission (IEC)**

3, rue de Varemb, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12 .....164.46  
(FR 7/1/03) 34/03

Page 75—Paragraph 583, line 1 to Paragraph 593; read:

**Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points**

**Note:** All geographic coordinates contained in part ...  
(FR 7/1/03) 34/03

Page 79—Paragraph 673, line 3; read:

November 12, 1975 .....164.13  
Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic

Page 78—Paragraph 652, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d))

Identification System (AIS), adopted May 12, 1998....164.46  
 SN/Circ.277, Guidelines for the Installation of a Ship-  
 borne Automatic Identification System (AIS), dated January  
 6, 2003 .....164.46  
 SOLAS, International Convention for Safety of Life at  
 Sea, 1974, and 1988 Protocol relating thereto, 2000 Amend-  
 ments, effective January and July 2002, (SOLAS 2000  
 Amendments).....164.46  
 Conference resolution 1, Adoption of amendments to the  
 Annex to the International Convention for the Safety of Life  
 at Sea, 1974, and amendments to Chapter V of SOLAS  
 1974, adopted December 12, 2002 .....164.46  
 (FR 7/1/03) 34/03

Page 79—Paragraph 676, line 4; read:  
 Services and Ship-to-Ship Identification, 1992 .....164.43  
 ITU-R Recommendation M.1371-1, Technical character-  
 istics for a universal shipborne automatic identification sys-  
 tem using time division multiple access in the VHF maritime  
 mobile band, 1998-2001 .....164.46  
 (FR 7/1/03) 34/03

Page 84—Paragraph 845, line 3 to Paragraph 846, line 2;  
 read:  
 with a rate of turn indicator.

**§164.43 Automatic Identification System Shipborne  
 Equipment—Prince William Sound.**

(a) Until July 1, 2004, each vessel required to provide  
 automated position reports to a Vessel Traffic Service (VTS)  
 under §165.1704 of this subchapter must do so ...  
 (FR 7/1/03) 34/03

Page 84—Paragraph 864, line 2; read:  
 operating procedures are set forth in Part 161 of this chapter.

**§164.46 Automatic Identification System (AIS).**

(a) The following vessels must have an installed, opera-  
 tional AIS that complies with the IMO Resolution  
 MSC.74(69), ITU-R Recommendation M.1371-1, and IEC  
 61993-2, and that is installed using IMO SN/Circ.277  
 (Incorporated by reference, see §164.03) as of the date spec-  
 ified. “Length” refers to “registered length” as defined in 46  
 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length  
 engaged in commercial service and on an international  
 voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section,  
 the following vessels subject to the International Conven-  
 tion for Safety at Life at Sea, 1974, (SOLAS) as amended,  
 that are on an international voyage must also comply with  
 SOLAS, chapter V, as amended by SOLAS 2000 Amend-  
 ments and Conference resolution 1 (Incorporated by refer-  
 ence, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more,  
 not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the  
 first safety survey for safety equipment on or after July  
 1, 2003;

(iii) Vessels, other than passenger vessels or tankers,  
 of 50,000 gross tonnage or more, not later than July 1,  
 2004; and

(iv) Vessels, other than passenger vessels or tankers,  
 of 300 gross tonnage or more but less than 50,000 gross  
 tonnage, not later than the first safety survey for safety  
 equipment on or after July 1, 2004, but no later than  
 December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this  
 section, the following vessels, transiting an area listed in  
 table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in  
 length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and  
 more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one  
 or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or  
 more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must  
 comply according to the following schedule:

(1) For VTS St. Marys River, not later than December  
 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long  
 Beach, VTS Lower Mississippi River, VTS Port Arthur  
 and VTS Prince William Sound, not later than July 1,  
 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS  
 Puget Sound, and VTS San Francisco, not later than  
 December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-  
 telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of  
 this chapter, also apply to AIS. The term “effective operating  
 condition” used in §26.06 includes accurate input and  
 upkeep of all AIS data fields, including estimated time of  
 arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the  
 extent that electromagnetic interference does not affect the  
 proper function of existing navigation and communication  
 equipment on board, and such that only one AIS unit may be  
 in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross  
 tons, on international voyage, shall be available for pilot use,  
 easily accessible from the primary conning position of the  
 vessel, and near an AC power receptacle.

(FR 7/1/03) 34/03

**COAST PILOT 8 25 Ed 2003 Change No. 8**

Page 1—Paragraph 2, line 4; read:  
**<http://nauticalcharts.noaa.gov/>. A subscription to the  
 Local ...**  
 (NOS/03) 34/03

Page 91—Paragraph 1006; insert after:

**§165.9 Geographic application of limited and controlled  
 access areas and regulated navigation areas.**

(a) *General.* The geographic application of the limited  
 and controlled access areas and regulated navigation areas in  
 this part are determined based on the statutory authority  
 under which each is created.

(b) *Safety zones and regulated navigation areas.* These zones and areas are created under the authority of the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232. Safety zones established under 33 U.S.C. 1226 and regulated navigation areas may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(c) *Security zones.* These zones have two sources of authority—the Ports and Waterways Safety Act, 33 U.S.C. 1221–1232, and the Act of June 15, 1917, as emended by both the Magnuson Act of August 9, 1950 (“Magnuson Act”), 50 U.S.C. 191–195, and sec. 104 the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, 116 Stat. 2064). Security zones established under either 33 U.S.C. 1226 or 50 U.S.C. 191 may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 12 nautical miles from the baseline.

(d) *Naval vessel protection zones.* These zones are issued under the authority of 14 U.S.C. 91 and 633 and may be established in waters subject to the jurisdiction of the United States as defined in §2.38 of this chapter, including the territorial sea to a seaward limit of 3 nautical miles from the baseline.

(FR 7/18/03)

34/03

Page 336—Paragraph 139, lines 3 to 5; read:

The channel on the W side of Harbor Rock has a width of about 120 feet and is marked by lights. In 2001, the controlling depth was 23 feet.

(BP 175515; 25/97 CG17;

42/97 CG17; NOS 17327)

34/03

Page 338—Paragraph 184, lines 5 to 6; read:

channel and basin. In May 2001, the controlling depth was 9.5 feet in the entrance channel and basin except ...

(BP 175513)

34/03