

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 35 Ed 2003 Change No. 3
LAST NM 38/03

Page 77—Paragraph 472, lines 7 to 8; read:
161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).
(FR 7/1/03) 39/03

Page 78 to Page 79; strike out.
(FR 7/1/03) 39/03

Page 138—Paragraph 1985, line 4; read:
which the direction of traffic may be recommended.
Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.
(FR 7/1/03) 39/03

Page 138—Paragraphs 1987 to 1991; read:
Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).
Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).
Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.
(FR 7/1/03) 39/03

Page 141—Paragraph 2024, line 1; read:
(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 39/03

Page 141—Paragraph 2025 to Paragraph 2027, line 1; read:
(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.
Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Ser-

vice (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2042, lines 2 to 6; read:
a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.
(FR 7/1/03) 39/03

Page 143—Paragraph 2043, line 5 to Paragraph 2044; read:
are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.
Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:
(FR 7/1/03) 39/03

Page 143—Paragraph 2048 to Paragraph 2049, line 1; read:
As used in the subpart:
Center means a Vessel Traffic Center or Vessel Movement Center.
Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.
(a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2052, line 3; read:
Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2053, lines 4 to 5; read:
designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition ...
(FR 7/1/03) 39/03

Page 143—Paragraph 2054, line 7 to Paragraph 2055, line 1; read:
VTS frequency.
(d) A vessel must report:
(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or
(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.
(e) When reports required by this part include time ...
(FR 7/1/03) 39/03

Page 139 to Page 140; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI¹ Call Sign	Designated frequency (Channel designation)—purpose²	Monitoring area^{3, 4}
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 ⁵ — 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 Arthur⁵—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 Sound⁶ <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:

¹Maritime 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.

²In 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.

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

⁴Some 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.

⁵Until 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.

⁶A 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)

39/03

COAST PILOT 7 35 Ed 2003 Change No. 5

Page 143—Paragraphs 2064 to 2071; 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.

§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) 39/03

Page 144—Paragraph 2080, line 3; read:

VMRS area; and ...

(FR 7/1/03) 39/03

Page 144—Paragraph 2082 to Paragraph 2092, line 1; 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) 39/03

Page 151—Paragraph 2214, line 3; read:

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

of ...

(FR 7/1/03)

39/03

Page 151—Paragraph 2220, 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)

39/03

Page 151—Paragraph 2220, 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)

39/03

Page 151—Paragraph 2221, 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)

39/03

Page 152—Paragraph 2233, line 3; read:

..... 164.74

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)

39/03

Page 152—Paragraph 2234, line 5; read:

1975 164.13

Resolution MSC.74(69), Annex 3, Recommendation on

Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998 ..164.46
 SN/Circ.277, Guidelines for the Installation of a Shipborne 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 Amendments, 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) 39/03

Page 152—Paragraph 2237, line 5; read:
 164.43
 ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001164.46
 (FR 7/1/03) 39/03

Page 157—Paragraph 2410, line 3 to Paragraph 2411, 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) 39/03

Page 158—Paragraph 2429, 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, operational 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 specified. “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 Convention 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 Amendments and Conference resolution 1 (Incorporated by reference, 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) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 6
 Page 171—Paragraph 2739, line 3; read:
 Commercial Anchorage G and the Middle Breakwater.

§165.1154 Security Zones; Cruise Ships, San Pedro Bay, California.

(a) *Definition.* “Cruise ship” as used in this section means a passenger vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the Port of Los Angeles or Port of Long Beach.

(b) *Location.* The following areas are security zones:

(1) All waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is anchored at a designated anchorage either inside the Federal breakwaters bounding San Pedro Bay or outside at designated anchorages within 3 nautical miles of the Federal breakwaters;

(2) The shore area and all waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is moored, or is in the process of mooring, at any berth within the Los Angeles or Long Beach port areas inside the Federal breakwaters bounding San Pedro Bay; and

(3) All waters, extending from the surface to the sea floor, within 200 yards ahead, and 100 yards on each side and astern of a cruise ship that is underway either on the waters inside the Federal breakwaters bounding San Pedro Bay or on the waters within 3 nautical miles seaward of the Federal breakwaters.

(c) *Regulations.*

(1) In accordance with the general regulations in Sec. 165.33 of this part, entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port, Los Angeles-Long Beach, or his designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 1-800-221-USCG (8724) or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3) When a cruise ship approaches within 100 yards of a vessel that is moored, or anchored, the stationary vessel must stay moored or anchored while it remains within the cruise ship's security zone unless it is either ordered by, or given permission from, the COTP Los Angeles-Long Beach to do otherwise.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(e) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zone by the Los Angeles Port Police and the Long Beach Police Department. (FR 12/6/02) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 7
Page 182—Paragraph 3061; insert after:

§165.1404 Apra Harbor, Guam—Security Zone.

(a) The following is designated as Security Zone C—The waters of Apra Outer Harbor, Guam surrounding Naval Mooring Buoy No. 702 (Located at 13°27'30.1"N. and 144°38'12.9"E. Based on World Geodetic System 1984 Datum) and the Maritime Propositioning ships moored thereto. The security zone will extend 100 yards in all directions around the vessel and its mooring. Additionally, a 50 yard security zone will remain in effect in all directions around buoy No. 702 when no vessel is moored thereto.

(b) In accordance with the general regulations in §165.33 of this part, entry into Security Zone C is prohibited unless

authorized by the Captain of the Port, Guam.

§165.1405 Regulated Navigation Areas and Security Zones; Designated Escorted Vessels—Philippine Sea and Apra Harbor, Guam (including Cabras Island Channel), and Tanapag Harbor, Saipan, Commonwealth of the Northern Mariana Islands (CNMI).

(a) *Regulated navigation area.* The following areas, designated by coordinates referencing World Geodetic Datum (1984), are regulated navigation areas (RNAs).

(1) *Philippine Sea, Guam*—All waters from the surface to the bottom of the Philippine Sea, Guam, encompassed by lines connecting the following points, beginning at 13°27'10" N., 144°35'05" E., thence easterly to 13°27'17" N., 144°37'27" E., thence south westerly to 13°26'52" N., 144°37'05" E., thence westerly to 13°26'37" N., 144°35'05" E., thence due north back to point of origin.

(2) *Apra Harbor, Guam*—All waters from surface to bottom of Apra Harbor, Guam, shoreward of the COLREGS Demarcation as described in 33 CFR part 80.

(3) *Tanapag Harbor, Saipan*—The waters from surface to bottom of Tanapag Harbor, Saipan (CNMI), encompassed by lines connecting the following points, beginning at

15°12'10" N., 145°40'28" E., thence north easterly to 15°14'08" N., 145°42'00" E., thence due east to 15°14'08" N., 145°44'02" E., thence south easterly to 15°13'54" N., 144°44'20" E., thence south westerly along the shoreline to

15°13'11" N., 145°43'01" E., thence south westerly to 15°12'10" N., 145°40'28" E.

(4) *Cabras Island Channel, Guam*—All waters from surface to bottom of Cabras Island Channel, Guam, beginning at point

13°27'34" N., 144°39'39" E and extending south easterly to position

13°27'24" N., 144°39'59" E then heading easterly along the shoreline to position

13°27'31" N., 144°40'22" E then heading north to position

13°27'37" N., 144°40'22" E following the shoreline in a westerly direction back to point of origin.

(b) *Security zones.* A 100-yard radius security zone is established around, and is centered on, each escorted vessel within the regulated navigation areas in paragraph (a) of this section. A security zone is activated when an escorted vessel enters an RNA and remains active until the escorted vessel leaves the RNA. This is a moving security zone when the escorted vessel is in transit and becomes a fixed zone when the escorted vessel is anchored or moored. A security zone will not extend beyond the boundary of the RNA in this section.

(c) *Definitions.* As used in this section:

(1) *Designated representative* means any Coast Guard commissioned, warrant, or petty officer that has been authorized to act on behalf of the COTP.

(2) *Escorted Vessel* means any vessel operating in the RNA deemed by the COTP to be in need of escort protection for security reasons or under other circumstances. A

designated representative aboard a Coast Guard cutter or patrol boat will accompany vessels deemed in need of escort protection into the RNA.

(3) *Navigation rules* mean international and inland navigation rules in 33 CFR chapter I, subchapters D and E.

(4) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

(d) *Regulations*. (1) No person or vessel may enter into the security zones under this section unless authorized by the COTP Guam or a designated representative.

(2) A vessel in the RNA established under paragraph (a) of this section operating within 500 yards of an escorted vessel must proceed at a minimum speed necessary to maintain a safe course, unless required to maintain speed by the navigation rules.

(3) When an escorted vessel in the RNA approaches within 100 yards of a vessel that is moored, or anchored in a designated anchorage area, the stationary vessel must stay moored or anchored while it remains within the escorted vessel's security zone unless it is either ordered by, or given permission from the COTP Guam or a designated representative to do otherwise.

(4) The COTP will inform the public of the existence or status of the security zones around escorted vessels in the RNA periodically by Broadcast Notice to Mariners.

(5) Persons or vessels that must enter a security zone or exceed speed limits established in this section may contact the COTP at command center telephone number (671) 339-6100 or on VHF channel 16 (156.8 Mhz) to request permission.

(6) All persons and vessels within 500 yards of an escorted vessel in the RNA must comply with the orders of the COTP Guam or his designated representatives.

(e) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(FR 01/29/03; 33 CFR 165) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 8

Page 393—Paragraph 83, line 4; read:
for drawbridge regulations.) In 2003, the lift span was inoperable and in the closed position. An overhead cable E of the

...
(31/03 CG13) 39/03

Page 395—Paragraph 107, line 3; read:
clearance of 12 feet. In 2003, the swing span could only be opened by tug; mariners should provide as much as 12 hours advance notice for openings. Mariners should use extreme caution ...

(31/03 CG13) 39/03

Page 420—Paragraph 119, line 9; read:
drawbridge regulations.) In 2003, the N draw leaf of the bascule span was disabled. The least clearance of overhead ...

(31/03 CG13) 39/03

Page 516—Paragraph 104, lines 2 to 6; read:
by shallow-draft pleasure craft. The channel should not be used at low tide because of the very irregular bottom. In 2002, the reported depth in the channel along the docks at the S end of the bay was 5 feet.

(30/03 CG13; LL/03; CL 478/03; NOS 18446) 39/03

Page 552—Paragraph 430, lines 4 to 5; read:
on the N side of the entrance and a private light is on the S side at the NW end of Pier 25; these ...

(26/03 CG13; LL/03) 39/03

COAST PILOT 7 35 Ed 2003 Change No. 9

Page 110—Paragraph 1410, line 5 to Paragraph 1411; read:
Department of Public Works at Stockton.

§117.163 [Suspended]

§117.T164 Islais Creek.

The Third Street Drawbridge, Islais Creek mile (0.4), at San Francisco, California need not open for vessels from 12:01 a.m., September 3, 2003 until 12:01 a.m., September 2, 2004.

(FR 8/26/03) 39/03

Page 329—Paragraph 333, line 6; read:
117.59 and 117.T164, chapter 2, for drawbridge regulations.)

(FR 8/26/03) 39/03