

UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 2 40 Ed 2011 Change No. 5
LAST NM 52/10**

Page 105—Paragraph 1833, lines 2 to 4; read:
maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.
(FR 10/28/10)

8/11

Page 106—Paragraph 1853; insert after:

§161.6 Preemption.

The regulations in this part have preemptive impact over State laws or regulations on the same subject matter. The Coast Guard has determined, after considering the factors developed by the Supreme Court in *U.S. v. Locke*, 529 U.S. 89 (2000), that by enacting Chapter 25 of the Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.), Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.

(FR 10/28/10)

8/11

Page 107 to Page 108, Portions of Table 161.12(c); read:

<p>Lower Mississippi River⁶ 0036699952 <i>New Orleans Traffic</i></p>	<p>156.550 MHz (Ch. 11)</p>	<p>The navigable waters of the Lower Mississippi River below 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N, 89°25.7'W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.600 MHz (Ch. 12)</p>	<p>The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles AHP.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.250 MHz (Ch. 05A)</p>	<p>The navigable waters of the Lower Mississippi River below 30°38.7'N, 91°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.</p>

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned by the Federal Communications Commission (FCC) 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. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

⁶Until rules regarding 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 164.46 of this subchapter.

(FR 10/28/10)

8/11

Page 111—Paragraph 1947; insert after:

§161.65 Vessel Traffic Service Lower Mississippi River.

(a) The Vessel Traffic Service (VTS) area consists of navigable waters of the Lower Mississippi River (LMR) below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 254.5 miles Above Head of Passes (AHP)), the Southwest Pass, and those within a 12-nautical mile radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes).

(b) The Algiers Point VTS Special Area consists of the navigable waters of the LMR bounded on the north by a line drawn from 29°57.62'N., 90°02.61'W. to 29°57.34'N., 90°02.60'W. and on the south by a line drawn from 29°56.89'N., 90°03.72'W. to 29°56.93'N., 90°03.34'W. (95.0 and 93.5 miles AHP) during periods of high water—that is, when the Carrollton Gage reads 8.0 feet or above on a rising stage or 9.0 feet or above on falling stage, or under any other

water conditions the Captain of the Port (COTP) deems necessary.

(c) *Additional Algiers Point VTS Special Area Operating Requirements.* The following additional requirements are applicable in the Algiers Point VTS Special Area:

(1) A vessel movement reporting system (VMRS) user must abide by the signals of the Governor Nicholls Street Wharf, 29°57.6'N., 90°03.4'W., Gretna, 29°55.5'N., 90°03.7'W., Control Lights (94.3 and 96.6 miles AHP, respectively) in the following manner;

- (i) *Green Light*—May proceed as intended.
- (ii) *Red Light*—Do not proceed, unless otherwise directed by the VTS.
- (iii) *No Light*—Do not proceed, immediately notify VTS and await further directions.

Note to §161.65(c)(1): To provide advance notification to downbound vessels, a traffic repeater signal of Gretna Light is located at Westwego, LA, 29°54.8'N., 90°08.3'W. (101.4 miles AHP).

(2) A vessel awaiting a signal change or VTS directions must keep clear of other vessels transiting the area.

(d) The Eighty-one Mile Point VTS Special Area consists of navigable waters of the LMR between 167.5 miles AHP and 187.9 miles AHP.

(e) *Additional Eighty-one Mile Point VTS Special Area Operating Requirements.* The following additional requirements are applicable in the Eighty-one Mile Point VTS Special Area:

(1) Prior to proceeding upriver past 167.5 AHP, Sunshine Bridge, vessels must contact VTS New Orleans on VHF Channel 5A to check-in. Vessels must provide name and destination, confirm proper operation of their automat-

ed identification system (AIS) if required under 33 CFR 164.46, and, if applicable, size of tow and number of loaded and empty barges. At 173.7 miles AHP, Bringier Point Light, ascending vessels must contact VTS New Orleans and provide a follow-on position check. At both check-in and follow-on position check, VTS New Orleans will advise the vessel on traffic approaching Eighty-one Mile Point.

(2) Prior to proceeding downriver past 187.9 miles AHP COS-MAR Lights, vessels must contact VTS New Orleans on VHF Channel 5A to check-in. Vessels must provide name and destination, confirm proper operation of their AIS if required under 33 CFR 164.46, and, if applicable, size of tow and number of loaded and empty barges. At 183.9 miles AHP, Wyandotte Chemical Dock Lights, descending vessels must contact VTS New Orleans and provide a follow-on position check. At both check-in and follow-on position check, VTS New Orleans will advise the vessel on traffic approaching Eighty-one Mile Point.

(3) All vessels getting underway between miles 167.5 and 187.9 AHP must check-in with VTS New Orleans on VHF Channel 5A immediately prior to getting underway and must comply with the respective ascending and descending check-in and follow-on points listed in paragraphs (e)(1) and (2) of this section.

(4) Fleet vessels must check in with VTS New Orleans if they leave their respective fleet or if they move into the main channel. Fleet vessels are not required to check in if they are operating exclusively within their fleet.

(f) *Reporting Points.* Table 161.65(f) lists the VTS Lower Mississippi River Reporting Points.

Designator	Geographic name	Geographic description	Latitude/ Longitude	Notes
A	Algiers Canal Forebay	88.0 AHP	29°56.6'N 90°10.1'W	Upbound transiting Algiers Point Special Area
B	Industrial Canal	92.7 AHP	29°57.2'N 90°01.68'W	Upbound transiting Algiers Point Special Area
C	Crescent Towing Smith Fleet	93.5 AHP	29°57.50'N 90°02.62'W	Upbound Towing vessels transiting Algiers Point Special Area
D	Marlex Terminal (Naval ships)	99.0 AHP	29°54.65'N 90°05.87'W	Downbound transiting Algiers Point Special Area
E	Huey P Long Bridge	106.1 AHP	29°55.40'N 89°57.7'W	Downbound transiting Algiers Point Special Area

Page 63—Paragraph 687; insert after:

§110.146 Long Island Sound.(a)*Anchorage grounds. (1) Bridgeport Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

41°04'52"N., 73°14'04"W.; thence to 41°03'45"N., 73°14'04"W.; thence to 41°03'45"N., 73°11'39"W.; thence to 41°02'50"N., 73°12'08"W.; thence to 41°02'50"N., 73°16'18"W.; thence to 41°04'52"N., 73°16'18"W.; returning to point of origin.

(2) *New Haven North Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

41°12'18"N., 72°52'36"W.; thence to 41°12'18"N., 72°49'36"W.; thence to 41°10'12"N., 72°48'18"W.; thence to 41°10'12"N., 72°52'12"W.; thence to 41°11'06"N., 72°53'06"W.; returning to point of origin.

(3) *New Haven South Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

41°09'30"N., 72°47'48"W.; thence to 41°08'36"N., 72°47'24"W.; thence to 41°08'36"N., 72°51'24"W.; thence to 41°09'30"N., 72°51'24"W.; returning to point of origin.

(4) *New London Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

41°14'11"N., 72°15'38" W.; thence to 41°15'05"N., 72°16'02" W.; thence to 41°15'39"N., 72°13'21" W.; thence to 41°14'45"N., 72°12'57" W.; returning to point of origin.

(5) *Northport Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

40°58'48" N., 73°16'30"W.; thence to 40°57'42" N., 73°11'42"W.; thence to 40°56'30" N., 73°13'30"W.; thence to 40°57'36" N., 73°18'12"W.; returning to point of origin.

(6) *Port Jefferson Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

41°01'48"N., 73°04'54"W.; thence to 41°01'48"N., 73°00'00"W.; thence to 41°00'18"N., 73°00'00"W.; thence to 41°00'18"N., 73°04'54"W.; returning to point of origin.

(7) *Riverhead Anchorage Ground.* That portion of Long Island Sound enclosed by a line connecting the following points:

41°03'00"N., 72°42'00"W.; thence to 41°04'00"N., 72°36'00"W.; thence to 41°02'00"N., 72°35'24"W.; thence to 41°01'24" N., 72°41'24"W.; returning to point of origin.

(8) All coordinates referenced use datum: NAD 83.

(b) *General regulations.* (1) These anchorages are designated for general purposes, but are intended primarily for use by commercial vessels of 300 gross tons and greater and all tank vessels including tank barges. Except in emergencies, commercial vessels of 300 gross tons and greater and all tank vessels, including tank barges, anchoring in the Captain of the Port Long Island Sound Zone inside the line of demarcation shall anchor in the anchorage grounds described above.

(2) Prior to anchoring in the anchorage area, all vessels shall notify the Coast Guard Captain of the Port via VHF-FM Channel 16.

(3) In anchorages where lightering and bunkering operations are authorized, the Captain of the Port must be notified at least four hours in advance of a vessel conducting lightering or bunkering operations, as required by 156.118 of this title. In addition, all lightering and bunkering operations must be done in accordance with 156.120 of this title.

(4) Within an anchorage, navigation is prohibited within 500 yards of an anchored vessel that is conducting bunkering or lightering operations. In accordance with the "Regulated Navigation Area: Long Island Sound Marine Inspection and Captain of the Port Zone," 33 CFR 165.153(d)(7), navigation also is prohibited within 100 yards of a vessel engaged in commercial service.

(5) Any vessel conducting lightering or bunkering operations shall display by day a red flag at its mast head or at least 10 feet above the upper deck if the vessel has no mast, and by night the flag must be illuminated by spotlight. These signals shall be in addition to day signals, lights, and whistle signals required by rules 30 (33 U.S.C. 2030) and 35 (33 U.S.C. 2035) of the Inland Navigation Rules when at anchor in a general anchorage area.

(6) Except as otherwise provided, a vessel may not occupy an anchorage for more than 30 days, unless the vessel obtains written permission from the Captain of the Port.

(7) If a request is made for the long-term lay up of a vessel, the Captain of the Port may establish special conditions with which the vessel must comply in order for such a request to be approved.

(8) The Captain of the Port may prescribe specific conditions for vessels anchoring within the anchorage grounds described in this section, pursuant to 33 CFR 109.05. These conditions may include, but are not limited to: The number and location of anchors; scope of chain; readiness of the engineering plant and equipment; use of tugs; and

requirements for maintaining communication guards on selected radio frequencies.

(9) No vessel in such condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage, except in cases where unforeseen circumstances create conditions of imminent peril to personnel, and then only for such period as may be authorized by the Captain of the Port.

(10) All vessels anchored within the designated anchorage grounds shall comply with the regulations found in 33 CFR 164.19 and shall maintain a continuous bridge watch by a licensed deck officer proficient in English, monitoring VHF-FM Channel 16. This individual shall confirm that the ship's crew performs frequent checks of the vessel's position to ensure the vessel is not dragging anchor. A second VHF-FM radio monitoring Channel 13 is strongly recommended.

(11) Anchors shall be placed well within the anchorage grounds so that no portion of the hull or rigging will at any time extend outside of the anchorage area.

(12) The Coast Guard Captain of the Port may close the anchorage area and direct vessels to depart the anchorage during periods of adverse weather or at other times as deemed necessary in the interest of port safety and security.

(13) Any vessel anchored in these grounds must be capable of getting underway if ordered by the Captain of the Port and must be able to do so within two (2) hours of notification by the Captain of the Port. If a vessel will not be able to get underway within two (2) hours of notification, permission must be requested from the Captain of the Port to remain in the anchorage. No vessel shall anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of the Captain of the Port.

(14) Fixed moorings, piles or stakes are prohibited.
(FR 12/8/10) 8/11

Page 295—Paragraph 6, line 11; read:
harbor of refuge.

Several general anchorages are in Long Island Sound. (See **110.1 and 110.146**, chapter 2, for limits and regulations.)
(FR 12/8/10) 8/11

Page 327—Paragraph 5, line 13; read:
coasters.

Several general anchorages are in Long Island Sound. (See **110.1 and 110.146**, chapter 2, for limits and regulations.)
(FR 12/8/10) 8/11

Page 391—Paragraph 199, lines 3 to 4; read:
fixed highway bridge across the creek near the entrance has a clearance of 21 feet. A replacement bridge was under construction in 2010; a temporary bridge with a design clearance

of 21 feet was being built just north of the existing bridge.
Hendrix Creek, ...
(CL 1416/10; 47/10 CG1) 8/11

COAST PILOT 2 40 Ed 2011 Change No. 7
Page 146—Paragraph 2876; insert before:

§167.100 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: General.

The traffic separation scheme in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, consists of four parts: Two precautionary areas and two approaches—a Narragansett approach and a Buzzards Bay approach. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§167.101 through 167.103. The geographic coordinates in §§167.101 through 167.103 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

§167.101 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Precautionary areas.

(a) A precautionary area is established with a radius of 5.4 miles and is centered upon geographical position 41°06.00'N., 71°23.30'W.

(b) A precautionary area is established with a radius of 3.55 miles and is centered upon geographical position 41°25.60'N., 71°23.30'W.

§167.102 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Narragansett Bay approach.

(a) A separation zone 2 miles wide is established and is centered upon the following geographical positions:

41°22.70'N., 71°23.30'W.

41°11.10'N., 71°23.30'W.

(b) A traffic lane 1 mile wide is established on each side of the separation zone.

§167.103 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: Buzzards Bay approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

41°10.20'N., 71°19.10'W.

41°21.80'N., 71°07.10'W.

(b) A traffic lane 1 mile wide is established on each side of the separation zone.

Note to § 167.103: A restricted area, 2 miles wide, extending from the southern limit of the Narragansett Bay approach traffic separation zone to latitude 41°24.70'N., has been established. The restricted area will only be closed to ship traffic by the Naval Underwater System Center during periods of daylight and optimum weather conditions for torpedo range usage. The closing of the restricted area will be indicated by the activation of a white strobe light mounted on Brenton Reef Light and controlled by a naval ship support-

ing the torpedo range activities. There would be no ship restrictions expected during inclement weather or when the torpedo range is not in use.

(FR 12/13/10) 8/11

Page 229—Paragraph 113, line 9; read:

traffic lanes and separation zones. (See **167.1 through 167.15 and 167.100 through 167.103**, chapter 2, for limits and regulations and Traffic Separation ...

(FR 12/13/10) 8/11

Page 229—Paragraph 114, line 3; read:

on 41°06'00"N., 71°23'18"W., excluding those areas of ...

(FR 12/13/10) 8/11

Page 229—Paragraph 116; read:

(i) 41°10'12"N., 71°19'06"W.,

(FR 12/13/10) 8/11

Page 247—Paragraph 7, line 9; read:

traffic lanes and separation zones. (See **167.1 through 167.15 and 167.100 through 167.103**, chapter 2, for limits and regulations and Traffic Separation ...

(FR 12/13/10) 8/11

Page 247—Paragraph 8, line 3; read:

centered on 41°06'00"N., 71°23'18"W., excluding those ...

(FR 12/13/10) 8/11

Page 247—Paragraphs 10-11; read:

(i) 41°22'42"N., 71°23'18"W.,

(ii) 41°11'06"N., 71°23'18"W.

(FR 12/13/10) 8/11

Page 248—Paragraph 14, lines 2 to 3; read:

radius centered on a point in about 41°25'36"N., 71°23'18"W., excluding those areas of the circle ...

(FR 12/13/10) 8/11