

**UNITED STATES COAST PILOT CORRECTIONS**

**COAST PILOT 9            20 Ed 2002            Change No. 6  
LAST NM 37/02**

Page 53—Paragraph 518, line 5 to Paragraph 519, line 1; read:

Valdez Arm, Valdez Narrows and Port Valdez.

(b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter); the waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04'N., 146°46.52'W and 60°58.93'N., 146°48.86'W.; and southwest of a line bearing 307°(T) from Tongue Point at 61°02.10'N., 146°40.00'W.

(c) The Valdez Narrows VTS Special Area consists of ...  
(FR 8/19/02) 45/02

Page 53—Paragraph 520, line 1; read:

(d) Additional VTS Special Area Operating Requirements.  
(FR 8/19/02) 45/02

Page 53—Paragraph 529; read:

(e) Reporting Points. (Table 161.60(d))  
(FR 8/19/02) 45/02

Page 66—Paragraph 1026; read:

54°22'10"N., 164°59'29"W.

**Part 167—OFFSHORE TRAFFIC SEPARATION SCHEMES**

**§167.1700 In Prince William Sound: General**

The Prince William Sound Traffic Separation Scheme consists of four parts: Prince William Sound Traffic Separation Scheme, Valdez Arm Traffic Separation Scheme, and two precautionary areas. These parts are described in §§167.1701 through 167.1703. The geographic coordinates in §§167.1701 through 167.1703 are defined using North American Datum 1983 (NAD 83).

**§167.1701 In Prince William Sound: Precautionary areas.**

(a) *Cape Hinchinbrook*. A precautionary area is established and is bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°20.59'N	146°48.18'W
60°12.67'N	146°40.43'W
60°11.01'N	146°28.65'W
60°05.47'N	146°00.01'W
60°00.81'N	146°03.53'W

60°05.44'N	146°27.58'W
59°51.80'N	146°37.51'W
59°53.52'N	146°46.84'W
60°07.76'N	146°36.24'W
60°11.51'N	146°46.64'W
60°20.60'N	146°54.31'W

(b) *Bligh Reef*. A precautionary area is established of radius 1.5 miles centered at geographical position 60°49.63'N., 147°01.33'W.

(c) *Pilot boarding area*. A pilot boarding area located near the center of the Bligh Reef precautionary area is established. Regulations for vessels operating in these areas are in §165.1109(d) of this chapter.

**§167.1702 In Prince William Sound: Prince William Sound Traffic Separation Scheme.**

The Prince William Sound Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographic positions:

Latitude	Longitude
60°20.77'N	146°52.31'W
60°48.12'N	147°01.78'W
60°48.29'N	146°59.77'W.
60°20.93'N	146°50.32'W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°20.59'N	146°48.18'W
60°49.49'N	146°58.19'W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.10'N	147°04.19'W
60°20.60'N	146°54.31'W

**§167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.**

The Valdez Arm Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°51.08'N	147°00.33'W
60°58.60'N	146°48.10'W
60°58.30'N	146°47.10'W
60°50.45'N	146°58.75'W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.39'N	146°58.19'W
60°58.04'N	146°46.52'W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°58.93'N	146°48.86'W
60°50.61'N	147°03.60'W

(FR 8/19/02; CL 1798/02) 45/02

Page 94—Paragraph 192, line 8; read: additional information.) (See **§167.1701**, **§167.1702**, and **§167.1703**, chapter 2, for limits and regulations.) (FR 8/19/02) 45/02

Page 164—Paragraph 1388, line 5; read: depth of 13 feet and marked by a seasonal buoy, is about 2 ... (07/02 CG17; LL/01) 45/02

Page 164—Paragraph 1388, line 9; read: avoided. The area eastward of Point MacKenzie is subject to drastic and continual change. In January 2002, shoaling to 17 feet was reported about 1.3 miles eastward of Point MacKenzie Light 7. (01/02 CG17; LL/02) 45/02

Page 326—Paragraph 385, lines 14 to 17; read: a sand beach, with rocks in the vicinities of the seal rookeries. A tall loran tower is about 2.2 miles NNE of the village of St. Paul, and an aerolight is about 1.1 miles E of the tower. (14/02 CG17) 45/02

Page 326—Paragraph 404, line 2; read: lights. In July 2001, depths of 12 to 24 feet are available in the entrance and the harbor ... (BPs 175646-48) 45/02

Page 326—Paragraph 404, line 5; read: docks with depths of 12.3 to 21.6 feet alongside and deck heights of ... (BP 175646) 45/02

Page 338—Paragraph 622, lines 9 to 10; read: Snake River. In June 2002, the controlling depth was 6.3 feet (8 feet at midchannel) to the basin; thence 7.1 to 8 feet in the basin with lesser depths along the south edge. (BP 178621) 45/02