

the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.
(FR 12/18/02) 18/03

Page 134—Paragraph 3280, line 6; read:
representative.

§165.1183 Security Zones; Cruise Ships and Tank Vessels, San Francisco Bay and Delta ports, 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 in the San Francisco Bay and Delta ports.

(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 and tank ship that is anchored at a designated anchorage within the San Francisco Bay and Delta port areas shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N., 122°35.4'W and 37°46.5'N., 122°35.2'W., respectively);

(2) The shore area and all waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship and tank ship that is moored, or in the process of mooring, at any berth within the San Francisco Bay and Delta port areas shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N., 122°35.4'W. and 37°46.5'N., 122°35.2'W., respectively).

(3) All waters, extending from the surface to the sea floor within a 100-yard radius around any cruise ship and/or tank ship that is underway shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N., 122°35.4'W. and 37°46.5'N., 122°35.2'W., respectively).

(c) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, San Francisco Bay, 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 510-437-3073 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 designated representative.

(3) When a cruise ship and/or tank vessel 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 and/or tank vessel’s security zone unless it its either ordered by, or given permission from, the COTP San Francisco Bay to do otherwise.

(d) *Authority.* In addition to 33 U.S.C. 1231, 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 local law enforcement as necessary.

(FR 12/31/02)

18/03

COAST PILOT 7 34 Ed 2002 Change No. 7

Page 102—Paragraph 2126, line 5 to Page 105—Paragraph 2304; read:

subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos

§160.201 General.

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

(a) Applicability and exemptions from requirements in this subpart;

(b) Required information in an NOA;

(c) Required changes to an NOA;

(d) Methods and times for submission of an NOA and changes to an NOA;

(e) How to obtain a waiver; and

(f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*

(c) Unless otherwise specified in this subpart, the owner, agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.

(d) Towing vessels controlling a barge or barges required to submit an NOA under this subpart must submit only one NOA containing the information required for the towing vessel and each barge under its control.

§160.203 Exemptions.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(1) Passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(iv) The Tennessee River from its confluence with the Ohio River to mile zero on the Mobile River and all other tributaries between those two points.

(b) If not carrying certain dangerous cargo or controlling another vessel carrying certain dangerous cargo, the following vessels are exempt from NOA requirements in this subpart:

- (1) Vessels 300 gross tons or less, except for vessels entering any port or place in the Seventh Coast Guard District as described in 33 CFR 3.35–1(b).
- (2) Vessels operating exclusively within a Captain of the Port Zone.
- (3) Vessels arriving at a port or place under force majeure.
- (4) Towing vessels and barges operating solely between ports or places in the continental United States.
- (5) Public vessels.
- (6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.
- (c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).
- (d) Vessels operating solely between ports or places in the continental United States need not submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206).
- (e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

Agent means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

Barge means a non-self propelled vessel engaged in commerce.

Carried in bulk means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

Certain dangerous cargo (CDC) includes any of the following:

- (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.
- (2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.
- (3) Division 2.3 “poisonous gas”, as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation” as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.
- (4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.
- (5) A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material” as listed 49 CFR 172.101 that is also a “material poisonous by inhalation,” as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.
- (6) Class 7, “highway route controlled quantity” radio-

active material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

Charterer means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers.”

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

Gross tons means the tonnage determined by the tonnage authorities of a vessel’s flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 (“Convention”). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demise- (bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

Time charterer means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

Voyage charterer means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel,

but the charterer selects the ports of destination.

§160.206 Information required in an NOA.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
(1) <i>Vessel Information:</i> (i) Name; (ii) Name of the registered owner; (iii) Country of registry; (iv) Call sign; (v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number; (vi) Name of the operator; (vii) Name of the charterer; and (viii) Name of classification society.	X X X X X X X X	X X X X X X X X	X X X X X X X X
(2) <i>Voyage Information:</i> (i) Names of last five ports or places visited; (ii) Dates of arrival and departure for last five ports or places visited; (iii) For each port or place in the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state; (iv) For each port or place in the United States to be visited, the estimated date and time of arrival; (v) For each port or place in the United States to be visited, the estimated date and time of departure; (vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting; and (vii) The name and telephone number of a 24-hour point of contact.	X X X X X X X	X X X X X X X	X X X X X X X
(3) <i>Cargo Information:</i> (i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc); (ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and (iii) Amount of each certain dangerous cargo carried.	X	X X X	X X X
(4) <i>Information for each Crewmember Onboard:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport or mariners document number (type of identification and number); (v) Position or duties on the vessel; and (vi) Where the crewmember embarked (list port or place and country).	X X X X X X	X X X X X X	X X X X X X
(5) <i>Information for each Person Onboard in Addition to Crew:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport number; and (v) Where the person embarked (list port or place and country).	X X X X X	X X X X X	X X X X X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X

(7) <i>International Safety Management (ISM) Code Notice:</i> (i) The date of issuance for the company's Document of Compliance certificate that covers the vessel; (ii) The date of issuance for the vessel's Safety Management Certificate; and (iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.	X	X	X
(8) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(b) Vessels operating solely between ports or places in the continental United States need submit only the name of and date of arrival and departure for the last port or places visited to meet the requirements in entries (2)(i) and (ii) to Table 160.206 of this section.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(d) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the first port or place of destination. The consolidated notice must include the name of the port or place and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of §160.208 of this part concerning requirements for charges to an NOA.

§160.208 Changes to a submitted NOA.

(a) Unless otherwise specified in this section, when submitted NOA information changes, vessels must submit a notice of change within the times required in §160.212.

(b) Changes in the following information need not be reported:

- (1) Changes in arrival or departure times that are less than six (6) hours;
- (2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and
- (3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(c) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(a) *Submission to the National Vessel Movement Center (NVMC).* Except as provided in paragraphs (b) and (c) of this section, all vessels required to submit NOA information in §160.206 (entries 1-7 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV, 25430, shall do so by:

- (1) Telephone at 1-800-708-9823 or 304-264-2502;
- (2) Fax at 1-800-547-8724 or 304-264-2684; or
- (3) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a): Information about the National Vessel Movement Center is available on its Web site at <http://www.nvmc.uscg.gov/>. You may submit the notice using any electronic format available on the NVMC website.

(b) *Saint Lawrence Seaway transits.* Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port

or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada by fax at 315-764-3235 or at 315-764-3200. The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(c) *Seventh Coast Guard District.* Those vessels 300 or less gross tons operating in the Seventh Coast Guard District must submit an NOA to the cognizant Captain of the Port (COTP). The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(1) Beginning July 1, 2003, the Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS Sea AMS by one of the following methods:

- (i) By direct connection with USCS or by purchasing the proper software; or
- (ii) Using a service provider or a Port Authority.

(2) To become a participant in Sea AMS, submitters must provide a letter of intent to USCS prior to first submission.

§160.212 When to submit an NOA.

(a) *Submission of NOA.* (1) Except as set out in paragraph (a)(2) of this section, all vessels must submit NOAs within the times required in paragraph (a)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit an NOA before departure but at least 12 hours before entering the port or place of destination.

(3) Times for submitting NOAs are as follows:

If your voyage time is—	You must submit an NOA—
(i) 96 hours or more; or	Before departure but at least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(b) *Submission of changes to NOA.* (1) Except as set out in paragraph (b)(2) of this section, vessels must submit

changes in NOA information within the times required in paragraph (b)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(3) Times for submitting changes to NOAs are as follows:

If your remaining voyage time is—	Then you must submit changes to an NOA—
(i) 96 hours or more;	As soon as practicable but at least 24 hours before entering the port or place of destination;
(ii) Less than 96 hours but not less than 24 hours; or	As soon as practicable but at least 24 hours before entering the port or place of destination; or
(iii) Less than 24 hours	As soon as practicable but at least 12 hours before entering the port or place of destination.

(c) *Submission of the Cargo Declaration (Customs Forms 1302).* (1) Except as set out in paragraph (c)(2) of this section, all vessels must submit to USCS the Cargo Declaration (Customs Form 1302) in entry (8) to Table 160.206, within the times required in paragraph (a)(3) of this section.

(2)(i) Except for vessels carrying containerized cargo or break bulk cargo, vessels carrying bulk cargo may submit the Cargo Declaration (Customs Form 1302). Entry (8) to Table 160.206 before departure but at least 24 hours before entering the U.S. port or place of destination.

(ii) Vessels carrying break bulk cargo operating under a USCS exemption granted under 19 CFR 4.7(b)(4)(ii) may, during the effective period of the USCS exemption submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

§160.214 Waivers.

The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.215 Notice of hazardous conditions.

Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office. (Compliance with this section does not relieve responsibility for the written report required by 46 CFR

4.05–10.)
(FR 2/28/03)

18/03

COAST PILOT 7 34 Ed 2002 Change No. 8
Page 177—Paragraph 146 to Paragraph 147, line 1; read:
54°20'N., 164°45'W.

Offshore Vessel Traffic Management Recommendations

The **United States Coast Guard Pacific Area** recommends that, where no other traffic management areas exist such as **Traffic Separation Schemes, Vessel Traffic Services, or recommended routes**, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. The USCG Pacific Area further recommends that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area.

Principal ports.—The principal deep-draft commercial ...
(CL 283/03) 18/03

Page 219—Paragraph 154, line 8; read:
Monterey.

Pilotage, Monterey Bay.—Pilotage in and out of Monterey Bay is compulsory for all vessels of foreign registry and U.S. vessels under enrollment not having a federal licensed pilot on board. The San Francisco Bar Pilots provide pilotage to harbors in Monterey Bay (see Pilotage, San Francisco, chapter 7 for contact information.)
(CL 2301/02) 18/03

Page 237—Paragraph 279, lines 8 to 11; read:
of spans B-C and C-D are each 220 feet. The bridge span between Yerba Buena Island and Oakland has a greatest vertical clearance of 184 feet between piers G and H and a least vertical clearance of 141 feet between piers M and N. These clearances are approximate; they may be reduced by several feet due to heavy traffic on the bridge and prolonged periods of extremely high temperature, and as much as 10 feet under extreme conditions. In June 2002, a replacement bridge was under construction, just N of the existing bridge between Yerba Buena Island and Oakland, with a design clearance of 140 feet over the main navigation channel.
(CL 1581/02; NOS 18650) 18/03

Page 279—Paragraph 231, lines 9 to 14; read:
side of the harbor. A pier with a bait and tackle shop, and restaurant is located in the bight W of Little Head. A small marine railway near the foot of the pier is used for launching and retrieving small craft up to 25 feet long and 8.5 feet wide. A beach boat launch is located on the E side of the marine railway. A water taxi is available during the summer months and a floating pier is provided to access the main pier during the months of May through September. Gasoline,

marine supplies, and ice are available in **Trinidad**, a town on the N shore of the cove. The harbor monitors VHF-FM channel 78.
(CL 1965/02) 18/03

Page 281—Paragraph 266, line 5; read:
entrance to the harbor is marked by lighted buoys, lights, and a lighted range.
(05/03 CG11) 18/03

Page 289—Photograph title; read:
UMPQUA RIVER
(CL 67/03) 18/03

COAST PILOT 7 34 Ed 2002 Change No. 9
Page 303—Paragraph 33; read:
Prominent features.—Columbia River Approach Lighted Whistle Buoy CR (46°11'05"N., 124°11'03"W.), about 5.3 miles SW of the entrance to Columbia River, is equipped with a racon.
(09/03 CG13; LL/02) 18/03

Page 317—Paragraph 311, lines 4 to 5; read:
over the miter sills at low water. A bascule highway bridge across the canal has a vertical clearance of 27 feet closed. The least clearance of the power cables and pipeline that cross the canal is 67 feet. (See **207.680**, ...
(CL 2046/02; NOS 18528) 18/03

Page 339—Paragraph 81, line 4; read:
chart 18468). There are two pilot boats, 16 and 22 ...
(CL 2209/02) 18/03

Page 339—Paragraph 82, line 7; read:
Telex 6734358 "MAREX"). If subsequent conditions make it necessary ...
(CL 2209/02) 18/03

Page 342—Paragraph 155; read:
Caution.—The U.S. Navy advises that the precautionary area, located within a 1 mile radius centered around a point in about 48°15'36"N., 123°15'48"W., approximately 9 miles NNE of Ediz Hook, is used by naval vessels to conduct equipment calibration tests. Surface vessels or submerged submarines will occasionally be maneuvering in circles in this area for several hours or days. When these operations are in progress, the test facility located on the east end of Ediz Hook will be manned and reference lights consisting of a lazy "T" bar, 1 sec flashing yellow, 2/sec flashing red, and a high intensity spot will be lit. The group of lights is visible from the N side of Ediz Hook with the "T" bar to the W and spot light to the E. The naval vessels will be participating in the Seattle Vessel Traffic System on VHF-FM channel 5A. The Navy Test Facility Port Angeles will monitor VHF-FM channels 16 and 69. Mariners transiting this area are requested to proceed with caution.
(CL 2226/02; LL/02) 18/03

Page 369—Paragraph 80, line 1; read:
Burner Point, marked by a light, is on the N side of the entrance to the inner ...
(LL/02; NOS 18477) 18/03

Page 369—Paragraph 81, line 4 to Paragraph 83; read:
development and resort of the same name. A series of exposed piles are on the NW side of the inner bay. Several private small-craft floats are in the bay.

A marina, on the N side of the bay and just W of Burner Point, has berths for nearly 300 craft; electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available. Reported depths of 16 feet can be taken to the floats. The entrance to the fuel dock is reported to shoal on the right side at low tide.

The Twins are two islands at the extreme SW end of Port Ludlow. The small bay S of The Twins is sometimes used as an anchorage for small craft in rough weather. A reported depth of 10 feet is in the entrance to the bay between the islands.
(CL 220/03) 18/03

Page 426—Paragraph 330, line 5; read:
Molokini Island Light (20°37'50"N., 156°29'51"W.), 186 feet above the water, is shown from a 30-foot pole with a red and ...
(09/03 CG14; LL/03) 18/03

COAST PILOT 7 34 Ed 2002 Change No. 10
Page 441—Paragraph 632, lines 2 to 3; read:
advance from Commander, Navy Region Hawaii 96860.
(CL 475/03) 18/03

Page 441—Paragraph 633, line 4 to Paragraph 634, line 2; read:
meet vessels at Approach Point PAPA HOTEL (21°16'06"N., 157°56'23"W.), about 2 miles SE of the entrance buoys. All vessels destined for Pearl Harbor must pass through this point, which is not marked by any navigational aids.
Pearl Harbor Control maintains a 24-hour guard on VHF-FM channel 69. It is requested that vessels guard VHF-FM channel 69, 1 hour before entrance, and continuously ...
(CL 316/03; CL 475/03) 18/03

Page 441—Paragraph 648; strike out.
(09/03 CG14) 18/03

Page 447—Paragraph 765, lines 2 to 6; read:
Nawiliwili Harbor. Two jetties protect the harbor and are marked by lights on the outer ends at the entrance. Private daybeacons mark the channel inside the harbor. The harbor has three piers, 85 berths, a launching ramp on the N side of the harbor, and a pump-out station. In April 1999, the controlling ...
(CL 468/02; LL/02) 18/03

Page 477—Paragraph 407; strike out.
(09/03 CG14) 18/03

§165.1151 Security Zones; Liquefied Hazardous Gas Tank Vessels, San Pedro Bay, California.

(a) *Definition.* “Liquefied Hazardous Gas” as used in this section means a liquid containing one or more of the products listed in Table 127.005 of this part that is carried in bulk on board a tank vessel as liquefied petroleum gas, liquefied natural gas, or similar liquefied gas products.

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

(1) All waters, extending from the surface of the sea floor, within a 500 yard radius around any liquefied hazardous gas (LHG) tank vessel that is anchored at a designated anchorage either inside the Federal breakwaters bounding San Pedro Bay or outside at designated anchorages within three nautical miles of the breakwater;

(2) The shore area and all waters, extending from the surface to the sea floor, within a 500 yard radius around any LHG tank vessel that is moored, or 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;

(3) All waters, extending from the surface to the sea floor, within 1000 yards ahead and 500 yards on each side and astern of any LHG tank vessel that is underway either on the waters inside the Federal breakwaters bounding San Pedro Bay or on the waters within three nautical miles seaward of the Federal breakwaters.

(c) *Regulations.* (1) In accordance with the general regulations in §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 or her designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number (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 shall comply with the instructions of the Captain of the Port or his or her designated representative.

(3) When any LHG tank vessels approach within 500 yards of a vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the LHG tank vessel’s security zone unless it is either ordered by or given permission from the Captain of the Port 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 these security zones by the Los Angeles Port Police and the Long Beach Police Department.

(FR 3/19/03)

18/03

§165.T11-078 Security Zones; Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, San Francisco Bay, California.

(a) *Location.* All waters extending from the surface to the sea floor, 25 yards around all piers, abutments, fenders and pilings of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, San Francisco Bay, California.

(b) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into these security zones is prohibited, unless doing so is necessary for safe navigation, to conduct official business such as scheduled maintenance or retrofit operations, or unless specifically authorized by the Captain of the Port San Francisco Bay, 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 510-437-3073 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.

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

(e) *Enforcement.* All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(f) *Effective Dates.* This section becomes effective at 11 a.m. PST on February 13, 2003, and will terminate at 11:59 p.m. PDT on September 30, 2003.

§165.1181 San Francisco Bay Region, California—Regulated navigation area.

(FR 3/19/03)

18/03