

COAST PILOT CORRECTIONS

COAST PILOT 1 40 Ed 2010 Change No. 16
LAST NM 5/11

Page 122—Paragraph 1877; insert after:

Part 167—Offshore Traffic Separation Schemes

Subpart A-General

§167.1 Purpose.

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

§167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

§167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

§167.10 Operating rules.

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

§167.15 Modification of schemes.

(a) A traffic separation scheme or precautionary area described in this part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the Federal Register Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B-Description of Traffic Separation Schemes and Precautionary Areas

§167.50 In the approaches to Portland, ME: General.

The traffic separation scheme in the approaches to Portland, ME, consists of three parts: A precautionary area, an Eastern approach and a Southern approach. The specific areas in the traffic separation scheme in the approaches to Portland, ME, are described in §§167.51 through 167.53.

COAST PILOT 1 (Continued)**§167.51 In the approaches to Portland, ME: Precautionary area.**

A precautionary area is established with a radius of 5.45 miles centered upon geographical position 43°31.60'N., 70°05.53'W., the areas within separation zones and traffic lanes excluded.

§167.52 In the approaches to Portland, ME: Eastern approach.

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

43°30.18'N., 69°59.17'W.

43°24.28'N., 69°32.70'W.

(b) A traffic lane ½ mile wide is established on each side of the separation zone.

§167.53 In the approaches to Portland, ME: Southern approach.

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

43°27.00'N., 70°03.48'W.

43°07.82'N., 69°54.95'W.

(b) A traffic lane 1½ miles wide is established on each side of the separation zone.

§167.75 In the approach to Boston, MA: General.

The traffic separation scheme (TSS) in the approach to Boston, MA, consists of three parts: Two precautionary areas and a TSS. The specific areas in the TSS in the approach to Boston, MA, are described in §§167.76 and 167.77. The geographic coordinates in §§167.76 and 167.77 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

§167.76 In the approach to Boston, MA: Precautionary areas.

(a) A precautionary area is established with a radius of 6.17 nautical miles centered upon geographical position 42°22.71'N., 70°46.97'W.

(b) (1) A precautionary area is established and is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.01'N., 68°59.96'W., intersected by the traffic separation schemes in the approach to Boston, MA, and Eastern approach, off Nantucket (part II of the TSS off New York) at the following geographical positions:

40°50.47'N., 68°58.67'W.

40°23.75'N., 69°13.95'W.

(2) The precautionary area is bounded to the west by a line connecting the two TSSs between the following geographical positions:

40°48.03'N., 69°02.95'W.

40°36.76'N., 69°15.13'W.

§167.77 In the approach to Boston, MA: Traffic Separation Scheme.

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

42°20.73'N., 70°39.06'W.

42°18.28'N., 70°01.14'W.

40°49.25'N., 69°00.81'W.

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

40°50.47'N., 68°58.67'W.

42°20.17'N., 69°59.40'W.

42°22.71'N., 70°38.62'W.

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

42°18.82'N., 70°40.49'W.

42°16.39'N., 70°02.88'W.

40°48.03'N., 69°02.95'W.

(FR 12/13/10; 33 CFR 167)

8/11

Page 310—Paragraph 625, line 9; read:

traffic lanes and separation zones. (See **167.1 through 167.15 and 167.50 through 167.53**, chapter 2, for limits and regulations and Traffic Separation ...

(FR 12/13/10)

8/11

Page 343—Paragraph 339, line 5; read:

clearance of 52 feet.

(CL 1474/10)

8/11

Page 379—Paragraph 6, line 9; read:

traffic lanes and separation zones. (See **167.1 through 167.15 and 167.75 through 167.77**, chapter 2, for limits and regulations and Traffic Separation ...

(FR 12/13/10)

8/11

**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 PILOT 2 (Continued)

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>	156.550 MHz (Ch. 11)	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><i>New Orleans Traffic</i></p>	156.600 MHz (Ch. 12)	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><i>New Orleans Traffic</i></p>	156.250 MHz (Ch. 05A)	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.</p>		

(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 ap-

COAST PILOT 2 (Continued)

plicable 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 automated identification system (AIS) if required under 33 CFR 164.46, and, if applicable, size of tow and number of load-

ed 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

(FR 10/28/10)

8/11

COAST PILOT 2 40 Ed 2011 Change No. 6

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

COAST PILOT 2 (Continued)

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

COAST PILOT 2 (Continued)

Brenton Reef Light and controlled by a naval ship supporting 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

COAST PILOT 3 **44 Ed 2011** **NEW EDITION**
(NOS) 8/11

COAST PILOT 4 **42 Ed 2010** **Change No. 4**
LAST NM 48/10

Page 57—Paragraph 274; strike out.

(FR 11/26/10) 8/11

Page 57—Paragraph 275, line 1; read:

(B) Water generated by routine vessel operations ...

(FR 11/26/10) 8/11

Page 57—Paragraph 276; read:

(C) Cooling water from vessels or engine exhaust;

(FR 11/26/10) 8/11

Page 57—Paragraph 277, lines 4 to 7; read:

a Sanctuary resource or quality, except:

(A) Those listed in paragraph (a)(4)(i)(A) through (a)(4)(i)(C) of this section;

(B) Sewage incidental to vessel use and generated by a marine sanitation device approved in accordance with section 312 of the Federal Water Pollution Control Act (FWPCA) as amended, 33 U.S.C. 1322 *et seq.*;

(C) Those authorized under Monroe County land use permits; or

(D) Those authorized under State permits.

(FR 11/26/10) 8/11

Page 58—Paragraph 287, line 2; read:

endangers life, limb, marine resources, or property.

(vi) Having a marine sanitation device that is not secured in a manner that prevents discharges or deposits of treated and untreated sewage. Acceptable methods include, but are not limited to, all methods that have been approved by the U.S. Coast Guard (at 33 CFR 159.7(b) and (c)).

(FR 11/26/10) 8/11

Page 58—Paragraph 299 to Page 59—Paragraph 300; read:

(e) The following prohibitions do not apply to Federal, State and local officers while performing enforcement duties in their official capacities or responding to emergencies that threaten life, property, or the environment:

(1) Those contained in paragraph (a)(4) of this section only as it pertains to discharges of sewage incidental to vessel use and generated by a marine sanitation device approved in accordance with section 312 of the Federal Water Pollution Control Act (FWPCA), as amended, 33 U.S.C. 1322 *et seq.*; and

(2) Those contained in paragraph (a)(5) of this section.
(FR 11/26/10) 8/11

Page 114—Paragraph 1579, 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 115—Paragraph 1599; 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

COAST PILOT 4 (Continued)

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 117 to Page 118, 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>
<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.</p>		

(FR 10/28/10)

8/11

Page 123—Paragraph 1691; 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

COAST PILOT 4 (Continued)

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 automated 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

(FR 10/28/10)

8/11

COAST PILOT 4 42 Ed 2010 Change No. 5

Page 158—Paragraph 2545; insert after:

Subpart A-General**§167.1 Purpose.**

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports

167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

§167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to

avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

§167.10 Operating rules.

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

§167.15 Modification of schemes.

(a) A traffic separation scheme or precautionary area described in this part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the Federal Register Requests by members of the

public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B-Description of Traffic Separation Schemes and Precautionary Areas

§167.250 In the approaches to the Cape Fear River: General.

The traffic separation scheme (TSS) in the approaches to the Cape Fear River consists of two parts: A precautionary area and a TSS. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§167.251 and 167.252. The geographic coordinates in §§167.251 and 167.252 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

§167.251 In the approaches to the Cape Fear River: Precautionary area.

A precautionary area is established bounded by a line connecting the following geographical positions: from

33°47.65'N., 78°04.78'W.; to

33°48.50'N., 78°04.27'W.; to

33°49.53'N., 78°03.10'W.; to

33°48.00'N., 78°01.00'W.; to

33°41.00'N., 78°01.00'W.; to

33°41.00'N., 78°04.00'W.; to

33°44.28'N., 78°03.02'W.; then by an arc of 2 nautical miles radius, centered at

33°46.03'N., 78°05.41'W.; then to the point of origin at

33°47.65'N., 78°04.78'W.

§167.252 In the approaches to the Cape Fear River: Traffic Separation Scheme.

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

33°44.94'N., 78°04.81'W.

33°32.75'N., 78°09.66'W.

33°34.50'N., 78°14.70'W.

33°45.11'N., 78°04.98'W.

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

33°32.75'N., 78°05.99'W.

33°44.38'N., 78°03.77'W.

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

33°36.22'N., 78°18.00'W.

COAST PILOT 4 (Continued)

33°46.03'N., 78°05.41'W.

Note to §167.252: A pilot boarding area is located inside the precautionary area. Due to heavy ship traffic, mariners are advised not to anchor or linger in the precautionary area except to pick up or disembark a pilot.

(FR 12/13/10; 33 CFR 167) 8/11

Page 231—Paragraph 79, line 12; read:

Big Foot Slough Channel was 2.2 feet. The channel is ...
(DD 18395) 8/11

Page 238—Paragraph 177, lines 7 to 8; read:

2010, there was a controlling depth of 4 feet in the channel; thence in 2009-2010, 3 feet in the basin. The ...
(DD 18396; DD 14066) 8/11

Page 257—Paragraph 97, lines 5 to 8; read:

depth was 2.8 feet; aids mark the best water. **Howards Channel** leads northwestward for about 1.1 miles to a junction with the Intracoastal Waterway; in 2009-2010, the controlling depth was 1 foot. Both channels are subject ...
(DD 18394) 8/11

Page 260—Paragraph 137, line 5; read:

applicable Navigation Rules. (See **33 CFR 167.1 through 167.15 and 167.250 through 167.252**, chapter 2, for limits and regulations and Traffic Separation ...
(FR 12/13/10) 8/11

Page 290—Paragraph 25, lines 7 to 9; read:

with Stono River at **Bird Key**. (See Notice to Mariners and latest edition of charts for controlling depths.) The dredged channel is subject ...
(DD 18387; 01/11 CG7) 8/11

Page 386—Paragraph 96; insert after:

A **restricted area** is between Big Pine Key and Little Torch Key due to the presence of high tension power lines. (See Notice to Mariners and latest edition of charts for limits and note.)
(CL 1095/10; 46/10 CG7) 8/11

COAST PILOT 5 **38 Ed 2010** **Change No. 13**
LAST NM 52/10

Page 57—Paragraph 279; strike out.
(FR 11/26/10) 8/11

Page 57—Paragraph 280, line 1; read:

(B) Water generated by routine vessel operations ...
(FR 11/26/10) 8/11

Page 57—Paragraph 281; read:

(C) Cooling water from vessels or engine exhaust;
(FR 11/26/10) 8/11

Page 57—Paragraph 282, lines 4 to 7; read:

a Sanctuary resource or quality, except:
(A) Those listed in paragraph (a)(4)(i)(A) through (a)(4)(i)(C) of this section;
(B) Sewage incidental to vessel use and generated by a marine sanitation device approved in accordance with section 312 of the Federal Water Pollution Control Act (FWPCA) as amended, 33 U.S.C. 1322 *et seq.*;
(C) Those authorized under Monroe County land use permits; or
(D) Those authorized under State permits.
(FR 11/26/10) 8/11

Page 57—Paragraph 292, line 2; read:

endangers life, limb, marine resources, or property.
(vi) Having a marine sanitation device that is not secured in a manner that prevents discharges or deposits of treated and untreated sewage. Acceptable methods include, but are not limited to, all methods that have been approved by the U.S. Coast Guard (at 33 CFR 159.7(b) and (c)).
(FR 11/26/10) 8/11

Page 58—Paragraphs 304 to 305; read:

(e) The following prohibitions do not apply to Federal, State and local officers while performing enforcement duties in their official capacities or responding to emergencies that threaten life, property, or the environment:
(1) Those contained in paragraph (a)(4) of this section only as it pertains to discharges of sewage incidental to vessel use and generated by a marine sanitation device approved in accordance with section 312 of the Federal Water Pollution Control Act (FWPCA), as amended, 33 U.S.C. 1322 *et seq.*; and
(2) Those contained in paragraph (a)(5) of this section.
(FR 11/26/10) 8/11

Page 120—Paragraph 1708, 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

COAST PILOT 5 (Continued)

Page 121—Paragraph 1728; 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 123 to Page 124, Portions of Table 161.12(c); read:

Lower Mississippi River⁶ 003669952 <i>New Orleans Traffic</i>	156.550 MHz (Ch. 11)	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.
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	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.
<i>New Orleans Traffic</i>	156.250 MHz (Ch. 05A)	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:</p> <p>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.</p> <p>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.</p>		

(FR 10/28/10)

8/11

Page 127—Paragraph 1820; 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:

COAST PILOT 5 (Continued)

(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 automated 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

(FR 10/28/10)

8/11

Page 163—Paragraphs 2698 to 2708; read:

(c) [Reserved]
(FR 10/28/10)

8/11

Page 164—Paragraph 2729 to Page 165—Paragraph 2732; read:

(g) [Reserved]

COAST PILOT 5 (Continued)

Note to §165.810: Control Light provisions (previously referenced in paragraph (c) of this section) used to manage vessel traffic during periods of high waters in the vicinity of Algiers Point are located in 33 CFR 161.65(c). The special operating requirements (previously referenced in paragraph (g) of this section) used to manage vessel traffic in the vicinity of Eight-one Mile Point are located in 33 CFR 161.65(e).
(FR 10/28/10) 8/11

**COAST PILOT 6 40 Ed 2010 Change No. 20
LAST NM 4/11**

Page 347—Paragraph 198; read:

Manistee Coast Guard Station is on the N side of the entrance to Manistee Harbor.
(CL 2/11) 8/11

Page 347—Paragraph 201; strike out.

(CL 2/11) 8/11

Page 347—Paragraphs 204 to 205; read:

Rieth-Riley Construction Co., Great Lakes Materials Division (44°13'44"N., 86°18'08"W.); 1,600-foot face; 21 to 22 feet alongside; deck height, 3 to 4 feet; open storage for 200,000 tons of materials; receipt of coal, limestone, slag, coke and liquid asphalt; owned and operated by Reith-Riley Construction Co., Inc.
(CL 2/11) 8/11

Page 350—Paragraph 244; strike out.

(CL 2/11) 8/11

Page 352—Paragraph 267; strike out.

(CL 2/11) 8/11

COAST PILOT 6 40 Ed 2010 Change No. 21

Page 192—Paragraph 48, lines 5 to 6; read:

is shown from a white conical tower on the point. Reefs extend off about 1,000 ...
(CL 38/11; LL/10) 8/11

Page 195—Paragraph 100, lines 10 to 11; read:

buoys. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light on the west breakwater.
(CL 38/11; LL/10) 8/11

Page 222—Paragraph 124, line 4; read:

Buffalo Harbor North Entrance Channel. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is ...
(CL 38/11; LL/10) 8/11

Page 235—Paragraph 303; read:

Fairport Harbor West Breakwater Light (41°46'04"N., 81°16'52"W.), 56 feet above the water, is shown from a tower about 500 feet from the outer end of the W breakwater; a sound signal is at the light.

(LL/10; CL 38/11) 8/11

Page 238—Paragraph 333 to Paragraph 334, line 3; read:

Cleveland Waterworks Intake Crib Light (41°32'54"N., 81°45'00"W.), 55 feet above the water, is a private aid shown from a square house on a cylindrical crib about 3.3 miles NW of the harbor entrance; a sound signal is at the light.

Cleveland Waterworks East Entrance Light 2 (41°32'35"N., 81°39'05"W.), 59 feet above the water, is shown from a skeleton tower at the ...

(LL/10; CL 38/11) 8/11

Page 244—Paragraph 405; read:

Lorain Harbor Light (41°28'52"N., 82°11'43"W.) 60 feet above the water, is shown from a tower on the W end of the detached breakwater on the N side of the entrance channel. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light.

(LL/10; CL 38/11) 8/11

Page 247—Paragraph 447; read:

Huron Harbor Light (41°24'16"N., 82°32'38"W.), 80 feet above the water, is shown from a square pyramidal tower on the W pierhead. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light.

(LL/10; CL 38/11) 8/11

Page 248—Paragraph 467; read:

Sandusky Harbor Breakwater Light (41°29'57"N., 82°40'29"W.) 30 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of the jetty that extends NE from Cedar Point. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light.

(LL/10; CL 38/11) 8/11

COAST PILOT 6 40 Ed 2010 Change No. 22

Page 253—Paragraph 533; read:

Toledo Harbor Light (41°45'43"N., 83°19'44"W.), 72 feet above the water, is shown from the NW side of the entrance channel about 8.5 miles NE of the river mouth; a seasonal sound signal is at the light. Maumee Bay Entrance

COAST PILOT 6 (Continued)

Light 2, about 8 miles NE of Toledo Harbor Light, is equipped with racon and a sound signal.
(LL/10; CL 38/11) 8/11

Page 258—Paragraph 603; read:

Detroit River Light (42°00'03"N., 83°08'28"W.), 55 feet above the water, is shown from a white conical tower with black top, on a hexagonal pier in the entrance to the Detroit River E of Pointe Mouillee; a sound signal and racon are at the light.
(CL 38/11; LL/10) 8/11

Page 265—Paragraph 30; read:

Detroit River Light (42°00'03"N., 83°08'28"W.), 55 feet above the water, is shown from a white conical tower with black top, on a hexagonal pier in the entrance to the Detroit River at the junction of East and West Outer Channels; a sound signal and racon are at the light.
(LL/10; CL 38/11) 8/11

Page 265—Paragraph 32, line 5; read:

Channel Light 1E is equipped with a racon and a seasonal sound signal.
(CL 38/11; LL/10) 8/11

Page 301—Paragraph 33, line 5 to Paragraph 34, line 3; read:

Island Light, then 103° for 6¼ miles.

Downbound vessels from Cove Island to Lake Huron Cut, shall lay a course of 224° for 7 miles; then ...
(CNM 12/03; NOS 14860) 8/11

Page 301—Paragraph 35, line 7 to Paragraph 36, line 2; read:

off Nordmeer Wreck Lighted Buoy WRI.

Southbound vessels bound for Alpena from Nordmeer Wreck Lighted Buoy WRI shall steer 189° for ...
(LL/10) 8/11

Page 301—Paragraph 37, line 2; read:

Nordmeer Wreck Lighted Buoy WRI shall steer ...
(LL/10) 8/11

Page 301—Paragraph 37, line 6; read:

for 19.25 miles to Charity Island Shoal Lighted Bell Buoy 1;
...
(LL/10) 8/11

Page 301—Paragraph 41, lines 3 to 4; read:

a course of 008° for 143.5 miles.
(CNM 12/03; NOS 14860) 8/11

Page 303—Paragraph 67; read:

Harbor Beach Light (43°50'44"N., 82°37'53"W.), 54 feet above the water, is shown from a white conical tower on the N side of the harbor entrance; a seasonal sound signal is at the light.
(LL/10; CL 38/11) 8/11

Page 312—Paragraph 176, lines 4 to 6; read:

(44°01'11"N., 83°32'18"W.), 75 feet above the water, is shown from a white square tower on a cylindrical base near the outer end of the shoal; a sound signal is at the ...
(LL/10; CL 38/11) 8/11

Page 312—Paragraph 181, lines 1 to 3; read:

Tawas Light (44°15'13"N., 83°26'58"W.), 70 feet above the water is shown from a white conical tower with attached dwelling on Tawas Point; a seasonal sound signal is 0.6 mile ...
(LL/10; CL 38/11) 8/11

Page 315—Paragraph 219, lines 1 to 4; read:

Alpena Light (45°03'37"N., 83°25'23"W.), 44 feet above the water, is shown from a red skeleton tower with upper part enclosed on the N side of the river mouth; a seasonal sound signal is at the light. Because of protective ...
(LL/10; CL 38/11) 8/11

Page 320—Paragraph 285, lines 4 to 7; read:

(45°41'41"N., 84°21'44"W.), 71 feet above the water, is shown from a square tower with white and black bands on a concrete crib; a sound signal and racon are at the light. Because of protective riprap, ...
(LL/10; CL 38/11) 8/11

Page 326—Paragraph 366, lines 5 to 8; read:

Passage and the Straits of Mackinac. **Martin Reef Light** (45°54'47"N., 84°08'55"W.), 65 feet above the water, is shown from a white square tower on a concrete crib on the SE part of the reef; a seasonal sound signal is at the light. The ...
(LL/10; CL 38/11) 8/11

Page 327—Paragraph 368, lines 6 to 11; read:

De Tour Reef, with a least depth of 12 feet, extends about 0.7 mile SE from the point. **De Tour Reef Light** (45°56'57"N., 83°54'11"W.), 74 feet above the water is on the SE end of the reef; a seasonal sound signal and racon are at the light. The light marks the W side of the entrance ...
(51/10 CG9; NOS 14882; CL 38/11) 8/11

COAST PILOT 6 40 Ed 2010 Change No. 23

Page 346—Paragraph 182, lines 5 to 6; read:
by lights. A sound signal, which operates by keying the microphone five times on VHF-FM channel 79, is at the N outer end light. In 2010, the controlling depth was 9½ feet in the ...
(DD 18716; CL 38/11; 35/10 CG9) 8/11

Page 351—Paragraph 250, lines 6 to 10; read:
lights. A sound signal, which reportedly operates by keying the microphone five times on VHF-FM channel 79, is at the light on the S pier. (See Notices to Mariners and the latest edition of the chart for controlling depths.)
(DD 18876; DD 18478; CL 38/11) 8/11

Page 352—Paragraph 264; insert after:

Coast Guard

Muskegon Coast Guard Station is on the S side of the entrance channel, about 0.2 mile inside the S pier.
(CL 38/11; NOS 14934) 8/11

Page 358—Paragraph 342, line 5 to Paragraph 345; read:
the N end of Kalamazoo Lake. In 2009-2010, the controlling depths were 10 feet in the entrance and through the river channel to the lake. The outer ends of the piers are marked by lights, and the channel is marked by buoys. A sound signal, which operates by keying the microphone five times on VHF-FM channel 79, is at the outer end of the S pier. Mooring to the piers and revetments is prohibited.
(DD 18352; DD 18592;
NOS 14906; LL/10; CL 38/11) 8/11

Page 359—Paragraph 359, line 3; read:
side about 1,100 yards E of the entrance to Black River. A ...
(CL 38/11) 8/11

Page 362—Paragraph 390; read:

Michigan City East Pierhead Light (41°43'44"N., 86°54'42"W.), 55 feet above the water, is shown from a white octagonal tower with a red roof attached to a building on the outer end of the E pier. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
(LL/10; CL 38/11) 8/11

Page 367—Paragraph 438, lines 3 to 4; read:
square tower on the E side of the entrance channel. A seasonal sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
(CL 38/11; LL/10) 8/11

Page 386—Paragraph 577, lines 1 to 4; read:

Waukegan Harbor Light (42°21'38"N., 87°48'48"W.), 36 feet above the water, is shown from a cylindrical tower with a green band on the outer end of the S pier, a sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79. The light is sometime difficult ...
(CL 38/11; LL/10) 8/11

Page 388—Paragraph 599, lines 1 to 3; read:

Kenosha Light (42°35'20"N., 87°48'31"W.), 50 feet above the water, is shown from a red conical tower on the outer end of the N pier; a seasonal sound signal is at the light.
(LL/10; CL 38/11) 8/11

Page 391—Paragraph 640; read:

Milwaukee Breakwater Light (43°01'37"N., 87°52'55"W.), 61 feet above the water, is shown from a black lantern on a white square structure on the end of the breakwater on the N side of the main entrance channel; a seasonal sound signal is at the light.
(LL/10; CL 38/11) 8/11

COAST PILOT 6 40 Ed 2010 Change No. 24

Page 397—Paragraph 707; read:

Sheboygan Breakwater Light (43°44'58"N., 87°41'34"W.), 55 feet above the water, is shown from a cylindrical tower with the outer end of the breakwater on the N side of the entrance channel; a seasonal sound signal is at the light.
(LL/10; CL 38/11) 8/11

Page 399—Paragraph 727; read:

Manitowoc Breakwater Light (44°05'34"N., 87°38'37"W.), 52 feet above the water, is shown from a cylindrical tower on a building on the outer end of the N breakwater. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
(LL/10; CL 38/11) 8/11

Page 401—Paragraph 752, lines 6 to 12; read:

outer ends of the piers are marked by lights and a sound signal on the outer end of the NE pier, which is activated by keying the microphone five times on VHF-FM channel 79. In 2010, the controlling depths were 12 feet in the entrance and between the piers to the basin (except for lesser depths to 7 feet along the channel edges), thence depths of 10 to 13 feet were available in the basin with lesser depths to 7 feet at the SW end, thence 3 ...
(DD 18554; CL 38/11; LL/10) 8/11

COAST PILOT 6 (Continued)

Page 402—Paragraph 765, lines 5 to 7; read:
(44°27'03"N., 87°27'55"W.), 43 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of shoal; a seasonal sound signal is at the light.
(LL/10; CL 38/11) 8/11

Page 402—Paragraph 767; read:
Kewaunee Pierhead Light (44°27'27"N., 87°29'34"W.), 45 feet above the water, is shown from a square tower on the outer end of the pier on the S side of the harbor entrance; a seasonal sound signal light is at the light.
(LL/10; CL 38/11) 8/11

Page 403—Paragraph 780; read:
Algoma Light (44°36'25"N., 87°25'45"W.), 48 feet above the water, is shown from a cylindrical tower on the outer end of the pier on the N side of the entrance channel. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
(LL/10; CL 38/11) 8/11

Page 407—Paragraph 840, lines 8 to 10; read:
feet were available in the basin. A light with a sound signal marks the W side of the channel entrance and lighted and unlighted buoys mark the channel basin. The sound signal is activated by keying the microphone five times on VHF-FM channel 79.
(CL 38/11; LL/10) 8/11

Page 410—Paragraph 885; read:
Green Bay Harbor Entrance Light (44°39'11"N., 87°54'04"W.), 72 feet above the water, is shown from a white conical tower on a cylindrical base on the W side of the entrance channel 9.3 miles NE of the mouth of the Fox River; a seasonal sound signal is at light.
(LL/10; CL 38/11) 8/11

Page 418—Paragraph 974, lines 4 to 6; read:
Reef Light (44°57'24"N., 87°34'45"W.), 72 feet above the water, is shown from a white column with a red band at the outer end of the reef; a seasonal sound signal is at the light.
(LL/10; CL 38/11) 8/11

Page 421—Paragraph 1009, lines 1 to 4; read:
Escanaba Light (45°44'48"N., 87°02'13"W.), 45 feet above the water, is shown from a white square tower with a green stripe on a crib on the NE side of the shoal N of Sand Point; a seasonal sound signal is at the light. A ...
(LL/10; CL 38/11) 8/11

Page 423—Paragraph 1036, lines 3 to 5; read:
Light (45°34'53"N., 86°59'55"W.), 82 feet above the water, is shown from a white square tower with a red stripe on a concrete base; a seasonal sound signal and racon are at ...
(LL/10; CL 38/11) 8/11

Page 446—Paragraph 75, lines 2 to 4; read:
(46°41'02"N., 85°58'18"W.), 40 feet above the water, is shown from a skeleton tower, upper part enclosed, on the outer end of the W pier; a seasonal sound signal is at the light.
(CL 38/11; LL/10) 8/11

Page 448—Paragraph 106, line 4; read:
the outer end. A sound signal activated by keying the microphone five times on VHF-FM channel 79 is at the light on the outer end. Buoys ...
(CL 38/11; LL/10) 8/11

Page 452—Paragraph 155; read:
Keweenaw Waterway Lower Entrance Light (46°58'08"N., 88°25'51"W.), 68 feet above the water, is shown from a white octagonal tower on the outer end of the breakwater on the E side of the Keweenaw Bay entrance to the waterway. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
(LL/10; CL 38/11) 8/11

Page 453—Paragraph 170, lines 1 to 5; read:
Keweenaw Upper Entrance Light (47°14'04"N., 88°37'49"W.), 82 feet above the water, is shown from a white square tower on the outer end of the E breakwater at the Lake Superior entrance to Keweenaw Waterway; a seasonal sound signal is at the light. The outer end of the W ...
(LL/10; CL 38/11) 8/11

Page 454—Paragraph 185, lines 4 to 7; read:
1.8 miles wide. **Manitou Light** (47°25'11"N., 87°35'13"W.), 81 feet above the water, is shown from a cylindrical tower on the E point of the island; a racon is at the light.
(CL 38/11; 27/10 CG9) 8/11

Page 458—Paragraph 246, lines 6 to 9; read:
Bayfield Harbor South Breakwater Light (46°48'35"N., 90°48'41"W.), 25 feet above the water, is shown from a square green daymark on a post at the S side of the entrance to the S harbor basin. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
(CL 38/11; LL/10) 8/11

COAST PILOT 6 (Continued)

Page 468—Paragraph 375, lines 1 to 8; read:

Channels

The harbor is entered from the S between a detached breakwater on the W side and a breakwater that extends SW from the E point of the harbor. The outer ends of the breakwaters are marked by lights. A sound signal at the E light is activated by keying the microphone five times on VHF-FM channel 79. A maneuvering area has been dredged in the E part of the harbor and is marked by buoys on the N and E limits. In 2010, the maneuvering area had depths of 27 to 30 feet ...

(DD 18476; CL 38/11; LL/10) 8/11

Page 472—Paragraph 436; read:

Rock of Ages Light (47°51'59"N., 89°18'53"W.), 130 feet above the water, is shown from a white conical tower on a small islet 3.8 miles W of Cumberland Point, the south-westernmost point of Isle Royale.

(LL/10; CL 38/11) 8/11

Page 473—Paragraph 449; read:

Passage Island Light (48°13'25"N., 88°21'56"W.), 78 feet above the water, is shown from an octagonal tower on the SW end of **Passage Island, MI**, 3.5 miles NE of Blake Point; a sound signal and racon are at the light. The sound

signal is activated by keying the microphone five times on VHF-FM channel 79.

(LL/10; 38/11) 8/11

**COAST PILOT 7 43 Ed 2011 Change No. 1
LAST NM 3/11**

Page 147—Paragraph 2297, 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 148—Paragraph 2317; 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 149 to Page 150, Portions of Table 161.12(c); read:

Lower Mississippi River⁶ 0036699952 <i>New Orleans Traffic</i>	156.550 MHz (Ch. 11)	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.
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	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.
<i>New Orleans Traffic</i>	156.250 MHz (Ch. 05A)	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.

COAST PILOT 7 (Continued)

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

COAST PILOT 7 43 Ed 2011 Change No. 2

Page 209—Paragraph 3927; insert after:

§165.1329 Regulated Navigation Area; Thea Foss and Wheeler-Osgood Waterways EPA superfund Cleanup Site, Commencement Bay, Tacoma, WA.

(a) *Regulated Areas.* The following areas are regulated navigation areas:

(1) All waters of the Thea Foss Waterway bounded by a line connecting the following points:

47°15'43.49"N., 122°26'23.29"W.

47°15'44.59"N., 122°26'19.89"W.

47°15'39.01"N., 122°26'15.99"W.

47°15'37.91"N., 122°26'19.39"W. [Datum: NAD 1983].

(2) All waters of the Thea Foss Waterway bounded by a line connecting the following points:

47°15'22.74"N., 122°25'57.15"W.

47°15'22.52"N., 122°26'00.18"W.

47°15'18.05"N., 122°25'59.48"W.

47°15'18.26"N., 122°25'56.45"W. [Datum: NAD 1983].

(3) All waters of the Thea Foss and Wheeler-Osgood Waterways south of a line bounded by connecting the following points:

47°15'13.94"N., 122°26'05.56"W.

47°15'15.01"N., 122°25'55.14"W. [Datum: NAD 1983].

(b) *Regulations.* (1) All vessels and person are prohibited from activities that would disturb the seabed, such as anchoring, dragging, trawling, spudding, or other activities that involve disrupting the integrity of the sediment caps installed in the designated regulated navigation area, pursuant to the remediation efforts of the U.S. Environmental Protection Agency (EPA) and others in the Thea Foss and Wheeler-Osgood Waterways EPA superfund cleanup site. Vessels may otherwise transit or navigate within this area without reservation.

(2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the

Thea Foss or Wheeler-Osgood Waterways superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the EPA.

(c) *Waiver.* Upon written request stating the need and proposed conditions of the waiver, and any proposed precautionary measures, the COTP may authorize a waiver from this section if the COTP determines that the activity for which the waiver is sought can take place without undue risk to the remediation efforts described in paragraph (b)(1) of this section. The COTP will consult with EPA in making this determination when necessary and practicable.

(FR 12/8/10)

8/11

Page 209—Paragraphs 3929 to 3930; read:

47°35'26.67"N., 122°20'34.84"W.

47°35'23.69"N., 122°20'34.77"W. at Pier 36, Elliot Bay, Seattle, WA.

(FR 11/01/10)

8/11

Page 212—Paragraph 4032, line 3; read:

Command Center telephone number (808) 842-2600 and (808) 842-2601, fax (808) 842-2624 or on ...

(FR 6/10/09)

8/11

Page 223—Paragraph 4208; insert after:

Note to §169.1: For ship reporting system requirements not established by the Coast Guard, see 50 CFR Part 404.

(FR 6/10/09)

8/11

Page 296—Paragraph 89, lines 1 to 3; read:

In 2010, the controlling depth was 7 feet (14 feet at mid-channel) in the dredged channel to the highway bridge; general depths of 15 to 18 feet were available in ...

(DD 18657)

8/11

Page 387—Paragraph 362; insert after:

In 2010, shoaling to 14 feet was in the NW corner of Naval Anchorage 21, with shoaling to 5 feet in the adjacent Disposal Area.

(DD 18803)

8/11

COAST PILOT 7 (Continued)

Page 388—Paragraph 374, lines 6 to 8; read:
in the bight on the S shore near the E end.
(NOS/11) 8/11

Page 436—Paragraph 100, lines 1 to 4; read:
A **Federal Project** provides for a 37-foot channel across
the bar to a point 1.1 miles above the mouth of Isthmus ...
(CL 1185/10) 8/11

Page 538—Paragraph 450, line 8; read:
Roberts to Blaine makes night navigation difficult. A marina
at Point Roberts provides transient berths, gasoline, diesel
fuel, ice, and pump-out. An alongside depth of 6 feet was re-
ported in 2010. Complete repair services with a 35-ton ma-
rine lift are available.
(DB 19218-coast) 8/11

Page 550—Paragraph 112, line 5; read:
marked by lights and buoys. A wreck covered 18 feet is at
47°37'09"N., 122°31'11"W.
(H 12025; DD 18551) 8/11

Page 575—Paragraph 404, line 4; read:
regulations.) **Regulated navigation areas** are in the Thea
Foss Waterway. (See **33 CFR 165.1 through 165.13 and**
165.1329, chapter 2, for limits and regulations.)
(FR 12/8/10) 8/11

COAST PILOT 7 43 Ed 2011 Change No. 3

Page 221—Paragraph 4169; insert after:
**§167.1300 In the approaches to the Strait of Juan de
Fuca: General.**
The traffic separation scheme for the approaches to the
Strait of Juan de Fuca consists of three parts: the western
approach, the southwestern approach, and precautionary area
“JF.” These parts are described in §§167.1301 through
167.1303. The geographic coordinates in §§167.1301
through 167.1303 are defined using North American Datum
(NAD 83).

**§167.1301 In the approaches to the Strait of Juan de
Fuca: Western approach.**

In the western approach to the Strait of Juan de Fuca, the
following are established:

- (a) A separation zone bounded by a line connecting the
following geographical positions:
48°30.10'N., 125°09.00'W.
48°30.10'N., 125°04.67'W.
48°29.11'N., 125°04.67'W.
48°29.11'N., 125°09.00'W.

- (b) A traffic lane for westbound traffic between the
separation zone and a line connecting the following geo-

graphical positions:
48°32.09'N., 125°04.67'W.
48°32.09'N., 125°08.98'W.

(c) A traffic lane for eastbound traffic between the sep-
aration zone and a line connecting the following geograph-
ical positions:

48°27.31'N., 125°09.00'W.
48°28.13'N., 125°04.67'W.

**§167.1302 In the approaches to the Strait of Juan de
Fuca: Southwestern approach.**

In the southwestern approach to the Strait of Juan de Fuca,
the following are established:

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

48°23.99'N., 125°06.54'W.
48°27.63'N., 125°03.38'W.
48°27.14'N., 125°02.08'W.
48°23.50'N., 125°05.26'W.

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

48°22.55'N., 125°02.80'W.
48°26.64'N., 125°00.81'W.

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

48°28.13'N., 125°04.67'W.
48°24.94'N., 125°09.00'W.

**§167.1303 In the approaches to the Strait of Juan de
Fuca: Precautionary area “JF.”**

In the approaches to the Strait of Juan de Fuca, precau-
tionary area “JF” is established and is bounded by a line con-
necting the following geographical positions:

48°32.09'N., 125°04.67'W.
48°30.10'N., 125°04.67'W.
48°29.11'N., 125°04.67'W.
48°28.13'N., 125°04.67'W.
48°27.63'N., 125°03.38'W.
48°27.14'N., 125°02.08'W.
48°26.64'N., 125°00.81'W.
48°28.13'N., 124°57.90'W.
48°29.11'N., 125°00.00'W.
48°30.10'N., 125°00.00'W.
48°32.09'N., 125°00.00'W.
48°32.09'N., 125°04.67'W.

§167.1310 In the Strait of Juan de Fuca: General.

The traffic separation scheme in the Strait of Juan de Fuca
consists of five parts: the western lanes, southern lanes,
northern lanes, eastern lanes, and precautionary area “PA.”

COAST PILOT 7 (Continued)

These parts are described in §§167.1311 through 167.1315. The geographic coordinates in §§167.1311 through 167.1315 are defined using North American Datum (NAD 83).

§167.1311 In the Strait of Juan de Fuca: Western lanes.

In the western lanes of the Strait of Juan de Fuca, the following are established:

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

48°29.11'N., 125°00.00'W.
 48°29.11'N., 124°43.78'W.
 48°13.89'N., 123°54.84'W.
 48°13.89'N., 123°31.98'W.
 48°14.49'N., 123°31.98'W.
 48°17.02'N., 123°56.46'W.
 48°30.10'N., 124°43.50'W.
 48°30.10'N., 125°00.00'W.

(b) A traffic lane for north-westbound traffic.

(1) The traffic lane is established between the separation zone and a line connecting the following geographical positions:

48°16.45'N., 123°30.42'W.
 48°15.97'N., 123°33.54'W.
 48°18.00'N., 123°56.07'W.
 48°32.00'N., 124°46.57'W.
 48°32.09'N., 124°49.90'W.
 48°32.09'N., 125°00.00'W.

(2) An exit from this lane between points 48°32.00'N., 124°46.57'W. and 48°32.09'N., 124°49.90'W. Vessel traffic may exit this lane at this location or may remain in the lane between points 48°32.09'N., 124°49.90'W. and 48°32.09'N., 125°00.00'W. en route to precautionary area "JF," as described in §167.1315.

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

48°28.13'N., 124°57.90'W.
 48°28.13'N., 124°44.07'W.
 48°12.90'N., 123°55.24'W.
 48°12.94'N., 123°32.89'W.

§167.1312 In the Strait of Juan de Fuca: Southern lanes.

In the southern lanes of the Strait of Juan de Fuca, the following are established:

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

48°10.82'N., 123°25.44'W.
 48°12.38'N., 123°28.68'W.
 48°12.90'N., 123°28.68'W.
 48°12.84'N., 123°27.46'W.
 48°10.99'N., 123°24.84'W.

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

48°11.24'N., 123°23.82'W.
 48°12.72'N., 123°25.34'W.

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

48°12.94'N., 123°32.89'W.
 48°09.42'N., 123°24.24'W.

§167.1313 In the Strait of Juan de Fuca: Northern lanes.

In the northern lanes of the Strait of Juan de Fuca, the following are established:

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

48°21.15'N., 123°24.83'W.
 48°16.16'N., 123°28.50'W.
 48°15.77'N., 123°27.18'W.
 48°20.93'N., 123°24.26'W.

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

48°21.83'N., 123°25.56'W.
 48°16.45'N., 123°30.42'W.

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

48°20.93'N., 123°23.22'W.
 48°15.13'N., 123°25.62'W.

§167.1314 In the Strait of Juan de Fuca: Eastern lanes.

In the eastern lanes of the Strait of Juan de Fuca, the following are established:

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

48°13.22'N., 123°15.91'W.
 48°14.03'N., 123°25.98'W.
 48°13.54'N., 123°25.86'W.
 48°12.89'N., 123°16.69'W.

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

48°14.27'N., 123°13.41'W.
 48°14.05'N., 123°16.08'W.
 48°15.13'N., 123°25.62'W.

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

48°12.72'N., 123°25.34'W.
 48°12.34'N., 123°18.01'W.

COAST PILOT 7 (Continued)**§167.1315 In the Strait of Juan de Fuca: Precautionary area “PA.”**

In the Strait of Juan de Fuca, precautionary area “PA” is established and is bounded by a line connecting the following geographical positions:

48°12.94'N., 123°32.89'W.
 48°13.89'N., 123°31.98'W.
 48°14.49'N., 123°31.98'W.
 48°16.45'N., 123°30.42'W.
 48°16.16'N., 123°28.50'W.
 48°15.77'N., 123°27.18'W.
 48°15.13'N., 123°25.62'W.
 48°14.03'N., 123°25.98'W.
 48°13.54'N., 123°25.86'W.
 48°12.72'N., 123°25.34'W.
 48°12.84'N., 123°27.46'W.
 48°12.90'N., 123°28.68'W.
 48°12.94'N., 123°32.89'W.

§167.1320 In Puget Sound and its approaches: General.

The traffic separation scheme in Puget Sound and its approaches consists of three parts: Rosario Strait, approaches to Puget Sound other than Rosario Strait, and Puget Sound. These parts are described in §§167.1321 through 167.1323. The North American Datum (NAD 83) defines the geographic coordinates in §§167.1321 through 167.1323.

§167.1321 In Puget Sound and its approaches: Rosario Strait.

In Rosario Strait, the following are established:

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

48°48.98'N., 122°55.20'W.
 48°46.76'N., 122°50.43'W.
 48°45.56'N., 122°48.36'W.
 48°45.97'N., 122°48.12'W.
 48°46.39'N., 122°50.76'W.
 48°48.73'N., 122°55.68'W.

(b) A traffic lane for northbound traffic located within the separation zone described in paragraph (a) of this section and a line connecting the following geographical positions:

48°49.49'N., 122°54.24'W.
 48°47.14'N., 122°50.10'W.
 48°46.35'N., 122°47.50'W.

(c) A traffic lane for southbound traffic located within the separation zone described in paragraph (a) of this section and a line connecting the following geographical positions:

48°44.95'N., 122°48.28'W.
 48°46.76'N., 122°53.10'W.
 48°47.93'N., 122°57.12'W.

(d) Precautionary area “CA” contained within a circle

of radius 1.24 miles centered at geographical position 48°45.30'N., 122°46.50'W..

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

48°44.27'N., 122°45.53'W.
 48°41.72'N., 122°43.50'W.
 48°41.60'N., 122°43.82'W.
 48°44.17'N., 122°45.87'W.

(f) A traffic lane for northbound traffic located within the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

48°44.62'N., 122°44.96'W.
 48°41.80'N., 122°42.70'W.

(g) A traffic lane for southbound traffic located within the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

48°44.08'N., 122°46.65'W.
 48°41.25'N., 122°44.37'W.

(h) Precautionary area “C” contained within a circle of radius 1.24 miles centered at geographical position 48°40.55'N., 122°42.80'W.

(i) A two-way route between the following geographical positions:

48°39.33'N., 122°42.73'W.
 48°36.08'N., 122°45.00'W.
 48°26.82'N., 122°43.53'W.
 48°27.62'N., 122°45.53'W.
 48°29.48'N., 122°44.77'W.
 48°36.13'N., 122°45.80'W.
 48°38.38'N., 122°44.20'W.
 48°39.63'N., 122°44.03'W.

(j) Precautionary area “RB” bounded as follows:

(1) To the north by the arc of a circle of radius 1.24 miles centered on geographical position 48°26.38'N., 122°45.27'W. and connecting the following geographical positions:

48°25.97'N., 122°47.03'W.
 48°25.55'N., 122°43.93'W.

(2) To the south by a line connecting the following geographical positions:

48°25.97'N., 122°47.03'W.
 48°24.62'N., 122°48.68'W.
 48°23.75'N., 122°47.47'W.
 48°25.20'N., 122°45.73'W.
 48°25.17'N., 122°45.62'W.
 48°24.15'N., 122°45.27'W.
 48°24.08'N., 122°43.38'W.
 48°25.55'N., 122°43.93'W.

§167.1322 In Puget Sound and its approaches: Approaches to Puget Sound other than Rosario Strait.

(a) The traffic separation scheme in the approaches to Puget Sound other than Rosario Strait consists of a northeast/

COAST PILOT 7 (Continued)

southwest approach, a northwest/southeast approach, a north/south approach, and an east/west approach and connecting precautionary areas.

(b) In the northeast/southwest approach consisting of two separation zones, two precautionary areas (“RA” and “ND”), and four traffic lanes, the following are established:

(1) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

48°24.13'N., 122°47.97'W.

48°20.32'N., 122°57.02'W.

48°20.53'N., 122°57.22'W.

48°24.32'N., 122°48.22'W.

(2) Precautionary area “RA,” which is contained within a circle of radius 1.24 miles centered at 48°19.77'N., 122°58.57'W..

(3) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

48°16.25'N., 123°06.58'W.

48°16.57'N., 123°06.58'W.

48°19.20'N., 123°00.35'W.

48°19.00'N., 123°00.17'W.

(4) A traffic lane for northbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(1) of this section and a line connecting the following geographical positions:

48°23.75'N., 122°47.47'W.

48°19.80'N., 122°56.83'W.

(5) A traffic lane for northbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(3) of this section and a line connecting the following geographical positions:

48°15.70'N., 123°06.58'W.

48°18.67'N., 122°59.57'W.

(6) A traffic lane for southbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(1) of this section and a line connecting the following geographical positions:

48°24.62'N., 122°48.68'W.

48°20.85'N., 122°57.80'W.

(7) A traffic lane for southbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (b)(3) of this section and a line connecting the following geographical positions:

48°19.70'N., 123°00.53'W.

48°17.15'N., 123°06.57'W.

(8) Precautionary area “ND,” which is bounded by a line connecting the following geographical positions:

48°11.00'N., 123°06.58'W.

48°17.15'N., 123°06.57'W.

48°14.27'N., 123°13.41'W.

48°12.34'N., 123°18.01'W.

48°12.72'N., 123°25.34'W.

48°11.24'N., 123°23.82'W.

48°10.82'N., 123°25.44'W.

48°09.42'N., 123°24.24'W.

48°08.39'N., 123°24.24'W.

48°11.00'N., 123°06.58'W.

(c) In the northwest/southeast approach consisting of two separation zones, two precautionary areas (“RA” and “SA”), and four traffic lanes, the following are established:

(1) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

48°28.72'N., 123°08.53'W.

48°25.43'N., 123°03.88'W.

48°22.88'N., 123°00.82'W.

48°20.93'N., 122°59.30'W.

48°20.82'N., 122°59.62'W.

48°22.72'N., 123°01.12'W.

48°25.32'N., 123°04.30'W.

48°28.39'N., 123°08.64'W.

(2) A separation zone that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is bounded by a line connecting the following geographical positions:

48°18.83'N., 122°57.48'W.

48°13.15'N., 122°51.33'W.

48°13.00'N., 122°51.62'W.

48°18.70'N., 122°57.77'W.

(3) A traffic lane for northbound traffic that connects with precautionary “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(1) of this section and a line connecting the following geographical positions:

48°29.28'N., 123°08.35'W.

48°25.60'N., 123°03.13'W.

48°23.20'N., 123°00.20'W.

48°21.00'N., 122°58.50'W.

(4) A traffic lane for northbound traffic that connects with precautionary area “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(2) of this section and a line connecting the following geographical positions:

48°19.20'N., 122°57.03'W.

48°13.35'N., 122°50.63'W.

(5) A traffic lane for southbound traffic that connects with precautionary “RA,” as described in paragraph (b)(2) of this section, and is located between the separation zone described in paragraph (c)(1) of this section and a line connecting the following geographical positions:

COAST PILOT 7 (Continued)

48°27.86'N., 123°08.81'W.
 48°25.17'N., 123°04.98'W.
 48°22.48'N., 123°01.73'W.
 48°20.47'N., 123°00.20'W.

(6) A traffic lane for southbound traffic connecting with precautionary area "RA," as described in paragraphs (b)(2) of this section, and is located between the separation zone described in paragraph (c)(2) of this section and a line connecting the following geographical positions:

48°18.52'N., 122°58.50'W.
 48°12.63'N., 122°52.15'W.

(7) Precautionary area "SA," which is contained within a circle of radius 2 miles centered at geographical position 48°11.45'N., 122°49.78'W.

(d) In the north/south approach between precautionary areas "RB" and "SA," as described in paragraph (b)(2) and (c)(7) of this section, respectively, the following are established:

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

48°24.15'N., 122°44.08'W.
 48°13.33'N., 122°48.78'W.
 48°13.38'N., 122°49.15'W.
 48°24.17'N., 122°44.48'W.

(2) A traffic lane for northbound traffic located between the separation zone described in paragraph (d)(1) of this section and a line connecting the following geographical positions:

48°24.08'N., 122°43.38'W.
 48°13.10'N., 122°48.12'W.

(3) A traffic lane for southbound traffic located between the separation zone described in paragraph (d)(1) of this section and a line connecting the following geographical positions:

48°24.15'N., 122°45.27'W.
 48°13.43'N., 122°49.90'W.

(e) In the east/west approach between precautionary areas "ND" and "SA," as described in paragraphs (b)(8) and (c)(7) of this section, respectively, the following are established:

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

48°11.50'N., 122°52.73'W.
 48°11.73'N., 122°52.70'W.
 48°12.48'N., 123°06.58'W.
 48°12.23'N., 123°06.58'W.

(2) A traffic lane for northbound traffic between the separation zone described in paragraph (e)(1) of this section and a line connecting the following geographical positions:

48°12.22'N., 122°52.52'W.
 48°12.98'N., 123°06.58'W.

(3) A traffic lane for southbound traffic between the separation zone described in paragraph (e)(1) of this section and a line connecting the following geographical positions:

tions:

48°11.73'N., 123°06.58'W.
 48°10.98'N., 122°52.65'W.

§167.1323 In Puget Sound and its approaches: Puget Sound.

The traffic separation scheme in Puget Sound consists of six separation zones and two traffic lanes connected by six precautionary areas. The following are established:

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

48°11.08'N., 122°46.88'W.
 48°06.85'N., 122°39.52'W.
 48°02.48'N., 122°38.17'W.
 48°02.43'N., 122°38.52'W.
 48°06.72'N., 122°39.83'W.
 48°10.82'N., 122°46.98'W.

(b) Precautionary area "SC," which is contained within a circle of radius 0.62 miles, centered at 48°01.85'N., 122°38.15'W.

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

48°01.40'N., 122°37.57'W.
 47°57.95'N., 122°34.67'W.
 47°55.85'N., 122°30.22'W.
 47°55.67'N., 122°30.40'W.
 47°57.78'N., 122°34.92'W.
 48°01.28'N., 122°37.87'W.

(d) Precautionary area "SE," which is contained within a circle of radius 0.62 miles, centered at 47°55.40'N., 122°29.55'W.

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

47°54.85'N., 122°29.18'W.
 47°46.52'N., 122°26.30'W.
 47°46.47'N., 122°26.62'W.
 47°54.80'N., 122°29.53'W.

(f) Precautionary area "SF," which is contained within a circle of radius 0.62 miles, centered at 47°45.90'N., 122°26.25'W.

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

47°45.20'N., 122°26.25'W.
 47°40.27'N., 122°27.55'W.
 47°40.30'N., 122°27.88'W.
 47°45.33'N., 122°26.60'W.

(h) Precautionary area "SG," which is contained within a circle of radius 0.62 miles, centered at 47°39.68'N., 122°27.87'W.

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

47°39.12'N., 122°27.62'W.
 47°35.18'N., 122°27.08'W.
 47°35.17'N., 122°27.35'W.

COAST PILOT 7 (Continued)

47°39.08'N., 122°27.97'W.

(j) Precautionary area “T,” which is contained within a circle of radius 0.62 miles, centered at 47°34.55'N., 122°27.07'W.

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

47°34.02'N., 122°26.70'W.

47°26.92'N., 122°24.10'W.

47°23.07'N., 122°20.98'W.

47°19.78'N., 122°26.58'W.

47°19.98'N., 122°26.83'W.

47°23.15'N., 122°21.45'W.

47°26.85'N., 122°24.45'W.

47°33.95'N., 122°27.03'W.

(l) Precautionary area “TC,” which is contained within a circle of radius 0.62 miles, centered at 47°19.48'N., 122°27.38'W.

(m) A traffic lane for northbound traffic that connects with precautionary areas “SC,” “SE,” “SF,” “SG,” “T,” and “TC,” as described in paragraphs (b), (d), (f), (h), (j), and (k) of this section, respectively, and is located between the separation zones described in paragraphs (a), (c), (e), (g), (i), and (k) of this section, respectively, and a line connecting the following geographical positions:

48°11.72'N., 122°46.83'W.

48°07.13'N., 122°38.83'W.

48°02.10'N., 122°37.32'W.

47°58.23'N., 122°34.07'W.

47°55.83'N., 122°28.80'W.

47°45.92'N., 122°25.33'W.

47°39.68'N., 122°26.95'W.

47°34.65'N., 122°26.18'W.

47°27.13'N., 122°23.40'W.

47°23.33'N., 122°20.37'W.

47°22.67'N., 122°20.53'W.

47°19.07'N., 122°26.75'W.

(n) A traffic lane for southbound traffic that connects with precautionary areas “SC,” “SE,” “SF,” “SG,” “T,” and “TC,” as described in paragraphs (b), (d), (f), (h), (j), and (k) of this section, respectively, and is located between the separation zones described in paragraphs (a), (c), (e), (g), (i), and (k) of this section, respectively, and a line connecting the following geographical positions:

48°10.15'N., 122°47.58'W.

48°09.35'N., 122°45.55'W.

48°06.45'N., 122°40.52'W.

48°01.65'N., 122°30.03'W.

47°57.47'N., 122°35.45'W.

47°55.07'N., 122°30.35'W.

47°45.90'N., 122°27.18'W.

47°39.70'N., 122°28.78'W.

47°34.47'N., 122°27.98'W.

47°26.63'N., 122°25.12'W.

47°23.25'N., 122°22.42'W.

47°20.00'N., 122°27.90'W.

§167.1330 In Haro Strait, Boundary Pass, and the Strait of Georgia: General.

The traffic separation scheme in Haro Strait, Boundary Pass, and the Strait of Georgia consists of a series of traffic separation schemes, two-way routes, and five precautionary areas. These parts are described in §§ 167.1331 and 167.1332. The geographic coordinates in §§ 167.1331 and 167.1332 are defined using North American Datum (NAD 83).

§167.1331 In Haro Strait and Boundary Pass.

In Haro Strait and Boundary Pass, the following are established:

(a) Precautionary area “V,” which is bounded by a line connecting the following geographical positions:

48°23.15'N., 123°21.12'W.

48°23.71'N., 123°23.88'W.

48°21.83'N., 123°25.56'W.

48°21.15'N., 123°24.83'W.

48°20.93'N., 123°24.26'W.

48°20.93'N., 123°23.22'W.

48°21.67'N., 123°21.12'W.

48°23.15'N., 123°21.12'W.

(b) A separation zone that connects with precautionary area “V,” as described in paragraph (a) of this section, and is bounded by a line connecting the following geographical positions:

48°22.25'N., 123°21.12'W.

48°22.25'N., 123°17.95'W.

48°23.88'N., 123°13.18'W.

48°24.30'N., 123°13.00'W.

48°22.55'N., 123°18.05'W.

48°22.55'N., 123°21.12'W.

(c) A traffic lane for eastbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

48°21.67'N., 123°21.12'W.

48°21.67'N., 123°17.70'W.

48°23.10'N., 123°13.50'W.

(d) A traffic lane for westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

48°25.10'N., 123°12.67'W.

48°23.15'N., 123°18.30'W.

48°23.15'N., 123°21.12'W.

(e) Precautionary area “DI,” which is bounded by a line connecting the following geographical positions:

48°23.10'N., 123°13.50'W.

48°24.30'N., 123°09.95'W.

COAST PILOT 7 (Continued)

48°26.57'N., 123°09.22'W.

48°25.10'N., 123°12.67'W.

48°23.10'N., 123°13.50'W.

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

48°25.96'N., 123°10.65'W.

48°27.16'N., 123°10.25'W.

48°28.77'N., 123°10.84'W.

48°29.10'N., 123°11.59'W.

48°25.69'N., 123°11.28'W.

(g) A traffic lane for northbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

48°26.57'N., 123°09.22'W.

48°27.86'N., 123°08.81'W.

(h) A traffic lane for southbound traffic located between the separation zone described in paragraph (e) of this section and a line connecting the following geographical positions:

48°29.80'N., 123°13.15'W.

48°25.10'N., 123°12.67'W.

(i) Precautionary area "HS," which is bounded by a line connecting the following geographical positions:

48°27.86'N., 123°08.81'W.

48°29.28'N., 123°08.35'W.

48°30.55'N., 123°10.12'W.

48°31.60'N., 123°10.65'W.

48°32.83'N., 123°13.45'W.

48°29.80'N., 123°13.15'W.

48°27.86'N., 123°08.81'W.

(j) A two-way route between the following geographical positions:

48°31.60'N., 123°10.65'W.

48°35.21'N., 123°12.61'W.

48°38.37'N., 123°12.36'W.

48°39.41'N., 123°13.14'W.

48°39.41'N., 123°16.06'W.

48°32.83'N., 123°13.45'W.

(k) Precautionary area "TP," which is bounded by a line connecting the following geographical positions:

48°41.06'N., 123°11.04'W.

48°42.23'N., 123°11.35'W.

48°43.80'N., 123°10.77'W.

48°43.20'N., 123°16.06'W.

48°39.41'N., 123°16.06'W.

48°39.32'N., 123°13.14'W.

48°39.76'N., 123°11.84'W.

(l) A two-way route between the following geographical positions:

48°42.23'N., 123°11.35'W.

48°45.51'N., 123°01.82'W.

48°47.78'N., 122°59.12'W.

48°48.19'N., 123°00.84'W.

48°46.43'N., 123°03.12'W.

48°43.80'N., 123°10.77'W.

§167.1332 In the Strait of Georgia.

In the Strait of Georgia, the following are established:

(a) Precautionary area "GS," which is bounded by a line connecting the following geographical positions:

48°52.30'N., 123°07.44'W.

48°54.81'N., 123°03.66'W.

48°49.49'N., 122°54.24'W.

48°47.93'N., 122°57.12'W.

48°47.78'N., 122°59.12'W.

48°48.19'N., 123°00.84'W.

48°52.30'N., 123°07.44'W.

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

48°53.89'N., 123°05.04'W.

48°56.82'N., 123°10.08'W.

48°56.30'N., 123°10.80'W.

48°53.39'N., 123°05.70'W.

(c) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

48°54.81'N., 123°03.66'W.

48°57.68'N., 123°08.76'W.

(d) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (b) of this section and a line connecting the following geographical positions:

48°55.34'N., 123°12.30'W.

48°52.30'N., 123°07.44'W.

(e) Precautionary area "PR," which is bounded by a line connecting the following geographical positions:

48°55.34'N., 123°12.30'W.

48°57.68'N., 123°08.76'W.

49°02.20'N., 123°16.28'W.

49°00.00'N., 123°19.69'W.

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

49°01.39'N., 123°17.53'W.

49°03.84'N., 123°21.30'W.

49°03.24'N., 123°22.41'W.

49°00.75'N., 123°18.52'W.

(g) A traffic lane for north-westbound traffic located between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

49°02.20'N., 123°16.28'W.

49°04.52'N., 123°20.04'W.

(h) A traffic lane for south-eastbound traffic between the separation zone described in paragraph (f) of this section and a line connecting the following geographical positions:

COAST PILOT 7 (Continued)

49°02.51'N., 123°23.76'W.

49°00.00'N., 123°19.69'W.

(FR 11/19/10)

8/11

**COAST PILOT 8 32 Ed 2010 Change No. 5
LAST NM 45/10**

Page 64—Paragraph 510, 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 66—Paragraph 530; 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 67 to Page 68, Portions of Table 161.12(c); read:

Lower Mississippi River⁶ 0036699952 <i>New Orleans Traffic</i>	156.550 MHz (Ch. 11)	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.
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	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.
<i>New Orleans Traffic</i>	156.250 MHz (Ch. 05A)	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.

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

**COAST PILOT 9 28 Ed 2010 Change No. 5
LAST NM 51/10**

Page 66—Paragraph 507, lines 2 to 4; read:

maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed ca-

pabilities, 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

