



ties, and a 15-ton mobile hoist for do-it-yourself repairs. In 1981, a reported depth of about 5 feet could be carried to the facility.

(LNM 27/13 CG1) 37/13

Appendix A—Paragraphs 142 to 143; read:

<sup>(142)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN-PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(143)</sup> **Safety broadcasts** are preceded by the signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A.

(LNM 28/13 CG1) 37/13

**COAST PILOT 3      46 Ed 2013      25 AUG 2013**  
**LAST NM 31/13**

Chapter 3—Paragraph 69; read:

<sup>(69)</sup> Vessels not equipped with INMARSAT C or Telex should submit reports to the U.S. Coast Guard's Communication Area Master Station Atlantic (CAMSLANT) via HF voice frequencies on 4125 kHz, 6215 kHz, 8291 kHz, 12290 kHz, and 16420 kHz or by calling 800-742-8519x0. Vessels equipped only with VHF-FM voice communications should submit reports to the nearest U.S. Coast Guard activity or group.

(LNM 28/13 CG1) 37/13

Appendix A—Paragraphs 150 to 151; read:

<sup>(150)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(151)</sup> **Safety broadcasts** are preceded by the safety signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A.

(LNM 28/13 CG1) 37/13

**COAST PILOT 4      45 Ed 2013      NEW EDITION**  
**(NOS)      37/13**

**COAST PILOT 5      41 Ed 2013      25 AUG 2013**  
**LAST NM 33/13**

Chapter 2—Paragraph 2178; read:

<sup>(2178)</sup>(f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter.

(FR 8/21/2013) 37/13

Chapter 14—Paragraphs 101 to 103; read:

<sup>(101)</sup> The entrance channel, W of Muhlenfels Point and close E of Scorpion Rock, leads close SW of West Indian Dock; depths in the channel are reported to be about 30 feet. The entrance channel is marked by a lighted range and buoys. It was reported that depths of 10 to 14 feet

could be taken to the waterfront at Charlotte Amalie.

<sup>(102)</sup> **East Gregerie Channel**, between Hassel Island and Water Island, has a reported depth of 28 feet for the 350-yard center width. **Haulover Cut**, between Hassel Island and St. Thomas Island, has a least depth of 12 feet through the center of the narrow passage. At the SW entrance, a reef that uncovers extends about 80 yards into the cut from Hassel Island. Rocks, submerged and awash, border the N side of the channel. East Gregerie Channel is marked by lighted buoys. **Caution** is advised for all vessels traversing this area since it is an active seaplane landing area.

<sup>(103)</sup> **West Gregerie Channel**, between Water Island and St. Thomas Island, has a reported depth of 39 feet for a 250-yard center width to the junction with East Gregerie Channel N of Water Island. The channel is marked by buoys and a light. A lighted radio tower at the base of Careen Hill has been reported to be an excellent mark to steer for when entering West Gregerie Channel.

(L 448-2013) 37/13

Chapter 14—Paragraphs 249 to 250; read:

<sup>(249)</sup> **Limetree Bay Channel**, privately dredged, leads from deep water to a large turning basin with E and W basins. The channel is privately marked by a **334°** lighted range visible 4° on each side of the channel centerline and by an auxiliary **334°** lighted range, close E of the first range, visible 4° on each side of the channel centerline, and by lights and lighted buoys. In 2012, the reported controlling depth in the channel was 60 feet with a draft limit of 55 feet.

<sup>(249.01)</sup> **Pilotage, Limetree Bay**

<sup>(250)</sup> See Pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Pilotage is compulsory. Pilots board vessels about 3 miles SSE of Limetree Bay Channel Lighted Buoy 1. Vessels are requested to call HOVENSA or U.S. Coast Guard in advance for clearance on VHF-FM channel 11 for approach procedures and docking instructions. Night entry is limited to vessels not over 100,000 deadweight tons. There are no restrictions on sailings.

(L 448-2013) 37/13

Appendix A—Paragraphs 190 to 191; read:

<sup>(190)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN-PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(191)</sup> **Safety broadcasts** are preceded by the signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A.

(LNM 28/13 CG1) 37/13

**COAST PILOT 6      43 Ed 2013      25 AUG 2013**  
**LAST NM 36/13**

Chapter 2—Paragraph 1176; read:

<sup>(1176)</sup>(f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter. (FR 8/21/2013) 37/13

**COAST PILOT 7      45 Ed 2013      25 AUG 2013**  
**LAST NM 36/13**

Chapter 2—Paragraph 3002; read:

<sup>(3002)</sup>(f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter. (FR 8/21/2013) 37/13

Chapter 2—Paragraphs 3026 to 3029; read:

<sup>(3026)</sup>(b) VTS Special Area: The Eastern San Juan Island Archipelago VTS Special Area consists of all waters of the eastern San Juan Island Archipelago including: Rosario Strait bounded to the south by 48°26.40 N. (the center of the Precautionary Area “RB”) extending from Lopez Island to Fidalgo Island, and to the north by 48°40.57 N. (the center of the Precautionary Area “C”) extending from Orcas Island to Lummi Island; Guemes Channel; Bellingham Channel; Padilla Bay and southern Bellingham Bay (Samish Bay) south of 48°38.42 N.

<sup>(3027)</sup> **Note:** The center of precautionary area “RB” is not marked by a buoy. All precautionary areas are depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts.

<sup>(3028)</sup> <Deleted Paragraph>

<sup>(3029)</sup>(c) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Eastern San Juan Island Archipelago VTS Special Area:

(FR 8/21/2013) 37/13

Chapter 2—Paragraph 5373; read:

<sup>(5373)</sup>(a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101-380), as amended by section 711 of the Coast Guard Authorization Act of 2010 (Pub. L. 111-281). The regulations will reduce the risk of oil spills from laden, single hull and double hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels in applicable waters, as defined in §168.40. The escort vessels will be immediately available to influence the tankers’ speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.

(FR 8/19/2013) 37/13

Chapter 2—Paragraph 5376.01; read:

<sup>(5376.01)</sup>Double hull tanker means any self-propelled

tank vessel that is constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.

(FR 8/19/2013) 37/13

Chapter 2—Paragraphs 5388 to 5388.02; read:

<sup>(5388)</sup>The requirements of this part apply to the following laden tankers of 5,000 gross tons or more:

<sup>(5388.01)</sup>(a) All single hull tankers on the waters listed in §168.40(a) and (b); and

<sup>(5388.02)</sup>(b) All double hull tankers on the waters listed in §168.40(a).

(FR 8/19/2013) 37/13

Chapter 13—Paragraph 66; read:

<sup>(66)</sup> **Klas Rock**, 0.2 mile from the W shore and 0.7 mile SSE of **Olele Point**, marks the entrance to Mats Mats Bay to the W and to **Port Ludlow** to the S. It is of small extent and awash at high water. The rock, marked by kelp, is surrounded by deep water with depths up to 100 feet between it and the shore. Klas Rock is marked on the E side by a light.

(LNM 33/13 CG13) 37/13

Appendix A—Paragraphs 184 to 185; read:

<sup>(184)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN-PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(185)</sup> **Safety broadcasts** are preceded by the safety signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A.

(LNM 28/13 CG1) 37/13

**COAST PILOT 8      35 Ed 2013      25 AUG 2013**  
**LAST NM 31/13**

Appendix A—Paragraphs 137 to 138; read:

<sup>(137)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN-PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(138)</sup> **Safety broadcasts** are preceded by the safety signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A.

(LNM 28/13 CG1) 37/13

**COAST PILOT 9      31 Ed 2013      25 AUG 2013**  
**LAST NM 31/13**

Chapter 2—Paragraph 715; read:

<sup>(715)</sup>(f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter.

(FR 8/21/2013) 37/13

**COAST PILOT 9 (Continued)**

Chapter 2—Paragraph 805; read:

<sup>(805)</sup> Radio Technical Commission for Maritime Services, (RTCM), 1611 North Kent Street, Suite 605, Arlington, VA 22209  
(FR 7/01/2013) 37/13

Chapter 2—Paragraph 1466; read:

<sup>(1466)</sup>(a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101-380), as amended by section 711 of the Coast Guard Authorization Act of 2010 (Pub. L. 111-281). The regulations will reduce the risk of oil spills from laden, single hull and double hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels in applicable waters, as defined in §168.40. The escort vessels will be immediately available to influence the tankers' speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.  
(FR 8/19/2013) 37/13

Chapter 2—Paragraph 1470.01; read:

<sup>(1470.01)</sup> Double hull tanker means any self-propelled tank vessel that is constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.  
(FR 08/19/2013) 37/13

Chapter 2—Paragraphs 1484 to 1484.02; read:

<sup>(1484)</sup>The requirements of this part apply to the following laden tankers of 5,000 gross tons or more:  
<sup>(1484.01)</sup> (a) All single hull tankers on the waters listed in §168.40(a) and (b); and  
<sup>(1484.02)</sup> (b) All double hull tankers on the waters listed in §168.40(a).  
(FR 8/19/2013) 37/13

Appendix A—Paragraphs 169 to 170; read:

<sup>(169)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN-PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(170)</sup> **Safety broadcasts** are preceded by the signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A.  
(LNM 28/13 CG1) 37/13