

COAST PILOT 1 (Continued)

ing and constitutes final agency action.

(FR 7/7/2014)

34/14

Chapter 2—Paragraphs 2049 to 2050.01; read:

⁽²⁰⁴⁹⁾(3) Coordinates. (i) The geographic coordinates forming the loci for the regulated navigation areas, safety and security zones for the Northeast Gateway Deepwater Port are: 42°23'38"N., 070°35'31"W.; and 42°23'56"N., 070°37'00"W. (NAD 83).

⁽²⁰⁵⁰⁾(ii) The geographic coordinates forming the loci for the regulated navigation areas, safety, and security zones for Neptune Deepwater Port are: 42°29'12.3"N., 70°36'29.7"W.; and 42°27'20.5"N., 70°36'07.3"W. (NAD 83).

^(2050.01)(iii) [Reserved]

(FR 7/7/2014)

34/14

COAST PILOT 2 43 Ed 2014 20 JUL 2014**LAST NM 32/14**

Chapter 2—Paragraph 1292; read:

⁽¹²⁹²⁾(2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1296; read:

⁽¹²⁹⁶⁾(f) If the authorized deviation period for an event is broken into separate time periods on the same day or on consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1690; read:

⁽¹⁶⁹⁰⁾(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG-ENG), Attn: Office of Design and Engineering Standards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7509; telephone 202-372-1375. The material is also available from the sources indicated in this section.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1746; read:

⁽¹⁷⁴⁶⁾(4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG-CVC).

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1798; read:

⁽¹⁷⁹⁸⁾(b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (CG-CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501, evidence from the governments concerned showing that they have authorized the CS to inspect and certify vessels on their behalf under the MARPOL 73/78.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1805; read:

⁽¹⁸⁰⁵⁾(5) A copy of the final documentation that is issued to each vessel that is certified under this part must be referred to the Commandant (CG-CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1938; read:

⁽¹⁹³⁸⁾(d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG-5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

(FR 7/7/14)

34/14

Chapter 2—Paragraph 2171; read:

⁽²¹⁷¹⁾(5) A hazardous condition as defined in §160.204 of this chapter;

(FR 7/7/2014)

34/14

COAST PILOT 2 (Continued)

Chapter 2—Paragraph 2862; read:

⁽²⁸⁶²⁾ (6) Vessels 65 feet and under in length, and all recreational vessels, when meeting deep draft commercial vessel traffic in all locations within this RNA shall keep out of the way of the oncoming deep draft commercial vessel. Nothing in this regulation, however, relieves a vessel of any duty prescribed in the Inland Navigation Rules (set forth in 33 CFR Part 83).

(FR 7/7/2014)

34/14

COAST PILOT 2 43 Ed 2014 03 AUG 2014

Chapter 2—Paragraphs 3198.01 to 3198.36; read:

^(3198.01) **§165.T01–0174 Regulated Navigation Areas and Safety Zone Tappan Zee Bridge Construction Project, Hudson River; South Nyack and Tarrytown, NY.**

^(3198.02) (a) Regulated Navigation Area Boundaries. The following are regulated navigation areas:

^(3198.03) (1) Western RNA: all waters bound by the following approximate positions:

^(3198.04) 41°04'39.16"N, 073°55'00.68"W on the western shoreline; thence to

^(3198.05) 41°04'28.34"N, 073°54'47.18"W; thence to

^(3198.06) 41°04'11.28"N, 073°54'48.00"W; thence to

^(3198.07) 41°03'57.26"N, 073°54'40.73"W; thence to

^(3198.08) 41°03'57.36"N, 073°54'47.38"W; thence to

^(3198.09) 41°03'58.66"N, 073°54'56.14"W; thence to

^(3198.10) 41°04'03.00"N, 073°55'07.60"W; thence to a

point on the western shoreline at

^(3198.11) 41°04'06.69"N, 073°55'14.10"W; thence northerly along the shoreline to the point of origin (NAD 83).

^(3198.12) (2) Eastern RNA: all waters bound by the following approximate positions:

^(3198.13) 41°04'21.96"N, 073°52'03.25"W on the eastern shoreline; thence to

^(3198.14) 41°04'26.27"N, 073°52'19.82"W; thence to

^(3198.15) 41°04'26.53"N, 073°53'20.07"W; thence to

^(3198.16) 41°03'56.92"N, 073°53'18.84"W; thence to

^(3198.17) 41°03'56.69"N, 073°52'24.75"W; thence to a

point on the eastern shoreline at

^(3198.18) 41°03'46.91"N, 073°52'05.89"W; thence northerly along the shoreline to the point of origin (NAD 83).

^(3198.19) (b) Safety Zone Boundaries. The following is a Safety Zone: all waters bound by the following approximate positions:

^(3198.20) 41°04'59.70"N, 073°54'45.54"W; thence to

^(3198.21) 41°05'00.18"N, 073°53'21.48"W; thence to

^(3198.22) 41°03'09.24"N, 073°53'16.86"W; thence to

^(3198.23) 41°03'07.08"N, 073°54'14.70"W; thence to

^(3198.24) 41°04'11.28"N, 073°54'48.00"W; thence to the point of origin (NAD 83).

^(3198.25) (c) Regulations. (1) The general regulations contained in 33 CFR 165.10, 165.11, and 165.13, 165.20 and 165.23 apply.

^(3198.26) (2) Any vessel transiting through the Western RNA must make a direct and expeditious passage. No vessel may stop, moor, anchor or loiter within the RNA at any time unless they are working on the bridge construction operations.

^(3198.27) (3) Any vessel transiting through the Eastern RNA must make a direct and expeditious passage. No vessel may stop, moor, anchor or loiter within the RNA at any time unless they are working on the bridge construction operations or they are transiting to, or from, the special anchorage area codified in 33 CFR 110.60(c)(8) located on the eastern shoreline at Tarrytown, NY and within the boundaries of the RNA.

^(3198.28) (4) Entry and movement within the Eastern RNA or Western RNA is subject to a "Slow-No Wake" speed limit. All vessels may not produce a wake and may not attain speeds greater than five knots unless a higher minimum speed is necessary to maintain steerageway. All vessels must proceed through the Eastern RNA and Western RNA with caution and operate in such a manner as to produce no wake.

^(3198.29) (5) Entry into, anchoring, loitering, or movement within the Safety Zone is prohibited unless the vessel is working on the bridge construction operations or authorized by the Captain of the Port New York (COTP) or his designated representative.

^(3198.30) (6) All persons and vessels must comply with all orders and directions from the COTP or the COTP's designated representative. The "designated representative" of the COTP is any Coast Guard commissioned, warrant or petty officer who has been designated by the COTP to act on the COTP's behalf. The designated representative may be on a Coast Guard vessel or New York State Police, Westchester County Police, Rockland County Police, or other designated craft; or may be on shore and will communicate with vessels via VHF-FM radio or loudhailer. Members of the Coast Guard Auxiliary may be present to inform vessel operators of this regulation.

^(3198.31) (7) Upon being hailed by a Coast Guard vessel by siren, radio, flashing light or other means, the operator of the vessel must proceed as directed.

^(3198.32) (8) For the purpose of this regulation, the Federal navigation channel, located in the Eastern RNA is marked by the red and green navigation lights on the existing Tappan Zee Bridge, and the New NY Bridge. As the project progresses, the Federal navigation channel will be intermittently closed, or partially restricted, to all vessel transits. While the Federal navigation channel is closed, vessels that can safely navigate outside the Federal navigation channel would still be able to transit through the Eastern RNA. These closures or partial restrictions are tentatively scheduled to take place between March 2015 and October 2016. The COTP will cause a no-

COAST PILOT 2 (Continued)

tice of the channel closure or restrictions by appropriate means to the affected segments of the public. Such means of notification may include, but are not limited to, Broadcast Notice to Mariners and Local Notice to Mariners.

^(3198.33) (9) Notwithstanding anything contained in this section, the Rules of the Road (33 CFR part 84—Subchapter E, inland navigational rules) are still in effect and must be strictly adhered to at all times.

^(3198.34) (d) Enforcement periods. This regulation will be enforced 24 hours a day from 5:00 a.m. on July 3, 2014 until 11:59 p.m. on December 31, 2018.

^(3198.35) (1) Notice of suspension of enforcement: If enforcement is suspended, the COTP will cause a notice of the suspension of enforcement by appropriate means to the affected segments of the public. Such means of notification may include, but are not limited to, Broadcast Notice to Mariners and Local Notice to Mariners. Such notification will include the date and time that enforcement will be suspended as well as the date and time that enforcement will resume.

^(3198.36) (2) Violations of this regulation may be reported to the COTP at 718-354-4353 or on VHF-Channel 16.
(FR 7/25/2014) 34/14

Chapter 2—Paragraphs 3198.38 to 3198.42; read:

^(3198.38) (a) Location. The following area is a safety zone: All navigable waters of Gerritsen Inlet: Southeast of a line from

^(3198.39) 40°35'09.46"N, 073°54'53.92"W to

^(3198.40) 40°35'15.60"N, 073°54'42.07"W and Northwest of a line from

^(3198.41) 40°35'04.88"N, 073°54'45.43"W to

^(3198.42) 40°35'10.34"N, 073°54'35.71"W (NAD 83).
(FR 7/25/2014) 34/14

**COAST PILOT 3 47 Ed 2013 20 JUL 2014
LAST NM 32/14**

Chapter 2—Paragraph 592; read:

⁽⁵⁹²⁾ (2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 596; read:

⁽⁵⁹⁶⁾ (f) If the authorized deviation period for an event is broken into separate time periods on the same day or on consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1110; read:

⁽¹¹¹⁰⁾ (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG-CVC).
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1293; read:

⁽¹²⁹³⁾ (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG-5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1491; read:

⁽¹⁴⁹¹⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG-NAV), Attn: Office of Navigation Systems, U.S. Coast Guard Stop 7418, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7418. The material is also available at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. All approved material is available from the sources indicated in paragraph (b) of this section.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1675; read:

⁽¹⁶⁷⁵⁾ (b) A system that is found by the Commandant to meet the intent of the statements of availability, coverage, and accuracy for the U.S. Coastal Confluence Zone (CCZ) contained in the U.S. "Federal Radionavigation Plan" (Report No. DOD-NO 4650.4-P, I or No. DOT-TSC-RSPA-

COAST PILOT 3 (Continued)

80–16, 1). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Commandant (CG–DCO–D), Attn: Deputy for Operations Policy and Capabilities, U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7318. After reviewing the application, the Commandant may request additional information to establish whether or not the device meets the intent of the Federal Radionavigation Plan.

(FR 7/7/2014)

34/14

COAST PILOT 4 45 Ed 2013 20 JUL 2014
LAST NM 32/14

Chapter 2—Paragraph 203; read:

⁽²⁰³⁾ (2) Constructing any structure other than a navigation aid, or constructing, placing, or abandoning any structure, material, or other matter on the submerged lands of the Sanctuary except weighted marker buoys that are continuously tended and used during otherwise lawful fishing or diving activities and that are not attached to a vessel and not capable of holding a boat at anchor. Weights used with a marker buoy shall not have a combined weight of more than 10 pounds, shall be attached with not greater than one-fourth inch (1/4") line and shall be removed from the Sanctuary within twelve (12) hours of deployment. Any weighted marker buoy that is not continuously tended may be removed by the Assistant Administrator or designee or an authorized officer, without notice.

(FR 7/18/2014)

34/14

Chapter 2—Paragraph 215; read:

⁽²¹⁵⁾ (10) Anchoring, or attempting to anchor, any vessel in the Sanctuary, except as provided in paragraph (d) of this section when responding to an emergency threatening life, property, or the environment.

(FR 7/18/2014)

34/14

Chapter 2—Paragraph 1065; read:

⁽¹⁰⁶⁵⁾ (2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1069; read:

⁽¹⁰⁶⁹⁾ (f) If the authorized deviation period for an event is broken into separate time periods on the same day or on consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1386; read:

⁽¹³⁸⁶⁾ (11) When the bridge has returned to its full up position, the midchannel light will turn from red to green, and

the controller will announce over marine radio channel 13, "Security, security, security, the Belt Line bridge is open for river traffic." Operational information will be provided 24 hours a day on marine channel 13 and via telephone 757–271–1741 or 757–633–2241.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1432; read:

⁽¹⁴³²⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030 or go to http://www.archives.gov/federal-register/code_of_federal_regulations/ibr_locations.html.

Also, it is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG–ENG), Attn: Office of Design and Engineering Standards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509; telephone 202–372–1375. The material is also available from the sources indicated in this section.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1488; read:

⁽¹⁴⁸⁸⁾ (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG–CVC).

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1540; read:

⁽¹⁵⁴⁰⁾ (b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501, evidence from the governments concerned showing that they have authorized the CS to inspect and certify vessels on their behalf under the MARPOL 73/78.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 1547; read:

⁽¹⁵⁴⁷⁾ (5) A copy of the final documentation that is issued to each vessel that is certified under this part must be referred to the Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501.

(FR 7/7/2014)

34/14

COAST PILOT 4 (Continued)

Chapter 2—Paragraph 1680; read:

⁽¹⁶⁸⁰⁾ (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG–5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

(FR 7/7/2014) 34/14

Chapter 6—Paragraph 124; read:

⁽¹²⁴⁾ **Charts 11525, 11524, 11521**
(LNM 27/14 CG7; NOS 2014)

34/14

COAST PILOT 5 42 Ed 2014 20 JUL 2014
LAST NM 32/14

Chapter 2—Paragraph 1438; read:

⁽¹⁴³⁸⁾ (2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1442; read:

⁽¹⁴⁴²⁾ (f) If the authorized deviation period for an event is broken into separate time periods on the same day or on consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1539; read:

⁽¹⁵³⁹⁾ (b) The draw of the Hatchett Creek (US–41) bridge, mile 56.9 at Venice, shall open on signal, except that, from 7 a.m. to 4:20 p.m., Monday through Friday except Federal holidays, the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour and except between 4:25 p.m. and 5:25 p.m. when the draw need not open. On Saturdays, Sundays, and Federal holidays from 7:30 a.m. to 6 p.m. the draw need open only on the hour, quarter-hour, half-hour, and three quarter-hour. This bridge need not open to navigation on the second Sunday of November annually, from 9 a.m. to 5 p.m., to facilitate the Iron Man Triathlon event.

(FR 7/17/2014) 34/14

Chapter 2—Paragraph 2040; read:

⁽²⁰⁴⁰⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG–ENG), Attn: Office of Design and Engineering Standards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509; telephone 202–372–1375. The material is also available from the sources indicated in this section.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2096; read:

⁽²⁰⁹⁶⁾ (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG–CVC).

(FR 7/7/14) 34/14

Chapter 2—Paragraph 2148; read:

⁽²¹⁴⁸⁾ (b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501, evidence from the governments concerned showing that they have authorized the CS to inspect and certify vessels on their behalf under the MARPOL 73/78.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2155; read:

⁽²¹⁵⁵⁾ (5) A copy of the final documentation that is issued to each vessel that is certified under this part must be referred to the Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2288; read:

⁽²²⁸⁸⁾ (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG–5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501. The appeal must be in writing, except as al-

COAST PILOT 5 (Continued)

lowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2521; read:

⁽²⁵²¹⁾(5) A hazardous condition as defined in §160.204 of this chapter;

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 3677; read:

⁽³⁶⁷⁷⁾(5) To request permission as required by these regulations contact “Houston Traffic” via VHF Channels 11/12 or via phone at 281-464-4837.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 3713; read:

⁽³⁷¹³⁾(3) To request permission as required by these regulations contact “Houston Traffic” via VHF Channels 11/12 or by phone at 281-464-4837.

(FR 7/7/2014) 34/14

Chapter 4—Paragraph 26; read:

⁽²⁶⁾ Sand Key Light (24°27'21"N., 81°52'38"W.), 40 feet above the water, is shown from a white, square, pyramidal skeleton tower (abandoned) enclosing a stair cylinder and square dwelling.

(LNM 26/14 CG7) 34/14

Chapter 4—Paragraph 252; read:

⁽²⁵²⁾ Gordon Pass, 16.5 miles N of Cape Romano, is the entrance to Naples Bay and also the N entrance to the inland waterway and numerous passages that traverse the area known as the Ten Thousand Islands, which extends along the lower Gulf Coast from Naples to Cape Sable, including Everglades National Park. A dredged channel leads from the Gulf of Mexico through Gordon Pass, thence N to the U.S. Route 41 highway bridge at Naples about 2.5 miles above Gordon Pass. The channel is marked by lights and daybeacons.

(LNM 26/14 CG7) 34/14

Chapter 4—Paragraph 411; read:

⁽⁴¹¹⁾ Longboat Pass, about 9 miles NNW of Big Sarasota Pass, between Longboat Key and Anna Maria Island, affords passage from the Gulf of Mexico to the N end of Sarasota Bay and the Intracoastal Waterway. A dredged channel, marked by a light and daybeacons, leads from the Gulf to the Intracoastal Waterway. In 2014, the reported controlling depth was 4 feet to the highway bridge; thence in 2010, 5.3 feet to the Intracoastal Waterway. Aids to navigation mark the best water. Greater depths may be available with local knowledge. The channel is subject to changes at the entrance. Shoaling extends W and S in an arc from the S end of Anna Maria Island and also W from the NW end of Longboat Key. State Route 789 bridge over the pass has a 45-foot bascule span with a clearance of 17 feet. (See 117.1 through 117.59, chapter 2, for drawbridge regulations.) The bridgetender may be contacted on 941-355-7107 and on VHF-FM channel 9.

(LNM 26/14 CG7) 34/14

Chapter 9—Paragraph 93; read:

⁽⁹³⁾ Bayou Lafourche, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee. The bayou extends from Donaldsonville in a SE direction for 93 miles, and empties into the Gulf at Belle Pass, 19 miles SW of Barataria Bay Light. The Intracoastal Waterway crosses the bayou at Larose. The bayou is navigable to Thibodaux, about 63 miles above the entrance at Belle Pass; above this point it is closed by a dam.

(LNM 27/14 CG8; NOS 11365) 34/14

COAST PILOT 5 42 Ed 2014 03 AUG 2014

Chapter 2—Paragraph 1551; read:

⁽¹⁵⁵¹⁾(g) The draw of the Treasure Island Causeway bridge, mile 119.0 shall open on signal except that from 7 a.m. to 7 p.m. the draw need open on the hour, 20 minutes after the hour and 40 minutes after the hour Monday through Friday and on the quarter hour and three quarter hour on Saturday, Sunday and Federal holidays.

(FR 7/31/2014) 34/14

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LAST NM 32/14**

Chapter 2—Paragraph 639; read:

⁽⁶³⁹⁾(2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 643; read:

⁽⁶⁴³⁾(f) If the authorized deviation period for an event is broken into separate time periods on the same day or on

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consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1124; read:

⁽¹¹²⁴⁾ (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG–5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 1356; read:

⁽¹³⁵⁶⁾ (5) A hazardous condition as defined in §160.204 of this chapter;
(FR 7/7/2014) 34/14

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LAST NM 32/14**

Chapter 2—Paragraph 2528; read:

⁽²⁵²⁸⁾ (2) The request must describe the reason for the deviation and the dates and times scheduled for the start and end of the change.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2532; read:

⁽²⁵³²⁾ (f) If the authorized deviation period for an event is broken into separate time periods on the same day or on consecutive days, the drawbridge must provide openings for navigation between authorized schedule changes.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2583; read:

⁽²⁵⁸³⁾ The draw of the San Joaquin County (Eight Mile Road) Highway Bridge, mile 1.0 between King Island and Bishop Tract, must open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.
(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2890; read:

⁽²⁸⁹⁰⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG–ENG), Attn: Office of Design and Engineering Standards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7509; telephone 202–372–1375. The material is also available from the sources indicated in this section.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2946; read:

⁽²⁹⁴⁶⁾ (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG–CVC).

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 2998; read:

⁽²⁹⁹⁸⁾ (b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501, evidence from the governments concerned showing that they have authorized the CS to inspect and certify vessels on their behalf under the MARPOL 73/78.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 3005; read:

⁽³⁰⁰⁵⁾ (5) A copy of the final documentation that is issued to each vessel that is certified under this part must be referred to the Commandant (CG–CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 3138; read:

⁽³¹³⁸⁾ (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG–5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7501. The appeal must be in writing, except as al-

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lowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 3370; read:

⁽³³⁷⁰⁾ (5) A hazardous condition as defined in §160.204 of this chapter;

(FR 7/7/2014) 34/14

Chapter 2—Paragraphs 3449 to 3451.02; read:

⁽³⁴⁴⁹⁾ (3) A vessel of 100 meters or more in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

^(3449.01) (4) Approval will not be granted for:

⁽³⁴⁵⁰⁾ (i) A vessel of 100 meters or more in length to meet or overtake a vessel of 40,000 dead weight tons or more;

⁽³⁴⁵¹⁾ (ii) A vessel of 40,000 dead weight tons or more to meet or overtake a vessel of 100 meters or more in length;

^(3451.01) (iii) A vessel of 100 meters or more in length to cross or operate within 2,000 yards (except when crossing astern) of a vessel of 40,000 deadweight tons or more; or

^(3451.02) (iv) A vessel of 40,000 dead weight tons or more to cross or operate within 2,000 yards (except when crossing astern) of a vessel of 100 meters or more in length.

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 5637; read:

⁽⁵⁶³⁷⁾ Thence along the shoreline to the point of beginning (48°11.00'N.; 123°06.58'W.).

(FR 7/7/2014) 34/14

Chapter 2—Paragraph 5958; read:

⁽⁵⁹⁵⁸⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA,

call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at Coast Guard Headquarters. Contact Commandant (CG-NAV), Attn: Office of Navigation Systems, 2703 Martin Luther King Jr. Avenue SE., Stop 7418, Washington, DC 20593-7418, and is available from the sources indicated in this section.

(FR 7/7/2014) 34/14

Chapter 12—Paragraph 357; read:

⁽³⁵⁷⁾ For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a S wind causes tide rips that are dangerous to small craft. In the area NW of Belle Rock (48°29'35"N., 122°45'10"W.), mariners may experience a strong set to the W during ebb currents flowing out of Guemes Channel.

(L 469-2014) 34/14

Chapter 12—Paragraphs 420 to 421; read:

⁽⁴²⁰⁾ Cap Sante Waterway is a dredged channel leading to a boat basin on the E side of Anacortes. The basin is protected by breakwaters marked by lights on the outer ends. Vessels should give the S breakwater a berth of at least 40 feet to stay in good water. Another dredged channel extends about 0.7 mile SW from the entrance of Cape Sante Waterway to the waterfront area of Anacortes Industrial Park. A marina is at the N end of the area. Private berthing with water, electricity, storage boxes and telephone connections are available. A haul out and repair yard with a 35-ton lift is at the S end of the marina.

⁽⁴²¹⁾ <Deleted Paragraph>

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Chapter 2—Paragraph 198; read:

⁽¹⁹⁸⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG-ENG), Attn: Office of Design and Engineering Stan-

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dards, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7509; telephone 202-372-1375. The material is also available from the sources indicated in this section.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 254; read:

⁽²⁵⁴⁾ (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (CG-CVC).

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 306; read:

⁽³⁰⁶⁾ (b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (CG-CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501, evidence from the governments concerned showing that they have authorized the CS to inspect and certify vessels on their behalf under the MARPOL 73/78.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 313; read:

⁽³¹³⁾ (5) A copy of the final documentation that is issued to each vessel that is certified under this part must be referred to the Commandant (CG-CVC), Attn: Office of Commercial Vessel Compliance, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501.

(FR 7/7/2014)

34/14

Chapter 2—Paragraph 446; read:

⁽⁴⁴⁶⁾ (d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal to the Commandant (CG-5P), Attn: Assistant Commandant for Prevention, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded 5 working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

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