

FLEET GUIDES CORRECTIONS

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Updates have been made to Chapter 5 (Guam) and Chapter 8 (Okinawa). The updated version of the publication can be found on the NGA Maritime Website on the NIPRNET, SIPRNET, and JWICS networks.
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SAILING DIRECTIONS CORRECTIONS

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COAST PILOT CORRECTIONS

COAST PILOT 2 44 Ed 2014 08 MAR 2015
LAST NM 7/15

Chapter 2—Paragraphs 1562 to 1563; read:
(1562) <Deleted Paragraph>
(1563) (n) The draw of the following bridges need not be opened for the passage of vessels:
(FR 2/27/2015) 13/15

Chapter 2—Paragraphs 1566 to 1567; read:
(1566) (o) The draw of the Route 1 & 9 (Lincoln Highway) Bridge, mile 1.8, between Kearny and Newark, shall open on signal if at least a four hour advance notice is given; except that, the draw need not open for the passage of vessel traffic between 6 a.m. and 10 a.m. and between 2 p.m. and 6 p.m., Monday through Friday, except holidays. Tide dependent deep draft vessels may request bridge openings between 6 a.m. and 10 a.m. and between 2 p.m. and 6 p.m., provided at least a twelve hour advance notice is given by calling the number posted at the bridge.
(1567) (p) – (s) [Reserved]
(FR 2/27/2015) 13/15

Chapter 2—Paragraphs 2485 to 2500; read:

(2485) **§164.46 Automatic Identification System.**

(2486) (a) Definitions. As used in this section—Automatic Identification Systems or AIS means a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), adopted by the International Maritime Organization (IMO), that—

(2486.01) (1) Provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft;

(2486.02) (2) Receives automatically such information from similarly fitted ships, monitors and tracks ships; and

(2486.03) (3) Exchanges data with shore-based facilities.

(2487) Gross tonnage means tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(2488) International voyage means a voyage from a country to which the present International Convention for the Safety of Life at Sea applies to a port outside such country, or conversely.

(2489) Properly installed, operational means an Automatic Identification System (AIS) that is installed and operated using the guidelines set forth by the International Maritime Organization (IMO) Resolution A.917(22) and Safety of Navigation Circulars (SN/Circ.) 227, 244, 245, and SN.1/Circ.289; or National Marine Electronics Association (NMEA) Installation Standard 0400-3.10 in lieu of SN/Circ.227 and 245 (incorporated by reference, see §164.03).

(2489.01) (1) Use of AIS does not relieve the vessel of the requirements to sound whistle signals or display lights or shapes in accordance with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), 28 U.S.T. 3459, T.I.A.S. 8587, or Inland Navigation Rules, 33 CFR part 83; nor of the radio requirements of the Vessel Bridge-to-Bridge Radiotelephone Act, 33 U.S.C. 1201-1208, part 26 of this chapter, and 47 CFR part 80.

(2489.02) (2) AIS must be maintained in effective operating condition, which includes—

(2489.03) (i) The ability to reinitialize the AIS, which requires access to and knowledge of the AIS power source and password;

(2489.04) (ii) The ability to access AIS information from the primary conning position of the vessel;

(2489.05) (iii) The accurate broadcast of a properly assigned Maritime Mobile Service Identity (MMSI) number;

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^(2489.06) (iv) The accurate input and upkeep of all AIS data fields and system updates; and

^(2489.07) (v) For those vessels denoted in paragraph (b) of this section, the continual operation of AIS and its associated devices (e.g., positioning system, gyro, converters, displays) at all times while the vessel is underway or at anchor, and, if moored, at least 15 minutes prior to getting underway; except when its operation would compromise the safety or security of the vessel or a security incident is imminent. The AIS should be returned to continuous operation as soon as the compromise has been mitigated or the security incident has passed. The time and reason for the silent period should be recorded in the ship's official log and reported to the nearest Captain of the Port or Vessel Traffic Center (VTC).

^(2489.08) (3) AIS safety-related text messaging must be conducted in English and solely to exchange or communicate pertinent navigation safety information (analogous to a SECURITE broadcast). Although not prohibited, AIS text messaging should not be relied upon as the primary means for broadcasting distress (MAYDAY) or urgent (PAN PAN) communications. (47 CFR 80.1109, Distress, urgency, and safety communications).

^(2489.09) (4) AIS application-specific messaging (ASM) is permissible, but is limited to applications adopted by the International Maritime Organization (such as IMO SN.1/Circ.289) or those denoted in the International Association of Marine Aids to Navigation and Lighthouse Authorities' (IALA) ASM Collection for use in the United States or Canada, and to no more than one ASM per minute.

⁽²⁴⁹⁰⁾ (b) AIS carriage—(1) AIS Class A device. The following vessels must have on board a properly installed, operational Coast Guard type-approved AIS Class A device:

^(2490.01) (i) A self-propelled vessel of 65 feet or more in length, engaged in commercial service.

^(2490.02) (ii) A towing vessel of 26 feet or more in length and more than 600 horsepower, engaged in commercial service.

^(2490.03) (iii) A vessel that is certificated to carry more than 150 passengers.

^(2490.04) (iv) A self-propelled vessel engaged in dredging operations in or near a commercial channel or shipping fairway in a manner likely to restrict or affect navigation of other vessels.

^(2490.05) (v) A self-propelled vessel engaged in the movement of—

^(2490.06) (A) Certain dangerous cargo as defined in subpart C of part 160 of this chapter, or

^(2490.07) (B) Flammable or combustible liquid cargo in bulk that is listed in 46 CFR 30.25-1, Table 30.25-1.

^(2490.08) (2) AIS Class B device. Use of a Coast Guard type-approved AIS Class B device in lieu of an AIS Class A device is permissible on the following vessels if they are not subject to pilotage by other than the vessel Master or crew:

^(2490.09) (i) Fishing industry vessels;

^(2490.10) (ii) Vessels identified in paragraph (b)(1)(i) of this section that are certificated to carry less than 150 passengers and that—

^(2490.11) (A) Do not operate in a Vessel Traffic Service (VTS) or Vessel Movement Reporting System (VMRS) area defined in Table 161.12(c) of §161.12 of this chapter, and

^(2490.12) (B) Do not operate at speeds in excess of 14 knots; and

^(2490.13) (iii) Vessels identified in paragraph (b)(1)(iv) of this section engaged in dredging operations.

⁽²⁴⁹¹⁾ Note to paragraph (b): Under 33 U.S.C. 1223(b)(3) and 33 CFR 160.111, a Coast Guard Captain of the Port (COTP) may restrict the operation of a vessel if he or she determines that by reason of weather, visibility, sea conditions, port congestion, other hazardous circumstances, or the condition of such vessel, the restriction is justified in the interest of safety. In certain circumstances, if a COTP is concerned that the operation of a vessel not subject to §164.46 would be unsafe, the COTP may determine that voluntary installation of AIS by the operator would mitigate that concern.

⁽²⁴⁹²⁾ (c) SOLAS provisions. The following self-propelled vessels must comply with International Convention for Safety of Life at Sea (SOLAS), as amended, Chapter V, regulation 19.2.1.6 (Positioning System), 19.2.4 (AIS Class A), and 19.2.3.5 (Transmitting Heading Device) or 19.2.5.1 (Gyro Compass) as applicable (Incorporated by reference, see §164.03):

^(2492.01) (1) A vessel of 300 gross tonnage or more, on an international voyage.

^(2492.02) (2) A vessel of 150 gross tonnage or more, when carrying more than 12 passengers on an international voyage.

⁽²⁴⁹³⁾ (d) Operations. The requirements in this paragraph are applicable to any vessel equipped with AIS.

⁽²⁴⁹⁴⁾ Note to paragraph (d): The Coast Guard has developed the “U.S. AIS Encoding Guide” to help ensure consistent and accurate data encoding (input) by AIS users. This Guide is available at our “AIS Frequently Asked Questions” (FAQ #2) World Wide Web page at

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www.navcen.uscg.gov. Although of great benefit, the interfacing or installation of other external devices or displays (e.g., transmitting heading device, gyro, rate of turn indicator, electronic charting systems, and radar), is not currently required except as denoted in §164.46(c). Most application-specific messages require interfacing to an external system that is capable of their portrayal, such as equipment certified to meet Radio Technical Commission for Maritime Services (RTCM) electronic chart system (ECS) standard 10900 series.

⁽²⁴⁹⁵⁾ (e) Watchkeeping. AIS is primarily intended for use by the Master or person in charge of the vessel, or by the person designated by the Master or person in charge to pilot or direct the movement of the vessel, who must maintain a periodic watch for AIS information.

⁽²⁴⁹⁶⁾ (f) Portable AIS. The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS device may be transmitting on board a vessel at any one time.

⁽²⁴⁹⁷⁾ (g) AIS Pilot Plug. The AIS Pilot Plug on any vessel subject to pilotage by other than the vessel Master or crew must be readily available and easily accessible from the primary conning position of the vessel and permanently affixed (not an extension cord) and adjacent (within 3 feet) to a 120-volt 50/60 Hz AC power receptacle (NEMA 5-15).

⁽²⁴⁹⁸⁾ (h) Exceptions. The following vessels may seek up to a 5-year deviation from the AIS requirements of this section by requesting a deviation under §164.55.

^(2498.01) (1) Vessels that operate solely within a very confined area (e.g., less than a 1 nautical-mile radius, shipyard, or barge fleeting facility);

^(2498.02) (2) Vessels that conduct only short voyages (less than 1 nautical mile) on a fixed schedule (e.g., a bank-to-bank river ferry service or a tender vessel);

^(2498.03) (3) Vessels that are not likely to encounter other AIS-equipped vessels;

^(2498.04) (4) Vessels whose design or construction makes it impracticable to operate an AIS device (e.g., those that lack electrical power, have an exposed or open cabin, or are submersible); or

^(2498.05) (5) Vessels denoted in paragraph (b)(2) that seek a deviation from requirements in paragraphs (d)(2)(ii) and (e) of this section because their AIS Class B device lacks a display.

⁽²⁴⁹⁹⁾ (i) Prohibition. Except for maritime support stations (see 47 CFR 80.5) licensed by the Federal Communications Commission (FCC), broadcasts from AIS Class A or B devices on aircraft, non-self propelled vessels or from land are prohibited.

⁽²⁵⁰⁰⁾ (j) Implementation date. Those vessels identified in paragraphs (b) and (c) of this section that were not previously subject to AIS carriage must install AIS no later than March 1, 2016.

(FR 1/30/2015)

13/15

Chapter 2—Paragraph 2505; read:

⁽²⁵⁰⁵⁾ (b) If the vessel's automatic identification system (AIS), radar, radio navigation receivers, gyrocompass, echo depth sounding device, or primary steering gear stops operating properly, the person directing the movement of the vessel must report or cause to be reported that it is not operating properly to the nearest Captain of the Port, District Commander, or, if participating in a Vessel Traffic Service, to the Vessel Traffic Center, as soon as possible.

(FR 1/30/2015)

13/15

COAST PILOT 4 46 Ed 2014 08 MAR 2015
LAST NM 10/15

Chapter 2—Paragraphs 3503.01 to 3503.12; read:

^(3503.01) **§334.505 St. Johns River, U.S. Coast Guard Station Mayport, Sector Jacksonville, Florida; restricted area.**

^(3503.02) (a) The area. The restricted area encompasses all navigable waters of the United States as defined at 33 CFR part 329, within the area bounded by a line connecting the following coordinates: Commencing from the shoreline at

^(3503.03) 30°23.315366'N, 081°26.056735'W; thence directly to

^(3503.04) 30°23.325775'N, 081°26.071548'W; thence directly to

^(3503.05) 30°23.266063'N, 081°26.132775'W; thence to

^(3503.06) 30°23.215082'N, 081°26.1287404'W; thence proceed directly to a point on the shoreline at

^(3503.07) 30°23.204522'N, 081°26.111753'W thence following the mean high water line to the point of beginning. The datum for these coordinates is WGS84.

^(3503.08) (b) The regulation. (1) The restricted area described in paragraph (a) of this section is only open to U.S. Government vessels. U.S. Government vessels include, but are not limited to, U.S. Coast Guard, U.S. Coast Guard Auxiliary, Department of Defense, National Oceanic and Atmospheric Administration, state and local law enforcement, emergency services and vessels under contract with the U.S. Government. Warning signs notifying individuals of the restricted area boundary and prohibiting all unauthorized entry into the area will be posted along the property boundary.

^(3503.09) (2) All persons, vessels and other craft are prohibited from entering, transiting, drifting, dredging or anchoring within the restricted area described in paragraph (a) of this section without prior approval from the Commanding Officer, U.S. Coast Guard Station Mayport or his/her designated representative.

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^(3503.10) (3) Fishing, trawling, net-fishing and other aquatic activities are prohibited in the restricted area without prior approval from the Commanding Officer, U.S. Coast Guard Station Mayport or his/her designated representative.

^(3503.11) (4) The restrictions described in paragraph (b) of this section are in effect 24 hours a day, 7 days a week.

^(3503.12) (c) Enforcement. The regulations in this section shall be enforced by the Commanding Officer, U.S. Coast Guard Station Mayport and/or such persons or agencies as he/she may designate.

(FR 2/23/2014)

13/15

Chapter 9—Paragraph 167; read:

⁽¹⁶⁷⁾ Mayport is a town on the south bank of St. Johns River, 3 miles inside the entrance jetties. It has a ferry connection with the town of Fort George Island across the river. The wharves at Mayport are private and are used by fishing vessels. A Coast Guard station is at the southerly end of the waterfront and is surrounded by a restricted area. (See 33 CFR 334.505, chapter 2, for limits and regulations.) There is a marina and a yacht basin with reported depths of about 10 feet. Gasoline, diesel fuel, water, ice, restrooms, charter boat hire, showers, electricity, wet and dry storage, and marine supplies are available. Hull, engine and electronic repairs can be made. Restaurants are nearby.

(FR 2/23/2015)

13/15

COAST PILOT 5 42 Ed 2014 08 MAR 2015
LAST NM 10/15

Chapter 2—Paragraphs 1616.01 to 1617; read:

^(1616.01) **§117.437 Chevron Oil Company Canal.**

^(1616.02) The draw of the SR 3090, mile 0.05, at Fourchon, shall open on signal if at least one-hour notice is given.

⁽¹⁶¹⁷⁾ **§117.438 Colyell Bayou.**

(FR 3/4/2015)

13/15

Chapter 2—Paragraph 1619; read:

⁽¹⁶¹⁹⁾ **§117.439 Company Canal.**

(FR 3/4/2015)

13/15

COAST PILOT 7 47 Ed 2014 08 MAR 2015
LAST NM 12/15

Chapter 2—Paragraphs 666 to 669.05; read:

⁽⁶⁶⁶⁾ **§922.153 Permit procedures and criteria.**

⁽⁶⁶⁷⁾ (a) A person may conduct an activity prohibited by paragraphs (a)(2) through (8) of §922.152 if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and §922.48.

⁽⁶⁶⁸⁾ (b) Applications for such permits should be addressed to the Director, Office of National Marine Sanctuaries; ATTN: Superintendent, Olympic Coast National

Marine Sanctuary, 115 East Railroad Avenue, Suite 301, Port Angeles, WA 98362–2925.

⁽⁶⁶⁹⁾ (c) The Director, at his or her discretion, may issue a permit, subject to such terms and conditions as he or she deems appropriate, to conduct an activity prohibited by paragraphs (a)(2) through (8) of §922.152, if the Director finds that the activity will not substantially injure Sanctuary resources and qualities and will: Further research related to Sanctuary resources and qualities; further the educational, natural or historical resource value of the Sanctuary; further salvage or recovery operations in or near the Sanctuary in connection with a recent air or marine casualty; assist in managing the Sanctuary; further salvage or recovery operations in connections with an abandoned shipwreck in the Sanctuary title to which is held by the State of Washington; or be issued to an American Indian tribe adjacent to the Sanctuary, and/or its designee as certified by the governing body of the tribe, to promote or enhance tribal self-determination, tribal government functions, the exercise of treaty rights, the economic development of the tribe, subsistence, ceremonial and spiritual activities, or the education or training of tribal members. For the purpose of this part, American Indian tribes adjacent to the sanctuary mean the Hoh, Makah, and Quileute Indian Tribes and the Quinault Indian Nation. In deciding whether to issue a permit, the Director may consider such factors as: The professional qualifications and financial ability of the applicant as related to the proposed activity; the duration of the activity and the duration of its effects; the appropriateness of the methods and procedures proposed by the applicant for the conduct of the activity; the extent to which the conduct of the activity may diminish or enhance Sanctuary resources and qualities; the cumulative effects of the activity; the end value of the activity; and the impacts of the activity on adjacent American Indian tribes. Where the issuance or denial of a permit is requested by the governing body of an American Indian tribe, the Director shall consider and protect the interests of the tribe to the fullest extent practicable in keeping with the purposes of the Sanctuary and his or her fiduciary duties to the tribe. The Director may also deny a permit application pursuant to this section, in whole or in part, if it is determined that the permittee or applicant has acted in violation of the terms or conditions of a permit or of these regulations. In addition, the Director may consider such other factors as he or she deems appropriate.

^(669.01) (d) It shall be a condition of any permit issued that the permit or a copy thereof be displayed on board all vessels or aircraft used in the conduct of the activity.

^(669.02) (e) The Director may, inter alia, make it a condition of any permit issued that any data or information obtained under the permit be made available to the public.

^(669.03) (f) The Director may, inter alia, make it a condition of any permit issued that a NOAA official be allowed to observe any activity conducted under the permit and/or that the permit holder submit one or more reports on the sta-

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tus, progress or results of any activity authorized by the permit.

^(669.04) (g) The Director shall obtain the express written consent of the governing body of an Indian tribe prior to issuing a permit, if the proposed activity involves or affects resources of cultural or historical significance to the tribe.

^(669.05) (h) Removal, or attempted removal of any Indian cultural resource or artifact may only occur with the express written consent of the governing body of the tribe or tribes to which such resource or artifact pertains, and certification by the Director that such activities occur in a manner that minimizes damage to the biological and archeological resources. Prior to permitting entry onto a significant cultural site designated by a tribal governing body, the Director shall require the express written consent of the governing body of the tribe or tribes to which such cultural site pertains.

(FR 3/2/2015)

13/15

Chapter 14—Paragraph 473; read:

⁽⁴⁷³⁾ Pier 2: 894 feet of berthing space along the NE side, 19 to 24 feet reported alongside; deck height, 9½ feet; 288 feet of berthing space along the outer end, 24 feet reported alongside; receipt and shipment of conventional and containerized cargo and automobiles; receipt of lumber, bulk cement, and liquefied petroleum gases.

(IDMS 25472)

13/15

Chapter 14—Paragraph 523; read:

⁽⁵²³⁾ <Deleted Paragraph>

(LNM 04/15 CG14)

13/15