

SECTION II  
NAVIGATION PUBLICATIONS

NM 49/15

**COAST PILOT CORRECTIONS**

**COAST PILOT 4      47 Ed 2015      15 NOV 2015**  
**LAST NM 43/15**

Chapter 2—Paragraphs 2524.01 to 2525; read:

<sup>(2524.01)</sup> (3) Hazardous Condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States, as defined in 33 CFR 160.204.

<sup>(2525)</sup> (4) Official patrol vessel means any Coast Guard, Coast Guard Auxiliary, state, or local law enforcement vessel(s) assigned and authorized by COTP North Carolina.

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Chapter 2—Paragraph 2528; read:

<sup>(2528)</sup> (3) The Coast Guard will notify the public of restrictions via Local Notice to Mariners, Broadcast Notice to Mariners, electronic mail, U.S. Coast Guard HOMEPORT Web site, Marine Safety Information Bulletins and via other methods described in 33 CFR 165.7. Additionally, the Coast Guard will notify recognized commissions and/or committees appointed by the Dare County, North Carolina

elected officials who represent commercial and recreational mariner interests in Oregon Inlet, North Carolina, when practicable, prior to imposing restrictions pursuant to enforcement of the RNA. Coast Guard personnel may be on-scene to advise the public of enforcement of any restrictions on vessel navigation within the RNA.

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Chapter 2—Paragraph 2532; read:

<sup>(2532)</sup> (e) Notification. The Coast Guard will rely on the methods described in 33 CFR 165.7 and paragraph (c) (3) of this section to notify the public of the date, time and duration of any closure of the RNA. Violations of this RNA may be reported to the COTP at 910-343-3880 or on VHF-FM channel 16.

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**COAST PILOT 7      47 Ed 2014      15 NOV 2015**  
**LAST NM 48/15**

Chapter 3—Paragraph 24.01; insert:

New table titled **California Code of Regulations--Oil Spill Contingency Plans for Non-tank Vessels** from back of this Subsection.

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**California Code of Regulations – Oil Spill Contingency Plans for Non-tank Vessels**

Non-tank vessels (300 gross tons or greater) entering California waters should be aware of California state regulations that set forth planning requirements for oil spill prevention and response, unless otherwise exempt as defined in the regulation.

Owners or operators of non-tank vessels which are 300 gross tons or greater, shall provide an oil spill contingency plan for that non-tank vessel. The planning requirements specify that the owner/operator of a non-tank vessel must own or have contracted for on-water recovery and storage resources sufficient to respond to all spills up to the reasonable worst case spill volume in the time frames specified. The information required must be submitted to the Office of Spill Prevention and Response (OSPR), and maintained by the owner/operator.

For more information, reference the **California Code of Regulations (CCR), Title 14, Division 1, Subdivision 4, Chapter 3, Subchapter 4:** [wildlife.ca.gov/OSPR/Legal/OSPR-Regulations-Index](http://wildlife.ca.gov/OSPR/Legal/OSPR-Regulations-Index)

In addition to the state regulations noted above, non-tank vessel owners/operators should be familiar with Federal regulations for a Notification of Arrival requirement (**33 CFR 160 – Subpart C, chapter 2**) and non-tank vessel response plans (**33 CFR 155 – Subpart J**, not contained in this Coast Pilot.)