Navigation Regulations

(1) This chapter contains extracts from **Code of Federal Regulations** (CFR) that are of importance to mariners in the area covered by this Coast Pilot. Sections of little value to the mariner are sometimes omitted. Omitted sections are signified by the following [...]

(2) Extracts from the following titles are contained in this chapter.

Title 15 (15 CFR): Commerce and Foreign Trade

Part 922 National Marine Sanctuary Program Regulations

Title 33 (33 CFR): Navigation and Navigable Waters

Part 26 Vessel Bridge-to-Bridge Radiotelephone Regulations

Part 80 COLREGS Demarcation Lines

Part 110 Anchorage Regulations

Part 117 Drawbridge Operation Regulations

Part 147 Safety Zones

Part 157 Rules for the Protection of the Marine Environment Relating to Tank Vessels Carrying Oil in Bulk

Part 160 Ports and Waterways Safety-General

Part 161 Vessel Traffic Management

Part 162 Inland Waterways Navigation Regulations

Part 164 Navigation Safety Regulations (in part)

Part 165 Regulated Navigation Areas and Limited Access Areas

Part 166 Shipping Safety Fairways

Part 207 Navigation Regulations

Part 334 Danger Zones and Restricted Area Regulations

Title 40 (40 CFR): Protection of Environment

Part 140 Marine Sanitation Device Standard

Title 46 (46 CFR): Shipping

Part 15 Manning Requirements

(3) **Note.**–These regulations can only be amended by the enforcing agency or other authority cited in the regulations. Accordingly, requests for changes to these regulations should be directed to the appropriate agency for action. In those regulations where the enforcing agency is not cited or is unclear, recommendations for changes should be directed to the following Federal agencies for action:

(4) **National Oceanic and Atmospheric Administration:** (15 CFR 922);

(5) **U.S. Coast Guard:** (33 CFR 26, 80, 110, 117, 147, 157, 160, 161, 162, 164, 165, and 166; 46 CFR 15);

(6) **U.S. Army Corps of Engineers:** (33 CFR 207 and 334).

TITLE 15–COMMERCE AND FOREIGN TRADE

PART 922–National Marine Sanctuary Program Regulations

Subpart A–General

§922.1 Applicability of regulations.

(7) Unless noted otherwise, the regulations in subparts A, D and E apply to all thirteen National Marine Sanctuaries for which site-specific regulations appear in Subparts F through R, respectively. Subparts B and C apply to the site evaluation list and to the designation of future Sanctuaries.

§922.2 Mission, goals, and special policies.

(8) (a) In accordance with the standards set forth in title III of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended, also known as the National Marine Sanctuaries Act (Act) the mission of the National Marine Sanctuary program (Program) is to identify, designate and manage areas of the marine environment of special national, and in some cases international, significance due to their conservation,

recreational, ecological, historical, research, educational, or aesthetic qualities.

(9) (b) The goals of the Program are to carry out the mission to:

(10) (1) Identify and designate as National Marine Sanctuaries areas of the marine environment which are of special national significance;

(11) (2) Provide authority for comprehensive and coordinated conservation and management of these marine areas, and activities affecting them, in a manner which complements existing regulatory authorities;

(12) (3) Support, promote, and coordinate scientific research on, and monitoring of, the resources of these marine areas, especially long-term monitoring and research of these areas:

(13) (4) Enhance public awareness, understanding, appreciation, and wise use of the marine environment;

(14) (5) Facilitate to the extent compatible with the primary objective of resource protection, all public and private uses of the resources of these marine areas not prohibited pursuant to other authorities;

(15) (6) Develop and implement coordinated plans for the protection and management of these areas with appropriate Federal agencies, State and local governments, Native American tribes and organizations, international organizations, and other public and private interests concerned with the continuing health and resilience of these marine areas;

(16) (7) Create models of, and incentives for, ways to conserve and manage these areas;

(17) (8) Cooperate with global programs encouraging conservation of marine resources; and

(18) (9) Maintain, restore, and enhance living resources by providing places for species that depend upon these marine areas to survive and propagate.

(19) (c) To the extent consistent with the policies set forth in the Act, in carrying out the Program's mission and goals:

(20) (1) Particular attention will be given to the establishment and management of marine areas as National Marine Sanctuaries for the protection of the area's natural resource and ecosystem values; particularly for ecologically or economically important or threatened species or species assemblages, and for offshore areas where there are no existing special area protection mechanisms;

(21) (2) The size of a National Marine Sanctuary, while highly dependent on the nature of the site's resources, will be no larger than necessary to ensure effective management;

(22) (d) Management efforts will be coordinated to the extent practicable with other countries managing marine protected areas;

(23) (e) Program regulations, policies, standards, guidelines, and procedures under the Act concerning the identification, evaluation, registration, and treatment of historical resources shall be consistent, to the extent practicable, with the declared national policy for the protection and preservation of these resources as stated in the National Historic Preservation Act of 1966, 16 U.S.C. 470 et seq., the Archeological and Historical Preservation Act of 1974, 16 U.S.C. 469 et seq., and the Archeological Resources Protection Act of 1979 (ARPA), 16 U.S.C. 470aa et seq. The same degree of regulatory protection and preservation planning policy extended to historical resources on land shall be extended, to the extent practicable, to historical resources in the marine environment within the boundaries of designated National Marine Sanctuaries. The management of historical resources under the authority of the Act shall be consistent, to the extent practicable, with the Federal archeological program by consulting the Uniform Regulations, ARPA (43 CFR part 7) and other relevant Federal regulations. The Secretary of the Interior's Standards and Guidelines for Archeology may also be consulted for guidance. These guidelines are available from the Office of Ocean and Coastal Management at (301) 713-3125.

§922.3 Definitions.

(24) *Act* means title III of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended, 16 U.S.C. 1431 et seq., also known as the National Marine Sanctuaries Act.

(25) *Active Candidat*e means a site selected by the Secretary from the Site Evaluation List for further consideration for possible designation as a National Marine Sanctuary.

(26) *Assistant Administrator* means the Assistant Administrator for Ocean Services and Coastal Zone Management, National Oceanic and Atmospheric Administration (NOAA), or designee.

(27) *Benthic community* means the assemblage of organisms, substrate, and structural formations found at or near the bottom that is periodically or permanently covered by water.

(28) *Commercial fishing* means any activity that results in the sale or trade for intended profit of fish, shellfish, algae, or corals.

(29) *Conventional hook and line gear* means any fishing apparatus operated aboard a vessel and composed of a single line terminated by a combination of sinkers and hooks or lures and spooled upon a reel that may be hand or electrically operated, hand-held or mounted. This term does not include bottom longlines.

(30) *Cultural resources* means any historical or cultural feature, including archaeological sites, historic structures, shipwrecks, and artifacts.

(31) *Director* means, except where otherwise specified, the Director of the Office of Ocean and Coastal Resource Management, NOAA, or designee.

(32) *Exclusive economic zone* means the exclusive economic zone as defined in the Magnuson Fishery Conservation and Management Act, 16 U.S. 1801 et seq.

(33) *Fish wastes* means waste materials resulting from commercial fish processing operations.

(34) *Historical resource* means a resource possessing historical, cultural, archaeological or paleontological significance, including sites, structures, districts, and objects significantly associated with or representative of earlier people, cultures and human activities and events. Historical resources also include "historical properties", as defined in the National Historic Preservation Act, as amended 16 U.S.C. 470 et seq., and its implementing regulations, as amended.

(35) *Indian tribe* means any American Indian tribe, band, group, or community recognized as such by the Secretary of the Interior.

(36) *Injure* means to change adversely, either in the long or short term, a chemical, biological or physical attribute of, or the viability of. This includes, but is not limited to, to cause the loss of or destroy.

(37) *Lightering* means at-sea transfer of petroleum-based products, materials or other matter from vessel to vessel.

(38) *Marine* means those areas of coastal and ocean waters, the Great Lakes and their connecting waters, and submerged lands over which the United States exercises jurisdiction, including the exclusive economic zone, consistent with international law.

(39) *Mineral* means clay, stone, sand, gravel, metalliferous ore, non-metalliferous ore, or any other solid material or other matter of commercial value.

(40) *National historic landmark* means a district, site, building, structure or object designated as such by the Secretary of the Interior under the National Historic Landmarks Program (36 CFR part 65).

(41) *National Marine Sanctuary* means an area of the marine environment of special national significance due to its resource or human-use values, which is designated as such to ensure its conservation and management.

(42) *Person* means any private individual, partnership, corporation or other entity; or any officer, employee, agent, department, agency or instrumentality of the Federal Government, of any State or local unit of government, or of any foreign government.

(43) *Regional Fishery Management Council* means any fishery council established under section 302 of the Magnuson Fishery Conservation and Management Act, 16 U.S.C. 1801 et seq.

(44) *Sanctuary quality* means any particular and essential characteristic of a Sanctuary, including, but not limited to, water, sediment, and air quality.

(45) *Sanctuary resource* means any living or non-living resource of a National Marine Sanctuary that contributes to the conservation, recreational, ecological, historical, research, educational, or aesthetic value of the Sanctuary, including, but not limited to, the substratum of the area of the Sanctuary, other submerged features and the surrounding seabed, carbonate rock, corals and other bottom formations, coralline algae and other marine plants and algae, marine invertebrates, brine-seep biota, phytoplankton, zooplankton, fish, seabirds, sea turtles and other marine reptiles, marine mammals and historical resources.

(46) *Secretary* means the Secretary of the United States Department of Commerce, or designee.

(47) *Shunt* means to discharge expended drilling cuttings and fluids near the ocean seafloor.

(48) *Site Evaluation List (SEL)* means a list of selected natural and historical resource sites selected by the Secretary as qualifying for further evaluation for possible designation as National Marine Sanctuaries.

(49) *State* means each of the several States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, the United States Virgin Islands, Guam, and any other commonwealth, territory, or possession of the United States.

(50) *Subsistence use* means the customary and traditional use by rural residents of areas near or in the marine environment for direct personal or family consumption as food, shelter, fuel, clothing, tools, or transportation; for the making and selling of handicraft articles; and for barter, if for food or non-edible items other than money, if the exchange is of a limited and non-commercial nature.

(51) *Take or taking* means:

(52) (1) For any marine mammal, sea turtle, or seabird listed as either endangered or threatened pursuant to the Endangered Species Act, to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect or injure, or to attempt to engage in any such conduct;

(53) (2) For any other marine mammal, sea turtle, or seabird, to harass, hunt, capture, kill, collect or injure, or to attempt to engage in any such conduct.

(54) For the purpose of both (1) and (2) of this definition, this includes, but is not limited to, to collect any dead or injured marine mammal, sea turtle or seabird, or any part thereof; to restrain or detain any marine mammal, sea turtle or seabird, or any part thereof, no matter how temporarily; to tag any sea turtle, marine

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mammal or seabird; to operate a vessel or aircraft or to do any other act that results in the disturbance or molestation of any marine mammal, sea turtle or seabird.

(55) *Tropical fish* means fish or minimal sport and food value, usually brightly colored, often used for aquaria purposes and which lives in a direct relationship with live bottom communities.

(56) *Vessel* means a watercraft of any description capable of being used as a means of transportation in/on the waters of the Sanctuary.

§922.4 Effect of National Marine Sanctuary designation.

(57) The designation of a National Marine Sanctuary, and the regulations implementing it, are binding on any person subject to the jurisdiction of the United States. Designation does not constitute any claim to territorial jurisdiction on the part of the United States for designated sites beyond the U.S. territorial sea, and the regulations implementing the designation shall be applied in accordance with generally recognized principles of international law, and in accordance with treaties, conventions, and other agreements to which the United States is a party. No regulation shall apply to a person who is not a citizen, national, or resident alien of the United States, unless in accordance with:

(58) (a) Generally recognized principles of international law;

(59) (b) An agreement between the United States and the foreign state of which the person is a citizen; or

(60) (c) An agreement between the United States and the flag state of the foreign vessel, if the person is a crew member of the vessel.

Subpart D–Management Plan Development and Implementation

§922.30 General.

(61) (a) The Secretary shall implement each management plan, and applicable regulations, including carrying out surveillance and enforcement activities and conducting such research, monitoring, evaluation, and education programs as are necessary and reasonable to carry out the purposes and policies of the Act.

(62) (b) Consistent with Sanctuary management plans, the Secretary shall develop and implement site-specific contingency and emergency-response plans designed to protect Sanctuary resources. The plans shall contain alert procedures and actions to be taken in the event of an emergency such as a shipwreck or an oil spill.

§922.31 Promotion and coordination of Sanctuary use.

(63) The Secretary shall take such action as is necessary and reasonable to promote and coordinate the use of National Marine Sanctuaries for research, monitoring, and education purposes. Such action may include consulting with Federal agencies, or other persons to promote use of one or more Sanctuaries for research, monitoring and education, including coordination with the National Estuarine Research Reserve System.

Subpart E–Regulations of General Applicability

§922.40 Purpose.

(64) The purpose of the regulations in this Subpart and in Subparts F through R is to implement the designations of the thirteen National Marine Sanctuaries for which site specific regulations appear in Subparts F through R, respectively, by regulating activities affecting them, consistent with their respective terms of designation in order to protect, preserve and manage and thereby ensure the health, integrity and continued availability of the conservation, ecological, recreational, research, educational, historical and aesthetic resources and qualities of these areas. Additional purposes of the regulations implementing the designation of the Florida Keys and Hawai‘ian Islands Humpback Whale National Marine Sanctuaries are found at §§922.160, and 922.180, respectively.

§922.41 Boundaries.

(65) The boundary for each of the thirteen National Marine Sanctuaries covered by this part is described in Subparts F through R, respectively.

§922.42 Allowed Activities.

(66) All activities (e.g., fishing, boating, diving, research, education) may be conducted unless prohibited or otherwise regulated in Subparts F through R, subject to any emergency regulations promulgated pursuant to §§922.44, 922.111(c), 922.165, 922.186, or 922.196, subject to all prohibitions, regulations, restrictions, and conditions validly imposed by any Federal, State, or local authority of competent jurisdiction, including Federal and State fishery management authorities, and subject to the provisions of section 312 of the National Marine Sanctuaries Act (NMSA), (16 U.S.C. 1431 et seq.). The Assistant Administrator may only directly regulate fishing activities pursuant to the procedure set forth in section 304(a)(5) of the NMSA.

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§922.43 Prohibited or otherwise regulated activities.

(67) Subparts F through R set forth site-specific regulations applicable to the activities specified therein.

§922.44 Emergency Regulations.

(68) Where necessary to prevent or minimize the destruction of, loss of, or injury to a Sanctuary resource or quality, or minimize the imminent risk of such destruction, loss, or injury, any and all such activities are subject to immediate temporary regulation, including prohibition. The provisions of this section do not apply to the Cordell Bank, Florida Keys, Hawai'ian Islands Humpback Whale, and Thunder Bay National Marine Sanctuaries. See §§922.111(c), 922.165, 922.186, and 922.196, respectively, for the authority to issue emergency regulations with respect to those sanctuaries.

§922.45 Penalties.

(69) (a) Each violation of the NMSA or FKNMSPA, any regulation in this part, or any permit issued pursuant thereto, is subject to a civil penalty of not more than $100,000. Each day of a continuing violation constitutes a separate violation.

(70) (b) Regulations setting forth the procedures governing administrative proceedings for assessment of civil penalties, permit sanctions, and denials for enforcement reasons, issuance and use of written warnings, and release or forfeiture of seized property appear at 15 CFR part 904.

§922.46 Response costs and damages.

(71) Under section 312 of the Act, any person who destroys, causes the loss of, or injures any Sanctuary resource is liable to the United States for response costs and damages resulting from such destruction, loss or injury, and any vessel used to destroy, cause the loss of, or injure any Sanctuary resource is liable in rem to the United States for response costs and damages resulting from such destruction, loss or injury.

§922.47 Pre-existing authorizations or rights and certifications of pre-existing authorizations or rights.

(72) (a) Leases, permits, licenses, or rights of subsistence use or access in existence on the date of designation of any National Marine Sanctuary shall not be terminated by the Director. The Director may, however, regulate the exercise of such leases, permits, licenses, or rights consistent with the purposes for which the Sanctuary was designated.

(73) (b) The prohibitions listed in Subparts F through P, and Subpart R do not apply to any activity authorized by a valid lease, permit, license, approval or other authorization in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, and issued by any Federal, State or local authority of competent jurisdiction, or by any valid right of subsistence use or access in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, provided that the holder of such authorization or right complies with certification procedures and criteria promulgated at the time of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, and with any terms and conditions on the exercise of such authorization or right imposed by the Director as a condition of certification as the Director deems necessary to achieve the purposes for which the Sanctuary was designated.

§922.48 National Marine Sanctuary permits—application procedures and issuance criteria.

(74) (a) A person may conduct an activity prohibited by Subparts F through O, if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and Subparts F through O, as appropriate. For the Florida Keys National Marine Sanctuary, a person may conduct an activity prohibited by Subpart P if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under §922.166. For the Thunder Bay National Marine Sanctuary and Underwater Preserve, a person may conduct an activity prohibited by Subpart R in accordance with the scope, purpose, terms and conditions of a permit issued under §922.195.

(75) (b) Applications for permits to conduct activities otherwise prohibited by Subparts F through O should be addressed to the Director and sent to the address specified in Subparts F through O, or Subpart R, as appropriate. An application must include:

(76) (1) A detailed description of the proposed activity including a timetable for completion:

(77) (2) The equipment, personnel and methodology to be employed;

(78) (3) The qualifications and experience of all personnel;

(79) (4) The potential effects of the activity, if any, on Sanctuary resources and qualities; and

(80) (5) Copies of all other required licenses, permits, approvals or other authorizations.

(81) (c) Upon receipt of an application, the Director may request such additional information from the applicant as he or she deems necessary to act on the application

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and may seek the views of any persons or entity, within or outside the Federal government, and may hold a public hearing, as deemed appropriate.

(82) (d) 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 a prohibited activity, in accordance with the criteria found in Subparts F through O, or Subpart R, as appropriate. The Director shall further impose, at a minimum, the conditions set forth in the relevant subpart.

(83) (e) A permit granted pursuant to this section is nontransferable.

(84) (f) The Director may amend, suspend, or revoke a permit issued pursuant to this section for good cause. The Director may 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 and conditions of a permit or of the regulations set forth in this section or Subparts F through O, Subpart R or for other good cause. Any such action shall be communicated in writing to the permittee or applicant by certified mail and shall set forth the reason(s) for the action taken. Procedures governing permit sanctions and denials for enforcement reasons are set forth in subpart D of 15 CFR part 904.

§922.49 Notification and review of applications for leases, licenses, permits, approvals or other authorizations to conduct a prohibited activity.

(85) (a) A person may conduct an activity prohibited by Subparts L through P, or Subpart R, if such activity is specifically authorized by any valid Federal, State, or local lease, permit, license, approval, or other authorization issued after the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary after the effective date of the regulations in Subpart P provided that:

(86) (1) The applicant notifies the Director, in writing, of the application for such authorization (and of any application for an amendment, renewal, or extension of such authorization) within fifteen (15) days of the date of filing of the application or the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P of this part, whichever is later;

(87) (2) The applicant complies with the other provisions of this §922.49;

(88) (3) The Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization (or amendment, renewal or extension); and

(89) (4) The applicant complies with any terms and conditions the Director deems reasonably necessary to protect Sanctuary resources and qualities.

(90) (b) Any potential applicant for an authorization described in Paragraph (a) of this section may request the Director to issue a finding as to whether the activity for which an application is intended to be made is prohibited by Subparts L through P, or Subpart R, as appropriate.

(91) (c) Notification of filings of applications should be sent to the Director, Office of Ocean and Coastal Resource Management at the address specified in Subparts L through P, or Subpart R as appropriate. A copy of the application must accompany the notification.

(92) (d) The Director may request additional information from the applicant as he or she deems reasonably necessary to determine whether to object to issuance of an authorization described in Paragraph (a) of this section, or what terms and conditions are reasonably necessary to protect Sanctuary resources and qualities. The information requested must be received by the Director within 45 days of the postmark date of the request. The Director may seek the views of any persons on the application.

(93) (e) The Director shall notify, in writing, the agency to which application has been made of his or her pending review of the application and possible objection to issuance. Upon completion of review of the application and information received with respect thereto, the Director shall notify both the agency and applicant, in writing, whether he or she has an objection to issuance and what terms and conditions he or she deems reasonably necessary to protect Sanctuary resources and qualities, and reasons therefor.

(94) (f) The director may amend the terms and conditions deemed reasonably necessary to protect Sanctuary resources and qualities whenever additional information becomes available justifying such an amendment.

(95) (g) Any time limit prescribed in or established under this §922.49 may be extended by the Director for good cause.

(96) (h) The applicant may appeal any objection by or terms or conditions imposed by the Director, to the Assistant Administrator in accordance with the procedures set forth in §922.50.

§922.50 Appeals of administrative action.

(97) (a)(1) Except for permit actions taken for enforcement reasons (see subpart D of 15 CFR part 904 for applicable procedures), an applicant for, or a holder of, a National Marine Sanctuary permit; an applicant for, or a holder of, a Special Use permit pursuant to section 310 of the Act; a person requesting certification of an existing lease, permit, license or right of subsistence use or access under §922.47; or, for those Sanctuaries

described in Subparts L through P and Subpart R, an applicant for a lease, permit, license or other authorization issued by any Federal, State, or local authority of competent jurisdiction (hereinafter appellant) may appeal to the Assistant Administrator:

(98) (i) The granting, denial, conditioning, amendment, suspension or revocation by the Director of a National Marine Sanctuary or Special Use permit;

(99) (ii) The conditioning, amendment, suspension or revocation of a certification under §922.47; or

(100) (iii) For those Sanctuaries described in Subparts L through P and Subpart R, the objection to issuance of the imposition of terms and conditions on a lease, permit, license or other authorization issued by any Federal, State, or local authority of competent jurisdiction.

(101) (2) For those National Marine Sanctuaries described in subparts F through K, any interested person may also appeal the same actions described in §922.50(a)(1)(i) and (ii). For appeals arising from actions taken with respect to these National Marine Sanctuaries, the term "appellant" includes any such interested persons.

(102) (b) An appeal under Paragraph (a) of this section must be in writing, state the action(s) by the Director appealed and the reason(s) for the appeal, and be received within 30 days of receipt of notice of the action by the Director. Appeals should be addressed to the Assistant Administrator for Ocean Services and Coastal Zone Management, NOAA 1305 East-West Highway, 13th Floor, Silver Spring, MD 20910.

(103) (c)(1) The Assistant Administrator may request the appellant to submit such information as the Assistant Administrator deems necessary in order for him or her to decide the appeal. The information requested must be received by the Assistant Administrator within 45 days of the postmark date of the request. The Assistant Administrator may seek the views of any other persons. For the Monitor National Marine Sanctuary, if the appellant has request a hearing, the Assistant Administrator shall grant an informal hearing. For all other National Marine Sanctuaries, the Assistant Administrator may determine whether to hold an informal hearing on the appeal. If the Assistant Administrator determines that an informal hearing should be held, the Assistant Administrator may designate an officer before whom the hearing shall be held.

(104) (2) The hearing officer shall give notice in the **Federal Register** of the time, place and subject matter of the hearing. The appellant and the Director may appear personally or by counsel at that hearing and submit such material and present such arguments as deemed appropriate by the hearing officer. Within 60 days after the record for the hearing closes, the hearing officer shall recommend a decision in writing to the Assistant Administrator.

(105) (d) The Assistant Administrator shall decide the appeal using the same regulatory criteria as for the initial decision and shall base the appeal decision on the record before the Director and any information submitted regarding the appeal, and, if a hearing has been held, on the record before the hearing officer and the hearing officer's recommended decision. The Assistant Administrator shall notify the appellant of the final decision and the reason(s) therefore in writing. The Assistant Administrator's decision shall constitute final agency action for the purpose of the Administrative Procedure Act.

(106) (e) Any time limit prescribed in or established under this section other than the 30-day limit for filing an appeal may be extended by the Assistant Administrator or hearing office for good cause.

Subpart G–Channel Islands National Marine Sanctuary

§922.70 Boundary.

(107) The Channel Islands National Marine Sanctuary (Sanctuary) consists of an area of the waters off the coast of California of approximately 1252.5 square nautical miles (NM) adjacent to the following islands and offshore rocks: San Miguel Island, Santa Cruz Island, Santa Rosa Island, Anacapa Island, Santa Barbara Island, Richardson Rock, and Castle Rock (collectively the islands) extending seaward to a distance of six NM. The boundary coordinates are listed in appendix A to this subpart.

§922.71 Prohibited or otherwise regulated activities.

(108) (a) Except as may be necessary for the national defense (subject to the terms and conditions of Article 5, Section 2 of the Designation Document) or to respond to an emergency threatening life, property, or the environment, or except as may be permitted by the Director in accordance with §922.48 and §922.72, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within the Sanctuary;

(109) (1) Exploring for, developing, and producing hydrocarbons except pursuant to leases executed prior to March 30, 1981, and except the laying of pipeline, if the following oil spill contingency equipment is available at the site of such operations:

(110) (i) 1,500 feet of open ocean containment boom and a boat capable of deploying the boom;

(111) (ii) One oil skimming device capable of open ocean use; and

(112) (iii) Fifteen bales of oil sorbent material, and subject to all prohibitions, restrictions and conditions imposed by applicable regulations, permits, licenses or other authorizations and consistency reviews including those issued by the Department of the Interior, the Coast Guard, the Corps of Engineers, the Environmental Protection Agency and under the California Coastal Management Program and its implementing regulations.

(113) (2) Discharging or depositing or depositing any material or other matter except;

(114) (i) Fish or fish parts and chumming materials (bait);

(115) (ii) Water (including cooling water) and other biodegradable effluents incidental to vessel use of the Sanctuary generated by:

(116) (A) Marine sanitation devices;

(117) (B) Routine vessel maintenance, e.g., deck wash down;

(118) (C) Engine exhaust; or

(119) (D) Meals on board vessels;

(120) (iii) Effluents incidental to hydrocarbon exploration and exploitation activities allowed by Paragraph (a)(1) of this section.

(121) (3) Except in connection with the laying of any pipeline as allowed by Paragraph (a)(1) of this section, within 2 NM of any Island:

(122) (i) Constructing any structure other than a navigation aid,

(123) (ii) Drilling through the seabed, or

(124) (iii) Dredging or otherwise altering the seabed in any way, other than

(125) (A) To anchor vessels, or

(126) (B) To bottom trawl from a commercial fishing vessel.

(127) (4) Except to transport persons or supplies to or from an island, operating within one NM of an Island any vessel engaged in the trade of carrying cargo, including, but not limited to, tankers and other bulk carriers and barges, or any vessel engaged in the trade of servicing offshore installations. In no event shall this section be construed to limit access for fishing (including kelp harvesting), recreational, or research vessels.

(128) (5) Disturbing seabirds or marine mammals by flying motorized aircraft at less than 1000 feet over the waters within one NM of any Island except:

(129) (i) For enforcement purposes;

(130) (ii) To engage in kelp bed surveys; or

(131) (iii) To transport persons or supplies to or from an Island.

(132) (6) Removing or damaging any historical or cultural resource.

(133) (b) All activities currently carried out by the Department of Defense within the Sanctuary are essential for the national defense and, therefore, not subject to the prohibitions in this section. The exemption of additional activities having significant impact shall be determined in consultation between the Director and the Department of Defense.

§922.72 Permit procedures and criteria.

(134) (a) Any person in possession of a valid permit issued by the Director in accordance with this section and §922.48 may conduct any activity in the Sanctuary prohibited under §922.71 if such activity is either:

(135) (1) Research related to the resources of the Sanctuary,

(136) (2) To further the educational value of the Sanctuary; or

(137) (3) For salvage or recovery operations.

(138) (b) Permit applications shall be addressed to: Director, Office of Ocean and Coastal Resource Management, ATTN: Manager, Channel Islands National Marine Sanctuary, 113 Harbor Way, Santa Barbara, CA 93109.

(139) (c) In considering whether to grant a permit the Director shall evaluate such matters as:

(140) (1) The general professional, and financial responsibility of the applicant;

(141) (2) The appropriateness of the methods envisioned to the purpose(s) of the activity;

(142) (3) The extent to which the conduct of any permitted activity may diminish or enhance the value of the Sanctuary as a source of recreation, or as a source of educational or scientific information;

(143) (4) The end value of the activity and

(144) (5) Such other matters as may be deemed appropriate.

(145) (d) The Director may observe any permitted activity and/or require the submission of one or more reports of the status or progress of such activity. Any information obtained shall be available to the public.

Appendix A to Subpart G of Part 922– Channel Islands National Marine Sanctuary Boundary Coordinates

Point No.	Latitude North	Longitude west
Northern Channel Islands Section		
01	33°56'28.959"	119°16'23.800"
02	33°58'03.919"	119°14'56.964"
03	34°01'33.846"	119°14'07.740"
04	34°04'24.203"	119°15'21.308"

Point No.	Latitude North	Longitude west
05	34°06'06.653"	119°17'27.002"
06	34°06'54.809"	119°19'46.046"
07	34°06'57.988"	119°23'24.905"
08	34°06'51.627"	119°24'04.198"
09	34°07'01.640"	119°25'40.819"
10	34°06'59.904"	119°26'50.959"
11	34°08'02.002"	119°28'47.501"
12	34°08'17.693"	119°29'27.698"
13	34°08'52.234"	119°30'39.562"
14	34°09'16.780"	119°35'22.667"
15	34°09'05.106"	119°36'41.694"
16	34°08'02.782"	119°39'33.421"
17	34°08'46.870"	119°41'48.621"
18	34°09'35.563"	119°45'57.284"
19	34°09'32.627"	119°46'37.335"
20	34°09'33.396"	119°47'32.285"
21	34°09'43.668"	119°48'09.018"
22	34°10'10.616"	119°50'07.659"
23	34°10'21.586"	119°51'05.146"
24	34°10'33.161"	119°53'17.044"
25	34°10'36.545"	119°55'57.373"
26	34°10'21.283"	119°57'26.403"
27	34°08'07.255"	120°01'07.233"
28	34°08'13.144"	120°02'27.930"
29	34°07'47.772"	120°05'05.449"
30	34°07'29.314"	120°06'36.262"
31	34°07'30.691"	120°09'35.328"
32	34°06'36.285"	120°12'39.335"
33	34°06'40.634"	120°13'33.940"
34	34°08'10.759"	120°15'07.017"
35	34°09'12.290"	120°17'07.046"
35A.	34°09'50.706"	120°17'31.649"
36	34°10'56.346"	120°18'40.520"
36B	34°11'28.249"	120°19'29.123"
37	34°12'08.078"	120°21'00.835"
37C	34°12'25.468"	120°25'01.261"
38	34°12'18.754"	120°25'39.373"
38D	34°11'33.184"	120°27'33.921"
39	34°12'19.470"	120°30'22.620"

Point No.	Latitude North	Longitude west
39E	34°12'17.540"	120°32'19.959"
40	34°10'54.492"	120°35'57.887"
40F.	34°06'07.491"	120°38'27.883"
41	34°04'53.454"	120°38'16.602"
41G	34°03'30.539"	120°37'39.442"
42	34°01'09.860"	120°35'04.808"
42H	34°00'48.573"	120°34'25.106"
43	33°59'13.122"	120°33'53.385"
44	33°57'01.427"	120°31'54.590"
45	33°55'36.973"	120°27'37.188"
46	33°55'30.037"	120°25'14.587"
47	33°54'50.522"	120°22'29.536"
48	33°55'01.640"	120°19'26.722"
49	33°54'34.409"	120°18'27.344"
50	33°53'23.129"	120°17'39.927"
51	33°50'39.990"	120°15'13.874"
52	33°49'53.260"	120°13'41.904"
53	33°49'03.437"	120°12'06.750"
54	33°48'36.087"	120°11'10.821"
55	33°47'39.280"	120°07'59.707"
56	33°47'37.617"	120°06'04.002"
57	33°47'59.351"	120°04'08.370"
58	33°48'38.700"	120°02'33.188"
59	33°48'52.167"	120°01'50.244"
60	33°50'28.488"	119°59'50.820"
61	33°50'55.128"	119°55'19.934"
62	33°52'13.338"	119°52'53.439"
63	33°52'04.900"	119°52'10.719"
64	33°51'39.919"	119°47'21.152"
65	33°51'48.592"	119°46'13.213"
66	33°51'35.798"	119°44'34.589"
67	33°51'35.374"	119°41'12.738"
68	33°52'23.857"	119°39'14.708"
69	33°53'09.365"	119°37'30.784"
70	33°53'12.754"	119°35'35.793"
71	33°53'17.114"	119°34'54.567"
72	33°53'38.865"	119°32'51.578"
73	33°54'02.277"	119°31'06.274"
74	33°54'56.444"	119°28'54.052"

Point No.	Latitude North	Longitude west
75	33°54'39.349"	119°27'37.512"
76	33°54'15.236"	119°25'23.779"
77	33°54'07.847"	119°24'22.849"
78	33°54'04.682"	119°22'58.006"
79	33°54'14.311"	119°21'44.573"
80	33°54'22.824"	119°21'09.003"
81	33°54'46.904"	119°19'54.677"
82	33°55'05.834"	119°19'19.027"
Santa Barbara Island Section		
83	33°28'56.904"	119°10'04.092"
84	33°26'32.364"	119°10'01.328"
85	33°24'19.904"	119°08'52.236"
86	33°23'26.019"	119°07'54.826"
87	33°22'04.836"	119°05'16.716"
88	33°21'49.387"	119°04'01.551"
89	33°21'44.594"	119°02'49.887"
90	33°21'49.556"	119°01'37.839"
91	33°22'07.538"	118°59'49.357"
92	33°22'27.774"	118°58'51.623"
93	33°22'47.957"	118°58'07.633"
94	33°23'20.805"	118°57'14.375"
95	33°24'18.458"	118°56'08.450"
96	33°26'24.130"	118°54'51.352"
97	33°29'02.820"	118°54'22.276"
98	33°31'27.917"	118°54'50.367"
99	33°32'17.935"	118°55'18.396"
100.	33°35'10.090"	118°59'40.091"
101.	33°35'24.575"	119°01'22.108"
102.	33°35'06.497"	119°03'59.463"
103.	33°34'48.322"	119°05'03.374"
104.	33°32'37.151"	119°08'37.201"
105.	33°30'41.731"	119°09'45.845"

Subpart H–Gulf of the Farollones National Marine Sanctuary

§922.80 Boundary.

(146) (a) The Gulf of the Farollones National Marine Sanctuary (Sanctuary) consists of an area of the waters adjacent to the coast of California north and south of the Point Reyes Headlands, between Bodega Head and Rocky Point and the Farallon Islands (including Noonday Rock), and includes approximately 948 square nautical miles (NM). The boundary coordinates are listed in Appendix A to this subpart.

(147) (b) The shoreward boundary follows the mean high tide line and the seaward limit of Point Reyes National Seashore. Between Bodega Head and Point Reyes Headlands, the Sanctuary extends seaward 3 NM beyond State waters. The Sanctuary also includes the waters within 12 NM of the Farallon Islands, and between the Islands and the mainland from Point Reyes Headlands to Rocky Point. The Sanctuary includes Bodega Bay, but not Bodega Harbor.

§922.81 Definitions.

(148) In addition to those definitions found at §922.3, the following definition applies to this subpart:

(149) *Areas of Special Biological Significance (ASBS)* means those areas established by the State of California prior to the designation of the Sanctuary except that for purposes of the regulations in this subpart, the area established around the Farallon Islands shall not be included.

(150) *Motorized personal watercraft* means a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner or sitting or standing inside the vessel.

§922.82 Prohibited or otherwise regulated activities.

(151) (a) Except as may be necessary for national defense (subject to the terms and conditions of Article 5, Section 2 of the Designation Document) or to respond to an emergency threatening life, property or the environment, or except as may be permitted by the Director in accordance with §922.48 and §922.83, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within the Sanctuary:

(152) (1) Exploring for, developing and producing oil or gas except that pipelines related to hydrocarbon operations outside the Sanctuary may be placed at a distance greater than 2 NM from the Farallon Islands, Bolinas Lagoon, and ASBS where certified to have no significant effect on Sanctuary resources in accordance with §922.84.

(153) (2) Discharging or depositing any material or other matter except:

(154) (i) Fish or fish parts and chumming materials (bait).

(155) (ii) Water (including cooling water) and other biodegradable effluents incidental to vessel use of the Sanctuary generated by:

(156) (A) Marine sanitation devices;

(157) (B) Routine vessel maintenance, e.g., deck wash down;

(158) (C) Engine exhaust; or

(159) (D) Meals on board vessels.

(160) (iii) Dredge material disposed of at the interim dumpsite now established approximately 10 NM south of the southeast Farallon Island and municipal sewage provided such discharges are certified in accordance with §922.84.

(161) (3) Except in connection with the laying of pipelines or construction of an outfall if certified in accordance with §922.84:

(162) (i) Constructing any structure other than a navigation aid,

(163) (ii) Drilling through the seabed, and

(164) (iii) Dredging or otherwise altering the seabed in any way other than by anchoring vessels or bottom trawling from a commercial fishing vessel, except for routine maintenance and navigation, ecological maintenance, mariculture, and the construction of docks and piers in Tomales Bay.

(165) (4) Except to transport persons or supplies to or from islands or mainland areas adjacent to Sanctuary waters, within an area extending 2 NM from the Farallon Islands, Bolinas Lagoon, or any ASBS, operating any vessel engaged in the trade of carrying cargo including but not limited to tankers and other bulk carriers and barges, or any vessel engaged in the trade of servicing offshore installations. In no event shall this section be constructed to limit access for fishing, recreational or research vessels.

(166) (5) Disturbing seabirds or marine mammals by flying motorized aircraft at less than 1,000 feet over the waters within one NM of the Farallon Islands, Bolinas Lagoon, or any ASBS except to transport persons or supplies to or from the Islands or for enforcement purposes.

(167) (6) Removing or damaging any historical or cultural resource.

(168) (7) Operation of motorized personal watercraft, except for the operation of motorized personal watercraft for emergency search and rescue mission or law enforcement operations (other than routine training activities) carried out by National Park Service, U.S. Coast Guard, Fire or Police Departments or other Federal, State or local jurisdictions.

(169) (b) All activities currently carried out by the Department of Defense within the Sanctuary are essential for the national defense and, therefore, not subject to the prohibitions in this section. The exemption of additional activities having significant impacts shall be determined in consultation between the Director and the Department of Defense.

§922.83 Permit procedures and criteria.

(170) (a) Any person in possession of a valid permit issued by the Director in accordance with this section and §922.48 may conduct any activity in the Sanctuary, prohibited user §922.82, if such an activity is

(171) (1) Research related to the resources of the Sanctuary,

(172) (2) To further the educational value of the Sanctuary, or

(173) (3) For salvage or recovery operations.

(174) (b) Permit applications shall be addressed to the Director, Office of Ocean and Coastal Resource Management, ATTN: Manager, Gulf of the Farallones National Marine Sanctuary, Fort Mason, building #201, San Francisco, CA 94123.

(175) (c) In considering whether to grant a permit, the Director shall evaluate

(176) (1) The general professional and financial responsibility of the applicant,

(177) (2) The appropriateness of the methods envisioned to the purpose(s) of the activity,

(178) (3) The extent to which the conduct of any permitted activity may diminish or enhance the value of the Sanctuary,

(179) (4) The end value of the activity, and

(180) (5) Other matters as deemed appropriate.

(181) (d) The Director may observe any permitted activity and/or require the submission of one or more reports of the status or progress of such activity. Any information obtained will be made available to the public.

§922.84 Certification of other permits.

(182) (a) A permit, license, or other authorization allowing the discharge of municipal sewage, the laying of any pipeline outside 2 NM from the Farallon Islands, Bolinas Lagoon and ASBS, or the disposal of dredge material at the interim dumpsite now established approximately 10 NM south of the Southeast Farallon Island prior to the selection of a permanent dumpsite shall be valid if certified by the Director as consistent with the purpose of the Sanctuary and having no significant effect on Sanctuary resources. Such certification may impose terms and conditions as deemed appropriate to ensure consistency.

(183) (b) In considering whether to make the certifications called for in this section, the Director may seek and consider the views of any other person or entity, within or outside the Federal government, and may hold a public hearing as deemed appropriate.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

(184) (c) Any certification called for in this section shall be presumed unless the Director acts to deny or condition certification within 60 days from the date that the Director receives notice of the proposed permit and the necessary supporting data.

(185) (d) The Director may amend, suspend, or revoke any certification made under this section whenever continued operation would violate any terms or conditions of the certification. Any such action shall be forwarded in writing to both the holder of the certified permit and the issuing agency and shall set forth reason(s) for the action taken

Appendix A to Subpart H of Part 922–Gulf of the Farallones National Marine Sanctuary Boundary Coordinates

Point No.	Latitude north	Longitude west
1	38°15'50.349"	123°10'48.933"
2	38°12'36.338"	123°07'04.846"
3	38°09'57.033"	123°05'27.435"
4	38°08'26.872"	123°04'52.524"
5	38°07'42.125"	123°05'10.714"
6	38°06'08.017"	123°05'48.920"
7	38°05'26.765"	123°06'09.922"
8	38°04'44.587"	123°06'29.251"
9	38°03'54.439"	123°06'57.591"
10	38°03'37.527"	123°07'37.755"
11	37°59'32.425"	123°08'24.905"
12	37°59'22.344"	123°14'06.127"
13	37°57'31.931"	123°19'19.187"
14	37°54'16.943"	123°23'18.456"
15	37°50'05.522"	123°25'28.791"
16	37°45'33.799"	123°25'32.666"
17	37°41'20.351"	123°23'29.811"
18	37°38'01.053"	123°19'37.445"
19	37°36'04.665"	123°14'30.483"
20	37°35'30.191"	123°13'31.060"
21	37°33'47.197"	123°11.50.904"
22	37°31'12.270"	123°07.39.618"
23	37°30'29.706"	123°05'42.221"
24	37°29'39.287"	123°00'23.711"
25	37°30'34.337"	122°54'18.139"
26	37°31'47.784"	122°51'31.592"
27	37°34'17.533"	122°48'10.415"
28	37°36'58.627"	123°46'05.779"
29	37°39'59.303"	123°44'59.838"
30	37°52'56.365"	123°37'35.195"

Subpart J–Fagatele Bay National Marine Sanctuary

§922.100 Scope of regulations.

(186) The provisions of the subpart J apply only to the area of the Territory of American Samoa within the boundary of the Fagatele Bay National Marine Sanctuary (Sanctuary). Neither the provisions of this subpart J nor any permit issued under their authority shall be construed to relieve a person from any other requirements imposed by statute or regulation of the Territory of American Samoa or of the United States. In addition, no statute or regulation of the Territory of American Samoa shall be construed to relieve a person from the restrictions, conditions, and requirements contained in this subpart J.

§922.101 Boundary.

(187) The Sanctuary is a 163-acre (0.25 sq. mi.) coastal embayment formed by a collapsed volcanic crater on the island of Tutuila, Territory of American Samoa and includes Fagatele Bay in its entirety. The landward boundary is defined by the mean high water (MHHW) line between Fagatele Point (14°22'15"S, 170°46'5"W) and Steps Point (14°22'44"S, 170°45'27"W). The seaward boundary of the Sanctuary is defined by a straight line between Fagatele Point and Steps Point.

§922.102 Prohibited or otherwise regulated activities.

(188) (a) Except as may be necessary for national defense or to respond to an emergency threatening life, property, or the environment, or as may be permitted by the Director in accordance with §922.48 and §922.104, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted within the Sanctuary:

(189) (1)(i)(A) Gathering, taking, breaking, cutting, damaging, destroying, or possessing any invertebrate, coral, bottom formation, or marine plant.

(190) (B) Taking, gathering, cutting, damaging, destroying, or possessing any crown-of-thorns starfish (Acanthaster planci).

(191) (c) Possessing or using poisons, electrical charges, explosives, or similar environmentally destructive methods.

(192) (D) Possessing or using spearguns, including such devices known as Hawai'ian slings, pole spears, arbalettes, pneumatic and spring-loaded spearguns, bows and arrows, bang sticks, or any similar taking device.

(193) (E) Possessing or using a seine, trammel net, or any type of fixed net.

(194) (ii) There shall be a rebuttable presumption that any items listed in this Paragraph (a)(1) found in the possession of a person within the Sanctuary have been used, collected, or removed within or from the Sanctuary.

(195) (2)(i) Operating a vessel closer than 200 feet (60.96 meters) from another vessel displaying a dive flag at a speed exceeding three knots.

(196) (ii) Operating a vessel in a manner which causes the vessel to strike or otherwise cause damage to the natural features of the Sanctuary.

(197) (3) Diving or conducting diving operations from a vessel not flying in a conspicuous manner the international code flag alpha "A."

(198) (4) Littering, depositing, or discharged, into the waters of the Sanctuary, any material or other matter.

(199) (5) Disturbing the benthic community by dredging, filling, dynamiting, bottom trawling, or otherwise altering the seabed.

(200) (6) Removing, damaging, or tampering with any historical or cultural resource within the boundary of the Sanctuary.

(201) (7) Ensnaring, entrapping, or fishing for any sea turtle listed as a threatened or endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 et seq.

(202) (8) Except for law enforcement purposes, using or discharging explosives or weapons of any description. Distress signaling devices, necessary and proper for safe vessel operation, and knives generally used by fishermen and swimmers shall not be considered weapons for purposes of this section.

(203) (9) Marking, defacing, or damaging in any way, or displacing or removing or tampering with any signs, notices, or placards, whether temporary or permanent, or with any monuments, stakes, posts, or other boundary markers related to the Sanctuary.

(204) (b) In addition to those activities prohibited or otherwise regulated under Paragraph (a) of this section, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted landward of the straight line connecting Fagatele Point (14°22'15"S., 170°46'5"W.) and Matautuloa Benchmark (14°22'18"S., 170°45'35"W.).

(205) (1) Possessing or using fishing poles, handlines, or trawls.

(206) (2) Fishing commercially.

§922.103 Management and enforcement.

(207) The National Oceanic and Atmospheric Administration (NOAA) has primary responsibility for the management of the Sanctuary pursuant to the Act. The American Samoa Economic and Development Planning Office (EDPO) will assist NOAA in the administration of the Sanctuary, and act as the lead agency, in conformance with the Designation Document, these regulations, and the terms and provisions of any grant or cooperative agreement. NOAA may act to deputize enforcement agents of the American Samoa Government (ASG) to enforce the regulations in this subpart in accordance with existing law. If NOAA chooses to exercise this provision, a memorandum of understanding shall be executed between NOAA and the ASG or the person(s) or entity authorized to act on their behalf.

§922.104 Permit procedures and criteria.

(208) (a) Any person in possession of a valid permit issued by the Director, in consultation with the EDPO, in accordance with this section and §922.48, may conduct an activity otherwise prohibited by §922.102 in the Sanctuary if such activity is judged not to cause long-term or irreparable harm to the resources of the Sanctuary, and is:

(209) (1) Related to research involving Sanctuary resources designed to enhance understanding of the Sanctuary environment or to improve resource management decisionmaking;

(210) (2) Intended to further the educational value of the Sanctuary and thereby enhance understanding of the Sanctuary environment or improve resource management decisionmaking; or

(211) (3) For salvage or recovery operations.

(212) (b) Permit applications shall be addressed to the Director, Office of Ocean and Coastal Resource Management; ATTN: Sanctuary Coordinator, Fagatele Bay National Marine Sanctuary, P.O. Box 4318, Pago Pago, AS 96799.

(213) (c) In considering whether to grant a permit, the Director shall evaluate such matters as:

(214) (1) The general professional and financial responsibility of the applicant;

(215) (2) The appropriateness of the methods being proposed for the purpose(s) of the activity;

(216) (3) The extent to which the conduct of any permitted activity may diminish or enhance the value of the Sanctuary as a source of recreation, education, or scientific information; and

(217) (4) The end value of the activity.

(218) (d) In addition to meeting the criteria in this section and §922.48, the applicant also must demonstrate to the Director that:

(219) (1) The activity shall be conducted with adequate safeguards for the environment; and

(220) (2) The environment shall be returned to, or will regenerate to, the condition which existed before the activity occurred.

(221) (e) The Director may, at his or her discretion, grant a permit which has been applied for pursuant to this section, in whole or in part, and subject the permit to such condition(s) as he or she deems necessary. A permit granted for research related to the Sanctuary may include, but is not limited to, the following conditions:

(222) (1) The Director may observe any activity permitted by this section;

(223) (2) Any information obtained in the research site shall be made available to the public; and

(224) (3) The submission of one or more reports of the status of such research activity may be required.

Subpart K–Cordell Bank National Marine Sanctuary

§922.110 Boundary

(225) The Cordell Bank National Marine Sanctuary (Sanctuary) consists of a 397.05 square nautical mile (NM) area of marine waters approximately 50 miles west-northwest of San Francisco, California extending at 180° from the northernmost boundary of the Gulf of the Farallones National Marine Sanctuary to the 1,000 fathom isobath northwest of the Bank, then south along this isobath to the Gulf of the Farallones National Marine Sanctuary boundary and back to the northwest along this boundary to the beginning point. The boundary coordinates are listed in appendix A to this subpart.

§922.111 Prohibited or otherwise regulated activities.

(226) (a) Except as necessary for national defense or to respond to an emergency threatening life, property or the environment, or except as permitted in accordance with §922.48 and §922.112 or certified in accordance with §922.47, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted:

(227) (1)(i) Depositing or discharging, from any location within the boundary of the Sanctuary, material or other matter of any kind except:

(228) (A) Fish, fish parts, chumming materials (bait) produced and discarded during routine fishing activities conducted in the Sanctuary; and

(229) (B) Water (including cooling water) and other biodegradable effluents incidental to use of a vessel in the Sanctuary and generated by: Marine sanitation devices approved by the United States Coast Guard; routine vessel maintenance, e.g., deck wash down; engine exhaust; or meals on board vessels.

(230) (ii) Depositing or discharging, from any location beyond the boundaries of the Sanctuary, material or other matter of any kind, except for the exclusions listed in Paragraph (a)(1)(I) of this section, which enter the Sanctuary and injure a Sanctuary resource.

(231) (2) Removing, taking, or injuring or attempting to remove, take, or injure benthic invertebrate or algae located on Cordell Bank or within the 50 fathom isobath surrounding the Bank. There is a rebuttable presumption that any such resource found in the possession of a person within the Sanctuary was taken or removed by that person. This prohibition does not apply to accidental removal, injury, or takings during normal fishing operations.

(232) (3) Exploring for, or developing or producing, oil, gas, or minerals in any area of the Sanctuary.

(233) (b) All activities being carried out by the Department of Defense (DOD) within the Sanctuary on the effective date of designation that are necessary for national defense are exempt from the prohibitions contained in the regulations in this subpart. Additional DOD activities initiated after the effective date of designation that are necessary for national defense will be exempted by the Director after consultation between the Department of Commerce and DOD. DOD activities not necessary for national defense, such as routine exercises and vessel operations, are subject to all prohibitions contained in the regulations in this subpart.

(234) (c) Where necessary to prevent immediate, serious, and irreversible damage to a Sanctuary resource, any activity may be regulated within the limits of the Act on an emergency basis for no more than 120 days.

§922.112 Permit procedures and criteria.

(235) (a) If a person wishes to conduct an activity prohibited under §922.111, that person must apply for, receive, and have in possession on board any vessel used a valid permit issued pursuant to this section and §922.48 authorizing that person to conduct that activity.

(236) (b) Permit applications shall be addressed to the Director, Office of Ocean and Coastal Resource Management; ATTN: Manager, Cordell Bank National Marine Sanctuary, Fort Mason, Building #201, San Francisco, CA 94123.

(237) (c) The Director, at his or her discretion, may issue a permit subject to such terms and conditions as deemed appropriate, to conduct an activity otherwise

prohibited by §922.111, if the Director finds that the activity will further research related to Sanctuary resources; further the educational or historical value of the Sanctuary; further salvage or recovery operations in or near the Sanctuary in connection with a recent air or marine casualty; or assist in the management of the Sanctuary. 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 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 the values for which the Sanctuary was designated; and the end value of the applicant's overall activity.

Appendix A to Subpart K of Part 922–Cordell Bank National Marine Sanctuary Boundary Coordinates

Point No.	Latitude north	Longitude west
1	38°15'51.72"	123°10'52.44"
2	38°07'55.88"	123°38'33.53"
3	38°06'45.21"	123°38'00.40"
4	38°04'58.41"	123°37'14.34"
5	38°04'28.22"	123°37'17.83"
6	38°03'42.75"	123°36'55.66"
7	38°03'11.10"	123°36'19.78"
8	38°02'46.12"	123°36'21.98"
9	38°02'02.74"	123°35'56.56"
10	38°01'27.10"	123°35'55.12"
11	38°01'22.28"	123°36'55.13"
12	38°01'11.54"	123°37'28.21"
13	38°00'49.16"	123°37'29.77"
14	37°59'54.49"	123°36'47.90"
15	37°59'12.39"	123°35'59.55"
16	37°58'39.40"	123°35'14.85"
17	37°58'00.57"	123°34'42.93"
18	37°57'18.99"	123°33'43.15"
19	37°56'56.42"	123°32'51.97"
20	37°56'18.90"	123°32'49.24"
21	37°55'22.37"	123°32'36.96"
22	37°54'26.10"	123°32'21.73"
23	37°53'07.46"	123°31'46.81"
24	37°52'34.93"	123°31'18.90"
25	37°51'42.81"	123°31'19.10"
26	37°50'59.58"	123°31'02.96"
27	37°49'22.64"	123°29'34.07"
28	37°48'49.14"	123°28'44.61"
29	37°48'36.95"	123°28'08.29"
30	37°48'03.37"	123°28'23.27"
31	37°47'41.54"	123°28'01.97"
32	37°04'01.78"	123°27'16.78"
33	37°46'51.92"	123°26'48.98"
34	37°46'13.20"	123°26'04.79"
35	37°46'00.73"	123°25'36.99"
36	37°50'25.31"	123°25'26.53"
37	37°54'32.28"	123°23'16.49"
38	37°57'45.71"	123°19'17.72"
39	37°59'29.27"	123°14'12.16"
40	37°59'43.71"	123°08'27.55"
41	38°03'10.20"	123°07'44.35"
42	38°04'01.64"	123°06'58.92"
43	38°08'33.32"	123°04'56.24"
44	38°12'42.06"	123°07'10.21"

Subpart M–Monterey Bay National Marine Sanctuary

§922.130 Boundary.

(238) (a) The Monterey Bay National Marine Sanctuary (Sanctuary) consists of an area of approximately 4,024 square nautical miles of coastal and ocean waters, and the submerged lands thereunder, in and surrounding Monterey Bay, off the central cost of California.

(239) (b) The northern terminus of the boundary is located along the southern boundary of the Gulf of the Farallones National Marine Sanctuary and runs westward to approximately 123°07'W. The boundary then extends south in an arc which generally follows the 500 fathom isobath. At approximately 37°03'N., the boundary arcs south to 122°25'W., 36°10'N., due west of Partington Point. The boundary again follows the 500 fathom isobath south to 121°41'W., 35°33'N., due west of Cambria. The boundary then extends shoreward towards the mean high-water line. The landward boundary is defined by the mean high-water line between the Gulf of the Farallones National Marine Sanctuary and Cambria, exclusive of a small area off the north coast of San Mateo County and the City and County of San

Francisco between Point Bonita and Point San Pedro. Pillar Point, Santa Cruz, Moss Landing and Monterey harbors are excluded from the Sanctuary boundary shoreward from their respective International Collision at Sea regulation (Colreg.) demarcation lines except for Moss Landing Harbor, where all of Elkhorn Slough east of the Highway One bridge is included within the Sanctuary boundary. The boundary coordinates are listed in appendix A to this subpart.

§922.131 Definitions.

(240) In addition to those definitions found at §922.3, the following definitions apply to this subpart:

(241) *Attract* or *attracting* means the conduct of any activity that lures or may lure white sharks by using food, bait, chum, dyes, acoustics or any other means, except the mere presence of human beings (e.g., swimmers, divers, boaters, kayakers, surfers).

(242) *Federal Project* means any water resources development project conducted by the U.S. Army Corps of Engineers or operating under a permit or other authorization issued by the Corps of Engineers and authorized by Federal law.

(243) *Hand tool* means a hand-held implement, utilized for the collection of jade pursuant to §922.132(a)(1), that is no greater than 36 inches in length and has no moving parts (e.g., dive knife, pry bar or abalone iron). Pneumatic, mechanical, electrical, hydraulic or explosive tools are, therefore, examples of what does not meet this definition.

(244) M*otorized personal water craft* means any motorized vessel that is less than fifteen feet in length as manufactured, is capable of exceeding a speed of fifteen knots, and has the capacity to carry not more than the operator and one other person while in operation. The term includes, but is not limited to, jet skis, wet bikes, surf jets, miniature speed boats, air boats, and hovercraft.

§922.132 Prohibited or otherwise regulated activities.

(245) (a) Except as specified in paragraphs (b) through (f) of this section, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted:

(246) (1) Exploring for, developing or producing oil, gas or minerals within the Sanctuary except: jade may be collected (meaning removed) from the area bounded by the 35°55'20"N latitude parallel (coastal reference point: beach access stairway at south Sand Dollar Beach), the 35°53'20"N latitude parallel (coastal reference point: westernmost tip of Cape San Martin), and from the mean high tide line seaward to the 90-foot isobath (depth line) (the "authorized area") provided that:

(247) (i) Only jade already loose from the seabed may be collected;

(248) (ii) No tool may be used to collect jade except:

(249) (A) A hand tool (as defined in §922.131) to maneuver or lift the jade or scratch the surface of a stone as necessary to determine if it is jade;

(250) (B) A lift bag or multiple lift bags with a combined lift capacity of no more than two hundred pounds; or

(251) (C) A vessel (except for motorized personal watercraft) (see Paragraph (a)(7) of this section) to provide access to the authorized area;

(252) (iii) Each person may collect only what that person individually carries; and

(253) (iv) For any loose piece of jade that cannot be collected under paragraphs (a)(1)(ii) and (iii) of this section, any person may apply for a permit to collect such a loose piece by following the procedures in §922.133.

(254) (2)(I) Discharging or depositing, from within the boundary of the Sanctuary, any material or other matter except:

(255) (A) Fish, fish parts, chumming materials or bait used in or resulting from traditional fishing operations in the Sanctuary;

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

(257) (C) Water generated by routine vessel operations (e.g., cooling water, deck wash down and graywater as defined by section 312 of the FWPCA) excluding oily wastes from bilge pumping;

(258) (D) Engine exhaust; or

(259) (E) Dredged material deposited at disposal sites authorized by the U.S. Environmental Protection Agency (EPA) (in consultation with the U.S. Army Corps of Engineers (COE)) prior to the effective date of Sanctuary designation (January 1, 1993), provided that the activity is pursuant to, and complies with the terms and conditions of, a valid Federal permit or approval existing on January 1, 1993.

(260) (ii) Discharging or depositing, from beyond the boundary of the Sanctuary, any material or other matter that subsequently enters the Sanctuary and injures a Sanctuary resource or quality, except those listed in paragraphs (a)(2)(I) (A) through (D) of this section and dredged material deposited at the authorized disposal sites described in appendix B to this subpart, provided that the dredged material disposal is pursuant to, and complies with the terms and conditions of, a valid Federal permit or approval.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

(261) (3) Moving, removing or injuring, or attempting to move, remove or injure, a Sanctuary historical resource. This prohibition does not apply to moving, removing or injury resulting incidentally from kelp harvesting, aquaculture or traditional fishing operations.

(262) (4) Drilling into, dredging or otherwise altering the seabed of the Sanctuary; or constructing, placing or abandoning any structure, material or other matter on the seabed of the Sanctuary, except as an incidental result of:

(263) (i) Anchoring vessels;

(264) (ii) Aquaculture, kelp harvesting or traditional fishing operations;

(265) (iii) Installation of navigation aids;

(266) (iv) Harbor maintenance in the areas necessarily associated with Federal Projects in existence on January 1, 1993, including dredging of entrance channels and repair, replacement or rehabilitation of breakwaters and jetties;

(267) (v) Construction, repair, replacement or rehabilitation of docks or piers; or

(268) (vi) Collection of jade pursuant to Paragraph (a)(1) of this section, provided that there is no constructing, placing, or abandoning any structure, material, or other matter on the seabed of the Sanctuary.

(269) (5) Taking any marine mammal, sea turtle or seabird in or above the Sanctuary, except as permitted by regulations, as amended, promulgated under the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 et seq., the Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 et seq., and the Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 et seq.

(270) (6) Flying motorized aircraft, except as necessary for valid law enforcement purposes, at less than 1,000 feet above any of the four zones within the Sanctuary described in appendix C to this subpart.

(271) (7) Operating motorized personal water craft within the Sanctuary except within the four designated zones and access routes within the Sanctuary described in appendix D to this subpart.

(272) (8) Possessing within the Sanctuary (regardless of where taken, moved or removed from), except as necessary for valid law enforcement purposes, any historical resource, or any marine mammal, sea turtle or seabird taken in violation of regulations, as amended, promulgated under the MMPA, ESA or MBTA.

(273) (9) Interfering with, obstructing, delaying or preventing an investigation, search, seizure or disposition of seized property in connection with enforcement of the Act or any regulation or permit issued under the Act.

(274) (10) Attracting any white shark in that part of the Sanctuary out to the seaward limit of State waters. For the purposes of this prohibition, the seaward limit of State waters is a line three nautical miles distant from the coastline of the State, where the coastline is the line of ordinary low water along the portion of the coast in direct contact with the open sea. The coastline for Monterey Bay, which is inland waters, is the straight line marking the seaward limit of the Bay, determined by connecting the following two points: 36°57'06"N., 122°01'45"W. and 36°38'16"N., 121°56 '03"W.

(275) (b) The prohibitions in paragraphs (a)(2) through (9) of this section do not apply to activities necessary to respond to emergencies threatening life, property or the environment.

(276) (c)(1) All Department of Defense activities shall be carried out in a manner that avoids to the maximum extent practicable any adverse impacts on Sanctuary resources and qualities. The prohibition in paragraphs (a)(2) through (9) of this section do not apply to existing military activities carried out by the Department of Defense, as specifically identified in the Final environmental Impact Statement and Management Plan for the Proposed Monterey Bay National Marine Sanctuary (NOAA, 1992). (Copies of the FEIS/MP are available from the Monterey Bay National Marine Sanctuary, 299 Foam Street, Suite D, Monterey, CA 93940). New activities may be exempted from the prohibitions in paragraphs (a)(2) through (9) of this section by the Director after consultation between the Director and the Department of Defense.

(277) (2) In the event of threatened or actual destruction of, loss of, or injury to a Sanctuary resource or quality resulting from an untoward incident, including but not limited to spills and groundings, caused by the Department of Defense, the cognizant component shall promptly coordinate with the Director for the purpose of taking appropriate actions to respond to and mitigate the harm and, if possible, restore or replace the Sanctuary resource or quality.

(278) (d) The prohibitions in Paragraph (a)(1) of this section as it pertains to jade collection in the Sanctuary, paragraphs (a) (2) and (8) of this section, and Paragraph (a)(10) of this section do not apply to any activity executed in accordance with the scope, purpose, terms and conditions of a National Marine Sanctuary permit issued pursuant to §§922.48 and 922.133 or a Special Use permit issued pursuant to section 310 of the Act.

(279) (e) The prohibitions in Paragraph (a) (2) through (8) of this section do not apply to any activity authorized by any lease, permit, license, approval or other authorization issued after January 1, 1993 and issued by any Federal, State or local authority of competent jurisdiction, provided that the applicant complies with

§922.49, the Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization, and the applicant complies with any terms and conditions the Director deems necessary to protect Sanctuary resources and qualities. Amendments, renewals and extensions of authorizations in existence on the effective date of designation constitute authorizations issued after the effective date.

(280) (f) Notwithstanding paragraphs (d) and (e) of this section, in no event may the Director issue a National Marine Sanctuary permit under §§922.48 and 922.133 or a Special Use permit under section 310 of the Act authorizing, or otherwise approve: the exploration for, development or production of oil, gas or minerals within the Sanctuary, except for the collection of jade pursuant to Paragraph (a)(1) of this section; the discharge of primary-treated sewage within the Sanctuary (except by certification, pursuant to §922.47, of valid authorizations in existence on January 1, 1993 and issued by other authorities of competent jurisdiction); or the disposal of dredged material within the Sanctuary other than at sites authorized by EPA (in consultation with COE) prior to January 1, 1993. Any purported authorizations issued by other authorities within the Sanctuary shall be invalid

§922.133 Permit procedures and criteria.

(281) (a) A person may conduct an activity prohibited by §922.132(a)(1) as it pertains to jade collection in the Sanctuary, §922.132(a) (2) through (8), and §922.132(a) (10), if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and §922.48.

(282) (b) Applications for such permits should be addressed to the Director, Office of Ocean and Coastal Resource Management; ATTN: Manager, Monterey Bay National Marine Sanctuary, 299 Foam Street, Suite D, Monterey, CA 93940.

(283) (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 §922.132(a)(1) as it pertains to jade collection in the Sanctuary, §922.132(a) (2) through (8), and §922.132(a)(10) if the Director finds the activity will have only negligible short-term adverse effects on 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; allow the removal, without the use of pneumatic, mechanical, electrical, hydraulic or explosive tools, of loose jade from the Jade Cove area under §922.132 (a)(1)(iv); assist in managing the Sanctuary; or further salvage or recovery operations in connection with an abandoned shipwreck in the Sanctuary title to which is held by the State of California. In deciding whether to issue a permit, the Director shall 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; and the end value of the activity. For jade collection, preference will be given for applications proposing to collect loose pieces of jade for research or educational purposes. In addition, the Director may consider such other factors as he or she deems appropriate.

(284) (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.

(285) (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.

(286) (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 status, progress or results of any activity authorized by the permit.

§922.134 Notification and review.

(287) (a) (Reserved)

(288) (b)(1) NOAA has entered into a Memorandum of Agreement (MOA) with the State of California, EPA and the Association of Monterey Bay Area Governments regarding the Sanctuary regulations relating to water quality within State waters within the Sanctuary. With regard to permits, the MOA encompasses:

(289) (i) National Pollutant Discharge Elimination System (NPDES) permits issued by the State of California under §13377 of the California Water Code; and

(290) (ii) Waste Discharge Requirements issued by the State of California under §13263 of the California Water Code.

(291) (2) The MOA specifies how the process of §922.49 will be administered within State waters within the Sanctuary in coordination with the State permit program.

Appendix A to Subpart M of Part 922– Monterey Bay National Marine Sanctuary Boundary Coordinates

(Appendix Based on North American Datum of 1983)

Point No.	Latitude north	Longitude west
1	37°52'56.09055"	122°37'39.12564"
2	37°39'59.06176"	122°45'03.79307"
3	37°36'58.39164"	122°46'09.73871"
4	37°34'17.30224"	122°48'14.38141"
5	37°31'47.55649"	122°51'35.56769"
6	37°30'34.11030"	122°54'22.12170"
7	37°29'39.05866"	123°00'27.70792"
8	37°30'29.47603"	123°05'46.22767"
9	37°31'17.66945"	123°07'47.63363"
10	37°27'10.93594"	123°08'24.32210"
11	37°20'35.37491"	123°07'54.12763"
12	37°13'40.21805"	123°06'15.50600"
13	37°07'48.76810"	123°01'43.10994"
14	37°03'46.60999"	122°54'45.39513"
15	37°02'06.30955"	122°46'35.02125"
16	36°55'17.56782"	122°48'21.41121"
17	36°48'22.74244"	122°48'56.29007"
18	36°41'30.91516"	122°48'19.49739"
19	36°34'45.76070"	122°46'26.96772"
20	36°28'24.18076"	122°43'32.43527"
21	36°22'20.70312"	122°39'28.42026"
22	36°16'43.93588"	122°34'26.77255"
23	36°11'44.53838"	122°28'37.16141"
24	36°07'26.88988"	122°21'54.97541"
25	36°04'07.08898"	122°14'39.75924"
26	36°01'28.22233"	122°07'00.19068"
27	35°59'45.46381"	121°58'56.36189"
28	35°58'59.12170"	121°50'26.47931"
29	35°58'53.63866"	121°45'22.82363"
30	35°55'45.60623"	121°42'40.28540"
31	35°50'15.84256"	121°43'09.20193"
32	35°43'14.26690"	121°42'43.79121"
33	35°35'41.88635"	121°41'25.07414"
34	35°33'11.75999"	121°37'49.74192"
35	35°33'17.45869"	121°05'52.89891"

(Appendix Based on North American Datum of 1983)

Point No.	Latitude north	Longitude west
36	37°35'39.73180"	122°31'14.96033"
37	37°36'49.21739"	122°37'00.22577"
38	37°46'00.98983"	122°39'00.40466"
39	37°49'05.69080"	122°31'46.30542"

Appendix B to Subpart M of Part 922– Dredged Material Disposal Sites Adjacent to the Monterey Bay National Marine Sanctuary

(Appendix Based on North American Datum of 1983.)

(292) As of January 1, 1993, the U.S. Army Corps of Engineers operates the following dredged material disposal site adjacent to the Sanctuary off of the Golden Gate:

Point No.	Latitude north	Longitude west
1	37°45.875'	122°34.140'
2	37°44.978'	122°37.369'
3	37°44.491'	122°37.159'
4	37°45.406'	122°33.389'
5	37°45.875'	122°34.140'

(293) In addition, the U.S. Environmental Protection Agency, as of January 1, 1993, is (in consultation with the U.S. Army Corps of Engineers) in the process of establishing a dredged material disposal site outside the northern boundary of the Monterey Bay National Marine Sanctuary and within one of three study areas described in 57 FR 43310, Sept. 18, 1992. When that disposal site is authorized, this appendix will be updated to incorporate its precise location.

Appendix C to Subpart M of Part 922– Zones Within the Sanctuary Where Overflights Below 1,000 Feet Are Prohibited

(294) The four zones are:

(295) (1) From mean high water out to three nautical miles (NM) between a line extending from Point Santa Cruz on a southwesterly heading of 220° and a line extending from 2.0 NM north of Pescadero Point on a southwesterly heading of 240°;

(296) (2) From mean high water out to three NM between a line extending from the Carmel River mouth on a westerly heading of 270° and a line extending due west along latitude 35°33'17.5612" off of Cambria;

(297) (3) From mean high water and within a five NM arc drawn from a center point at the end of Moss Landing Pier; and

(298) (4) Over the waters of Elkhorn Slough east of the Highway One bridge to Elkhorn Road.

Appendix D to Subpart M of Part 922—Zones and Access Routes Within the Sanctuary Where the Operation of Motorized Personal Watercraft is Allowed

(299) The four zones and access routes are:

(300) (1) The approximately one [1.0] NM^2 area off Pillar Point Harbor from harbor launch ramps, through harbor entrance to the northern boundary of Zone One bounded by

(301) (a) 37°29.6'N. (flashing 5-second breakwater entrance light and horn located at the seaward end of the outer west breakwater), 122°29.1'W.;

(302) (b) 37°28.9'N. (bell buoy), 122°29.0'W.;

(303) (c) 37°28.8'N., 122°28'W.; and

(304) (d) 37°29.6'N., 122°28'W.;

(305) (2) The approximately five [5.0] NM^2 area off of Santa Cruz Small Craft Harbor from harbor launch ramps, through harbor entrance, and then along a 100 yard wide access route southwest along a true bearing of approximately 196° (180° magnetic) to the whistle buoy at 36°56.3'N., 122°00.6'W. Zone Two is bounded by

(306) (a) 36°55.0'N., 122°02'W.;

(307) (b) 36°55.0'N.,121°58'W.;

(308) (c) 36°56.5'N., 121°58'W.; and

(309) (d) 36°56.5'N.,122°02'W.;

(310) (3) The approximately six [6.0] NM^2 area off of Moss Landing Harbor from harbor launch ramps, through harbor entrance, and then along a 100 yard wide access route due west to the eastern boundary of Zone Three bounded by

(311) (a) 36°50.0'N., 121°49.3'W.;

(312) (b) 36°50.0'N., 121°50.8'W.;

(313) (c) 36°46.7'N., 121°50.8'W.;

(314) (d) 36°46.7'N., 121°49.0'W.;

(315) (e) 36°47.9'N. (bell buoy), 121°48.1'W.; and

(316) (f) 36°48.9'N., 121°48.2'W.; and

(317) (4) The approximately five [5.0] NM^2 area off of Monterey Harbor from harbor launch ramps to the seaward end of the U.S. Coast Guard Pier, and then along a 100 yard wide access route due north to the southern boundary of Zone Four bounded by

(318) (a) 36°38.7'N., 121°55.4'W.;

(319) (b) 36°36.9'N., 121°52.5'W.;

(320) (c) 36°38.3'N., 121°51.3'W.; and

(321) (d) 36°40.0'N., 121°54.4'W.

Subpart O–Olympic Coast National Marine Sanctuary

§922.150 Boundary.

(322) (a) The Olympic Coast National Marine Sanctuary (Sanctuary) consists of an area of approximately 2500 square nautical mile (NM) (approximately 8577 sq. kilometers) of coastal and ocean waters, and the submerged lands thereunder, off the central and northern coast of the State of Washington.

(323) (b) The Sanctuary boundary extends from Koitlah Point due north to the United States/Canada international boundary. The Sanctuary boundary then follows the U.S./Canada international boundary seaward to the 100 fathom isobath. The seaward boundary of the Sanctuary approximates the 100 fathom isobath in a southerly direction from the U.S./Canada international boundary to a point due west of the mouth of the Copalis River cutting across the heads of Nitnat, Juan de Fuca and Quinault Canyons. The coastal boundary of the Sanctuary is the mean higher high water line when adjacent to Federally managed lands cutting across the mouths of all rivers and streams, except where adjacent to Indian reservations, State and county owned lands; in such case, the coastal boundary is the mean lower low water line. La Push harbor is excluded from the Sanctuary boundary shoreward of the International Collision at Sea regulation (Colreg.) demarcation lines. The boundary coordinates are listed in appendix A to this subpart.

§922.151 Definitions.

(324) In addition to those definitions found at §922.3, the following definitions apply to this subpart:

(325) *Federal Project* means any water resources development project conducted by the U.S. Army Corps of Engineers or operating under a permit or other authorization issued by the Corps of Engineers and authorized by Federal law.

(326) *Indian reservation* means a tract of land set aside by the Federal Government for use by a Federally recognized American Indian tribe and includes, but is not limited to, the Makah, Quileute, Hoh and Quinault Reservations.

(327) *Traditional fishing* means fishing using a commercial or recreational fishing method that has been used in the Sanctuary before the effect date of Sanctuary designation (July 22, 1994), including the retrieval of fishing gear.

(328) *Treaty* means a formal agreement between the United States Government and an Indian tribe.

§922.152 Prohibited or otherwise regulated activities.

(329) (a) Except as specified in paragraphs (b) through (g) of this section, the following activities are prohibited and thus are unlawful for any person to conduct or to cause to be conducted:

(330) (1) Exploring for, developing or producing oil, gas or minerals within the Sanctuary.

(331) (2)(i) Discharging or depositing, from within the boundary of the Sanctuary, any material or other matter except:

(332) (A) Fish, fish parts, chumming materials or bait used in or resulting from traditional fishing operations in the Sanctuary;

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

(334) (C) Water generated by routine vessel operations (e.g., cooling water, deck wash down and graywater as defined by section 312 of the FWPCA) excluding oily wastes from bilge pumping;

(335) (D) Engine exhaust; or

(336) (E) Dredge spoil in connection with beach nourishment projects related to harbor maintenance activities.

(337) (ii) Discharging or depositing, from beyond the boundary of the Sanctuary, any material or other matter, except those listed in paragraphs (a)(2)(i) (A) through (E) of this section, that subsequently enters the Sanctuary and injures a Sanctuary resource or quality.

(338) (3) Moving, removing or injuring, or attempting to move, remove or injure, a Sanctuary historical resource. This prohibition does not apply to moving, removing or injury resulting incidentally from traditional fishing operations.

(339) (4) Drilling into, dredging or otherwise altering the seabed of the Sanctuary; or constructing, placing or abandoning any structure, material or other matter on the seabed of the Sanctuary, except as an incident result of:

(340) (i) Anchoring vessels;

(341) (ii) Traditional fishing operations;

(342) (iii) Installation of navigation aids;

(343) (iv) Harbor maintenance in the areas necessarily associated with Federal Projects in existence on July 22, 1994, including dredging of entrance channels and repair, replacement or rehabilitation of breakwaters and jetties;

(344) (v) Construction, repair, replacement or rehabilitation of boat launches, docks or piers, and associated breakwaters and jetties; or (vi)Beach nourishment projects related to harbor maintenance activities.

(345) (5) Taking any marine mammal, sea turtle or seabird in or above the Sanctuary, except as authorized by the Marine Mammal Protection Act, as amended, (MMPA), 16 U.S.C. 1361 et seq., the Endangered Species Act, as amended, (ESA), 16 U.S.C. 1531 et seq., and the Migratory Bird Treaty Act, as amended, (MBTA), 16 U.S.C. 703 et seq., or pursuant to any Indian treaty with an Indian tribe to which the United States is a party, provided that the Indian treaty right is exercised in accordance with the MMPA, ESA and MBTA, to the extent that they apply.

(346) (6) Flying motorized aircraft at less than 2,000 feet both above the Sanctuary within one NM of the Flattery Rocks, Quillayute Needles, or Copalis National Wildlife Refuge, or within one NM seaward from the coastal boundary of the Sanctuary, except for activities related to tribal timber operations conducted on reservation lands, or to transport persons or supplies to or from reservation lands as authorized by a governing body of an Indian tribe.

(347) (7) Possessing within the Sanctuary (regardless of where taken, moved or removed from) any historical resource, or any marine mammal, sea turtle, or seabird taken in violation of the MMPA, ESA or MBTA, to the extent that they apply.

(348) (8) Interfering with, obstructing, delaying or preventing an investigation, search, seizure or disposition of seized property in connection with enforcement of the Act or any regulation or permit issued under the Act.

(349) (b) The prohibitions in Paragraph (a)(2) through (4), (6) and (7) of this section do not apply to activities necessary to respond to emergencies threatening life, property or the environment.

(350) (c) The prohibitions in paragraphs (a)(2) through (4), (6) and (7) of this section do not apply to activities necessary for valid law enforcement purposes.

(351) (d)(1) All Department of Defense military activities shall be carried out in a manner that avoids to the maximum extent practicable any adverse impacts on Sanctuary resources and qualities.

(352) (i) Except as provided in Paragraph (d)(2) of this section, the prohibitions in paragraphs (a) (2) through (7) of this section do not apply to the following military activities performed by the Department of Defense in W-237A, W-237B, and Military Operating Areas Olympic A and B in the Sanctuary:

(353) (A) Hull integrity tests and other deep water test;

(354) (B) Live firing of guns, missiles, torpedoes, and chaff;

(355) (C) Activities associated with the Quinault Range including the in-water testing of non-explosive torpedoes; and

(356) (D) Anti-submarine warfare operations.

(357) (ii) New activities may be exempted from the prohibitions in paragraphs (a) (2) through (7) of this section by the Director after consultation between the Director and the Department of Defense. If it is determined that an activity may be carried out, such activity shall be carried out in a manner that avoids to the maximum extent practicable any adverse impact on Sanctuary resources and qualities. Civil engineering and other civil works projects conducted by the U.S. Army Corps of Engineers are excluded from the scope of this Paragraph (d).

(358) (2) The Department of Defense is prohibited from conducting bombing activities within the Sanctuary.

(359) (3) In the event of threatening or actual destruction of, loss of, or injury to a Sanctuary resource or quality resulting from an untoward incident, including but not limited to spills and groundings caused by the Department of Defense, the Department of Defense shall promptly coordinate with the Director for the purpose of taking appropriate actions to respond to and mitigate the harm and, if possible, restore or replace the Sanctuary resource or quality.

(360) (e) The prohibitions in paragraphs (a) (2) through (7) of this section do not apply to any activity executed in accordance with the scope, purpose, terms and conditions of a National Marine Sanctuary permit issued pursuant to §922.48 and §922.153 or a Special Use permit issued pursuant to section 310 of the Act.

(361) (f) Members of a federally recognized Indian tribe may exercise aboriginal and treaty-secured rights, subject to the requirements of other applicable law, without regard to the requirements of this part. The Director may consult with the governing body of a tribe regarding ways the tribe may exercise such rights consistent with the purposes of the Sanctuary.

(362) (g) The prohibitions in paragraphs (a) (2) through (7) of this section do not apply to any activity authorized by any lease, permit, license, or other authorization issued after July 22, 1994 and issued by any Federal, State or local authority of competent jurisdiction, provided that the applicant complies with §922.49, the Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization, and the applicant complies with any terms and conditions the Director deems necessary to protect Sanctuary resources and qualities. Amendments, renewals and extensions of authorizations in existence on the effective date of designation constitute authorizations issued after the effective date.

(363) (h) Notwithstanding paragraphs (e) and (g) of this section, in no event may the Director issue a National Marine Sanctuary permit under §922.48 and §922.153 or a Special Use permit under section 310 of the Act authorizing, or otherwise approve: The exploration for, development or production of oil, gas or minerals within the Sanctuary; the discharge of primary-treated sewage within the Sanctuary (except by certification, pursuant to §922.47, of valid authorizations in existence on July 22, 1994 and issued by other authorities of competent jurisdiction); the disposal of dredged material within the Sanctuary other than in connection with beach nourishment projects related to harbor maintenance activities; or bombing activities within the Sanctuary. Any purported authorizations issued by other authorities after July 22, 1994 for any of these activities within the Sanctuary shall be invalid.

§922.153 Permit procedures and criteria.

(364) (a) A person may conduct an activity prohibited by paragraphs (a) (2) through (7) of §922.152 if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and §922.48.

(365) (b) Applications for such permits should be addressed to the Director, Office of Ocean and Coastal Resource Management; ATTN: Manager, Olympic Coast National Marine Sanctuary, 138 West First Street, Port Angeles, WA 98362.

(366) (c) The Director, at his or her discretion, may issue a permit, subject to such terms and conditions as he or her deems appropriate, to conduct an activity prohibited by paragraphs (a) (2) through (7) 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 connection with an abandoned shipwreck in the Sanctuary title to which is held by the State of Washington; or promote the welfare of any Indian tribe adjacent to the Sanctuary. 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 Indian tribes. Where the issuance or denial of a permit is requested by the governing body of an 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 the regulations in this subpart. In addition, the Director may consider such other factors as he or she deems appropriate.

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

(368) (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.

(369) (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 status, progress or results of any activity authorized by the permit.

(370) (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.

(371) (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 damages 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.

§922.154 Consultation with the State of Washington, affected Indian tribes, and adjacent county governments.

(372) (a) The Director shall regularly consult with the State of Washington, the governing bodies of tribes with reservations adjacent to the Sanctuary, and adjacent county governments regarding areas of mutual concern, including Sanctuary programs, permitting, activities, development, and threats to Sanctuary resources.

(373) (b) The Director shall, when requested by such governments, enter into a memorandum of understanding regarding such consultations.

Appendix A to Subpart O of Part 922—Olympic Coast National Marine Sanctuary Boundary Coordinates (Based on North American Datum of 1983)

Point No.	Latitude north	Longitude west
1	47°07'45.0"	124°11'02.0"
2	47°07'45.0"	124°58'12.0"
3	47°35'05.0"	125°00'00.0"
4	47°40'05.0"	125°04'44.0"
5	47°50'01.0"	125°05'42.0"
6	47°57'13.0"	125°29'13.0"
7	48°07'33.0"	125°38'20.0"
8	48°15'00.0"	125°40'54.0"
9	48°18'21.2"	125°30'02.9"
10	48°20'15.2"	125°22'52.9"
11	48°26'46.2"	125°09'16.9"
12	48°27'09.2"	125°08'29.9"
13	48°28'08.2"	125°05'51.9"
14	48°29'43.2"	125°00'10.9"
15	48°29'56.2"	124°59'19.9"
16	48°30'13.2"	124°54'56.9"
17	48°30'21.2"	124°50'25.9"
18	48°30'10.2"	124°47'17.9"
19	48°29'36.4"	124°43'38.1"
20	48°28'08.0"	124°38'13.0"
21	48°23'17.0"	124°38'13.0"

Subpart Q–Hawai'ian Islands Humpback Whale National Marine Sanctuary

§922.180 Purpose.

(374) (a) The purpose of the regulations in this subpart is to implement the designation of the Hawai'ian Islands Humpback Whale National Marine Sanctuary by regulating activities affecting the resources of the Sanctuary or any of the qualities, values, or purposes for which the Sanctuary was designated, in order to protect, preserve, and manage the conservation, ecological, recreational, research, educational, historical, cultural, and aesthetic resources and qualities of the area. The regulations are intended to supplement and complement existing regulatory authorities; to facilitate to the extent compatible with the primary objective of protecting the humpback whale and its habitat, all public and private uses of the Sanctuary, including uses of

Hawai'ian natives customarily and traditionally exercised for subsistence, cultural, and religious purposes, as well as education, research, recreation, commercial and military activities; to reduce conflicts between compatible uses; to maintain, restore, and enhance the humpback whale and its habitat; to contribute to the maintenance of natural assemblages of humpback whales for future generations; to provide a place for humpback whales that are dependent on their Hawai'ian Islands wintering habitat for reproductive activities, including breeding, calving, and nursing, and for the long-term survival of their species; and to achieve the other purposes and policies of the HINMSA and NMSA.

(375) (b) These regulations may be modified to fulfill the Secretary's responsibilities for the Sanctuary, including the provision of additional protections for humpback whales and their habitat, if reasonably necessary, and the conservation and management of other marine resources, qualities and ecosystems of the Sanctuary determined to be of national significance. The Secretary shall consult with the Governor of the State of Hawai'i on any modification to the regulations contained in this part. For any modification of the regulations contained in this part that would constitute a change in a term of the designation, as contained in the Designation Document for the Sanctuary, the Secretary shall follow the applicable requirements of section 303 and 304 of the NMSA, and sections 2305 and 2306 of the HINMSA.

(376) (c) Section 304(e) of the NMSA requires the Secretary to review management plans and regulations every five years, and make necessary revisions. Upon completion of the five year review of the Sanctuary management plan and regulations, the Secretary will re-propose the Sanctuary management plan and regulations in their entirety with any proposed changes thereto. The Governor of the State of Hawai'i will have the opportunity to review the re-proposed management plan and regulations before they take effect and if the Governor certifies any term or terms of such management plan or regulations as unacceptable, the unacceptable term or terms will not take effect in State waters of the Sanctuary.

§922.181 Boundary.

(377) (a) Except for excluded areas described in Paragraph (b) of this section, the Hawai'ian Islands Humpback Whale National Marine Sanctuary consists of the submerged lands and waters off the coast of the Hawai'ian Islands seaward from the shoreline, cutting across the mouths of rivers and streams:

(378) (1) To the 100-fathom (183 meter) isobath from Kailiu Point eastward to Mokolea Point, Kauai;

(379) (2) To the 100-fathom (183 meter) isobath from Puaena Point eastward to Mahie Point, and from the Kapahulu Groin in Waikiki eastward to Makapuu Point, Oahu;

(380) (3) To the 100-fathom (183 meter) isobath from Cape Halawa, Molokai, south and westward to Ilio Point, Molokai; southwestward to include Penguin Banks; eastward along the east side of Lanai; to the waters seaward of the three nautical mile limit north of Kahoolawe, to the Hanamanoia Lighthouse on Maui, and northward along the shoreline to Lipoa Point, Maui;

(381) (4) To the deep water area of Pailolo Channel from Cape Halawa, Molokai, to Lipoa Point, Maui, and southward;

(382) (5) To the 100-fathom (183 meter) isobath from Upolu Point southward to Keahole Point, Hawai'i.

(383) (b) Excluded from the Sanctuary boundary are the following commercial ports and small boat harbors:

(384) *Hawai'i (Big Island)*

(385) Kawaihae Boat Harbor & Small Boat Basin

(386) *Lanai*

(387) Kaumalapau Harbor, Manele Harbor

(388) *Maui*

(389) Lahaina Boat Harbor

(390) Maalae Boat Harbor

(391) *Molokai*

(392) Hale o Lono Harbor

(393) Kaunakakai Harbor

(394) *Oahu*

(395) Kuapa Pond (Hawai'i Kai)

(396) (c) The coordinates of the lateral extents of each boundary area within the Sanctuary boundary appear in Appendix A of this subpart Q.

§922.182 Definitions.

(397) (a) *Acts* means the Hawai'ian Islands National Marine Sanctuary Act (HINMSA; sections 2301-2307 of Public Law 102-587), and the National Marine Sanctuaries Act (NMSA; also known as Title III of the Marine Protection, Research, and Sanctuaries Act (MPRSA), as amended, 16 U.S.C. 1431 et seq.).

(398) *Adverse impact* means an impact that independently or cumulatively damages, diminishes, degrades, impairs, destroys, or otherwise harms.

(399) *Alteration of the seabed* means drilling into, dredging, or otherwise altering a natural physical characteristic of the seabed of the Sanctuary; or constructing, placing, or abandoning any structure, material, or other matter on the seabed of the Sanctuary.

(400) *Habitat* means those areas that provide space for individual and population growth and normal behavior of humpback whales, and include sites used for

reproductive activities, including breeding, calving and nursing.

(401) *Military activities* means those military activities conducted by or under the auspices of the Department of Defense and any combined military activities carried out by the Department of Defense and the military forces of a foreign nation.

(402) *Sanctuary* means the Hawai'ian Islands Humpback Whale National Marine Sanctuary.

(403) *Sanctuary* resource means any humpback whale, or the humpback whale's habitat within the Sanctuary.

(404) *Shoreline* means the upper reaches of the wash of the waves, other than storm or seismic waves, at high tide during the season of the year in which the highest wash of the waves occurs, usually evidenced by the edge of vegetation growth, or the upper limit of debris left by the wash of the waves.

(405) *Take or taking a humpback whale* means to harass, harm, pursue, hunt, shoot, wound, kill, capture, collect or injure a humpback whale, or to attempt to engage in any such conduct. The term includes, but is not limited to, any of the following activities: collecting any dead or injured humpback whale, or any part thereof; restraining or detaining any humpback whale, or any part thereof, no matter how temporarily; tagging any humpback whale; operating a vessel or aircraft or doing any other act that results in the disturbing or molesting of any humpback whale.

(406) (b) Other terms appearing in the regulations in this subpart are defined at 15 CFR 922.3, and/or in the Marine Protection, Research, and Sanctuaries Act, as amended, 33 U.S.C. 1401 et seq., and 16 U.S.C. 1431 et seq.

§922.183 Allowed activities.

(407) (a) All activities except those prohibited by §922.184 may be undertaken in the Sanctuary subject to any emergency regulations promulgated pursuant to §922.185, subject to the interagency cooperation provisions of section 304(d) of the NMSA [16 U.S.C. 1434(d)] and §922.187 of this subpart, and subject to the liability established by section 312 of the NMSA and §922.46. All activities are also subject to all prohibitions, restrictions, and conditions validly imposed by any other Federal, State, or county authority of competent jurisdiction.

(408) (b) Included as activities allowed under the first sentence of Paragraph (a) of this section are all classes of military activities, internal or external to the Sanctuary, that are being or have been conducted before the effective date of the regulations in this subpart, as identified in the Final Environmental Impact Statement/Management Plan. Paragraphs (a) (1) through (5) of §922.184 do not apply to these classes of activities, nor are these activities subject to further consultation under section 304(d) of the NMSA.

(409) (c) Military activities proposed after the effective date of the regulations in this subpart, are also included as allowed activities under the first sentence of Paragraph (a) of this section. Paragraphs (a) (1) through (5) of §922.184 apply to these classes of activities unless–

(410) (1) They are not subject to consultation under section 304(d) of the NMSA and §922.187 of this subpart, or

(411) (2) Upon consultation under section 304(d) of the NMSA and §922.187 of this subpart, NOAA's findings and recommendations include a statement that paragraphs (a)(1) through (5) of §922.184 do not apply to the military activity.

(412) (d) If a military activity described in paragraphs (b) or (c)(2) of this section is modified such that it is likely to destroy, cause the loss of, or injure a Sanctuary resource in a manner significantly greater than was considered in a previous consultation under section 304(d) of the NMSA and §922.187 of this subpart, or if the modified activity is likely to destroy, cause the loss of, or injure any Sanctuary resource not considered in a previous consultation under section 304(d) of the NMSA and §922.187 of this subpart, the modified activity will be treated as a new military activity under Paragraph (c) of this section.

(413) (e) If a proposed military activity subject to section 304(d) of the NMSA and §922.187 of this subpart is necessary to respond to an emergency situation and the Secretary of Defense determines in writing that failure to undertake the proposed activity during the period of consultation would impair the national defense, the Secretary of the military department concerned may request the Director that the activity proceed during consultation. If the Director denies such a request, the Secretary of the military department concerned may decide to proceed with the activity. In such case, the Secretary of the military department concerned shall provide the Director with a written statement describing the effects of the activity on Sanctuary resources once the activity is completed.

§922.184 Prohibited activities.

(414) (a) The following activities are prohibited and thus unlawful for any person to conduct or cause to be conducted.

(415) (1) Approaching, or causing a vessel or other object to approach, within the Sanctuary, by any means, within 100 yards of any humpback whale except as authorized under the Marine Mammal Protection Act, as amended (MMPA), 16 U.S.C. 1361 et seq., and the Endangered Species Act, as amended (ESA), 16 U.S.C. 1531 et seq.;

(416) (2) Operating any aircraft above the Sanctuary within 1,000 feet of any humpback whale except as necessary for takeoff or landing from an airport or runaway, or as authorized under the MMPA and the ESA;

(417) (3) Taking any humpback whale in the Sanctuary except as authorized under the MMPA and the ESA;

(418) (4) Possessing within the Sanctuary (regardless of where taken) any living or dead humpback whale or part thereof taken in violation of the MMPA or the ESA;

(419) (5) Discharging or depositing any material or other matter in the Sanctuary; altering the seabed of the Sanctuary; or discharging or depositing any material or other matter outside the Sanctuary if the discharge or deposit subsequently enters and injures a humpback whale or humpback whale habitat, provided that such activity:

(420) (i) Requires a Federal or State permit, license, lease, or other authorization; and

(421) (ii) Is conducted:

(422) (A) Without such permit, license, lease, or other authorization, or

(423) (B) Not in compliance with the terms or conditions of such permit, license, lease, or other authorization.

(424) (6) Interfering with, obstructing, delaying or preventing an investigation, search, seizure or disposition of seized property in connection with enforcement of either of the Acts or any regulations issued under either of the Acts.

(425) (b) The prohibitions in paragraphs (a)(1) through (5) of this section do not apply to activities necessary to respond to emergencies threatening life, property or the environment; or to activities necessary for valid law enforcement purposes. However, while such activities are not subject to paragraphs (a)(1) through (5) of this section, this Paragraph (b) does not exempt the activity from the underlying prohibition or restriction under other applicable laws and regulations (e.g., MMPA, ESA, and CWA).

(426) (c) Any Sanctuary fishery regulations shall not take effect in Hawai‘i State waters until established by the State Board of Land and Natural Resources.

§922.185 Emergency Regulations.

(427) Where necessary to prevent or minimize the destruction of, loss of, or injury to a Sanctuary resource, or to minimize the imminent risk of such destruction, loss, or injury, any and all activities are subject to immediate temporary regulation, including prohibition. Before issuance of such regulations the Director shall consult to the extent practicable with any relevant Federal agency and the Governor of the State of Hawai‘i. Emergency regulations shall not take effect in State waters of the Sanctuary until approved by the Governor of Hawai‘i.

§922.186 Penalties; appeals.

(428) (a) Pursuant to section 307 of the NMSA, each violation of either of the Acts, or regulation in this subpart is subject to a civil penalty of not more than $100,000. Each such violation is subject to forfeiture of property or Sanctuary resources seized in accordance with section 307 of the NMSA. Each day of a continuing violation constitutes a separate violation.

(429) (b) Regulations setting forth the procedures governing the administrative proceedings for assessment of civil penalties for enforcement reasons, issuance and use of written warnings, and release or forfeiture of seized property appear at 15 CFR part 904.

(430) (c) A person subject to an action taken for enforcement reasons for violation of the regulations in the subpart or either of the Acts may appeal pursuant to the applicable procedures in 15 CFR part 904.

§922.187 Interagency Cooperation.

(431) Under section 304(d) of the NMSA, Federal agency actions internal or external to a national marine sanctuary, including private activities authorized by licenses, leases, or permits, that are likely to destroy, cause the loss of, or injure any sanctuary resource are subject to consultation with the Director. The Federal agency proposing an action shall determine whether the activity is likely to destroy, cause the loss of, or injure a Sanctuary resource. To the extent practicable, consultation procedures under section 304(d) of the NMSA may be consolidated with interagency cooperation procedures required by other statutes, such as the ESA. The Director will attempt to provide coordinated review and analysis of all environmental requirements.

Appendix A to Subpart Q—Hawai‘ian Islands Humpback Whale, National Marine Sanctuary Boundary Description and Coordinates of the Lateral Boundary Closures and Excluded Areas.

(432) Appendix A provides a text and pictorial (see Figures 1-3) description of the Sanctuary boundary with specific lateral closure points and exclusion areas. The lateral extends (bounds) of each boundary area are closed by straight lines defined by at least two points. It may be necessary to extend these lines beyond the defining points to intersect the actual 100 fathom contour or the shoreline. Each point corresponds to a bounds number indicated in Figure 2. Digital files of the Sanctuary boundary (available in three common formats, ESRI Shape File, MapInfo Table and an ASCII Exchange format) are available from the Sanctuary office in Kihei, Maui, at the address listed above or by calling (808) 879-2818. These digital geographies are the best available representation of the verbal legal delineation and were derived from: the Hawai‘ian

Bound No. (Fig. 2)	Geographic name	No. of points	Latitude	Longitude
1	Kailiu Pt., Kauai	2	22°13'24.7" 22°16'33.5"	– 159°34'52.2" – 159°35'59.4"
2	Mokolea Pt., Kauai	2	22°13'29.9" 22°14'55.4"	– 159°22'55.8" – 159°22'19.3"
3	Puaena Pt., N. Oahu	2	21°38'24.6" 21°36'08.4"	– 158°08'26.0" – 158°06'24.5"
4	Mahie Pt., N. Oahu	2	21°33'37.3" 21°35'32.2"	– 157°51'51.9" – 157°50'05.5"
5	Kapahulu Groin, S. Oahu	3	21°15'05.7" 21°16'06.1" 21°16'06.2"	– 157°50'27.5" – 157°49'25.7" – 157°49'23.8"
6	Makapuu Pt. S. Oahu	2	21°18'39.6" 21°19'44.7"	– 157°38'56.7" – 157°35'46.1"
7	Ilio Pt., Molokai	2	21°13'25.7" 21°13'27.0"	– 157°18'45.8" – 157°15'14.4"
8	Pailolo Channel, C. Halawa to Lipoa Pt.	2	21°01'29.8" 21°09'29.5"	– 156°38'22.0" – 156°42'37.2"
9	Hanamanoia Lighthouse, Maui	2	20°34'21.8" 20°34'58.4"	– 156°26'51.1" – 156°24'45.2"
10	3 NM closure around Kahoolawe	51	20°35'58.1" 20°35'59.9"	– 156°29'32.0" – 156°29'33.0"
			20°36'03.9" 20°36'06.6"	– 156°29'35.5" – 156°29'36.9"
			20°36'16.3" 20°36'25.7"	– 156°29'43.1" – 156°29'49.9"
			20°36'34.6" 20°36'39.9"	– 156°29'57.3" – 156°30'02.2"
			20°36'43.8" 20°36'50.8"	– 156°30'05.5" – 156°30'12.1"
			20°36'59.0" 20°37'08.7"	– 156°30'16.5" – 156°30'22.7"
			20°37'18.1" 20°37'27.0"	– 156°30'29.5" – 156°30'36.8"
			20°37'35.5" 20°37'43.4"	– 156°30'44.8" – 156°30'53.4"
			20°37'50.9" 20°37'56.4"	– 156°31'02.4" – 156°31'10.0"
			20°37'59.0" 20°38'06.0"	– 156°31'13.2" – 156°31'22.7"
			20°38'08.6" 20°38'10.8"	– 156°31'26.8" – 156°31'29.9"
			20°38'17.2" 20°38'18.9"	– 156°31'39.9" – 156°31'43.0"
			20°38'23.4" 20°38'30.3"	– 156°31'48.4" – 156°31'58.0"
			20°38'36.6" 20°38'42.4"	– 156°32'07.9" – 156°32'18.3"

Bound No. (Fig. 2)	Geographic name	No. of points	Latitude	Longitude
			20°38'43.4" 20°38'46.4" 20°38'51.5" 20°38'56.0" 20°38'59.8" 20°39'03.0" 20°39'04.0" 20°39'04.4" 20°39'05.3" 20°39'06.8" 20°39'08.6" 20°39'08.9" 20°39'09.7" 20°39'10.1" 20°39'11.0" 20°39'12.1" 20°39'12.5" 20°39'12.4" 20°39'12.6" 20°39'12.2" 20°39'11.8" 20°39'11.7" 20°39'11.3"	– 156°32'20.5" – 156°32'25.9" – 156°32'36.7" – 156°32'47.7" – 156°32'59.1" – 156°33'10.7" – 156°33'15.7" – 156°33'17.0" – 156°33'21.1" – 156°33'28.7" – 156°33'40.7" – 156°33'44.4" – 156°33'49.6" – 156°33'53.8" – 156°34'00.3" – 156°34'12.4" – 156°34'24.4" – 156°34'25.4" – 156°34'30.5" – 156°34'42.6" – 156°34'47.7" – 156°34'48.9" – 156°34'55.8"
11	Technical Closure North of Kahoolawe	2	20°41'39.2" 20°41'45.0"	– 156°37'07.5" – 156°38'03.6"
12	Upolu Pt., Hawai‘i (Big Island)	2	20°16'05.3" 20°17'59.9"	– 155°51'00.5" – 155°51'17.2"
13	Keahole Pt., Hawai‘i (Big Island)	2	19°43'39.6" 19°43'41.5"	– 156°03'42.7" – 156°04'14.5"
14	Kawaihae Harbor, Big Island exclusion	2	20°02'14.3" 20°02'25.3"	– 155°50'02.5" – 155°49'57.7"
15	Haleolono Harbor, Molokai exclusion	2	21°05'03.5" 21°05'04.8"	– 157°14'58.6" – 157°14'55.2"
16	Kaunakakai Harbor, Molokai exclusion	4	21°05'13.9" 21°04'49.2" 21°04'38.5" 21°05'07.4"	– 157°01'35.7" – 157°01'58.3" – 157°01'41.2" – 157°01'15.0"
17	Kaumalapau Harbor, Lanai exclusion	2	20°47'09.2" 20°47'01.1"	– 156°59'32.2" – 156°59'31.3"
18	Manele Harbor, Lanai exclusion	2	20°44'33.2" 20°44'35.2"	– 156°53'12.9" – 156°53'14.1"
19	Lahaina Harbor, Maui exclusion	2	20°52'18.3" 20°52'18.8"	– 156°40'45.0" – 156°40'44.0"
20	Maalaea Harbor, Maui exclusion	2	20°47'32.1" 20°47'24.8"	– 156°30'35.0" – 156°30'39.6"
21	Western closure Kuapa Pond (Hawai‘i Kai), Oahu	2	21°17'07.0" 21°17'06.5"	– 157°43'07.7" – 157°43'07.0"
22	Eastern closure Kuapa Pond (Hawai‘i Kai), Oahu	2	21°16'53.3" 21°16'51.9"	– 157°42'42.7" – 157°42'40.3"

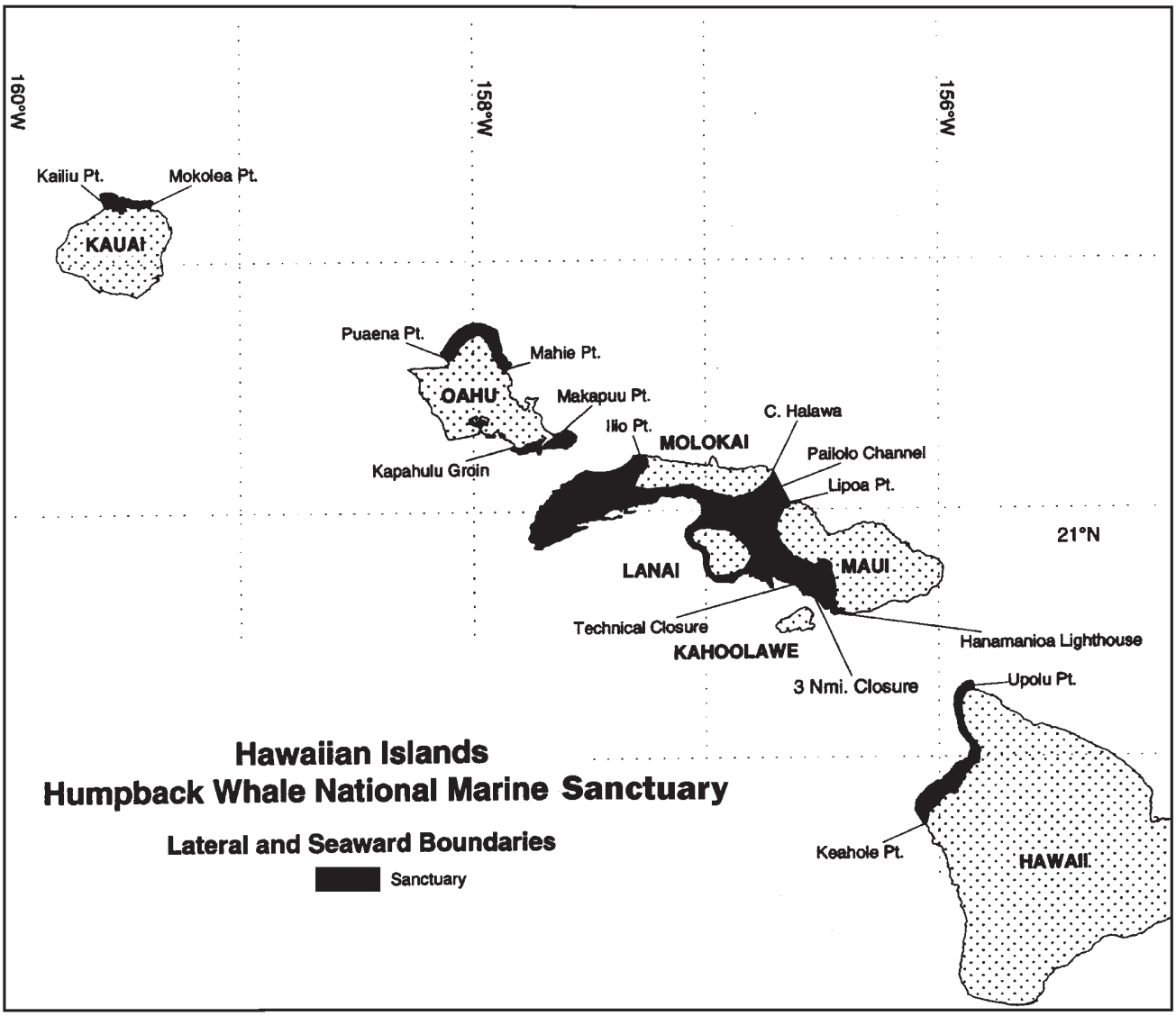
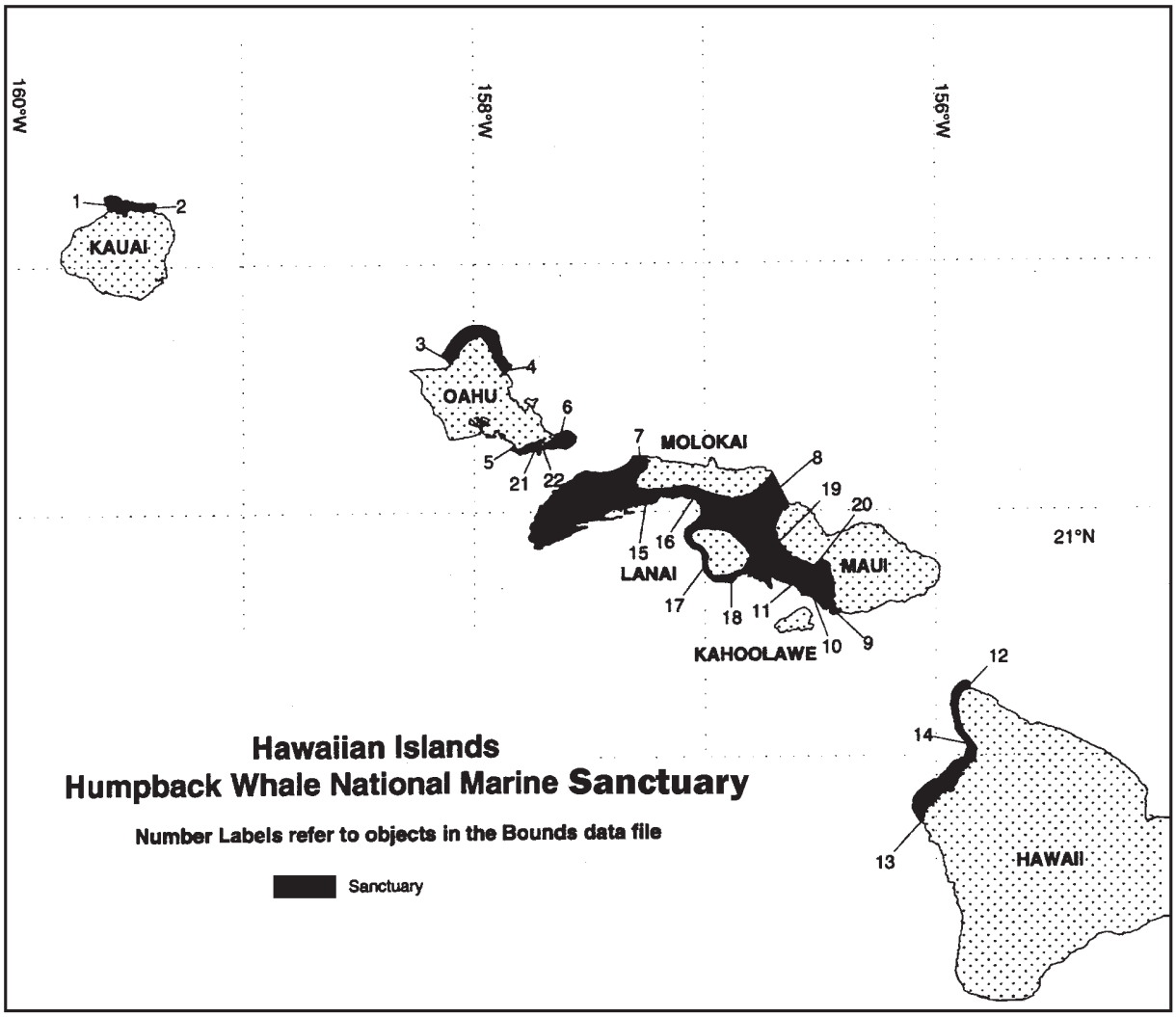

160°W
158°W
156°W
Kailiu Pt.
Mokolea Pt.
KAUAI
Puaena Pt.
Mahie Pt.
OAHU
Makapuu Pt.
Ilio Pt.
MOLOKAI
C. Halawa
Pailolo Channel
Lipoa Pt.
Kapahulu Groin
21°N
LANAI
MAUI
Technical Closure
KAHOOLAWE
Hanamanioa Lighthouse
3 Nmi. Closure
Upolu Pt.
Hawaiian Islands
Humpback Whale National Marine Sanctuary
Lateral and Seaward Boundaries
Sanctuary
Keahole Pt.
HAWAII

Figure 1


160°W
158°W
156°W
21°N
KAUAI
OAHU
MOLOKAI
LANAI
MAUI
KAHOOLAWE
HAWAII
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Hawaiian Islands
Humpback Whale National Marine Sanctuary
Number Labels refer to objects in the Bounds data file
Sanctuary

Figure 2

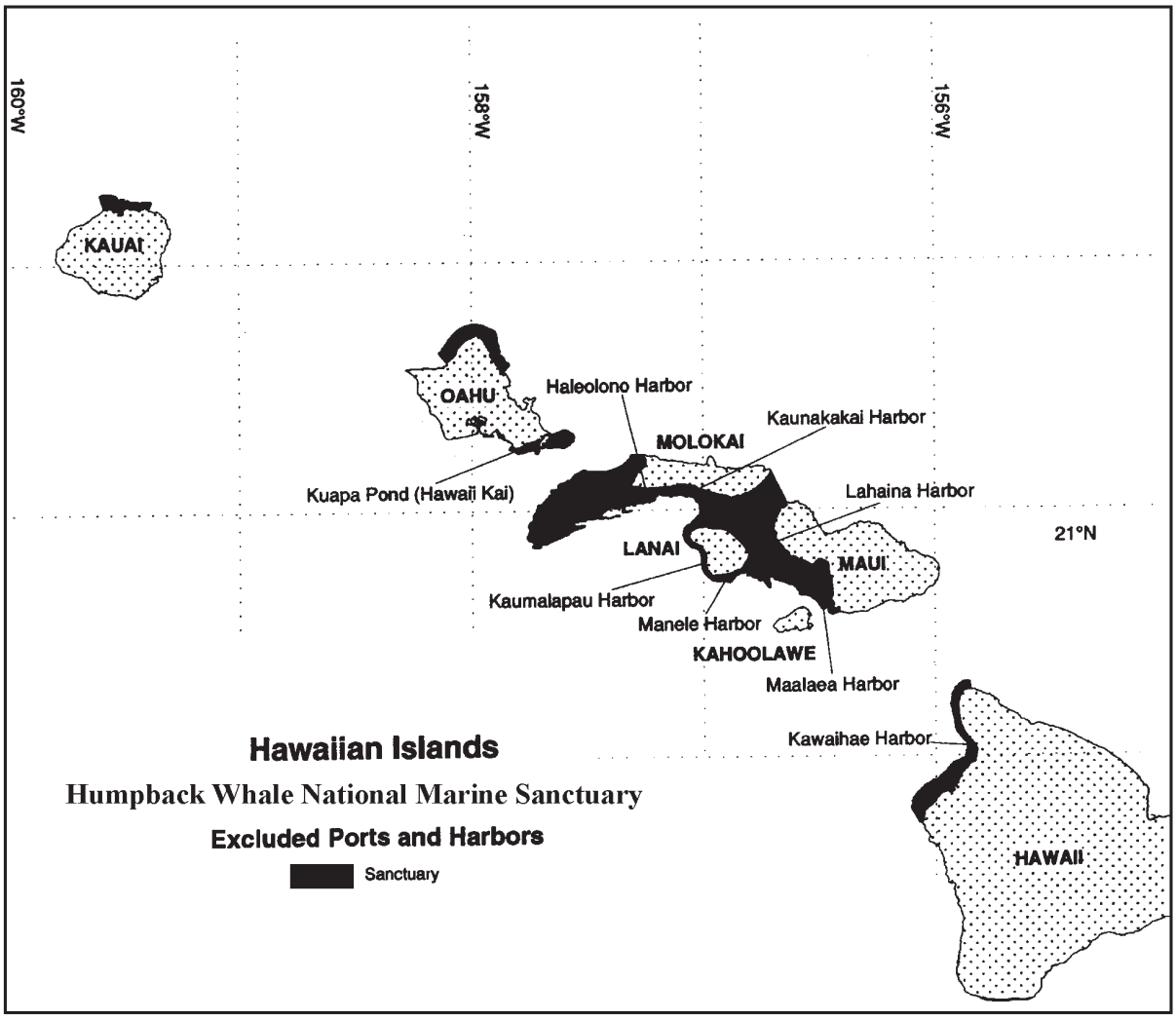
160°W
158°W
156°W
21°N
KAUAI
OAHU
Haleolono Harbor
Kaunakakai Harbor
MOLOKAI
Kuapa Pond (Hawaii Kai)
Lahaina Harbor
LANAI
MAUI
Kaumalapau Harbor
Manele Harbor
KAHOOLAWE
Maalaea Harbor
Kawaihae Harbor
HAWAII
Hawaiian Islands
Humpback Whale National Marine Sanctuary
Excluded Ports and Harbors
Sanctuary

Figure 3

shoreline as supplied by State of Hawai'i through the Office of Planning GIS Office, the NOAA and State of Hawai'i agreed upon lateral boundary and exclusion areas, and the 100 fathom isobath digitized from the following 1:80,000 scale NOAA nautical charts-19327 —

(433) West Coast of Hawai'i (9th ED, 4/29/89),

(434) 19347—Channels between Molokai, Maui, Lanai, and Kahoolawe (17th ED, 12/13/97),

(435) 19351—Channels between Oahu, Molokai, and Lanai (8th ED, 7/01/89),

(436) 19357—Island of Oahu (20th ED, 9/21/96), and

(437) 19381—Island of Kauai (8th ED, 7/17/1993).

(438) For the portion of the Lanai region of the HIHWNMS west of Chart 19351, [157°42.8'W.] the 100 fathom contour was derived from the 1:250.999 chart 19340—Hawai'i to Oahu (24th ED, 1/09/1993).

(439) All digital geography data have been referenced to WGS84 (NAD83) and have been converted to geographic (latitude and longitude) coordinates.

Sanctuary Boundary

(440) A. As defined by the specific lateral boundaries in B, and except for excluded areas described in Paragraph C of this section, the Hawai'ian Islands Humpback Whale National Marine Sanctuary consists of the submerged lands and waters off the coast of the Hawai'ian Islands seaward from the shoreline, cutting across the mouths of rivers and streams (see Figure 1):

(441) 1. To the 100-fathom (183 meter) isobath from Kailiu Point eastward to Mokolea Point, Kauai;

(442) 2. To the 100-fathom (183 meter) isobath from Puaena Point eastward to Mahie Point, and from the Kapahulu Groin in Waikiki eastward to Makapuu Point, Oahu;

(443) 3. To the 100-fathom (183 meter) isobath from Cape Halawa, Molokai, south and westward to Ilio Point, Molokai; southwestward to include Penguin Banks; eastward along the east side of Lanai; to the waters seaward of the three nautical mile limit north of Kahoolawe, to the Hanamanoia Lighthouse on Maui, and northward along the shoreline to Lipoa Point, Maui;

(444) 4. To the deep water area of Pailolo Channel from Cape Halawa, Molokai, to Lipoa Point, Maui, and southward;

(445) 5. To the 100-fathom (183 meter) isobath from Upolu Point southward to Keahole Point, Hawai'i.

(446) B. Lateral Closure Bounds for the Hawai'ian Islands Humpback Whale National Marine Sanctuary Boundary (see Figure 2).

(447) C. Excluded Ports and Harbors Bounds (See Figure 3).

TITLE 33–NAVIGATION AND NAVIGABLE WATERS

Part 26–Vessel Bridge-to-Bridge Radiotelephone Regulations

§26.01 Purpose (a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part–

(448) (1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(449) (2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;

(450) (3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(451) (b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

§26.02 Definitions. For the purpose of this part and interpreting the Act–

(452) "Secretary" means the Secretary of the Department in which the Coast Guard is operating:

(453) "Act" means the "Vessel Bridge-to-Bridge Radiotelephone Act", 33 U.S.C. sections 1201–1208;

(454) "Length" is measured from end to end over the deck excluding sheer;

(455) "Power-driven vessel" means any vessel propelled by machinery; and

(456) "Towing vessel" means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

(457) "Vessel Traffic Services (VTS)" means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

(458) "Vessel Traffic Service Area or VTS Area" means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

(459) **Note:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry to report beyond this area to facilitate traffic management within the VTS area.

§26.03 Radiotelephone required.

(460) (a) Unless an exemption is granted under §26.09 and except as provided in Paragraph (a)(4) of this section, this part applies to:

(461) (1) Every power-driven vessel of 20 meters or over in length while navigating;

(462) (2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(463) (3) Every towing vessels of 26 feet or over in length while navigating; and

(464) (4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

(465) (b) Every vessel, dredge, or floating plant described in Paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

(466) (c) The radiotelephone required by Paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

(467) (d) The radiotelephone required by Paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(468) (e) While transiting any of the following waters, each vessel described in Paragraph (a) of this section also must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz):

(469) (1) The lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge;

(470) (2) The Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf outlet Safety Fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and

(471) (3) The full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(472) (f) In addition to the radiotelephone required by Paragraph (b) of this section each vessel described in Paragraph (a) of this section while transiting any waters within a Vessel Traffic Service Area, must have on board a radiotelephone capable of transmitting and receiving on the VTS designated frequency in Table 26.03(f) (VTS Call Signs, Designated Frequencies, and Monitoring Areas).

(473) **Note:** A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.

§26.04 Use of the designated frequency.

(474) (a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207 (a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(475) (b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(476) (c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

(477) (d) On the navigable waters of the United States, channel 13 (156.65 MHz) is the designated frequency required to be monitored in accordance with §26.05(a) except that in the area prescribed in §26.03(e), channel 67 (156.375 MHz) is the designated frequency.

(478) (e) On those navigable waters of the United States within a VTS area, the designated VTS frequency is an additional designated frequency required to be monitored in accordance with §26.05.

(479) **Note:** As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

§26.05 Use of radiotelephone.

(480) Section 5 of the Act states that the radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this act.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

Table 26.03(f)–VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services[1] (call sign)	Designated frequencies[2] (channel designation)	Monitoring area
		New York[3]
New York Traffic[4].	156.550 MHz (Ch.11) and 156.700 MHz (Ch.14).	The navigable waters of the Lower New York Harbor bounded on the east by a line drawn from the Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of the Sandy hook Bay south to a line drawn at 40°25'N.; then west into waters of the Raritan Bay to the Raritan River Rail Road Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at 40°41.95'N.; and then east including the waters of the Kill Van Kull and Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at 40°43.7'N., 74°01.6'W. In the Hudson River; and continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
	156.600 MHz (Ch. 12)	Each vessel at anchor within the above areas.
		Houston[3]
Houston Traffic.	156.550 MHz (Ch.11).	The navigable waters orth of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.: The navigable waters north of a line extending due west from the southernmost end of Exxon Dock #1 (29°43.37'N., 95°01.27'W.)
	156.600 MHz (Ch 12).	The navigable waters south of a line extending due west from the southernmost end of Exxon Dock #1 (29°43.37'N., 95°01.27'W.)
		Berwick Bay
Berwick Traffic	156.550 MHz (Ch. 11)	The navigable waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
		St. Marys River
Soo Control	156.600 MHz (Ch. 12)	The navigable waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. And 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).
		San Francisco[3]
San Francisco Offshore Vessel Movement.	156.600 MHz (Ch. 12)	The waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area.
Reporting Service San Francisco Traffic.	156.700 MHz (Ch. 14)	The waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay including its tributaries extending to the ports of Stockton, Sacramento and Redwood City.
		Puget Sound[5]
Seattle Traffic[6].	156.700 MHz (Ch. 14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

Table 26.03(f)–VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services[1] (call sign)	Designated frequencies[2] (channel designation)	Monitoring area
	156.250 MHz (Ch. 5A)	The navigable waters of the Strait of Juan de Fuca east of 124°40'W., excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) and all waters of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline.
Tofino Traffic[7]	156.725 MHz (Ch. 74)	The waters west of 124°40'W, within 50 nautical miles of the coast of Vancouver Island including the waters north 48°N., and east of 127°W.
Vancouver Traffic.	156.550 MHz (Ch. 11)	The navigable waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
Prince William Sound[8]		
Valdez Traffic	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and , all navigable waters in Port Valdez.
Louisville[8]		
Louisville Traffic.	156.650 MHz (Ch. 13)	The navigable waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.

NOTES:

1. VTS regulations are denoted in 33 CFR Part 161. All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

2. In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond that provided by other means.

3. Designated frequency monitoring is required within U.S. Navigable waters. In areas which are outside the U.S. Navigable waters, designated frequency monitoring is voluntary. However, prospective VTS Users are encouraged to monitor the designated frequency.

4. VMRS participants shall make their initial report (Sail Plan) to New York Traffic on Channel 11 (156.550 MHz). All other reports, including the Final Report, shall be made on Channel 14 (156.700 MHz). VMRS and other VTS Users shall monitor Channel 14 (156.700 MHz) while transiting the VTS area. New York Traffic may direct a vessel to monitor and report on either primary frequency depending on traffic density, weather conditions, or other safety factors. This does not require a vessel to monitor both primary frequencies.

5. A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate vessel traffic center administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

6. Seattle Traffic may direct a vessel to monitor the other primary VTS frequency 156.250 MHz or 156.700 MHz (Channel 5A or 14) depending on traffic density, weather conditions, or other safety factors, rather than strictly adhering to the designated frequency required for each monitoring area as defined above. This does not require a vessel to monitor both primary frequencies.

7. A portion of Tofino Sector's monitoring area extends beyond the defined CVTS area. Designated frequency monitoring is voluntary in these portions outside of VTS jurisdiction, however, prospective VTS Users are encouraged to monitor the designated frequency.

8. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is used in these VTSs because the level of radiotelephone transmissions does not warrant a designated VTS frequency. The listening watch required by §26.05 of this chapter is not limited to the monitoring area.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

§26.06 Maintenance of radiotelephone; failure of radiotelephone.

(481) Section 6 of the Act states – (a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

§26.07 Communications.

(482) No person may use the service of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language.

§26.08 Exemption procedures.

(483) (a) The Commandant has redelegated to the Assistant Commandant for Marine Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, with the reservation that this authority shall not be further redelegated, the authority to grant exemptions from provisions of the Vessel Bridge-to-Bridge Radiotelephone Act and this part.

(484) (b) Any person may petition for an exemption from any provision of the Act or this part;

(485) (c) Each petition must be submitted in writing to U.S. Coast Guard, Marine Safety, Security and Environmental Protection, 2100 Second Street SW., Washington, DC 20593-0001, and must state:

(486) (1) The provisions of the Act or this part from which an exemption is requested; and

(487) (2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

§26.09 List of exemptions.

(488) (a) All vessels navigating on those waters governed by the navigation rules for Great Lakes and their connecting and tributary waters (33 U.S.C. 241 et seq.) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975.

(489) (b) Each vessel navigating on the Great Lakes as defined in the Inland Navigation Rules Act of 1980 (33 U.S.C. 2001 et seq.) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1–9 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973."

§26.10 Penalties. Section 9 of the Act states–

(490) (a) Whoever, being the master or person in charge of a vessel subject to the Act, fails to enforce or comply with the Act or the regulations hereunder; or whoever, being designated by the master or person in charge of a vessel subject to the Act to pilot or direct the movement of a vessel fails to enforce or comply with the Act or the regulations hereunder–is liable to a civil penalty of not more than $500 to be assessed by the Secretary.

(491) (b) Every vessel navigated in violation of the Act or the regulations hereunder is liable to a civil penalty of not more than $500 to be assessed by the Secretary, for which the vessel may be proceeded against in any District Court of the United States having jurisdiction.

(492) (c) Any penalty assessed under this section may be remitted or mitigated by the Secretary, upon such terms as he may deem proper.

Part 80–COLREGS Demarcation Lines

§80.01 General basis and purpose of demarcation lines.

(493) (a) The regulations in this part establish the lines of demarcation delineating those waters upon which mariners shall comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners shall comply with the Inland Navigation Rules.

(494) (b) The waters inside of the lines are Inland Rules waters. The waters outside the lines are COLREGS waters.

(495) (c) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

§80.1102 Santa Catalina Island, CA.

(496) The 72 COLREGS shall apply to the harbors on Santa Catalina Island.

§80.1104 San Diego Harbor, CA.

(497) A line drawn from Zuniga Jetty Light "V" to Zuniga Jetty Light "Z"; thence to Point Loma Light.

§80.1106 Mission Bay, CA.

(498) A line drawn from Mission Bay South Jetty Light 2 to Mission Bay North Jetty Light 1.

§80.1108 Oceanside Harbor, CA.

(499) A line drawn from Oceanside South Jetty Light 4 to Oceanside Breakwater Light 3.

§80.1110 Dana Point Harbor, CA.

(500) A line drawn from Dana Point Jetty Light 6 to Dana Point Breakwater Light 5.

§80.1112 Newport Bay, CA.

(501) A line drawn from Newport Bay East Jetty Light 4 to Newport Bay West Jetty Light 3.

§80.1114 San Pedro Bay-Anaheim Bay, CA.

(502) (a) A line drawn across the seaward extremities of the Anaheim Bay Entrance Jetties; thence to Long Beach Breakwater East End Light 1.

(503) (b) A line drawn from Long Beach Channel Entrance Light 2 to Long Beach Light.

(504) (c) A line drawn from Los Angeles Main Entrance Channel Light 2 to Los Angeles Light.

§80.1116 Redondo Harbor, CA.

(505) A line drawn from Redondo Beach East Jetty Light 2 to Redondo Beach West Jetty Light 3.

§80.1118 Marina Del Rey, CA.

(506) (a) A line drawn from Marina Del Rey Breakwater South Light 1 to Marina Del Rey Light 4.

(507) (b) A line drawn from Marina Del Rey Breakwater North Light 2 to Marina Del Rey Light 3.

(508) (c) A line drawn from Marina Del Rey Light 4 to the seaward extremity of the Ballona Creek South Jetty.

§80.1120 Port Hueneme, CA.

(509) A line drawn from Port Hueneme East Jetty Light 4 to Port Hueneme West Jetty Light 3.

§80.1122 Channel Islands Harbor, CA.

(510) (a) A line drawn from Channel Islands Harbor South Jetty Light 2 to Channel Islands Harbor Breakwater South Light 1.

(511) (b) A line drawn from Channel Islands Harbor Breakwater North Light to Channel Islands Harbor North Jetty Light 5.

§80.1124 Ventura Marina, CA.

(512) A line drawn from Ventura Marina South Jetty Light 6 to Ventura Marina Breakwater South Light 3; thence to Ventura Marina North Jetty Light 7.

§80.1126 Santa Barbara Harbor, CA.

(513) A line drawn from Santa Barbara Harbor Light 4 to Santa Barbara Harbor Breakwater Light.

§80.1130 San Luis Obispo Bay, CA.

(514) A line drawn from the southernmost extremity of Fossil Point to the seaward extremity of Whaler Island Breakwater.

§80.1132 Estero-Morro Bay, CA.

(515) A line drawn from the seaward extremity of the Morro Bay East Breakwater to the Morro Bay West Breakwater Light.

§80.1134 Monterey Harbor, CA.

(516) A line drawn from Monterey Harbor Light 6 to the northern extremity of Monterey Municipal Wharf 2.

§80.1136 Moss Landing Harbor, CA.

(517) A line drawn from the seaward extremity of the pier located 0.3 mile south of Moss Landing Harbor Entrance to the seaward extremity of the Moss Landing Harbor North Breakwater.

§80.1138 Santa Cruz Harbor, CA.

(518) A line drawn from the seaward extremity of the Santa Cruz Harbor East Breakwater to Santa Cruz Harbor West Breakwater Light; thence to Santa Cruz Light.

§80.1140 Pillar Point Harbor, CA.

(519) A line drawn from Pillar Point Harbor Light 6 to Pillar Point Harbor Entrance Light.

§80.1142 San Francisco Harbor, CA.

(520) A straight line drawn from Point Bonita Light through Mile Rocks Light to the shore.

§80.1144 Bodega and Tomales Bay, CA.

(521) (a) An east-west line drawn from Sand Point to Avalis Beach.

(522) (b) A line drawn from the seaward extremity of Bodega Harbor North Breakwater to Bodega Harbor Entrance Light 1.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

§80.1146 Albion River, CA.

(523) A line drawn on an axis of 030o true through Albion River Light 1 across Albion Cove.

§80.1148 Noyo River, CA.

(524) A line drawn from Noyo River Entrance Daybeacon 4 to Noyo River Entrance Light 5.

§80.1150 Arcata-Humboldt Bay, CA.

(525) A line drawn from Humboldt Bay Entrance Light 4 to Humboldt Bay Entrance Light 3.

§80.1152 Crescent City Harbor, CA.

(526) A line drawn from Crescent City Entrance Light to the southeasternmost extremity of Whaler Island.

§80.1305 Chetco River, Oreg.

(527) A line drawn across the seaward extremities of the Chetco River Entrance Jetties.

§80.1310 Rogue River, Oreg.

(528) A line drawn across the seaward extremities of the Rogue River Entrance Jetties.

§80.1315 Coquille River, Oreg.

(529) A line drawn across the seaward extremities of the Coquille River Entrance Jetties.

§80.1320 Coos Bay, Oreg.

(530) A line drawn across the seaward extremities of the Coos Bay Entrance Jetties.

§80.1325 Umpqua River, Oreg.

(531) A line drawn across the seaward extremities of the Umpqua River Entrance Jetties.

§80.1330 Siuslaw River, Oreg.

(532) A line drawn across the seaward extremities of the Siuslaw River Entrance Jetties.

§80.1335 Alsea Bay, Oreg.

(533) A line drawn from the seaward shoreline on the north of the Alsea Bay Entrance 165° true across the channel entrance.

§80.1340 Yaquina Bay, Oreg.

(534) A line drawn across the seaward extremities of the Yaquina Bay Entrance Jetties.

§80.1345 Depoe Bay, Oreg.

(535) A line drawn across the Depoe Bay Channel entrance parallel with the general trend of the highwater shoreline.

§80.1350 Netarts Bay, Oreg.

(536) A line drawn from the northernmost extremity of the shore on the south side of Netarts Bay north to the opposite shoreline.

§80.1355 Tillamook Bay, Oreg.

(537) A line drawn across the seaward extremities of the Tillamook Bay Entrance Jetties.

§80.1360 Nehalem River, Oreg.

(538) A line drawn approximately parallel with the general trend of the highwater shoreline across the Nehalem River Entrance.

§80.1365 Columbia River Entrance, Oreg./Wash.

(539) A line drawn from the seaward extremity of the Columbia River North Jetty (above water) 155° true to the seaward extremity of the Columbia River South Jetty (above water).

§80.1370 Willapa Bay, WA.

(540) A line drawn from Willapa Bay Light 169.8° true to the westernmost tripod charted 1.6 miles south of Leadbetter Point.

§80.1375 Grays Harbor, Wash.

(541) A line drawn from across the seaward extremities (above water) of the Grays Harbor Entrance Jetties.

§80.1380 Quillayute River, Wash.

(542) A line drawn from the seaward extremity of the Quillayute River Entrance East Jetty to the overhead power cable tower charted on James Island; thence a straight line through Quillayute River Entrance Light 3 to the shoreline.

§80.1385 Strait of Juan de Fuca.

(543) The 72 COLREGS shall apply on all waters of the Strait of Juan de Fuca.

§80.1390 Haro Strait and Strait of Georgia.

(544) The 72 COLREGS shall apply on all waters of the Haro Strait and the Strait of Georgia.

§80.1395 Puget Sound and Adjacent Waters.

(545) The 72 COLREGS shall apply on all waters of Puget Sound and adjacent waters, including Lake Union, Lake Washington, Hood Canal, and all tributaries.

§80.1410 Hawai'ian Island Exemption from General Rule.

(546) Except as provided elsewhere in this part for Mamala Bay and Kaneohe Bay on Oahu; Port Allen and Nawiliwili Bay on Kauai; Kahului Harbor on Maui; and

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Kawailae and Hilo Harbors on Hawai'i, the 72 COLREGS shall apply on all other bays, harbors, and lagoons of the Hawai'ian Island (including Midway).

§80.1420 Mamala Bay, Oahu, Hawai'i.

(547) A line drawn from Barbers Point Light to Diamond Head Light.

§80.1430 Kaneohe Bay, Oahu, Hawai'i.

(548) A straight line drawn from Pyramid Rock Light across Kaneohe Bay through the center of Mokolii Island to the shoreline.

§80.1440 Port Allen, Kauai, Hawai'i.

(549) A line drawn from Hanapepe Light to Hanapepe Bay Breakwater Light.

§80.1450 Nawiliwili Harbor, Kauai, Hawai'i.

(550) A line drawn from Nawiliwili Harbor Breakwater Light to Kukii Point Light.

§80.1460 Kahului Harbor, Maui, HI.

(551) A line drawn from Kahului Harbor Entrance East Breakwater Light to Kahului Harbor Entrance West Breakwater Light.

§80.1470 Kawaihae Harbor, Hawai'i.

(552) A line drawn from Kawaihae Light to the seaward extremity of the Kawaihae South Breakwater.

§80.1480 Hilo Harbor, Hawai'i.

(553) A line drawn from the seaward extremity of the Hilo Breakwater 265° true (as an extension of the seaward side of the breakwater) to the shoreline 0.2 nautical mile north of Alealea Point.

§80.1495 U.S. Pacific Island Possessions.

(554) The 72 COLREGS shall apply on the bays, harbors, lagoons, and waters surrounding the U.S. Pacific Island of American Samoa, Baker, Howland, Jarvis, Johnson, Palmyra, Swains and Wake Islands.

Part 110–Anchorage Regulations

§110.1 General.

(555) (a) The areas described in subpart A of this part are designated as special anchorage areas for purposes of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030).

(556) (b) The anchorage grounds for vessels described in Subpart B of this part are established, and the rules and regulations in relation thereto adopted, pursuant to the authority contained in section 7 of the act of March 4, 1915, as amended (38 Stat. 1053; 33 U.S.C. 471).

(557) (c) All bearings in the part are referred to true meridian.

(558) (d) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart A–Special Anchorage Areas

§110.90 San Diego Harbor, California.

(559) (a) Area A–1. In North San Diego Bay, the Shelter Island Yacht Basin Anchorage, the water area enclosed by a line beginning at

(560) 32°42'56.7"N., 117°13'47.1"W.; thence southwesterly to

(561) 32°42'53.6"N., 117°13'51.3"W.; thence northwesterly to

(562) 32°43'01.3"N., 117°13'59.1"W.; thence northeasterly to

(563) 32°43'02.6"N., 117°13'55.5"W.; thence southeasterly to

(564) 32°42'59.8"N., 117°13'50.4"W.; thence southeasterly to the point of beginning.

(565) (b) Area A–1a. In North San Diego Bay, the Shelter Island Roadstead Anchorage east of Shelter Island, the water area 55 feet either side of a line beginning at

(566) 32°42'33.6"N., 117°13'48.3"W.; thence northeasterly to

(567) 32°42'36.0"N., 117°13'45.1"W.

(568) (c) Area A–1b. The water area off Shelter Island's eastern shore, 210 feet shoreward of a line beginning at

(569) 32°42'43.9"N., 117°13'34.3"W.; thence northeasterly to

(570) 32°42'52.8"N., 117°13'22.4"W.

(571) (d) Area A–1c. The water area off Shelter Island's eastern shore, 210 feet shoreward of a line beginning at

(572) 32°42'55.0"N., 117°13'19.4"W.; thence northeasterly to

(573) 32°43'03.5"N., 117°13'07.6"W.

(574) (e) Area A–2. In North San Diego Bay, the America's Cup Harbor Anchorage, the water area enclosed by a line beginning at

(575) 32°43'13.7"N., 117°13'23.8"W; thence northeasterly to

(576) 32°43'16.7"N., 117°13'16.4"W.; thence northeasterly to

(577) 32°43'22.6"N., 117°13'25.8"W.; thence westerly to

(578) 32°43'22.5"N., 117°13'29.6"W.; thence southwesterly to

(579) 32°43'19.0"N., 117°13'32.6"W.; thence southeasterly to the point of beginning.

(580) (f) Area A–3. In North San Diego Bay, the Laurel Street Roadstead Anchorage, the water area enclosed by a line beginning at

(581) 32°43'30.5"N., 117°10'28.5"W.; thence southwesterly to

(582) 32°43'29.8"N., 117°10'34.2"W.; thence southwesterly to

(583) 32°43'25.8"N., 117°10'36.1"W.; thence southerly to

(584) 32°43'20.2"N., 117°10'36.1"W.; thence westerly to

(585) 32°43'20.2"N., 117°10'52.9"W.; thence northeasterly to

(586) 32°43'29.8"N., 117°10'48.0"W., thence northeasterly following a line parallel to, and 200 feet bayward of, the shoreline of San Diego Bay adjoining Harbor Drive to the point of beginning.

(587) (g) Area A–4. In Central San Diego Bay, the Bay Bridge Roadstead Anchorage, the water area enclosed by a line beginning at

(588) 32°41'32.1"N., 117°09'43.1"W.; thence southwesterly to

(589) 32°41'19.1"N., 117°09'46.1"W.; thence southeasterly to

(590) 32°41'17.8"N., 117°09'44.3"W.; thence southeasterly to

(591) 32°41'14.9"N., 117°09'37.9"W.; thence northeasterly to

(592) 32°41'26.9"N., 117°09'35.1"W., thence southwesterly to the point of beginning.

(593) (h) Area A–5. In Central San Diego Bay, the Glorietta Bay Anchorage, the water area enclosed by a line beginning at

(594) 32°40'42.2"N., 117°10'03.1"W.; thence southwesterly to

(595) 32°40'41.2"N., 117°10'06.6"W.; thence northwesterly to

(596) 32°40'46.2"N., 117°10'15.6"W.; thence northeasterly to

(597) 32°40'46.7"N., 117°10'14.1"W.; thence southeasterly the point of beginning.

(598) (i) Area A–6. In Fiddler's Cove, the water enclosed by a line beginning at

(599) 32°39'10.4"N., 117°08'49.4"W.; thence northwesterly to

(600) 32°39'14.9"N., 117°08'51.8"W.; thence northeasterly to

(601) 32°39'17.6"N., 117°08'47.5"W.; thence northwesterly to

(602) 32°39'19.8"N., 117°08'48.8"W.; thence northeasterly to

(603) 32°39'24.4"N., 117°08'41.4"W.; thence southeasterly to

(604) 32°39'15.7"N., 117°08'36.0"W.; thence southwesterly to the point of beginning.

(605) **Note:** This area is located on Federal property owned by the United States Navy, and it is reserved for active duty military, their dependents, retirees and DOD employees only.

(606) (j) Area A–8. In South San Diego Bay, the Sweetwater Anchorage, the water enclosed by a line beginning at

(607) 32°39'12.2"N., 117°07'45.1"W.; thence easterly to

(608) 32°39'12.2"N., 117°07'30.1"W.; thence southerly to

(609) 32°38'45.2"N., 117°07'30.1"W.; thence westerly to

(610) 32°38'45.2"N., 117°07'45.1"W.; thence northerly to the point of beginning.

(611) (k) Area A–9. In North San Diego Bay, the Cruiser Anchorage, the water enclosed by a line beginning at

(612) 32°43'35.9"N., 117°11'06.2"W.; thence southwesterly to

(613) 32°43'31.5"N., 117°11'13.2"W.; thence southeasterly to

(614) 32°43'28.9"N., 117°11'11.0"W.; thence southeasterly to

(615) 32°43'25.9"N., 117°11'07.7"W.; thence northeasterly to

(616) 32°43'34.8"N., 117°11'03.2"W.; thence northwesterly to the point of beginning. All coordinates in this section use Datum: NAD 83.

(617) **Note:** Mariners anchoring in these anchorages, excluding Anchorage A–6, should consult applicable local ordinances of the San Diego Unified Port District. Temporary floats or buoys for marking anchors are allowed. Fixed moorings, piles or stakes are prohibited. All moorings shall be positioned so that no vessel, when anchored, shall at any time extend beyond the limits of the area. See Captain of the Port Notice 6–97, a copy of which can be obtained by calling (619) 683-6495.

§110.91 Mission Bay, California.

(618) (a) Area M–1. In San Juan Cove, the entire water area west of a line drawn from 32°46'53.6"N., 117°14'52.5"W.; to El Carmel Point North Light; 32°46'48.0"N., 117°14'50.1"W.

(619) **Note.**–Control over the anchoring of vessels and the placing of temporary moorings in this area is

exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(620) (b) Area M–2. In Santa Barbara Cove, the entire water area west of a line drawn from

(621) 32°46'40.0"N., 117°14'47.0"W.; to

(622) 32°46'33.5"N., 117°14'45.5"W.

(623) **Note.**–Control over the anchoring of vessels and the placing of temporary mooring in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(624) (c) Area M–3. In Mariners Basin, the entire water area west of a line drawn from latitude 32°45'49.2"N., longitude 117°14'42.9"W.; to Mission Point Light; latitude 32°45'43.7"N., longitude 117°14'41.9"W.

(625) **Note.**–Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(626) (d) Area M–4. In Quivira Basin, the water area enclosed by that portion of a circle of 45 yard radius from 32°45'42.8"N., 117°14'25.6"W.; through the arc from 354°T to 088°T.

(627) **Note.**–Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

§110.93 Dana Point Harbor, Calif.

(628) The area in Dana Point Harbor, Calif. commencing at a point at

(629) 33°27'36.2"N., 117°42'20.4"W.; thence 016°20' True for 612 feet to a point at

(630) 33°27'42.1"N., 117°42'18.4"W.; thence 106°20' True for 85 feet to a point at

(631) 33°27'41.8"N., 117°42'17.7"W.; thence 196°20' True for 222 feet to a point at

(632) 33°27'39.7"N., 117°42'18.2"W.; thence 182°20' True 234 feet to a point at

(633) 33°27'37.4"N., 117°42'18.2"W.; thence 166°20' True for 499 feet to a point at

(634) 33°27'32.6"N., 117°42'16.8"W.; thence 320° True for 470 feet to the point of origin.

§110.95 Newport Bay Harbor, Calif.

(635) (a) Area A–1. In Lido Channel, northeast of a line parallel to and 195 feet from the pierhead line along the southwest shore of Lido Isle; north of the south U.S. Bulkhead line off Lido Isle extended; southwest of a line parallel to and 120 feet from the pierhead line along the southwest shore of Lido Isle; and southeast of the north side of Via Barcelona, on Lido Isle, extended.

(636) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(637) (b) Area A–2. East of the east side of 15th Street extended; north of a line parallel to and 250 feet from the pierhead line between 14th and 15th Streets, this line being the north line of Newport Channel, and extending east in a straight line to an intersection with a line bearing 268° from Lido Isle East Light 2, this line being the northwest line of the main fairway; west of the east side of 13th Street extended; and south of a line parallel to and 220 feet from the pierhead line off the south shore of Lido Isle.

(638) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(639) (c) Area A–3. A rectangular area, 40 feet wide and 885 feet long, on the west side of Upper Bay Channel, 120 feet east of and parallel to the west pierhead line, the south end being 50 feet north from U.S. Bulkhead Station 130.

(640) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 for recreational and small craft of such size and alignment as permitted by the harbor master.

(641) (d) Area A–4. South of a line bearing 268° from Newport Bay Channel Light 11, this line being the south line of the main fairway; north of a line parallel to and 200 feet from the pierhead line off 11th to 8th Streets; and west of a line bearing 203° from Newport Bay Channel Light 12, passing through the pierhead line at the east end of Lido Isle.

(642) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(643) (e) Area A–5 (Newport Harbor Yacht Club). East of a line bearing 23° from the center of the north end of 8th Street, being parallel to and 150 feet distant from the east end of Area A–4; north of a line parallel to and 200 feet from the pierhead line off 7th and 8th Streets; northwest of a line parallel to and 200 feet from the northwest pierhead line off Bay Island; and south of a line bearing 268° from Newport Bay Channel Light 11, this line being the southerly line of the main fairway.

(644) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach

Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbormaster.

(645) (f) Area A–6. Northwest of Harbor Island, beginning at a point on the Newport City line 107 feet from the angle point northwest of Harbor Island; thence 036°27', 55 feet; thence 303°18', 300 feet; thence 216°27', 72 feet; thence 165°12', 211 feet; thence 75°11'44", approximately 216 feet, to the point of beginning.

(646) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 for recreational and small craft of such size and alignment as permitted by the harbor master.

(647) (g) Area A–7. East of a line parallel to and 150 feet from the east pierhead line off Bay Island; north of a line parallel to and 150 feet from the pierhead line off Fernando Street; northwest of the east side of Adams Street extended; and southwest of a line bearing 131° from Newport Bay Channel Light 11, being parallel to and 100 feet southwest of the southwest line of the main channel.

(648) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(649) (h) Area A–8. Northeast of a line parallel to and 270 feet from the southwest pierhead line from Collins Isle to Balboa Island; north of a line bearing 311° from Newport Bay Channel Lighted Buoy 10 and passing through Newport Bay Channel Light 12, this line being the northeast line of the main channel; southwest of a line parallel to and 150 feet from the southwest pierhead line from Collins Isle to Balboa Island; and southeast of a line bearing 238° from U.S. Station 160.

(650) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(651) (I) Area A–9. In Balboa Island Channel, east of a line bearing due north from U.S. Station 151, being 25 feet west of the end of Emerald Avenue; north of a line parallel to and 75 feet from the north pierhead line off Balboa Island; west of the east side of Amethyst Avenue extended; and south of a line parallel to and 150 feet from the north pierhead line of Balboa Island.

(652) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(653) (j) Area A–10. Southeast of a line bearing 209° from Newport Bay Channel Lighted Buoy 10 and passing through the east side of the end of "A" Street; north of an irregular line parallel to and 150 feet from the north pierhead line off Balboa Peninsula from "A" to "K" Streets; south of the south line of the main channel; and south and southeast of an irregular line parallel to and 375 feet from the north pierhead line off Balboa Peninsula.

(654) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(655) (k) Area A–11. Northeast of a line bearing 108°30' from Newport Bay Channel Lighted Buoy 10, this line being the northeast line of the main channel; north of a line parallel to and 350 feet from the south pierhead line off Balboa Island; west of the west bulkhead line of the Grand Canal extended; and south of a line parallel to and 150 feet from the south pierhead off Balboa Island.

(656) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

(657) (1) Area A–12 (Balboa Yacht Club). South of a line parallel to and 150 feet from the south pierhead line off Balboa Island; west of the east end pierhead line off Balboa Island extended and bearing 161°; north of a line parallel to and 700 feet from the south pierhead line off Balboa Island; and east of a line parallel to and 1,000 feet from the east boundary, bearing 161° from the point of intersection of the east bulkhead line of Grand Canal and the south bulkhead line off Balboa Island.

(658) **NOTE:** This area is reserved for recreational and other small craft. Single moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for pleasure boats and yachts of such sizes and alignments as permitted by the harbor master.

(659) (m) (Reserved)

(660) (n) Area B–1. Southeast of a line bearing 237° from Lido Isle West Light 4 and being parallel to and 200 feet from the pierhead line off the southeast end of Rhine Point; northeast of the southwest bulkhead line off Rhine Point extended; north of a line parallel to and 250 feet from the pierhead line between 15th and 18th

Streets, this line being the north line of Newport Channel; west of the west side of 15th Street extended; and south of a line parallel to and 220 feet from the pierhead off the south shore of Lido Isle.

(661) **NOTE:** This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

§110.100 Los Angeles and Long Beach Harbors, Calif. (a) (Reserved)

(662) (b) Area A–2. Consisting of two parts in the outer basin of Fish Harbor on the east and west sides of Fish Harbor Entrance Channel described as follows:

(663) (1) Part 1. Beginning at a point at the intersection of westerly side of Fish Harbor Entrance Channel and the outer jetty; thence southwesterly along the jetty about 900 feet to the shore; thence northerly about 500 feet; thence northeasterly about 650 feet, on a line parallel to jetty; thence southeasterly about 500 feet, along the westerly side of Fish Harbor Entrance Channel to the point of beginning.

(664) (2) Part 2. Beginning at a point at the intersection of the east side of Fish Harbor Entrance Channel and Fish Harbor mole (outer Fish Harbor); thence northwesterly along the channel line about 850 feet to the southerly side of the Fairway; thence northeasterly and easterly along the southerly side of the Fairway, about 478 and 565 feet respectively to its intersection with Fish Harbor mole; thence southerly and southwesterly along the mole to the point of beginning.

§110.111 Marina del Rey Harbor, Calif. An area in the main channel within the following described boundaries:

(665) Beginning at the most northeasterly corner at
(666) 33°58'58", 118°26'46"; thence southerly to
(667) 33°58'53", 118°26'46"; thence southeasterly to
(668) 33°58'52", 118°26'45"; thence southerly to
(669) 33°58'39", 118°26'45"; thence westerly to
(670) 33°58'38", 118°26'55"; thence northerly to
(671) 33°59'00" 118°26'55"; thence easterly to the point of beginning.

(672) **NOTE:** This area is reserved for yachts and other recreational craft and for all types of small craft during storm, stress, or other emergency. Single and fore-and-aft moorings will be allowed in the area as permitted by the Director of the Department of Small Craft Harbors, Los Angeles County.

§110.115 Santa Barbara Harbor, Calif.

(673) North of the Santa Barbara breakwater; seaward of the line of mean high water; and southwest of a line bearing 46°30' from the north corner of Bath Street and Cabrillo Boulevard to the end of the Santa Barbara breakwater; excluding a fairway 225 feet wide, 100 feet from each side of and parallel to the Navy pier.

(674) **NOTE:** Fore and aft moorings will be allowed in this area conforming to the City of Santa Barbara Harbor Ordinance No. 2106 for yachts and small craft of such size and alignment as permitted by the harbor master.

§110.120 San Luis Obispo Bay, Calif.

(675) (a) Area A–1. Area A–1 is the water area bounded by the San Luis Obispo County wharf, the shoreline, a line drawn from the southernmost point of Fossil Point to latitude 35°10'18.5"N., longitude 120°43'38.5"W.; thence to the southeast corner of the San Luis Obispo County wharf.

(676) (b) Area A–2. Area A–2 is the water area enclosed by a line drawn from the outer end of Whaler Island breakwater at latitude 35°09'22"N., longitude 120°44'56"W., to the Marre Chimney at latitude 35°10'56"N., longitude 120°44'31"W.

(677) **NOTE:** The Port San Luis Harbor District prescribes local regulations for mooring and boating activities in these areas.

§110.125 Morro Bay Harbor, Calif.

(678) (a) Area A–1. Opposite the City of Morro Bay, beginning 50 feet west of the intersection of the west channel line and the prolongation of the center line of Seventh Street; thence in a generally southeasterly direction and parallel to the channel line for a distance of 450 yards; thence 166° and parallel to the revetment for a distance of 1,025 yards; thence 270° for a distance of 200 yards; thence 346° for a distance of about 1,425 yards to meet the prolongation of the center line of Seventh Street; and thence to the point of beginning.

(679) (b) Area A–2. Beginning at a point 322° and 150 feet from the high water line on the most westerly part of Fairbanks Point; thence continuing on this bearing for a distance of 1,346 feet; thence 052° for a distance of 450 feet and thence generally southeasterly parallel to and 150 feet from the mean high water line to the point of beginning.

(680) **NOTE:** Moorings and boating activities will be allowed in these areas conforming to applicable City of Morro Bay ordinances and regulations adopted pursuant thereto.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

§110.126 Monterey Harbor, Calif.

(681) The waters of Monterey Harbor between the shoreline and the following coordinates: Beginning at a point on the shoreline at

(682) 36°36'27.5"N., 121°53'35.0"W.; thence to

(683) 36°36'32.4"N., 121°53'31.0"W., in an easterly direction to

(684) 36°36'28.8"N., 121°53'19.0"W.; thence south to

(685) 36°36'23.1"N., 121°53'19.0"W.; thence to the north end of Municipal Wharf No. 1 at

(686) 36°36'20.0"N., 121°53'28.0"W.

§110.126a San Francisco Bay, California.

(687) Richardson Bay Anchorage. That portion of Richardson Bay, north of a line bearing 257° from Peninsula Point to the shore at Sausalito, except for federally-maintained channels, and all channels approved for private use therein.

(688) **NOTE:** Mariners anchoring in the special anchorage area should consult applicable ordinances of the Richardson Bay Regional Agency and the County of Marin. These ordinances establish requirements on matters including the anchoring of vessels, placement of moorings, and use of anchored and moored vessels within the special anchorage area. Information on these local agency requirements may be obtained from the Richardson Bay Harbor Administrator.

§110.127 Lake Mohave and Lake Mead, Nevada and Arizona.

(689) (a) Willow Beach, Ariz. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(690) "a" 35°52'30"N., 114°39'35"W.

(691) "b" 35°52'10"N., 114°39'35"W.

(692) (b) Katherine, Ariz. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(693) "a" 35°13'33"N., 114°34'38"W.

(694) "b" 35°13'05"N., 114°34'40"W.

(695) (c) El Dorado Canyon, Nev. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 50-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(696) "a" 35°42'37"N., 114°42'21"W.

(697) "b" 35°42'08"N., 114°42'10"W.

(698) (d) Cottonwood Cove, Nev. That portion of Lake Mohave enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway extending northeasterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(699) "a" 35°29'46"N., 114°40'55"W.

(700) "b" 35°29'33"N., 114°40'45"W.

(701) (e) Overton Beach, Nev.–(1) Area "A". That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding two 300-foot-wide fairways, extending northwesterly and southwesterly from the launching ramps, as established by the Superintendent, Lake Mead Recreation Area:

(702) "a" 36°27'05"N., 114°21'48"W.

(703) "b" 36°27'15"N., 114°21'20"W.

(704) "c" 36°26'32"N., 114°20'45"W.

(705) "d" 36°25'49"N., 114°20'50"W.

(706) "e" 36°25'00"N., 114°21'27"W.

(707) "f" 36°25'19"N., 114°22'10"W.

(708) (f) Echo Bay, Nev. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 100-foot-wide fairway, extending southwesterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(709) "a" 36°18'30"N., 114°25'10"W.

(710) "b" 36°18'20"N., 114°24'00"W.

(711) "c" 36°17'35"N., 114°24'05"W.

(712) "d" 36°17'40"N., 114°24'27"W.

(713) (g) Callville Bay, Nev. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 200-foot-wide fairway, extending southeasterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(714) "a" 36°09'00"N., 114°42'40"W.

(715) "b" 36°08'10"N., 114°42'03"W.

(716) "c" 36°08'06"N., 114°42'40"W.

(717) (h) Las Vegas Wash, Nev. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 200-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(718) "a" 36°07'23"N., 114°49'45"W.

(719) "b" 36°06'29"N., 114°49'45"W.

(720) (I) Hemenway Harbor, Nev. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 100-foot-wide fairway, extending easterly from the launching ramp at Boulder Beach and a 600-foot-wide fairway, extending northeasterly from the launching ramp at Hemenway Harbor, both as established by the Superintendent, Lake Mead Recreation Area:

(721) "a" 36°04'05"N., 114°48'15"W.

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(722) "b" 36°03'25"N., 114°48'10"W.

(723) "c" 36°01'20"N., 114°45'15"W.

(724) (j) Kingman Wash, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(725) "a" 36°02'34"N., 114°42'50"W.

(726) "b" 36°02'05"N., 114°43'05"W.

(727) (k) Temple Bar, Ariz. That portion of Lake Mead enclosed by the shore and lines connecting the following points, excluding a 200-foot-wide fairway, extending southwesterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(728) "a" 36°02'21"N., 114°19'29"W.

(729) "b" 36°02'34"N., 114°18'46"W.

(730) "c" 36°02'03"N., 114°18'13"W.

(731) (l) Greggs, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending northerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(732) "a" 36°00'35"N., 114°13'49"W.

(733) "b" 36°00'35"N., 114°14'10"W.

(734) (m) Pierce Ferry, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding a 100-foot-wide fairway, extending easterly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(735) "a" 36°08'42"N., 113°59'24"W.

(736) "b" 36°07'18"N., 113°58'32"W.

(737) (n) South Bay, Ariz. That portion of Lake Mead enclosed by the shore and a line connecting the following points, excluding one 100-foot wide fairway, extending westerly from the launching ramp, as established by the Superintendent, Lake Mead Recreation Area:

(738) "a" 36°06'26"N., 114°06'13"W.

(739) "b" 36°05'00"N., 114°06'50"W.

(740) "c" 36°05'00"N., 114°06'13"W.

(741) **Note:** Fixed moorings, piles, or stakes are prohibited. Single and fore and aft temporary moorings will be allowed. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction and at the discretion of the Superintendent, Lake Mead Recreation Area, National Park Service.

§110.127a and 110.127b.

(742) (Do not apply to this Coast Pilot.)

§110.127c Trinidad Bay, Calif.

(743) The waters of Trinidad Bay beginning at the southernmost point of Trinidad Head at

(744) 41°03'04"N., 124°08'56"W.; thence east to Prisoner Rock at

(745) 41°03'09"N., 124°08'37"W.; thence east to

(746) 41°03'09"N., 124°08'19"W.; thence north to 41°03'26"N.,

(747) 124°08'21"W.; thence following the shoreline to Trinidad Bay in a westerly and southerly direction to the point of beginning.

(748) **NOTE.**–The area will be principally for use by sport and commercial fishing vessels. Temporary floats and buoys for anchoring will be allowed in the area. Fixed moorings, piles or stakes are prohibited. All moorings shall be placed so that no vessel when anchored or moored shall at any time extend beyond the limits of the area. The anchoring of all vessels and placing of all moorings will be under the supervision of the City of Trinidad or such other authority as may be designated by the City Council of the City of Trinidad, California.

§110.128 Columbia River at Portland, Oreg.

(749) The waters of the Columbia River between Sand Island and Government Island, bounded on the west by pile dike U.S. 5.75 and a line extending true north from the northerly end of the dike to the south shore of Sand Island and bounded on the east by a line bearing 339°15' true, from a point on Government Island at latitude 45°35'10", longitude 122°32'41", to the southerly shore of Sand Island.

§110.128b Island of Hawai'i, Hawai'i.

(750) (a) Hilo Bay. The waters of Hilo Bay enclosed by a line beginning at

(751) 19°43'55.5"N. 155°03'30"W. thence to

(752) 19°44'08"N. 155°04'19"W. thence to 19°43'51"N. 155°04'30"W. thence to

(753) 19° 44'10"N. 155°05'29"W. thence along the shoreline to the beginning point. (Datum: OHD)

(754) (b) Kuhio Bay. The waters of Kuhio Bay enclosed by a line beginning at

(755) 19°44'13"N. 155°03'25"W. thence to

(756) 19° 44'15"N. 155°03'25"W. thence along the shoreline to the beginning point. (Datum: OHD)

§110.128c Island of Kauai, Hawai'i.

(757) (a) Nawiliwili Bay. The waters of Nawiliwili Bay enclosed by a line beginning at

(758) 21°57'12.5"N. 159°21'38"W. thence to

(759) 21° 57'26"N. 159°21'39.5"W. thence along the shoreline to the beginning point. (Datum: OHD)

§110.128d Island of Oahu, Hawai'i. (a) Kaneohe Bay

(760) (1). The waters of Kaneohe Bay enclosed by a line beginning at

(761) 21°26'28"N. 157°46'00"W. thence to

(762) 21°26'00"N. 157°46'14"W. thence to

(763) 21°26'20"N. 157°47'24"W. thence to

(764) 21°27'00"N. 157°48'25"W. thence to

(765) 21°26'46"N. 157°48'37"W. thence along the shoreline to the beginning point.

(766) (b) Kaneohe Bay (2). The waters of Kaneohe Bay enclosed by a line beginning at 21°27'28"N. latitude, 157°49'08"W. longitude; thence to 21°28'10"N. latitude, 157°50'03"W. longitude; thence to 21°29'10"N. latitude, 157°50'40"W. longitude; thence to 21°30'46"N. latitude, 157°50'14"W. longitude; thence along the shoreline to the beginning point.

(767) (c) Keehi Lagoon. The waters of Keehi Lagoon bounded by a line connecting the following points:

(768) 21°19'35.0"N., 157°54'06.0"W.

(769) 21°19'37.7"N., 157°53'58.0"W.

(770) 21°19'06.4"N., 157°53'41.9"W.

(771) 21°19'00.8"N., 157°53'44.1"W.

(772) 21°18'59.9"N., 157°53'49.7"W.

(773) 21°19'04.9"N., 157°53'50.0"W. and thence to the point of beginning.

(774) (d) Sans Souci Beach. The waters of Sans Souci Beach enclosed by a line beginning at 21°15'49"N. latitude, 157°49'31"W. longitude; thence to 21°15'49.2"N. latitude, 157°49'29"W. longitude; thence to 21°15'56.2"N. latitude, 157°49'31"W. longitude; thence to 21°15'56"N. latitude, 157°49'33"W. longitude; thence to the beginning point.

(775) (e) Iroquois Point Lagoon. The waters of Iroquois Point Lagoon enclosed by a line beginning at 21°19'53"N. latitude, 157°58'30"W. longitude; thence to 21°19'56"N. latitude, 157°58'31"W. longitude; thence along the shoreline to the beginning point.

(776) (f) Hickam AFB Marina (1)a. The waters of Hickam AFB Marina enclosed by a line beginning at 21°19'13"N. latitude, 157°57'40"W. longitude; thence to 21°18'45"N. latitude, 157°57'40"W. longitude; thence to 21°18'45"N. latitude, 157°57'28.5"W. longitude; thence to 21°19'10"N. latitude, 157°57'28.5"W. longitude; thence along the shoreline to the beginning point.

(777) (g) Hickam AFB Marina (2). The waters of Hickam AFB Marina enclosed by a line beginning at 21°19'11"N. latitude, 157°57'10"W. longitude; thence to 21°18'46.2"N. latitude, 157°57'20"W. longitude; thence to 21°18'46.2"N. latitude, 157°57'05.2"W. longitude; thence along the shoreline to the beginning point.

(778) (h) Aiea Bay. The waters of Aiea Bay enclosed by a line beginning at 21°22'20"N. latitude, 157°56'30"W. longitude; thence to 21°22'27"N. latitude, 157°56'40.5"W. longitude; thence to 21°22'30"N. latitude, 157°56'40.5"W. longitude; thence to 21°22'37"N. latitude, 157°56'22.5"W. longitude; thence to 21°22'37"N. latitude, 157°56'19"W. longitude; thence along the shoreline to the beginning point.

Subpart B–Anchorage Grounds

§110.210 San Diego Harbor, CA.

(779) (a) The anchorage grounds. (1) Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:

(780) 32°42'13.2"N., 117°14'11.0"W.

(781) 32°41'12.0"N., 117°14'00.3"W. and thence along the shoreline to the point of beginning.

(782) (2) Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:

(783) 32°43'25.6"N., 117°12'46.1"W.

(784) 32°43'25.3"N., 117°12'52.0"W.

(785) 32°43'06.2"N., 117°12'58.0"W.

(786) 32°42'57.9"N., 117°12'54.0"W. and thence easterly along the northern boundary of the channel to:

(787) 32°43'05.0"N., 117°11'30.5"W.

(788) 32°43'27.2"N., 117°11'14.0"W. and thence along the shoreline of Harbor Island to the point of beginning.

(789) (3) "B" Street Merchant Vessel Anchorage (NAD 83). The waters bounded by a line connecting the following points:

(790) 32°43'00.8"N., 117°10'36.3"W.

(791) 32°43'00.8"N., 117°11'23.0"W.

(792) 32°43'05.0"N., 117°11'30.5"W.

(793) 32°43'27.2"N., 117°11'14.0"W.

(794) 32°43'20.2"N., 117°10'53.0"W. and thence due east to the shoreline, and thence along the shoreline and pier to the point of beginning.

(795) (b) The regulations. (1) The anchorages described in paragraphs (a)(1) and (a)(2) of this section are reserved exclusively for the anchorage of vessels of the United States Government and of authorized harbor pilot boats. No other vessels shall anchor in this area except by special permission obtained in advance from the Commander, Naval Base, San Diego, CA. The administration of these anchorages is exercised by the Commander, Naval Base, San Diego, CA.

(796) (2) The area described in Paragraph (a)(3) of this section is reserved for the use of merchant vessels calling at the Port of San Diego while awaiting a berth. The administration of this anchorage is exercised by the Port Director, San Diego Unified Port District.

(797) (3) Vessels anchoring in San Diego Harbor shall leave a free passage for other craft and shall not obstruct the approaches to the wharves in the harbor.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

TABLE 110.214(C)

Anchorage	General Location	Purpose	Specific regulations
A	Los Angeles Harbor	Commercial	Note a.
B	Long Beach Harbor	do	Do.
C	do	do	Notes a, g.
D	do	Commercial & Naval	Notes a, b, g.
E	do	Commercial	Note c.
F	Outside Breakwater	do	Notes c, g.
G	do	do	Notes c, d.
N	Los Angeles Harbor	Small Craft	Notes e.
P	Long Beach Harbor	do	Note f.
Q	do	do	Notes c, g.

NOTES:

a. Bunkering and lightering are permitted.

b. West of 118°09'48"W priority for use of the anchorage will be given to commercial vessels over 244 meters (approximately 800 feet). East of 118°09'48"W priority for use of the anchorage will be given to Naval and Public vessels, vessels under Department of Defense charter, and vessels requiring use of the explosives anchorage.

c. Bunkering and lightering are prohibited.

d. This anchorage is within a Regulated Navigation Area and additional requirements apply as set forth in 33 CFR 165.1109(e).

e. This anchorage is controlled by the Los Angeles Port Police. Anchoring, mooring and recreational boating activities conforming to applicable City of Los Angeles ordinances and regulations are allowed in this anchorage.

f. This anchorage is controlled by the Long Beach Harbor Master. Anchoring, mooring and recreational boating activities conforming to applicable City of Long Beach ordinances and regulations are allowed in this anchorage.

g. When the explosives anchorage is activated portions of this anchorage lie within the explosives anchorage and the requirements of paragraph (d) of this section apply.

§110.212 Newport Bay Harbor, Calif.

(798) (a) The anchorage grounds–(1) Temporary Anchorage C–1. Southeast of a line parallel to and 170 feet from the pierhead line at the east end of Lido Isle; north of a line parallel to and 250 feet north of a line bearing 268° from Newport Bay Channel Light 11, this line being the north line of the main fairway; northwest of a line of 120 feet in length bearing 203° from the point of the pierhead line off the west end of Harbor Island; and southwest of the pierhead line off the northeast shore of Lido Isle extended.

(799) (2) Temporary Anchorage C–2. A parallelogram-shaped area, 100 feet wide and 400 feet long, lying 100 feet bayward from and parallel to the existing pierhead line, and adjoining and on the north side of Anchorage C–3 described in Paragraph (a)(3) of this section.

(800) (i) Vessels may anchor temporarily in Temporary Anchorages C–1 and C–2 when necessary and space permits, but shall move promptly when the necessity passes or upon order of the harbor master.

(801) (ii) Vessels anchoring in Temporary Anchorages C–1 and C–2 shall comply with all applicable Pilot Rules, including that requiring anchor lights at night.

(802) (iii) Floats or buoys for marking anchors or mooring in place and fixed mooring piles or stakes are prohibited.

(803) (3) Anchorage C–3. A parallelogram-shaped area, 100 feet wide and 500 feet long, lying 100 feet bayward from and parallel to the existing pierhead line, and adjoining and on the south side of Temporary Anchorage C–2 described in Paragraph (a)(2) of this section.

(804) (i) This area is reserved for recreational and other small craft.

(805) (ii) Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 and other local harbor regulations for recreational and small craft of such size and alignment as permitted by the harbor master.

(806) (iii) All vessels using this area are required to maintain anchor lights from sunset to sunrise.

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(807) (b) The regulations. (1) Vessels may anchor temporarily in these areas when necessary and space permits, but shall move promptly when the necessity passes or upon order of the harbor master.

(808) (2) Vessels anchoring in these areas shall comply with all applicable Pilot Rules, including that requiring anchor lights at night.

(809) (3) Floats or buoys for marking anchors or moorings in place and fixed mooring piles or stakes are prohibited.

§110.214 Los Angeles and Long Beach harbors, California.

(810) (a) *General Regulations*.

(811) (1) *Anchorage Assignment*. (i) Unless otherwise directed by the Captain of the Port Los Angeles-Long Beach, the pilot stations for the Port of Long Beach and the Port of Los Angeles will assign the use of commercial anchorages within their jurisdictions (Long Beach and Los Angeles Harbors respectively). All anchorages outside (seaward) of the federal breakwater will be assigned by the Los Angeles-Long Beach Vessel Traffic Information Service (VTIS). The master, pilot, or person in charge of a vessel must notify the appropriate pilot station (for anchorages inside the federal breakwater) or the VTIS (for anchorages outside the federal breakwater) of their intention to anchor, upon anchoring, and at least fifteen minutes prior to departing an anchorage. All anchorage assignments will be made as described in this part unless modified by the Captain of the Port.

(812) (ii) Radio communications for port entities governing anchorages are as follows: Los Angeles-Long Beach Vessel Traffic Information Service, call sign "LA-Long Beach Traffic", Channel 14 VHF–FM; Los Angeles Port Pilots, Channel 73 VHF–FM; Long Beach Port Pilots, Channel 74 VHF-FM.

(813) (iii) The exact boundary separating the Port of Long Beach from the Port of Los Angeles is published in local Port Tariffs. For purposes of this rule, Long Beach waters are those east, and Los Angeles waters are those west, of the following locations:

(814) (A) Inner Harbor: The Henry Ford (Badger Avenue) Bridge.

(815) (B) Middle Harbor: The Pier 400 Transportation Corridor.

(816) (C) Outer Harbor: The western boundary of Commercial Anchorage B.

(817) (2) *Required approvals, permits and notifications*.

(818) (i) No vessel may anchor anywhere within Los Angeles or Long Beach harbors for more than 10 consecutive days unless an extended anchorage permit is obtained from the Captain of the Port. In determining whether an extended anchorage permit will be granted, consideration will be given, but not necessarily limited to: the current and anticipated demands for anchorage space within the harbor, the duration requested, the condition of the vessel, and the reason for the request.

(819) (ii) No vessel while carrying, loading, or unloading division 1.1 or 1.2 materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.203, may anchor without first obtaining a permit issued by the Captain of the Port.

(820) (iii) Vessels requiring use of an explosives anchorage should contact the Captain of the Port at least 24 hours prior to the anticipated need for the explosives anchorage to allow for proper activation of that anchorage.

(821) (iv) Except with the prior approval of the Captain of the Port, or, in the case of an emergency, with approval of the Captain of the Port immediately subsequent to anchoring, no commercial vessel greater than 1600 gross tons may anchor in Los Angeles-Long Beach Harbor unless it maintains the capability to get underway within 30 minutes. Any vessel unable to meet this requirement must immediately notify the Captain of the Port and make arrangements for an adequate number of tugs to respond to the vessel within 30 minutes notice.

(822) (v) In anchorages where lightering is authorized, the Captain of the Port must be notified at least 4 hours in advance of a vessel conducting lightering operations (see 33 CFR 156.118).

(823) (3) *Other General Requirements*.

(824) (i) When at anchor, all commercial vessels greater than 1600 gross tons shall, at all times, have a licensed deck officer on watch and maintain a continuous radio listening watch unless subject to one of the exemptions in this Paragraph. The radio watch must be on CH–13 VHF-FM when anchored inside the federal breakwater, and on CH–14 VHF–FM or on CH–16 VHF–FM when anchored outside the federal breakwater, except for unmanned barges; vessels which have less than 100 gallons of oil or fuel onboard regardless of how the fuel is carried; and other vessels receiving advance approval from the Captain of the Port.

(825) (ii) When sustained wind speeds exceed 40 knots, all anchored commercial vessels greater than 1600 gross tons shall ensure their propulsion plant is placed in immediate standby and a second anchor is made ready to let go. Vessels unable to comply with this requirement must immediately notify the Captain of the Port. In such case, the Captain of the Port may require the vessel to have one or more tugs standing by to render immediate assistance.

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(826) (4) *Prohibitions.* Within Los Angeles Harbor, Long Beach Harbor, and the Los Angeles-Long Beach Precautionary Area, except for emergency reasons, or with the prior approval of the Captain of the Port, vessels are prohibited from anchoring outside of designated anchorage areas. In the event a vessel anchors outside a designated anchorage area for emergency reasons, the master, pilot, or person in charge of the vessel shall:

(827) (i) Position the vessel so as to minimize the danger to other vessels and facilities:

(828) (ii) Immediately notify the Captain of the Port by the most expeditious means of the vessel's location and the reason(s) for the emergency anchoring; and

(829) (iii) Move the vessel as soon as the emergency condition prompting anchoring outside a designated area abates, or as soon as ordered to move by the Captain of the Port, whichever occurs sooner.

(830) (5) *Exemption from rules.* The Captain of the Port may, upon request, or whenever he/she deems appropriate, authorize a deviation from any rule in this section.

(831) (b) *The anchorage grounds.* Locations of anchorage grounds are as described in this section. Specific requirements for individual anchorages are contained paragraphs (c) and (d) of this section. All coordinates referenced use datum: NAD 83.

(832) (1) *Commercial Anchorage A (Los Angeles Harbor).* A circular area with a radius of 400 yards (approximately 366 meters), centered in position 33°43'19.2"N., 118°14'18.5"W.

(833) (2) *Commercial Anchorage B (Long Beach Harbor).* An area enclosed by a line joining the following coordinates:

(834) 33°44'37.0"N., 118°13'00.0"W.; thence south/southeast to

(835) 33°44'12.0"N., 118°12'36.2"W.; thence southeast to

(836) 33°43'38.2"N., 118°11'36.9"W.; thence southwest to

(837) 33°43'26.1"N., 118°11'47.2"W.; thence west to

(838) 33°43'26.1"N., 118°12'22.7"W.; thence west/southwest to .

(839) 33°42'58.9"N., 118°13'53.0"W.; thence north/northwest to

(840) 33°44'15.3"N., 118°14'26.6"W.; thence northeast to

(841) 33°44'25.1"N., 118°14'15.6"W.; thence southeast to

(842) 33°44'22.8"N., 118°13'51.0"W.; thence east/northeast to the beginning point.

(843) (3) *Commercial Anchorage C (Long Beach Harbor).* An area enclosed by a line joining the following coordinates:

(844) 33°44'20.0"N., 118°08'26.2"W.; thence west to

(845) 33°44'23.5"N., 118°09'32.6"W.; thence north to

(846) 33°44'52.8"N., 118°09'32.2"W.; thence southeast to .

(847) 33°44'25.2"N., 118°08'26.2"W.; thence south to the beginning point.

(848) (4) *Commercial Anchorage D (Long Beach Harbor).* An area enclosed by a line beginning near the east end of the Long Beach Breakwater and joining the following(4) Commercial Anchorage D (Long Beach Harbor). An area enclosed by a line beginning near the east end of the Long Beach Breakwater and joining the following coordinates: coordinates:

(849) 33°43'27.2"N.; 118°08'12.6"W.; thence west to

(850) 33°43'27.2"N.; 118°10'46.5"W.; thence north to

(851) 33°43'51.0"N.; 118°10'46.5"W.; thence northeast to

(852) 33°44'18.5"N.; 118°10'27.2"W.; thence east to

(853) 33°44'18.5"N.; 118°08'12.6"W.; thence south to the beginning point.

(854) (5) *Commercial Anchorage E (Long Beach Harbor).* An area enclosed by a line joining the following coordinates:

(855) 33°44'55.3"N., 118°09'40.2"W.; thence southwest to

(856) 33°44'18.5"N., 118°09'56.8"W.; thence west to

(857) 33°44'18.5"N., 118°10'27.2"W.; thence northwest to

(858) 33°44'27.6"N., 118°10'41.0"W.; thence west/northwest to

(859) 33°44'29.0"N., 118°10'57.4"W.; thence north/northwest to

(860) 33°45'06.4"N., 118°11'09.5"W.; thence northeast to

(861) 33°45'15.2"N., 118°10'46.1"W.; thence southeast to the beginning point.

(862) (6) *Commercial Anchorage F (outside of Long Beach Breakwater).* The waters southeast of the Long Beach Breakwater bounded by a line connecting the following coordinates:

(863) 33°43'05.1"N., 118°07'59.0"W.; thence west to

(864) 33°43'05.1"N., 118°10'36.5"W.; thence south/southeast to

(865) 33°40'23.0"N., 118°08'35.3"W.; thence east to

(866) 33°40'23.0"N., 118°06'03.0"W.; and thence north/northwest to the beginning point.

(867) (7) *Commercial Anchorage G (outside of the Middle Breakwater).* The waters south of the Middle Breakwater bounded by a line connecting the following coordinates:

(868) 33°43'05.4"N., 118°11'18.0"W.; thence west to

(869) 33°43'05.4"N., 118°12'18.7"W.; thence west/southwest to

(870) 33°42'25.9"N., 118°14'19.2"W.; thence southeast to

(871) 33°41'40.3"N., 118°13'05.2"W.; thence east/northeast to

(872) 33°42'08.8"N., 118°11'36.8"W.; and thence north-/northeast to the beginning point.

(873) (8) *General Anchorage N (Los Angeles Harbor).* The waters near Cabrillo Beach shoreward of a line connecting the following coordinates:

(874) 33°42'55.9"N., 118°16'44.4"W.

(875) 33°42'26.8"N., 118°16'33.9"W.

(876) (9) *General Anchorage P (Long Beach Harbor).* The waters within an area beginning at Alamitos Bay West Jetty Light "1" and connecting the following coordinates

(877) 33°44'14.5"N., 118°07'19.2"W.; thence northwest to

(878) 33°44'20.6"N., 118°07'31.7"W.; thence northwest

(879) 33°45'06.5"N., 118°09'34.0"W.; thence along the eastern shoreline of Island White to the lighted marker at

(880) 33°45'13.5"N., 118°09'34.0"W.; thence northwest to

(881) 33°45'37.1"N., 118°10'38.5"W.; thence north/northwest to

(882) 33°45'49.4"N., 118°10'38.8"W.; and thence east/southeast along the Long Beach shoreline and the Alamitos Bay West Jetty to the beginning point.

(883) (10) General Anchorage Q (Long Beach Harbor/Alamitos Bay/Anaheim Bay). The waters within an area described as follows:

(884) 33°44'36.0"N., 118°08'13.0"W.; thence east/southeast to

(885) 33°44'20.6"N., 118°07'31.7"W.; thence along a line described as an arc, radius of 460 meters (approximately 1509 feet) centered on

(886) 33°44'12.5"N., 118°07'16.5"W.; to

(887) 33°44'04.8"N., 118°07'01.0"W.; thence northwest to

(888) 33°44'11.1"N., 118°07'13.0"W.; thence north/northeast to

(889) 33°44'24.0"N., 118°07'04.1"W.; thence east/southeast to

(890) 33°44'22.5"N., 118°06'57.0"W.; thence along the shoreline of Seal Beach and Anaheim Bay W. Jetty to

(891) 33°43'39.1"N., 118°06'06.8"W.; thence west/southwest to

(892) 33°43'27.8"N., 118°07'39.9"W.; thence northwest to

(893) 33°43'38.4"N., 118°07'48.2"W.; thence west to

(894) 33°43'38.4"N., 118°08'12.9"W.; and thence north to the beginning point.

(895) (11) *Explosives Anchorage (Long Beach Harbor).* A circular area with a radius of 1,909 yards (1,745 meters), centered in position 33°43'37.0"N., 118°09'05.3"W.

(896) (c) *Individual anchorage requirements:*

(897) (1) Table 110.214(c) lists anchorage grounds, identifies the purpose of each anchorage, and contains specific regulations applicable to certain anchorages. Requirements for the explosives anchorage are contained in Paragraph (d) of this section.

(898) (2) The geographic boundaries of each anchorage are contained in Paragraph (b) of this section.

(899) (d) *Explosives Anchorage (Long Beach Harbor).*

(900) (1) Priority for use of this anchorage shall be given to vessels carrying, loading, or unloading division 1.1, 1.2, 1.3 or 1.4 (explosive) materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.203.

(901) (2) Vessels requiring the use of this anchorage shall notify the Captain of the Port at least 24 hours in advance of their intentions including the estimated times of arrival, departure, net explosive weight, and whether the vessel will be loading or unloading. Vessels may not use this anchorage without first obtaining a permit issued by the Captain of the Port.

(902) (3) No vessel containing more than 680 metric tons (approximately 749 tons) of net explosive weight (NEW) may anchor in this anchorage;

(903) (4) Bunkering and lightering operations are permitted in the explosives anchorage, except that vessels engaged in the loading or unloading of explosives shall not simultaneously conduct bunkering or lightering operations.

(904) (5) Each anchored vessels loading, unloading or laden with explosives, must display a red flag of a least 1.2 square meters (approximately 16 square feet) in size by day, and at night the flag must be illuminated by spotlight;

(905) (6) When a vessel displaying the red flag occupies the explosive anchorage, no other vessel may anchor within the Explosives Anchorage.

(906) **Note:** When the explosives anchorage is activated, portions of Anchorage "C", "D", "F" and "Q" are encompassed by the explosives anchorage.

§110.215 Anaheim Bay Harbor, California; U.S. Naval Weapons Station, Seal Beach, California; Naval Explosives Anchorage.

(907) (a) The anchorage ground. The waters of Anaheim Bay Harbor between the east side of the Entrance Channel and the East Jetty, and the West side of the Entrance Channel and the West Jetty as outlined in the following two sections:

(908) (1) East Side:

(909) 33°44'03.0"N., 118°05'35.0"W.

(910) 33°43'53.0"N., 118°05'15.0"W.

(911) 33°43'49.0"N., 118°05'18.0"W.

(912) 33°43'36.5"N., 118°05'56.0"W.

(913) 33°43'37.0"N., 118°05'57.0"W.

(914) 33°44'03.0"N., 118°05'35.0"W.

(915) (2) West Side:

(916) 33°44'05.0"N., 118°05'40.0"W.

(917) 33°44'06.0"N., 118°05'56.5"W.

(918) 33°44'01.0"N., 118°06'01.0"W.
(919) 33°43'40.5"N., 118°06'03.0"W.
(920) 33°43'39.5"N., 118°06'02.0"W.
(921) 33°44'05.0"N., 118°05'40.0"W.
(922) (b) The regulations. (1) This area is reserved for use of naval vessels carrying or transferring ammunition or explosives under standard military restrictions as established by the Safety Manual, Armed Service Explosives Board.
(923) (2) No pleasure or commercial craft shall navigate or anchor within this area at any time without first obtaining permission from the Commanding officer, Naval Weapons Station, Seal Beach, California. This officer will extend full cooperation relating to public use of the area and will fully consider every reasonable request for the passage of small craft in light of requirements for national security and safety of persons and property.
(924) (3) Nothing in this section shall be construed as relieving the owner or operator of any vessel from the regulations contained in Part 334.930 of Title 33, covering navigation in Anaheim Bay Harbor.
(925) (4) The regulations in this section shall be administered by the Commanding Officer U.S. Naval Weapons Station, Seal Beach, California and by such agencies as he may designate, and enforced by the Captain of the Port, Los Angeles-Long Beach, California.

§110.216 Pacific Ocean at Santa Catalina Island, Calif.

(926) (a) The anchorage grounds–(1) Descanso Bay. Shoreward of a line connecting the promontories known as White Rock and Casino Point.
(927) (2) Isthmus Cove. All the waters bounded by aline connecting the following coordinates, beginning at 33°27'12"N., 118°30'05"W. (the promontory known as Lion Head); thence southeast to 33°26'55.5"N., 118°28'44"W.; thence west-southwest to 33°26 '50"N., 118°29'08"W.; thence southwest to 33° 26'39"N., 118°29'19"W.; thence along the shoreline returning to the point of origin, excluding the following-described non-anchorage area: an area 300 feet wide (170 feet west and 130 feet east of the centerline of the Catalina Island Steamship Line pier), extending 1600 feet from the foot of the pier, and an area 150 feet seaward of the shoreline extending approximately 1500 feet east and 1500 feet northwest of the centerline of said pier.
(928) Datum: NAD 83
(929) (b) The regulations. (1) The Descanso Bay anchorage is reserved for yachts and other small craft. Floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.
(930) (2) The Isthmus Cove anchorage shall be available for anchorage of all types of craft. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.
(931) (3) The non-anchorage area described in Paragraph (a)(2) of this section shall be used only by commercial vessels. Commercial vessels of 15 feet draft or over may anchor in this area seaward of the Catalina Island Steamship Line pier during hours between sunrise and sunset. The use of this area for anchorage is forbidden to all other craft at all times. Fixed mooring piles or stakes and floats or buoys for marking anchors or moorings in place are prohibited.
(932) (4) The instructions of the Captain of the Port requiring vessels to anchor bow and stern, or with two bow anchors, or requiring shifting the anchorage of any vessel within the anchorage grounds for the common safety or convenience, or for otherwise enforcing the regulations in this section, shall be promptly complied with by owners, masters, and persons in charge of vessels.
(933) (5) Nothing in this section shall be construed as relieving the owner or person in charge of any vessels or plant from the penalties of law for obstructing navigation or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, or for otherwise violating law.

§110.218 Pacific Ocean at San Clemente Island, Calif.; in vicinity of Wilson Cove.

(934) (a) The anchorage grounds. Shoreward of a line beginning at a point on the beach bearing 153° true, 1,400 yards, from Wilson Cove Light; thence 062° true, 0.67 nautical mile, thence 332° true, 1.63 nautical miles; thence 241°31' true to the shore line.
(935) (b) The regulations. (1) This area is reserved exclusively for anchorage of United State Government vessels or vessels temporarily operating under Government direction, and no vessel, except in an emergency, shall anchor in the area without first obtaining permission from the Commandant, Eleventh Naval District, or the Senior Naval Officer present who shall in turn notify the Commandant promptly.
(936) (2) No vessel shall anchor in such a manner as to unreasonably obstruct the approach to the wharf.

§110.220 Pacific Ocean at San Nicolas Island, Calif.; restricted anchorage areas.

(937) (a) The restricted areas–(1) East area. All waters within a circle having a radius of one nautical mile centered at latitude 33°13'45", longitude 119°25'50" (the former position of San Nicolas Island East End Light),

which point bears approximately 101°, 420 yards, from San Nicolas Island East End Light.

(938) (2) West area. Shoreward of a line bearing 276° true from San Nicolas Island south side light a distance of six nautical miles; thence to a point bearing 270° true, two nautical miles, from the westernmost point of the island; thence 60° to a point due north of the northernmost point of the island; thence 180° true to the shore.

(939) (b) The regulations. Except in an emergency, no vessel shall anchor in these restricted areas without authority of the Commandant, Eleventh Naval District. Cargo vessels destined for San Nicolas Island may anchor in the east area for unloading or loading.

§110.222 Pacific Ocean at Santa Barbara Island, Calif.

(940) (a) The anchorage grounds. Shoreward of a line beginning at the Santa Barbara Island Light on the northeast end of the island and bearing 23° true a distance of 1.515 nautical miles seaward from the beach; thence 140°30' true, 2.54 nautical miles; thence 212°30' true, 2.30 nautical miles; thence 296°30' true, 0.96 nautical mile; and thence 325° true to the beach.

(941) (b) The regulations. The anchorage shall be available for anchorage of all types of craft. Temporary floats or buoys for marking anchors in place will be permitted in this area.

§110.224 San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, San Joaquin River, and connecting waters, CA.

(942) (a) General Regulations.

(943) (1) Within the navigable waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, New York Slough, San Joaquin River Deep Water Channel, the Stockton Turning Basin, the Sacramento River Deep Water Ship Channel between Suisun Bay and the east end of the West Sacramento Turning Basin, and connecting waters, anchoring is prohibited outside of designated anchorages except when required for safety or with the written permission of the Captain of the Port. Each vessel anchoring outside an established anchorage area shall immediately notify the Captain of the Port of her position and reason for anchoring.

(944) (2) No vessel may permanently moor in areas adjacent to the San Joaquin River Deep Water Channel except with the written permission of the Captain of the Port.

(945) (3) Each vessel anchoring for safety reasons in the San Joaquin River Deep Water Channel, the Sacramento River Deep Water Ship Channel, or the Stockton or West Sacramento Turning Basins shall be positioned as near to the edge of the channel or turning basin as possible so as not to interfere with navigation, or obstruct the approach to any pier, wharf, slip, or boat harbor and shall move as soon as the reason for anchoring no longer exists or when notified to move by the Captain of the Port.

(946) (4) No vessel may anchor within a tunnel, cable, or pipeline area shown on a Government chart.

(947) (5) No vessel may moor, anchor, or tie up to any pier, wharf, or other vessel in such a manner as to extend into an adjacent channel or fairway.

(948) (6) No vessel in such a condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels may occupy an anchorage, except when 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.

(949) (7) Each vessel carrying explosives shall only anchor in an explosives anchorage except as authorized by Paragraph (a)(1) or (a)(17) of this section.

(950) (8) No vessel other than a vessel under Federal supervision may go alongside or in any manner moor to any Government-owned vessel, mooring buoy, or pontoon boom, their anchor cables, or any of their appendages. No vessel other than a vessel under Federal supervision may obstruct or interfere in any manner with the mooring, unmooring, or servicing of vessels owned by the United States.

(951) (9) The Captain of the Port may require any vessel in a designated anchorage area to moor with two or more anchors.

(952) (10) Each vessel that will not have sufficient personnel on board to weigh anchor at any time shall anchor with two anchors with mooring swivel, unless otherwise authorized by the Captain of the Port.

(953) (11) Deep-draft vessels shall take precedence over vessels of lighter draft in the deeper portions of all anchorages. Light-draft barges and vessels shall anchor away from the deeper portions of the anchorage so as not to interfere with the anchoring of deep-draft vessels. Should circumstances warrant, the Captain of the Port may require lighter draft vessels to move to provide safe anchorage, particularly in Anchorages 7 and 9, for deep-draft vessels.

(954) (12) Barges towed in tandem to any anchorage shall nest together when anchoring.

(955) (13) Each vessel that is notified by the Captain of the Port or his authorized representative to shift her position shall promptly shift her position.

(956) (14) No person may use these anchorages for any purpose other than the purpose stated in these anchorage regulations.

(957) (15) Where these regulations require that a vessel notify the Captain of the Port, the operator of the vessel

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shall transmit such report to the San Francisco Vessel Traffic Service.

(958) **Note**.–Vessel Traffic Service guards VHF-FM Channel 13 (156.65 MHz) and Channel 14 (156.70 MHz).

(959) (16) Nothing in this section may be construed as relieving any vessel or the owner or person in charge of any vessel from the penalties of law for obstructing or interfering with range lights or for not complying with the laws relating to lights, day signals, and fog signals and other navigation laws and regulations.

(960) (17) The District Engineer, Corps of Engineers, may issue written permission for anchoring a single barge carrying explosives in quantities considered by the District Engineer as safe and necessary in the vicinity of work being done directly under the District Engineer supervision or under a Department of the Army permit. When issuing such a permit, the District Engineer shall prescribe the conditions under which the explosives must be stored and handled and shall furnish a copy of the permit and a copy of the rules and regulations for storing and handling to the Captain of the Port.

(961) (18) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) at any anchorage other than in Anchorage 9 as specified in Table 110.224(d)(1) without prior approval of the Captain of the Port.

(962) (b) Naval Anchorages. In addition to the General Regulations in Paragraph (a) of this section, the following regulations apply to each naval anchorage described in this section.

(963) (1) Naval anchorages are intended for public vessels of the United States, but may be used by other vessels when not required for use by public vessels.

(964) (2) Other vessels using a naval anchorage shall promptly notify the Captain of the Port upon anchoring and upon departure and shall be prepared to move within one hour upon notice should the anchorage be required for public vessels.

(965) (c) Explosive Anchorages. In addition to the General Regulations in Paragraph (a) of this section, the following regulations apply to each explosives anchorage described in this section.

(966) (1) Explosives anchorages and, where established, surrounding forbidden anchorage zones, are temporarily activated as needed by the Captain of the Port. When not activated, explosives anchorages and surrounding forbidden anchorage zones become part of the general anchorage which encompasses them or, if not located within the boundaries of a general anchorage, become available for general navigation.

(967) (2) Notice of activation and deactivation of explosives anchorages will be disseminated by Coast Guard Broadcast Notice to Mariners.

(968) (3) Each vessel which anchors in an explosives anchorage or surrounding forbidden anchorage zone while such anchorage is not activated shall be prepared to move within one hour if the anchorage is activated.

(969) (4) Unless otherwise authorized by the Captain of the Port:

(970) (i) No vessel may anchor in an activated explosives anchorage except vessels loaded with, loading, or unloading explosives.

(971) (ii) No vessel may enter or remain in an activated explosives anchorage except (A) vessels loaded with, loading or unloading explosives, (B) lighters or barges delivering cargo to or from such vessels, or (c) a tug authorized by Paragraph (c)(7)(iii) of this section.

(972) (iii) No vessel carrying explosives or on which explosives are to be loaded may enter or remain in an activated explosives anchorage without written permission from the Captain of the Port. Such a permit must be obtained before entering the anchorage and may be revoked at any time.

(973) (iv) No vessel may anchor in the forbidden anchorage zone surrounding an activated explosives anchorage.

(974) (5) Each vessel loaded with, loading, or unloading explosives, while within an explosives anchorage, shall display by day at her masthead, or at least 10 feet above the upper deck if the vessel has no mast, a red flag at least 16 square feet in area.

(975) (6) Each passing vessel shall reduce speed as necessary so as to insure that its wake does not interfere with cargo transfer operations aboard any vessel displaying a red flag in an explosives anchorage.

(976) (7) The Captain of the Port may:

(977) (i) Issue permission to any vessel carrying flammable solids, oxidizing materials, corrosive liquids, flammable liquids, compressed gases, or poisonous substances to occupy a berth in an activated explosives anchorage. Such a permit must be obtained before entering the anchorage and may be revoked at any time.

(978) (ii) Require any person having business on board a vessel which is loaded with, loading, or unloading explosives to have a document that is acceptable to the Coast Guard for identification purposes and to show that document to the Captain of the Port.

(979) (iii) Require a non-self-propelled vessel, or a self-propelled vessel that is unable to maneuver under its own power, that occupies an activated explosives anchorage to be attended by a tug.

(980) (d) Anchorage Grounds.

(981) (1) Table 110.224(d)(1) lists anchorage grounds, identifies the purpose of each anchorage, and contains specific regulations applicable to certain anchorages.

(982) (2) The geographic boundaries of each anchorage are contained in Paragraph (e) of this section.

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Table 110.224(d)(1)

Anchorage No.	General location	Purpose	Specific regulation
4	San Francisco Bay	General	Notes a,b.
5	do	do	do
6	do	do	Note a.
7	do	do	Notes a,b,c,d,e.
8	do	do	Notes a,b,c.
9	do	do	Notes a,b,m.
10	do	Naval	Note a.
12	do	Explosives	Notes a,f.
13	do	do	Notes a,e,g.
14	do	do	Notes a,f,h.
18	San Pablo Bay	General	
19	do	do	Note b.
20	do	do	
21	do	Naval	
22	Carquinez Strait	General	
23	Benicia	General	Notes c,d,e,l.
24	Carquinez Strait	General	Note j.
26	Suisun Bay	do	Note k.
27	do	do	
28	San Joaquin River	do	
30	do	Explosives	

(983) **Notes**.–a. When sustained winds are in excess of 25 knots each vessel greater than 300 gross tons using this anchorage shall maintain a continuous radio watch on VHF-FM channel 13 (156.65 MHz) and VHF-FM channel 14 (156.70 MHz). This radio watch must be maintained by a person who fluently speaks the English language.

(984) b. Each vessel using this anchorage may not project into adjacent channels or fairways.

(985) c. This anchorage is primarily for use by vessels requiring a temporary anchorage waiting to proceed to pier facilities or other anchorage grounds. This anchorage may not be used by vessels for the purpose of loading any dangerous cargoes or combustible liquids unless authorized by the Captain of the Port.

(986) d. Each vessel using this anchorage may not remain for more than 12 hours unless authorized by the Captain of the Port.

(987) e. Each vessel using this anchorage shall be prepared to move within 1 hour upon notification by the Captain of the Port.

(988) f. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 3,000 tons unless otherwise authorized with the written permission of the Captain of the Port.

(989) g. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 50 tons except that, with the written permission of the Captain of the Port, each vessel in transit, loaded with explosives in excess of 50 tons, may anchor temporarily in this anchorage provided that the hatches to the holds containing explosives are not opened.

(990) h. Each vessel using this anchorage will be assigned a berth by the Captain of the Port on the basis of the maximum quantity of explosives that will be on board the vessel.

(991) i. [Reserved]

(992) j. Each vessel using this anchorage shall promptly notify the Captain of the Port, upon anchoring and upon departure.

(993) k. see §162.270 of this title establishing restricted areas in the vicinity of the Maritime Administration Reserve Fleet.

(994) l. Vessels using this anchorage must exceed 15 feet draft, have engines on standby, and have a pilot on board.

(995) m. Any vessel anchoring in a “dead-ship” status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 minute response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

(996) (e) Boundaries.

(997) (1) Anchorage No. 4. Bounded by the west shore of San Francisco Bay and the following lines: Beginning on the shore southwest of Point San Quentin at

(998) 37°56'28"N., 122°28'54"W.; thence east-southeasterly to

(999) 37°55'55"N., 122°26'49"W.; thence southwesterly to

(1000) 37°54'13"N., 122°27'24"W.; thence southeasterly to the shore of Tiburon Peninsula at Point Chauncey at

(1001) 37°53'40.5"N., 122°26'55"W. When Explosives Anchorage No. 13 is activated by the Captain of the Port, it and the forbidden anchorage zone surrounding it are excluded from Anchorage No. 4.

(1002) (2) Anchorage No. 5, Southampton Shoal. In San Francisco Bay at Southampton Shoal bounded by a line connecting the following coordinates:

(1003) 37°55'48"N., 122°25'52"W; to

(1004) 37°55'50"N., 122°26'32"W; to
(1005) 37°54'49"N., 122°26'39"W; to
(1006) 37°54'03"N., 122°26'06"W; to
(1007) 37°53'25"N., 122°25'30"W; to
(1008) 37°53'23"N., 122°25'09"W; to
(1009) 37°55'19"N., 122°25'33"W; to
(1010) 37°55'42"N., 122°25'45"W; thence back to
(1011) 37°55'48"N., 122°25'52"W.
(1012) (3) Anchorage No. 6. Bounded by the east shore of San Francisco Bay and the following lines: Beginning at the shore of the southernmost extremity of Point Isabel at
(1013) 37°53'46"N., 122°19'19"W.; thence westerly along the north shore of Brooks Island to the jetty extending westerly therefrom; thence westerly along the jetty to its bayward end at
(1014) 37°54'13"N., 122°23'27"W.; thence south-southeasterly to
(1015) 37°49'53"N., 122°21'39"W.; thence southeasterly to
(1016) 37°49'32.5"N., 122°21'20.5"W.; thence easterly to
(1017) 37°49.34"N., 122°20'13"W.; thence east-southeasterly to
(1018) 37°49'30"N., 122°19'45.5"W.; thence east-northeasterly to the shore at Emeryville at
(1019) 37°50'04"N., 122°17'41"W.; excluding from this area, however, the channel to Berkeley Marina delineated by lines joining the following points:
(1020) 37°52'08"N., 122°19'07"W.
(1021) 37°52'03"N., 122°19'17.5"W.
(1022) 37°52'00"N., 122°19.15.5"W.
(1023) 37°51'01"N., 122°22'07"W.
(1024) 37°50'43"N., 122°22'00"W.
(1025) 37°50'53"N., 122°21'32"W.
(1026) 37°51'47"N., 122°18'59"W.
(1027) (4) Anchorage No. 7, Treasure Island. In San Francisco Bay at Treasure Island bounded a line connecting the following coordinates:
(1028) 37°49'36"N., 122°22'40"W; to
(1029) 37°50'00"N., 122°22'57"W; to
(1030) 37°50'00"N., 122°23'44"W; to
(1031) 37°49'22.5"N., 122°23'44"W; to
(1032) 37°48'40.5"N., 122°22'38"W; to
(1033) 37°49'00.0"N., 122°22'16"W; thence along the shore to
(1034) 37°49'36"N., 122°22'40"W.
(1035) (5) Anchorage No. 8. In San Francisco Bay bounded by the west shore of Alameda Island and the following lines:
(1036) Beginning at
(1037) 37°47'52.0"N., 122°19'58.0"W.; thence west-northwesterly to
(1038) 37°48'02.5"N., 122°21'01.5"W.; thence west-southwesterly to
(1039) 37°47'51.5"N., 122°21'40.0"W.; thence south-southwesterly to
(1040) 37°47'35.5"N., 122°21'50.0"W.; thence south-southeasterly to
(1041) 37°46'40.0"N., 122°21'23.0"W.; thence easterly to
(1042) 37°46'36.5"N., 122°19'52.0"W.; thence northerly to shore at
(1043) 37°46'53.0"N., 122°19'53.5"W. (NAD 83).
(1044) (6) Anchorage No. 9. In San Francisco Bay bounded on the east by the eastern shore of San Francisco Bay and on the north by the southern shore of Alameda Island and a line beginning at
(1045) 37°46'21.5"N., 122°19'07.0"W.; thence westerly to
(1046) 37°46'30.0"N., 122°21'56.0"W.; thence south-south easterly to
(1047) 37°41'45.0"N., 122°20'22.0"W. (San Bruno Channel Light 1); thence south-southeasterly to
(1048) 37°38'38.5"N., 122°18'48.5 "W. (San Bruno Channel Light 5); thence southeasterly to
(1049) 37°36'05.0"N., 122°14'18.0"W.; thence northeasterly to shore at
(1050) 37°37'38.5"N., 122°09'06.5"W. (NAD 83).
(1051) (7) Anchorage No. 10. In San Francisco Bay bounded by the east shore of Sausalito and the following lines: Beginning on the shore of Sausalito at 37°51'20"N., 122°28'38"W.; thence southeasterly to
(1052) 37°50'57.5"N., 122°27'57"W.; thence southwesterly to the shore of Sausalito at
(1053) 37°50'36"N., 122°28'34"W.
(1054) (8) Anchorage No. 12. In San Francisco Bay east of the city of San Francisco Bay east of the city of San Francisco a circular area having a radius of 500 yards centered at
(1055) 37°44'32.5"N., 122°20'27.5"W. A 667-yard-wide forbidden anchorage zone surrounds this anchorage.
(1056) (9) Anchorage No. 13. In San Francisco Bay east of the Tiburon Peninsula a circular area having a radius of 333 yards centered at
(1057) 37°55'26"N., 122°27'27"W. A 667-yard-wide forbidden anchorage zone surrounds this anchorage except where such zone would extend beyond the limits of Anchorage No. 4.
(1058) **Note:** see §110.224(e)(2) for a description of Anchorage No. 4.
(1059) (10) Anchorage No. 14. In San Francisco Bay east of Hunters Point an area 1,000 yards wide and 2,760 yards long, the end boundaries of which are semicircles, with a radii of 500 yards and center, respectively at
(1060) 37°42'37"N., 122°19'48"W.;
(1061) 37°43'29"N., 122°19'48"W. (NAD 83); and the side boundaries of which are parallel tangents joining the semicircles. A forbidden anchorage zone extends 667 yards out from the perimeter on each side.

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(1062) (11) Anchorage No. 18. In San Pablo Bay bounded by the west shore of San Pablo Bay and the following lines: Beginning at the shore at Point San Pedro at
(1063) 37°59'16"N., 122°26'47"W.; thence easterly to
(1064) 37°59'16"N., 122°26'26"W.; thence northerly to
(1065) 38°03'46"N., 122°25'52.5"W.; thence northwesterly to the shore south of the entrance to Novato Creek at
(1066) 38°05'13.5"N., 122°29'04"W.; excluding from this area, however, the channel to Hamilton Field and the extension of this channel easterly to the boundary of the anchorage, and the pipeline area therein.
(1067) (12) Anchorage No. 19. In San Pablo Bay bounded by the northeast shore of San Pablo Bay and the following lines: Beginning at the shore of Tubbs Island at
(1068) 38°07'39"N., 122°25'18"W.; thence southerly to
(1069) 38°00'36"N., 122°25'20"W.; thence northeasterly to
(1070) 38°03'13"N., 122°19'46"W.; thence east-northeasterly to
(1071) 38°03'37"N., 122°17'13"W.; thence northerly to the long dike extending southwesterly from Mare Island at
(1072) 38°03'52.5"N., 122°17'10"W.; thence along the long dike to the shore at Mare Island.
(1073) (13) Anchorage No. 20. In San Pablo Bay bounded by the southeast shore of San Pablo Bay and the following lines: Beginning at the northeast corner of Parr Terminal No. 4 at Point San Pablo at
(1074) 37°57'59"N., 122°25'35"W.; thence northeasterly to
(1075) 38°01'27.5"W., 122°21'33"W.; thence east-northeasterly to the Union Oil Co. pier at Oleum at
(1076) 38°03'18"N., 122°15'37"W.; and thence along this pier to the shore.
(1077) (14) Anchorage No. 21. In San Pablo Bay south of Mare Island a rectangular area beginning at
(1078) 38°03'56"N., 122°15'56"W.; thence easterly to
(1079) 38°04'02"N., 122°15'20"W.; thence southerly to
(1080) 38°03'48"N., 122°15'16"W.; thence westerly to
(1081) 38°03'42"N., 122°15'52"W.; thence northerly to the point of beginning.
(1082) (15) Anchorage No. 22, Carquinez Strait. In Carquinez Strait an area bounded by a line connecting the following coordinates:
(1083) 38°02'36.8"N., 122°09'59"W.; to
(1084) 38°02'06.6"N., 122°09'46.7"W.; to
(1085) 38°01'53.8"N., 122°09'00"W.; to
(1086) 38°02'33.9"N., 122°09'00"W.; thence back to
(1087) 38°02'36.8"N., 122°09'59"W.
(1088) (16) Anchorage No. 23, Benicia. In Carquinez Strait an area bounded by a line connecting the following coordinates:
(1089) 38°02'33.9"N., 122°09'00"W.; to
(1090) 38°01'53.8"N., 122°09'00"W.; to
(1091) 38°01'57.4"N., 122°08'19.3"W.; to
(1092) 38°02'33.0"N., 122°08'18.6"W.; thence back to
(1093) 38°02'33.9"N., 122°09'00"W.
(1094) (17) Anchorage No. 24. Bounded by the north shore of Carquinez Strait and the following points:
(1095) Beginning on the shore at Dillon Point at
(1096) 38°03'44"N., 122°11'34"W.; thence southeasterly to
(1097) 38°03'21"N., 122°10'43"W.; thence southeasterly to
(1098) 38°02'36"N., 122°10'03"W. (Carquinez Strait Light 23); thence to the shore at the Benicia City Wharf at
(1099) 38°02'40"N., 122°09'55"W. (NAD 83).
(1100) (18) Anchorage No. 26. On the west side of Suisun Bay, adjacent to and northeast of the city of Benicia within the following boundaries: Beginning on the shore northeast of Army Point at
(1101) 38°02'54"N., 122°07'37"W.; thence south-southeasterly along the Southern Pacific bridge to
(1102) 38°02'38"N., 122°07'24"W.; thence easterly to
(1103) 38°02'42"N., 122°07'07.5"W.; thence northeasterly to
(1104) 38°05'42"N., 122°04'06"W.; thence northwesterly to the shore at
(1105) 38°05'58"N., 122°04'28"W.; thence along the shore to the point of beginning.
(1106) (19) Anchorage No. 27. In the northeast portion of Suisun Bay bounded by the north shore and the following lines: Beginning on the shore of Grizzly Island at
(1107) 38°08'13"N., 122°02'42.5"W.; thence southerly to tripod at Preston Point on Roe Island at
(1108) 38°04'16"N., 122°02'42"W.; thence along the south shore of Roe Island to
(1109) 38°04'05"N., 122°01'35"W; thence east-southeasterly to
(1110) 38°03'42.5"N., 121°58'54"W.; thence easterly to the shore of Chipps Island at
(1111) 38°03'42.5"N., 121°55'05"W.
(1112) (20) Anchorage No. 28. The area bounded on the east by the shore of Lower Sherman Island and the following lines: Beginning at Point Sacramento on Lower Sherman Island at
(1113) 38°03'45"N., 121°50'17.5"W.; thence southwesterly to
(1114) 38°03'37.5"N., 121°50'31"W.; thence south-southeasterly to
(1115) 38°02'11"N., 121°49'58"W.; thence to the shore of Lower Sherman Island at
(1116) 38°02'23"N., 121°49'49"W.
(1117) (21) Anchorage No. 30. The portion of the Old San Joaquin River Channel bounded on the west by the shore of Mandeville Point and the following lines: Beginning on the shore of Mandeville Point at
(1118) 38°04'01"N., 121°32'05"W.; thence northeasterly to
(1119) 38°04'07.5"N., 121°31'58"W.; thence southeasterly to
(1120) 38°03'47"N., 121°31'42.5"W.; thence westerly to the shore of Mandeville Point at

(1121) 38°03'47.5"N., 121°31'56"W.

§110.228 Columbia River, Oregon and Washington.

(1122) (a) The anchorage grounds.-(1) Astoria North Anchorage. An area enclosed by a line beginning north of Astoria, Oregon, at latitude 46°11'47"N., longitude 123°49'39"W.; thence continuing northerly to

(1123) 46°12'05"N., 123°49'35"W.; thence northeasterly to

(1124) 46°13'16"N., 123°46'23"W.; thence southerly to

(1125) 46°13'01"N., 123°46'12"W.; thence southwesterly to

(1126) 46°11'52"N., 123°49'13"W.; thence westerly to the point of beginning.

(1127) (2) Astoria South Anchorage. An area enclosed by a line beginning north of Astoria, Oregon at

(1128) 46°11'38"N., 123°48'59"W.; thence continuing northerly to

(1129) 46°11'47"N., 123°49'08"W.; thence northeasterly to

(1130) 46°13'03"N., 123°45'50"W.; thence northeasterly to

(1131) 46°13'07"N., 123°45'37"W.; thence southerly to

(1132) 46°12'56"N., 123°45'30"W.; thence southwesterly to

(1133) 46°12'24"N., 123°46'33"W.; thence southwesterly to

(1134) 46°12'07"N., 123°47'24"W.; thence southwesterly to the point of beginning.

(1135) (3) Longview Anchorage. An area enclosed by a line beginning southeast of Longview, Washington, at

(1136) 46°07'15"N., 122°59'08"W.; thence continuing northeasterly to

(1137) 46°07'23"N., 122°58'56"W.; thence southeasterly to

(1138) 46°06'58"N., 122°58'20"W; thence southeasterly to

(1139) 46°06'42"N., 122°57'56"W.; thence southerly to

(1140) 46°06'33"N., 122°58'04"W; thence westerly to

(1141) 46°06'35"N., 122°58'10"W.; thence northwesterly to

(1142) 46°06'42"N., 122°58'23"W.; thence northwesterly to the point of beginning.

(1143) (4) Kalama Anchorage. An area enclosed by a line beginning northeast of Sandy Island at

(1144) 46°00'59"N., 122°51'31"W.; thence continuing southeasterly to

(1145) 46°00'55"N., 122°51'27"W.; thence southeasterly to

(1146) 46°00'36"N., 122°51'11"W.; thence southerly to

(1147) 45°59'42"N., 122°50'48"W.; thence westerly to

(1148) 45°59'39"N., 122°50'59"W.; thence northerly to

(1149) 46°00'35"N., 122°51'26"W.; thence northwesterly to

(1150) 46°00'52"N., 122°51'41"W., thence northeasterly to the point of beginning.

(1151) (5) Woodland Anchorage. An area enclosed by a line beginning east of Columbia City, Oregon, at

(1152) 45°53'56"N., 122°48'13"W.; thence continuing easterly to

(1153) 45°53'58"N., 122°47'58"W.; thence southerly to

(1154) 45°53'29"N., 122°47'41"W.; thence westerly to

(1155) 45°53'21"N., 122°47'59"W.; thence northerly to

(1156) 45°53'42"N., 122°48'09"W.; thence northerly to the point of beginning.

(1157) (6) Henrici Bar Anchorage. An area enclosed by a line beginning near the mouth of Bachelor Slough at

(1158) 45°47'25"N., 122°46'45"W.; thence continuing southeasterly to

(1159) 45°46'46"N., 122°46'10"W.; thence southeasterly to

(1160) 45°46'26"N., 122°45'56"W.; thence southerly to

(1161) 45°46'04"N., 122°45'46"W.; thence southerly to

(1162) 45°45'42"N., 122°45'41"W.; thence southerly to

(1163) 45°45'38"N., 122°45'41"W.; thence westerly to

(1164) 45°45'38"N., 122°45'48"W.; thence northerly to

(1165) 45°46'17"N., 122°46'06"W.; thence northwesterly to

(1166) 45°47'21"N., 122°46'55"W.; thence northeasterly to the point of beginning.

(1167) (7) Willow Bar Anchorage. An area enclosed by a line beginning northeast of Reeder Point at

(1168) 45°43'41"N., 122°45'36"W.; thence continuing easterly to

(1169) 45°43'40"N., 122°45'26"W.; thence southerly to

(1170) 45°41'28"N., 122°46'12"W.; thence westerly to

(1171) 45°41'30"N., 122°46'22"W.; thence northerly to the point of beginning.

(1172) (8) Kelley Point Anchorage. An area enclosed by a line beginning east of Kelley Point at

(1173) 45°39'07"N., 122°45'36"W.; thence continuing northeasterly to

(1174) 45°39'11"N., 122°45'32"W.; thence southerly to

(1175) 45°39'03"N., 122°45'17"W.; thence westerly to

(1176) 45°38'58"N., 122°45'22"W.; thence northerly to the point of beginning.

(1177) (9) Hayden Island Anchorage. An area enclosed by a line beginning south of Mathews Point at

(1178) 45°38'44"N., 122°44'35"W.; thence continuing easterly to

(1179) 45°38'27"N., 122°43'21"W.; thence southeasterly to

(1180) 45°38'12"N., 122°43'03"W.; thence westerly to

(1181) 45°38'19"N., 122°43'40"W.; thence northwesterly to

(1182) 45°38'42"N., 122°44'36"W.; thence northeasterly to the point of beginning.

(1183) (b) The regulations. (1) All designated anchorages are intended for the primary use of deep-draft vessels over 200 feet in length.

(1184) (2) If a vessel under 200 feet in length is anchored in a designated anchorage, the master or person in charge of the vessel shall:

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(1185) (I) Ensure that the vessel is anchored so as to minimize conflict with large, deep-draft vessels utilizing or seeking to utilize the anchorage; and

(1186) (ii) Move the vessel out of the area if requested by the master of a large, deep-draft vessel seeking to enter or depart the area or if directed by the Captain of the Port.

(1187) (3) No vessel may occupy a designated anchorage for more than 30 consecutive days without a permit from the Captain of the Port.

(1188) (4) No vessel being layed-up or dismantle or undergoing major alterations or repairs may occupy a designated anchorage without a permit from the Captain of the Port.

(1189) (5) No vessel carrying a Cargo of Particular Hazard listed in §126.10 (not in this Coast Pilot) may occupy a designated anchorage without permission from the Captain of the Port.

(1190) (6) No vessel in a condition such that it is likely to sink or otherwise become a hazard to the operation of other vessels shall occupy a designated anchorage except in an emergency and then only for such periods as may be authorized by the Captain of the Port.

(1191) (7) Except as allowed for emergencies, no vessel may occupy either the Henrici Bar or Willow Bar Anchorages during the commercial drift fishing seasons established by the Oregon Department of Fish and Wildlife (ODFW). Vessels occupying either of these anchorages at the time a drift fishing season is announced must depart prior to commencement of the season. In no case, however, shall a vessel have less than 48 hours to effect the move.

(1192) (8) ODFW will normally notify the Captain of the Port four days in advance of any commercial drift fishing season. Once notified, the Captain of the Port will inform the Portland Steamship Operators Association (PSOA) via the Merchant's Exchange and will notify the Columbia River and Bar Pilots.

§110.229 Straits of Juan de Fuca, Wash.

(1193) (a) Anchorage grounds–(1) Nonanchorage area (Port Angeles Harbor). Beginning at a point on the shore at

(1194) 48°07'04.5"N., 123°24'15.6"W.; thence to

(1195) 48°07'39.1"N., 123°24'00"W.; thence to

(1196) 48°07'36.7"N., 123°23'46"W.; thence to a point on the shoreline at

(1197) 48°06'57.4"N., 123°24'04"W.

(1198) (b) The regulations. (1) No vessel may anchor in this nonanchorage area at any time.

(1199) (2) Dragging, seining, fishing, or other activities which may foul underwater installations within this nonanchorage area are prohibited.

(1200) (3) Vessels may transit this nonanchorage area, but must proceed by the most direct route and without unnecessary delay.

(1201) (4) The city of Port Angeles will mark this area with signs on the shoreline visible (during normal daylight) 1 mile to seaward reading "Do Not Anchor in This Area."

§110.230 Puget Sound Area, Wash.

(1202) (a) The anchorage grounds–(1) Freshwater Bay emergency explosives anchorage, Strait of Juan de Fuca. All of Freshwater Bay and adjacent waters shoreward of a line beginning at Observatory Point,

(1203) 48°09'03", 123°38'12", thence due north approximately 1,150 yards to

(1204) 48°09'36", 123°38'12"; thence 090°, approximately 6,450 yards, to

(1205) 48°09'36", 123°33'27"; thence 180° to the shoreline.

(1206) (I) This area does not constitute an explosives anchorage for loading or discharging explosives, but is established exclusively for use by explosives laden vessels enroute to the ammunition dumping area which encounter adverse weather and sea conditions and are forced to await more favorable conditions before proceeding to sea.

(1207) (1–a) Bellingham Bay general anchorage. The waters of Bellingham Bay within a circular area with a radius of 2,000 yards, having its center at

(1208) 48°44'15", 122°32'25".

(1209) (1–b) Bellingham Bay explosives anchorage. The waters of Bellingham Bay within a circular area with a radius of 1,000 yards, having its center at

(1210) 48°42'48", 122°33'37".

(1211) (2) Port Townsend explosives anchorages–(I) Fair weather anchorage area. A circular area having a radius of 300 yards, whose center is at

(1212) 48°06'26", 122°43'46".

(1213) (ii) Foul weather anchorage area. A circular area having a radius of 300 yards, whose center is at

(1214) 48°04'05", 122°44'52".

(1215) (3) Holmes Harbor general anchorage. All of Holmes Harbor lying southerly of a line ranging 310° through Baby (Hackney) Island, between the shores of Whidbey Island.

(1216) (4) Port Gardner general anchorage, Possession Sound. Beginning at a point bearing 211°, 560 yards, from Snohomish River Light 5; thence 180°, 675 yards; thence 216°, 250 yards; thence 254°, 800 yards; thence 302°, 1,700 yards; thence 49°, 1,280 yards; thence approximately 115°, 1,525 yards, to the point of beginning.

(1217) (5) (Reserved)

(1218) (6) Thorndike Bay emergency explosives anchorage, Hood Canal. Beginning at a point bearing 267°, 3,500 yards, from Hood Canal Light 7; thence 180° 1,000 yards, to a point approximately 251°, 3,725 yards, from Hood Canal Light 7; thence 270°, 1,350 yards, to a point approximately 256°, 5,000 yards, from Hood Canal Light 7; thence due north 1,000 yards, to a point approximately 268°, 4,900 yards, from Hood Canal Light 7; thence approximately 090°, 1,350 yards, to the point of beginning.

(1219) (7) Smith Cove general anchorage (west), Elliott Bay. Shoreward of a line beginning at Fourmile Rock Light; thence to a point bearing 207°, 1,100 yards, from Fourmile Rock Light; thence southeasterly to point bearing 006°30', 2,075 yards, from Duwamish Head Light 2; thence due north to the shore of Smith Cove.

(1220) (8) Smith Cove General Anchorage (east) Elliott Bay. Shoreward of a line beginning at

(1221) 47°37'36.3"N., 122°22'38"W.; thence due south 1,350 yards to

(1222) 47°36'56.6"N., 122°22'38"W.; thence due east to the shore at

(1223) 47°36'56.6"N., 122°21'18.8"W.

(1224) (9) Eliott Bay General Anchorage (east). Shoreward of a line beginning at the northeast corner of Harbor Island at

(1225) 47°35'26.2"N., 122°20'41"W.; thence due north 1,025 yards to

(1226) 47°35'56.5"N., 122°20'41"W.; thence due west on said line to its intersection with the east line of the West Waterway at

(1227) 47°35'56.5"N., 120°21'25.5"W; thence due south to the northwest corner of Harbor Island at

(1228) 47°35'17.3"N., 122°21'25.5"W.

(1229) (10) Elliott Bay General Anchorage (west). Shoreward of a line beginning at

(1230) 47°35'06.7"N., 122°21'36.8"W.; thence due north to

(1231) 47°35'46"N., 122°21'36.8"W.; thence on a bearing 335° T for 400 yards to

(1232) 47°35'56.5"N., 122°21'44"W.; thence due west to Duwamish Head Light; thence due south to the shoreline.

(1233) (11) Orchard Point general anchorage, Puget Sound. Beginning at Orchard Point Light; thence 106°, two miles; thence 180° to the northern shore of Blake Island; thence west and south along the shoreline to the southern end of Blake Island at approximate longitude 122°29'16"; thence 250° to the dock at Harper; thence westerly and northerly along the shoreline to the point of beginning.

(1234) (12) (Reserved)

(1235) (13) Commencement Bay general anchorage. A quadrilateral area bounded as follows: Beginning at

(1236) 47°17'37"N., 122°26'00"W.; thence due south to

(1237) 47°17'19"N., 122°26'00"W.; thence due east to a point bearing 286°T from Hylebos Waterway Light 1 at a distance of 450 yards; thence due north to

(1238) 47°17'33"N., 122°25'00"W.; thence west northwest to the point of beginning.

(1239) (14) Cherry Point general anchorage. The waters within a circular area with a radius of 0.8 nautical mile, having its center at

(1240) 48°48'30"N., 122°46'00"W.

(1241) (b) The regulations. (1) No vessel shall anchor in any general anchorage described in Paragraph (a) of this section without prior permission from the Captain of the Port, or his authorized representative. No vessel shall occupy any general anchorage for a period longer than 30 days unless a permit is obtained from the Captain of the Port for that purpose. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy a general anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port. A berth in a general anchorage, if available, may be assigned to any vessel by the Captain of the Port upon application and he may grant revocable permits for the continuous use of the same berth.

(1242) (2) Explosive anchorages are reserved for vessels carrying explosives. All vessels carrying explosives shall be within these areas when anchored.

(1243) (3) Whenever any vessel not fitted with mechanical power, anchors in an explosive anchorage, the Captain of the Port may require the attendance of a tug upon such vessel, when, in his judgment, such action is necessary.

(1244) (4) Vessels carrying explosives shall comply with the general regulations in Paragraph (b)(1) of this section, when applicable.

(1245) (5) Every vessel at anchor in an explosives anchorage shall display by day a red flag at least 16 square feet in area at its mast head or at least 10 feet above the upper deck if the vessel has no mast, and by night a red light in the same position specified for the flag. These signals shall be in addition to day signals and lights required to be shown by all vessels when at anchor.

(1246) (6) Every vessel constructed of wood shall, unless there are steel bulwarks or metallic cases or cargo on board, be fitted with radar reflector screens of metal of sufficient size to permit target indication on the radar screen of commercial type radars.

(1247) (7) Fishing and navigation by pleasure and commercial craft are prohibited within the area at all times when vessels which are anchored in the area for the purpose of loading or unloading explosives display a

red flag by day and a red light by night, unless special permission is granted by the Captain of the Port.

(1248) (8) No explosives handling in any explosive anchorage will be undertaken by any vessel unless personnel from the Captain of the Port are on board to supervise the handling of explosives.

(1249) (9) No vessel shall remain at anchor in any explosive anchorage unless there is on board such vessel a competent watchman or a tug in attendance.

§110.235 Pacific Ocean (Mamala Bay), Honolulu Harbor, Hawai'i (Datum: NAD 83).

(1250) (a) The anchorage grounds–(1) Anchorage A. The waters bounded by the arc of a circle with a radius of 350 yards with the center located at:

(1251) 21°16'57"N., 157°53'12"W.

(1252) (2) Anchorage B. The waters bounded by a line connecting the following coordinates:

(1253) 21°17'06"N., 157°54'40"W.; to

(1254) 21°17'22"N., 157°54'40"W.; to

(1255) 21°17'22"N., 157°54'19"W., to

(1256) 21°17'06"N., 157°54'19"W., and thence to

(1257) 21°17'06"N., 157°54'40"W.

(1258) (3) Anchorage C. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at:

(1259) 21°17'09"N., 157°54'55"W.

(1260) (4) Anchorage D. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at:

(1261) 21°17'21"N., 157°55'20"W.

(1262) (b) The regulations. (1) Anchors must be placed inside the anchorage areas.

(1263) (2) The anchorages are general anchorages for commercial vessels. Anchorage A should be use only if Anchorages B, C, and D are full.

(1264) (3) No bunkering operations or vessel to vessel transfer of oil in bulk of any kind is permitted within Anchorage A.

(1265) (4) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the rules of navigation and with safe navigation practice.

(1266) (c) Before entering into the anchorage grounds in this section you must first obtain permission from the Captain of the Port Honolulu.

§110.236 Pacific Ocean Off Barbers Point, Island of Oahu, Hawai'i: Offshore pipeline terminal anchorages.

(1267) (a) *The anchorage ground*–(1) *Anchorage A*. The waters within an area described as follows: A circle of 1,000 feet radius centered at 21°17'43.6"N., 158°07'36.1"W. (Datum NAD 83)

(1268) (2) *Nonanchorage area A*. The waters extending 300 feet on either side of a line bearing 059° from anchorage A to the shoreline at 21°18'10.6"N., 158°06'47.1"W. (Datum NAD 83)

(1269) (3) *Anchorage B*. The waters enclosed by a line beginning at

(1270) 21°16'20.1"N., 158°04'59.1"W.; thence to

(1271) 21°15'52.5"N., 158°05'07.0"W.; thence to

(1272) 21°15'59.7"N., 158°05'35.9"W.; thence to

(1273) 21°16'27.4"N., 158°05'28.0"W.; thence to the point of beginning. (Datum NAD 83)

(1274) (4) *Nonanchorage area B*. The waters extending 300 feet on either side of a line bearing 334.5° from anchorage B to the shoreline at

(1275) 21°17'39.1"N., 158°06'03.2"W. (Datum NAD 83)

(1276) (5) *Anchorage C*. The waters enclosed by a line beginning at

(1277) 21°16'46.6"N., 158°04'29.1"W.; thence to

(1278) 21°16'46.6"N., 158°04'02.1"W.; thence to

(1279) 21°16'32.6"N., 158°04'02.1"W.; thence to

(1280) 21°16'32.6"N., 158°04'29.1"W.; thence to the point of beginning. (Datum NAD 83)

(1281) (6) *Nonanchorage area C*. The waters extending 300 feet on either side of a line bearing 306° from anchorage C to the shoreline at

(1282) 21°17'42.6"N., 158°05'57.9"W. (Datum NAD 83)

(1283) (7) *Anchorage D*. The waters enclosed by a line beginning at

(1284) 21°17'48.6"N., 158°07'10.1"W.; thence to

(1285) 21°17'44.6"N., 158°07'06.1"W.; thence to

(1286) 21°17'37.6"N., 158°07'14.1"W.; thence to

(1287) 21°17'41.6"N., 158°07'18.1"W.; thence to the point of beginning. (Datum NAD 83)

(1288) (b) The regulations.–(1) No vessels may anchor, moor, or navigate in anchorages A, B, C, or D except–

(1289) (i) Vessels using the anchorages and their related pipelines for loading or unloading;

(1290) (ii) Commercial tugs, lighters, barges, launches, or other vessels engaged in servicing the anchorage facilities or vessels using them.

(1291) (iii) Public vessels of the United States.

(1292) (2) When vessels are conducting loading or unloading operations as indicated by the display of a red flag (international code flag B) at the masthead, passing vessels of over 100 gross tons shall not approach within 1,000 yards at a speed in excess of 6 knots.

(1293) (3) The owner of any vessel wanting to use an anchorage ground and use of the related pipeline facilities shall notify the captain of the port, Honolulu, Hawai'i, and the Commanding Officer, U.S. Naval Air Station, Barbers Point, Hawai'i, at least 24 hours in advance of desired occupancy of the anchorage ground by the vessel. Such notification must include the maximum height above the waterline of the uppermost portion of

the vessel's mast and a description of the masts' lighting including height of the highest anchor light and any aircraft warning lights to be displayed by the vessel at night.

(1294) (4) When, in the opinion of the Captain of the Port, or his authorized representative, oil transfer operations within these anchorages could jeopardize the safety of vessels or facilities in the area, or cause an undue risk of oil pollution, such oil transfer operations shall be immediately terminated until such time as the cognizant Coast Guard officer determines that the danger has subsided.

(1295) (5) Nonanchorage areas A, B, and C are established for the protection of submerged pipelines. Except for vessels servicing pipeline facilities, no anchoring, dragging, seining or other potential pipeline fouling activities are permitted within these areas.

(1296) (6) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the rules of the road and safe navigation practice.

(1297) (7) The regulations of this section are enforced by the captain of the port or his duly authorized representative.

§110.237 Pacific Ocean at Waimea, Hawai'i, Naval Anchorage.

(1298) (a) The anchorage grounds. All the waters within a circle having a radius of 300 yards centered at 21°56'50.7"N., 159°41'22.9"W. (Datum NAD 83).

(1299) (b) The regulation. Except in an emergency, no vessel except a Naval vessel may anchor or moor in this anchorage without permission of the Captain of the Port, Honolulu, Hawai'i.

§110.239 Island of Tinian, CNMI.

(1300) (a) The anchorage grounds (based on 1944 Saipan Datum):

(1301) (1) Explosives Anchorage A. A circular area intersecting the shoreline having a radius of 1,900 yards centered at 14°58'57.0"N., 145°35'40.8"E.

(1302) (2) Explosives Anchorage B. A circular area intersecting the shoreline having radius of 1,900 yards centered at 14°58'15.9"N., 145°35'54.8"E.

(1303) (b) The regulations: Explosives Anchorages A and B; with the exception of explosives laden naval vessels at explosives anchorage A and B, no vessel may anchor within these areas without permission of the Captain of the Port. No vessel of more than 500 gross tons displacement may enter these areas except for the purpose of anchoring in accordance with this section.

Part 117–Drawbridge Operation Regulations

Subpart A–General Requirements

§117.1 Purpose.

(1304) This subpart prescribes general requirements relating to the use and operation of drawbridges across the navigable waters of the United States.

(1305) **Note.**–The primary jurisdiction to regulate drawbridges across the navigable waters of the United States is vested in the Federal Government. Laws, ordinances, regulations, and rules which purport to regulate these bridges and which are not promulgated by the Federal Government have no force and effect.

§117.3 Applicability.

(1306) The provisions of this subpart not in conflict with the provisions of Subpart B apply to each drawbridge.

(1307) **Note.**–For all of the requirements applicable to a drawbridge listed in Subpart B, one must review the requirements in Subpart A and §§117.51 through 117.99 of Subpart B, as well as the requirements in Subpart B applicable to the particular drawbridge in question.

§117.4 Definitions.

(1308) Certain terms used in this part are defined in this section.

(1309) Appurtenance. The term "appurtenance" means an attachment or accessory extending beyond the hull or superstructure that is not an integral part of the vessel and is not needed for a vessel's piloting, propelling, controlling, or collision avoidance capabilities.

(1310) **Lowerable.** The term "lowerable" means the nonstructural vessel appurtenance can be mechanically or manually lowered and raised again. The term "lowerable" also applies to a nonstructural vessel appurtenance which can be modified to make the item flexible, hinged, collapsible, or telescopic such that it can be mechanically or manually lowered and raised again. Failure to make the modification is considered equivalent to refusing to lower a lowerable nonstructural appurtenance that is not essential to navigation. Examples of appurtenances which are considered to be lowerable include, but are not limited to, fishing outriggers, radio antennae, television antennae, false stacks, and masts purely for ornamental purposes. Examples of appurtenances which are not considered to be lowerable include, but are not limited to, radar antennae, flying bridges, sailboat masts, piledriver leads, spud frames on hydraulic dredges, drilling derricks' substructures and buildings, cranes on drilling or construction vessels, or other items of permanent and fixed equipment.

(1311) **Nonstructural**. The term "nonstructural" means that the item is not rigidly fixed to the vessel and is thus susceptible to relocation or alteration.

(1312) **Not essential to navigation**. The term "not essential to navigation" means the nonstructural vessel appurtenance does not adversely affect the vessel's piloting, propulsion, control or collision avoidance capabilities when in the lowered position.

§117.5 When the draw shall open.

(1313) Except as otherwise required by this subpart, drawbridges shall open promptly and fully for the passage of vessels when a request to open is given in accordance with this subpart.

§117.7 General duties of drawbridge owners and tenders.

(1314) (a) Drawbridge owners and tenders shall operate the draw in accordance with the requirement in this part.

(1315) (b) Except for drawbridges not required to open for the passage of vessels, owners of drawbridges shall ensure that:

(1316) (1) The necessary drawtenders are provided for the safe and prompt opening of the draw;

(1317) (2) The operating machinery of the draw is maintained in a serviceable condition; and

(1318) (3) The draws are operated at sufficient intervals to assure their satisfactory operation.

§117.9 Delaying opening of a draw.

(1319) No person shall unreasonably delay the opening of a draw after the signals required by §117.15 have been given.

(1320) **Note.**–Trains are usually controlled by the block method. That is, the track is divided into blocks or segments of a mile or more in length. When a train is in a block with a drawbridge, the draw may not be able to open until the train has passed out of the block and the yardmaster or other manager has "unlocked" the drawbridge controls. The maximum time permitted for delay is defined in Subpart B for each affected bridge. Land and water traffic should pass over or through the draw as soon as possible in order to prevent unnecessary delays in the opening and closure of the draw.

§117.11 Unnecessary opening of the draw.

(1321) No vessel owner or operator shall –

(1322) (a) Signal a drawbridge to open if the vertical clearance is sufficient to allow the vessel, after all lowerable nonstructural vessel appurtenances that are not essential to navigation have been lowered, to safely pass under the drawbridge in the closed position; or

(1323) (b) Signal a drawbridge to open for any purpose other than to pass through the drawbridge opening.

§117.15 Signals.

(1324) (a) General. (1) The operator of each vessel requesting a drawbridge to open shall signal the drawtender and the drawtender shall acknowledge that signal. The signal shall be repeated until acknowledged in some manner by the drawtender before proceeding.

(1325) (2) The signals used to request the opening of the draw and to acknowledge that request shall be sound signals, visual signals, or radiotelephone communications described in this subpart.

(1326) (3) Any of the means of signaling described in this subpart sufficient to alert the party being signaled may be used.

(1327) (b) Sound signals. (1) Sound signals shall be made by whistle, horn, megaphone, hailer, or other device capable of producing the described signals loud enough to be heard by the drawtender.

(1328) (2) As used in this section, "prolonged blast" means a blast of four to six seconds duration and "short blast" means a blast of approximately one second duration.

(1329) (3) The sound signal to request the opening of a draw is one prolonged blast followed by one short blast sounded not more than three seconds after the prolonged blast. For vessels authorized to be passed through a draw during a scheduled closure period, the sound signal to request the opening of the draw during that period is five short blasts sounded in rapid succession.

(1330) (4) When the draw can be opened immediately, the sound signal to acknowledge a request to open the draw is one prolonged blast followed by one short blast sounded not more than 30 seconds after the requesting signal.

(1331) (5) When the draw cannot be opened immediately, or is open and shall be closed promptly, the sound signal to acknowledge a request to open the draw is five short blasts sounded in rapid succession not more than 30 seconds after the vessel's opening signal. The signal shall be repeated until acknowledged in some manner by the requesting vessel.

(1332) (c) Visual signals. (1) The visual signal to request the opening of a draw is–

(1333) (i) A white flag raised and lowered vertically; or

(1334) (ii) A white, amber, or green light raised and lowered vertically.

(1335) (2) When the draw can be opened immediately, the visual signal to acknowledge a request to open the draw, given not more than 30 seconds after the vessel's opening signal, is–

(1336) (i) A white flag raised and lowered vertically;

(1337) (ii) A white, amber, or green light raised and lowered vertically, or

(1338) (iii) A fixed or flashing white, amber, or green light or lights.

(1339) (3) When the draw cannot be opened immediately, or is open and must be closed promptly, the visual signal to acknowledge a request to open the draw is–

(1340) (i) A red flag or red light swung back and forth horizontally in full sight of the vessel given not more than 30 seconds after the vessel's opening signal; or

(1341) (ii) A fixed or flashing red light or lights given not more than 30 seconds after the vessel's opening signal.

(1342) (4) The acknowledging signal when the draw cannot open immediately or is open and must be closed promptly shall be repeated until acknowledged in some manner by the requesting vessel.

(1343) (d) Radiotelephone communications. (1) Radiotelephones may be used to communicate the same information provided by sound and visual signals.

(1344) **NOTE**: Call signs and radio channels for drawbridges equipped with radiotelephones are included with the bridge descriptions in chapters 4 through 14.

(1345) (2) The vessel and the drawtender shall monitor the frequency used until the vessel has cleared the draw.

(1346) (3) When radiotelephone contact cannot be initiated or maintained, sound or visual signals under this section shall be used.

§117.17 Signaling for contiguous drawbridges.

(1347) When a vessel must pass two or more drawbridges close together, the opening signal is given for the first bridge. After acknowledgment from the first bridge that it will promptly open, the opening signal is given for the second bridge, and so on until all bridges that the vessel must pass have been given the opening signal and have acknowledged that they will open promptly.

§117.19 Signaling when two or more vessels are approaching a drawbridge.

(1348) When two or more vessels are approaching the same drawbridge at the same time, or nearly the same time, whether from the same or opposite directions, each vessel shall signal independently for the opening of the draw and the drawtender shall reply in turn to the signal of each vessel. The drawtender need not reply to signals by vessels accumulated at the bridge for passage during a scheduled open period.

§117.21 Signaling for an opened drawbridge.

(1349) When a vessel approaches a drawbridge with the draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw.

§117.23 Installation of radiotelephones.

(1350) (a) When the District Commander deems it necessary for reasons of safety of navigation, the District Commander may require the installation and operation of a radiotelephone on or near a drawbridge.

(1351) (b) The District Commander gives written notice of the proposed requirement to the bridge owner.

(1352) (c) All comments the owner wishes to submit shall be submitted to the District Commander within 30 days of receipt of the notice under Paragraph (b) of this section.

(1353) (d) If, upon consideration of the comments received, the District Commander determines that a radiotelephone is necessary, the District Commander notifies the bridge owner that a radiotelephone shall be installed and gives a reasonable time, not to exceed six months, to install the radiotelephone and commence operation.

§117.24 Radiotelephone installation identification.

(1354) (a) The Coast Guard authorizes, and the District Commander may require the installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone in accordance with §117.23.

(1355) (b) The sign shall give notice of the radiotelephone and its calling and working channels-

(1356) (1) In plain language; or

(1357) (2) By a sign consisting of the outline of a telephone handset with the long axis placed horizontally and a vertical three-legged lightning slash superimposed over the handset. The slash shall be as long vertically as the handset is wide horizontally and normally not less than 27 inches and no more than 36 inches long. The preferred calling channel should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant.

§117.31 Operation of draw for emergency situations.

(1358) (a) When a drawtender is informed by a reliable source that an emergency vehicle is due to cross the draw, the drawtender shall take all reasonable measures to have the draw closed at the time the emergency vehicle arrives at the bridge.

(1359) (b) When a drawtender receives notice, or a proper signal as provided in §117.15 of this part, the drawtender shall take all reasonable measures to have the draw opened, regardless of the operating schedule of the draw, for passage of the following, provided this

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opening does not conflict with local emergency management procedures which have been approved by the cognizant Coast Guard Captain of the Port:

(1360) (1) Federal, State, and local government vessels used for public safety;

(1361) (2) vessels in distress where a delay would endanger life or property;

(1362) (3) commercial vessels engaged in rescue or emergency salvage operations; and

(1363) (4) vessels seeking shelter from severe weather.

§117.33 Closure of draw for natural disasters or civil disorders.

(1364) Drawbridges need not open for the passage of vessels during periods of natural disasters or civil disorders declared by the appropriate authorities unless otherwise provided for in Subpart B or directed to do so by the District Commander.

§117.35 Operations during repair or maintenance.

(1365) (a) When operation of the draw must deviate from the regulations in this part for scheduled repair or maintenance work, the drawbridge owner shall request approval from the District Commander at least 30 days before the date of the intended change. The request shall include a brief description of the nature of the work to be performed and the times and dates of requested changes. The District Commander's decision is forwarded to the applicant within five working days of the receipt of the request. If the request is denied, the reasons for the denial are forwarded with the decision.

(1366) (b) When the draw is rendered inoperative because of damage to the structure or when vital, unscheduled repair or maintenance work shall be performed without delay, the drawbridge owner shall immediately notify the District Commander and give the reasons why the draw is or should be rendered inoperative and the expected date of completion of the repair or maintenance work.

(1367) (c) All repair or maintenance work under this section shall be performed with all due speed in order to return the draw to operation as soon as possible.

(1368) (d) If the operation of the draw will be affected for periods of less than 60 days, the regulations in this part will not be amended. Where practicable, the District Commander publishes notice of temporary deviations from the regulations in this part in the Federal Register and Local Notices to Mariners. If operation of the draw is expected to be affected for more than 60 days, the District Commander publishes temporary regulations covering the repair period.

§117.37 Opening or closure of draw for public interest concerns.

(1369) (a) For reasons of public health or safety or for public functions, such as street parades and marine regattas, the District Commander may authorize the opening or closure of a drawbridge for a specified period of time.

(1370) (b) Requests for opening or closure of a draw shall be submitted to the District Commander at least 30 days before the proposed opening or closure and include a brief description of the proposed event or other reason for the request, the reason why the opening or closure is required, and the times and dates of the period the draw is to remain open or closed.

(1371) (c) Approval by the District Commander depends on the necessity for the opening or closure, the reasonableness of the times and dates, and the overall effect on navigation and users of the bridge.

§117.39 Closure of draw due to infrequent use.

(1372) Upon written request by the owner or operator of a drawbridge, the District Commander may, after notice in the Federal Register and opportunity for public comment, permit the draw to be closed and untended due to infrequency of use of the draw by vessels. The District Commander may condition approval on the continued maintenance of the operating machinery.

§117.41 Maintenance of draw in fully open position.

(1373) The draw may be maintained in the fully open position to permit the passage of vessels and drawtender service discontinued if the District Commander is notified in advance. The draw shall remain in the fully open position until drawtender service is restored or authorization under §117.39 is given for the draw to remain closed and untended.

§117.43 Changes in draw operation requirements for regulatory purposes.

(1374) In order to evaluate suggested changes to the drawbridge operation requirements, the District Commander may authorize temporary deviations from the regulations in this part for periods not to exceed 90 days. Notice of these deviations is disseminated in the Local Notices to Mariners and published in the Federal Register.

§117.45 Operation during winter in the Great Lakes area.

(1375) (a) The Commander, Ninth Coast Guard District, may determine that drawbridges located in the Ninth Coast Guard District need not open during the winter season when general navigation is curtailed, unless a

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request to open the draw is given at least 12 hours before the time of the intended passage.

(1376) (b) Notice of these determinations is disseminated in Local Notices to Mariners and other appropriate media. Notices indicate–

(1377) (1) The name and location of the bridge affected;

(1378) (2) The period of time covered; and

(1379) (3) The telephone number and address of the party to whom requests for openings are given.

§117.47 Clearance gauges.

(1380) (a) Clearance gauges are required for drawbridges across navigable waters of the United States discharging into the Atlantic Ocean south of Delaware Bay (including the Lewes and Rehoboth Canal, DE) or into the Gulf of Mexico (including coastal waterways contiguous thereto and tributaries to such waterways and the Lower Atchafalaya River, LA), except the Mississippi River and its tributaries and outlets.

(1381) (b) Except for provisions in this part which specify otherwise for particular drawbridges, clearance gauges shall be designed, installed, and maintained according to the provisions of 33 CFR 118.160 (not carried in this Coast Pilot).

(1382) **Note.**–Clearance gauge requirements, if any, for drawbridges other than those referred to in this section are listed in Subpart B under the appropriate bridge.

§117.49 Process of violations.

(1383) (a) Complaints of alleged violations under this part are submitted to the District Commander of the Coast Guard District in which the drawbridge is located.

(1384) (b) Penalties for violations under this part are assessed and collected under Subpart 1.07 of Part 1 of this chapter (not published in this Coast Pilot; see 33 CFR 1.07).

Subpart B–Specific Requirements

§117.51 Purpose.

(1385) This subpart prescribes specific requirements relating to the operation of certain drawbridges.

(1386) **Note.**–The drawbridges under this subpart are listed by the waterway they cross and by the state in which they are located. Waterways are arranged alphabetically by state. The drawbridges listed under a waterway are generally arranged in order from the mouth of the waterway moving upstream. The drawbridges on the Atlantic Intracoastal Waterway are listed from north to south and on the Gulf Intracoastal Waterway from east to west.

§117.53 Applicability.

(1387) (a) The requirements in this subpart apply to the bridges listed and are in addition to, or vary from, the general requirements in Subpart A.

(1388) (b) A requirement in this subpart which varies from a general requirement in Subpart A supersedes the general requirement.

(1389) (c) All other general requirements in Subpart A not at variance apply to the bridges listed in this subpart.

(1390) (d) The draws of a number of the bridges listed in this subpart need not open for the passage of vessels during certain periods, however, this does not preclude the bridge owner from directing the drawtender to open the draw during these periods.

(1391) §117.55 Posting of requirements.

(1392) (a) The owner of each drawbridge under this subpart, other than removable span bridges, shall ensure that a sign summarizing the requirements in this subpart applicable to the bridge is posted both upstream and downstream of the bridge. The requirements to be posted need not include those in Subpart A or §§117.51 through 117.99.

(1393) (b) The signs shall be of sufficient size and so located as to be easily read at any time from an approaching vessel.

(1394) (c) If advance notice is required to open the draw, the signs shall also state the name, address, and telephone number of the person to be notified.

§117.57 Advance notice.

(1395) Owners and tenders of drawbridges requiring advance notice to open shall use all reasonable means to open the draw at the requested time and give due regard to the possibility that a brief delay may be experienced by the vessel giving the advance notice.

§117.59 Special requirements due to hazards.

(1396) For the duration of occurrences hazardous to safety or navigation, such as floods, freshets, and damage to the bridge or fender system, the District Commander may require the owner of an operational drawbridge listed in this subpart to have the bridge attended full time and open on signal.

CALIFORNIA

§117.140 General.

(1397) In California, when fog prevails by day or night, the drawtender, after sounding the opening signal, shall toll a bell continuously during the approach and passage of a vessel.

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§117.141 American River.

(1398) The draw of the Jiboom Street bridge, mile 0.1 at Sacramento, need not be opened for the passage of vessels.

§117.143 Bishop Cut.

(1399) The draw of the San Joaquin County highway bridge, mile 1.0 between King Island and Bishop Tract, shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

§117.145 Burns Cutoff.

(1400) The draw of the Daggett Road bridge, mile 3.0 at Stockton, shall open on signal if at least 48 hours notice is given to the U.S. Naval Communications Station at Stockton.

§117.147 Cerritos Channel.

(1401) (a) The draw of the Commodore Schuyler F. Heim highway bridge, mile 4.9 at Long Beach, shall open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 6 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels. The opening signal for the Commodore Schuyler Heim bridge is three prolonged blasts. The acknowledging signal is two prolonged blasts followed by one short blast when the draw will open immediately and five short blasts when the draw will not open immediately. Channel 13 (156.65 MHz) or other assigned frequencies may be used.

(1402) (b) The draw of the Henry Ford Avenue railroad bridge, mile 4.8 at Long Beach, shall be maintained in the fully open position except when a train is crossing or for maintenance. If the draw is in the closed position, the opening signal is two short blasts followed by one prolonged blast. The acknowledging signal is two prolonged blasts followed by one short blast when the draw will open immediately and five short blasts when the draw will not open immediately. Channel 13 (156.65 MHz) or other assigned frequencies may be used.

§117.149 China Basin, Mission Creek.

(1403) The draws of the 3rd Street bridge, mile 0.0, and the 4th Street bridge, mile 0.2, both at San Francisco, shall open on signal if at least one hour notice is given.

§117.150 Connection Slough.

(1404) The draw of the Reclamation District No. 2027 bridge between Mandeville and Bacon Islands, mile 2.5 near Stockton, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m., and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender during regular operating hours, or to the Rio Vista bridge across the Sacramento River, mile 12.8. The draw shall open on signal if at least one hour notice is given for emergency vessels owned, operated or controlled by the United States or the State of California, for commercial vessels engaged in rescue or emergency salvage operations, or for vessels in distress.

§117.151 Cordelia Slough (a tributary of Suisun Bay).

(1405) The draw of the Union Pacific railroad bridge, mile 1.5 at Suisun, shall open on signal if at least 24 hours notice is given.

§117.153 Corte Madera Creek.

(1406) The draw of the Golden Gate Bridge, Highway and Transportation District bridge, mile 0.5 near Greenbrae, shall be maintained in the fully open position, except for the crossing of trains or for maintenance.

§117.157 Georgiana Slough.

(1407) The draws of the Sacramento County highway bridges, mile 4.5 near Isleton, and mile 12.4 near Walnut Grove, shall open on signal from 6 a.m. to 10 p.m. from May 1 through October 31. The draws shall open on signal from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draws of these bridges shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1408) §117.159 Grant Line Canal.

(1409) The draw of the San Joaquin County highway bridge, mile 5.5 at Tracy, shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

§117.161 Honker Cut.

(1410) The draw of the San Joaquin County (Eightmile Road) bridge, mile 0.3 between Empire Tract and King Island at Stockton, shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

§117.163 Islais Creek (Channel).

(1411) The draw of the 3rd Street bridge, mile 0.4 at San Francisco, shall open on signal if at least one hour notice is given.

§117.165 Lindsey Slough.

(1412) The center span of the Hastings Farms highway bridge, mile 2.0 between Egbert and Lower Hastings

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Tracts, shall be removed for the passage of maintenance vessels if at least 72 hours notice is given to the Hastings Island Land Company office at Rio Vista.

§117.167 Little Potato Slough.

(1413) The draw of the California Department of Transportation highway bridge, mile 0.1 at Terminus, shall open on signal if at least 4 hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

§117.169 Mare Island Strait, Napa River, and their tributaries.

(1414) (a) The draw of the U.S. Navy bridge (Mare Island Causeway), mile 2.8, at Vallejo–

(1415) (1) Must be opened on signal from 7:30 a.m. to 3:45 p.m. and 4:45 p.m. to 10 p.m. Monday through Friday except Federal holidays, and from 6:30 a.m. to 10 p.m. on Saturdays, Sundays, and holidays;

(1416) (2) Need not be opened for the passage of vessels, other than public vessels of the United States, from 6:30 a.m. to 7:30 a.m. and 3:45 p.m. to 4:45 p.m., except Saturdays, Sundays, and Federal holidays; and

(1417) (3) Must be opened on signal from 10 p.m. to 6:30 a.m. daily, if at least two hours notice is given, and as soon as possible during this period for public vessels of the United States.

(1418) (b) The draw of the Northwestern Pacific railroad bridge, mile 10.6 at Brazos, shall be maintained in the fully open position, except for the crossing of trains or for maintenance. When the draw is closed and visibility at the drawtender's station is less than one mile, up or down the channel, the drawtender shall sound two prolonged blasts every minute. When the draw is opened, the drawtender shall sound three short blasts.

(1419) (c) The draw of the Maxwell highway bridge, mile 17.6 near Imola, shall open on signal if at least 72 hours notice is given to the California Department of Transportation office at Napa.

§117.171 Middle River.

(1420) (a) The draw of the San Joaquin County (Bacon Island Road) highway bridge, mile 8.6 between Bacon Island and Lower Jones Tract, shall open on signal from May 15 through September 15 from 9 a.m. to 5 p.m. From September 16 through May 14, the draw shall open on signal from 9 a.m. to 5 p.m. from Thursday through Monday. At all other times, the draw shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1421) (b) The draw of the Burlington Northern Santa Fe railroad bridge, mile 9.8 near Middle River Station, shall open on signal if at least 12 hours notice is given to the Atchison, Topeka and Santa Fe Railway Manager of Structures at San Bernardino.

(1422) (c) The California Route 4 Bridge, mile 15.1, between Victoria Island and Drexler Tract need not open for the passage of vessels.

§117.173 Miner Slough.

(1423) The draw of the California Department of Transportation highway bridge, mile 5.5 between the northerly end of Ryer Island and Holland Tract, shall open on signal if at least 12 hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

§117.175 Mokelumne River.

(1424) (a) The draw of the California Department of Transportation highway bridge, the Mokelumne River Bridge, mile 3.0, at East Isleton shall open upon signal as follows:

(1425) (1) From November 1 through April 30 from 9 a.m. to 5 p.m.

(1426) (2) From May 1 through October 31 from 6 a.m. to 10 p.m., except that during the following periods the draw need only open for recreational vessels on the hour, 20 minutes past the hour, and 40 minutes past the hour:

(1427) Saturdays 10 a.m. until 2 p.m.

(1428) Sundays 11 a.m. until 6 p.m.

(1429) Memorial Day; 4th of July and

(1430) Labor Day 11 a.m. until 6 p.m.

(1431) (3) At all other times the draw shall open on signal if at least 4 hours notice is given to the drawtender at Rio Vista bridge over the Sacramento River, mile 12.8.

(1432) (4) Emergency vessels of the United States, state or commercial vessels engaged in rescue or emergency salvage operations, and vessels in distress shall be passed as soon as possible but no later than one hour after notice is given.

(1433) (b) The draw of the Sacramento and San Joaquin Counties (Millers Ferry) highway bridge, mile 12.1 over the North Fork of the Mokelumne River near Walnut Grove, shall open on signal from May 1 through October 31 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least 12 hours notice is given to the San Joaquin County Department of Public Works at Stockton.

(1434) (c) The removable span of the San Joaquin County highway bridge over the South Fork of the Mokelumne River, mile 18.0 at New Hope Landing, shall be removed as soon as possible upon notification by the District Commander that an emergency exists which requires the removal.

(1435) (d) The draws of the bridges above New Hope Landing need not be opened for the passage of vessels.

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§117.177 Mud Slough.

(1436) The draw of the Union Pacific railroad bridge, mile 0.7 near Alviso, shall open on signal if at least 24 hours notice is given.

§117.179 Newark Slough.

(1437) The draw of the San Mateo County Transportation Department railroad bridge, mile 0.5 near Newark, shall open on signal if at least 24 hours notice is given to the San Mateo Transportation Department, at San Carlos.

§117.181 Oakland Inner Harbor Tidal Canal.

(1438) The draws of the Alameda County highway drawbridges at Park Street, mile 5.2; Fruitvale Avenue, mile 5.6; and High Street, mile 6.0; and the U.S. Army Corps of Engineers railroad drawbridge, mile 5.6 at Fruitvale Avenue, shall open on signal; except that, from 8 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels. However, the draws shall open during the above closed periods for vessels which must, for reasons of safety, move on a tide or slack water, if at least two hours notice is given. The draws shall open as soon as possible for vessels in distress and emergency vessels, including commercial vessel engaged in rescue or emergency salvage operations.

§117.183 Old River.

(1439) The draw of the California Department of Transportation (Route 4) highway bridge, mile 14.8 between Victoria Island and Byron Tract, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

§117.185 Pacheco Creek.

(1440) The draw of the Contra Costa County highway bridge, mile 1.0, and Union Pacific railroad bridge, mile 1.1, both near Martinez, shall open on signal if at least 24 hours notice is given.

§117.187 Petaluma River.

(1441) (a) The draws of the Northwestern Pacific railroad bridges, mile 0.8 at Blackpoint and mile 12.4 at Haystack Landing, shall be maintained in the fully open position, except for the crossing of trains or for maintenance. When the draw is closed and visibility from the drawtender's station is less than one mile up or down the channel, the drawtender shall sound two long blasts every minute. When the draw is reopened, the drawtender shall sound three short blasts.

(1442) (b) The draw of the Petaluma highway bridge at "D" Street, mile 13.7 at Petaluma, shall open on signal if at least four hours notice is given for openings from 6 a.m. to 6 p.m., and if at least 24 hours notice is given for openings from 6 p.m. to 6 a.m. The draw shall open as soon as possible for vessels in distress and vessels, including commercial vessels, engaged in rescue or emergency salvage operations.

§117.189 Sacramento River.

(1443) (a) The draws of each bridge from Isleton to American River junction shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draws shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(1444) (b) The draws of the California Department of Transportation bridges, mile 90.1 at Knights Landing, and Mile 135.5 at Meridian, shall open on signal if at least 12 hours notice is given to the California Department of Transportation at Marysville.

(1445) (c) The draws of the bridges above Meridian need not be opened for the passage of vessels.

§117.191 San Joaquin River.

(1446) (a) The draw of the Port of Stockton railroad bridge, mile 39.7 at Stockton, shall open on signal if at least 12 hours notice is given to the Port Director.

(1447) (b) The draws of the U.S. Navy drawbridge, mile 39.8, Burlington Northern Santa Fe railroad bridge, mile 40.6, and California Highway 4 bridge (Garwood Bridge), mile 41.6, need not be opened for the passage of vessels. The owners or agencies controlling the bridges shall restore the draws to full operation within six months of notification to take such action from the District Commander.

(1448) (c) Drawbridges above the Old River junction need not open for the passage of vessels.

§117.193 San Leandro Bay.

(1449) The draws of the California Department of Transportation highway bridge, mile 0.0 (kilometer 0.0) and the City of Alameda bicycle bridge, mile 0.1 (kilometer 0.2) between Alameda and Bay Farm Island, shall open on signal; except that, from 5 a.m. to 8 a.m. and 5 p.m. to 9 p.m., the draws shall open on signal if at least 12 hours notice is given. Notice shall be given to the drawtender of the Bay Farm Island bridges from 8 a.m. to 5 p.m. and to the drawtender of the Park Street bridge at Alameda at all other times. The draws need

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not be opened for the passage of vessels from 9 p.m. to 5 a.m.

§117.195 Snodgrass Slough.

(1450) The draw of the Sacramento County bridge, mile 4.4 at Walnut Grove, shall open on signal if at least 72 hours notice is given to Sacramento County Transportation Operations and Maintenance office at Sacramento. The draw shall open as soon as possible for vessels in distress, and vessels, including commercial vessels, engaged in rescue or emergency salvage operations or emergency flood control efforts.

§117.197 Sonoma Creek.

(1451) The draw of the Northwestern Pacific railroad bridge, mile 5.4 at Wingo, shall open on signal if at least 24 hours notice is given.

§117.199 Steamboat Slough.

(1452) The draw of the California Department of Transportation highway bridge, mile 11.2 at the head of Grand Island, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

§117.201 Sutter Slough.

(1453) The draw of the Sacramento County highway bridge, mile 6.4 near Courtland, need not be opened for the passage of vessels. However, the draw shall be returned to operable condition within six months after notification by the District Commander to do so.

IDAHO

§117.381 Clearwater River.

(1454) The draws of the Camas Prairie railroad bridge, mile 0.6 at Lewiston, shall open on signal if at least three hours notice is given to the Camas Prairie Railroad in Lewiston.

§117.383 Pend Oreille River.

(1455) The draw of the Burlington Northern railroad bridge, mile 111.3 near Sandpoint, need not be opened for the passage of vessels.

§117.385 Snake River.

(1456) The drawspan of the U.S. 12 bridge, mile 140.0, between Lewiston, Idaho, and Clarkston, Washington, operates as follows:

(1457) (a) The draw need not open for the passage of vessels except at these hours:

(1458) (1) From March 15 through November 15 at 6 a.m., 10 a.m., 3 p.m., 7 p.m., and 9 p.m.

(1459) (2) From November 16 through March 14 at 9 a.m., 10 a.m., 2 p.m., and 3 p.m.

(1460) (b) Requests for openings shall be given to the Washington State Department of Transportation.

(1461) (1) Monday through Thursday of every week, except holidays, the draw shall open if at least two hours notice is given.

(1462) (2) Friday through Sunday of every week, except holidays, the draw shall open if notice is given by 5 p.m. of the preceding Wednesday.

(1463) (3) The draw shall open on holidays if notice is given by 5 p.m. two workdays, excluding Friday, preceding the holiday.

(1464) (4) The draw shall open at any time for the passage of vessels engaged in an emergency.

OREGON

§117.861 Blind Slough.

(1465) The draws of the Portland and Western railroad bridge, mile 1.1 at Knappa, shall open on signal if at least one hour notice is given. However, the draw shall open promptly on signal from four hours before to four hours after each day's authorized commercial fishing period established by the Columbia River Compact (Washington State Department of Fisheries and the Fish Commission of Oregon) for the Columbia River Fishery below Bonneville Dam.

§117.865 Clatskanie River.

(1466) The draw of the Portland and Western railroad bridge, mile 0.7 at Clatskanie, shall open on signal if at least one hours notice is given. However, the draw shall open promptly on signal from four hours before to four hours after each day's authorized commercial fishing period established by the Columbia River Compact (Washington State Department of Fisheries and the Fish Commission of Oregon) for the Columbia River Fishery below Bonneville Dam.

§117.869 Columbia River.

(1467) (a) The draws of the Interstate 5 Bridges, mile 106.5, between Portland, OR, and Vancouver, WA, shall open on signal except that the draws need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday except federal holidays.

(1468) (1) When the river gauge at the bridge indicates 6.0 feet, or more, as determined by the drawtender on duty, the draws need not open for the passage of commercial vessels from 6:30 a.m. to 8 a.m. and from 3:30 p.m. to 6 p.m. Monday through Friday, except Federal holidays,

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and for all other vessels the draws need not open from 5:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday, except Federal holidays.

(1469) (2) When the river gauge at the bridge indicates 5.9 feet, or less, as determined by the drawtender on duty, the draws need not open for the passage of any vessels from 5:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday, except Federal holidays.

(1470) (b) The draw of the Port of Hood River bridge, mile 169.8 at Hood River, shall open on signal if at least 12 hours notice is given.

(1471) (c) The draw of the Burlington Northern Santa Fe railroad bridge, mile 201.2, between Celilo, Oregon, and Wishram, Washington, is automated and is normally maintained in the fully open-to-navigation position.

(1472) (1) Lights. All lights required for automated operation shall be visible to marine traffic for a distance of at least 2 miles and shall be displayed at all times, day and night.

(1473) (i) When the draw is fully open, a steady green light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1474) (ii) When the draw is not fully open, a steady red light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1475) (iii) When the draw is about to close, flashing yellow lights in the form of a down-pointing arrow shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1476) (2) Operation. When a train approaches the bridge, the yellow lights shall start flashing. After an 8-minute delay, the green lights shall change to red, the drawspan shall lower and lock, and the yellow lights shall be extinguished. Red lights shall continue to be displayed until the train has crossed and the drawspan is again in the fully open position. At that time, the red lights shall change to green.

(1477) (3) Vessels equipped with radiotelephones may contact Burlington Northern Santa Fe to obtain information on the status of the bridge. Bridge status information also may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.

§117.871 Coos Bay.

(1478) The draw of the Union Pacific railroad bridge, mile 9.0 at North Bend, shall be maintained in the fully open position, except for the crossing of trains or for maintenance. During foggy weather, a fog bell installed in the center of the draw shall be rung continuously, striking every 10 seconds. At any time during foggy weather when the draw is closed and passage is not clear for vessels, a siren shall be sounded continuously. The siren shall be capable of being heard at a distance of one mile from the draw. When the bridge is again opened, the siren shall be stopped, indicating that the way is clear for the passage of vessels.

§117.873 Coos River.

(1479) The draw of the Oregon State secondary highway bridge, mile 2.2 near Eastside, shall open on signal if at least 12 hours notice is given.

§117.875 Coquille River.

(1480) The draws of the US 101 highway bridge, mile 3.5 at Bandon, Oregon, shall open on signal if at least two hours notice is given to the drawtender at the Coos Bay South Slough bridge.

§117.879 Isthmus Slough.

(1481) The draw of the Oregon State secondary highway bridge, mile 1.0 at Coos Bay, shall open on signal if at least 24 hours notice is given.

§117.881 John Day River.

(1482) (a) The draw of the Portland and Western railroad bridge, mile 0.0 near Astoria, shall open on signal if at least one hour notice is given. However, the draw shall open promptly on signal from four hours before to four hours after each day's authorized commercial fishing period established by the Columbia River Compact (Washington State Department of Fisheries and the Fish Commission of Oregon) for the Columbia River Fishery below Bonneville Dam.

§117.887 North Portland Harbor (Oregon Slough).

(1483) The draw of the Burlington Northern Santa Fe railroad bridge, mile 3.2 at Portland, shall open on signal if at least one half hours notice is given.

§117.889 Siuslaw River.

(1484) (a) The draw of the US 101 bridge, mile 5.0 at Florence, shall open on signal if at least two hours notice is given.

(1485) (b) The draw of the Central Oregon and Pacific railroad bridge, mile 8.0 near Cushman, shall open on signal if at least 24 hours notice is given.

§117.892 South Slough.

(1486) The draw of the Oregon State highway bridge across South Slough at Charleston shall open on signal for the passage of vessels, except that between the hours of 7 a.m. and 7 p.m., from June 1 through September 30, the draw need be opened only on the hour and half-hour. This exception shall not apply to vessels in distress, commercial tugs and/or tows, or public vessels of the United States.

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§117.893 Umpqua River.

(1487) (a) The draw of the US 101 bridge, mile 11.1 at Reedsport, Oregon, shall open on signal if at least two hours notice is given.

(1488) (b) The draw of the Central Oregon and Pacific railroad bridge, mile 11.5 at Reedsport, shall be maintained in the fully open position, except for the crossing of trains or other railroad equipment or for maintenance. During foggy weather when the draw is closed and the channel is not clear for the passage of vessels, a fog horn with an audible range of one-half mile from the draw shall be sounded. Two clear signals of approximately six seconds duration each, repeated at intervals of 60 seconds from completion of the second signal to commencement of the next signal, shall be sounded and repeated from commencement of closure to full opening of the draw. When the draw is again in the open position, the fog horn shall be stopped, indicating that the channel is clear for the passage of vessels.

(1489) (c) The draw of the US 101 bridge across the side channel of the Umpqua River, mile 11.1 near Reedsport, need not be opened for the passage of vessels.

§117.895 Wallooskee River.

(1490) The draw of the Oregon State secondary highway bridge, mile 1.0 near Astoria, shall open on signal if at least 48 hours notice is given.

§117.897 Willamette River.

(1491) (a) The draw of the following bridges operate as follows:

(1492) (1) The draws shall open on signal except that from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Monday through Friday the draws of the Broadway, Steel (upper deck only), Burnside, Morrison, and Hawthorne Bridges need not open for the passage of vessels. These closed periods are not effective on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day. At least one hour's notice shall be given for openings of the Steel Bridge (upper deck only), Burnside Bridge and Morrison Bridge, Monday through Friday, from 8 a.m. to 5 p.m. At all other times at least two hours notice shall be given. Notice shall be given by marine radio, telephone, or other means to the drawtender at the Broadway Bridge for vessels bound upstream and to the drawtender at the Hawthorne Bridge for vessels bound downstream. During Rose Festival Week or when the water elevation reaches and remains above +12 feet, the draws will open on signal without advance notice, except during the normal closed periods identified in this Paragraph (a)(1). Opening signals are as follows:

(1493) (i) Broadway Bridge, Portland, mile 11.7, two prolonged followed by one short blast.

(1494) (ii) Steel Bridge, Portland, mile 12.1, one prolonged followed by one short blast.

(1495) (iii) Burnside Bridge, Portland, mile 12.4, one prolonged followed by two short blasts.

(1496) (iv) Morrison Bridge, Portland, mile 12.8, one prolonged followed by three short blasts.

(1497) (v) Hawthorne Bridge, Portland, mile 13.1, one prolonged followed by four short blasts.

(1498) (2) The closed periods do not apply to harbor patrol or fire boats answering calls and, for the Broadway Bridge only, oceangoing vessels of 750 gross tons or over.

(1499) (3) Signals to open shall be given by vessels at a distance of at least 1,000 feet from the bridge, except in case of a vessel leaving a wharf or anchorage or when waiting less than 1,000 feet from the bridge. In these cases, the signal must be given early enough to allow the operator of the bridge sufficient time in which to clear and open the draw before arrival of the vessel.

(1500) (4) In case two vessels which are approaching from opposite directions meet at or near the bridge, the vessel bound downstream has the right of way.

(1501) (b) The draws of the Union Pacific railroad bridges, mile 84.3, at Salem; mile 119.6, at Albany; and mile 164.3, near Harrisburg, need not open for the passage of vessels. However, the draws shall be returned to operable condition within six months after notification by the District Commander to do so.

(1502) (c) The draw of the Oregon State highway bridge, mile 132.1, at Corvallis, shall open on signal if at least seven days notice is given. However, the draw need not be opened on Saturdays, Sundays, and Federal holidays.

§117.899 Youngs Bay and Lewis and Clark River.

(1503) (a) The draw of the US101 (New Youngs Bay) highway bridge, mile 0.7, across Youngs Bay at Smith Point shall open on signal for the passage of vessels if at least one half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times at least a four-hour notice by telephone is required. The opening signal shall be two prolonged blasts followed by one short blast.

(1504) (b) The draw of the Oregon State (Old Youngs Bay) highway bridge, mile 2.4, across Youngs Bay foot of Fifth Street, shall open on signal for the passage of vessels if at least one half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 6

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a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. Saturday and Sunday. At all other times at least a four-hour notice is required. The opening signal is two prolonged blasts followed by one short blast.

(1505) (c) The draw of the Oregon State (Lewis and Clark River) highway bridge, mile 1.0, across the Lewis and Clark River, shall open on signal for the passage of vessels if at least one half-hour notice is given by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times at least a four-hour notice is required. The opening signal is one prolonged blast followed by four short blasts.

(1506) **WASHINGTON**

§117.1031 Chehalis River.

(1507) The draw of the SR-101 highway bridge, mile 0.1, at Aberdeen, shall open on a signal of two short blasts followed by one prolonged blast from one hour before sunrise to one hour after sunset, except that from 7:15 a.m. to 8:15 a.m. and 4:15 p.m. to 5:15 p.m., Monday through Friday, except Federal holidays, the draw need not be opened for the passage of vessels of less than 5,000 gross tons. At all other times, the draw shall open on signal if at least one hour notice is given by marine radio, telephone, or other suitable means to the Washington Department of Transportation.

§117.1035 Columbia River.

(1508) (a) The term drawtender, as used in this section means the operator of the drawspan, whether that person may be a train crew member, maintenance person, or an officially designated drawtender.

(1509) (b) The draw of the semi-automated Union Pacific railroad bridge (Kalan Bridge), mile 323.4, near Kennewick, Washington, is normally maintained in the fully open position with no drawtender in attendance. A radar beacon (RACON) is located at the center of the drawspan. The RACON operates only when the drawspan is fully open, by responding with the Morse letter "K" to X-band radar signals. When necessary to close the drawspan for the passage of a train or for maintenance, a drawtender shall be dispatched to operate the draw from either of the remote control stations located at the ends of the bridge. Operation of the bridge shall be as follows:

(1510) (1) The drawtender shall broadcast a radio message over Channel 16-VHF to all vessels in the vicinity that the Kalan Bridge will be closing in two minutes. If after two minutes no response is received, the drawtender shall broadcast a message over Channel 13-VHF that the Kalan Bridge is closing. Both messages shall be broadcast twice.

(1511) (2) Prior to activating the closing sequence the drawtender shall visually inspect the waterway for marine traffic approaching the bridge. The closing sequence shall not be activated until after marine traffic has cleared the bridge.

(1512) (3) When the closing sequence is activated, the following functions occur automatically: The RACON is deactivated, red strobe lights on the lift towers and on the channel piers start flashing, a downward pointing arrow consisting of amber colored lights is displayed from the center of the drawspan and a recorded message is broadcast over Channel 13-VHF advising that the Kalan Bridge is closed to river traffic. The radio message is repeated every five minutes, the red lights continue to flash and the downward pointing arrow is displayed, until the lift span returns to the up and locked position. At the end of the ten minutes, a horn sounds for 30 seconds, the span begins closing and the centerspan navigation lights turn from green to red. The horn sounds for 30 seconds at 10 minute intervals, until the lift span returns to the up and locked position.

(1513) (4) If for any reason during the closing sequence a danger is posed to marine traffic, the closing sequence shall be stopped and the bridge reopened until the threat of danger has passed.

(1514) (5) If the bridge is to be temporarily closed for maintenance or for purposes other than the passage of a train, the drawtender shall continually monitor Channels 13 and 16 for calls from approaching vessels, and respond to inquiries from vessels about the closure.

(1515) (6) After a train has cleared the bridge, the following functions occur automatically: The drawspan returns to the fully open and locked position, the RACON is reactivated, the arrow display and the red strobe lights are extinguished, the red centerspan navigation lights return to green and a recorded message is broadcast over Channel 13-VHF that the Kalan Bridge is open for marine traffic.

(1516) (7) Bridge status information may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.

(1517) (c) The draw of the Burlington Northern Santa Fe railroad bridge at mile 328.0, between Pasco and Kennewick, shall open on signal from 8 a.m. to 4 p.m. At all other times the draw shall open on signal if at least 2 hour's notice is given through the General Yardmaster, Pasco, Washington.

§117.1037 Cowlitz River.

(1518) (a) The draw of the Burlington Northern Santa Fe railroad bridge, mile 1.5, shall operate as follows:

(1519) (1) The draw shall open on signal if at least 24 hours notice is given.

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(1520) (2) In the event of an emergency declared by the Cowlitz County Department of Emergency Services, the bridge shall be capable of opening upon two hours notice. Notification of emergencies and requests for openings during emergencies are initiated through the Cowlitz County Department of Emergency Services.

(1521) (3) The operating machinery of the draw shall be maintained in a serviceable condition and the draw shall be opened and closed at intervals frequent enough to make certain that the machinery is in proper order for satisfactory operation.

(1522) (4) During periods of fog or similar periods of reduced visibility, the drawtender, after acknowledging the signal to open, shall toll a bell continuously during the approach and passage of the vessel.

(1523) (b) The draw of the Allen Street Bridge, mile 5.5, need not open for the passage of vessels.

§117.1041 Duwamish Waterway.

(1524) (a) The draws of each bridge across the Duwamish Waterway shall open on signal, except as follows:

(1525) (1) From Monday through Friday, except all Federal holidays but Columbus Day, the draws of the First Avenue South Bridges, mile 2.5, need not be opened for the passage of vessels from 6 a.m. to 9 p.m. and 3 p.m. to 6 p.m., except: The draws shall be open at any time for a vessel of 5,000 gross tons and over, a vessel towing a vessel of 5,000 gross tons and over, and a vessel proceeding to pick up for towing a vessel of 5,000 gross tons and over.

(1526) (2) The draw of the South Park highway bridge, mile 3.8, need not be opened for the passage of vessels from 6:30 a.m. to 8:00 a.m. and 3:30 p.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

(1527) (b) The following bridges shall open on the specified signals:

(1528) (1) Burlington Northern Santa Fe railroad bridge, mile 0.4, and Southwest Spokane Street bridge, mile 0.3, one prolonged blast followed quickly by three short blasts.

(1529) (2) Burlington Northern Santa Fe railroad bridge, mile 0.4, one prolonged blast followed quickly by one short blast.

(1530) (3) First Avenue South bridge, mile 2.5, three prolonged blasts.

(1531) (4) South Park highway bridge, mile 3.8, one prolonged blast followed quickly by one short blast and one prolonged blast.

(1532) (c) When fog prevails by day or by night, the drawtender of bridges listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

§117.1045 Hood Canal.

(1533) The draw of the Washington State pontoon highway bridge near Port Gamble operates as follows:

(1534) (a) The draw shall open on signal if at least one hour's notice is given. The draw shall be opened horizontally for 300 feet unless the maximum opening of 600 feet is requested.

(1535) (b) Telephone requests for bridge openings may be directed as collect calls to the Toll Office at the bridge site. The call may also be made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radio telephone service.

(1536) (c) During unusual or emergency periods, the authorized representative of the owner of or agency controlling the bridge shall open the draw on a demand basis for specified periods of time, normally not exceeding 48 hours, when requested by the Department of the Navy. While on a demand basis, a drawtender shall be in attendance on the bridge with radio communication equipment in operation.

§117.1047 Hoquiam River.

(1537) (a) When fog prevails by day or night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(1538) (b) The draw of the Puget Sound and Pacific railroad bridge, mile 0.3 at Hoquiam, shall be maintained in the fully open position except for the passage of trains or for maintenance. When the draw of the bridge is closed and the visibility at the drawtender's station is less than one mile up or down the channel, the drawtender shall sound two long blasts every minute. When the draw is reopened, the drawtender shall sound one long blast followed by one short blast.

(1539) (c) The draw of the Simpson Avenue bridge, mile 0.5 at Hoquiam, shall open on signal if at least a one hour notice is given by marine radio, telephone, or other suitable means to the Washington Department of Transportation. The opening signal is two prolonged blasts followed by one short blast.

(1540) (d) The draw of the Riverside Avenue Bridge, mile 0.9, at Hoquiam, shall open on signal if at least one hour notice is given by marine radio, telephone, or other suitable means to the Washington Department of Transportation. The opening signal is two prolonged blasts followed by two short blasts.

§117.1049 Lake Washington.

(1541) The draw of the Evergreen Point Floating Bridge between Seattle and Bellevue shall operate as follows:

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(1542) (a) The draw shall open on signal if at least two hours notice is given.

(1543) (b) Telephone requests for bridge opening may be directed as collect calls to the Highway Radio or made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radiotelephone service.

(1544) (c) The draw need not be opened from 5 a.m. to 9 p.m. Monday through Friday, except for all Federal holidays other than Columbus Day.

§117.1051 Lake Washington Ship Canal.

(1545) (a) When fog prevails by day or by night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(1546) (b) All non-self-propelled vessels, craft, or rafts navigating this waterway for which the opening of any draw is necessary shall be towed by a suitable self-propelled vessel while passing the draw.

(1547) (c) The draw of the Burlington Northern Santa Fe railroad bridge, mile 0.1, shall open on signal.

(1548) (d) The draws of the Ballard Bridge, mile 1.1, Fremont Bridge, mile 2.6, and University Bridge, mile 4.3, shall open on signal, except that:

(1549) (1) The draws need not be opened for a period of up to 10 minutes after receiving an opening request, if needed to pass accumulated vehicular traffic. However, the draws shall open without delay, when requested by vessels engaged in towing operations.

(1550) (2) The draws need not open from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Monday through Friday, except all Federal holidays but Columbus Day for any vessel of less than 1,000 tons, unless the vessel has in tow a vessel of 1,000 gross tons or over.

(1551) (3) Between the hours of 11 p.m. and 7 a.m. the draws shall open if at least one hour notice is given by telephone, radiotelephone, or otherwise to the drawtender at the Fremont Avenue bridge.

(1552) (e) The draw of the Montlake Bridge, mile 5.2 shall open on signal, except that:

(1553) (i) The draw need not open for a period of up to 10 minutes after receiving an opening request, if needed to pass accumulated vehicular traffic. However, the draw shall open without delay, when requested by vessels engaged in towing operations.

(1554) (2) For any vessel or watercraft of less than 1,000 gross tons, unless the vessel has in tow a vessel of 1,000 gross tons or over, from Monday through Friday, except Federal Holidays:

(1555) (I) The draw need not open from 7 a.m. to 9 a.m. and 3:30 p.m. to 6:30 p.m.

(1556) (ii) The draw need open only on the hour and half hour from 12:30 p.m. to 3:30 p.m. and from 6 p.m. to 6:30 p.m.

(1557) (3) Between the hours of 11 p.m. and 7 a.m. the draw shall open if at least one hour notice is given by telephone, radiotelephone, or otherwise to the drawtender at the Freemont Bridge.

§117.1053 Lewis River.

(1558) The draw of the Burlington Northern Santa Fe railroad bridge, 2.0 at Woodland, need not be opened for the passage of vessels.

§117.1055 Skagit River.

(1559) The draws of all bridges across the Skagit river need not be opened for the passage of vessels. However, the draws shall be returned to operable condition within one year after notification by the District Commander to do so.

§117.1057 Skamokawa Creek.

(1560) The draw of the Washington State highway bridge at Skamokawa need not be opened for the passage of vessels.

§117.1058 Snake River.

(1561) (a) The draw of the Burlington Northern Santa Fe railroad bridge across the Snake River at mile 1.5 between Pasco and Burbank is automated and is normally maintained in the fully open to navigation position.

(1562) (b) Lights. All lights required for automated operation shall be visible for a distance of at least 2 miles and shall be displayed at all times, day and night.

(1563) (1) When the draw is fully open, a steady green light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1564) (2) When the draw is not fully open, a steady red light shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1565) (3) When the draw is about to close, flashing yellow lights in the form of a down-pointing arrow shall be displayed at the center of the drawspan on both upstream and downstream sides.

(1566) (4) A similar set of red, green, and yellow lights shall be displayed on a remote lighting panel located near the north end, upstream side, of the Washington State highway bridge at mile 2.2. These lights shall be synchronized with the lights on the railroad bridge and shall be visible to vessels traveling downstream throughout the passage of the channel adjacent to Strawberry Island.

(1567) (c) Operation. When a train approaches the bridge, the yellow lights shall start flashing. After an eight-minute delay, the green lights shall change to

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red, the drawspan shall lower and lock, and the yellow lights shall be extinguished. Red lights shall continue to be displayed until the train has crossed and the drawspan is again in the fully open position. At that time, the red lights shall change green.

(1568) (d) Vessels equipped with radiotelephones may contact Burlington Northern Santa Fe to obtain information on the status of the bridge. Bridge status information also may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.

§117.1059 Snohomish River, Steamboat Slough, and Ebey Slough.

(1569) (a) Drawtenders of bridges listed in this section shall acknowledge sound signals as follows:

(1570) (1) When draw can be opened immediately, two prolonged blasts followed by one short blast or three loud and distinct strokes of a bell.

(1571) (2) When draw cannot be opened immediately, or when it is open and must be closed promptly, two prolonged blasts or two loud and distinct strokes of a bell. This signal may also be used by a vessel to countermand its call signal.

(1572) (b) When fog prevails by day or by night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(1573) (c) The draws of the twin, SR529, highway bridges across the Snohomish River, mile 3.6, at Everett, shall open on signal if at least one hour notice is given. On weekdays Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at the SR529 highway bridge across Ebey Slough, at Marysville, and at all other times to the drawtender at the twin SR529 bridges at Everett. One signal opens both draws. During freshets, a drawtender shall be in constant attendance and the draws shall open on signal when so ordered by the District Commander.

(1574) (d) The draw of the SR2 highway bridge across the Snohomish River, mile 6.9, at Everett, shall open on signal if at least four hours notice is given. During freshets, a drawtender shall be in constant attendance and the draw shall open on signal when so ordered by the District Commander.

(1575) (e) The draw of the Burlington Northern Santa Fe railroad bridge across the Snohomish River, mile 15.5, at Snohomish, need not be opened for the passage of vessels.

(1576) (f) The draw of the Burlington Northern Santa Fe railroad bridge across Steamboat Slough, mile 1.0, near Marysville, shall open on signal if at least four hours notice is given. The opening signal is one prolonged blast followed by one short blast and one prolonged blast.

(1577) (g) The draws of the twin, SR529, highway bridges across Steamboat Slough, miles 1.1 and 1.2, near Marysville, shall open on signal if at least four-hours notice is given. On weekdays, Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at the SR529 highway bridge across Ebey Slough, at Marysville, and at all other times to the drawtender at the twin SR529 bridges at Everett. One signal opens both draws. During freshets, a drawtender shall be in constant attendance and the draws shall open on signal when so ordered by the District Commander.

(1578) (h) The draws of the SR529 highway bridge across Ebey Slough, mile 1.6, at Marysville, shall open on signal if at least one-hour notice is given. On weekdays, Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at this bridge, and at all other times to the drawtender at the SR529 bridges across the Snohomish River at Everett. During freshets, a drawtender shall be in constant attendance and the draws shall open on signal when so ordered by the District Commander.

§117.1061 Tacoma Harbor.

(1579) (a) When fog prevails by day or night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(1580) (b) The draw of the South 11th Street bridge across City Waterway, mile 0.6 at Tacoma, shall open on signal if at least two hours notice is given. However, the draw need not be opened from 6:30 a.m. to 8:30 a.m. and 3:30 p.m. to 5:30 p.m. Monday through Friday except Federal holidays for vessels of less than 1,000 gross tons, unless the vessels have in tow a vessel of 1,000 gross tons or over or unless the opening of the draw is required for the pickup of a vessel of 1,000 gross tons or over for towing. In emergencies, openings shall be made as soon as possible upon notification to the Washington State Department of Transportation.

§117.1063 Willapa River South Fork

(1581) The draw of the Washington State Parks and Recreation Commission bridge across the South Fork Willapa River, mile 0.3, at Raymond, shall open on signal if at least 24 hours notice is given.

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§117.1065 Wishkah River.

(1582) (a) When fog prevails by day or by night, the drawtender of each bridge listed in this section, after giving the acknowledging signal to open, shall toll a bell continuously during the approach and passage of vessels.

(1583) (b) The draw of the Puget Sound and Pacific railroad bridge, mile 0.1 at Aberdeen, shall be maintained in the fully open position, except for the passage of trains or for maintenance. When the draw of the bridge is closed and the visibility at the drawtender's station is less than one mile up or down the channel, the drawtender shall sound two prolonged blasts every minute. When the draw is reopened, the drawtender shall sound one prolonged blast followed by one short blast.

(1584) (c) The draws of the Heron Street bridge, mile 0.2, and the Wishkah Street bridge, mile 0.4, at Aberdeen, shall open on signal if at least one hour notice is given by marine radio, telephone, or other suitable means to the Washington Department of Transportation. The opening signal for both bridges is one prolonged blast followed by two short blasts.

(1585) **Note.**–Call signs and radio channels for drawbridges equipped with radiotelephones are included with the bridge descriptions in chapters 4 through 14.

Part 147–Safety Zones

§147.1 Purpose of safety zones.

(1586) Safety zones may be established around OCS facilities being constructed, maintained, or operated on the Outer Continental Shelf to promote the safety of life and property on the facilities, their appurtenances and attending vessels, and on the adjacent waters within the safety zones. Regulations adopted for safety zones may extend to the prevention or control of specific activities and access by vessels or persons, and include measures to protect the living resources of the sea from harmful agents. The regulations do not encompass the operating equipment or procedures used in the drilling for and production of oil, gas, or other minerals, or the transportation of oil, gas, or other minerals by pipeline except as they relate to the safety of life and property on OCS facilities and on the waters adjacent to OCS facilities or to the protection of the living resources of the sea within a safety zone from harmful agents.

§147.5 Delegation of authority.

(1587) The authority to establish safety zones and to issue and enforce safety zone regulations in accordance with the provisions of this part is delegated to District Commanders

§147.10 Establishment of safety zones.

(1588) (a) Whenever it comes to the attention of the District Commander that a safety zone and regulations may be required concerning any OCS facility being constructed, maintained, or operated on the Outer Continental Shelf or its appurtenances and attending vessels, or the adjacent waters, the District Commander may initiate appropriate inquiry to determine whether a safety zone and regulations should be established. In making this determination, the District Commander considers all relevant safety factors, including existing or reasonably foreseeable congestion of vessels, the presence of unusually harmful or hazardous substances, and any obstructions within 500 meters of the OCS facility. If the District Commander determines that the circumstances warrant the establishment of a safety zone and regulations the District Commander takes action as necessary consistent with the provisions of this part.

(1589) (b) Except as provided in Paragraph (c) of this section, a safety zone and necessary regulations may be established concerning any OCS facility being constructed, maintained or operated on the Outer Continental Shelf, following publication of a notice of proposed rule making in the **FEDERAL REGISTER** and after interested parties have been given the opportunity to submit comments. A zone and necessary regulations may be in effect during any period when construction equipment and materials are within 500 meters of the construction site until the removal of all portions of the facility.

(1590) (c) A safety zone and necessary regulations may be established without public rule making procedures when the District Commander determined that imminent danger exists with respect to the safety of life and property of an OCS facility constructed, maintained, or operated on the Outer Continental Shelf, its appurtenances and attending vessels or adjacent waters. A safety zone and regulations may be made effective on the date the rule is published in the **FEDERAL REGISTER.** However, if circumstances require, they may be placed into effect immediately, followed promptly by publication in the **FEDERAL REGISTER.** The District Commander may utilize, in addition to broadcast Notices to Mariners, Local Notices to Mariners, and Notices to Mariners, newspapers, and broadcasting stations to disseminate information concerning a safety zone and regulations pertaining thereto. The public may comment concerning the establishment of a safety zone or regulations under this Paragraph. A safety zone or regulations may be modified or withdrawn, as appropriate, based on the comments received.

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(1591) (d) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts reference to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

§147.15 Extent of safety zones.

(1592) A safety zone establishment under this part may extend to a maximum distance of 500 meters around the OCS facility measured from each point on its outer edge or from its construction site, but may not interfere with the use of recognized sea lanes essential to navigation.

§147.1101 Definitions.

(1593) Attending vessel. As used in safety zones established in the Eleventh Coast Guard District, unless otherwise stated, the term "attending vessel" refers to any vessel operated by the owner or operator of a facility located on the Outer Continental Shelf, which is used for the purpose of carrying supplies, equipment or personnel to or from the facility, engaged in construction, maintenance, alteration or repair of the facility or which is used for further exploration, production, transfer or storage of natural resources from the seabed beneath the safety zone.

§147.1102 Platform GRACE safety zone.

(1594) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°10'47"N., 119°28'05"W.

(1595) (b) Regulations: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1103 Platform GINA safety zone.

(1596) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°07'02"N., 119°16'35"W.

(1597) (b) Regulations: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1104 Platform ELLEN and ELLY safety zone.

(1598) (a) Description: The areas within a line 500 meters from each point on the outer edge of each structure. The structures are approximately 120 meters apart. The position of the center of each structure is: Platform Ellen, 33°34'57"N., 118°07'42"W.; and Platform Elly, 33°35'00"N., 118°07'40"W.

(1599) (b) Regulations: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel serving either structure, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1105 Platform HONDO safety zone.

(1600) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°23'27"N., 120°07'14"W.

(1601) (b) Regulations: No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1106 Exxon Santa Ynez offshore storage and treatment vessel mooring safety zone.

(1602) (a) Description: The area within a line 1108 meters from the center of the mooring. The position of the center of the mooring is 34°24'19"N., 120°06'00"W.

(1603) (b) Regulations: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1107 Platform GILDA safety zone.

(1604) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°10'56"N., 119°25'07"W.

(1605) (b) Regulations: No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1108 Platform EDITH safety zone.

(1606) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 33°35'45"N., 118°08'27"W.

(1607) (b) Regulations: No vessel may enter or remain in this safety zone except for the following: (1) An

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attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1109 Platform HERMOSA Safety Zone.

(1608) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°27'19"N., 120°38'47"W.

(1609) (b) Regulations: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1110 Platform HARVEST Safety Zone.

(1610) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°28'09.5"N., 120°40'46.1"W.

(1611) (b) Regulations: No vessel may enter or remain in this safety zone except for the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(1612) §147.1111 Platform EUREKA Safety Zone.

(1613) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 33°33'50"N., 118°07'00"W.

(1614) (b) Regulations: No vessel may enter or remain in this safety zone except the following: remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1112 Platform HIDALGO Safety Zone.

(1615) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°29'42"N, 120°42'08"W.

(1616) (b) Regulations: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1113 Platform GAIL Safety Zone.

(1617) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°07'30"N., 119°24'01"W.

(1618) (b) Regulations: No vessel may enter or remain in this safety zone except the following (1) An attending vessel, (2) a vessel under 100 feet in length overall not engaged in towing, or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

(1619) §147.1114 Platform HARMONY Safety Zone.

(1620) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°22'36"N., 120°10'03"W.

(1621) (b) Regulation: No vessel may enter or remain in this safety zone except the following: (1) an attending vessel; (2) a vessel under 100 feet in length overall not engaged in towing; or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1115 Platform HERITAGE Safety Zone.

(1622) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°21'01"N., 120°16'45"W.

(1623) (b) Regulation: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel; (2) a vessel under 100 feet in length overall not engaged in towing; or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

§147.1116 Platform IRENE Safety Zone.

(1624) (a) Description: The area within a line 500 meters from each point on the structure's outer edge. The position of the center of the structure is 34°36'37.5"N., 120°43'46"W.

(1625) (b) Regulation: No vessel may enter or remain in this safety zone except the following: (1) An attending vessel; (2) a vessel under 100 feet in length overall not engaged in towing; or (3) a vessel authorized by the Commander, Eleventh Coast Guard District.

Part 157-Rules for the Protection of the Marine Environment relating to Tank Vessels Carrying Oil in Bulk.

Subpart A-General

§157.01 Applicability.

(1626) (a) Unless otherwise indicated, this part applies to each vessel that carries oil in bulk as cargo and that is:

(1627) (1) Documented under the laws of the United States (a U.S. vessel); or

(1628) (2) Any other vessel that enters or operates in the navigable waters of the United States, or that operates, conducts lightering under 46 U.S.C. 3715, or receives

cargo from or transfers cargo to a deepwater port under 33 U.S.C. 1501 et seq., in the United States Exclusive Economic Zone, as defined in 33 U.S.C. 2701(8).

(1629) (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference.

(1630) (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 Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC, and at the U.S. Coast Guard, Office of Operating and Environmental Standards (G-MSO), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in Paragraph (b) of this section.

(1631) (b) The material approved for incorporation by reference in this part and the sections affected are as follows:

§157.03 Definitions.

(1632) Except as otherwise stated in a subpart:

(1633) *Amidships* means the middle of the length.

(1634) *Animal fat* means a non-petroleum oil, fat, or grease derived from animals and not specifically identified elsewhere in this part.

(1635) *Ballast voyage* means the voyage that a tank vessel engages in after it leaves the port of final cargo discharge.

(1636) *Breadth or B* means the maximum molded breadth of a vessel in meters.

(1637) *Cargo tank length* means the length from the forward bulkhead of the forwardmost cargo tanks, to the after bulkhead of the aftermost cargo tanks.

(1638) *Center tank* means any tank inboard of a longitudinal bulkhead.

(1639) *Clean ballast* means ballast which:

(1640) (1) If discharged from a vessel that is stationary into clean, calm water on a clear day, would not—

(1641) (i) Produce visible traces of oil on the surface of the water or on adjoining shore lines; or

(1642) (ii) Cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shore lines; or

(1643) (2) If verified by an approved cargo monitor and control system, has an oil content that does not exceed 15 p.m.

(1644) *Combination carrier* means a vessel designed to carry oil or solid cargoes in bulk.

(1645) *Crude oil* means any liquid hydrocarbon mixture occurring naturally in the earth, whether or not treated to render it suitable for transportation, and includes crude oil from which certain distillate fractions may have been removed, and crude oil to which certain distillate fractions may have been added.

(1646) *Deadweight* or *DWT* means the difference in metric tons between the lightweight displacement and the total displacement of a vessel measured in water of specific gravity 1.025 at the load waterline corresponding to the assigned summer freeboard.

(1647) *Dedicated clean ballast tank* means a cargo tank that is allocated solely for the carriage of clean ballast.

(1648) *Domestic trade* means trade between ports or places within the United States, its territories and possessions, either directly or via a foreign port including trade on the navigable rivers, lakes, and inland waters.

(1649) *Double bottom* means watertight protective spaces that do not carry any oil and which separate the bottom of tanks that hold any oil within the cargo tank length from the outer skin of the vessel.

(1650) *Double hull* means watertight protective spaces that do not carry any oil and which separate the sides, bottom, forward end, and aft end of tanks that hold any oil within the cargo tank length from the outer skin of the vessel as prescribed in §157.10d.

(1651) *Doubles sides* means watertight protective spaces that do not carry any oil and which separate the sides of tanks that hold any oil within the cargo tank length from the outer skin of the vessel.

(1652) *Existing vessel* means any vessel that is not a new vessel.

(1653) *Fleeting* or *assist towing vessel* means any commercial vessel engaged in towing astern, alongside, or pushing ahead, used solely within a limited geographic area, such as a particular barge fleeting area or commercial facility, and used solely for restricted service, such as making up or breaking up larger tows.

(1654) *Foreign trade* means any trade that is not domestic trade.

(1655) *From the nearest land* means from the baseline from which the territorial sea of the United States is established in accordance with international law.

(1656) *Fuel oil* means any oil used as fuel for machinery in the vessel in which it is carried.

(1657) *Inland vessel* means a vessel that is not oceangoing and that does not operate on the Great Lakes.

(1658) *Instantaneous rate of discharge of oil content* means the rate of discharge of oil in liters per hour at any instant, divided by the speed of the vessel in knots at the same instant.

(1659) *Integrated tug barge* means a tug and a tank barge with a mechanical system that allows the connection of the propulsion unit (the tug) to the stern of the cargo

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carrying unit (the tank barge) so that the two vessels function as a single self-propelled vessel.

(1660) Large primary structural member includes any of the following:

(1661) (1) Web frames.

(1662) (2) Girders.

(1663) (3) Webs.

(1664) (4) Main brackets.

(1665) (5) Transverses.

(1666) (6) Stringers.

(1667) (7) Struts in transverse web frames when there are 3 or more struts and the depth of each is more than 1/15 of the total depth of the tank.

(1668) *Length or L* means the distance in meters from the fore side of the stem to the axis of the rudder stock on a waterline at 85 percent of the least molded depth measured from the molded baseline, or 96 percent of the total length on that waterline, whichever is greater. In vessels designed with drag, the waterline is measured parallel to the designed waterline.

(1669) *Lightweight* means the displacement of a vessel in metric tons without cargo, fuel oil, lubricating oil, ballast water, fresh water, and feedwater in tanks, consumable stores, and any persons and their effects.

(1670) *Major conversion* means a conversion of an existing vessel that:

(1671) (1) Substantially alters the dimensions or carrying capacity of the vessel, except a conversion that includes only the installation of segregated ballast tanks, dedicated clean ballast tanks, a crude oil washing system, double sides, a double bottom, or a double hull;

(1672) (2) Changes the type of vessel;

(1673) (3) Substantially prolongs the vessel's service life; or

(1674) (4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant (G-MOC).

(1675) *MARPOL 73/78* means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating to that Convention. A copy of MARPOL 73/78 is available from the International Maritime Organization, 4 Albert Embankment, London, SE1, 7SR, England.

(1676) *New vessel* means:

(1677) (1) A U.S. vessel in domestic trade that:

(1678) (i) Is constructed under a contract awarded after December 31, 1974;

(1679) (ii) In the absence of a building contract, has the keel laid or is at a similar stage of construction after June 30, 1975;

(1680) (iii) Is delivered after December 31, 1977; or

(1681) (iv) Has undergone a major conversion for which:

(1682) (A) The contract is awarded after December 31, 1974;

(1683) (B) In the absence of a contract, conversion is begun after June 30, 1975; or

(1684) (C) Conversion is completed after December 31, 1977; and

(1685) (2) A foreign vessel or a U.S. vessel in foreign trade that;

(1686) (i) Is constructed under a contract awarded after December 31, 1975;

(1687) (ii) In the absence of a building contract, has the keel laid or is at a similar stage of construction after June 30, 1976;

(1688) (iii) Is delivered after December 31, 1979; or

(1689) (iv) Has undergone a major conversion for which:

(1690) (A) The contract is awarded after December 31, 1975;

(1691) (B) In the absence of a contract, conversion is begun after June 30, 1976; or

(1692) (C) Conversion is completed after December 31, 1979.

(1693) *Non-petroleum oil* means oil of any kind that is not petroleum-based. It includes, but is not limited to, animal fat and vegetable oil.

(1694) *Oceangoing* has the same meaning as defined in §151.05 of this chapter.

(1695) *Officer in charge of a navigational watch* means any officer employed or engaged to be responsible for navigating or maneuvering the vessel and for maintaining a continuous vigilant watch during his or her periods of duty and following guidance set out by the master, international or national regulations, and company policies.

(1696) *Oil means* oil of any kind or in any form including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil. This includes liquid hydrocarbons as well as animal and vegetable oils.

(1697) *Oil cargo residue* means any residue of oil cargo whether in solid, semi-solid, emulsified, or liquid form from cargo tanks and cargo pump room bilges, including but not limited to, drainages, leakages, exhausted oil, muck, clingage, sludge, bottoms, paraffin (wax), and any constituent component of oil. The term "oil cargo residue" is also known as "cargo oil residue."

(1698) *Oily mixture* means a mixture, in any form, with any oil content. "Oily mixture" includes, but is not limited to–

(1699) (1) Slops from bilges;

(1700) (2) Slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse);

(1701) (3) Oil residue; and

(1702) (4) Oily ballast water from cargo or fuel oil tanks, including any oil cargo residue.

(1703) *Oil residue* means–

(1704) (1) Oil cargo residue; and

(1705) (2) Other residue of oil whether in solid, semi-solid, emulsified, or liquid form resulting from drainages, leakages, exhausted oil and other similar occurrences from machinery spaces.

(1706) *Oil spill response vessel* means a vessel that is exclusively dedicated to operations to prevent or mitigate environmental damage due to an actual or impending accidental oil spill. This includes a vessel that performs routine service as an escort for a tank vessel, but excludes a vessel that engages in any other commercial activity, such as the carriage of any type of cargo.

(1707) *Oil tanker* means a vessel that is constructed or adapted primarily to carry crude oil or products in bulk as cargo. This includes a tank barge, a tankship, and a combination carrier, as well as a vessel that is constructed or adapted primarily to carry noxious liquid substances in bulk as cargo and which also carries crude oil or products in bulk as cargo.

(1708) *Other non-petroleum oil* means an oil of any kind that is not petroleum oil, an animal fat, or a vegetable oil.

(1709) *Permeability of a space* means the ratio of volume within a space that is assumed to be occupied by water to the total volume of that space.

(1710) *Petroleum oil* means petroleum in any form, including but not limited to, crude oil, fuel oil, sludge, oil residue, and refined products.

(1711) *Primary towing vessel* means any vessel engaged in towing astern, alongside, or pushing ahead and includes the tug in an integrated tug barge. It does not include fleeting or assist towing vessels.

(1712) *Product* means any liquid hydrocarbon mixture in any form, except crude oil, petrochemicals, and liquefied gases.

(1713) *Segregated ballast* means the ballast water introduced into a tank that is completely separated from the cargo oil and fuel oil system and that is permanently allocated to the carriage of ballast.

(1714) *Slop tank* means a tank specifically designated for the collection of cargo drainings, washings, and other oily mixtures.

(1715) *Tank* means an enclosed space that is formed by the permanent structure of a vessel, and designed for the carriage of liquid in bulk.

(1716) *Tank barge* means a tank vessel not equipped with a means of self-propulsion.

(1717) *Tank vessel* means a vessel that is constructed or adapted primarily to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that—

(1718) (1) Is a vessel of the United States;

(1719) (2) Operates on the navigable waters of the United States; or

(1720) (3) Transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States. This does not include an offshore supply vessel, or a fishing vessel or fish tender vessel of not more than 750 gross tons when engaged only in the fishing industry.

(1721) *Tankship* means a tank vessel propelled by mechanical power or sail.

(1722) *Vegetable oil* means a non-petroleum oil or fat not specifically identified elsewhere in this part that is derived from plant seeds, nuts, kernels, or fruits.

(1723) *Wing tank* means a tank that is located adjacent to the side shell plating.

§157.04 Authorization of classification societies.

(1724) (a) The Coast Guard may authorize any classification society (CS) to perform certain plan reviews, certifications, and inspections required by this part on vessels classed by that CS except that only U.S. classification societies may be authorized to perform those plan reviews, inspections, and certifications for U.S. vessels.

(1725) (b) If a CS desires authorization to perform the plan reviews, certifications, and inspections required under this part, it must submit to the Commandant (G-MOC), U.S. Coast Guard, Washington, DC 20593-0001, 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.

(1726) (c) The Coast Guard notifies the CS in writing whether or not it is accepted as an authorized CS. If authorization is refused, reasons for the refusal are included.

(1727) (d) Acceptance as an authorized CS terminates unless the following are met:

(1728) (1) The authorized CS must have each Coast Guard regulation that is applicable to foreign vessels on the navigable waters of the United States.

(1729) (2) Each issue concerning equivalents to the regulations in this part must be referred to the Coast Guard for determination.

(1730) (3) Copies of any plans, calculations, records of inspections, or other documents relating to any plan review, inspection, or certification performed to meet this part must be made available to the Coast Guard.

(1731) (4) Each document certified under §§157.116(a)(2), 157.118(b)(1)(ii), and 157.216(b)(1)(11) must be marked with the name or seal of the authorized CS.

(1732) (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 (G-MOC), U.S. Coast Guard, Washington, D.C. 20593-0001.

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Subpart B–Design, Equipment, and Installation

§157.08 Applicability of Subpart B.

(1733) **NOTE:** An "oil tanker" as defined in §157.03 includes barges as well as self-propelled vessels.

(1734) (a) Sections 157.10d and 157.11(g) apply to each vessel to which this part applies.

(1735) (b) Sections 157.11 (a) through (f), 157.12, 157.15, 157.19(b)(3), 157.33, and 157.37 apply to each vessel to which this part applies that carries 200 cubic meters or more of crude oil or products in bulk as cargo, as well as to each oceangoing oil tanker to which this part applies of 150 gross tons or more. These sections do not apply to a foreign vessel which remains beyond the navigable waters of the United States and does not transfer oil cargo at a port or place subject to the jurisdiction of the United States.

(1736) (c) Section 157.21 applies to each oil tanker to which this part applies of 150 gross tons or more that is oceangoing or that operates on the Great Lakes. This section does not apply to a foreign vessel which remains beyond the navigable waters of the United States and does not transfer oil cargo at a port or place subject to the jurisdiction of the United States.

(1737) (d) Sections in subpart B of 33 CFR part 157 that are not specified in paragraphs (a) through (c) of this section apply to each oceangoing oil tanker to which this part applies of 150 gross tons or more, unless otherwise indicated in paragraphs (e) through (m) of this section. These sections do not apply to a foreign vessel which remains beyond the navigable waters of the United States and does not transfer oil cargo at a port or place subject to the jurisdiction of the United States.

(1738) (e) Sections 157.11 (a) through (f), 157.12, and 157.15 do not apply to a vessel, except an oil tanker, that carries less than 1,000 cubic meters of crude oil or products in bulk as cargo and which retains oil mixtures on board and discharges them to a reception facility.

(1739) (f) Sections 157.11 (a) through (f), 157.12, 157.13, and 157.15 do not apply to a tank vessel that carries only asphalt, carbon black feedstock, or other products with similar physical properties, such as specific gravity and cohesive and adhesive characteristics, that inhibit effective product/water separation and monitoring.

(1740) (g) Sections 157.11 (a) through (f), 157.12, 157.13, 157.15, and 157.23 do not apply to a tank barge that cannot ballast cargo tanks or wash cargo tanks while underway.

(1741) (h) Sections 157.19 and 157.21 do not apply to a tank barge that is certificated by the Coast Guard for limited short protected coastwise routes if the barge is otherwise constructed and certificated for service exclusively on inland routes.

(1742) (i) Section 157.09(d) does not apply to any:

(1743) (1) U.S. vessel in domestic trade that is constructed under a contract awarded before January 8, 1976;

(1744) (2) U.S. vessel in foreign trade that is constructed under a contract awarded before April 1, 1977; or

(1745) (3) Foreign vessel that is constructed under a contract awarded before April 1, 1977.

(1746) (j) Sections 157.09 and 157.10a do not apply to a new vessel that:

(1747) (1) Is constructed under a building contract awarded after June 1, 1979;

(1748) (2) In the absence of a building contract, has the keel laid or is at a similar stage of construction after January 1, 1980;

(1749) (3) Is delivered after June 1, 1982; or

(1750) (4) Has undergone a major conversion for which:

(1751) (i) The contract is awarded after June 1, 1979;

(1752) (ii) In the absence of a contract, conversion is begun after January 1, 1980; or

(1753) (iii) Conversion is completed after June 1, 1982.

(1754) (k) Sections 157.09(b)(3), 157.10(c)(3), 157.10a(d)(3), and 157.10b(b)(3) do not apply to tank barges.

(1755) (1) Section 157.10b does not apply to tank barges if they do not carry ballast while they are engaged in trade involving the transfer of crude oil from an offshore oil exploitation or production facility on the Outer Continental Shelf of the United States.

(1756) (m) Section 157.12 does not apply to a U.S. vessel that:

(1757) (1) Is granted an exemption under Subpart F of this part; or

(1758) (2) Is engaged solely in voyages that are:

(1759) (i) Between ports or places within the United States, its territories or possessions;

(1760) (ii) Of less than 72 hours in length; and

(1761) (iii) At all times within 50 nautical miles of the nearest land.

(1762) (n) Section 157.10d does not apply to:

(1763) (1) A vessel that operates exclusively beyond the navigable waters of the United States and the United States Exclusive Economic Zone, as defined in 33 U.S.C. 2701(8);

(1764) (2) An oil spill response vessel;

(1765) (3) Before January 1, 2015–

(1766) (i) A vessel unloading oil in bulk as cargo at a deepwater port licensed under the Deepwater Port Act of 1974 (33 U.S.C. 1501 et seq.); or

(1767) (ii) A delivering vessel that is offloading oil in bulk as cargo in lightering activities–

(1768) (A) Within a lightering zone established under 46 U.S.C. 3715(b)(5); and

(1769) (B) More than 60 miles from the territorial sea base line, as defined in 33 CFR 2.05-10.

(1770) (4) A vessel documented under 46 U.S.C., Chapter 121, that was equipped with a double hull before August 12, 1992;

(1771) (5) A barge of less than 1,500 gross tons as measured under 46 U.S.C., Chapter 145, carrying refined petroleum in bulk as cargo in or adjacent to waters of the Bering Sea, Chukchi Sea, and Arctic Ocean and waters tributary thereto and in the waters of the Aleutian Islands and the Alaskan Peninsula west of 155 degrees west longitude; or

(1772) (6) A vessel in the National Defense Reserve Fleet pursuant to 50 App. U.S.C. 1744.

§157.10d Double hulls on tank vessels.

(1773) (a) With the exceptions stated in §157.08(n), this section applies to a tank vessel—

(1774) (1) For which the building contract is awarded after June 30, 1990; or

(1775) (2) That is delivered after December 31, 1993;

(1776) (3) That undergoes a major conversion for which;

(1777) (i) The contract is awarded after June 30, 1990; or

(1778) (ii) Conversion is completed after December 31, 1993; or

(1779) (4) That is otherwise required to have a double hull by 46 U.S.C. 3703a(c).

(1780) **NOTE:** 46 U.S.C. 3703a(c) is shown in appendix G to this part.

(1781) (b) Each vessel to which this section applies must be fitted with:

(1782) (1) A double hull in accordance with this section; and

(1783) (2) If §157.10 applies, segregated ballast tanks and a crude oil washing system in accordance with that section.

(1784) (c) Except on a vessel to which §157.10d(d) applies, tanks within the cargo tank length that carry any oil must be protected by double sides and a double bottom as follows:

(1785) (1) Double sides must extend for the full depth of the vessel's side or from the uppermost deck, disregarding a rounded gunwale where fitted, to the top of the double bottom. At any cross section, the molded width of the double side, measured at right angles to the side shell plating, from the side of tanks containing oil to the side shell plating, must not be less than the distance w as shown in Figure 157.10d(c) and specified as follows:

(1786) (i) For a vessel of 5,000 DWT and above: w=[0.5+(DWT/20,000)] meters; or, w=2.0 meters (79 in.), whichever is less, but in no case less than 1.0 meter (39 in.).

(1787) (ii) For a vessel of less than 5,000 DWT: w=[0.4+(2.4)(DWT/20,000)] meters, but in no case less than 0.76 meter (30 in.).

(1788) (iii) For a vessel to which Paragraph (a)(4) of this section applies: w=0.76 meter (30 in.), provided that the double side was fitted under a construction or conversion contract awarded prior to June 30, 1990.

(1789) (2) At any cross section, the molded depth of the double bottom, measured at right angles to the bottom shell plating, from the bottom of tanks containing oil to the bottom shell plating, must not be less than the distance h as shown in Figure 157.10d(c) and specified as follows:

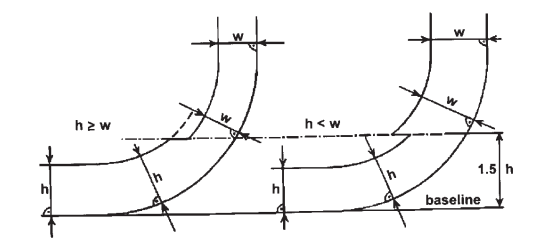


Figure 157.10d(c) Minimum Double Hull Dimensions

(1790) (i) For a vessel of 5,000 DWT and above: h=B/15; or, h=2.0 meters (79 in.), whichever is less, but in no case less than 1.0 meter (39 in.).

(1791) (ii) For a vessel of less than 5,000 DWT: h=B/15, but in no case less than 0.76 meter (30 in.).

(1792) (iii) For a vessel to which Paragraph (a)(4) of this section applies: h=B/15; or, h=2.0 meters (79 in.), whichever is the lesser, but in no case less than 0.76 meter (30 in.), provided that the double bottom was fitted under a construction or conversion contract awarded prior to June 30, 1990.

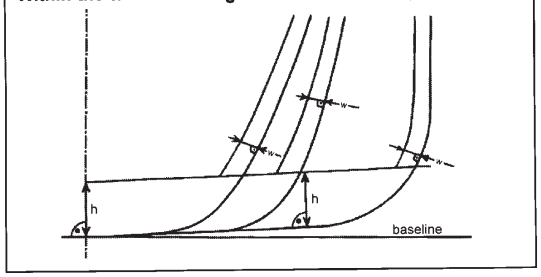
(1793) (3) For a vessel built under a contract awarded after September 11, 1992, within the turn of the bilge or at cross sections where the turn of the bilge is not clearly defined, tanks containing oil must be located inboard of the outer shell—

(1794) (i) For a vessel of 5,000 DWT and above: At levels up to 1.5h above the base line, not less than the distance h, as shown in Figure 157.10d(c) and specified in Paragraph (c)(2) of this section. At levels greater than 1.5h above the base line, not less than the distance w, as shown in Figure 157.10d(c) and specified in Paragraph (c)(1) of this section.

(1795) (ii) For a vessel of less than 5,000 DWT: Not less the distance h above the line of the mid-ship flat bottom, as shown in Figure 157.10d(c)(3)(ii) and specified in Paragraph (c)(2) of this section. At levels greater than h above the line of the mid-ship flat bottom, not less than

the distance w, as shown in Figure 157.10d(c)(3)(ii) and specified in Paragraph (c)(1) of this section.

Figure 157.10d(c)(3)(ii) - Minimum Double Hull Dimensions Within the turn of the bilge of Vessels under 5,000 DWT



(1796) (4) For a vessel to which §157.10(b) applies that is built under a contract awarded after September 11, 1992.

(1797) (i) The aggregate volume of the double sides, double bottom, forepeak tanks, and afterpeak tanks must not be less than the capacity of segregated ballast tanks required under §157.10(b). Segregated ballast tanks that may be provided in addition to those required under §157.10(b) may be located anywhere within the vessel.

(1798) (ii) Double side and double bottom tanks used to meet the requirements of §157.10(b) must be located as uniformly as practicable along the cargo tank length. Large inboard extensions of individual double side and double bottom tanks, which result in a reduction of overall side or bottom protection, must be avoided.

(1799) (d) A vessel of less than 10,000 DWT that is constructed and certificated for service exclusively on inland or limited short protected coastwise routes must be fitted with double sides and a double bottom as follows:

(1800) (1) A minimum of 61 cm. (2 ft.) from the inboard side of the side shell plate, extending the full depth of the side or from the main deck to the top of the double bottom, measured at right angles to the side shell; and

(1801) (2) A minimum of 61 cm. (2 ft.) from the top of the bottom shell plating, along the full breadth of the vessel's bottom, measured at right angles to the bottom shell.

(1802) (3) For a vessel to which Paragraph (a)(4) of this section applies, the width of the double sides and the depth of the double bottom may be 38 cm. (15 in.), in lieu of the dimensions specified in paragraphs (d)(1) and (d)(2) of this section, provided that the double side and double bottom tanks were fitted under a construction or conversion contract awarded prior to June 30, 1990.

(1803) (4) For a vessel built under a contract awarded after September 11, 1992, a minimum 46 cm. (18 in.) clearance for passage between framing must be maintained throughout the double sides and double bottom.

(1804) (e) Except as provided in Paragraph (e)(3) of this section, a vessel must not carry any oil in any tank extending forward of:

(1805) (1) The collision bulkhead; or

(1806) (2) In the absence of a collision bulk-head, the transverse plane perpendicular to the centerline through a point located:

(1807) (i) The lesser of 10 meters (32.8 ft.) or 5 percent of the vessel length, but in no case less than 1 meter (39 in.), aft of the forwarded perpendicular;

(1808) (ii) On a vessel of less than 10,000 DWT tons that is constructed and certificated for service exclusively on inland or limited short protected coastwise routes, the lesser of 7.62 meters (25 ft.) or 5 percent of the vessel length, but in no case less than 61 cm. (2 ft.), aft of the headlog or stem at the freeboard deck; or

(1809) (iii) On each vessel which operates exclusively as a box or trail barge, 61 cm. (2 ft.) aft of the headlog.

(1810) (3) This Paragraph does not apply to independent fuel oil tanks that must be located on or above the main deck within the areas described in paragraphs (e)(1) and (e)(2) of this section to serve adjacent deck equipment that cannot be located further aft. Such tanks must be as small and as far aft as is practicable.

(1811) (f) On each vessel, the cargo tank length must not extend aft to any point closer to the stern than the distance equal to the required width of the double side, as prescribed in §157.10d(c)(1) or §157.10d(d)(1).

Subpart G–Interim Measures for Certain Tank Vessels Without Double Hulls Carrying Petroleum Oils

§157.400 Purpose and applicability.

(1812) (a) The purpose of this subpart is to establish mandatory safety and operational requirements to reduce environmental damage resulting from petroleum oil spills.

(1813) (b) This subpart applies to each tank vessels specified in §157.01 of this part that—

(1814) (1) Is 5,000 gross tons or more;

(1815) (2) Carries petroleum oil in bulk as cargo or oil cargo residue; and

(1816) (3) Is not equipped with a double hull meeting §157.10d of this part, or an equivalent to the requirements of §157.10d, but required to be equipped with a double hull at a date set forth in 46 U.S.C. 3703a (b)(3) and (c)(3).

§157.445 Maneuvering performance capability.

(1817) (a) A tankship owner or operator shall ensure that maneuvering tests in accordance with IMO Resolution

A.751(18), sections 1.2, 2.3-2.4, 3-4.2, and 5 (with Explanatory Notes in MSC/Circ. 644) have been conducted by July 29, 1997. Completion of maneuvering performance tests must be shown by—

(1818) (1) For a foreign flag tankship, a letter from the flag administration or an authorized classification society, as described in §157.04 of this part, stating the requirements in Paragraph (a) of this section have been met; or

(1819) (2) For a U.S. flag tankship, results from the vessel owner confirming the completion of the tests or a letter from an authorized classification society, as described in §157.04 of this part, stating the requirements in Paragraph (a) of this section have been met.

(1820) (b) If a tankship undergoes a major conversion or alteration affecting the control systems, control surfaces, propulsion system, or other areas which may be expected to alter maneuvering performance, the tankship owner or operator shall ensure that new maneuvering tests are conducted as required by Paragraph (a) of this section.

(1821) (c) If a tankship is one of a class of vessels with identical propulsion, steering, hydrodynamic, and other relevant design characteristics, maneuvering performance test results for any tankship in the class may be used to satisfy the requirements of Paragraph (a) of this section.

(1822) (d) The tankship owner or operator shall ensure that the performance test results, recorded in the format of Appendix 6 of the Explanatory Notes in MSC/Circ. 644., are prominently displayed in the wheelhouse.

(1823) (e) Prior to entering the port or place of destination and prior to getting underway, the tankship master shall discuss the results of the performance tests with the pilot while reviewing the anticipated transit and the possible impact of the tankship's maneuvering capability on the transit.

Part 160–Ports and Waterways Safety-General

Subpart A–General

§160.1 Purpose.

(1824) (a) This subchapter contains regulations implementing the Ports and Waterways Safety Act (33 U.S.C. 1221) and related statutes.

§160.3 Definitions.

(1825) For the purposes of this subchapter:

(1826) "Bulk" means material in any quantity that is shipped, stored, or handled without the benefit of package, label, mark or count and carried in integral or fixed independent tanks.

(1827) "Captain of the Port" means the Coast Guard officer designated by the Commandant to command a Captain of the Port Zone as described in part 3 of this chapter.

(1828) "Commandant" means the Commandant of the United States Coast Guard.

(1829) "Commanding Officer, Vessel Traffic Services" means the Coast Guard officer designated by the Commandant to command a Vessel Traffic Service (VTS) as described in part 161 of this chapter.

(1830) "Deviation" means any departure from any rule in this subchapter.

(1831) "District Commander" means the Coast Guard officer designated by the Commandant to command a Coast Guard District as described in part 3 of this chapter.

(1832) "ETA" means estimated time of arrival.

(1833) "Length of Tow" means, when towing with a hawser, the length in feet from the stern of the towing vessel to the stern of the last vessel in tow. When pushing ahead or towing alongside, length of tow means the tandem length in feet of the vessels in tow excluding the length of the towing vessel.

(1834) "Person" means an individual, firm, corporation, association, partnership, or governmental entity.

(1835) "State" means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Trust Territories of the Pacific Islands, the Commonwealth of the Northern Marianas Islands, and any other commonwealth, territory, or possession of the United States.

(1836) "Tanker" means a self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous materials in bulk in the cargo spaces.

(1837) "Tank Vessel" means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue.

(1838) "Vehicle" means every type of conveyance capable of being used as a means of transportation on land.

(1839) "Vessel" means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

(1840) "Vessel Traffic Services (VTS)" means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

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(1841) "Vessel Traffic Service Area or VTS Area" means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

(1842) **Note:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

(1843) "VTS Special Area" means a waterway within a VTS area in which special operating requirements apply.

§160.5 Delegations.

(1844) (a) District Commanders and Captains of the Ports are delegated the authority to establish safety zones.

(1845) (b) Under the provisions of 33 CFR 6.04–1 and 6.04–6, District Commanders and Captains of the Ports have been delegated authority to establish security zones.

(1846) (c) Under the provisions 33 CFR §1.05–1, District Commanders have been delegated authority to establish regulated navigation areas.

(1847) (d) Subject to the supervision of the cognizant Captain of the Port and District Commander, Commanding Officers, Vessel Traffic Services are delegated authority under 33 CFR 1.01-30 to discharge the duties of the Captain of the Port that involve directing the operation, movement and anchorage of vessels within a Vessel Traffic Service area including management of vessel traffic within anchorages, regulated navigation areas and safety zones, and to enforce Vessel Traffic Service and ports and waterways safety regulations. This authority may be exercised by Vessel Traffic Center personnel. The Vessel Traffic Center may, within the Vessel Traffic Service area, provide information, make recommendations, or to a vessel required under Part 161 of this chapter to participate in a Vessel Traffic Service, issue an order, including an order to operate or anchor as directed; require the vessel to comply with orders issued; specify times of entry, movement or departure; restrict operations as necessary for safe operation under the circumstances; or take other action necessary for control of the vessel and the safety of the port or of the marine environment.

§160.7 Appeals.

(1848) (a) Any person directly affected by a safety zone or an order or direction issued under this subchapter (33 CFR Subchapter P) may request reconsideration by the official who issued it or in whose name it was issued. This request may be made orally or in writing, and the decision of the official receiving the request may be rendered orally or in writing.

(1849) (b) Any person directly affected by the establishment of a safety zone or by an order or direction issued by, or on behalf of, a Captain of the Port may appeal to the District Commander through the Captain of the Port. The appeal must be in writing, except as allowed under Paragraph (d) of this section, and shall contain complete supporting documentation and evidence which the appellant wishes to have considered. Upon receipt of the appeal, the District Commander may direct a representative to gather and submit documentation or other evidence which would be necessary or helpful to a resolution of the appeal. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials. Following submission of all materials, the District Commander issues a ruling, in writing, on the appeal. Prior to issuing the ruling, the District Commander may, as a matter of discretion, allow oral presentation on the issues.

(1850) (c) Any person directly affected by the establishment of a safety zone or by an order or direction issued by a District Commander, or who receives an unfavorable ruling on an appeal taken under Paragraph (b) of this section, may appeal through the District Commander to the Chief, Office of Marine Safety, Security and Environmental Protection, U.S. Coast Guard, Washington, D.C. 20593. The appeal must be in writing, except as allowed under Paragraph (d) of this section. The District 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 (b) of this section was made, and any comments which might be relevant, to the Chief, Office of Marine Safety Security and Environmental Protection. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials to the Chief, Office of Marine Safety, Security and Environmental Protection. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is based upon the materials submitted, without oral argument or presentation. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is issued in writing and constitutes final agency action.

(1851) (d) If the delay in presenting a written appeal would have significant adverse impact on the appellant, the appeal under paragraphs (b) and (c) of this section may initially be presented orally. If an initial presentation of the appeal is made orally, the appellant must submit the appeal in writing within five days of the oral

presentation to the Coast Guard official to whom the presentation was made. The written appeal must contain, at a minimum, the basis for the appeal and a summary of the material presented orally. If requested, the official to whom the appeal is directed may stay the effect of the action while the ruling is being appealed.

Subpart B–Control of Vessel and Facility Operations

§160.101 Purpose.

(1852) This subpart describes the authority exercised by District Commanders and Captains of the Ports to insure the safety of vessels and waterfront facilities, and the protection of the navigable waters and the resources therein. The controls described in this subpart are directed to specific situations and hazards.

§160.103 Applicability.

(1853) (a) This subpart applies to any–

(1854) (1) Vessel on the navigable waters of the United States, except as provided in paragraphs (b) and (c) of this section;

(1855) (2) Bridge or other structure on or in the navigable waters of the United States; and

(1856) (3) Land structure or shore area immediately adjacent to the navigable waters of the United States.

(1857) (b) This subpart does not apply to any vessel on the Saint Lawrence Seaway.

(1858) (c) Except pursuant to international treaty, convention, or agreement, to which the United States is a party, this subpart does not apply to any foreign vessel that is not destined for, or departing from, a port or place subject to the jurisdiction of the United States and that is in–

(1859) (1) Innocent passage through the territorial sea of the United States;

(1860) (2) Transit through the navigable waters of the United States which form a part of an international strait.

§160.105 Compliance with orders.

(1861) Each person who has notice of the terms of an order issued under this subpart must comply with that order.

§160.107 Denial of entry.

(1862) Each District Commander or Captain of the Port, subject to recognized principles of international law, may deny entry into the navigable waters of the United States or to any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, to any vessel not in compliance with the provisions of the Port and Tanker Safety Act (33 U.S.C. 1221–1232) or the regulations issued thereunder.

§160.109 Waterfront facility safety.

(1863) (a) To prevent damage to, or destruction of, any bridge or other structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters, and to protect the navigable waters and the resources therein from harm resulting from vessel or structure damage, destruction, or loss, each District Commander or Captain of the Port may–

(1864) (1) Direct the handling, loading, unloading, storage, stowage, and movement (including the emergency removal, control, and disposition) of explosives or other dangerous articles and substances, including oil or hazardous material as those terms are defined in 46 U.S.C. 2101 on any structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters; and

(1865) (2) Conduct examinations to assure compliance with the safety equipment requirements for structures.

§160.111 Special orders applying to vessel operations.

(1866) Each District Commander or Captain of the Port may order a vessel to operate or anchor in the manner directed when–

(1867) (a) The District Commander or Captain of the Port has reasonable cause to believe that the vessel is not in compliance with any regulation, law or treaty;

(1868) (b) The District Commander or Captain of the Port determines that the vessel does not satisfy the conditions for vessel operation and cargo transfers specified in §160.113; or

(1869) (c) The District Commander or Captain of the Port has determined that such order is justified in the interest of safety by reason of weather, visibility, sea conditions, temporary port congestion, other temporary hazardous circumstances, or the condition of the vessel.

§160.113 Prohibition of vessel operation and cargo transfers.

(1870) (a) Each District Commander or Captain of the Port may prohibit any vessel, subject to the provisions of chapter 37 of Title 46, U.S. Code, from operating in the navigable waters of the United States, or from transferring cargo or residue in any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, if the District Commander or the Captain of the Port determines that the vessel's history of

accidents, pollution incidents, or serious repair problems creates reason to believe that the vessel may be unsafe or pose a threat to the marine environment.

(1871) (b) The authority to issue orders prohibiting operation of the vessels or transfer of cargo or residue under Paragraph (a) of this section also applies if the vessel:

(1872) (1) Fails to comply with any applicable regulation;

(1873) (2) Discharges oil or hazardous material in violation of any law or treaty of the United States;

(1874) (3) Does not comply with applicable vessel traffic service requirements;

(1875) (4) While underway, does not have at least one licensed deck officer on the navigation bridge who is capable of communicating in the English language.

(1876) (c) When a vessel has been prohibited from operating in the navigable waters of the United States under paragraphs (a) or (b) of this section, the District Commander or Captain of the Port may allow provisional entry into the navigable waters of the United States, or into any port or place under the jurisdiction of the United States and within the district or zone of that District Commander or Captain of the Port, if the owner or operator of such vessel proves to the satisfaction of the District Commander or Captain of the Port, that the vessel is not unsafe or does not pose a threat to the marine environment, and that such entry is necessary for the safety of the vessel or the persons on board.

(1877) (d) A vessel which has been prohibited from operating in the navigable waters of the United States, or from transferring cargo or residue in a port or place under the jurisdiction of the United States under the provisions of Paragraph (a) or (b)(1), (2) or (3) of this section, may be allowed provisional entry if the owner or operator proves, to the satisfaction of the District Commander or Captain of the Port that has jurisdiction, that the vessel is no longer unsafe or a threat to the environment, and that the condition which gave rise to the prohibition no longer exists.

§160.115 Withholding of clearance.

(1878) (a) Each District Commander or Captain of the Port may request the Secretary of the Treasury, or the authorized representative thereof, to withhold or revoke the clearance required by 46 U.S.C. App. 91 of any vessel, the owner or operator of which is subject to any penalties under 33 U.S.C. 1232.

Subpart C–Notifications of Arrivals, Departures, Hazardous Conditions, and Certain Dangerous Cargos

§160.201 General.

(1879) This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

(1880) (a) Applicability and exemptions from requirements in this subpart;

(1881) (b) Required information in an NOA;

(1882) (c) Required changes to an NOA;

(1883) (d) Methods and times for submission of an NOA and changes to an NOA;

(1884) (e) How to obtain a waiver; and

(1885) (f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(1886) (a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(1887) (b) This subpart does not apply to recreational vessels under 46 U.S.C. *4301 et seq.*

(1888) (c) Unless otherwise specified in this subpart, the owner, agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.

(1889) (d) Towing vessels controlling a barge or barges required to submit an NOA under this subpart must submit only one NOA containing the information required for the towing vessel and each barge under its control.

§160.203 Exemptions.

(1890) (a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(1891) (1) Passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.

(1892) (2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(1893) (3) Vessels operating upon the following waters:

(1894) (i) Mississippi River between its sources and mile 235, Above Head of Passes;

(1895) (ii) Tributaries emptying into the Mississippi River above mile 235;

(1896) (iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(1897) (iv) The Tennessee River from its confluence with the Ohio River to mile zero on the Mobile River and all other tributaries between those two points.

(1898) (b) If not carrying certain dangerous cargo or controlling another vessel carrying certain dangerous cargo, the following vessels are exempt from NOA requirements in this subpart:

(1899) (1) Vessels 300 gross tons or less, except for vessels entering any port or place in the Seventh Coast Guard District as described in 33 CFR 3.35–1(b).

(1900) (2) Vessels operating exclusively within a Captain of the Port Zone.

(1901) (3) Vessels arriving at a port or place under force majeure.

(1902) (4) Towing vessels and barges operating solely between ports or places in the continental United States.

(1903) (5) Public vessels.

(1904) (6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(1905) (c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(1906) (d) Vessels operating solely between ports or places in the continental United States need not submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206).

(1907) (e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

(1908) As used in this subpart:

(1909) *Agent* means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

(1910) *Barge* means a non-self propelled vessel engaged in commerce.

(1911) *Carried in bulk* means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

(1912) *Certain dangerous cargo* (CDC) includes any of the following:

(1913) (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(1914) (2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(1915) (3) Division 2.3 "poisonous gas", as listed in 49 CFR 172.101 that is also a "material poisonous by inhalation" as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.

(1916) (4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(1917) (5) A liquid material that has a primary or subsidiary classification of Division 6.1 "poisonous material" as listed 49 CFR 172.101 that is also a "material poisonous by inhalation," as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.

(1918) (6) Class 7, "highway route controlled quantity" radioactive material or "fissile material, controlled shipment," as defined in 49 CFR 173.403.

(1919) (7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(1920) (8) The following bulk liquids:

(1921) (i) Acetone cyanohydrin,

(1922) (ii) Allyl alcohol,

(1923) (iii) Chlorosulfonic acid,

(1924) (iv) Crotonaldehyde,

(1925) (v) Ethylene chlorohydrin,

(1926) (vi) Ethylene dibromide,

(1927) (vii) Methacrylonitrile, and

(1928) (viii) Oleum (fuming sulfuric acid).

(1929) *Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes "time charterers" and "voyage charterers."

(1930) *Crewmember* means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

(1931) *Great Lakes* means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

(1932) *Gross tons* means the tonnage determined by the tonnage authorities of a vessel's flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 ("Convention"). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

(1933) *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

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels Carrying CDC	
		Vessels	Towing vessels controlling vessels carrying CDC
(1) Vessel Information:			
(i) Name;	X	X	X
(ii) Name of the registered owner;	X	X	X
(iii) Country of registry;	X	X	X
(iv) Call sign;	X	X	X
(v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number;	X	X	X
(vi) Name of the operator;	X	X	X
(vii) Name of the charterer; and	X	X	X
(viii) Name of classification society	X	X	X
(2) Voyage Information:			
(i) Names of last five ports or places visited;	X	X	X
(ii) Dates of arrival and departure for last five ports or places visited;.	X	X	X
(iii) For each port or place in the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state;	X	X	X
(iv) For each port or place in the United States to be visited, the estimated date and time of arrival;	X	X	X
(v) For each port or place in the United States to be visited, the estimated date and time of departure;.	X	X	X
(vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting; and	X	X	X
(vii) The name and telephone number of a 24-hour point of contact	X	X	X
(3) Cargo Information:			
(i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc);.	X	X	X
(ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and.	.....	X	X
(iii) Amount of each certain dangerous cargo carried	.....	X	X
(4) Information for each Crewmember Onboard:			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport or mariners document number (type of identification and number);	X	X	X
(v) Position or duties on the vessel; and	X	X	X
(vi) Where the crewmember embarked (list port or place and country)	X	X	X
(5) Information for each Person Onboard in Addition to Crew:	X	X	X
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X

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TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels Carrying CDC	
		Vessels	Towing vessels controlling vessels carrying CDC
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country)			
(6) Operational condition of equipment required by §164.35 of this chapter	X	X	X
(7) International Safety Management (ISM) Code Notice:			
(i) The date of issuance for the company's Document of Compliance certificate that covers the vessel;	X	X	X
(ii) The date of issuance for the vessel's Safety Management Certificate; and	X	X	X
(iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates	X	X	X
(8) Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7	X	X	X

States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

(1934) *Nationality* means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

(1935) *Operator* means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

(1936) *Persons in addition to crewmembers* mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

(1937) *Port or place of departure* means any port or place in which a vessel is anchored or moored.

(1938) *Port or place of destination* means any port or place in which a vessel is bound to anchor or moor.

(1939) *Public vessel* means a vessel that is owned or demise-(bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

(1940) *Time charterer* means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

(1941) *Voyage charterer* means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

§160.206 Information required in an NOA.

(1942) (a) Each NOA must contain all of the information items specified in Table 160.206.

(1943) (b) Vessels operating solely between ports or places in the continental United States need submit only the name of and date of arrival and departure for the last port or places visited to meet the requirements in entries (2)(i) and (ii) to Table 160.206 of this section.

(1944) (c) You may submit a copy of INS Form I–418 to meet the requirements of entries (4) and (5) in Table 160.206.

(1945) (d) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the first port or place of destination. The consolidated notice must include the name of the port or place and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of §160.208 of this part concerning requirements for charges to an NOA.

§160.208 Changes to a submitted NOA.

(1946) (a) Unless otherwise specified in this section, when submitted NOA information changes, vessels must submit a notice of change within the times required in §160.212.

(1947) (b) Changes in the following information need not be reported:

(1948) (1) Changes in arrival or departure times that are less than six (6) hours;

(1949) (2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(1950) (3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(1951) (c) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(1952) (a) Submission to the National Vessel Movement Center (NVMC). Except as provided in paragraphs (b) and (c) of this section, all vessels required to submit NOA information in §160.206 (entries 1-7 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV, 25430, shall do so by:

(1953) (1) Telephone at 1-800-708-9823 or 304-264-2502;

(1954) (2) Fax at 1-800-547-8724 or 304-264-2684; or

(1955) (3) E-mail at SANS@NVMC.USCG.gov.

(1956) **Note to paragraph (a):** Information about the National Vessel Movement Center is available on its Web site at http://www.nvmc.uscg.gov/. You may submit the notice using any electronic format available on the NVMC website.

(1957) (b) *Saint Lawrence Seaway transits*. Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada by fax at 315-764-3235 or at 315-764-3200. The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(1958) (c) *Seventh Coast Guard District*. Those vessels 300 or less gross tons operating in the Seventh Coast Guard District must submit an NOA to the cognizant Captain of the Port (COTP). The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(1959) (d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS)*.

(1960) (1) Beginning July 1, 2003, the Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS Sea AMS by one of the following methods:

(1961) (i) By direct connection with USCS or by purchasing the proper software; or

(1962) (ii) Using a service provider or a Port Authority.

(1963) (2) To become a participant in Sea AMS, submitters must provide a letter of intent to USCS prior to first submission.

§160.212 When to submit an NOA.

(1964) (a) *Submission of NOA*. (1) Except as set out in paragraph (a)(2) of this section, all vessels must submit NOAs within the times required in paragraph (a)(3) of this section.

(1965) (2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit an NOA before departure but at least 12 hours before entering the port or place of destination.

(1966) (3) Times for submitting NOAs areas follows:

If your voyage time is–	You must submit an NOA–
(i) 96 hours or more; or	Before departure but at least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(1967) (b) *Submission of changes to NOA*. (1) Except as set out in paragraph (b)(2) of this section, vessels must submit changes in NOA information within the times required in paragraph (b)(3) of this section.

(1968) (2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(1969) (3) Times for submitting changes to NOAs are as follows:

If your remaining voyage time is–	Then you must submit changes to an NOA–
(i) 96 hours or more;	As soon as practicable but at least 24 hours before entering the port or place of destination;
(ii) Less than 96 hours but not less than 24 hours; or	As soon as practicable but at least 24 hours before entering the port or place of destination; or
(iii) Less than 24 hours	As soon as practicable but at least 12 hours before entering the port or place of destination.

(1970) (c) *Submission of the Cargo Declaration (Customs Forms 1302)*. (1) Except as set out in paragraph (c)(2) of this section, all vessels must submit to USCS the

Cargo Declaration (Customs Form 1302) in entry (8) to Table 160.206, within the times required in paragraph (a)(3) of this section.

(1971) (2)(i) Except for vessels carrying containerized cargo or break bulk cargo, vessels carrying bulk cargo may submit the Cargo Declaration (Customs Form 1302). Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

(1972) (ii) Vessels carrying break bulk cargo operating under a USCS exemption granted under 19 CFR 4.7(b)(4)(ii) may, during the effective period of the USCS exemption submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

§160.214 Waivers.

(1973) The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.215 Notice of hazardous conditions.

(1974) Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office. (Compliance with this section does not relieve responsibility for the written report required by 46 CFR 4.05–10.)

Part 161–Vessel Traffic Management

Subpart A–Vessel Traffic Services

Federal Rules

§161.1 Purpose and Intent.

(1975) (a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.

(1976) (b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.

(1977) (c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(1978) (d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulations (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

§161.2 Definitions.

(1979) For the purposes of this part:

(1980) "Cooperative Vessel Traffic Services (CVTS)" means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

(1981) "Hazardous Vessel Operating Condition" means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(1982) (1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, automated dependent surveillance equipment, navigational lighting, sound signaling devices or similar equipment.

(1983) (2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.

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(1984) (3) Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, underkeel clearance, speed, or similar characteristics.

(1985) "Precautionary Area" means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

(1986) "Towing Vessel" means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

(1987) "Vessel Movement Reporting System (VMRS)" is a system used to manage and track vessel movements within a VTS area. This is accomplished by a vessel providing information under established procedures as set forth in this part, or as directed by the VTS.

(1988) "Vessel Movement Reporting System (VMRS) User" means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is required to participate in a VMRS within a VTS area. VMRS participation is required for:

(1989) (1) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;

(1990) (2) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or

(1991) (3) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

(1992) "Vessel Traffic Center (VTC)" means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

(1993) "Vessel Traffic Services (VTS)" means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

(1994) "Vessel Traffic Service Area or VTS Area" means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

(1995) **Note:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

(1996) "VTS Special Area" means a waterway within a VTS area in which special operating requirements apply.

(1997) "VTS User" means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is:

(1998) (a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or

(1999) (b) Required to participate in a VMRS within a VTS area (VMRS User).

(2000) "VTS User's Manual" means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

§161.3 Applicability.

(2001) The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

§161.4 Requirement to carry the rules.

(2002) Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

(2003) **Note:** These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

§161.5 Deviations from the rules.

(2004) (a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(2005) (b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit, may be made verbally to the appropriate VTS Commanding Officer. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Commanding Officer may authorize a deviation if it is

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Table 161.12(b)–VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services (call sign)	Designated frequencies[1] (channel designation)	Monitoring area
		New York[2]
New York Traffic[3]	156.550 MHz (Ch.11) and 156.700 MHz (Ch.14)	The navigable waters of the Lower New York Harbor bounded on the east by a line drawn from the Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Asmbrose Channel, Swash Channel and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of the Sandy hook Bay south to a line drawn at 40°25'N.; then west into waters of the Raritan Bay to the Raritan River Rail Road Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at 40°41.95'N.; and then east including the waters of the Kill Van Kull and Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at 40°43.7'N., 74°01.6'W. In the Hudson River; and continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
	156.600 MHz (Ch. 12)	Each vessel at anchor within the above areas.
		Houston[2]
		The navigable waters orth of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.:
Houston Traffic	156.550 MHz (Ch.11)	The navigable waters north of a line extending due west from the southernmost end of Exxon Dock #1 (29°43.37'N., 95°01.27'W.)
	156.600 MHz (Ch 12)	The navigable waters south of a line extending due west from the southernmost end of Exxon Dock #1 (29°43.37'N., 95°01.27'W.)
		Berwick Bay
Berwick Traffic	156.550 MHz (Ch. 11)	The navigable waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
		St. Marys River
Soo Control	156.600 MHz (Ch. 12)	The navigable waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. And 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).
		San Francisco[2]
San Francisco Offshore Vessel Movement.	156.600 MHz (Ch. 12)	The waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area.
Reporting Service San Francisco Traffic.	156.700 MHz (Ch. 14)	The waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay including its tributaries extending to the ports of Stockton, Sacramento and Redwood City.
		Puget Sound[4]
Seattle Traffic[5]	156.700 MHz (Ch. 14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline.

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Table 161.12(b)–VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services (call sign)	Designated frequencies[1] (channel designation)	Monitoring area
	156.250 MHz (Ch. 5A)	The navigable waters of the Strait of Juan de Fuca east of 124°40'W., excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) and all waters of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline.
Tofino Traffic[6]	156.725 MHz (Ch. 74)	The Waters west of 124°40'W, within 50 nautical miles of the coast of Vancouver Island including the waters north 48°N., and east of 127°W.
Vancouver Traffic	156.550 MHz (Ch. 11)	The navigable waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

Prince William Sound[7]

Valdez Traffic	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and , all navigable waters in Port Valdez.

Louisville[7]

Louisville Traffic	156.650 MHz (Ch. 13)	The navigable waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.

NOTES:

1. In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond that provided by other means.

2. Designated frequency monitoring is required within U.S. Navigable waters. In areas which are outside the U.S. Navigable waters, designated frequency monitoring is voluntary. However, prospective VTS Users are encouraged to monitor the designated frequency.

3. VMRS participants shall make their initial report (Sail Plan) to New York Traffic on Channel 11 (156.550 MHz). All other reports, including the Final Report, shall be made on Channel 14 (156.700 MHz). VMRS and other VTS Users shall monitor Channel 14 (156.700 MHz) while transiting the VTS area. New York Traffic may direct a vessel to monitor and report on either primary frequency depending on traffic density, weather conditions, or other safety factors. This does not require a vessel to monitor both primary frequencies.

4. A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate vessel traffic center administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

5. Seattle Traffic may direct a vessel to monitor the other primary VTS frequency 156.250 MHz or 156.700 MHz (Channel 5A or 14) depending on traffic density, weather conditions, or other safety factors, rather than strictly adhering to the designated frequency required for each monitoring area as defined above. This does not require a vessel to monitor both primary frequencies.

6. A portion of Tofino Sector's monitoring area extends beyond the defined CVTS area. Designated frequency monitoring is voluntary in these portions outside of VTS jurisdiction, however, prospective VTS Users are encouraged to monitor the designated frequency.

7. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is used in these VTSs because the level of radiotelephone transmissions does not warrant a designated VTS frequency. The listening watch required by §26.05 of this chapter is not limited to the monitoring area.

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determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

Services, VTS Measures, and Operating Requirements

§161.10 Services.

(2006) To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS area, such as:

(2007) (a) Hazardous conditions or circumstances;

(2008) (b) Vessel congestion;

(2009) (c) Traffic density;

(2010) (d) Environmental conditions;

(2011) (e) Aids to navigation status;

(2012) (f) Anticipated vessel encounters;

(2013) (g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;

(2014) (h) Temporary measures in effect;

(2015) (I) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;

(2016) (j) Anchorage availability; or

(2017) (k) Other information or special circumstances.

§161.11 VTS measures.

(2018) (a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

(2019) (1) Designating temporary reporting points and procedures;

(2020) (2) Imposing vessel operating requirements; or

(2021) (3) Establishing vessel traffic routing schemes.

(2022) (b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

§161.12 Vessel operating requirements.

(2023) (a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(2024) (1) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

(2025) (b) When not exchanging communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

(2026) **Note:** As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(2027) (c) As soon as practicable, a VTS User shall notify the VTS of any of the following:

(2028) (1) A marine casualty as defined in 46 CFR 4.05-1;

(2029) (2) Involvement in the ramming of a fixed or floating object;

(2030) (3) A pollution incident as defined in §151.15 of this chapter:

(2031) (4) A defect or discrepancy in an aid to navigation;

(2032) (5) A hazardous condition as defined in §160.203 of this chapter;

(2033) (6) Improper operation of vessel equipment required by Part 164 of this chapter;

(2034) (7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and

(2035) (8) A hazardous vessel operating condition as defined in §161.2.

§161.13 VTS Special Area Operating Requirements.

(2036) The following operating requirements apply within a VTS Special Area:

(2037) (a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.

(2038) (b) A VMRS User shall: (1) Not enter or get underway in the area without prior approval of the VTS;

(2039) (2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;

(2040) (3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and

(2041) (4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

TABLE 161.18(a).--THE IMO STANDARD SHIP REPORTING SYSTEM

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or,
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system.	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival.	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system.	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEMBER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in the meters.	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations.	Brief detail of defects, damage, deficiencies or other limitations.
R	ROMEO	Description of pollution or dangerous goods lost.	Brief details of type pollution (oil, chemicals, etc) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T	TANGO	Ship's representative and/or owner.	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board.	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. (i.e., a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation; configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.).

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Subpart B–Vessel Movement Reporting System

§161.15 Purpose and Intent.

(2042) (a) A Vessel Movement Reporting System (VMRS) is a system used to manage and track vessel movements within a VTS area. This is a accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the VTS.

(2043) (b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into four reports (sailing plan, position, sailing plan deviation and final).

§161.16 Applicability.

(2044) The provisions of this subpart shall apply to the following VMRS Users:

(2045) (a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;

(2046) (b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or

(2047) (c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

§161.17 Definitions.

(2048) As used in this subpart: Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.

(2049) (a)A VTS may: (1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System);

(2050) (2) Establish other means of reporting for those vessels unable to report on the designated frequency; or

(2051) (3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

(2052) (b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas).

(2053) (c) When not exchanging communications, a VMRS User must maintain a listening watch as described in §26.04(e) of this chapter on the frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

(2054) **Note:** As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(2055) (d) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24-hour military clock system.

§161.19 Sailing Plan (SP).

(2056) Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

(2057) (a) Vessel name and type;

(2058) (b) Position;

(2059) (c) Destination and ETA;

(2060) (d) Intended route;

(2061) (e) Time and point of entry; and

(2062) (f) Dangerous cargo on board or in its tow, as defined in §160.203 of this chapter, and other required information as set out in §160.211 and §160.213 of this chapter, if applicable.

§161.20 Position Report (PR).

(2063) A vessel must report its name and position:

(2064) (a) Upon point of entry into a VTS area;

(2065) (b) At designated reporting points as set forth in subpart C; or

(2066) (c) When directed by the VTC.

(2067) **Note:** Notice of temporary reporting points, if established, may be published via Local Notices to Mariners, general broadcast or the VTS User's Manual.

§161.21 Sailing Plan Deviation Report (DR).

(2068) A vessel must report:

(2069) (a) When its ETA to a destination varies significantly from a previously reported ETA;

(2070) (b) Any intention to deviate from a VTS issued measure or vessel traffic routing system; or

(2071) (c) Any significant deviation from previously reported information.

§161.22 Final Report (FR).

(2072) A vessel must report its name and position:

(2073) (a) On arrival at its destination; or

(2074) (b) When leaving a VTS area.

§161.23 Reporting exemptions.

(2075) (a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

(2076) (1) Vessels on a published schedule and route;

(2077) (2) Vessels operating within an area of a radius of three nautical miles or less; or

(2078) (3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(2079) (b) A vessel described in Paragraph (a) of this section must:

(2080) (1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VTS area; and

(2081) (2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

(2082) (c) In those VTS areas capable of receiving automated position reports from Automated Dependent Surveillance Shipborne Equipment (ADSSE) as required by §164.43 of this chapter and where ADSSE is required, vessels equipped with an operating ADSSE are not required to make voice radio position reports at designated reporting points as required by §161.20(b) of this part, unless otherwise directed by the VTC.

(2083) (1) Whenever an ADSSE becomes non-operational as defined in §164.43 (c) of this chapter, before entering or while underway in a VTS area, a vessel must:

(2084) (i) Notify the VTC;

(2085) (ii) Make voice radio position reports at designated reporting points as required by §161.20(b) of this part;

(2086) (iii) Make other voice radio reports as directed; and

(2087) (iv) Restore the ADSSE to operating condition as soon as possible.

(2088) (2) Whenever an ADSSE becomes non-operational due to a loss of position correction information (i.e., the U.S. Coast Guard differential global positioning system (DGPS) cannot provide the required error correction messages) a vessel must:

(2089) (i) Make required voice radio position reports at designated reporting points required by §161.20(b) of this part; and

(2090) (ii) Make other voice radio reports as directed.

(2091) **Note:** Regulations pertaining to ADSSE required capabilities are set forth in §164.43 of this chapter.

Subpart C–Vessel Traffic Service Areas, Cooperative Vessel Traffic Service Area, Vessel Traffic Service Special Areas and Reporting Points.

(2092) **Note:** All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

§161.50 Vessel Traffic Service San Francisco.

(2093) The VTS area consists of all the navigable waters of San Francisco Bay Region south of the Mare Island Causeway Bridge and the Petaluma River Entrance Channel Daybeacon 19 and Petaluma River Entrance Channel Light 20 and north of the Dunbarton Bridge; its seaward approaches within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.); and its navigable tributaries as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.

§161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

(2094) The Vessel Traffic Service Puget Sound area consists of the navigable waters of the United States bounded by a line drawn from the Washington State coastline at 48°23'08"N., 124°43'37"W. on Cape Flattery to the Cape Flattery Light at 48°23'30"N., 124°44'12"W. on Tatoosh Island, due west to the U.S.Territorial Sea Boundary; thence northward along the U.S. Territorial Sea Boundary to its intersection with the U.S./Canada International Boundary; thence east along the U.S./Canada International Boundary through the waters known as the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and the Strait of Georgia to the Washington State coastline at 49°00'06"N., 122°45'18"W. (International Boundary Range C Rear Light). This area includes: Puget Sound, Hood Canal, Possession Sound, the San Juan Island Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, the U.S. waters of the Strait of Juan de Fuca and the Strait of Georgia, and all waters adjacent to the above.

(2095) (b) Vessel Traffic Service Puget Sound participates in a U.S./Canadian Cooperative Vessel Traffic Service (CVTS) to jointly manage vessel traffic in the Juan de Fuca Region. The CVTS for the Juan de Fuca Region consists of all waters of the Strait of Juan de Fuca and its offshore approaches, southern Georgia Strait, the Gulf and San Juan Archipelagos, Rosario Strait, Boundary Pass and Haro Strait, bounded on the northwest by 48°35'45"N.; and on the southwest by 48°23'30"N.; and on the west by the rhumb line joining 48°35'45"N., 124°47'30"W. with 48°23'30"N., 124°48'37"W.; and on the northeast in the Strait of Georgia, by a line drawn along 49°N. from Vancouver Island to Semiahmoo Bay; and on the southeast, by a line drawn from McCurdy Point on the Quimper Peninsula to Point Partridge on Whidbey Island. Canadian and United States Vessel Traffic Centers (Tofino, B.C., Canada, Vancouver, BC, Canada and Seattle, WA)

TABLE 161.60(d)–VTS PRINCE WILLIAM SOUND REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/ Longitude	Notes
1A	Cape Hinchinbrook	Cape Hinchinbrook	60°16'18"N 146°45'30"W	Northbound Only.
1B	Schooner Rock	Schooner Rock	60°18'42"N 146°51'36"W	Southbound Only.
2A	Naked Island	Naked Island	60°40'00"N 146°01'24"W	Northbound Only.
2B	Naked Island	Naked Island	60°40'00"N 146°05'00"W	Southbound Only.
3A	Bligh Reef	Bligh Reef Light (Pilot Embark) .	60°50'36"N 146°57'30"W	Northbound Only.
3B	Bligh Reef	Bligh Reef Light (Pilot Disembark).	60°51'00"N 146°01'24"W	Southbound Only.
4A	Rocky Point	Rocky Point	60°57'48"N 146°47'30"W	Northbound Only.
4B	Rocky Point	Rocky Point	60°5748”N 146°50’00”W	Southbound Only.
5	Entrance Island	Entrance Island Light.	61°05’24”N 146°37’30”W	

manage traffic within the CVTS area irrespective of the International Boundary.

(2096) (c) VTS Special Areas. (1) The Rosario Strait VTS Special Area consists of those waters bounded to the south by the center of Precautionary Area “RB” (a circular area of 2,500 yards radius centered at 48°26'24"N., 122°45'12"W.), and to the north by the center of Precautionary Area “C” (a circular area of 2,500 yards radius centered at 48°40'34"N., 122°42'44"W.; Lighted Buoy “C”); and

(2097) **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.

(2098) (2) The Guemes Channel VTS Special Area consists of those waters bounded to the west by Shannon Point on Fidalgo Island and to the east by Southeast Point on Guemes Island.

(2099) (d) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Rosario Strait and Guemes Channel VTS Special Areas:

(2100) (1) A vessel engaged in towing shall not impede the passage of a vessel of 40,000 dead weight tons or more.

(2101) (2) A vessel of less than 40,000 dead weight tons is exempt from the provision set forth in §161.13(b)(1) of this part.

(2102) (3) A vessel of less than 100 meters in length is exempt from the provisions set forth in §161.13(b)(3) of this part. Approval will not be granted for:

(2103) (i) A vessel of 100 meters or more in length to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 40,000 dead weight tons or more; or

(2104) (ii) A vessel of 40,000 dead weight tons or more to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 100 meters or more in length.

(2105) (e) Reporting Point. Inbound vessels in the Strait of Juan de Fuca upon crossing 124°W.

§161.60 Vessel Traffic Service Prince William Sound.

(2106) (a) The VTS area consists of the navigable waters of the United States north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146°30'W. and 147°20'W. and includes Valdez Arm, Valdez Narrows and Port Valdez.

(2107) (b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter); the waters northeast of a line drawn from shoreline to shoreline thorugh the points 60°58.04'N., 146°46.52'W. and 60°58.93'N., 146°48.86'W.; and southwest of a line bearing 307° (T) from Tongue Point at 61°02.10'N., 146°40.00'W.

(2108) (c) The Valdez Narrows VTS Special Area consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° True from Tongue Point at 61°02'06"N., 146°40'W.; and southwest of a line bearing 307° True from Entrance Island Light at 61°05'06"N., 146°36'42"W.

(2109) (d) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Valdez Narrows VTS Special Area:

(2110) (1) No VMRS User shall proceed north of 61°N. without prior approval of the VTS.

(2111) (2) For a vessel listed in Paragraph (c)(3) of this section–

(2112) (i) Approval to enter this area will not be granted to a vessel when a tank vessel of more than 20,000 deadweight tons is navigating therein;

(2113) (ii) A northbound vessel shall remain south of 61°N. until the VTS has granted permission to proceed; and

(2114) (iii) A southbound vessel shall remain in Port Valdez east of 146°35'W. and north of 61°06'N. until the VTS has granted permission to proceed.

(2115) (3) Paragraph (c)(2) of this section applies to–

(2116) (i) A vessel of 1,600 gross tons or more; and

(2117) (ii) A towing vessel of 8 meters or more in length, except for a vessel performing duties as an escort vessel as defined in 33 CFR Part 168.

(2118) (e) Reporting Points.

Part 162.–Inland Waterways Navigation Regulations

§162.1 General.

(2119) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

§162.195 Santa Monica Bay, Calif.; restricted area.

(2120) (a) The area. The waters of the Pacific Ocean, Santa Monica Bay, in an area extending seaward from the shoreline a distance of about 5 nautical miles (normal to the shoreline) and basically outlined as follows:

(2121) Station

(2122) A–33°54'59"N., 118°25'41"W.

(2123) B–33°54'59"N., 118°28'00"W.

(2124) C–33°53'59.5"N., 118°31'37"W.

(2125) D–33°56'19.5"N., 118°34'05"W.

(2126) E–33°56'25"N., 118°26'29"W.

(2127) (b) The regulations. (1) Vessels shall not anchor within the area at any time without permission.

(2128) (2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.

(2129) (3) All vessels entering the area, other than vessels operated by or for the United States, the State of California, the county of Los Angeles, or the city of Los Angeles, shall proceed across the area by the most direct route and without unnecessary delay. The area will be open and unrestricted to small recreational craft for recreational activities at all times.

(2130) (4) The placing of buoys, markers, or other devices requiring anchors will not be permitted.

(2131) (5) The city of Los Angeles will maintain a patrol of the area as needed.

§162.200 Marina del Rey, Calif.; restricted area.

(2132) (a) The area. That portion of the Pacific Ocean lying shoreward of the offshore breakwater and the most seaward 1,000 feet of the entrance channel between the north and south jetties, and basically outlined as follows:

(2133) Station

(2134) A–33°57'46.0"N., 118°27'39.5"W.

(2135) B–33°57'52.3"N., 118°27'43.6"W.

(2136) C–33°57'48.6"N., 118°27'48.8"W.

(2137) D–33°57'29.8"N., 118°27'34.7"W.

(2138) E–33°57'30.9"N., 118°27'29.1"W.

(2139) F–33°57'37.4"N., 118°27'33.8"W.

(2140) G–33°57'42.4"N., 118°27'23.0"W.

(2141) H–33°57'50.6"N., 118°27'28.3"W.

(2142) (b) The regulations. (1) Vessels shall not anchor within the area at any time without permission except in an emergency.

(2143) (2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.

(2144) NOTE.–The Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

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§162.205 Suisun Bay, San Joaquin River, and connecting waters, CA.

(2145) (a) San Joaquin River Deep Water Channel between Suisun Bay and the easterly end of the channel at Stockton; use, administration, and navigation–(1) Maximum speed. The maximum speed for all ocean-going craft shall not exceed 10 miles per hour above the lower end of New York Slough, seven miles per hour above Criminal Point, or five miles per hour while passing any wharf, dock, or moored craft. As used in this Paragraph, the speed of a vessel when navigating with the current shall be its rate of movement in excess of the velocity of the current.

(2146) (2) Passing. All craft passing other boats, barges, scows, etc., in motion, moored or anchored, shall slow down and take every necessary precaution to avoid damage.

(2147) (3) Right of way. (i) United States dredges, tugs, launches, derrick boats, and similar plant of contractors executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in 33 CFR 80, shall have the right of way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractors' plant, working the channel must, however, take special care to give ocean-going vessels sufficient room for passing, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided. Ocean-going vessels may show at the masthead a black ball not more than 20 inches in diameter as a signal to the dredge, and may also blow five long blasts of the whistle when within reasonable hearing distance of the dredge, such signal to be followed at the proper time by the passing signal described in the local pilot rules. The dredge shall promptly acknowledge both signals in the usual manner.

(2148) (ii) Light-draft vessels when meeting or being overtaken by ocean-going vessels, shall give the right of way to such vessels by making use of the shallower portions of the waterway.

(2149) (iii) Rafts and tows must promptly give the channel side demanded upon proper signal by a vessel, and must be handled in such a manner as not to obstruct or interfere with the free use of the waterway by other craft.

(2150) (4) Collisions. (I) Ocean-going vessels in collision in the channel or turning basin must, if still afloat and in a condition making anchorage necessary, be immediately removed to an approved anchorage ground, or if in such condition that beaching is necessary, they shall be temporarily beached on the northwest side of Mandeville Island or in the Old River.

(2151) (ii) Light-draft vessels suffering collision shall be disposed of as directed by the District Commander or his authorized representative.

(2152) (5) Wrecks. In no case following accidents of fire or collision will a vessel be allowed to remain either anchored or grounded in the channel, or beached at any place where it endangers other vessels, while settlement is pending with the underwriters.

(2153) (6) Other laws and regulations. In all other respects, the existing Federal laws and rules and regulations affecting navigable waters of the United States will govern in this channel.

(2154) (b) Sacramento Deep Water Ship Channel between Suisun Bay and easterly end of Turning Basin at West Sacramento; use, administration, and navigation–(1) Maximum speed for all ocean-going craft–(i) Between Tolands Landing (Mile 6.2) and Rio Vista Bridge. When going against a current of two knots or more, the maximum speed over the bottom shall not exceed 8 knots. When going with the current, in slack water, or against a current of two knots or less, the maximum speed through the water shall not exceed 10 knots.

(2155) (ii) Between Rio Vista Bridge and Port of Sacramento. When going against a current of two knots or more, the maximum speed over the bottom shall not exceed 5 knots. When going with the current, in slack water, or against a current of two knots or less, the maximum speed through the water shall not exceed 7 knots.

(2156) (iii) Speed past docks or moored craft. Within 550 feet of the centerline of the channel the speed shall be the minimum required to maintain steerageway; wind, tide, current, etc., being taken into consideration.

(2157) (iv) Passing. All craft passing other boats, barges, scows, etc., underway, moored or anchored, shall take every necessary precaution to avoid damage.

(2158) (v) Speed, high-water precautions. When passing another vessel (underway, anchored, or tied up); a wharf or other structure; work under construction; plant engaged in river and harbor improvement; levees withstanding flood waters; buildings partially or wholly submerged by high water; or any other structure liable to damage by collision, suction or wave action; vessels shall give as much leeway as circumstances permit and reduce their speed sufficiently to preclude causing damage to the vessel or structure being passed. As deemed necessary for public safety during high river stages, floods, or other emergencies, the District Commander may prescribe, by navigation bulletins or other means, the limiting speed in knots or temporarily close the waterway or any reach of it to traffic. Since this subparagraph pertains directly to the manner in which vessels are operated, masters of vessels shall be held

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responsible for strict observance and full compliance herewith.

(2159) (2) Right of way. (i) Dredges, tugs, launches, derrick boats and other similar equipment, executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in 33 CFR 80, shall have the right-of-way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractor's plant, working the channel must however, take special care to give ocean-going vessels sufficient room for passing, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided.

(2160) (ii) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the inland pilot rules for vessels underway and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the plant.

(2161) (iii) When the pipeline from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around the pipeline or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipeline shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in Paragraph (c)(2)(ii) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(2162) (iv) When any pipeline or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

(2163) (v) Shallow draft vessels when meeting or being overtaken by ocean-going vessels, shall give the right-of-way to such vessels by making use of the shallower portions of the waterway, wherever possible.

(2164) (vi) Tows should promptly give the channel side requested by proper signal from a vessel, and should be handled in such a manner as not to obstruct or interfere with the free use of the waterway by other craft.

(2165) (3) Obstruction of traffic. (i) Except as provided in Paragraph (c)(2) of this section no person shall willfully or carelessly obstruct the free navigation of the waterway, or delay any vessel having the right to use the waterway.

(2166) (ii) No vessel shall anchor within the channel except in distress or under stress of weather. Any vessel so anchored shall be moved as quickly as possible to such anchorage as will leave the channel clear for the passage of vessels.

(2167) (iii) Motorboats, sailboats, rowboats, and other small craft shall not anchor or drift in the regular ship channel except under stress of weather or in case of breakdown. Such craft shall be so operated that they will not interfere with or endanger the movement of commercial or public vessels.

(2168) (4) Collisions. (i) Ocean-going vessels in collision in the channel or turning basin, must if still afloat and in a condition making anchorage necessary, be immediately removed to an approved anchorage ground, or if in such condition that beaching is necessary, they shall be temporarily beached on the southwest side of Ryer Island from Mile 15.0 to Mile 16.3 or in the Harbor and Turning Basin at West Sacramento.

(2169) (ii) Light-draft vessels suffering collision shall be disposed of as directed by the District Commander or his authorized representative.

(2170) (5) Marine accidents. Masters, mates, pilots, owners, or other persons using the waterway to which this Paragraph applies shall notify the District Commander, and in the case of undocumented vessels, the State Division of Small Craft Harbors also, by the most expeditious means available of all marine accidents, such as fire, collision, sinking or stranding, where there is possible obstruction of the channel or interference with navigation or where damage to Government property is involved, furnishing a clear statement as to the name, address, and ownership of the vessel or vessels involved, the time and place, and the action taken. In all cases, the owner of the sunken vessel shall take immediate steps to mark the wreck properly.

(2171) (6) Other laws and regulations. In all other respects, existing Federal laws and rules and regulations affecting navigable waters of the United States will govern in this channel.

(2172) (c) Sacramento River, Decker Island Restricted Anchorage for Vessels of the U.S. Government-(1) The anchorage ground. An elongated area in the Sacramento River bounded on the west by the shore of Decker Island and the following lines: Beginning on the shore at Decker Island North End Light at latitude 38°06'16"N., longitude 121°42'32.5"W.; thence easterly to

(2173) 38°06'15"N., 121°42'27"W.; thence southerly to

(2174) 38°05'22"N., 121°42'30"W.; thence southwesterly to

(2175) 38°05'08"N., 121°42'40"W.; thence west southwesterly to

(2176) 38°05'02"N., 121°42'50"W.; thence northwesterly to the shore of Decker Island at 38°05'04"N., 121°42'52.5"W. (2) Special Regulation. No Vessel or other craft except those owned by or operating under contract with the United States may navigate or anchor within 50 feet of any moored Government vessel in the area. Commercial and pleasure craft shall not moor to buoys or chains of Government vessels, nor may they, while moored or underway, obstruct the passage of Government or other vessels through the area.

(2177) NOTE.–The Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

§162.210 Lake Tahoe, Calif.; restricted areas along south shore.

(2178) (a) The areas-(1) Baldwin Beach, under the control of the Forest Service, Department of Agriculture. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west boundary line of Lot 2, Section 26, Township 13 North (Mount Diablo Base Line), Range 17 East (Mount Diablo Meridian); thence north 300 feet; thence southeasterly about 2,850 feet to the east line of Section 26 at a point 300 feet north of the high waterline; thence northeasterly 1,740 feet to a point 300 feet north of the high waterline; thence southeasterly about 1,810 feet to the projected east line of the former Baldwin property at a point 300 feet north of the high waterline; and thence south 300 feet to the high waterline.

(2179) (2) Camp Richardson, under the control of the Forest Service, Department of Agriculture. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the southeasterly corner of sec. 25, T. 13 N., R. 17 E., Mount Diablo Base and Meridan; thence north 410 feet along the east line of sec. 25; thence northwesterly 95 feet to the high waterline which is the true point of beginning; thence north 130 feet; thence southeasterly 565 feet; and thence south 130 feet to the high waterline.

(2180) (3) Pope Beach, under the control of the Forest Service, Department of Agriculture. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west line of the former Pope property, about 750 feet westerly of the west boundary line of Lot 2, Section 6, Township 12 North (Mount Diablo Base Line), Range 18 East (Mount Diablo Meridian); thence north 300 feet; thence southeasterly 4,200 feet to a point 300 feet north of the high waterline; and thence south 300 feet to the high waterline.

(2181) (4) El Dorado County Beach. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west boundary line of Lot 1, Section 32, Township 13 North (Mount Diablo Base Line), Range 18 East (Mount Diablo Meridian); thence north 500 feet; thence northeasterly about 1,350 feet to the projected east line of Lot 1 at a point 500 feet north of the high waterline; and thence south 500 feet to the high waterline.

(2182) (b) The regulations. No sail or machine-propelled watercraft, except vessels owned or controlled by the U.S. Coast Guard, shall navigate or anchor in the restricted area.

§162.215 Lake Tahoe, Nev.; restricted area adjacent to Nevada Beach.

(2183) (a) The restricted area. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with a line projected in a general southerly direction 200 feet from a point lying 310 feet west of section corner common to section 15, 16, 21, and 22, Township 13 North (Mt. Diablo Base Line), Range 18 East (Mt. Diablo Meridian); thence 300 feet lakeward at right angles to the high waterline; thence southeasterly approximately 2,170 feet to the projected south boundary line of the Forest Service property at a point 300 feet west of the high waterline; and thence east 300 feet to the high waterline.

(2184) (b) The regulations. No sail or motor propelled water craft, except vessels owned or controlled by the United States Government and vessels duly authorized by the United States Coast Guard shall navigate or anchor in the restricted area.

§162.220 Hoover Dam, Lake Mead, and Lake Mohave (Colorado River), Ariz.-Nev.

(2185) (a) Lake Mead and Lake Mohave; restricted areas–(1) The areas. That portion of Lake Mead extending 700 feet upstream of the axis of Hoover Dam and that portion of Lake Mohave (Colorado River) extending 4,500 feet downstream of the axis of Hoover Dam.

(2186) (2) The regulations. The restricted areas shall be closed to navigation and other use by the general public. Only vessels owned by or controlled by the U.S. Government and the States of Arizona and Nevada shall navigate or anchor in the restricted areas: Provided, however, The Regional Director, Region 3, U.S. Bureau of Reclamation, Boulder City, Nev., may authorize, by written permit, individuals or groups to navigate or anchor in the restricted areas when it is deemed in the

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public interest. Copies of said permits shall be furnished the enforcing agencies.

(2187) (b) Lake Mead; speed regulation. In that portion of Lake Mead extending 300 feet upstream of the restricted area described in Paragraph (a) of this section, a maximum speed of 5 miles per hour shall not be exceeded.

(2188) (c) Supervision. The regulations in this section shall be supervised by the District Commander, Eleventh Coast Guard District.

§162.225 Columbia and Willamette Rivers, Washington and Oregon; administration and navigation.

(2189) (a) Supervision. The District Commander, Thirteenth Coast Guard District, has certain administrative supervision over the Columbia and Willamette Rivers, and is charged with the enforcement under his direction of emergency regulations to govern navigation of these streams.

(2190) (b) Speed. During very high water stages (usually 25 feet or more on the Vancouver, Washington, gage) when lives, floating plant or major shore installations are endangered, the District Commander shall have authority to prescribe such temporary speed regulations as he may deem necessary for the public safety. During critical periods of freshets under 25 feet on the Vancouver, Washington, gage when construction is in progress, rehabilitation, or other unusual emergency makes a major shore installation susceptible to loss or major damage from wave action, the District Commander shall have authority to prescribe for a particular limited reach of the river as appropriate such temporary speed regulations as he may deem necessary to protect the integrity of such structure. All speed regulations prescribed by the District Commander shall be obeyed for the duration of the emergency and shall be terminated at the earliest practicable time that improved stream conditions permit.

§162.230 Columbia River, Wash.

(2191) (a) Grand Coulee Dam discharge channel; restricted area–(1) The area. That portion of the Columbia River between Grand Coulee Dam (situated at river mile 596.6) and river mile 593.7.

(2192) (2) The regulations. (i) No vessel shall enter or navigate within the area without permission from the enforcing agency.

(2193) (ii) The regulation in this section shall be enforced by the Chief, Power Field Division, Columbia Basin Project, U.S. Department of the Interior, Coulee Dam, Washington.

§162.235 Puget Sound Area, Wash.

(2194) (a) Waterway connecting Port Townsend and Oak Bay; use, administration, and navigation-(1) Works to which regulations apply. The "canal grounds" when used in this Paragraph shall mean that area between the south end of the jetties in Oak Bay and the northerly end of the dredge channel approximately 400 yards northwest of Port Townsend Canal Light. The "canal" is the water lying between these limits and the banks containing the same.

(2195) (2) Speed. The speed limit within the canal grounds shall not exceed five miles per hour.

(2196) (3) Signals. All boats desiring to use the canal shall give one long and one short whistle. Southbound boats shall sound the signal within 600 yards of Port Townsend Canal Light. Northbound boats shall sound this signal at least 500 feet south from the end of the jetties in Oak Bay. If no other boat answers the signal the first boat shall have the right of way through the canal. Any approaching boat that is in the canal shall answer by giving the same signal and the first boat shall not enter the canal until the second boat shall have passed through the canal. In the case of boats going in the same direction the boat which is in the canal shall not answer the signal of the boat desiring to enter.

(2197) (4) Passing. Steamers shall not under any circumstances attempt to pass each other in the canal, either when going in the same or opposite directions.

(2198) (5) Anchoring. No steamers or boats shall anchor or tie up within the canal grounds unless they are well over on the tide flats to the west of the dredged channel, and off the right of way belonging to the United States.

(2199) (6) Tows. No tow shall enter or pass through the canal with a towline more than 200 feet in length.

(2200) (7) Delaying traffic. No person shall cause or permit any vessel or boat of which he is in charge, or on which he is employed, to obstruct the canal in any way or delay in passing through it.

(2201) (b) West Waterway, Seattle Harbor; navigation. (1) The movement of vessels of 250 gross tons or over and all vessels with tows of any kind through the narrow section of West Waterway between the bend at Fisher's Flour Mill dock and the bend at the junction of East Waterway with Duwamish Waterway, and through the draws of the City of Seattle and Northern Pacific Railway Company bridges crossing this narrow section, shall be governed by red and green traffic signal lights mounted on the north and south sides of the west tower of the City Light power crossing at West Spokane Street.

(2202) (2) Two green lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is clear. Two red lights, one vertically above the

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other, displayed ahead of a vessel, shall indicate that the waterway is not clear.

(2203) (3) A vessel approaching the narrow section and drawbridges from either end of the waterway shall give one long blast of a whistle and shall not enter the narrow section until green lights are displayed.

(2204) (4) One vessel may follow another vessel in either direction, but the channel shall not be kept open in the same direction for an unreasonable time if a vessel is waiting at the other end.

(2205) (5) Tugs, launches, and small craft shall keep close to one side of the channel when vessels or boats with tows are passing.

(2206) (6) All craft shall proceed with caution. The display of a green light is not a guarantee that the channel is clear of traffic, and neither the United States nor the City of Seattle will be responsible for any damage to vessels or other property which may be chargeable to mistakes in the operation of the signal lights or to their failure to operate.

(2207) **NOTE.**–The Corps of Engineers also has regulations dealing with this section in 33 CFR 207.

§162.270 Restricted areas in vicinity of Maritime Administration Reserve Fleets.

(2208) (a) The regulations in this section shall govern the use and navigation of waters in the vicinity of the following National Defense Reserve Fleets of the Maritime Administration, Department of Transportation.

(2209) (1) James River Reserve Fleet, Fort Eustis, Virginia.

(2210) (2) Beaumont Reserve Fleet, Neches River near Beaumont, Texas.

(2211) (3) Suisun Bay Reserve Fleet near Benicia, California.

(2212) (b) No vessels or other watercraft, except those owned or controlled by the United States Government, shall cruise or anchor between Reserve Fleet units within 500 feet of the end vessels in each Reserve Fleet unit, or within 500 feet of the extreme units of the fleets, unless specific permission to do so has first been granted in each case by the enforcing agency.

(2213) (c) The regulations in this section shall be enforced by the respective Fleet Superintendents and such agencies as they may designate.

Part 164–Navigation Safety Regulations (in part). For a complete description of this part see 33 CFR 164.

§164.01 Applicability.

(2214) (a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in Paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(2215) (b) Sections 164.70 through 164.82 of this part apply to each towing vessel of 12 meters (39.4 feet) or more in length operating in the navigable waters of the United States other than the St. Lawrence Seaway; except that a towing vessel is exempt from the requirements of §164.72 if it is–

(2216) (1) Used solely within a limited geographic area, such as a fleeting-area for barges or a commercial facility, and used solely for restricted service, such as making up or breaking up larger tows;

(2217) (2) Used solely for assistance towing as defined by 46 CFR 10.103;

(2218) (3) Used solely for pollution response; or

(2219) (4) Any other vessel exempted by the Captain of the Port (COTP). The COTP, upon written request, may, in writing, exempt a vessel from §164.72 for a specified route if he or she decides that exempting it would not allow its unsafe navigation under anticipated conditions.

(2220) (c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

§164.02 Applicability exception for foreign vessels.

(2221) (a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(2222) (1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2223) (2) Are in:

(2224) (i) Innocent passage through the territorial sea of the United States; or

(2225) (ii) Transit through navigable waters of the United States which form a part of an international strait.

§164.03 Incorporation by references.

(2226) (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 on file at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC, and at the U.S. Coast Guard, Marine

Environmental Protection Division (G-MWV), Room 2100, 2100 Second Street, SW., Washington, DC 20593-0001 and is available from the sources indicated in Paragraph (b) of this section.

(2227) (b) The materials approved for incorporation by reference in this part and the sections affected are as follows:

(2228) *American Petroleum Institute (API)*, 1220 L Street NW., Washington, DC 20005

(2229) API Specifications 9A, Specification for Wire Rope, Section 3, Properties and Tests for Wire and Wire Rope, May 28, 1984 . . . . . .164.74

(2230) *American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959*.

(2231) ASTM D4268-93, Standard Test Method for Testing Fiber Ropes 164.74

(2232) *Cordage Institute*, 350 Lincoln Street, Hingham, MA 02043

(2233) CIA-3, Standard Test Methods for Fiber Rope Including Standard Terminations, Revised, June 1980 . . . . . 164.74

(2234) *International Maritime Organization (IMO)*, 4 Albert Embankment, London SE1 7SR, U.K. IMO Resolution A342(IX), Recommendation on Performance Standards for Automatic Pilots, adopted November 12, 1975 . . . . . 164.13

(2235) *International Telecommunication Union Radiocom- munication Bureau (ITU-R)*, Place de Nations CH-1211 Geneva 20 Switzerland

(2236) (1) ITU-R Recommendation M.821, Optional Expansion of the Digital Selective-Calling System for Use in the Maritime Mobile Service, 1992 . . . . . .164.43

(2237) (2) ITU-R Recommendation M.825, Characteristics of a Transponder System Using Digital Selective-Calling Techniques for Use with Vessel Traffic Services and Ship-to-Ship Identification, 1992 . . . . . 164.43

(2238) *Radio Technical Commission for Maritime Services*, 655 Fifteenth Street, NW., Suite 300, Washington, DC 20005

(2239) (1) RTCM Paper 12-78/DO-100, Minimum Performance Standards, Loran C Receiving Equipment, 1977 . . . . . .164.41

(2240) (2) RTCM Paper 194-93/SC104-STD, RTCM Recommended Standards for Differential NAVSTAR GPS Service, Version 2.1, 1994 . . . . . .164.43

(2241) (3) RTCM Paper 71-95/SC112-STD, RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, Version 1.1, October 10, 1995 . . . . . 164.72

(2242) (4) RTCM Paper 191-93/SC112-X, RTCM Recommended Standards for Maritime Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, Version 1.2, December 20, 1993 . . . . . 164.72

§164.11 Navigation underway: General.

(2243) The owner, master, or person in charge of each vessel underway shall ensure that:

(2244) (a) The wheelhouse is constantly manned by persons who–

(2245) (1) Direct and control the movement of the vessel; and

(2246) (2) Fix the vessel's position;

(2247) (b) Each person performing a duty described in Paragraph (a) of this section is competent to perform that duty;

(2248) (c) The position of the vessel at each fix is plotted on a chart of the area and the person directing the movement of the vessel is informed of the vessel's position;

(2249) (d) Electronic and other navigational equipment, external fixed aids to navigation, geographic reference points, and hydrographic contours are used when fixing the vessel's position;

(2250) (e) Buoys alone are not used to fix the vessel's position;

(2251) **Note:** Buoys are aids to navigation placed in approximate positions to alert the mariner to hazards to navigation or to indicate the orientation of a channel. Buoys may not maintain an exact position because strong or varying currents, heavy seas, ice, and collisions with vessels can move or sink them or set them adrift. Although buoys may corroborate a position fixed by other means, buoys cannot be used to fix a position: however, if no other aids are available, buoys alone may be used to establish an estimated position.

(2252) (f) The danger of each closing visual or each closing radar contact is evaluated and the person directing the movement of the vessel knows the evaluation;

(2253) (g) Rudder orders are executed as given;

(2254) (h) Engine speed and direction orders are executed as given;

(2255) (i) Magnetic variation and deviation and gyrocompass errors are known and correctly applied by the person directing the movement of the vessel;

(2256) (j) A person whom he has determined is competent to steer the vessel is in the wheelhouse at all times (See also 46 U.S.C. 8702(d), which requires an able seaman at the wheel on U.S. vessels of 100 gross tons or more in narrow or crowded waters during low visibility);

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(2257) (k) If a pilot other than a member of the vessel's crew is employed, the pilot is informed of the draft, maneuvering characteristics, and peculiarities of the vessel and of any abnormal circumstances on the vessel that may affect its safe navigation.

(2258) (1) Current velocity and direction for the area to be transited are known by the person directing the movement of the vessel;

(2259) (m) Predicted set and drift are known by the person directing movement of the vessel;

(2260) (n) Tidal state for the area to be transited is known by the person directing movement of the vessel;

(2261) (o) The vessel's anchors are ready for letting go;

(2262) (p) The person directing the movement of the vessel sets the vessel's speed with consideration for–

(2263) (1) The prevailing visibility and weather conditions;

(2264) (2) The proximity of the vessel to fixed shore and marine structures;

(2265) (3) The tendency of the vessel underway to squat and suffer impairment of maneuverability when there is small underkeel clearance;

(2266) (4) The comparative proportions of the vessel and the channel;

(2267) (5) The density of marine traffic;

(2268) (6) The damage that might be caused by the vessel's wake;

(2269) (7) The strength and direction of the current; and

(2270) (8) Any local vessel speed limit;

(2271) (q) The tests required by §164.25 are made and recorded in the vessel's log; and

(2272) (r) The equipment required by this part is maintained in operable condition.

(2273) (s) Upon entering U.S. waters, the steering wheel or lever on the navigating bridge is operated to determine if the steering equipment is operating properly under manual control, unless the vessel has been steered under manual control from the navigating bridge within the preceding 2 hours, except when operating on the Great Lakes and their connecting and tributary waters.

(2274) (t) At least two of the steering-gear power units on the vessel are in operation when such units are capable of simultaneous operation, except when the vessel is sailing on the Great Lakes and their connecting and tributary waters, and except as required by Paragraph (u) of this section.

(2275) (u) On each passenger vessel meeting the requirements of the International Convention for the Safety of Life at Sea, 1960 (SOLAS 60) and on each cargo vessel meeting the requirements of SOLAS 74 as amended in 1981, the number of steering-gear power units necessary to move the rudder from 35° on either side to 30° on the other in not more than 28 seconds must be in simultaneous operation.

§164.13 Navigation underway: tankers.

(2276) (a) As used in this section, "tanker" means a self-propelled tank vessel, including integrated tug barge combinations, constructed or adapted primarily to carry oil or hazardous material in bulk in the cargo spaces and inspected and certificated as a tanker.

(2277) (b) Each tanker must have an engineering watch capable of monitoring the propulsion system, communicating with the bridge, and implementing manual control measures immediately when necessary. The watch must be physically present in the machinery spaces or in the main control space and must consist of at least a licensed engineer.

(2278) (c) Each tanker must navigate with at least two licensed deck officers on watch on the bridge, one of whom may be a pilot. In waters where a pilot is required, the second officer, must be an individual licensed and assigned to the vessel as master, mate, or officer in charge of a navigational watch, who is separate and distinct from the pilot.

(2279) (d) Except as specified in Paragraph (e) of this section, a tanker may operate with an auto pilot engaged only if all of the following conditions exist:

(2280) (1) The operation and performance of the automatic pilot conforms with the standards recommended by the International Maritime Organization in IMO Resolution A.342(IX).

(2281) (2) A qualified helmsman is present at the helm and prepared at all times to assume manual control.

(2282) (3) The tanker is not operating in any of the following areas:

(2283) (i) The areas of the traffic separation schemes specified in subchapter P of this chapter.

(2284) (ii) The portions of a shipping safety fairway specified in part 166 of this chapter.

(2285) (iii) An anchorage ground specified in part 110 of this chapter.

(2286) (iv) An area within one-half nautical mile of any U.S. shore.

§164.15 Navigation bridge visibility.

(2287) (a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(2288) (1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

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(2289) (2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in Paragraph (a)(1) of this section.

(2290) (3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(2291) (4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(2292) (b) clear view must be provided through at least two front windows at all times regardless of weather condition.

§164.19 Requirements for vessels at anchor.

(2293) The master or person in charge of each vessel that is anchored shall ensure that–

(2294) (a) A proper anchor watch is maintained;

(2295) (b) Procedures are followed to detect a dragging anchor; and

(2296) (c) Whenever weather, tide, or current conditions are likely to cause the vessel's anchor to drag, action is taken to ensure the safety of the vessel, structures, and other vessels, such as being ready to veer chain, let go a second anchor, or get underway using the vessel's own propulsion or tug assistance.

§164.25 Tests before entering or getting underway.

(2297) (a) Except as provided in paragraphs (b) and (c) of this section no person may cause a vessel to enter into or get underway on the navigable waters of the United States unless no more than 12 hours before entering or getting underway, the following equipment has been tested:

(2298) (1) Primary and secondary steering gear. The test procedure includes a visual inspection of the steering gear and its connecting linkage, and where applicable, the operation of the following:

(2299) (i) Each remote steering gear control system.

(2300) (ii) Each steering position located on the navigating bridge.

(2301) (iii) The main steering gear from the alternative power supply, if installed.

(2302) (iv) Each rudder angle indicator in relation to the actual position of the rudder.

(2303) (v) Each remote steering gear control system power failure alarm.

(2304) (vi) Each remote steering gear power unit failure alarm.

(2305) (vii) The full movement of the rudder to the required capabilities of the steering gear.

(2306) (2) All internal vessel control communications and vessel control alarms.

(2307) (3) Standby or emergency generator, for as long as necessary to show proper functioning, including steady state temperature and pressure readings.

(2308) (4) Storage batteries for emergency lighting and power systems in vessel control and propulsion machinery spaces.

(2309) (5) Main propulsion machinery, ahead and astern.

(2310) (b) Vessels navigating on the Great Lakes and their connecting and tributary waters, having once completed the test requirements of this sub-part, are considered to remain in compliance until arriving at the next port of call on the Great Lakes.

(2311) (c) Vessels entering the Great Lakes from the St. Lawrence Seaway are considered to be in compliance with this sub-part if the required tests are conducted preparatory to or during the passage of the St. Lawrence Seaway or within one hour of passing Wolfe Island.

(2312) (d) No vessel may enter, or be operated on the navigable waters of the United States unless the emergency steering drill described below has been conducted within 48 hours prior to entry and logged in the vessel logbook, unless the drill is conducted and logged on a regular basis at least once every three months. This drill must include at a minimum the following:

(2313) (1) Operation of the main steering gear from within the steering gear compartment.

(2314) (2) Operation of the means of communications between the navigating bridge and the steering compartment.

(2315) (3) Operation of the alternative power supply for the steering gear if the vessel is so equipped.

§164.30 Charts, publications, and equipment: General.

(2316) No person may operate or cause the operation of a vessel unless the vessel has the marine charts, publications, and equipment as required by §§164.33 through 164.41 of this part.

§164.33 Charts and publications.

(2317) (a) Each vessel must have the following:

(2318) (1) Marine charts of the area to be transited, published by the National Ocean Service, U.S. Army Corps of Engineers, or a river authority that–

(2319) (i) Are of a large enough scale and have enough detail to make safe navigation of the area possible; and

(2320) (ii) Are currently corrected.

(2321) (2) For the area to be transited, a currently corrected copy of, or applicable currently corrected extract from, each of the following publications:

(2322) (i) U.S. Coast Pilot.

(2323) (ii) Coast Guard Light List.

(2324) (3) For the area to be transited, the current edition of, or applicable current extract from:

(2325) (i) Tide tables published by private entities using data provided by the National Ocean Service.

(2326) (ii) Tidal current tables published by private entities using data provided by the National Ocean Service, or river current publication issued by the U.S. Army Corps of Engineers, or a river authority.

(2327) (b) As an alternative to the requirements for Paragraph (a) of this section, a marine chart or publication, or applicable extract, published by a foreign government may be substituted for a U.S. chart and publication required by this section. The chart must be of large enough scale and have enough detail to make safe navigation of the area possible, and must be currently corrected. The publication, or applicable extract, must singly or in combination contain similar information to the U.S. Government publication to make safe navigation of the area possible. The publication, or applicable extract must be currently corrected, with the exceptions of tide and tidal current tables, which must be the current editions.

(2328) (c) As used in this section, "currently corrected" means corrected with changes contained in all Notices to Mariners published by the National Imagery and Mapping Agency, or an equivalent foreign government publication, reasonably available to the vessel, and that is applicable to the vessel's transit.

§164.35 Equipment: All vessels.

(2329) Each vessel must have the following:

(2330) (a) A marine radar system for surface navigation.

(2331) (b) An illuminated magnetic steering compass, mounted in a binnacle, that can be read at the vessel's main steering stand.

(2332) (c) A current magnetic compass deviation table or graph or compass comparison record for the steering compass, in the wheelhouse.

(2333) (d) A gyrocompass.

(2334) (e) An illuminated repeater for the gyrocompass required by Paragraph (d) of this section that is at the main steering stand, unless that gyrocompass is illuminated and is at the main steering stand.

(2335) (f) An illuminated rudder angle indicator in the wheelhouse.

(2336) (g) The following maneuvering information prominently displayed on a fact sheet in the wheelhouse:

(2337) (1) A turning circle diagram to port and starboard that shows the time and distance and advance and transfer required to alter course 90 degrees with maximum rudder angle and constant power settings, for either full or half speeds, or for full and slow speeds. For vessels whose turning circles are essentially the same for both directions, a diagram showing a turning circle in one direction, with a note on the diagram stating that turns to port and starboard are essentially the same, may be substituted.

(2338) (2) The time and distance to stop the vessel from either full and half speeds, or from full and slow speeds, while maintaining approximately the initial heading with minimum application of rudder.

(2339) (3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(2340) (4) For each vessel with a controllable pitch propeller, a table of control settings for a representative range of speeds.

(2341) (5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary device is effective in maneuvering the vessel.

(2342) (6) The maneuvering information for the normal load and normal ballast condition for–

(2343) (i) Calm weather-wind 10 knots or less, calm sea;

(2344) (ii) No current;

(2345) (iii) Deep water conditions-water depth twice the vessel's draft or greater; and

(2346) (iv) Clean hull.

(2347) (7) At the bottom of the fact sheet, the following statement:

(2348) **Warning.**

(2349) The response of the (name of the vessel) may be different from that listed above if any of the following conditions, upon which the maneuvering information is based, are varied:

(2350) (1) Calm weather-wind 10 knots or less, calm sea;

(2351) (2) No current;

(2352) (3) Water depth twice the vessel's draft or greater;

(2353) (4) Clean hull; and

(2354) (5) Intermediate drafts or unusual trim.

(2355) (h) An echo depth sounding device.

(2356) (i) A device that can continuously record the depth readings of the vessel's echo depth sounding device, except when operating on the Great Lakes and their connecting and tributary waters.

(2357) (j) Equipment on the bridge for plotting relative motion.

(2358) (k) Simple operating instructions with a block diagram, showing the changeover procedures for remote steering gear control systems and steering gear power units, permanently displayed on the navigating bridge and in the steering gear compartment.

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(2359) (1) An indicator readable from the centerline conning position showing the rate of revolution of each propeller, except when operating on the Great Lakes and their connecting and tributary waters.

(2360) (m) If fitted with controllable pitch propellers, an indicator readable from the centerline conning position showing the pitch and operational mode of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(2361) (n) If fitted with lateral thrust propellers, an indicator readable from the centerline conning position showing the direction and amount of thrust of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(2362) (o) A telephone or other means of communication for relaying headings to the emergency steering station. Also, each vessel of 500 gross tons and over and constructed on or after June 9, 1995 must be provided with arrangements for supplying visual compass-readings to the emergency steering station.

§164.37 Equipment: Vessels of 10,000 gross tons or more.

(2363) (a) Each vessel of 10,000 gross tons or more must have, in addition to the radar system under §164.35(a), a second marine radar system that operates independently of the first.

(2364) **Note.**–Independent operation means two completely separate systems, from separate branch power supply circuits or distribution panels to antennas, so that failure of any component of one system will not render the other system inoperative.

(2365) (b) On each tanker of 10,000 gross tons or more that is subject to 46 U.S.C. 3708, the dual radar system required by this part must have a short range capability and a long range capability; and each radar must have true north features consisting of a display that is stabilized in azimuth.

§164.38 Automatic radar plotting aids (ARPA). (See 33 CFR 164.)

§164.39 Steering gear; Foreign tankers.

(2366) (a) This section applies to each foreign tanker of 10,000 gross tons or more, except a public vessel, that–

(2367) (1) Transfers oil at a port or place subject to the jurisdiction of the United States; or

(2368) (2) Otherwise enters or operates in the navigable waters of the United States, except a vessel described by §164.02 of this part.

(2369) (b) *Definitions*. The terms used in this section are as follows:

(2370) *Constructed* means the same as in Chapter II-1, Regulationsn1.1.2 and 1.1.3.1, of SOLAS 74.

(2371) *Existing tanker* means a tanker–

(2372) (1) For which the building contract is placed on or after June 1, 1979;

(2373) (2) In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after January 1, 1980;

(2374) (3) The delivery of which occurs on or after June 1, 1982; or

(2375) (4) That has undergone a major conversion contracted for on or after June 1, 1979; or construction of which was begun on or after January 1, 1980, or completed on or after June 1, 1982.

(2376) *Public vessel, oil hazardous materials, and foreign vessel* mean the same as in 46 U.S.C. 2101.

(2377) *SOLAS 74* means the International Convention for the Safety of Life at Sea, 1974, as amended.

(2378) *Tanker* means a self-propelled vessel defined as a tanker by 46 U.S.C. 2101(38) or as a tank vessel by 46 U.S.C. 2101(39).

(2379) (c) Each tanker constructed on or after September 1, 1984, must meet the applicable requirements of Chapter II-1, Regulations 29 and 30, of SOLAS 74.

(2380) (d) Each tanker constructed before September 1, 1984, must meet the requirements of Chapter II-1, Regulation 29.19, of SOLAS 74.

(2381) (e) Each tanker of 40,000 gross tons or more, constructed before September 1, 1984, that does not meet the single-failure criterion of Chapter II-1, Regulation 29.16, of SOLAS 74, must meet the requirements of Chapter II-1, Regulation 29.20, of SOLAS 74.

(2382) (f) Each tanker constructed before September 1, 1984, must meet the applicable requirements of Chapter II-1, Regulations 29.14 and 29.15, of SOLAS 74.

§164.40 Devices to indicate speed and distance.

(2383) (a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(2384) (1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States–

(2385) (i) If of 40,000 gross tons or more, by January 1, 1985;

(2386) (ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2387) (2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States–

(2388) (i) If of 40,000 gross tons or more, by September 1, 1986;

(2389) (ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(2390) (iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(2391) (b) The device must meet the following specifications:

(2392) (1) The display must be easily readable on the bridge by day or night.

(2393) (2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(2394) (3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

§164.41 Electronic position fixing devices.

(2395) (a) Each vessel calling at a port in the continental United States, including Alaska south of Cape Prince of Wales, except each vessel owned or bareboat chartered and operated by the United States, or by a state or its political subdivision, or by a foreign nation, and not engaged in commerce, must have one of the following:

(2396) (1) A Type I or II LORAN C receiver as defined in Section 1.2(e), meeting Part 2 (Minimum Performance Standards) of the Radio Technical Commission for Marine Services (RTCM) Paper 12-78/DO-100 dated December 20, 1977, entitled "Minimum Performance Standards (MPS) Marine Loran-C Receiving Equipment". Each receiver installed on or after June 1, 1982, must have a label with the information required under Paragraph (b) of this section. If the receiver is installed before June 1, 1982, the receiver must have the label with the information required under Paragraph (b) by June 1, 1985.

(2397) (2) A satellite navigation receiver with:

(2398) (I) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(2399) (ii) Position updates derived from satellite information during each usable satellite pass.

(2400) (3) 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-80-16, I). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Office of Navigation Safety and Waterway Services, 2100 Second Street, SW, Washington, DC 20593-0001. 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.

(2401) **Note.**–The Federal Radionavigation Plan is available from the National Technical Information Service, Springfield, Va. 22161, with the following Government Accession Numbers:

(2402) Vol 1, ADA 116468

(2403) Vol 2, ADA 116469

(2404) Vol 3, ADA 116470

(2405) Vol 4, ADA 116471

(2406) (b) Each label required under Paragraph (a)(1) of this section must show the following:

(2407) (1) The name and address of the manufacturer.

(2408) (2) The following statement by the manufacturer:

(2409) This receiver was designed and manufactured to meet Part 2 (Minimum Performance Standards) of the RTCM MPS for Marine Loran-C Receiving Equipment.

§164.42 Rate of turn indicator.

(2410) Each vessel of 100,000 gross tons or more constructed on or after September 1, 1984, shall be fitted with a rate of turn indicator.

§164.43 Automated Dependent Surveillance Shipborne Equipment.

(2411) (a) Each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) must do so by an installed Automated Dependent Surveillance Shipborne Equipment (ADSSE) system consisting of a:

(2412) (1) Twelve-channel all-in-view Differential Global Positioning System (DGPS) receiver;

(2413) (2) Marine band Non-Directional Beacon receiver capable of receiving DGPS error correction messages;

(2414) (3) VHF-FM transceiver capable of Digital Selective Calling (DSC) on the designated DSC frequency; and

(2415) (4) Control unit.

(2416) (b) An ADSSE must have the following capabilities:

(2417) (1) Use DGPS to sense the position of the vessel and determine the time of the position using Universal Coordinated Time (UTC);

(2418) (2) Fully use the broadcast type 1, 2, 3, 5, 6, 7, 9, and 16 messages, as specified in RTCM Recommended Standards for Differential NAVSTAR GPS Service in determining the required information;

(2419) (3) Achieve a position error which is less than ten meters (32.8 feet) 2 distance root mean square (2 drms) from the true North American Datum of 1983 (NAD 83) in the position information transmitted to a VTS;

(2420) (4) Achieve a course error of less than 0.5 degrees from true course over ground in the course information transmitted to a VTS;

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(2421) (5) Achieve a speed error of less than 0.05 knots from true speed over ground in the speed information transmitted to a VTS;

(2422) (6) Receive and comply with commands broadcast from a VTS as DSC messages on the designated DSC frequency;

(2423) (7) Receive and comply with RTCM messages broadcast as minimum shift keying modulated medium frequency signals in the marine radiobeacon band, and supply the messages to the DGPS receiver;

(2424) (8) Transmit the vessel's position, tagged with the UTC position solution, course over ground, speed over ground, and Lloyd's identification number to a VTS;

(2425) (9) Display a visual alarm to indicate to shipboard personnel when a failure to receive or utilize the RTCM messages occurs;

(2426) (10) Display a separate visual alarm which is triggered by a VTS utilizing a DSC message to indicate to shipboard personnel that the U.S. Coast Guard DGPS system cannot provide the required error correction messages; and

(2427) (11) Display two RTCM type 16 messages, one of which must display the position error in the position error broadcast.

(2428) (c) An ADSSE is considered non-operational if it fails to meet the requirements of Paragraph (b) of this section.

(2429) **Note:** Vessel Traffic Service (VTS) areas and operating procedures are set forth in Part 161 of this chapter.

§164.51 Deviations from rules: Emergency.

(2430) Except for the requirements of §164.53(b), in an emergency, any person may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment.

§164.53 Deviations from rules and reporting: Non-operating equipment.

(2431) (a) If during a voyage any equipment required by this part stops operating properly, the person directing the movement of the vessel may continue to the next port of call, subject to the directions of the District Commander or the Captain of the Port, as provided by 33 CFR 160.

(2432) (b) If the vessel's 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.

§164.55 Deviations from rules: Continuing operation or period of time.

(2433) The Captain of the Port, upon written application, may authorize a deviation from any rule in this part if he determines that the deviation does not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The authorization may be issued for vessels operating in the waters under the jurisdiction of the Captain of the Port for any continuing operation or period of time the Captain of the Port specifies.

§164.61 Marine casualty reporting and record retention.

(2434) When a vessel is involved in a marine casualty as defined in 46 CFR 4.03–1, the master or person in charge of the vessel shall–

(2435) (a) Ensure compliance with 46 CFR 4.05, "Notice of Marine Casualty and Voyage Records," and

(2436) (b) Ensure that the voyage records required by 46 CFR 4.05–15 are retained for–

(2437) (1) 30 days after the casualty if the vessel remains in the navigable waters of the United States; or

(2438) (2) 30 days after the return of the vessel to a United States port if the vessel departs the navigable waters of the United States within 30 days after the marine casualty.

§164.70 Definitions.

(2439) For purposes of §§164.72 through 164.82, the term–

(2440) *Current edition* means the most recent published version of a publication, chart, or map required by §164.72.

(2441) *Currently corrected edition* means a current or previous edition of a publication required by §164.72, corrected with changes that come from Notice to Mariners (NTMs) or Notices to Navigation reasonably available and that apply to the vessel's transit. Hand-annotated river maps from U.S. Army Corps of Engineers (ACOE) are currently corrected editions if issued within the previous 5 years.

(2442) *Great Lakes* means the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between miles 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between miles 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock.

(2443) *Swing-meter* means an electronic or electric device that indicates that rate of turn of the vessel on board which it is installed.

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(2444) *Towing vessel* means a commercial vessel engaged in or intending to engage in pulling, pushing or hauling alongside, or any combination of pulling, pushing, or hauling alongside.

(2445) *Western Rivers* means the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational-demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternative Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternative Route including the Old River and the Red River and those waters specified by §§89.25 and 89.27 of this chapter, and such other, similar waters as are designated by the COTP.

§164.72 Navigational-safety equipment, charts or maps, and publications required on towing vessels.

(2446) (a) Except as provided by §164.01(b), each towing vessel must be equipped with the following navigational-safety equipment:

(2447) (1) *Marine Radar*. By August 2, 1997, a marine radar that meets the following applicable requirements:

(2448) (i) For a vessel of less than 300 tons gross tonnage that engages in towing on navigable waters of the U.S., including Western Rivers, the radar must meet–

(2449) (A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR part 80; and

(2450) (B) RTCM Standard for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, RTCM Paper-71-95/SC112-STD, Version 1.1, display Category II and stabilization Category Bravo.

(2451) (ii) For a vessel of less than 300 tons gross tonnage that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet–

(2452) (A) The requirements of the FCC specified by 47 CFR part 80; and

(2453) (B) RTCM Standard for Marine Radar Equipment Installed on Ships of Less Than 300 Tons Gross Tonnage, RTCM Paper 71-95/SC112-STD, Version 1.1, display Category I and stabilization Category Alpha.

(2454) (iii) For a vessel of 300 tons gross tonnage or more that engages in towing on navigable waters of the U.S., including Western rivers, the radar must meet–

(2455) (A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR part 80; and

(2456) (B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191–93/SC112–X, Version 1.2 except the requirements for azimuth stabilization in Paragraph 3.10.

(2457) (iv) For a vessel of 300 tons gross tonnage or more that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet–

(2458) (A) The requirements of the FCC specified by 47 CFR Part 80; and

(2459) (B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191–93/SC112–X, Version 1.2.

(2460) (v) A towing vessel with an existing radar must meet the applicable requirements of paragraphs (a)(1)(i) through (iv) of this section by August 2, 1998; except that a towing vessel with an existing radar must meet the display and stabilization requirements of Paragraph (a)(1)(ii)(B) of this section by August 2, 2001.

(2461) (2) *Searchlight*. A searchlight, directable from the vessel's main steering station and capable of illuminating objects at a distance of at least two times the length of the tow.

(2462) (3) *VHF-FM Radio*. An installation or multiple installations of VHF-FM radios as prescribed by part 26 of this chapter and 47 CFR part 80, to maintain a continuous listening watch on the designated calling channel, VHF-FM Channel 13 (except on portions of the Lower Mississippi River, where VHF-FM Channel 67 is the designated calling channel), and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16, except when transmitting or receiving traffic on other VHF-FM channels or when participating in a Vessel Traffic Service (VTS) or monitoring a channel of a VTS. (Each U.S. towing vessel of 26 feet (about 8 meters) or more in length, except a public vessel, must hold a ship-radio-station license for radio transmitters (including radar and EPIRBs), and each operator must hold a restricted operator's license or higher. To get an application for either license, call (800) 418-FORM or (202) 418-FORM, or write to the FCC; Wireless Bureau, Licensing Division; 1270 Fairfield Road; Gettysburg, PA 17325-7245.)

(2463) (4) *Magnetic Compass*. Either–

(2464) (i) An illuminated swing-meter or an illuminated car-type magnetic steering compass readable from the vessel's main steering station, if the vessel engages in towing exclusively on Western Rivers; or

(2465) (ii) An illuminated card-type magnetic steering compass readable from the vessel's main steering station.

(2466) (5) *Echo Depth-Sounding Device*. By August 2, 2001, an echo depth-sounding device readable from the

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TABLE 164.72—EQUIPMENT, CHARTS OR MAPS, AND PUBLICATIONS OF TOWING VESSELS FOR 12 METERS OR MORE IN LENGTH

	Western rivers	**U.S. navigable waters other than Western rivers**	**Waters seaward of navigable waters and 3 NM or more from shore on the Great Lakes**
Marine Radar: Towing vessels of less than 300 GT.	RTCM Paper 71-95/SC112-STD Version 1.1, Display Category II[1] Stabilization Category BRAVO.	RTCM Paper 71-95/SC112-STD Version 1.1, Display Category II[1] Stabilization Category BRAVO.	RTCM Paper 71-95/SC112-STD Version 1.1, Display Category I[2] Stabilization Category ALPHA.
Towing vessels of 300 GT or more.	RTCM Paper 191-93/SC112-X Version 1.2 (except the Azmuth stabilization requirement in paragraph 3.10).[1]	RTCM Paper 191-93/SC112-X Version 1.2 (except the Azmuth stabilization requirement in paragraph 3.10).[1]	RTCM Paper 191-93/SC112-X Version 1.2.[1]
Searchlight	X	X	X.
VHF-FM radio	X	X	X.
Magnetic compass	X[3]	X	X.
Swing-meter	X[3]		
Echo depth-sounding device.		X	X.
Electronic position-fixing device.			X.
Charts or maps	(1) Large enough scale	(1) Large enough scale	(1) Large enough scale.
	(2) Current edition or currently corrected edition	(2) Current edition or currently corrected edition	(2) Currently corrected edition.
General publications.	(1) U.S. Coast Guard Light List	(1) U.S. Coast Guard Light List	(1) U.S. Coast Guard Light List.
	(2) Notices to Navigation or Local Notice to Mariners.	(2) Local Notices to Mariners	(2) Local Notice to Mariners.
	(3) River-current Tables	(3) Tidal-current Tables	(3) Tidal-current Tables.
	. . . . .	(4) Tide Tables	(4) Tide Tables.
	. . . . .	(5) U.S. Coast Pilot	(5) U.S. Coast Pilot.

Notes:

[1]Towing vessels with existing radar must meet this requirement by August 2, 1998.

[2]Towing vessels with existing radar must meet this requirement by August 2, 1998, but do not need to meet the display and stabilization requirement until August 2, 2001.

[3]A towing vessel may carry either a swing-meter or a magnetic compass.

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vessel's main steering station, unless the vessel engages in towing exclusively on Western Rivers.

(2467) (6) *Electronic Position-Fixing Device*. An electronic position-fixing device, either a LORAN-C receiver or a satellite navigational system such as the Global Positioning System (GPS) as required by §164.41, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.

(2468) (b) Each towing vessel must carry on board and maintain the following:

(2469) (1) *Charts or maps*. Marine charts or maps of the areas to be transited, published by the National Ocean Service (NOS), the ACOE, or a river authority that satisfy the following requirements.

(2470) (i) The charts or maps must be of a large enough scale and have enough detail to make safe navigation of the areas possible.

(2471) (ii) The charts or maps must be either–

(2472) (A) Current editions or currently corrected editions, if the vessel engages in towing exclusively on navigable waters of the U.S., including Western Rivers; or

(2473) (B) Currently corrected editions, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.

(2474) (iii) The charts or maps may be, instead of charts or maps required by paragraphs (b)(1) (I) and (ii) of this section, currently corrected marine charts or maps, or applicable extracts, published by a foreign government. These charts or maps, or applicable extracts, must contain information similar to that on the charts or maps required by paragraphs (b)(1) (I) and (ii) of the section, be of large enough scale, and have enough detail to make safe navigation of the areas possible, and must be currently corrected.

(2475) (2) *General publications*. A currently corrected edition of, or an applicable currently corrected extract from, each of the following publications for the area to be transited:

(2476) (i) If the vessel is engaged in towing exclusively on Western Rivers–

(2477) (A) U.S. Coast Guard Light List;

(2478) (B) Applicable Notices to Navigation published by the ACOE, or Local Notices to Marines (LNMs) published by the Coast Guard, for the area to be transited, when available; and

(2479) (c) River-current tables published by the ACOE or a river authority, if available.

(2480) (ii) if the vessel is engaged other than in towing exclusively on Western Rivers–

(2481) (A) Coast Guard Light List;

(2482) (B) Notices to Mariners published by the National Imagery and Mapping Agency, or LNMs published by the Coast Guard;

(2483) (C) Tidal-current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;

(2484) (D) Tide tables published by private entities using data provided by the NOS; and

(2485) (E) U.S. Coast Pilot.

(2486) (c) Table 164.72, following, summarizes the navigational-safety equipment, charts or maps, and publications required for towing vessels of 12 meters or more in length:

§164.74 Towline and terminal gear for towing astern.

(2487) (a) *Towline*. The owner, master, or operator of each vessel towing astern shall ensure that the strength of each towline is adequate for its intended service, considering at least the following factors:

(2488) (1) The size and material of each towline must be–

(2489) (i) Appropriate for the horsepower or bollard pull of the vessel;

(2490) (ii) Appropriate for the static loads and dynamic loads expected during the intended service;

(2491) (iii) Appropriate for the sea conditions expected during the intended service;

(2492) (iv) Appropriate for exposure to the marine environment and to any chemicals used or carried on board the vessel;

(2493) (v) Appropriate for the temperatures of normal stowage and service on board the vessel;

(2494) (vi) Compatible with associated navigational-safety equipment; and

(2495) (vii) Appropriate for the likelihood of mechanical damage.

(2496) (2) Each towline as rigged must be–

(2497) (i) Free of knots;

(2498) (ii) Spliced with a thimble, or have a poured socket at its end; and

(2499) (iii) Free of wire clips except for temporary repair, for which the towline must have a thimble and either five wire clips or as many wire clips as the manufacturer specifies for the nominal diameter and construction of the towline, whichever is more.

(2500) (3) The condition of each towline must be monitored through the–

(2501) (i) Keeping on board the towing vessel or in company files of a record of the towline's initial minimum breaking strength as determined by the manufacturer, by a classification ("class") society authorized in §157.04 of this chapter, or by a tensile test that meets API Specifications 9A, Specification for Wire Rope, Section 3; ASTM D 4268 (incorporated by reference, see

§164.03), Standard Test Method for Testing Fiber Ropes; or Cordage Institute CIA 3, Standard Test Methods for Fiber Rope Including Standard Terminations;

(2502) (ii) If the towline is purchased from another owner, master, or operator of a vessel with the intent to use it as a towline or if it is retested for any reason, keeping on board the towing vessel or in company files of a record of each retest of the towline's minimum breaking strength as determined by a class society authorized in §157.04 of this chapter or by a tensile test that meets API Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute CIA 3, Standard Test Methods;

(2503) (iii) Conducting visual inspections of the towline in accordance with the manufacturer's recommendations, or at least monthly, and whenever the serviceability of the towline is in doubt (the inspections being conducted by the owner, master, or operator, or by a person on whom the owner, master, or operator confers the responsibility to take corrective measures appropriate for the use of the towline);

(2504) (iv) Evaluating the serviceability of the whole towline or any part of the towline, and removing the whole or part from service either as recommended by the manufacturer or a class society authorized in §157.04 of this chapter or in accordance with a replacement schedule developed by the owner, master, or operator that accounts for at least the–

(2505) (A) Nautical miles on, or time in service of, the towline;

(2506) (B) Operating conditions experienced by the towline;

(2507) (C) History of loading of the towline;

(2508) (D) Surface condition, including corrosion and discoloration, of the towline;

(2509) (E) Amount of visible damage to the towline;

(2510) (F) Amount of material deterioration indicated by measurements of diameter and, if applicable, measurements of lay extension of the towline; and

(2511) (G) Point at which a tensile test proves the minimum breaking strength of the towline inadequate by the standards of Paragraph (a)(1) of this section, if necessary; and

(2512) (v) Keeping on board the towing vessel or in company files of a record of the material condition of the towline when inspected under paragraphs (a)(3)(iii) and (iv) of this section. Once this record lapses for three months or more, except when a vessel is laid up or out of service or has not deployed its towline, the owner, master, or operator shall retest the towline or remove it from service.

(2513) (b) *Terminal gear*. The owner, master, or operator of each vessel towing astern shall ensure that the gear used to control, protect, and connect each towline meets the following criteria:

(2514) (1) The material and size of the terminal gear are appropriate for the strength and anticipated loading of the towline and for the environment;

(2515) (2) Each connection is secured by at least one nut with at least one cotter pin or other means of preventing its failure;

(2516) (3) The lead of the towline is appropriate to prevent sharp bends in the towline from fairlead blocks, chocks, or tackle;

(2517) (4) There is provided a method, whether mechanical or non-mechanical, that does not endanger operating personnel but that easily releases the towline;

(2518) (5) The towline is protected from abrasion or chafing by chafing gear, lagging, or other means;

(2519) (6) Except on board a vessel towing in ice on Western Rivers or one using a towline of synthetic or natural fiber, there is fitted a winch that evenly spools and tightly winds the towline; and

(2520) (7) If a winch is fitted, there is attached to the main drum a brake that has holding power appropriate for the horsepower or bollard pull of the vessel and can be operated without power to the winch.

§164.76 Towline and terminal gear for towing alongside and pushing ahead.

(2521) The owner, master, or operator of each vessel towing alongside or pushing ahead shall ensure the face wires, spring lines, and push gear used–

(2522) (a) Are appropriate for the vessel's horsepower;

(2523) (b) Are appropriate for the arrangement of the tow;

(2524) (c) Are frequently inspected; and

(2525) (d) Remain serviceable.

§164.78 Navigation under way: Towing vessels.

(2526) (a) The owner, master, or operator of each vessel towing shall ensure that each person directing and controlling the movement of the vessel–

(2527) (1) Understands the arrangement of the tow and the effects of maneuvering on the vessel towing and on the vessel, barge, or object being towed;

(2528) (2) Can fix the position of the vessel using installed navigational equipment, aids to navigation, geographic reference-points, and hydrographic contours;

(2529) (3) Does not fix the position of the vessel using buoys alone (Buoys are aids to navigation placed in approximate positions either to alert mariners to hazards to navigation or to indicate the orientation of a channel. They may not maintain exact charted positions, because strong or varying currents, heavy seas, ice and collisions with vessels can move or sink them or set them adrift. Although they may corroborate a position fixed by other means, they cannot fix a position;

however, if no other aids are available, buoys alone may establish an estimated position.);

(2530) (4) Evaluates the danger of each closing visual or radar contact;

(2531) (5) Knows and applies the variation and deviation, where a magnetic compass is fitted and where charts or maps have enough detail to enable this type of correction;

(2532) (6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited; and

(2533) (7) Proceeds at a speed prudent for the weather, visibility, traffic density, tow draft, possibility of wake damage, speed of the current, and local speed-limits.

(2534) (b) The owner, master, or operator of each vessel towing shall ensure that the tests and inspections required by §164.80 are conducted and that the results are entered in the log or other record carried on board.

§164.80 Tests and inspections.

(2535) (a) The owner, master, or operator of each towing vessel of less than 1,600 GT shall ensure that the following tests and inspections of gear occur before the vessel embarks on a voyage of more than 24 hours or when each new master or operator assumes command:

(2536) (1) *Steering-systems*. A test of the steering-gear-control system; a test of the main steering gear from the alternative power supply, if installed; a verification of the rudder-angle indicator relative to the actual position of the rudder; and a visual inspection of the steering gear and its linkage.

(2537) (2) *Navigational equipment*. A test of all installed navigational equipment.

(2538) (3) *Communications*. Operation of all internal vessel control communications and vessel-control alarms, if installed.

(2539) (4) *Lights*. Operation of all navigational lights and all searchlights.

(2540) (5) *Terminal gear*. Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and the winch brake, if installed.

(2541) (6) *Propulsion systems*. Visual inspection of the spaces for main propulsion machinery, of machinery, and of devices for monitoring machinery.

(2542) (b) The owner, master, or operator of each towing vessel of 1,600 GT or more shall ensure that the following tests of equipment occur at the frequency required by §164.25 and that the following inspections of gear occur before the vessel embarks on a voyage of more than 24 hours or when each new master or operator assumes command:

(2543) (1) *Navigational equipment*. Tests of onboard equipment as required by §164.25.

(2544) (2) *Terminal gear*. Visual inspection of tackle; of connections of bridle and towing pendant, if applicable; of chafing gear; and of the winch brake, if installed.

§164.82 Maintenance, failure, and reporting.

(2545) (a) *Maintenance*. The owner, master, or operator or each towing vessel shall maintain operative the navigational-safety equipment required by §164.72.

(2546) (b) *Failure*. If any of the navigational-safety equipment required by §164.72 fails during a voyage, the owner, master, or operator of the towing vessel shall exercise due diligence to repair it at the earliest practicable time. He or she shall enter its failure in the log or other record carried on board. The failure of equipment, in itself, does not constitute a violation of this rule; nor does it constitute unseaworthiness; nor does it obligate an owner, master, or operator to moor or anchor the vessel. However, the owner, master, or operator shall consider the state of the equipment-along with such factors as weather, visibility, traffic, and the dictates of good seamanship-in deciding whether it is safe for the vessel to proceed.

(2547) (c) *Reporting*. The owner, master, or operator of each towing vessel whose equipment is inoperative or otherwise impaired while the vessel is operating within a Vessel Traffic Service (VTS) Area shall report the fact as required by 33 CFR 161.124. (33 CFR 161.124 requires that each user of a VTS report to the Vessel Traffic Center as soon as practicable:

(2548) (1) Any absence or malfunction of vessel-operating equipment for navigational safety, such as propulsion machinery, steering gear, radar, gyrocompass, echo depth-sounding or other sounding device, automatic dependent surveillance equipment, or navigational lighting;

(2549) (2) Any condition on board the vessel likely to impair navigation, such as shortage of personnel or lack of current nautical charts or maps, or publications; and

(2550) (3) Any characteristics of the vessel that affect or restrict the maneuverability of the vessel, such as arrangement of cargo, trim, loaded condition, under-keel clearance, and speed.)

(2551) (d) *Deviation and authorization*. The owner, master, or operator of each towing vessel unable to repair within 96 hours an inoperative marine radar required by §164.72(a) shall so notify the Captain of the Port (COTP) and shall seek from the COTP both a deviation from the requirements of this section and an authorization for continued operation in the area to be transited. Failure of redundant navigational-safety equipment, including but not limited to failure of one of two installed radars, where each satisfies §164.72(a), does not necessitate either a deviation or an authorization.

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(2552) (1) The initial notice and request for a deviation and an authorization may be spoken, but the request must also be written. The written request must explain why immediate repair is impracticable, and state when and by whom the repair will be made.

(2553) (2) The COTP, upon receiving even a spoken request, may grant a deviation and an authorization from any of the provisions of §§164.70 through 164.82 for a specified time if he or she decides that they would not impair the safe navigation of the vessel under anticipated conditions.

Part 165–Regulated Navigation Areas and Limited Access Areas

Subpart A–General

§165.1 Purpose of part.

(2554) The purpose of this part is to–

(2555) (a) Prescribe procedures for establishing different types of limited or controlled access areas and regulated navigation areas;

(2556) (b) Prescribe general regulations for different types of limited or controlled access areas and regulated navigation areas;

(2557) (c) Prescribe specific requirements for established areas; and

(2558) (d) List specific areas and their boundaries.

§165.5 Establishment procedures.

(2559) (a) A safety zone, security zone, or regulated navigation area may be established on the initiative of any authorized Coast Guard official.

(2560) (b) Any person may request that a safety zone, security zone, or regulated navigation area be established. Except as provided in Paragraph (c) of this section, each request must be submitted in writing to either the Captain of the Port or District Commander having jurisdiction over the location as described in 33 CFR 3, and include the following:

(2561) (1) The name of the person submitting the request;

(2562) (2) The location and boundaries of the safety zone, security zone, or regulated navigation area;

(2563) (3) The date, time, and duration that the safety zone, security zone, or regulated navigation area should be established;

(2564) (4) A description of the activities planned for the safety zone, security zone, or regulated navigation area;

(2565) (5) The nature of the restrictions or conditions desired; and

(2566) (6) The reason why the safety zone, security zone, or regulated navigation area is necessary.

(2567) (Requests for safety zones, security zones, and regulated navigation areas are approved by the Office of Management and Budget under control numbers 2115-0076, 2115-0219, and 2115-0087.)

(2568) (c) Safety Zones and Security Zones. If, for good cause, the request for a safety zone or security zone is made less than 5 working days before the zone is to be established, the request may be made orally, but it must be followed by a written request within 24 hours.

§165.7 Notification.

(2569) (a) The establishment of these limited access areas and regulated navigation areas is considered rulemaking. The procedures used to notify persons of the establishment of these areas vary depending upon the circumstances and emergency conditions. Notification may be made by marine broadcasts, local notice to mariners, local news media, distribution in leaflet form, and on-scene oral notice, as well as publication in the Federal Register.

(2570) (b) Notification normally contains the physical boundaries of the area, the reasons for the rule, its estimated duration, and the method of obtaining authorization to enter the area, if applicable, and special navigational rules, if applicable.

(2571) (c) Notification of the termination of the rule is usually made in the same form as the notification of its establishment.

§165.8 Geographic coordinates.

(2572) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B–Regulated Navigation Areas

§165.10 Regulated navigation area.

(2573) A regulated navigation area is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

§165.11 Vessel operating requirements (regulations).

(2574) Each District Commander may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations–

(2575) (a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;

(2576) (b) Establishing vessel size, speed, draft limitations, and operating conditions; and

(2577) (c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances.

§165.13 General regulations.

(2578) (a) The master of a vessel in a regulated navigation area shall operate the vessel in accordance with the regulations contained in Subpart F.

(2579) (b) No person may cause or authorize the operation of a vessel in a regulated navigation area contrary to the regulations in this Part.

Subpart C–Safety Zones

§165.20 Safety zones.

(2580) A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

§165.23 General regulations.

(2581) Unless otherwise provided in this part–

(2582) (a) No person may enter a safety zone unless authorized by the COTP or the District Commander.

(2583) (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander.

(2584) (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and

(2585) (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander issued to carry out the purposes of this subpart.

Subpart D–Security Zones

§165.30 Security Zones.

(2586) (a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

(2587) (b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature–

(2588) (1) Vessels,

(2589) (2) Harbors,

(2590) (3) Ports and

(2591) (4) Waterfront facilities–in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

§165.33 General regulations.

(2592) Unless otherwise provided in the special regulations in Subpart F of this part–

(2593) (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;

(2594) (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;

(2595) (c) The Captain of the Port may take possession and control of any vessel in the security zone;

(2596) (d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;

(2597) (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and

(2598) (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

Subpart E–Restricted Waterfront Areas

§165.40 Restricted waterfront areas.

(2599) The Commandant, may direct the COTP to prevent access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein. This section may apply to persons who do not possess the credentials outlined in §125.09 of this chapter when certain shipping activities are conducted that are outlined in §125.15 of this chapter.

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Subpart F–Specific Regulated Navigation Areas and Limited Access Areas

§165.1101 Security Zone: San Diego Bay, California.

(2600) (a) *Location*. The following area is a security zone: The water area within Naval Station, San Diego enclosed by the following points: Beginning at

(2601) 32°41'16.5"N., 117°08'01"W. (Point A); thence running southwesterly to

(2602) 32°41'02.5"N., 117°08'08.05"W. (Point B); to

(2603) 32°40'55.0"N., 117°08'00.0"W. (Point C); to

(2604) 32°40'49.5"N., 117°07'55.5"W. (Point D); to

(2605) 32°40'44.6"N., 117°07'49.3"W. (Point E); to

(2606) 32°40'37.8"N., 117°07'43.2"W., (Point F); to

(2607) 32°40'30.9"N., 117°07'39.0"W. (Point G);

(2608) 32°40'24.5"N., 117°07'35.0"W. (Point H); to

(2609) 32°40'17.2"N., 117°07'30.8"W. (Point I); to

(2610) 32°40'10.6"N., 117°07'30.5"W. (Point J); to

(2611) 32°39'59.0"N., 117°07'29.0"W. (Point K); to

(2612) 32°39'49.8"N., 117°07'27.2"W. (Point L); to

(2613) 32°39'43.0"N., 117°07'25.5"W. (Point M);

(2614) 32°39'36.5"N., 117°07'24.2"W., (Point N); thence running easterly to

(2615) 32°39'38.5"N., 117°07'06.5"W. (Point O); thence running generally northwesterly along the shoreline of the Naval Station to the place of beginning. All coordinates referenced use datum: NAD 1983.

(2616) (b) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base San Diego; or Commander, Navy Region Southwest.

(2617) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(2618) (c) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(2619) (d) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1102 Security Zone: San Diego Bay, California.

(2620) (a) *Location*. The following area is a security zone: The water area adjacent to the Naval Ocean Systems Center, San Diego, California, and the Naval Supply Center, San Diego, California, described as follows:

(2621) Commencing at a point on the shoreline of Point Loma, at

(2622) 32°41'57.8"N., 117°14'17.5"W (Point A), for a place of beginning; thence easterly to

(2623) 32°41'56.0"N., 117°14'09.9"W (Point B); thence northeasterly to

(2624) 32°42'03.8"N., 117°14'04.7"W (Point C); thence northeasterly to

(2625) 32°42'10.2"N., 117°14'00.6"W (Point D); thence northwesterly to

(2626) 32°42'14.6"N., 117°14'02.1"W (Point E); thence northwesterly to

(2627) 32°42'22.7"N., 117°14'05.8"W (Point F); thence northwesterly to

(2628) 32°42'28.3"N., 117°14'08.4"W (Point G); thence westerly to

(2629) 32°42'28.3"N., 117°14'09.6"W (Point H); thence generally southerly along the shorelines of Point Loma to the place of beginning (Point A).

(2630) (b) *Regulations*. In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, the Commander, Naval Base, San Diego, the Commander, Naval Ocean Systems Center, San Diego, or the Commanding Officer, Naval Supply Center, San Diego. Section 165.33 also contains other general requirements.

§165.1103 Security Zone: San Diego Bay, CA.

(2631) (a) *Location*. The following area is a security zone: The water adjacent to the Naval Submarine Base, San Diego commencing on a point on the shoreline of Ballast Point, at 32°41'11.2"N., 117°13.57.0"W. (Point A), thence northerly to

(2632) 32°41'31.8"N., 117°14'00.6"W. (Point B), thence westerly to

(2633) 32°41'32.7"N., 117°14'03.2"W. (Point C), thence southwesterly to

(2634) 32°41'30.5"N., 117°14'17.5"W. (Point D), thence generally southeasterly along the shoreline of the Naval Submarine Base to the point of beginning. (Point A). All coordinates referenced use datum: NAD 1983.

(2635) (b) R*egulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base Point Loma; or Commander, Navy Region Southwest.

(2636) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

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(2637) (c) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(2638) (d) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1104 Security Zone: San Diego Bay, CA.

(2639) (a) *Location*. The following area is a security zone: on the waters along the northern shoreline of Naval Base Coronado, the area enclosed by the following points: Beginning at

(2640) 32°42'53.0"N., 117°11'45.0 W. (Point A); thence running northerly to

(2641) 32°42'55.5"N., 117°11'45.0"W., (Point B); thence running easterly to

(2642) 32°42'57.0"N., 117°11'31.0"W., (Point C); thence southeasterly to

(2643) 32°42'42.0"N., 117°11'04.0"W. (Point D); thence southeasterly to

(2644) 32°42'21.0"N., 117°10'47.0"W. (Point E) thence running southerly to

(2645) 32°42'13.0"N., 117°10'51.0"W. (Point F); thence running generally northwesterly along the shoreline of Naval Base Coronado to the place of beginning. All coordinates referenced use datum: NAD 1983.

(2646) (b) *Regulations*. (1) In accordance with the general regulations in Sec. 165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base Coronado, or Commander, Navy Region Southwest.

(2647) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(2648) (c) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(2649) (d) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1105 Security Zone: San Diego Bay, California.

(2650) (a) *Location*: (1) The following area is a security zone: The water area adjacent to Naval Air Station North Island, Coronado, California, and within 100 yards (91 meters) of Bravo Pier, and vessels moored thereto, bounded by the following points (when no vessel is moored at the pier):

(2651) (i) 32°41'53.0"N., 117°13'33.6"W.;

(2652) (ii) 32°41'53.0"N., 117°13'40.6"W.;

(2653) (iii) 32°41'34.0"N., 117°13'40.6"W.;

(2654) (iv) 32°41'34.0"N., 117°13'34.1"W.

(2655) (2) Because the area of this security zone is measured from the pier and from vessels moored thereto, the actual area of this security zone will be larger when a vessel is moored at Bravo Pier.

(2656) (b) *Regulations*: In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commanding Officer, Naval Air Station North Island. Section 165.33 also contains other general requirements.

§165.1106 San Diego Bay, California–safety zone.

(2657) (a) The waters of San Diego Bay enclosed by the following boundaries are a safety zone:

(2658) From a point located on the boundary of Coast Guard Air Station San Diego, California at latitude 32°43'37.2"N., longitude 117°10'45.0"W. (point A), for a point of beginning; thence southeasterly to latitude 32°43'36.2"N., longitude 117°10'41.5"W. (point B); thence southwesterly to latitude 32°43'20.2"N., longitude 117°10'49.5"W. (point C); thence northwesterly to latitude 32°43'25.7"N., longitude 117°11'04.6"W. (point D); thence northeasterly to latitude 32°43'35.7"N., longitude 117°10'59.5"W. (point E); thence generally easterly along the air station boundary to the point of beginning (point A).

(2659) (b) (1) In accordance with the general regulations in §165.23 of this Part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, except as provided for below.

(2660) (2) Vessels may transit the area of this safety zone without permission, but may not anchor, stop, remain within the zone, or approach within 100 yards (92 meters) of the land area of Coast Guard Air Station San Diego or structures attached thereto.

§165.1107 San Diego Bay, California.

(2661) (a) *Location*. The area encompassed by the following geographic coordinates is a regulated navigation area:

(2662) 32°41'24.6"N., 117°14'21.9"W.

(2663) 32 41'34.2"N., 117°13'58.5"W.

(2664) 32°41'34.2"N., 117°13'37.2"W., thence south along the shoreline to

(2665) 32°41'11.2"N., 117°13'31.3"W.

(2666) 32°41'11.2"N., 117°13'58.5"W., thence north along the shoreline to the point of origin.

(2667) Datum: NAD 1983.

(2668) (b) *Regulations*. (1) During submarine docking/undocking operations at the U.S. Naval Submarine Base on Ballast Point, San Diego Bay, California,

mariners transiting within the regulated navigation area shall proceed at a speed that generates no wake from their vessel.

(2669) (2) The Coast Guard will issue a Broadcast Notice to Mariners, and if time permits a Local Notice to Mariners, to inform the maritime community of the dates and times of the submarine docking/undocking operations covered by paragraph (b)(1).

(2670) (3) The master and/or operator of a vessel within the regulated navigation area shall comply with any other orders or directions issued by the Coast Guard as required for the safety of the submarine docking/undocking operations covered by paragraph (b)(1).

§165.1108 Security Zones; Cruise Ships, Port of San Diego, California.

(2671) (a) *Definition*. "Cruise Ship" as used in this section means a passenger vessel, except for a ferry, 100 gross tons or more, authorized to carry more than 12 passengers for hire; capable of making international voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked, disembarked or at a port of call in the San Diego port.

(2672) (b) *Location*. The following areas are security zones:

(2673) (1) All waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is anchored at a designated anchorage within the San Diego port area inside the sea buoys bounding the port of San Diego.

(2674) (2) The shore area and all waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is moored at any berth within the San Diego port area inside the sea buoys bounding the Port of San Diego; and

(2675) (3) All waters, extending from the surface to the sea floor, within a 100 yard radius around any cruise ship that is underway on the waters inside the sea buoys bounding the Port of San Diego.

(2676) (c) *Regulations*. (1) In accordance with the general regulation in §165.33 of the part, entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port, San Diego or his designated representative.

(2677) (2) Persons desiring to transit the area of the security zones may contact the Captain of the Port at telephone number (619) 683-6495 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(2678) (d) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(2679) (e) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zones by the San Diego Harbor Police.

§165.1120 Security Zone; Naval Amphibious Base, San Diego, CA.

(2680) (a) *Location.* The following area is a security zone: the waters of San Diego Bay, enclosed by lines connecting the following points: Beginning at

(2681) 32°40'30.0"N., 117°10'03.0"W. (Point A): thence running northeasterly to

(2682) 32°40'54.0"N., 117°09'35.5"W. (Point B); thence running northeasterly to

(2683) 32°40'55.0"N., 117°09'27.0"W. (Point C); thence running southeasterly to

(2684) 32°40'43.0"N., 117°09'09.0"W. (Point D); thence running southerly to

(2685) 32°40'39.0"N., 117°09'08.0"W. (Point E); thence running southwesterly to

(2686) 32°40'30.0"N., 117°09'12.9"W. (Point F); thence running a short distance to

(2687) 32°40'29.0"N., 117°09'14.0"W. (Point G); thence running southwesterly to

(2688) 32°40'26.0"N., 117°09'17.0"W. (Point H); thence running northwesterly to the shoreline to

(2689) 32°40'31.0"N., 117°09'22.5"W. (Point I), thence running along the shoreline to the beginning point.

(2690) (b) *Regulations*. In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commander, Navy Region Southwest.

(2691) (c) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1121 Security Zone: Fleet Supply Center Industrial Pier, San Diego, CA.

(2692) (a) *Location*. The following area is a security zone; the waters of San Diego Bay extending approximately 100 feet from the north, west, and south sides of the Fleet Industrial Supply Center enclosed by lines connecting the following points: Beginning at

(2693) 32°42'50"N., 117°10'25'W. (Point A); to

(2694) 32°42'50"N., 117°10'38'W. (Point B); to

(2695) 32°42'54"N., 117°10'38'W. (Point C); to

(2696) 32°42'54"N., 117°10'25'W. (Point D).

(2697) (b) *Regulations*. In accordance with the general regulations in §165.33, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commander, Navy Region Southwest. Section 165.33 also contains other general requirements.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

(2698) (c) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1131 Security Zone: Wilson Cove, San Clemente Island, California.

(2699) (a) Location. The following area is a security zone: The water area adjacent to San Clemente Island, California within 1.5 nautical miles (1.73 statute miles, 2.8 kilometers) of the shoreline of San Clemente Island from Wilson Cove North End Light (LLNR 2565) to Spruce Pier, approximately 4.1 nautical miles (4.7 statute miles, 7.65 kilometers) southeast of Wilson Cove North End Light, described as follows: Starting at a point on the shoreline of San Clemente Island, California, in position

(2700) 33°01'25.0"N., 118°33'43.0"W. for a place of beginning (point A), thence northeasterly to

(2701) 33°02'11.0"N., 118°32'13.5"W. (point B), thence southeasterly to

(2702) 32°58'40.5"N., 118°29'15.5"W. (point C), thence southwesterly to

(2703) 32°57'54.0"N., 118°31'17.2"W. (point D), thence northwesterly along the shoreline of San Clemente Island to the place of beginning.

(2704) (b) Regulations. In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, San Diego, California. Section 165.33 also contains other general requirements.

§165.1151 Security Zones; Liquefied Hazardous Gas Tank Vessels, San Pedro Bay, California.

(2705) (a) *Definition*. "Liquefied Hazardous Gas" as used in this section means a liquid containing one or more of the products listed in Table 127.005 of this part that is carried in bulk on board a tank vessel as liquefied petroleum gas, liquefied natural gas, or similar liquefied gas products.

(2706) (b) *Location*. The following areas are security zones:

(2707) (1) All waters, extending from the surface of the sea floor, within a 500 yard radius around any liquefied hazardous gas (LHG) tank vessel that is anchored at a designated anchorage either inside the Federal breakwaters bounding San Pedro Bay or outside at designated anchorages within three nautical miles of the breakwater;

(2708) (2) The shore area and all waters, extending from the surface to the sea floor, within a 500 yard radius around any LHG tank vessel that is moored, or in the process of mooring, at any berth within the Los Angeles or Long Beach port areas inside the Federal breakwaters bounding San Pedro Bay;

(2709) (3) All waters, extending from the surface to the sea floor, within 1000 yards ahead and 500 yards on each side and astern of any LHG tank vessel that is underway either on the waters inside the Federal breakwaters bounding San Pedro Bay or on the waters within three nautical miles seaward of the Federal breakwaters.

(2710) (c) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port Los Angeles-Long Beach, or his or her designated representative.

(2711) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number (800) 221-USCG (8724) or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his or her designated representative.

(2712) (3) When any LHG tank vessels approach within 500 yards of a vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the LHG tank vessel's security zone unless it is either ordered by or given permission from the Captain of the Port Los Angeles-Long Beach to do otherwise.

(2713) (d) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(2714) *(e) Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of these security zones by the Los Angeles Port Police and the Long Beach Police Department.

§165.1152 San Pedro Bay, California—Regulated navigation area.

(2715) (a) *Applicability:* This section applies to all vessels unless otherwise specified. (Note: All geographic coordinates are defined using North American Datum 1983 (NAD 83)).

(2716) (b) *Deviations*. The Captain of the Port of Los Angeles-Long Beach or his or her designated representative may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(2717) (c) *Location*. (1) The San Pedro Bay Regulated Navigation Area (RNA) consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33°42.30'N., 118°17.60'W., with the following geographical positions:

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Latitude	Longitude
33°35.50'N.	118°17.60'W.
33°35.50'N.	118°09.00'W.
33°37.70'N.	118°06.50'W.
33°43.40'N.	118°10.80'W.

(2718) (2) The San Pedro Bay RNA consists of the following named sub-areas, defined by lines connecting their respective geographic coordinates:

(2719) (i) *The Los Angeles Pilot Area:*

Latitude	Longitude
33°42.50'N.	118°15.10'W. (Los Angeles Light)
33°42.62'N.	118°14.70'W.
33°41.30'N.	118°13.50'W.
33°40.85'N.	118°14.90'W.
33°42.50'N.	118°15.10'W.

(2720) (ii) T*he Long Beach Pilot Area:*

Latitude	Longitude
33°43.40'N.	118°11.20'W. (Long Beach Light)
33°43.40'N.	118°10.80'W.
33°41.50'N.	118°10.22'W.
33°40.52'N.	118°10.22'W.
33°40.52'N.	118°10.82'W.
33°41.50'N.	118°10.82'W.
33°43.40'N.	118°11.20'W.

(2721) (iii) *The Los Angeles Deep Water Traffic Lane:*

Latitude	Longitude
33°42.47'N.	118°14.95'W.
33°42.56'N.	118°14.75'W.
33°39.48'N.	118°13.32'W.
33°39.42'N.	118°13.55W.
33°42.47'N.	118°14.95'W.

(2722) (iv) *The Long Beach Deep Water Traffic Lane:*

Latitude	Longitude
33°43.43'N.	118°11.15'W.
33°43.39'N.	118°10.90'W.
33°41.51'N.	118°10.71'W.
33°41.50'N.	118°10.95W.
33°43.43'N.	118°11.15'W.

(2723) (v) *Los Angeles Deep Water Pilot Area:* A 0.5 nm radius around 33°39.00'N., 118°13.19'W.

(2724) (d) *General Regulations*. The following regulations contained in paragraphs (d)(1) through (d)(3) of this section apply to power driven vessels of 1,600 or more gross tons, a towing vessel of 8 meters (approximately 26 feet) or over in length engaged in towing, or vessels of 100 gross tons and upward carrying one or more passengers for hire.

(2725) (1) A vessel shall not exceed a speed of 12 knots through the water within the RNA.

(2726) (2) A vessel navigating within the RNA, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode and on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended period of time.

(2727) (3) A vessel navigating within the RNA shall maintain a minimum separation from other vessels of at least 0.25 nm.

(2728) (e) *Specific Regulations*—(1) Los Angeles Pilot Area. (i) No vessel may enter the Los Angeles Pilot Area unless it is entering or departing Los Angeles Harbor entrance (Angels Gate).

(2729) (ii) Vessels entering the Los Angeles Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(2730) (2) *Long Beach Pilot Area.* (i) No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor entrance (Queens Gate).

(2731) (ii) Vessels entering the Long Beach Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(2732) (iii) Every vessel shall leave Long Beach Approach Lighted Whistle Buoy "LB" to port when entering and departing Long Beach Channel and departing vessels shall pass across the southern boundary of the Long Beach Pilot Area.

(2733) (3) *Los Angeles and Long Beach Deep Water Traffic Lanes*. When a vessel of 50 foot draft or greater is using the Los Angeles or Long Beach Deep Water Traffic Lane no other vessel shall enter the Deep Water Traffic Lane if it will result in a meeting, crossing or overtaking situation.

(2734) (4) *Los Angeles Deep Water Pilot Area.* When a vessel of 50 foot draft or greater is embarking or disembarking a pilot in the Los Angeles Deep Water Pilot

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Area no other vessel shall enter the Deep Water Pilot Area.

(2735) (5) Vessels described in Paragraph (d) of this section may not enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by the line beginning at Los Angeles Main Channel Entrance Light 2 (33°42.70'N., 118°14.70'W.), thence east along the Middle Breakwater to Long Beach Light (33°43.40'N., 118°11.20'W.), thence south to (33°43.08'N., 118°11.26'W.), thence westerly to (33°43.08'N., 118°12.26'W.), thence southwesterly parallel to the breakwater to (33°42.43'N., 118°14.30'W.), thence to the point of origin, unless such vessel is:

(2736) (i) In an emergency;

(2737) (ii) Proceeding to anchor in or departing Commercial Anchorage G;

(2738) (iii) Standing by with confirmed pilot boarding arrangements; or,

(2739) (iv) Engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater.

§165.1155 Security Zone; Diablo Canyon Nuclear Power Plant, Avila Beach, California.

(2740) (a) *Location*. The following area is a security zone: all waters of the Pacific Ocean, from surface to bottom, within a 2,000 yard radius of Diablo Canyon Nuclear Power Plant centered at position 35°12'23"N., 120°51'23"W. [Datum: NAD 83].

(2741) (b) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Los Angeles-Long Beach, or his or her designated representative.

(2742) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 1-800-221-8724 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(2743) (c) *Authority*. In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

§165.T11–078 Security Zones; Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, San Francisco Bay, California.

(2744) (a) *Location*. All waters extending from the surface to the sea floor, 25 yards around all piers, abutments, fenders and pilings of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, San Francisco Bay, California.

(2745) (b) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into these security zones is prohibited, unless doing so is necessary for safe navigation, to conduct official business such as scheduled maintenance or retrofit operations, or unless specifically authorized by the Captain of the Port San Francisco Bay, or his designated representative.

(2746) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 510-437-3073 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(2747) (d) *Authority*. In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(2748) (e) *Enforcement*. All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty officers of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(2749) (f) *Effective Dates*. This section becomes effective at 11 a.m. PST on February 13, 2003, and will terminated at 11:59 p.m. PDT on September 30, 2003.

§165.1181 San Francisco Bay Region, California—Regulated navigation area.

(2750) (a) **Applicability**. This section applies to all vessels unless otherwise specified.

(2751) (b) **Deviations.** The Captain of the Port, San Francisco Bay, or the Commanding Officer, Vessel Traffic Service San Francisco, as a representative of the Captain of the Port, may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(2752) (c) **Regulated Navigation Areas.**–(1) **San Francisco Bay RNA**, (i) The following is a regulated navigation area-The waters bounded by a line connecting the following coordinates, beginning at:

(2753) 37°47'18"N., 122°30'22"W.; thence to

(2754) 37°48'55"N., 122°31'41"W.; thence along the shoreline to

(2755) 37°50'38"N., 122°28'37"W.; thence to

(2756) 37°50'59"N., 122°28'00"W.; thence to

(2757) 37°51'45"N., 122°27'28"W.; thence to

(2758) 37°52'58"N., 122°26'06"W.; thence to

(2759) 37°51'53"N., 122°24'58"W.; thence to

(2760) 37°51'53"N., 122°24'00"W.; thence to

(2761) 37°51'40"N., 122°23'48"W.; thence to

(2762) 37°49'22"N., 122°23'48"W.; thence to
(2763) 37°48'20"N., 122°22'12"W.; thence to
(2764) 37°47'02"N., 122°21'33"W.; thence to
(2765) 37°47'02"N., 122°23'04"W.; thence along the shoreline to the point of beginning.

Datum: NAD 83

(2766) (ii) The San Francisco Bay RNA consists of the following defined sub-areas:
(2767) (A) **Golden Gate Traffic Lanes.**–(1) **Westbound traffic lane**: Bounded by the Golden Gate precautionary area and the COLREGS Demarcation Line (33 CFR 80.1142), between the separation zone and a line connecting the following coordinates:
(2768) 37°48'30"N., 122°31'22"W.; thence to
(2769) 37°49'03"N., 122°29'52"W.

Datum: NAD 83

(2770) (2) **Eastbound traffic lane.** Bounded by the COLREGS Demarcation Line (33 CFR 80.1142) and the Golden Gate precautionary area, between the separation zone and a line connecting the following coordinates:
(2771) 37°47'50"N., 122°30'48"W.; thence to
(2772) 37°48'30"N., 122°29'29"W.;

Datum: NAD 83

(2773) (3) **Golden Gate Separation Zone:** The area 75 yards each side of a line connecting the following coordinates:
(2774) 37°48'08"N., 122°31'05"W.; thence to
(2775) 37°48'46"N., 122°29'40"W.

Datum: NAD 83

(2776) (B) **Golden Gate Precautionary Area:** An area bounded by a line connecting the following coordinates beginning at:
(2777) 37°48'30"N., 122°29'29"W.; thence to
(2778) 37°48'52"N., 122°28'41"W.; thence to
(2779) 37°48'52"N., 122°27'49"W.; thence to
(2780) 37°49'36"N., 122°27'46"W.; thence to
(2781) 37°49'55"N., 122°28'09"W.; thence to
(2782) 37°49'28"N., 122°28'45"W.; thence to
(2783) 37°49'03"N., 122°29'52"W.; thence returning to the point of beginning.

Datum: NAD 83

(2784) (c) **Central Bay Traffic Lanes.**–(1) **Westbound traffic lane:** Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Central Bay and the Deep Water Traffic Lane separation zones.
(2785) (2) **Eastbound traffic lane:** Bounded by the Golden Gate precautionary area and the Central Bay precautionary area, between the Central Bay Separation Zone and a line connecting the following coordinates, beginning at:
(2786) 37°48'41"N., 122°25'17"W.; thence to
(2787) 37°48'50"N., 122°26'14"W.; thence to
(2788) 37°48'52"N.; 122°27'49"W.

Datum: NAD 83

(2789) (3) **Deep Water (two-way) Traffic Lane:** Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Deep Water Traffic Lane and a line connecting the following coordinates, beginning at:
(2790) 37°49'55"N., 122°28'9"W.; thence to
(2791) 37°50'36"N., 122°27'12"W.; thence to
(2792) 37°50'47"N., 122°26'26"W.

Datum: NAD 83

(2793) (D) **Central Bay Separation Zone:** The area 75 yards each side of a line connecting the following coordinates, beginning at:
(2794) 37°49'17"N., 122°27'47"W.; thence to
(2795) 37°49'35"N., 122°25'25"W.

Datum: NAD 83

(2796) (E) **Deep Water Traffic Lane Separation Zone:** The area 75 yards each side of a line connecting the following coordinates beginning at:
(2797) 37°49'36"N., 122°27'46"W.; thence to
(2798) 37°50'22"N., 122°26'49"W.; thence to
(2799) 37°50'25"N., 122°26'22"W.;

Datum: NAD 83

(2800) (F) **Central Bay Precautionary Area:** An area bounded by a line connecting the following coordinates, beginning at:
(2801) 37°48'41"N., 122°25'17"W.; thence to
(2802) 37°49'32"N., 122°25'13"W.; thence to
(2803) 37°50'25"N., 122°26'22"W.; thence to
(2804) 37°50'47"N., 122°26'26"W.; thence to
(2805) 37°51'04"N., 122°24'58"W.; thence to
(2806) 37°51'53"N., 122°24'58"W.; thence to
(2807) 37°51'53"N., 122°24'00"W.; thence to
(2808) 37°51'40"N., 122°23'48"W.; thence to
(2809) 37°49'22"N., 122°23'48"W.; thence to

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(2810) 37°48'20"N., 122°22'12"W.; thence to
(2811) 37°47'02"N., 122°21'33"W.; thence to
(2812) 37°47'02"N., 122°23'04"W.; thence returning along the shoreline to the point of beginning.

Datum: NAD 83

(2813) (2) **North Ship Channel RNA.** The following is a regulated navigation area-The waters bounded by a line connecting the following coordinates, beginning at:
(2814) 37°51'53"N., 122°45'58"W.; thence to
(2815) 37°54'15"N., 122°27'27"W.; thence to
(2816) 37°56'06"N., 122°26'49"W.; thence to
(2817) 37°56'06"N., 122°26'34"W.; thence to
(2818) 37°54'48"N., 122°26'42"W.; thence to
(2819) 37°54'02"N., 122°26'10"W.; thence to
(2820) 37°51'53"N., 122°24'00"W.; thence returning to the point of beginning.

Datum: NAD 83

(2821) (3) **San Pablo Strait Channel RNA.** The following is a regulated navigation area-The waters bounded by a line connecting the following coordinates, beginning at:
(2822) 37°56'06"N., 122°26'49"W.; thence to
(2823) 37°57'26"N., 122°27'21"W.; thence to
(2824) 38°00'48"N., 122°24'45"W.; thence to
(2825) 38°01'54"N., 122°22'24"W.; thence to
(2826) 38°01'44"N., 122°22'18"W.; thence to
(2827) 37°57'37"N., 122°26'23"W.; thence to
(2828) 37°56'06"N., 122°26'34"W.; thence returning to the point of beginning.

Datum NAD 83

(2829) (4) **Pinole Shoal Channel RNA.** The following is a regulated navigation area-The waters bounded by a line connecting the following coordinates, beginning at:
(2830) 38°01'54"N., 122°22'25"W.; thence to
(2831) 38°03'13"N., 122°19'50"W.; thence to
(2832) 38°03'23"N., 122°18'31"W.; thence to
(2833) 38°03'13"N., 122°18'29"W.; thence to
(2834) 38°03'05"N., 122°19'28"W.; thence to
(2835) 38°01'44"N., 122°22'18"W.; thence returning to the point of beginning.

Datum: NAD 83

(5) Southern Pacific Railroad Bridge RNA.
(2836) The following is a regulated navigation area-The water area contained within a circle with a radius of 200 yards, centered on 38°02'18"N., 122°07'17"W.

Datum: NAD 83

(2837) (6) **Southampton Shoal Channel/Richmond Harbor RNA:** The following, consisting of two distinct areas, is a regulated navigation area–
(2838) (i) The waters bounded by a line connecting the following coordinates, beginning at:
(2839) 37°54'17"N., 122°22'00"W.; thence to
(2840) 37°54'08"N., 122°22'00"W.; thence to
(2841) 37°54'15"N., 122°23'12"W.; thence to
(2842) 37°54'30"N., 122°23'09"W.; thence along the shoreline to the point of beginning.

Datum: NAD 83

(2843) (ii) The waters bounded by a line connecting the following coordinates, beginning at:
(2844) 37°54'28"N., 122°23'36"W.; thence to
(2845) 37°54'20"N., 122°23'38"W.; thence to
(2846) 37°54'23"N., 122°24'02"W.; thence to
(2847) 37°54'57"N., 122°24'51"W.; thence to
(2848) 37°55'05"N., 122°25'02"W.; thence to
(2849) 37°54'57"N., 122°25'22"W.; thence to
(2850) 37°54'00"N., 122°25'13"W.; thence to
(2851) 37°53'59"N., 122°25'22"W.; thence to
(2852) 37°55'30"N., 122°25'35"W.; thence to
(2853) 37°55'40"N., 122°25'10"W.; thence to
(2854) 37°54'54"N., 122°24'30"W.; thence to
(2855) 37°54'30"N., 122°24'00"W.; thence returning to the point of beginning.

Datum: NAD 83

(2856) (7) *Oakland Harbor RNA*. The following is a regulated navigation area–The waters bounded by a line connecting the following coordinates, beginning at:
(2857) 37°48'40"N., 122°19'58"W.; thence to
(2858) 37°48'50"N., 122°20'02"W.; thence to
(2859) 37°48'29"N., 122°20'39"W.; thence to
(2860) 37°48'13"N., 122°21'26"W.; thence to
(2861) 37°48'10"N., 122°21'39"W.; thence to
(2862) 37°48'20"N., 122°22'12"W.; thence to
(2863) 37°47'36"N., 122°21'50"W.; thence to
(2864) 37°47'52"N., 122°21'40"W.; thence to
(2865) 37°48'03"N., 122°21'00"W.; thence to
(2866) 37°47'48"N., 122°19'46"W.; thence to
(2867) 37°47'55"N., 122°19'43"W.; thence returning along the shoreline to the point of the beginning.

Datum: NAD 83

(2868) (d) **FEDERAL Regulations.** (1) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, navigating within the RNAs

defined in Paragraph (c) of this section, shall not exceed a speed of 15 knots through the water.

(2869) (2) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, navigating within the RNAs defined in Paragraph (c) of this section, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode and on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended period of time.

(2870) (3) The master, pilot or person directing the movement of a vessel within the RNAs defined in Paragraph (c) of this regulation shall comply with Rule 9 of the Inland Navigation Rules (INRs) (33 U.S.C. 2009) in conjunction with the provisions of the associated INRs.

(2871) (e) **Specific Regulations.–**(1) **San Francisco Bay RNA:** (i) A vessel shall navigate with particular caution in a precautionary area, or in areas near the terminations of traffic lanes or channels, as described in this regulation.

(2872) (ii) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall:

(2873) (A) use the appropriate traffic lane and proceed in the general direction of traffic flow for that lane;

(2874) (B) use the Central Bay Deep Water Traffic Lane if eastbound with a draft of 45 feet or greater or westbound with a draft of 28 feet or greater;

(2875) (c) not enter the Central Bay Deep Water Traffic Lane when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein when either vessel is:

(2876) (1) carrying certain dangerous cargoes (as denoted in section 160.203 of this subchapter);

(2877) (2) carrying bulk petroleum products; or

(2878) (3) a tank vessel in ballast if such entry would result in meeting, crossing, or overtaking the other vessel.

(2879) (D) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side, shall do so at as small an angle to the general direction of traffic flow as practicable;

(2880) (E) so far as practicable keep clear of the Central Bay Separation Zone and the Deep Water Lane Separation Zone;

(2881) (F) not cross a traffic lane separation zone unless crossing, joining, or leaving a traffic lane.

(2882) (2) **Pinole Shoal Channel RNA:** (i) The use of Pinole Shoal Channel RNA is reserved for navigation of vessels with a draft greater than 20 feet or tugs with tows drawing more than 20 feet. Vessels drawing less than 20 feet are not permitted within this RNA and are prohibited from crossing it at any point.

(2883) (ii) A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter Pinole Shoal Channel RNA when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein when either vessel is:

(2884) (A) carrying certain dangerous cargoes (as denoted in section 160.203 of this subchapter);

(2885) (B) carrying bulk petroleum products; or

(2886) (c) a tank vessel in ballast if such entry would result in meeting, crossing, or overtaking other vessel.

(2887) (iii) Vessels permitted to use this channel shall proceed at a reasonable speed so as not to endanger other vessels or interfere with any work which may become necessary in maintaining, surveying, or buoying the channel, and they shall not anchor in the channel except in case of a deviation authorized under Paragraph (b) of this section.

(2888) (iv) This Paragraph shall not be construed as prohibiting any necessary use of the channel by any public vessels while engaged in official duties, or in emergencies by pilot boats.

(2889) (3) **Southern Pacific Railroad Bridge (RNA)**: (I) When visibility is less than 1000 yards within the Southern Pacific Railroad Bridge RNA, a power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons:

(2890) (A) When eastbound, shall not transit through the RNA.

(2891) (B) When westbound:

(2892) (1) During periods of reduced visibility and immediately prior to passing New York Point, the master, pilot, or person directing the movement of a vessel shall obtain a report of visibility conditions within the RNA.

(2893) (2) If visibility within the RNA is less than 1000 yards, the vessel shall not transit the RNA. Vessels prevented from transiting due to low visibility shall not proceed past Mallard Island until visibility improves to greater than 1000 yards within the RNA.

(2894) (3) If a transit between New York Point and the Southern Pacific Railroad Bridge has commenced, and the visibility subsequently should become less than 1000 yards, the master, pilot, or person directing the movement of a vessel shall comply with Paragraph (b) of this section and may proceed, taking all further appropriate actions in the interest of safety.

(2895) (ii) Visibility is considered to be 1000 yards or greater when both the following geographical points can be seen from the Southern Pacific Railroad Bridge:

(2896) (A) The Port of Benecia Pier, and

(2897) (B) The Shell Martinez Pier.

(2898) (4) **Southampton Shoal/Richmond Harbor RNA**: A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall not enter

Southampton Shoal/Richmond Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing or overtaking the other vessel.

(2899) (5) **Oakland Harbor RNA:** A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter the Oakland Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing, or overtaking the other vessel.

§165.1182 Safety/Security Zone: San Francisco Bay, San Pablo Bay, Carquinez Strait, and Suisun Bay, CA.

(2900) (a) *Regulated area*. The following area is established as a moving safety/security zone:

(2901) (1) All waters 200 yards ahead and astern and 100 yards to each side of every vessel transporting nuclear materials on behalf of the United States Department of Energy while such vessels transit from a line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N, 122°35.4'W & 37°46.5'N, 122°35.2'W, respectively) until safely moored at the Weapons Support Facility Seal Beach Detachment Concord on Suisun Bay (position 38°03.3'N, 122°02.5'W). All coordinates referenced use datum: NAD 1983.

(2902) (2) All waters within 100 yards of such vessels described in Paragraph (a)(1) of this section while such vessels are conducting cargo operations at the Weapons Support Facility Seal Beach Detachment Concord.

(2903) (b) *Notification*. Commander, Eleventh Coast Guard District, will cause notice of the activation of this safety/security zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public, including publication in the **Federal Register** as practicable, in accordance with the provisions of 33 CFR 165.7(a); such means of announcement may include, but are not limited to, Broadcast Notice to Mariners. The Coast Guard will issue a Broadcast Notice to Mariners notifying the public when nuclear materials cargo handling has been completed.

(2904) (c) *Effective Period*. The safety/security zone will be effective commencing at the time any vessel described in Paragraph (a)(1) of this section enters the zone described in Paragraph (a)(1) of this section and will remain in effect until all spent nuclear materials cargo handling operations have been completed at Weapons Support Facility Seal Beach Detachment Concord.

(2905) (d) *Regulations*. The general regulations governing safety and security zones contained in both 33 CFR 165.23 in 33 CFR 165.33 apply. Entry into, transit through, or anchoring within this moving safety/security zone is prohibited unless authorized by Commander, Eleventh Coast Guard District, or his designated representative.

§165.1183 Security Zones; Cruise Ships and Tank Vessels, San Francisco Bay and Delta ports, California.

(2906) (a) *Definition*. "Cruise ship" as used in this section means a passenger vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the in the San Francisco Bay and Delta ports.

(2907) (b) *Location*. The following areas are security zones:

(2908) (1) All waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship and tank ship that is anchored at a designated anchorage within the San Francisco Bay and Delta port areas shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N., 122°35.4'W and 37°46.5'N., 122°35.2'W., respectively);

(2909) (2) The shore area and all waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship and tank ship that is moored, or in the process of mooring, at any berth within the San Francisco Bay and Delta port areas shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N., 122°35.4'W. and 37°46.5'N., 122°35.2'W., respectively).

(2910) (3) All waters, extending from the surface to the sea floor within a 100-yard radius around any cruise ship and/ or tank ship that is underway shoreward of the line drawn between San Francisco Main Ship Channel buoys 7 and 8 (LLNR 4190 & 4195, positions 37°46.9'N., 122°35.4'W. and 37°46.5'N., 122°35.2'W., respectively).

(2911) (c) *Regulations*. (1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, San Francisco Bay, or his designated representative.

(2912) (2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 510-437-3073 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must

comply with the instructions of the Captain of the Port or his or designated representative.

(2913) (3) When a cruise ship and/or tank vessel approaches within 100 yards of a vessel that is moored, or anchored, the stationary vessel must stay moored or anchored while it remains within the cruise ship's and/or tank vessel's security zone unless it its either ordered by, or given permission from, the COTP San Francisco Bay to do otherwise.

(2914) (d) *Authority*. In addition to 33 U.S.C. 1231, the authority for ths section includes 33 U.S.C. 1226.

(2915) (e) *Enforcement*. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zone by local law enforcement as necessary.

§165.1191 Safety Zone: West Cove, San Clemente Island, California.

(2916) (a) Location. The following area is a safety zone: The water area adjacent to San Clemente Island, California bounded by the following coordinates and the shoreline of San Clemente Island:

(2917) Point A-33°01'38.0"N., 118°36'18.0"W.

(2918) Point B-33°01'11.0"N., 118°37'25.0"W.

(2919) Point C-33°00'00.0"N., 118°36'51.0"W.

(2920) Point D-33°00'00.0"N., 118°34'56.5"W.

(2921) (b) Regulations. (1) In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is permitted, but anchoring, fishing, and other similar activities are prohibited unless authorized by the Captain of the Port, San Diego, California.

(2922) (2) Entry into the area of this zone will be prohibited at certain times. U.S. Coast Guard personnel in the zone will provide notification to the public of the times when entry into the zone is prohibited.

(2923) (3) Section 165.33 also contains other general requirements.

§165.1301 Puget Sound and Adjacent Waters in Northwestern Washington—Regulated Navigation Area.

(2924) The following is a regulated navigation area—All of the following northwestern Washington waters under the jurisdiction of the Captain of the Port, Puget Sound: Puget Sound, Hood Canal, Possession Sound, Elliott Bay, Commencement Bay, the San Juan Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, U.S. waters of the Strait of the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and Georgia Strait, and all lesser bays and harbors adjacent to the above.

(2925) (a) Definitions as used in this section:

(2926) (1) Vessels engaged in fishing are as identified in the definition found in Rule 3 of the International Regulations for Prevention of Collisions at Sea, 1972, (72 COLREGS), found in Appendix A, Part 81 of this chapter.

(2927) (2) Hazardous levels of vessel traffic congestion are as defined at the time by Puget Sound Vessel Traffic Service.

(2928) (b) Nothing in this section shall be construed as relieving any party from their responsibility to comply with applicable rules set forth in the 72 COLREGS.

(2929) (c) General Regulations: The provisions of this Paragraph apply at all times.

(2930) (1) Vessels engaged in fishing or other operations—that are distinct from vessels following a TSS or a connecting precautionary area east of New Dungeness and which are not required by the Bridge to Bridge Radiotelephone Regulations to maintain a listening watch, are highly encouraged to maintain a listening watch on the Puget Sound Vessel Traffic Service (PSVTS) VHF-FM radio frequency for the area in which the vessel is operating. A safe alternative to the radio listening watch is to stay clear of the TSS and connecting precautionary area.

(2931) (2) Vessels engaged in gill net fishing at any time between sunset and sunrise in any of the waters defining the regulated navigation area of this section shall, in addition to the navigation lights and shapes required by Part 81 of this title (72 COLREGS), display at the end of the net most distant from the vessel on all-round (32-point) white light visible for a minimum of two nautical miles and displayed from at least three feet above the surface of the water.

(2932) (3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: The Hood Canal Bridge, to include the waters within a one-half nautical mile radius of the center of the main ship channel draw span during the immediate approach and transit of the draw by public vessels of the United States.

(2933) (4) East of New Dungeness, vessels engaged in fishing in a traffic lane or connecting precautionary area shall tend nets or other gear placed in the water so as to facilitate the movement of the vessel or gear from the traffic lane or precautionary area upon the approach of a vessel following the TSS.

(2934) (d) Congested Regulations: The provisions under this Paragraph apply only when imposed in specific locations by Puget Sound Vessel Traffic Service. They are intended to enhance vessel traffic safety during periods and in locations where hazardous levels of vessel traffic congestion are deemed to exist by Puget Sound Vessel Traffic Service. Operations potentially creating vessel traffic congestion include, but are not limited to, vessels engaged in fishing, including gill net, or purse seine, recreational fishing derbies, regattas, or permitted marine events.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

(2935) (1) Vessels engaged in fishing or other operations—that are distinct from vessels following a Traffic Separation Scheme (TSS) or a connecting precautionary area east of New Dungeness, may not remain in, nor their gear remain in, a traffic lane or a connecting precautionary area east of New Dungeness when a vessel following a TSS approaches. Such vessels not following a TSS or a connecting precautionary area shall draw in their gear, maneuver, or otherwise clear these areas so that their action is complete at least fifteen minutes before the arrival of a vessel following the TSS. Vessels which are required by this Paragraph to remain clear of a connecting precautionary area east of New Dungeness or a traffic lane must also remain clear of the adjacent separation zone when in a TSS east of New Dungeness.

(2936) (2) A vessel following the TSS may not exceed a speed of 11 knots through the water.

(2937) (3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: Edmonds/Kingston ferry crossing lanes, to include the waters within one-quarter nautical mile on either side of a straight line connecting the Edmonds and Kingston ferry landings during the hours that the ferry is operating.

(2938) (e) Authorization to deviate from this section.

(2939) (1) Commander, Thirteenth Coast Guard District may, upon written request, issue an authorization to deviate from this section if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. An application for authorization must state the need for the deviation and describe the proposed alternative operation.

(2940) (2) PSVTS may, upon verbal request, authorize a deviation from this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on vessel handling characteristics, traffic density, radar contracts and environmental conditions.

(2941) (3) In an emergency, the master, pilot, or person directing the movement of the vessel following the TSS may deviate from this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

(2942) §165.1302 Bangor Naval Submarine Base, Bangor, Washington.

(2943) (a) Location. The following is a security zone: The waters of the Hood Canal encompassed by a line commencing on the east shore of Hood Canal at latitude 47°43'17"N., longitude 122°44'44"W., thence to

(2944) 47°43'32"N., 122°44'40"W.; thence to

(2945) 47°43'50"N., 122°44'40"W.; thence to

(2946) 47°44'24"N., 122°44'22"W.; thence to

(2947) 47°45'47"N., 122°43'22"W.; thence to

(2948) 47°46'23"N., 122°42'42"W.; thence to

(2949) 47°46'23"N., 122°42'20"W.; thence to

(2950) 47°46'20"N., 122°42'12"W.; thence southerly along the shoreline to the point of beginning.

(2951) (b) Security zone anchorage. The following is a security zone anchorage: Area No. 2. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at

(2952) 47°46'26"N., 122°42'49"W.

(2953) (c) Special Regulations. (i) Section 165.33 paragraphs, (a), (e), and (f) do not apply to the following vessels or individuals on board those vessels:

(2954) (I) Public vessels of the United States, other than United States Naval vessels.

(2955) (ii) Vessels that are performing work at Naval Submarine Base Bangor pursuant to a contract with the United States Navy which requires their presence in the security zone.

(2956) (iii) Any other vessels or class of vessels mutually agreed upon in advance by the Captain of the Port and Commanding Officer, Naval Submarine Base Bangor. Vessels operating in the security zone under this exemption must have previously obtained a copy of a certificate of exemption permitting their operation in the security zone from the Security Office, Naval Submarine Base Bangor. This written exemption shall state the date(s) on which it is effective and may contain any further restrictions on vessel operations within the security zone as have been previously agreed upon by the Captain of the Port and Commanding Officer, Naval Submarine Base Bangor. The certificate of exemption shall be maintained on board the exempted vessel so long as such vessel is operating in the security zone.

(2957) (2) Any vessel authorized to enter or remain in the security zone may anchor in the security zone anchorage.

(2958) (3) Other vessels desiring access to this zone shall secure permission from the Captain of the Port through the Security Office of the Naval Submarine Base Bangor. The request shall be forwarded in a timely manner to the Captain of the Port by the appropriate Navy official.

(2959) (d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and monitoring of this security zone by the U.S. Navy.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

§165.1303 Puget Sound and adjacent waters, WA-regulated navigation areas.

(2960) (a) The following is a regulated navigation area: the waters of the United States east of a line extending from Discovery Island Light to New Dungeness Light and all points in the Puget Sound area north and south of these lights.

(2961) (b) Regulations. (1) Tank vessel navigation restrictions: Tank vessels larger than 125,000 deadweight tons bound for a port or place in the United States may not operate in the regulated navigation area.

(2962) (2) A vessel in a precautionary area which is depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts, except precautionary area "BB" (a circular area of 2,500 yards radius centered at 48°26'24"N., 122°15'12"W.), must keep the center of the precautionary area to port.

(2963) **Note:** The center of precautionary area "RB" is not marked by a buoy.

§165.1304 Bellingham Bay, Bellingham, WA.

(2964) (a) *Location.* The following area is a safety zone: All portions of Bellingham Bay bounded by the following coordinates:

(2965) 48°44'09"N., 122°30'07"W.; thence to

(2966) 48°44'09"N., 122°29'57"W.; thence to

(2967) 48°44'02"N., 122°29'57"W.; thence to

(2968) 48°44'02"N., 122°30'07"W.; thence returning to the origin. This safety zone resembles a square centered around the barge from which the fireworks demonstration will be launched. Floating markers will be placed by the sponsor of the fireworks demonstration to delineate the boundaries of the safety zone. [Datum: NAD 1983].

(2969) (b) *Effective dates.* This section is effective annually on July fourth from 9:30 p.m. to 11 p.m. unless otherwise specified by **Federal Register** notice.

(2970) (c) *Regulation*. In accordance with the general regulations in §165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA.

§165.1305 Commencement Bay, Tacoma, WA.

(2971) (a) *Location.* The following area is a safety zone: All portions of Commencement Bay bounded by the following coordinates:

(2972) 47°17'34"N., 122°28'36"W.; thence to

(2973) 47°17'06"N., 122°27'40"W.; thence to

(2974) 47°16'42"N., 122°28'06"W.; thence to

(2975) 47°17'10"N., 122°29'02"W.; thence returning to the origin. This safety zone resembles a rectangle lying adjacent to the shoreline along Ruston Way. Floating markers will be placed by the sponsor of the event to delineate the boundaries of the safety zone. [Datum: NAD 1983].

(2976) (b) *Effective dates.* This section is effective annually on July the fourth from 2 p.m. to 12:30 a.m. July the fifth unless otherwise specified by **Federal Register** notice.

(2977) (c) *Regulation.* In accordance with the general regulations in §165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA.

§165.1306 Lake Union, Seattle, WA.

(2978) (a) *Location*. The following area is a safety zone: All portions of the waters of Lake Union bounded by the following coordinates:

(2979) 47°38'32"N., 122°20'34"W.; thence to

(2980) 47°38'32"N., 122°19'48"W., thence to

(2981) 47°38'10"N., 122°19'45"W.; thence to

(2982) 47°38'10"N., 122°20'24"W.; thence returning to the origin. This safety zone begins 1,000 feet south of Gas Works Park and encompasses all waters from east to west for 2,500 feet. Floating markers will be placed by the sponsor of the fireworks demonstration to delineate the boundaries of the safety zone. [Datum: NAD 1983].

(2983) (b) *Effective dates*. This section is effective annually on July fourth from 9:30 p.m. to 11 p.m. unless otherwise specified by **Federal Register** notice.

(2984) (c) *Regulation*. In accordance with the general regulations in §165.23 of this part, entry into the safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA. The Captain of the Port may establish transit lanes along the east and west shorelines of Lake Union and may allow boaters to transit north and south through the safety zone in these lanes. If established, these transit lanes will remain open until 10 p.m. and then be closed until the end of the fireworks display (approximately 30 minutes).

§165.1307 Elliott Bay, Seattle, WA.

(2985) (a) *Location.* The following area is a safety zone: All portions of Elliott Bay bounded by the following coordinates:

(2986) 47°37'22"N., 122°22'06"W.; thence to

(2987) 47°37'06"N., 122°21'55"W.; thence to

(2988) 47°36'54"N., 122°22'05"W.; thence to

(2989) 47°36'09"N., 122°22'25"W.; thence returning to the origin. This safety zone resembles a square centered around the barge from which the fireworks will be launched and begins 100 yards from the shoreline of Myrtle Edwards Park. Floating markers will be placed by the sponsor of the fireworks display to delineate the boundaries of the safety zone. [Datum: NAD 1983].

(2990) (b) *Effective dates.* This section is effective annually on July fourth from 9:30 p.m. to 11 p.m. unless otherwise specified by **Federal Register** notice.

(2991) (c) *Regulation.* In accordance with the general regulations in §165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA.

§165.1308 Columbia River, Vancouver, WA.

(2992) (a) *Location.* The following area is a safety zone: All waters of the Columbia River at Vancouver, Washington, bounded by a line commencing at the northern base of the Interstate 5 highway bridge at

(2993) 45°37'17"N., 122°40'22"W.; thence south along the Interstate 5 highway bridge to

(2994) 45°37'03"N., 122°40'32"W.; thence to

(2995) 45°36'28"N., 122°38'35"W.; thence to Ryan's Point at

(2996) 45°36'42"N., 122°38'35"W.; thence along the Washington shoreline to the point of origin. [Datum: NAD 83].

(2997) (b) *Effective dates.* This section is effective annually on July fourth from 9 p.m. to 11 p.m. (PDT) unless otherwise specified by **Federal Register** notice.

(2998) (c) *Regulation.* In accordance with the general regulations in §165.23 of this part, entry into this safety zone is prohibited Oregon.

§165.1309 Eagle Harbor, Bainbridge Island, WA.

(2999) (a) Regulated area. A regulated navigation area is established on that portion of Eagle Harbor bounded by a line beginning at:

(3000) 47°36'56"N., 122°30'36"W.; thence to

(3001) 47°37'11"N., 122°30'36"W.; thence to

(3002) 47°37'25"N., 122°30'17"W.; thence to

(3003) 47°37'24"N., 122°30'02"W.; thence to

(3004) 47°37'16"N., 122°29'55"W.; thence to

(3005) 47°37'03"N., 122°30'02"W.; thence returning along the shoreline to point of origin. [Datum NAD 1983].

(3006) (b) Regulations. All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(3007) (c) Waiver. The Captain of the Port, Puget Sound, upon advice from the U.S. EPA Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests should be submitted in triplicate, to facilitate review by U.S. EPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Wyckoff/Eagle Harbor Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above mentioned activities that may, or will, take place in the Regulated Area.

§165.1310 Strait of Juan de Fuca and Adjacent Coastal Waters of Northwest Washington; Makah Whale Hunting—Regulated Navigation Area.

(3008) (a) The following area is a Regulated Navigation Area (RNA): From 48°02.25'N., 124°42.1'W. northward along the mainland shoreline of Washington State to Cape Flattery and thence eastward along the mainland shoreline of Washington State to 48°22'N., 124°34'W.; thence due north to 48°24.55'N., 124°34'W.; thence northwesterly to 48°27.1'N., 124°41.7'W.; thence due west to 48°27.1'N., 124°45.5'W.; thence southwesterly to 48°20.55'N., 124°51.05'W., thence west-southwest to 48°18.0'N., 124°59.0'W., thence due south to 48°02.25'N., 124°59.0'W.; thence due east back to the shoreline of Washington at 48°02.25'N., 124°42.1'W. Datum: NAD 1983.

(3009) (b) During a whale hunt, while the international numeral pennant five (5) is flown by a Makah whale hunt vessel, the following area within the RNA is a Moving Exclusion Zone: The column of water from the surface to the seabed with a radius of 500 yards centered on the Makah whale hunt vessel displaying international numeral pennant five (5). This Moving Exclusionary Zone is activated only when surface visibility exceeds one nautical mile, between sunrise and sunset, and the Makah whale hunt vessel displays the international numeral pennant five (5). The Moving Exclusionary Zone is deactivated upon sunset, visibility is reduced to less than one nautical mile, or when the Makah hunt vessel strikes international numeral pennant five (5).

(3010) (c) Unless otherwise authorized by the Commander, Thirteenth Coast Guard District or his or her representative, no person or vessel may enter the active Moving Exclusionary Zone except for:

(3011) (1) Authorized Makah whale hunt vessel actively engaged in hunting operations under direction to the master of the Makah vessel flying international numeral pennant five (5), and

(3012) (2) A single authorized media pool vessel operating in accordance with Paragraph (f) of this section.

(3013) (d) The international numeral pennant five (5) is only authorized to be displayed from one Makah whale hunt vessel during actual whale hunt operations. No other vessels may display this pennant within the RNA at any time. Whale hunt operations commence when a whale hunt vessel is underway and its master intends to have a whale killed during the voyage. Whale hunt operations cease once this intent is abandoned, a whale is landed, or when the international numeral pennant five (5) is struck.

(3014) (e) The Makah Tribe shall make SECURITE Broadcasts beginning one hour before the commencement of a hunt and every half hour thereafter until hunting activities are concluded. This broadcast shall be made on channel 16 VHF-FM and state:

(3015) *A whale hunt is proceeding today within the Regulated Navigation Area established for Makah whaling activities. The (name of vessel) is a (color and description of vessel) and will be flying international numeral pennant five (5) while engaged in whaling operations. This pennant is yellow and blue in color. Mariners are required by federal regulations to stay 500 yards away from (name of vessel), and are strongly urged to remain even further away from whale hunt activities as an additional safety measure.*

(3016) (f)(1) Credentialed members of the media interested in entering the Moving Exclusionary Zone may request permission to operate a single media vessel in the Moving Exclusionary Zone by telephoning Coast Guard Public Affairs, as soon as practicable at (206) 220-7237 during normal working hours, and (206) 220-7001 after hours. Coast Guard preauthorization is required prior to entry into the Moving Exclusionary Zone by a single media pool vessel.

(3017) (2) The media pool vessel must be a U.S. documented vessel. The media pool vessel must be under command at all times within the Moving Exclusionary Zone by a master licensed in the U.S. to carry passenger for hire. All expenses, liabilities and risks associated with operation of the media pool vessel lie with members of the pool and the pool vessel owners and operators.

(3018) (3) The master of the media pool vessel shall maneuver to avoid positioning the pool vessel between whales and hunt vessel(s), out of the line of fire, at a prudent distance and location relative to whale hunt operations, and in a manner that avoids hindering the hunt or path of the whale in any way.

(3019) (4) Although permitted to maneuver within the Moving Exclusionary Zone, personnel aboard the media pool vessel are still required to follow safety and law enforcement related instructions of Coast Guard personnel.

§165.1311 Olympic View Resource Area, Tacoma, WA.

(3020) (a) *Regulated area*. A regulated navigation area is established on that portion of Commencement Bay bounded by a line beginning at:

(3021) 47°15'40.20"N., 122°26'09.28"W; thence to

(3022) 47°15'42.21"N., 122°26'10.65"W.; thence to

(3023) 47°15'41.85"N., 122°26'11.80"W.; thence to

(3024) 47°15'45.58"N., 122°26'14.35" W.; thence to

(3025) 47°15'53.06"N., 122°26'06.61"W.; thence to

(3026) 47°15'46.74"N., 122°26'02.50"W.; thence returning along the shoreline to the point of origin. [Datum NAD 1983].

(3027) (b) *Regulations*. All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(3028) (c) *Waiver*. The Captain of the Port, Puget Sound, upon advice from the United States Environmental Protection Agency (USEPA) Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests shall be submitted in triplicate, to facilitate review by USEPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Olympic View Resource Area Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above-mentioned activities that may, or will, take place in the Regulated Area.

§165.1313 Security Zone Regulations, Tank Ship Protection, Puget Sound and adjacent waters, Washington.

(3029) (a) Notice of enforcement or suspension of enforcement. The tank ship security zone established by this section will be enforced only upon notice by the Captain of the Port Puget Sound. Captain of the Port Puget Sound will cause notice of the enforcement of the tank ship security zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include

but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the tank ship security zone is suspended.

(3030) (b) The following definitions apply to this section:

(3031) (1) F*ederal Law Enforcement Officer* means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

(3032) (2) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(3033) (3) *Navigation Rules* means the Navigation Rules, International-Inland.

(3034) (4) *Official patrol* means those persons designated by the Captain of the Port to monitor a tank ship security zone, permit entry into the zone, give legally enforceable orders to persons or vessels with in the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (k) to enforce this section are designated as the official patrol.

(3035) (5) *Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

(3036) (6) *Tank ship security zone* is a regulated area of water, established by this section, surrounding tank ships for a 500-yard radius that is necessary to provide for the security of these vessels.

(3037) (7) *Tank ship* means a self-propelled tank vessel that is constructed or adapted primarily to carry oil or hazardous material in bulk as cargo or cargo residue in the cargo spaces. The definition of tank ship does not include tank barges.

(3038) (8) *Washington Law Enforcement Officer* means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(3039) (c) Security zone: There is established a tank ship security zone extending for a 500-yard radius around all tank ships located in the navigable waters of the United States in Puget Sound, WA, east of 123 degrees, 30 minutes West Longitude. [Datum: NAD 1983]

(3040) (d) Compliance: The tank ship security zone established by this section remains in effect around tank ships at all times, whether the tank ship is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the tank ship security zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit the tank ship security zone, consistent with the Navigation Rules.

(3041) (e) The Navigation Rules shall apply at all times within a tank ship security zone.

(3042) (f) When within a tank ship security zone all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or tank ship master. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master.

(3043) (g) To request authorization to operate within 100 yards of a tank ship, contact the on-scene official patrol or tank ship master on VHF–FM channel 16 or 13.

(3044) (h) When conditions permit, the on-scene official patrol or tank ship master should:

(3045) (1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a tank ship in order to ensure a safe passage in accordance with the Navigation Rules;

(3046) (2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of a passing tank ship; and

(3047) (3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored tank ship with minimal delay consistent with security.

(3048) (i) Exemption. Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), (j), and (k) of this section.

(3049) (j) Exception. 33 CFR Part 161 promulgates Vessel Traffic Service regulations. Measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR Part 161 shall take precedence over the regulations in this section.

(3050) (k) Enforcement. Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a tank ship, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR §6.04–11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

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§165.1403 Security Zone: Tinian, Commonwealth Northern Marianas Islands.

(3051) (a) Location. The following is designated as a security zone: The waters of the Pacific Ocean off Tinian between

(3052) 14°59'04.9"N., 145°34'58.6"E.; to

(3053) 14°59'20.1"N., 145°35'41.5"E.; to

(3054) 14°59'09.8"N., 145°36'02.1"E.; to

(3055) 14°57'49.3"N., 145°36'28.7"E.; to

(3056) 14°57'29.1"N., 145°35'31.1"E.; and back to

(3057) 14°59'04.9"N., 145°34'58.6"E. This zone is in effect when one, or more, of the Maritime Preposition Ships is in the zone or moored at Mooring A located at

(3058) 14°58'57.0"N., 145°35'40.8"E.; or Mooring B located at

(3059) 14°58'15.9"N., 145°35'54.8"E. Additionally, a 50-yard security zone will remain in effect in all directions around Moorings A and B when no vessels are moored thereto.

(3060) **Note:** All positions of latitude and longitude are from International Spheroid, Astro Pier 1944 (Saipan) Datum (NOS chart 81071).

(3061) (b) Regulations. (1) In accordance with general regulations in §165.33 of this part, entry into this security zone is prohibited unless authorized by the Captain of the Port.

§165.1406 Safety Zone: Pacific Missile Range Facility (PMRF), Barking Sands, Island of Kauai, Hawai'i.

(3062) (a) Location. The following area is established as a safety zone during launch operations at PMRF, Kauai, Hawai'i: The waters bounded by the following coordinates:

(3063) (22°01.2'N., 159°47.3'W.),

(3064) (22°01.2'N., 159°50.7'W.),

(3065) (22°06.3'N., 159°50.7'W.),

(3066) (22°06.3'N, 159°44.8'W.).

(3067) (b) Activation. The above safety zone will be activated during launch operations at PMRF, Kauai, Hawai'i. The Coast Guard will provide notice that the safety zone will be activated through published and broadcast local notice to mariners prior to scheduled launch dates.

(3068) (c) Regulation. The area described in Paragraph (a) of this section will be closed to all vessels and persons, except those vessels and persons authorized by the Commander, Fourteenth Coast Guard District, or the Captain of the Port (COTP) Honolulu, Hawai'i, whenever Strategic Target System (STARS) vehicles are to be launched by the United States Government from the PMRF, Barking Sands, Kauai, Hawai'i.

(3069) (d) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

§165.1407 Security Zones; Oahu, Maui, Hawai'i, and Kauai, HI.

(3070) (a) Location. The following areas, from the surface of the water to the ocean floor, are security zones:

(3071) (1) All waters of Honolulu Harbor and entrance channel, Keehi Lagoon, and General Anchorages A, B, C, and D as defined in 33 CFR 110.235 that are shoreward of the following coordinates: The shoreline at

(3072) 21°17.68'N., 157°52.00'W.; thence due south to

(3073) 21°16.00'N., 157°52.00'W.; thence due west to

(3074) 21°16.00'N., 157°55.58'W.; thence due north to Honolulu International Airport Reef Runway at

(3075) 21°18.25'N., 157°55.58' W.

(3076) (2) The waters around the Tesoro Single Point and the Chevron Conventional Buoy Moorings beginning at

(3077) 21°16.43'N., 158°06.03'W.; thence northeast to

(3078) 21°17.35'N., 158°03.95'W.; thence southeast to

(3079) 21°16.47'N., 158°03.50'W.; thence southwest to

(3080) 21°15.53'N., 158°05.56'W.; thence north to the beginning point.

(3081) (3) The Kahului Harbor and Entrance Channel, Maui, HI consisting of all waters shoreward of the COLREGS DEMARCATION line. (See 33 CFR 80.1460).

(3082) (4) All waters within the Nawiliwili Harbor, Kauai, HI shoreward of the COLREGS DEMARCATION line (See 33 CFR 80.1450).

(3083) (5) All waters of Port Allen Harbor, Kauai, HI shoreward of the COLREGS DEMARCATION line (See 33 CFR 80.1440).

(3084) (6) The waters within a 100-yard radius centered on each cruise ship in Hilo Harbor, Hawai'i, HI and Entrance Channel shoreward of the COLREGS DEMARCATION (See 33 CFR 80.1480). This is a moving security zone when the cruise ship is in transit and becomes a fixed zone when the cruise ship is anchored or moored.

(3085) (7) The waters extending out 500 yards in all directions from cruise ships anchored or position keeping within 3 miles of:

(3086) (i) Lahaina Harbor, Maui, HI, between Makila Point and Puunoa Point.

(3087) (ii) Kailua-Kona Harbor, Hawai'i, HI, between Keahulolu Point and Puapuaa Point.

(3088) (8) All waters contained within the Barbers Point Harbor, Oahu, HI, enclosed by a line drawn between Harbor Entrance Channel Light 6 and the jetty point day beacon at 21°19.50'N, 158°07.30'W.

(3089) (b) Designated Representative: A designated representative of the Captain of the Port is any Coast Guard commissioned officer, warrant or petty

(3090) officer that has been authorized by the Captain of the Port Honolulu to act on his behalf.

(3091) (c) Cruise ship: For the purposes of this section, the term "cruise ship" is defined as a passenger vessel over 100 gross tons, carrying more than 12 passengers for hire, making a voyage lasting more than 24 hours, any part of which is on the high seas, and for which passengers are embarked or disembarked in the United States or its territories. A "voyage" in this section means the cruise ship's entire course of travel, from the first port at which the cruise ship embarks passengers until its return to its last port of call where the majority of passengers are disembarked.

(3092) (d) Regulations. (1) In accordance with §165.33, entry into these zones is prohibited unless authorized by the Coast Guard Captain of the Port Honolulu, or his designated representatives. Section 165.33 also contains other general requirements.

(3093) (2) The existence or status of the security zones in this section will be announced periodically by Broadcast Notice to Mariners.

(3094) (3) Persons desiring to transit the areas of the security zones may contact the Captain of the Port by calling the Command Center at telephone numbers 808-541-2477 or 800-552-6458, or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. Written requests may be submitted to the Captain of the Port, Coast Guard Marine Safety Office Honolulu, 433 Ala Moana Blvd., Honolulu, HI 96813 or faxed to 808-522-8270. If permission is granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his designated representatives.

(3095) (4) Persons entering a security zone without authorization of the Captain of the Port may be subject to a civil penalty of not more than $25,000 for each violation or a criminal penalty resulting in imprisonment of not more than ten years and a fine not more than $10,000.

Subpart G-Protection of Naval Vessels

§165.2010 Purpose.

(3096) This subpart establishes the geographic parameters of naval vessel protection zones surrounding U.S. naval vessels in the navigable waters of the United States. This subpart also establishes when the U.S. Navy will take enforcement action in accordance with the statutory guideline of 14 U.S.C. 91. Nothing in the rules and regulations contained in this subpart shall relieve any vessel, including U.S. naval vessels, from the observance of the Navigation Rules. The rules and regulations contained in this subpart supplement, but do not replace or supercede, any other regulation pertaining to the safety or security of U.S. naval vessels.

§165.2015 Definitions.

(3097) The following definitions apply to this subpart:

(3098) *Atlantic Area* means that area described in 33 CFR 3.04–1 Atlantic Area.

(3099) *Large U.S. naval vessel* means any U.S. naval vessel greater than 100 feet in length overall.

(3100) *Naval defensive sea area* means those areas described in 32 CFR part 761.

(3101) *Naval vessel protection zone* is a 500-yard regulated area of water surrounding large U.S. naval vessels that is necessary to provide for the safety or security of these U.S. naval vessels.

(3102) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(3103) *Navigation rules* means the Navigation Rules, International-Inland.

(3104) *Official patrol* means those personnel designated and supervised by a senior naval officer present in command and tasked to monitor a naval vessel protection zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone, and take other actions authorized by the U.S. Navy.

(3105) *Pacific Area* means that area described in 33 CFR 3.04–3 Pacific Area.

(3106) *Restricted area* means those areas established by the Army Corps of Engineers and set out in 33 CFR part 334.

(3107) *Senior naval officer present in command i*s, unless otherwise designated by competent authority, the senior line officer of the U.S. Navy on active duty, eligible for command at sea, who is present and in command of any part of the Department of Navy in the area.

(3108) *U.S. naval vessel* means any vessel owned, operated, chartered, or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command.

(3109) *Vessel* means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

§165.2020 Enforcement authority.

(3110) (a) *Coast Guard*. Any Coast Guard commissioned, warrant or petty officer may enforce the rules and regulations contained in this subpart.

(3111) (b) *Senior naval officer present in command*. In the navigable waters of the United States, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to exercise effective control in the vicinity of large U.S. naval vessels, the senior naval officer present in command is responsible for the enforcement of the rules

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and regulations contained in this subpart to ensure the safety and security of all large naval vessels present. In meeting this responsibility, the senior naval officer present in command may directly assist any Coast Guard enforcement personnel who are present.

§165.2030 Pacific Area.

(3112) (a) This section applies to any vessel or person in the navigable waters of the United States within the boundaries of the U.S. Coast Guard Pacific Area, which includes the Eleventh, Thirteenth, Fourteenth, and Seventeenth U.S. Coast Guard Districts.

(3113) **Note to paragraph** (a): The boundaries of the U.S. Coast Guard Pacific Area and the Eleventh, Thirteenth, Fourteenth, and Seventeenth U.S. Coast Guard Districts are set out in 33 CFR part 3.

(3114) (b) A naval vessel protection zone exists around U.S. naval vessels greater than 100 feet in length overall at all times in the navigable waters of the United States, whether the large U.S. naval vessel is underway, anchored, moored, or within a floating dry dock, except when the large naval vessel is moored or anchored within a restricted area or within a naval defensive sea area.

(3115) (c) The Navigation Rules shall apply at all times within a naval vessel protection zone.

(3116) (d) When within a naval vessel protection zone, all vessels shall operate at the minimum speed necessary to maintain a safe course, unless required to maintain speed by the Navigation Rules, and shall proceed as directed by the Coast Guard, the senior naval officer present in command, or the official patrol. When within a naval vessel protection zone, no vessel or person is allowed within 100 yards of a large U.S. naval vessel unless authorized by the Coast Guard, the senior naval officer present in command, or official patrol.

(3117) (e) To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the Coast Guard, the senior naval officer present in command, or the official patrol on VHF-FM channel 16.

(3118) (f) When conditions permit, the Coast Guard, senior naval officer present in command, or the official patrol should:

(3119) (1) Give advance notice on VHF-FM channel 16 of all large U.S. naval vessel movements;

(3120) (2) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules; and

(3121) (3) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of passing large U.S. naval vessels; and

(3122) (4) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored large U.S. naval vessel with minimal delay consistent with security.

(3123) **Note to paragraph (f)**: The listed actions are discretionary and do not create any additional right to appeal or otherwise dispute a decision of the Coast Guard, the senior naval officer present in command, or the official patrol.

Part 166–Shipping Safety Fairways

Subpart A–General

§166.100 Purpose. The purpose of these regulations is to establish and designate shipping safety fairways and fairway anchorages to provide unobstructed approaches for vessels using U.S. ports.

§166.103 Geographic coordinates.

(3124) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts reference to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

§166.105 Definitions.

(3125) (a) "Shipping safety fairway" or "fairway" means a lane or corridor in which no artificial island or fixed structure, whether temporary or permanent, will be permitted. Temporary underwater obstacles may be permitted under certain conditions described for specific areas in Subpart B. Aids to navigation approved by the U.S. Coast Guard may be established in a fairway.

(3126) (b) "Fairway anchorage" means an anchorage area contiguous to and associated with a fairway, in which fixed structures may be permitted within certain spacing limitations, as described for specific areas in Subpart B.

§166.110 Modification of areas.

(3127) Fairways and fairway anchorages are subject to modification in accordance with 33 U.S.C. 1223(c); 92 Stat. 1473.

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Subpart B–Designations of Fairways and Fairway Anchorages

§166.300 Areas along the coast of California.

(3128) (a) Purpose. Fairways as described in this section are established to control the erection of structures therein to provide safe vessel routes along the coast of California.

(3129) (b) Designated Areas.–(1) Port Hueneme Safety Fairway. An area one nautical mile in width centered on the alinement of Port Hueneme Entrance Channel and extending seaward from the 30-foot-depth curve for a distance of 1.5 nautical miles, thence turning southerly and widening to 1.5 nautical miles at the 3-mile limit, all between lines joining the following points:

(3130) 34°06'30"N., 119°15'00"W.

(3131) 34°07'37"N., 119°14'25"W.

(3132) 34°08'49"N., 119°13'21"W. thence generally along the 30-foot-depth curve to the seaward end of the west entrance jetty; seaward end of the east entrance jetty, thence generally along the 30-foot-depth curve to:

(3133) 34°08'21"N., 119°12'15"W.

(3134) 34°07'10"N., 119°13'20"W.

(3135) 34°05'48"N., 119°13'23"W.

(3136) (2) (Reserved)

Part 167–Offshore Traffic Separation Schemes

Subpart A—General

§167.1 Purpose.

(3137) 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.

(3138) Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

§167.5 Definitions.

(3139) (a) *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.

(3140) (b) *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.

(3141) (c) *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.

(3142) (d) *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.

(3143) (e) *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.

§167.10 Operating rules.

(3144) The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collision at Sea, 1972, as amended.

§167.15 Modification of schemes.

(3145) (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.

(3146) (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.

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Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

§167.500 In the approaches to Los Angeles-Long Beach Traffic Separation Scheme: General.

(3147) The Traffic Separation Scheme in the approaches to Los Angeles-Long Beach consists of three parts: a Precautionary Area, a Western Approach, and a Southern Approach. The specific areas in the approaches to Los Angeles-Long Beach are described in §§167.501 through 167.503. The geographic coordinates in §§167.501 through 167.503 are defined using North American Datum 1983 (NAD 83).

§167.501 In the approaches to Los Angeles/Long Beach: Precautionary area.

(3148) (a) The precautionary area consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33°42.30'N., 118°17.60'W., with the following geographical positions:

Latitude	Longitude
33°35.50'N.	118°17.60'W.
33°35.50'N.	118°09.00'W.
33°37.70'N.	118°06.50'W.
33°43.40'N.	118°10.80'W.

(3149) (b) Pilot boarding areas area located within the precautionary area described in Paragraph (a) of this section. Specific regulations pertaining to vessels operating in these areas are contained in 33 CFR 165.1109(d).

§167.502 In the approaches to Los Angeles-Long Beach: Western approach.

(3150) (a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°37.70'N.	118°17.60'W.
33°36.50'N.	118°17.60'W.
33°36.50'N.	118°23.10'W.
33°43.20'N.	118°36.90'W.
33°44.90'N.	118°35.70'W.
33°37.70'N.	118°20.90'W.

(3151) (b) A traffic lane for northbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°38.70'N.	118°17.60'W.
33°38.70'N.	118°20.60'W.
33°45.80'N.	118°35.10'W.

(3152) (c) A traffic lane for southbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50'N.	118°17.60'W.
33°35.50'N.	118°23.43'W.
33°42.30'N.	118°37.50'W.

§167.503 In the approaches to Los Angeles-Long Beach TSS: Southern approach.

(3153) (a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
33°35.50'N.	118°10.30'W.
33°35.50'N.	118°12.75'W.
33°19.70'N.	118°03.50'W.
33°19.00'N.	118°05.60'W.

(3154) (b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50'N.	118°09.00'W.
33°20.00'N.	118°02.30'W.

(3155) (c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50'N.	118°14.00'W.
33°18.70'N.	118°06.75'W.

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§167.1300 through §167.1332

(3156) [The International Maritime Organization's Maritime Safety Committee approved changes to the existing traffic separation schemes (TSS) in the Strait of Juna De Fuca and Its Approaches, Puget Sound and Its Approaches, and added TSSs and other routing measures in Haro Strait, Boundary Pass, and in the Strait of Georgia. These changes take effect 1 December, 2002. The revised limits are depicted on the most recently published NOAA nautical charts. The final regulations governing the use of the aforementioned TSS have not been approved as of this writing. When these regulations are published in the Federal Register, they will be added to this Coast Pilot through an amendment published in NIMA's Notice to Mariners, the 13th Coast Guard District's Local Notice to Mariners, and on Coast Pilot's critical correction website at http://critcorr.ncd.noaa.gov.] (From International Maritime Organization COLREGS.2/Cir.51.para 1.5 (May 31, 2002))

Part 168–Escort Requirements for Certain Tankers

§168.01 Purpose.

(3157) (a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101-380). The regulations will reduce the risk of oil spills from laden, single hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels. 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.

(3158) (b) The regulations in this part establish minimum escort vessel requirements. Nothing in these regulations should be construed as relieving the master of a tanker from the duty to operate the vessel in a safe and prudent manner, taking into account the navigational constraints of the waterways to be traversed, other vessel traffic, and anticipated weather, tide, and sea conditions, which may require reduced speeds, greater assistance from escort vessels, or other operational precautions.

§168.05 Definitions.

(3159) As used in this part–

(3160) "Disabled tanker" means a tanker experiencing a loss of propulsion or steering control.

(3161) "Escort transit" means that portion of the tanker's voyage through waters where escort vessels are required.

(3162) "Escort vessel" means any vessel that is assigned and dedicated to a tanker during the escort transit, and that is fendered and outfitted with towing gear as appropriate for its role in an emergency response to a disabled tanker.

(3163) "Laden" means transporting in bulk any quantity of applicable cargo, except for clingage and residue in otherwise empty cargo tanks.

(3164) "Single hull tanker" means any self-propelled tank vessel that is not constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.

(3165) "Tanker master" means the licensed onboard person in charge of the tanker.

(3166) "Tanker owner or operator" means the owner or shoreside organization (individual, corporation, partnership, or association), including a demise charterer, responsible for the overall management and operation of the tanker.

§168.10 Responsibilities.

(3167) (a) The tanker owner or operator shall:

(3168) (1) select escort vessels that can meet the performance requirements of this part; and

(3169) (2) inform the tanker master of the performance capabilities of the selected escort vessels. This information must be provided to the master before beginning the escort transit.

(3170) (b) The tanker master shall operate the tanker within the performance capabilities of the escort vessels, taking into account speed, sea and weather conditions, navigational considerations, and other factors that may change or arise during the escort transit.

(3171) (c) In an emergency, the tanker master may deviate from the requirements of this part to the extent necessary to avoid endangering persons, property, or the environment, but shall immediately report the deviation to the cognizant Coast Guard Captain of the Port (COTP).

§168.20 Applicable vessels.

(3172) The requirements of this part apply to laden, single hull tankers of 5,000 gross tons or more.

§168.30 Applicable cargoes.

(3173) The requirements of this part apply to any petroleum oil listed in 46 CFR Table 30.25–1 as a pollution category I cargo.

§168.40 Applicable waters and number of escort vessels.

(3174) The requirements of this part apply to the following waters:

(3175) (a) Prince William Sound: Each tanker to which this part applies must be escorted by at least two escort vessels in those navigable waters of the United States within Prince William Sound, Alaska, and the adjoining tributaries, bays, harbors, and ports, including the navigable waters of the United States within a line drawn from Cape Hinchinbrook Light, to Seal Rocks Light, to a point on Montague Island at 60°14.6'N., 146°59'W., and the waters of Montague Strait east of a line between Cape Puget and Cape Cleare.

(3176) (b) Puget Sound and certain associated waters: Each tanker to which this part applies must be escorted by at least two escort vessels in those navigable waters of the United States and Washington State east of a line connecting New Dungeness Light with Discovery Island Light and all points in the Puget Sound area north and south of these lights. This area includes all the navigable waters of the United States within Haro Strait, Rosario Strait, the Strait of Georgia, Puget Sound, and Hood Canal, as well as those portions of the Strait of Juan de Fuca east of the New Dungeness-Discovery Island line.

§168.50 Performance and operational requirements.

(3177) (a) Except as provided in Paragraph (c) of §168.10, at all times during the escort transit each tanker to which this part applies:

(3178) (1) Must be accompanied by escort vessels that meet the performance requirements of Paragraph (b) of this section (but not less than the number of escorts required by §168.40).

(3179) (2) Must have the escort vessels positioned relative to the tanker such that timely response to a propulsion or steering failure can be effected.

(3180) (3) Must not exceed a speed beyond which the escort vessels can reasonably be expected to safely bring the tanker under control within the navigational limits of the waterway, taking into consideration ambient sea and weather conditions, surrounding vessel traffic, hazards, and other factors that may reduce the available sea room.

(3181) (b) The escort vessels, acting singly or jointly in any combination as needed, and considering their applied force vectors on the tanker's hull, must be capable of–

(3182) (1) Towing the tanker at 4 knots in calm conditions, and holding it in steady position against a 45-knot headwind;

(3183) (2) Stopping the tanker within the same distance that it could crash-stop itself from a speed of 6 knots using its own propulsion system;

(3184) (3) Holding the tanker on a steady course against a 35-degree locked rudder at a speed of 6 knots; and

(3185) (4) Turning the tanker 90 degrees, assuming a free-swinging rudder and a speed of 6 knots, within the same distance (advance and transfer) that it could turn itself with a hard-over rudder.

§168.60 Pre-escort conference.

(3186) (a) Before commencing an escort transit, the tanker master shall confer, by radio or in person, with the tanker pilot and the masters of the escort vessels regarding the escort operation.

(3187) (b) The purpose of the pre-escort conference is for all parties to plan and discuss particulars of the escort transit.

(3188) (c) At a minimum, the following topics must be addressed during the pre-escort conference:

(3189) (1) The destination, route, planned speed, other vessel traffic, anticipated weather, tide, and sea conditions, and other navigational considerations;

(3190) (2) The type and operational status of communication, towing, steering, and propulsion equipment on the tanker and escort vessels;

(3191) (3) The relative positioning and reaction time for the escort vessels to move into assist positions, including, if appropriate, pre-tethering the escort vessels at crucial points along the route;

(3192) (4) The preparations required on the tanker and escort vessels, and the methods employed in making an emergency towline connection, including stationing of deck crews, preparation of messenger lines, bridles, and other towing gear, and energizing appropriate deck equipment;

(3193) (5) The manner in which an emergency towline connection would be made (which escort vessel will respond, how messengers and towlines will be passed, etc.);

(3194) (6) Other relevant information provided by the tanker master, pilot or escort vessel masters.

Part 207–Navigation Regulations

§207.640 Sacramento Deep Water Ship Channel Barge Lock and Approach Canals; use, administration and navigation–

(3195) (1) General. The lock, its approach channels and all its appurtenances, including the highway and railroad bridge, shall be under the jurisdiction of the District Engineer, U.S. Army Engineer District, Sacramento, Federal and Courts Building, 650 Capitol Avenue, Sacramento, California. His designated representative at the locality shall be the lockmaster, who will be in immediate charge of movement and position of all water traffic while at or near the locks and in the barge canals.

(3196) (2) Immediate control. The lockmaster shall be charged with the immediate control and management of the lock, bridge, and of the area set aside as the lock area, including the entrance channels. He shall see that all laws, rules, and regulations for the use of the lock, bridge and the lock area are duly complied with, to which end he is authorized to give all necessary orders and directions in accordance therewith, both to employees of the Government and to any and every person within the Government lock area. Crews shall render such assistance in the lockage of their craft as may be required by the lockmaster.

(3197) (3) Signals–(i) Sound. All craft desiring lockage shall signal by two long blasts followed by two short blasts of the whistle, delivered at a distance of one-half mile from the lock. When the lock is ready for entrance, notice will be given by one long blast from the control house. Permission to leave the lock will be one short blast given by the lockmaster.

(3198) (ii) Visual lock traffic signals. Visual signals are located outside of each lock gate on the north guide wall, and will be used in conjunction with sound signals. When the red light is flashing, lock cannot be made ready for entrance immediately, vessel must stand clear. When the amber light is flashing, lock is being made ready, prepare for lockage. When the green light is flashing, lock is ready for entrance, the vessel may proceed with caution into the lock.

(3199) (iii) Visual river traffic signals. Visual signals are located on the south bank of the barge canal at the confluence with the Sacramento River and also 1,950 feet upstream on the west bank of the Sacramento River. When the red light is on, a river-bound vessel of a size making passing in the canal hazardous is in the lock or canal. Approaching vessel shall stand clear of canal to permit out-going vessel to pass. When the amber light is on, a river-bound vessel of a size to permit passing is in the lock or canal. Vessel may enter canal with caution. When the green light is on, vessel may enter canal and proceed under full control.

(3200) (iv) Radio. The lock is equipped with two-way radio operating on a frequency of 156.60 MHz. The frequency is monitored by the lock personnel. Vessels equipped with two-way radio may communicate with the crew operating the lock but communications or signals so received will only augment and not replace the sound and visual signals.

(3201) (4) Permissible dimensions of vessels and tows. The lock chamber has a maximum usable width of 86 feet and length of 600 feet. The sill at the harbor end and the bottom of the lock chamber are–13.0 feet elevation, CofE datum, and usually provides a depth of water ranging from 14.0 feet at LLW to 19.4 feet at HHW, with greater depths during large floods in the delta. The sill at the river end is at–10.0 feet elevation, CofE datum, and usually provides a depth of water ranging from 14.6 feet at LLW to 16.8 feet at HHW, with greater depths when the river is high. The depth of water at any time is indicated by staff gages located on the south wall of the lock, riverward and harborward of each lock gate and at the center of the lock. A vessel must not attempt to enter the lock if its beam or length is greater than indicated above, or if its draft exceeds the depth of water indicated by the gages, with due allowance for clearance.

(3202) (5) Precedence at lock. Ordinarily, craft will be locked through in order of arrival; however, depending upon whether the lock is full or empty, this precedence may be modified at the discretion of the lockmaster if boats are approaching from the opposite direction and are within reasonable distance of the lock at the time of the approach by the first boat. When several craft are to pass, precedence shall be given as follows:

(3203) First: Government owned or controlled craft.

(3204) Second: Commercial craft.

(3205) Third: Passenger boats.

(3206) Fourth: Small vessels and pleasure boats.

(3207) (6) Loss of turn. Boats that fail to enter the lock with reasonable promptness, after being authorized to do so, shall lose their turn.

(3208) (7) Multiple lockage. The lockmaster shall decide whether one or more vessels may be locked through at the same time.

(3209) (8) Speed. Vessels shall not be raced or crowded alongside another in the barge canals. When entering the barge canals and lock, speed shall be reduced to a minimum consistent with safe navigation. As a general rule, when a number of vessels are entering the lock, the following vessels shall remain at least 200 feet astern of the vessel ahead. No overtaking, except when directed by lockmaster will be permitted.

(3210) (9) Lockage of small boats–(I) General. The lockage of pleasure boats, skiffs, fishing boats and other small craft will be coordinated with the lockage of commercial craft. If no commercial craft are scheduled to be locked through within a reasonable time, not to exceed one hour after the arrival of the small craft at the lock, separate lockage will be made for such small craft.

(3211) (ii) Signals. Small boats desiring to use the lock will sound two long blasts followed by two short blasts of the horn. When the lock is ready for entrance, the lockmaster will notify the small boat by one long blast of the horn; or through the public address system. Permission to leave the lock will be given by the lockmaster by one short blast of the horn.

(3212) (10) Mooring in lock. All boats, when in the lock, shall be moored to the fastenings provided for that purpose, by bow and stern lines and other spring lines as

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may be necessary, and the lines shall not be let go until the signal is given by the lockmaster for the craft to leave the lock.

(3213) (11) Waiting for lockage. The mooring or anchoring of boats or other craft in the approaches to the lock, where such mooring will interfere with navigation of the lock is prohibited. All boats, barge tows and other craft to be passed through the lock shall lie in designated waiting areas in such manner as not to interfere with the navigation of the lock or its approaches, and, if a barge tow is to be divided into sections for locking, the section shall be brought into the lock as directed by the lockmaster. After passing through the lock, the sections shall be reassembled at such a distance from the entrance as not to obstruct or interfere with navigation of the lock or its approaches.

(3214) (12) Delay in lock. Boats or barges must not obstruct navigation by unnecessary delays in entering or leaving the lock.

(3215) (13) Damage to lock or other structures. The regulations contained in this Paragraph shall not relieve the owners and operators of vessels from liability for any damage by their operations to the lock or other structures. They must use great care not to strike any part of the lock, any gate or appurtenance thereto, or machinery for operating the gates, or the walls protecting the banks of the approach canals. All boats with metal nosings or projecting irons, or rough surfaces that would be liable to damage the gates or lock walls, will not be permitted to enter the lock unless provided with suitable buffers and fenders.

(3216) (14) Tows. Tows shall be made up outside the canal entrance. All vessels engaged in towing other vessels not equipped with a rudder shall use two tow lines or a bridge and one tow line. If the vessel in tow is equipped with a rudder, one tow line may be used. All tow lines or hawsers must be hauled as short as practicable for safe handling of tows.

(3217) (15) Crew to move craft. The pilots in charge of tows and persons in charge of other craft must provide a sufficient number of men to handle lines in mooring craft and to move barges and other craft into and out of the lock easily and promptly.

(3218) (16) Handling valves, gates, bridges and machinery. No person, unless authorized by the lockmaster shall open or close any bridge, gate, valve or operate any machinery in connection with the lock; but the lockmaster may, under emergency conditions, call for assistance from the master of any boat using the lock, should such aid be necessary, and when rendering such assistance, the man so employed shall be strictly under the orders of the lockmaster.

(3219) (17) Landing of freight. No one shall land freight or baggage on or over the walls of the lock so as in any way to delay or interfere with navigation or the operation of the lock.

(3220) (18) Refuse in lock. No material of any kind shall be thrown or discharged into the lock, and no material of any kind shall be deposited into the lock area.

(3221) (19) (Reserved)

(3222) (20) Persistent violation of regulations. If the owner or pilot of any boat persistently violates the regulations of this Paragraph after due notice of the same, lockage may be refused by the lockmaster at the time of the violation or subsequent thereto, as required in the interest of public safety or protection of Government property.

(3223) (21) Other laws and regulations. In all other respects, the existing Federal laws, rules and regulations affecting navigable waters of the United States will govern in the use, administration and navigation of the ship channel, lock and its approaches.

§207.680 Willamette River, Oreg.; use, administration, and navigation of canal and locks at Willamette Falls, Oreg.

(3224) (a) Administration–(1) Administrative jurisdiction. The canal and locks and all appurtenances shall be in charge of the District Engineer, Portland District, Corps of Engineers, Department of the Army, 319 S.W. Pine Street, Portland, Oreg. 97208. The representative of the District Engineer at the locality shall be the lockmaster, who shall receive his orders and instructions from the District Engineer. In case of emergency, however, the lockmaster shall have authority to take such steps as may be immediately necessary without waiting for instruction from the District Engineer.

(3225) (2) Operational jurisdiction. The lock master shall be charged with the immediate control and management of the canal and locks and the grounds and public property pertaining thereto. He shall see that all laws, rules and regulations, for the use of the canal and grounds are duly complied with, to which end he is authorized to give all necessary orders and directions in accordance therewith, both to employees of the Government and to any and every person within the limits of the canal and locks or grounds pertaining thereto, whether navigating the canal or not. In case of the absence or disability of the lock master, his duty shall be performed by an assistant or other employee to be designated by the District Engineer.

(3226) (b) Use and navigation–(1) Authority of lock master. The lock master or his assistants shall direct the movement, operation, and moorage and all vessels, boats, rafts, barges, or other floating things using the locks, while they are in the locks, the canal basin, or in either the upstream or downstream lock approaches. Crews of vessels, boats, rafts, barges, or other floating

things seeking lockage shall render such assistance as the lock master or his assistants may require.

(3227) (2) Signals. All vessels desiring lockage shall signal the same by one long and one short blast of the whistle, delivered at a distance of approximately 1,000 feet from the locks. Requests for lockage may also be made by contacting the lockmaster on VHF-FM radio on channel 14, at WUJ 363, Willamette Falls Locks or by telephone or otherwise notifying the lockmaster's office. Notice to vessels desiring lockage will be given by red and green traffic lights. Vessels may enter locks on green lights, but must await green signal when lights are red. Permission to leave the lock will be given in the same manner. In the event a failure occurs and the referenced lights cannot be operated, the lockmaster will indicate by voice or by hand or lantern signals when vessels may enter or leave the locks.

(3228) (3) Controlling dimensions. For lockage purposes the maximum length of space available is 175 feet and the maximum clear width available is 37 feet. All vessels, boats, rafts, barges, or other floating things of less size than the foregoing dimensions can pass through the locks. The controlling water depth over the intermediate miter sills throughout the locks is 6.5 feet. However, the depth on the sill of the upstream gate at low water is 7.5 feet and over the downstream sill is 8.4 feet. The elevation of the upstream sill is 43.7 feet and of the downstream sill is–6.4 feet, corresponding to the elevations shown on the gages provided at both the downstream and upstream approaches to the locks. All vessels, boats, rafts, barges, and other floating things of which the dimensions or draft are greater than will permit clearing any of the above indicated elevations shall be prohibited from entering the locks. All vessels, boats, rafts, barges or other floating things entering the locks in violation of the above shall be responsible for all resulting damages.

(3229) (4) Precedence at locks. Ordinarily the vessel, boat, raft, barge, or other floating thing arriving first at the lock will be locked through first. In the event of a simultaneous approach from opposite directions ascending craft will ordinarily be locked through first. When several boats are to be passed through the locks, the order of precedence shall be as follows:

(3230) (I) To boats owned by the United States or employed upon river and harbor improvement work.

(3231) (ii) To passenger boats.

(3232) (iii) To freight and tow boats.

(3233) (iv) To rafts.

(3234) (v) To small vessels and pleasure craft. The lock master shall have authority to digress from the above precedence in order to eliminate reversing the flow of traffic through the locks when both upbound and downbound lockages are in waiting.

(3235) (5) Entrance to locks. The lock master shall decide whether one or more vessels may be locked through at the same time. No one shall attempt to enter the locks with a vessel or attempt to cause a vessel to enter the locks until he is authorized by the lock master to do so. No one shall take a vessel, or cause a vessel to be taken, within the limits of 500 feet above the upper gate and 300 feet below the lower gate, except for the purpose of entering the locks; and not for this purpose until it has been indicated to him by a proper person by signal that the lock is ready to receive the vessel. All vessels within the foregoing limits must be operated under "slow bell" and be kept constantly under control.

(3236) (6) Lockage of small boats. Pleasure boats, skiffs, fishing boats, and other small craft may be passed through the locks singularly, in groups, or as part of a lockage of other than pleasure craft. A continual flow of traffic in one direction will not be interrupted or reversed to accommodate these small pleasure boats. However, any such small boat will be accommodated at such time as the lock master upon receipt of a request for lockage deems such action will not interfere with other traffic. The decision of the lock master shall be final as to whether craft requesting lockage is defined as a pleasure boat.

(3237) (7) Use of canal locks. No person, unless authorized by the lockmaster or his assistants, shall open or close any bridge, lock gate, wicket gate, or operate any lock machinery, or in any way interfere with any mechanism or appliance connected with the operation of the locks, nor shall anyone interfere with the employees in the discharge of their duties. The lockmaster or his assistants may call for aid from the persons in charge of any craft, vessel, or raft using the lock, should such aid be necessary. Persons rendering such assistance shall be strictly under the orders of the lockmaster. The Government reserves the right to refuse lockage to any vessel, craft or raft when the persons in charge thereof refuse to give such assistance when it is requested. The persons in charge of vessels with tows or rafts, barges and other craft must provide sufficient personnel, lines and towing equipment of sufficient power to insure at all times full control of such tows, rafts, barges and other craft while moving into and through the locks, unless otherwise prearranged with the lockmaster. A copy of these regulations shall be kept on board each vessel regularly engaged in navigating the locks. Copies may be obtained without charge from the lockmaster or from the District Engineer, Corps of Engineers, Department of the Army, 319 S.W. Pine Street, Post Office Box 2946, Portland, Oreg. 97208.

(3238) (8) Petroleum vessels. All tankers, barges, and other floating equipment, used for transporting inflammable liquids, either with or without cargo, shall

be equipped with fixed timber fenders and, if not so equipped, shall have aboard an adequate number of suitable fenders of timber, rubber, or rope which are to be placed between the vessel and unfendered lock structures. All such barges or other vessels navigating without power within the canal or locks must be assisted by one or more tugs of sufficient power to insure full control at all times whether passing upstream or downstream through the locks with or without cargo.

(3239) (9) Mooring in locks. All boats, barges, rafts, and other craft when in the locks shall be moored by head and spring lines and such other lines as may be necessary to the fastenings provided for that purpose; and the line shall not be unloosed until the signal is given for the vessel to leave the lock.

(3240) (10) Mooring while waiting for lockage. The mooring of boats, tows or other craft in the approaches to the locks where such mooring will interfere with navigation or other vessels to or from the locks is prohibited.

(3241) (11) Delays. Boats, barges, rafts, or other craft must not obstruct navigation by unnecessary delay in entering or leaving the locks. Vessels failing to enter the locks with reasonable promptness, when signaled to do so, and vessels arriving at the locks with their tows in such shape so as to impede lockage shall forfeit their turn.

(3242) (12) Landing of freight. No freight or baggage shall be unloaded on or over the walls of the canal or locks. Freight and baggage consigned to the Willamette Falls locks shall be unloaded only at such places as may be provided for this purpose or as directed by the lock master.

(3243) (13) Refuse in canal or locks. No refuse or other material shall be thrown or dumped from vessels into the canal and locks, or deposited in the lock area, or placed on the berm of the canal so that it is liable to be thrown or washed into the waterway. Violations of this Paragraph (b)(13) shall be subject to sections 13 and 16 of the River and Harbor Act of March 3, 1899 (33 U.S.C. 407, 411).

(3244) (14) Damage to locks or other structures. The regulations contained in this section shall not affect the liability of the owners and operators of vessels for any damage caused by their operations to the locks or other structures. Persons in charge of vessels and log rafts passing through the locks must use great care to prevent the vessels or log rafts from striking any gate or appurtenance thereto. All boats or barges with metal nosings, or projecting irons, or rough surfaces, and log rafts with dragging cables that may damage any part of the lock structures will not be permitted to enter the locks unless said craft are provided with suitable protective buffers and fenders and log rafts are free of loose, dragging cables.

(3245) (c) (Reserved)

(3246) (d) Trespass. No one shall trespass on the grounds or buildings, and everyone shall be deemed guilty of trespass within the meaning of this Paragraph who shall willfully or carelessly damage or disfigure the canal and locks or any part thereof, or any building or appliance on the grounds, or who shall carry on business or trading of any sort, or shall build any fishing stand or lead, or set any fish net within the limits of the reservation, or do any act to or on the grounds or buildings which would be recognized by law as a trespass.

(3247) (e) Definitions. Except as otherwise provided in Paragraph (b)(6) of this section, whenever such a word as "vessel", "boat", "barge", "raft", or the like is used in this section, it shall include all types of floating things which may be subject to lockage. Failure to refer specifically to a type of floating thing by its name shall not mean exclusion thereof from applicability of this section.

§207.718 Navigation locks and approach channels, Columbia and Snake Rivers, Oregon and Washington.

(3248) (a) General. All locks, approach channels, and all lock appurtenances, shall be under the jurisdiction of the District Engineer, Corps of Engineers, U.S. Army, in charge of the locality. The district engineer may, after issuing a public notice and providing a 30-day opportunity for public comment, set (issue) a schedule for the daily lockage of recreational vessels. Recreational vessels are pleasure boats such a row, sail, or motor boats used for recreational purposes. Commercial vessels include licensed commercial passenger vessels operating on a published schedule or regularly operating in the "for hire" trade. Any recreational schedule shall provide for a minimum of one scheduled recreation lockage upstream and downstream (two lockages) each day. At the discretion of the district engineer, additional lockages may be scheduled. Each schedule and any changes to the schedule will be issued at least 30 days prior to implementation. Prior to issuing any schedule or any change to the schedule, the district engineer will consider all public comments and will evaluate the expected energy situation, water supply, and recreation use of the lock to determine the seasonal need for the schedule or change in schedule. The district engineer's representative at the locks shall be the project engineer, who shall issue orders and instructions to the lockmaster in charge of the lock. Hereinafter, the term "lockmaster" shall be used to designate the person in immediate charge of the lock at any given time. In case of emergency and on all routine

work in connection with the operation of the lock, the lockmaster shall have authority to take action without waiting for instructions from the project engineer.

(3249) (b) Lockage Control. The Lock Master shall be charged with immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. Upstream and downstream approach channels extend to the end of the wing or the guide wall, whichever is longer. At Bonneville lock the upstream approach channel extends to the upstream end of Bradford Island and the downstream approach channel extends to the downstream end of the lower moorage. The Lock Master shall demand compliance with all laws, rules and regulations for the use of the lock and lock area and is authorized to issue necessary orders and directions, both to employees of the Government or to other persons within the limits of the lock or lock area, whether navigating the lock or not. Use of lock facilities is contingent upon compliance with regulations, Lock Master instructions, and the safety of people and property.

(3250) (c) Authority of Lock Master. No one shall initiate any movement of any vessel in the lock or approaches except by or under the direction of the Lock Master. ("Vessel" as used herein includes all connected units, tugs, barges, tows, boats or other floating objects.)

(3251) (d) Signals–(1) Radio. All locks are equipped with two-way FM radio operating on channel 14, frequency of 156.700 MHz, for both the calling channel and the working channel. Vessels equipped with two-way radio desiring a lockage shall call WUJ 33 Bonneville, WUJ 34 The Dalles, WUJ 35 John Day, WUJ 41 McNary, WUJ 42 Ice Harbor, WUJ 43 Lower Monumental, WUJ 44 Little Goose, or WUJ 45 Lower Granite, at least one-half hour in advance of arrival since the Lock Master is not in constant attendance of the locks. Channel 14 shall be monitored constantly in the vessel pilot house from the time the vessel enters the approach channel until its completion of exit. Prior to entering the lock chamber, the commercial freight or log-tow vessel operator shall report the nature of any cargo, the maximum length, width and draft of the vessel and whether the vessel is in any way hazardous because of its condition or the cargo it carries or has carried.

(3252) (2) Pull-cord signal stations. Pull-cord signal stations marked by large instructional signs and located near the end of the upstream and downstream lock entrance walls may be used in place of radios to signal the Lock Master for a lockage.

(3253) (3) Entering and exit signals. Signal lights are located outside each lock gate. When the green (go) light is on, all vessels will enter in the sequence prescribed by the Lock Master except at Bonneville where freight and log-tow vessels only will enter on the amber light. When the red (stop) light is on, the lock is not ready for entrance and vessels shall stand clear. In addition to the above visual signals, the Lock Master will signal that the lock is ready for entrance by sounding one long blast on the lock air horn. The Lock Master will signal that the lock is ready for exit by lighting the green exit light and sounding one short blast on the air horn.

(3254) (4) Craft lockage-readiness signal. Upon query from Lock Master, a vessel operator will signal when he is properly moored and ready for the lockage to begin.

(3255) (e) Permissible dimensions of vessels. Nominal overall dimensions of vessels allowed in the lock chamber are 84 feet wide and 650 feet long, except at Bonneville where these dimensions are 74 feet wide and 500 feet long. Depth of water in the lock depends upon river levels which may vary from day to day. Staff gauges showing the minimum water level depth over gate sills are located inside the lock chamber near each lock gate and outside the lock chamber near the end of both upstream and downstream guide walls. Vessels which do not have a draft of at least one foot less than a gauge reading shall not pass that gauge. Information concerning allowable draft for vessel passage through the locks may be obtained from the Lock Master. Minimum lock chamber water level depth is 15 feet except at Ice Harbor where it is 14 feet and at Bonneville where it is 24.2 feet. When the river flow at Lower Granite exceeds 330,000 cubic feet per second the normal minimum 15-foot depth may be decreased to as little as eight feet. At Bonneville, a tow may be rearranged to less than clear lock dimensions (74 feet by 500 feet) prior to entering the lock, and be passed in one lockage. Such rearrangements at Bonneville may be done at the moorage in the downstream lock approach channel or above the upstream guide wall and with the Lock Master's permission at the upstream guide wall. In consideration of river and swing bridge traffic at Bonneville the Lock Master may authorize rearrangement of vessels within the lock chamber only when both miter gates at the open end of the lock are in their recesses in the lock walls and rearrangement will not be hazardous to them. Vessels wider than 50 feet will not be permitted to enter the Bonneville Lock during extreme high water when tailwater at the lock is higher than 35 feet above m.s.l. since the downstream guide wall will be inundated.

(3256) (f) Precedence at Lock. Subject to the order of precedence, the vessel or tow arriving first; at the lock will be locked through first, however, this precedence may be modified at the discretion of the lockmaster. If immediate passage is required, lockage of vessels owned or operated by the United States shall take precedence. The precedence of all other vessels shall be as follows:

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(3257) (1) When a recreational vessel lockage schedule is in effect, at the appointed time for lockage of recreation craft, recreation craft shall take precedence; however, commercial vessels may be locked through with recreation craft if safety and space permit. At other than the appointed time, the lockage of commercial and tow vessels shall take precedence and recreational craft may (only) lock through with commercial vessels only as provided in Paragraph (h) of this sections.

(3258) (2) If a recreational vessel lockage schedule is not in effect, commercial and tow vessels shall take precedence. Recreational craft may be locked through with commercial craft. If no commercial vessels are scheduled to be locked through within a reasonable time, not to exceed one hour after the arrival of the recreational vessels at the lock, the recreational vessel may be locked through separately. If a combined lockage cannot be arranged, the recreational craft shall be locked through after waiting three commercial lockages.

(3259) (g) Loss of turn. Vessels that fail to enter the lock with reasonable promptness, after being authorized to do so, shall lose their turn.

(3260) (h) Lockage.–(1) Multiple lockage. The Lock Master shall decide whether one or more vessels or tows may be locked through at the same time. Vessels with flammable or highly hazardous cargo will be passed separately from all other vessels. Hazardous materials are described in Part 171, Title 49, Code of Federal Regulations. Flammable materials are defined in the National Fire Code of the National Fire Protection Association.

(3261) (2) Recreational craft. By mutual agreement of (all parties,) the lockmaster and captains of the vessels involved, recreational vessels may be locked through with commercial vessels. Under the recreational vessel schedule, separate lockage will not be made by recreational vessels except in accordance with the recreational lockage schedule or when circumstances warrant, such as in an emergency. When recreational craft are locked simultaneously with commercial vessels, the recreational vessel will enter the lock chamber after the commercial vessel is secured in the chamber and when practicable will depart while the commercial vessel remains secured.

(3262) (3) Special schedules. Recreational boating groups may request special schedules by contacting the district engineer. The schedule for the daily lockage of recreational vessels will indicate the number of boats required for a special schedule and how many days' notice is required in order to arrange a special schedule.

(3263) (i) Mooring in approaches prohibited. Mooring or anchoring in the approaches to the lock is prohibited where such mooring will interfere with navigation.

(3264) (j) Waiting for Lockage. Vessels waiting for lockage shall wait in the clear outside of the lock approach channel, or contingent upon permission by the Lock Master, may at their own risk, lie inside the approach channel at a place specified by the Lock Master. At Bonneville, vessels may at their own risk, lay-to at the downstream moorage facility on the south shore downstream from the guide wall: Provided, That a 100-foot-wide open channel is maintained and vessels upstream may lay-to against the guide wall, at their own risk, provided they remain not less than 400 feet upstream of the upstream lock gate; or contingent upon prior radio clearance by the Lock Master they may, at their own risk, tie to the upstream guide wall.

(3265) (k) Mooring in lock. All vessels must be moored within the lock chamber so that no portion of any vessel extends beyond the lines painted on the lock walls. Moorage within the lock chamber will be to floating mooring bits only and will be accomplished in a proper no-slip manner. Small vessels will not be locked with a large vessel unless the large vessel is so moored (two mooring bits) that no lateral movement is possible. The vessel operator will constantly monitor the position of his vessel and his mooring bit ties to assure that there is no fore or aft movement of his vessel and lateral movement is minimized. Propulsion by vessels within the lock chamber will not be permitted during closure operation of a lock chamber gate or as otherwise directed by the Lock Master.

(3266) (l) Crew to move craft. During the entire lockage, the vessel operator shall constantly attend the wheelhouse, be aware of the vessel's position, and monitor radio channel 14 on frequency 156.700 MHz, or otherwise be constantly able to communicate with the Lock Master. At a minimum, vessels shall be as vigilantly manned as if underway.

(3267) (m) Speed. Vessels shall be adequately powered to maintain a safe speed and be under control at all times. Vessels shall not be raced or crowded alongside another in the approach channels. When entering the lock, speed shall be reduced to a minimum consistent with safe navigation. As a general rule, when a number of vessels are entering the lock, the following vessel shall remain at least 200 feet astern of the vessel ahead.

(3268) (n) Delay in lock. Vessels shall not unnecessarily delay any operation of the locks.

(3269) (o) Landing of freight. No freight, baggage, personnel, or passengers shall be landed on or over the walls of the lock, except by permission and direction of the Lock Master.

(3270) (p) Damage to lock or other structures. The regulations in this section shall not relieve owners and/or operators of vessels from liability for any damage to the lock or other structures or for the immediate removal

of any obstruction. No vessel in less than stable floating condition or having unusual sinking potential shall enter the locks or its approaches. Vessels must use great care not to strike any part of the lock, any gate or appurtenance thereto, or machinery for operating the gates, or the walls protecting the banks of the approach channels. All vessels with projecting irons, or rough surfaces which may damage the gates or lock walls, shall not enter the lock unless provided with suitable buffers and fenders. Vessels having chains, lines, or drags either hanging over the sides or ends or dragging on the bottom for steering or other purposes will not be permitted to pass.

(3271) (q) Tows. Prior to a lockage, the person in charge of a vessel towing a second vessel by lines shall, at a safe distance outside of the incoming approach channel, secure the second vessel to the towing vessel and keep it secured during the entire course of a lockage and until safely clear of the outgoing approach channel.

(3272) (r) Violation of regulations. Any violation of these regulations may subject the owner or master of any vessel to any or all of the following: (1) Penalties prescribed by law of the United States Government (33 U.S.C. 1); (2) Report of violation to the titled owner of the vessel; (3) Report of violation to the U.S. Coast Guard; (4) Refusal of lockage at the time of violation.

(3273) (s) Refuse in locks. No material of any kind shall be thrown or discharged into the lock, or be deposited in the lock area. Vessels leaking or spilling cargo will be refused lockage and suitable reports will be made to the U.S. Coast Guard. Deck cargo will be so positioned so as not to be subject to falling overboard.

(3274) (t) Handling valves, gates, bridges, and machinery. No person, unless authorized by the Lock Master, shall open or close any bridge, gate, valve, or operate any machinery in connection with the lock. However, the Lock Master may call for assistance from the master of any vessel using the lock, should such aid be necessary; and when rendering such assistance, the person so employed shall be directly under the orders of the Lock Master. Masters of vessels refusing to provide such assistance when it is requested of them may be denied the use of the lock by the Lock Master.

(3275) (u) (Reserved)

(3276) (v) (Reserved)

(3277) (w) Restricted areas. No vessel shall enter or remain in any restricted area at any time without first obtaining permission from the District Engineer, Corps of Engineers, U.S. Army, or his duly authorized representative.

(3278) (1) *At Bonneville Lock and Dam.* The water restricted to all vessels, except Government vessels, are described as all waters of the Columbia River and Bradford Slough within 1,000 feet above the first powerhouse, spillway, and second powerhouse (excluding the new navigation lock channel) and all waters below the first powerhouse, spillway, second powerhouse, and old navigation lock. This is bounded by a line commencing from the westernmost tip of Robins Island on the Oregon side of the river and running in a South 65 degrees West direction a distance of approximately 2,100 feet to a point 50 feet upstream of the Hamilton Island Boat Ramp on the Washington shore. Signs designate the restricted areas. The approach channel to the new navigation lock is outside the restricted area.

(3279) (2) *At the Dalles Dam*. The waters restricted to only Government vessels are described as all downstream waters other than those of the navigation lock downstream approach channel which lie between the Wasco County Bridge and the project axis including those waters between the powerhouse and the Oregon shore and all upstream waters other than those of the navigation lock upstream approach channel which lie between the project axis and a line projected from the upstream end of the navigation lock guide wall to the junction of the concrete structure with the earth fill section of the dam near the upstream end of the powerhouse.

(3280) (3) *At the John Day Dam*. The waters restricted to only Government vessels are described as all of the waters within a distance of about 1,000 yards above the dam lying south of the navigation channel leading to the lock and bounded by a line commencing at the upstream end of the guide wall, and running in a direction 54°01'37" true for a distance of 771 yards, thence 144°01'37" true across the river to the south shoreline. The downstream limit is marked by orange and white striped monuments on the north and south shores.

(3281) (4) *At McNary Lock and Dam*. The waters restricted to all vessels, except to Government vessels, are described as all waters commencing at the upstream end of the Oregon fish ladder thence running in the direction of 39°28' true for a distance of 540 yards; thence 7°49' true for a distance of 1,078 yards; thence 227° 10' for a distance of 468 yards to the upstream end of the navigation lock guidewall. The downstream limits commence at the downstream end of the navigation lock guidewall thence to the south (Oregon) shore at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(3282) (5) *At Ice Harbor Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters within a distance of about 800 yards upstream of the dam lying south of the navigation lock and bound by the line commencing at the upstream end of the guidewall, and running a direction of 91°10' true for a distance of 575 yards; thence 162° 45' to the south shore, a distance of about 385 yards. The

downstream limits commencing at the downstream end of the guidewall; thence to the south shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(3283) (6) *At Lower Monumental Lock and Dam.* The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall and running in a direction of 46°25' true for a distance of 344 yards; thence 326°19' true for a distance of 362 yards; thence 243°19' true for a distance of 218 yards; thence 275°59' true to the north shore a distance of about 290 yards. The downstream limits commence at the downstream end of the navigation lock guidewall; thence to the north shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(3284) (7) *At Little Goose Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall and running in a direction of 60°37' true for a distance of 676 yards; thence 345°26' true to the north shore. The downstream limits commence 512 yards downstream and at right angles to the axis of the dam on the south shore; thence parallel to the axis of the dam to the north shore. Signs designate the restricted areas.

(3285) (8) *At Lower Granite Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall thence running in the direction of 131°31' true for a distance of 608 yards; thence 210° 46' true to the south shore, a distance of about 259 yards. The downstream limits commence at the downstream end of navigation lock guidewall; thence to the south shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(3286) Drawings which depict the hazardous and restricted areas in paragraphs (v) and (w) of this section are available from the District Engineers for areas within their respective jurisdictions.

§207.750 Puget Sound Area, WA.

(3287) (a) Waterway connecting Port Townsend and Oak Bay; use, administration and navigation-(1) Works to which the regulations apply. The "canal grounds" when used in this Paragraph shall mean that area between the south end of the jetties in Oak Bay and the northern end of the dredge channel approximately 400 yards northwest of Port Townsend Canal Light. The "canal" is the water lying between these limits and the banks containing the same.

(3288) (2) (Reserved)

(3289) (3) Trading, landing, etc. No business, loading, or landing of freight or baggage will be allowed on or over the canal piers or bulkheads.

(3290) (4) Refuse. No person shall throw material of any kind into the canal.

(3291) (5) (Reserved)

(3292) (6) Obstructions. On the canal's being obstructed by a vessel, raft, or other craft, by sinking, grounding or otherwise, the District Engineer, Seattle, shall be notified by telephone or telegraph as soon as possible by the person in charge of the obstructing vessel, raft, or craft.

(3293) (b) Lake Washington Ship Canal; use, administration and navigation–(1) Definitions. The term "canal" as used in the regulations in this Paragraph shall include the water area in the locks and the channel and adjacent waters from a point 5,500 feet northwest of the Burlington Northern, Inc. railway bridge to the east end of the channel opposite Webster Point, Lake Washington. The term "canal grounds" shall include all grounds set aside for the use of the canal or occupied in its construction.

(3294) (2) Supervision. The canal and all its appurtenances shall be under the supervision of the District Engineer, Corps of Engineers, Seattle. The District Engineer will detail as many assistants as may be necessary for the efficient operation of the canal and the enforcement of the regulations in this Paragraph. The movement of all vessels and other floating things in the canal and approaches thereto shall be under the direction of the District Engineer and his authorized assistants. All orders given under the regulations to any master or person in charge of any vessel, raft, or other watercraft by the District Engineer or his authorized assistants, either in person or through any canal operative, shall be acknowledged and obeyed. Failure to see, understand, or comply with signals or instructions shall constitute a violation of the regulations. Any person refusing to comply with the regulations or any orders given in pursuance thereof may be denied the privileges of the canal or canal grounds.

(3295) (3) Speed. To avoid damage to other vessels and to property along the shores, all vessels shall proceed at reduced speed in the canal as follows:

(3296) (i) From the west entrance of the Lake Washington Ship Canal to the western end of the west guide pier of the Hiram M. Chittenden Locks, and from the east end of the easternmost guide pier of said Locks to the white flashing dolphin located south of Webster Point on Lake Washington, including all of Salmon Bay, Lake Union, Portage Bay, and Union Bay, it shall be unlawful for any person to operate any watercraft or vessel at a speed in excess of 7 nautical miles per hour within 200 feet of any shoreline, pier, restricted area or shore installation.

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(3297) (ii) From the western end of the aforesaid west guide pier to the eastern end of the aforesaid east guide pier at said Locks, it shall be unlawful for any person to operate any watercraft or vessel at a speed in excess of 4 nautical miles per hour.

(3298) **NOTE**. Signs are located along the canal to indicate permissible speeds.

(3299) (4) Traffic signal lights. In addition to the lock signal lights described in Paragraph (g)(5)(ii) of this section, a red light, and a green light are installed on the west side of the Ballard Bridge, on the east side of the Fremont Bridge, 1,000 feet west of the Montlake Bridge, and 1,000 feet east of the Montlake Bridge, for the guidance of vessels approaching the sections of the canal between Salmon Bay and Lake Union and between Lake Union and Lake Washington, respectively. Vessels of 300 gross tons and over and all vessels with tows, except as hereinafter provided, shall not pass the red lights. The green lights will indicate that vessels may proceed. Vessels of less than 300 gross tons without tows may disregard these signals, but they shall travel at very slow speed when passing other vessels. Vessels of 300 gross tons and over and vessels with tows, except logs, whose destination is easterly between the Ballard Bridge and a point 2,500 feet east of the Ballard Bridge, may pass the red signals on the Ballard Bridge, provided, such passage will not interfere with approaching traffic.

(3300) (5) Approaching and passing through locks–

(3301) (i) Signals for locks. Vessels with tows desiring to use the locks shall so indicate by two long and three short blasts of a whistle, horn or megaphone. All other vessels desiring to use the locks shall so indicate by two long and two short blasts. NOTE: The term "long blasts" means blasts of four seconds duration, and the term "short blasts" means blasts of one second duration.

(3302) (ii) Lock signal lights. Red and green signal lights are installed on the guide pier west of the Burlington Northern, Inc. railway bridge below the locks. The green light will indicate to vessels bound for the large lock that the lock has been made ready. If the red light is burning, vessels bound for the large lock shall moor at the pier. Vessels bound for the small lock shall be guided into the small lock by traffic signals thereon. The masters of all vessels approaching the locks from Puget Sound shall be alert to receive and shall immediately comply with instructions by voice or signal from the employee on the west pier.

(3303) (iii) Precedence at locks. All vessels approaching the locks shall stop at the points indicated by signs placed on the canal piers or as directed by a lockman until ordered to proceed into the lock. Unless otherwise directed by the District Engineer or his authorized assistants, vessels owned or operated by the United States or the City of Seattle and passenger vessels operating on a regular schedule shall have precedence over all others in passing through the locks. Registered merchant vessels shall have precedence over pleasure craft, which shall pass through in the order of their arrival at the locks, and both shall have precedence over vessels towing floated timber or logs. Tows of floated timber and logs may be denied the use of the locks during certain hours when both locks are busy passing other traffic. However, advance notice will be given towboat companies as to the periods when log tows will be denied lockage.

(3304) (iv) Entering locks. Masters of vessels shall exercise the greatest care when entering either lock. The forward movement of vessels while taking position in the locks shall be very slow, and boats entering the small lock shall reduce their speed to not more than two and one-half miles per hour when within 200 feet of the outer gate and come to practically a full stop before entering the lock so that in case the engine mechanism fails to operate properly the momentum of the boat may be stopped easily by its lines. The masters of vessels entering either lock from either direction shall be alert to receive and shall immediately comply with instructions by voice or signal from the lock attendants.

(3305) (v) Mooring in locks. Vessels entering the locks shall be equipped with adequate lines, at least 50 feet in length being required fore and aft. While in the large lock vessels and rafts will be moored at the top of the lock wall. While in the small lock vessels shall be moored to the floating mooring wall. Lines shall not be released until the signal has been given by the lock force to leave the lock, after which there shall be no delay in leaving. All vessels not equipped to handle tie-up lines with power winches shall be equipped with suitable mooring lines of manila, or other suitable fiber, of sufficient size and strength to hold the vessel against the currents to be met within the lock chamber. The use of wire rope for tie-up by vessels not equipped to handle such lines with power winches is prohibited. Vessels may be denied the use of the locks if their lines are not in good condition, or if the mooring bits on barges are not accessible or are not equipped to prevent lines from slipping off when the water is lowered in the lock. All vessels entering the locks should have, in addition to the master, at least one person on deck to handle lines. Mates and deckhands, when preparing to moor within the lock chambers, should not throw heavy mooring lines at the lockmen on the walls, but should wait for a heaving line to be passed to them unless otherwise directed. All towboat crews, while locking or moving a tow out of the lock chamber, should station themselves so as to preclude the possibility of being

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injured by the parting of cable or lines under strain. Persons attempting to take vessels through the locks without assistance on deck may be required to wait until the lock is clear of other traffic before passing through. All operators of vessels are especially cautioned to use extreme care while crowded in the locks to avoid accident or fire on their boats. Under no circumstances will small craft, such as rowboats, launches and houseboats, or any other type of pleasure boats, be locked through with barges used for carrying any type of petroleum product or other hazardous material. At the discretion of the lockmaster, small craft as described above may be locked through with barge tows containing other than dangerous material. Operators of small vessels and larger vessels operating in the proximity of each other shall be alert to the danger arising from the limited maneuverability of the larger vessels, and shall exercise all precautions to prevent accident.

(3306) (6) Damage to locks or other structures.

(3307) (i) The regulations in this Paragraph shall not affect the liability of the owners and operators of vessels for any damage caused by their operations to the locks or other structures. The sides and corners of all vessels and rafts passing through the locks should be free from spikes or projections of any kind which might damage the locks or other structures. Vessels with appurtenances or projections which might damage the locks or other structures shall be fitted with adequate fenders. Lockage of leaking vessels or vessels with overhanging loads may be refused. Such barge or craft shall be moored in a location outside of the channel approach to the lock so as to not interfere with passing navigation. Vessels of unusual dimensions, or other characteristics which, in the opinion of the lockmaster, pose a threat to the integrity or safety of the locks or canal will be refused passage until written permission to pass is provided by the District Engineer. Sufficient written data and drawings shall be provided the District Engineer that an engineering determination can be made as to the safety of the vessel. The District Engineer shall have the right to inspect any such vessels prior to passage. The operators of all vessels shall use care to avoid striking the guide walls or other structures pertaining to the canal.

(3308) (ii) In the interest of safety and fire prevention, all woven rope fenders used with barges carrying flammable cargo should be water-soaked or otherwise fireproofed prior to entering the lock approaches.

(3309) (iii) Burning fenders should be dropped overboard immediately rather than being placed on the deck of a barge or towboat.

(3310) (iv) A minimum of one man with a portable fender shall be stationed at the head end of every tow of hazardous cargo and at the aft end if the lockmaster so directs so as to protect the lock and guide walls from damage while entering or departing the lock structures.

(3311) (v) All cylinders or containers holding gases under pressure, or any other chemical or substance, shall be securely fastened to the hull of the vessel to prevent their rolling overboard into the lock chamber and becoming a hazard.

(3312) (vi) All containers holding paint, gasoline or other volatile materials shall be securely fastened with tight-fitting covers. To preclude a concentration of potentially explosive vapors, no paint will be allowed to be applied to the exterior of vessel hulls, houses, machinery or other equipment while the vessels are in the lock chamber.

(3313) (vii) All hatches of tank barges must be closed prior to entering lock. Tank barges with open hatch or hatches will be denied lockage.

(3314) (viii) No smoking will be permitted aboard vessels with cargoes of fuel or explosives.

(3315) (ix) All vessels carrying hazardous cargoes shall so be identified with the lockmaster. They shall be in compliance with Department of Transportation (U.S. Coast Guard) regulations (46 CFR 30-40, 146-154 and 49 CFR 171-179) and shall accordingly carry required markings. All DOT safety regulations for transit of hazardous cargoes shall be adhered to, whether or not specifically cited or duplicated herein.

(3316) (7) (Reserved)

(3317) (8) Rafts. (i) No log raft exceeding 700 feet in length or 76 feet in width shall pass through the canal. Boom sticks shall be smooth, with rounded ends, and securely tied together with cables, chains, or log swifters to prevent the raft from spreading while in the lock. Rafts containing logs that do not float above water for their entire length, or are in danger of being submerged when they enter fresh water, shall not be towed in the canal until such logs are securely fastened so as to prevent their escape from the raft.

(3318) (ii) Whenever required, log rafts passing in through the lock will be given a number that shall be fastened on one of the logs in the raft. This number will identify the raft and shall not be removed until the logs are used.

(3319) (iii) Two floats are maintained in Shilshole Bay near the entrance of the canal channel to facilitate the handling of logs in the canal. Rafts bound for the canal may be moored at one of these floats, only the portion of the raft that is to be taken through at a single lockage being brought into the canal. The remainder of the raft may be left at the float until the first portion has been towed to its destination above the lock.

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(3320) (9) Tows. All vessels engaged in towing shall use tow lines of the least practicable length and shall have full control of their tows at all times. Towing more than one craft abreast is forbidden if the total width of the tow, including the towboat, exceeds 70 feet.

(3321) (10) Obstructing navigation. (i) All vessels and tows passing through the canal shall be kept as close as practicable to the center or, when safer, to the right side of the waterway, except when passing other craft or preparing to moor at a pier or wharf. Slowly moving log rafts, tows, or vessels shall, whenever practicable, pull out of the way when meeting other vessels or when other traffic proceeding in the same direction desires to pass. Vessels are forbidden to obstruct the canal in any way or to delay by slow passage through the canal the progress of other vessels. Small and readily maneuverable vessels operating in the vicinity of larger, less maneuverable vessels shall, in all cases, keep clear and operate with caution in order that the large vessels may maintain safe steerage way and that hazards to all vessels may be reduced. All vessels shall operate with extreme caution and movements shall be made only when adequate precautions for the safety of other vessels and property are being effectively employed.

(3322) (ii) The placing of logs, vessels, or other floating objects within the limits of the dredged channels or anywhere in the canal where they may interfere with navigation to or from piers or industrial plants is prohibited.

(3323) (11) Turning. Vessels exceeding 100 feet in length shall not turn around, or attempt to turn around, in the concrete revetted portions of the canal at the Fremont Cut or Portage Cut sections of the canal.

(3324) (12) Excessive working of propellers or engines. Excessive working of the propellers of a vessel for purposes of testing or for other purposes when this creates objectionable or dangerous currents in the canal is forbidden. In case of grounding, the rapid or strong working of the vessel's engines is forbidden.

(3325) (13) Landing or mooring. No business, trading, or landing of passengers, freight, or baggage will be allowed on or over the canal piers or lock walls, or over the piers or grounds forming a part of the canal or its appurtenances. All persons in charge of or employed on any boat are prohibited from landing or mooring such boat at any of the canal piers, unless in transit through the canal or specially permitted to do so by the District Engineer or his authorized assistants.

(3326) (14) Deposit of refuse. The deposit, either from watercraft or from the shore, of any oil or refuse matter in the canal or upon the canal grounds is prohibited, nor shall water discharged from the side of a vessel be allowed to spill on the lock wall.

(3327) (15) Aids to navigation. Persons in charge of log rafts or other tows, and the masters of vessels and boats using the canal, shall keep a careful watch when passing buoys or other aids to navigation and promptly report to the District Engineer or his authorized assistants any displacement or damage to such aids.

(3328) **Note:** Aids to navigation and other related data are shown on Nautical Chart No. 18447 published by the National Ocean Service.

(3329) (16) Operation of salt water barrier in the large lock of the Hiram M. Chittenden Locks. (i) A salt water barrier is installed across the east end of the large lock. This barrier, while in the depressed position, reduces the depth of the water available at the east end of this chamber from 36 feet to 33.75 feet at low lake elevation (20 feet above MLLW). In the raised position, the depth of water will be reduced to 16 feet. In comparison, the depth of water available for navigation at the west end of the large lock chamber is 29 feet at mean lower low water. The purpose of this barrier is to reduce salt water intrusion into Lake Washington through normal operations of the locks.

(3330) (ii) The least depth of water available over the barrier when raised will be shown on signs placed near the ends of the guide piers to the large lock. A yellow light mounted on these signs will be lighted only while the barrier is in a raised position.

(3331) (iii) Vessels transiting the lock from east to west having draft requirements that exceed the water depth available over the barrier will advise the lockmaster by sounding one long and two short blasts of a horn or whistle. When the yellow light is extinguished on the signboard, the operator of the vessel may assume the barrier has been lowered.

(3332) (iv) Vessels transiting the lock from west to east having draft requirements that exceed the depth available over the intrusion barrier will advise the lockmaster by sounding one long and two short blasts of a horn or whistle. A yellow light mounted on a standard on the south lock wall and opposite the intrusion barrier will be lighted only when the barrier is in the raised position.

(3333) (v) It shall be the responsibility of the vessel operator to satisfy himself of the position of this barrier prior to passing over it.

(3334) (c) West Waterway, Seattle Harbor; navigation. (1) The movement of vessels of 250 gross tons or over and all vessels with tows of any kind through the narrow section of West Waterway between the bend at Fisher's Flour Mill dock and the bend at the junction of East Waterway with Duwamish Waterway, and through the draws of the City of Seattle and Northern Pacific Railway Company bridges crossing this narrow section, shall be governed by red and green traffic signal lights

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mounted on the north and south sides of the west tower of the City Light power crossing at West Spokane Street.

(3335) (2) Two green lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is clear. Two red lights, one vertically above the other, displayed ahead of a vessel, shall indicate that the waterway is not clear.

(3336) (3) A vessel approaching the narrow section and drawbridges from either end of the waterway shall give one long blast of a whistle and shall not enter the narrow section until green lights are displayed.

(3337) (4) One vessel may follow another vessel in either direction, but the channel shall not be kept open in the same direction for an unreasonable time if a vessel is waiting at the other end.

(3338) (5) Tugs, launches, and small craft shall keep close to one side of the channel when vessels or boats with tows are passing.

(3339) (6) All craft shall proceed with caution. The display of a green light is not a guarantee that the channel is clear of traffic, and neither the United States nor the City of Seattle will be responsible for any damage to vessels or other property which may be chargeable to mistakes in the operation of the signal lights or to their failure to operate.

§207.800 Collection of navigation statistics.

(3340) (a) Definitions. For the purpose of this regulation the following terms are defined:

(3341) (1) Navigable waters of the United States means those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce. (See 33 CFR part 329 for a more complete definition of this term.)

(3342) (2) Offenses and Violations mean:

(3343) (i) Failure to submit a required report.

(3344) (ii) Failure to provide a timely, accurate, and complete report.

(3345) (iii) Failure to submit monthly listings of idle vessels or vessels in transit.

(3346) (iv) Failure to submit a report required by the lockmaster or canal operator.

(3347) (3) Leased or chartered vessel means a vessel that is leased or chartered when the owner relinquishes control of the vessel through a contractual agreement with a second party for a specified period of time and/or for a specified remuneration from the lessee. Commercial movements on an affreightment basis are not considered a lease or charter of a particular vessel.

(3348) (4) Person or entity means an individual, corporation, partnership, or company.

(3349) (5) Timely means vessel and commodity movement data must be received by the Waterborne Commerce Statistics Center within 30 days after the close of the month in which the vessel movement or nonmovement takes place.

(3350) (6) Commercial vessel means a vessel used in transporting by water, either merchandise or passengers for compensation or hire, or in the course of business of the owner, lessee, or operator of the vessel.

(3351) (7) Reporting situation means a vessel movement by an operator that is required to be reported. Typical examples are listed in the instructions on the various ENG Forms. Five typical movements that are required to be reported by vessel operating companies included the following examples: Company A is the barge owner, and the barge transports corn from Minneapolis, MN to New Orleans, LA, with fleeting at Cairo, IL.

(3352) (i) Lease/Charter: If Company A leases or charters the barge to Company B, then Company B is responsible for reporting the movements of the barge until the lease/charter expires.

(3353) (ii) Interline Movement: A barge is towed from Minneapolis to Cairo by Company A, and from Cairo to New Orleans by Company B. Since Company A is the barge owner, and the barge is not leased. Company A reports the entire movement of the barge with an origin of Minneapolis and a destination of New Orleans.

(3354) (iii) Vessel Swap/Trade: Company A swaps barge with Company B to allow Company B to meet a delivery commitment to New Orleans. Since Company A has not leased/chartered the barge, Company A is responsible for filing the report. Company B is responsible for filing the report on the barge which is traded to Company A. The swap or trade will not affect the primary responsibility for reporting the individual vessel movements.

(3355) (iv) Re-Consignment: Barge is reconsigned to Mobile, AL. Company A reports the movements as originating in Minneapolis and terminating in Mobile. The point from which barge is reconsigned is not reported, only points of loading and unloading.

(3356) (v) Fleeting: Barge is deposited at a New Orleans fleeting area by Company A and towed by Company B from fleeting area to New Orleans area dock for unloading. Company A, as barge owner, reports entire movements from Minneapolis to the unloading dock in New Orleans. Company B does not report any barge movement.

(3357) (b) Implementation of the waterborne commerce statistics provisions of the River and Harbor Act of 1922, as amended by the Water Resources Development Act of 1986 (Pub. L. 99-662), mandates the following.

(3358) (1) Filing Requirements. Except as provided in Paragraph (b)(2) of this section, the person or entity

receiving remuneration for the movement of vessels or for the transportation of goods or passengers on the navigable waters is responsible for assuring that the activity report of commercial vessels is timely filed.

(3359) (i) For vessels under lease/charter agreements, the lessee or chartered of any commercial vessel engaged in commercial transportation will be responsible for the filing of said reports until the lease/charter expires.

(3360) (ii) The vessels owner, or his designated agent, is always the responsible party for ensuring that all commercial activity of the vessel is timely reported.

(3361) (2) The following Vessel Information Reports are to be filed with the Army Corps of Engineers, at the address specified on the ENG Form, and are to include:

(3362) (I) Monthly Reports. These reports shall be made on ENG Forms furnished upon written request of the vessel operating companies to the Army Corps of Engineers. The forms are available at the following address: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, P.O. Box 61280, New Orleans, LA 70161-1280.

(3363) (A) All movements of domestic waterborne commercial vessels shall be reported, including but not limited to: Dry cargo ship and tanker moves, loaded and empty barge moves, towboat moves, with or without barges in tow, fishing vessels, movements of crew boats and supply boats to offshore locations, tugboat moves and movements of newly constructed vessels from the shipyard to the point of delivery.

(3364) (B) Vessels idle during the month must also be reported.

(3365) (C) Notwithstanding the above requirements, the following waterborne vessel movements need not be reported:

(3366) (1) Movements of recreational vessels.

(3367) (2) Movements of fire, police, and patrol vessels.

(3368) (3) Movements of vessels exclusively engaged in construction (e.g., piledrivers and crane barges). **Note:** however, that movements of supplies, materials, and crews to or from the construction site must be timely reported.

(3369) (4) Movements of dredges to or from the dredging site. However, vessel movements of dredge material from the dredging site to the disposal site must be reported.

(3370) (5) Specific movements granted exemption in writing by the Waterborne Commerce Statistics Center.

(3371) (D) ENG Forms 3925 and 3925b shall be completed and filed by vessel operating companies each month for all voyages or vessel movements completed during the month. Vessels that did not complete a move during the month shall be reported as idle or in transit.

(3372) (E) The vessel operating company may request a waiver from the Army Corp of Engineers, and upon written approval by the Waterborne Commerce Center, the company may be allowed to provide the requisite information of the above Paragraph (D), on computer printouts, magnetic tape, diskettes, or alternate medium approved by the Center.

(3373) (F) Harbor Maintenance Tax information is required on ENG Form 3925 for cargo movements into or out of ports that are subject to the provisions of section 1402 of the Water Resources Development Act of 1986 (Pub. L. 99-662).

(3374) (1) The name of the shipper of the commodity, and the shipper's Internal Revenue Service number or Social Security number, must be reported on the form.

(3375) (2) If a specific exemption applies to the shipper, the shipper should list the appropriate exemption code. The specific exemption codes are listed in the directions for ENG Form 3925.

(3376) (3) Refer to 19 CFR part 24 for detailed information on exemptions and ports subject to the Harbor Maintenance Tax.

(3377) (ii) Annual Reports. Annually an inventory of vessels available for commercial carriage of domestic commerce and vessel characteristics must be filed on ENG Forms 3931 and 3932.

(3378) (iii) Transaction Reports. The sale, charter, or lease of vessels to other companies must also be reported to assure that proper decisions are made regarding each company's duty for reporting vessel movements during the year. In the absence of notification of the transaction, the former company of record remains responsible until proper notice is received by the Corps.

(3379) (iv) Reports to Lockmasters and Canal Operators. Masters of self-propelled non-recreational vessels which pass through locks and canals operated by the Army Corps of Engineers will provide the data specified on ENG Forms 3102b, 3102c, and/or 3102d to the lockmaster, canal operator, or his designated representative in the manner and detail dictated.

(3380) (c) Penalties for Noncompliance. The following penalties for noncompliance can be assessed for offenses and violations.

(3381) (1) Criminal Penalties. Every person or persons violating the provisions of this regulation shall, for each and very offenses, be liable to a fine of not more than $5,000, or imprisonment not exceeding two months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed.

(3382) (2) Civil Penalties. In addition, any person or entity that fails to provide timely, accurate, and complete statements or reports required to be submitted by this regulation may also be assessed a civil penalty of up to $2,500 per violation under 33 U.S.C. 555, as amended.

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(3383) (3) Denial of Passage. In addition to these fines, penalties, and imprisonments, the lockmaster or canal operator can refuse to allow vessel passage.

(3384) (d) Enforcement Policy. Every means at the disposal of the Army Corps of Engineers will be utilized to monitor and enforce these regulations.

(3385) (1) To identify vessel operating companies that should be reporting waterborne commerce data. The Corps will make use of, but is not limited to, the following sources.

(3386) (i) Data on purchase and sale of vessels.

(3387) (ii) U.S. Coast Guard vessel documentation and reports.

(3388) (iii) Data collected at Locks, Canals, and other facilities operated by the Corps.

(3389) (iv) Data provided by terminals on ENG Form 3926.

(3390) (v) Data provided by the other Federal agencies including the Internal Revenue Service, Customs Service, Maritime Administration, Department of Transportation, and Department of Commerce.

(3391) (vi) Data provided by ports, local facilities, and State or local governments.

(3392) (vii) Data from trade journals and publications.

(3393) (viii) Site visits and inspections.

(3394) (2) Notice of Violation. Once a reporting violation is determined to have occurred, the Chief of the Waterborne Commerce Statistics Center will notify the responsibility party and allow 30 days for the reports to be filed after the fact. If the reports are not filed within this 30-day notice period, then appropriate civil or criminal actions will be undertaken by the Army Corps of Engineers, including the proposal of civil or criminal penalties for noncompliance. Typical cases for criminal or civil action include, but not limited to, those violations which are willful, repeated, or have a substantial impact in the opinion of the Chief of the Waterborne Commerce Statistics Center.

(3395) (3) Administrative Assessment of Civil Penalties. Civil penalties may be assessed in the following manner.

(3396) (i) Authorization. If the Chief of the Waterborne Commerce Statistics Center finds that a person or entity has failed to comply with any of the provisions specified herein, he is authorized to assess a civil penalty in accordance with the Class I penalty provisions of 33 CFR part 326. Provided, however, that the procedures in 33 CFR part 326 specifically implementing the Clean Water Act (33 U.S.C. 1319(g)(4)), public notice, comment period, and state coordination, shall not apply.

(3397) (ii) Initiation. The Chief of the Waterborne Commerce Statistics Center will prepare and process a proposed civil penalty order which shall state the amount of the penalty to be assessed, describe by reasonable specificity the nature of the violation and indicate the applicable provisions of 33 CFR part 326.

(3398) (iii) Hearing Requests. Recipients of a proposed civil penalty order may file a written request for a hearing or other proceeding. This request shall be as specified in 33 CFR part 326 and shall be addressed to the Director of the Water Resources Support Center, Casey Building, Fort Belvoir, Virginia 22060-5586, who will provide the requesting person or entity with a reasonable opportunity to present evidence regarding the issuance modification, or revocation of the proposed order. Thereafter, the Director of the Water Resources Center shall issue a final order.

(3399) (4) Additional Remedies. Appropriate cases may also be referred to the local U.S. Attorney for prosecution, penalty collection, injunctive, and other relief by the Chief of the Waterborne Commerce Statistics Center.

Part 334–Danger Zones and Restricted Area Regulations

§334.1 Purpose.

(3400) The purpose of this part is to:

(3401) (a) Prescribe procedures for establishing, amending and disestablishing danger zones and restricted area;

(3402) (b) List the specific danger zones and restricted areas and their boundaries; and

(3403) (c) Prescribe specific requirements, access limitations and controlled activities within the danger zones and restricted areas.

§334.2 Definitions.

(3404) (a) Danger zone. A defined water area (or areas) used for target practice, bombing, rocket firing or other especially hazardous operations, normally for the armed forces. The danger zones may be closed to the public on a full-time or intermittent basis, as stated in the regulations.

(3405) (b) Restricted area. A defined water area for the purpose of prohibiting or limiting public access to the area. Restricted areas generally provide security for Government property and/or protection to the public from the risks of damage or injury arising from the Government's use of that area.

§334.3 Special policies.

(3406) (a) General. The general regulatory policies stated in 33 CFR part 320 will be followed as appropriate. In addition, danger zone and restricted area regulations shall provide for public access to the area to the maximum extent practicable.

(3407) (b) Food fishing industry. The authority to prescribe danger zone and restricted area regulations must be exercised so as not to unreasonably interfere with or restrict the food fishing industry. Whenever the proposed establishment of a danger zone or restricted area may affect fishing operations, the District Engineer will consult with the Regional Director, U.S. Fish and Wildlife Service, Department of the Interior and the Regional Director, National Marine Fisheries Service, National Oceanic & Atmospheric Administration (NOAA),

(3408) (c) Temporary, occasional or intermittent use. If the use of the water area is desired for a short period of time, not exceed thirty days in duration, and that planned operations can be conducted safely without imposing unreasonable restrictions on navigation, and without promulgating restricted area regulations in accordance with the regulations in this section, applicants may be informed that formal regulations are not required. Activities of this type shall not reoccur more often than biennially (every other year), unless danger zone/restricted area rules are promulgated under this Part. Proper notices for mariners requesting that vessels avoid the area will be issued by the Agency requesting such use of the water area, or if appropriate, by the District Engineer, to all known interested persons. Copies will also be sent to appropriate State agencies, the Commandant, U.S. Coast Guard, Washington, DC 20590, and Director, National Imagery and Mapping Agency, Hydrographic Center, Washington, DC 20390, ATTN: Code NS 12. Notification to all parties and Agencies shall be made at least two weeks prior to the planned event, or earlier, if required for distribution of Local Notice to Mariners by the Coast Guard.

§334.4 Establishment and amendment procedures.

(3409) (a) Application. Any request for the establishment, amendment or revocation of a danger zone or restricted area must contain sufficient information for the District Engineer to issue a public notice, and as a minimum must contain the following:

(3410) (1) Name, address and telephone number of requestor including the identity of the command and DoD facility and the identity of a point of contact with phone number.

(3411) (2) Name of waterway and if a small tributary, the name of a larger connecting waterbody.

(3412) (3) Name of closest city or town, county/parish and state.

(3413) (4) Location of proposed or existing danger zone or restricted area with a map showing the location, if possible.

(3414) (5) A brief statement of the need for the area, its intended use and detailed description of the times, dates and extent of restriction.

(3415) (b) Public notice. (1) The Corps will normally publish public notices and **Federal Register** documents concurrently. Upon receipt of a request for the establishment, amendment or revocation of a danger zone or restricted area, the District Engineer should forward a copy of the request with his/her recommendation, a copy of the draft public notice and a draft **Federal Register** document to the Office of the Chief of Engineers, ATTN: CECW-OR. The Chief of Engineers will publish the proposal in the **Federal Register** concurrent with the public notice issued by the District Engineer.

(3416) (2) Content. The public notice and **Federal Register** documents must include sufficient information to give a clear understanding of the proposed action and should include the following items of information:

(3417) (i) Applicable statutory authority or authorities; (40 Stat. 266; 33 U.S.C. 1) and (40 Stat. 892; 33 U.S.C. 3).

(3418) (ii) A reasonable comment period. The public notice should fix a limiting date within which comments will be received, normally a period not less than 30 days after publication of the notice.

(3419) (iii) The address of the District Engineer as the recipient of any comments received.

(3420) (iv) The identity of the applicant/proponent;

(3421) (v) The name or title, address and telephone number of the Corps employee from whom additional information concerning the proposal may be obtained;

(3422) (vi) The location of the proposed activity accompanied by a map of sufficient detail to show the boundaries of the area(s) and its relationship to the surrounding area.

(3423) (3) Distribution. Public notice will be distributed in accordance with 33 CFR 325.3(d)(1). In addition to this general distribution, public notices will be sent to the following Agencies:

(3424) (i) The Federal Aviation Administration (FAA) where the use of airspace is involved.

(3425) (ii) The Commander, Service Force, U.S. Atlantic Fleet, if a proposed action involves a danger zone off the U.S. Atlantic coast.

(3426) (iii) Proposed danger zones on the U.S. Pacific coast must be coordinated with the applicable commands as follows:

(3427) Alaska, Oregon and Washington:

(3428) Commander, Naval Base, Seattle

(3429) California:

(3430) Commander, Naval Base, San Diego

(3431) Hawai‘i and Trust Territories:

(3432) Commander, Naval Base, Pearl Harbor

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(3433) (c) Public hearing. The District Engineer may conduct a public hearing in accordance with 33 CFR part 327.

(3434) (d) Environmental documentation. The District Engineer shall prepare environmental documentation in accordance with appendix B to 33 CFR part 325.

(3435) (e) District Engineer's recommendation. After closure of the comment period, and upon completion of the District Engineer's review he/she shall forward the case through channels to the Office of the Chief of Engineers, ATTN: CECW-OR with a recommendation of whether or not the danger zone or restricted area regulation should be promulgated. The District Engineer shall include a copy of environmental documentation prepared in accordance with appendix B to 33 CFR part 325, the record of any public hearings, if held, a summary of any comments received and a response thereto, and a draft of the regulation as it is to appear in the **Federal Register.**

(3436) (f) Final decision. The Chief of Engineers will notify the District Engineer of the final decision to either approve or disapprove the regulations. The District Engineer will notify the applicant/proponent and publish a public notice of the final decision. Concurrent with issuance of the public notice the Office of the Chief of Engineers will publish the final decision in the **Federal Register** and either withdraw the proposed regulation or issue the final regulation as appropriate. The final rule shall become effective no sooner than 30 days after publication in the **Federal Register** unless the Chief of Engineers finds that sufficient cause exists and publishes that rationale with the regulations.

§334.5 Disestablishment of a danger zone.

(3437) (a) Upon receipt of a request from any agency for the disestablishment of a danger zone, the District Engineer shall notify that agency of its responsibility for returning the area to a condition suitable for use by the public. The agency must either certify that it has not used the area for a purpose that requires cleanup or that it has removed all hazardous materials and munitions, before the Corps will disestablish the area. The agency will remain responsible for the enforcement of the danger zone regulations to prevent unauthorized entry into the area until the area is deemed safe for use by the public and the area is disestablished by the Corps.

(3438) (b) Upon receipt of the certification required in Paragraph (a) of this section, the District shall forward the request for disestablishment of the danger zone through channels to CECW-OR, with its recommendations. Notice of proposed rulemaking and public procedures as outlined in §334.4 are not normally required before publication of the final rule revoking a restricted area or danger zone regulation. The disestablishment/revocation of the danger zone or restricted area regulation removes a restriction on a waterway.

§334.6 Datum.

(3439) (a) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose reference horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(3440) (b) For further information on NAD 83 and National Service nautical charts please contact: Director, Coast Survey (N/CG2), National Ocean Service, NOAA, 1315 East-West Highway, Station 6417, Silver Spring, MD 20910-3282.

§334.860 San Diego Bay, California: Naval restricted area.

(3441) (a) The Area. The water of the Pacific Ocean in Middle San Diego Bay in an area extending from the northern and eastern boundary of the Naval Amphibious Base about 0.1 nautical miles and 0.6 nautical miles from the southern shoreline and basically outlined as follows:

(3442) Station

(3443) 1-32°40'33.0"N., 117°10'02.4"W.

(3444) 2-32°40'34.7"N., 117°09'54.0"W.

(3445) 3-32°40'46.0"N., 117°09'44.2"W.

(3446) 4-32°41'00.0"N., 117°09'24.6"W.

(3447) 5-32°40'20.0"N., 117.08'36.7"W.

(3448) 6-32°40'00.0"N., 117°09'00.0"W.

(3449) 7-32°39'18.0"N., 117°08'45.0"W.

(3450) 8-32°39'16.0"N., 117°08'48.5"W.

(3451) (b) The Regulations. (1) Swimming, fishing, waterskiing, mooring or anchoring shall not be allowed within the restricted area.

(3452) (2) A portion of the restricted area extending 120 feet from pierheads and from the low water mark on shore where piers do not exist is closed to all persons and vessels except those owned by, under hire to, or performing work for, the Naval Amphibious Base.

(3453) (3) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay. For vessels under sail, necessary tacking shall constitute a direct route.

(3454) (4) The regulations in this section shall be enforced by the Commanding Officer, Naval Amphibious Base, Coronado, California, and such agencies as he/she shall designate. Organized activities (such as sail races and

regattas) within the restricted area may be allowed providing that a request has been made to the Commanding Officer, Naval Amphibious Base, Coronado, San Diego, California 92155 or by calling, telephone number (619) 522-4833 at least 10 days prior to the event.

§334.870 San Diego Harbor, Calif.; restricted areas.

(3455) (a) Restricted area at Bravo Pier, Naval Air Station.

(3456) (1) The area. The water of the Pacific Ocean in North San Diego Bay in an area extending from the western boundary of North Island about 0.2 nautical miles bayward and basically outlined as follows:

(3457) 32°41'51.3"N., 117°13'34.0"W.;

(3458) 32°41'51.3"N., 117°13'46.6"W.;

(3459) 32°41'43.3"N., 117°13'50.0"W.;

(3460) 32°41'35.8"N., 117°13'48.0"W.;

(3461) 32°41'35.8"N., 117°13'35.0"W.

(3462) (2) The regulations. (i) The restricted area shall not be open to swimming, fishing, mooring or anchorage.

(3463) (ii) Transit will be allowed through the restricted area except that no transit will be allowed within 100 feet of the ammunition pier (Bravo Pier). All unauthorized vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay. Only vessels owned by, under hire to, or performing work for the Naval Air Station or the Naval Weapons Station may operate within 100 feet of the ammunition pier.

(3464) (b) Restricted area at U.S. Naval Degaussing Station. (1) The area. That portion of San Diego Bay near Point Loma, inclosed by lines connecting the following points, which are rectangular coordinates and are referred to U.S. Coast and Geodetic Survey station "Old Town" as their origin:

(3465) "a" S. 18,738.80, W. 16,299.50.

(3466) "b" S. 18,817.60, W. 15,791.30.

(3467) "c" S. 19,376.09, W. 14,270.73.

(3468) "d" S. 20,023.15, W. 14,462.94.

(3469) "e" S. 21,080.24, W. 14,333.14.

(3470) "f" S. 22,074.40, W. 16,371.48.

(3471) (2) The regulations. (i) There shall be no introduction of external magnetic field sources within the area.

(3472) (ii) Craft of any size shall not be excluded from transiting the area. However, they shall proceed through the area by the most direct route without delay or loitering. On occasion, access to the bait barges may be delayed for intermittent periods not exceeding 30 minutes.

(3473) (iii) No craft of any size shall lay-to or anchor within the area except on prior permission granted by the Officer in Charge, U.S. Naval Degaussing Station.

(3474) (c) Restricted area between Ballast Point and Zuniga Point–(1) The area. An area in San Diego Bay between Ballast Point and Zuniga Point inclosed by lines connecting the following stations:

(3475) Station

(3476) A–32°41'17"N., 117°13'58"W.

(3477) B–32°41'19"N., 117°13'36.5"W.

(3478) C–32°41'01"N., 117°13'34"W.

(3479) D–32°40'59"N., 117°13'55"W.

(3480) E–32°41'03"N., 117°13'56"W.

(3481) A–32°41'17"N., 117°13'58"W.

(3482) (2) The regulations. (i) No vessel shall anchor within the restricted area at any time.

(3483) (ii) Dredging, dragging, seining, other fishing operations, and other activities not under the direction of the United States, which might foul underwater installations within the restricted area, are prohibited.

(3484) (iii) All tows entering the restricted area shall be streamed and shortened to the seaward of the area and towing appendages and catenaries shall not be dragged along the bottom while proceeding through the area.

(3485) (iv) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(3486) (d) Restricted area at the Naval Supply Center Pier-(1) the area. The waters of San Diego Bay extending approximately 100 feet out from the north, west and south sides of the Naval Supply Center Pier enclosed by lines connecting the following stations: Station

(3487) A–32°42'50"N., 117°10'25"W.

(3488) B–32°42'50"N., 117°10'38"W.

(3489) C–32°42'54"N., 117°10'38"W.

(3490) D–32°42'54"N., 117°10'25"W.

(3491) (2) The regulations. (i) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time or than a vessel operated by or for the U.S. Navy, U.S. Coast Guard, other authorized military components, or other vessels authorized by Commander Naval Base, San Diego or his designee.

(3492) (ii) Loitering, dredging, dragging, seining, fishing and similar activities within the restricted area are prohibited.

(3493) (e) Enforcement. The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, California, and such agencies as he/she may designate.

§334.880 San Diego Harbor, Calif.; naval restricted area adjacent to Point Loma.

(3494) (a) The area. That portion of San Diego Bay southerly of Ballast Point, exclusive of the southwesterly portion of the restricted area described in §207.612 (b) located westerly of the entrance channel, bounded on the west by the shoreline at Point Loma, on the east by

the entrance channel west project line, and on the south by latitude 32°40'.

(3495) (b) The regulations. (1) The area is reserved for anchorage of vessels of the U.S. Government and authorized harbor pilot and patrol boats. All other craft may navigate and operate through the area, and temporary mooring of vessels (not to exceed 24 hours) is permissible.

(3496) (2) No other vessels shall anchor or moor permanently in the area except by special permission obtained in advance from the Commander, Naval Base, San Diego, Calif.

(3497) (3) The regulations in this section shall be enforced by the Commandant, 11th Naval District, San Diego, Calif., and such agencies as he may designate.

(3498) §334.890 Pacific Ocean off Point Loma, Calif.; naval restricted area.

(3499) (a) The area. The waters of the Pacific Ocean within an area extending southerly from Point Loma, California, described as follows: Beginning at

(3500) 32°39'54", 117°13'18"; thence southeasterly to

(3501) 32°34'31" 117°09'41"; thence 270° true to longitude 117°16'40"; thence due north to latitude 32°39'54"; and thence 90° true to the point of beginning.

(3502) (b) The regulations. (1) No vessel shall anchor within the restricted area at any time without specific permission of the enforcing agency.

(3503) (2) Dredging, dragging, seining, and other similar operations within the restricted area are prohibited.

(3504) (3) The regulations in this section shall be enforced by the Commandant, Eleventh Naval District, San Diego, California, and such agencies as he may designate.

§334.900 Pacific Ocean, U.S. Marine Corps Base, Camp Pendleton, California; restricted area.

(3505) (a) The area. Beginning at the shoreline north of the boat basin,

(3506) 33°13'10", 117°24'19"; thence westward to

(3507) 33°12'48", 117°24'56"; thence southward to

(3508) 33°12'32", 117°24'44"; thence eastward to 3

(3509) 33°12'47", 117°24'17" (a point on the breakwater); thence northeastward along breakwater to

(3510) 33°12'58", 117°24'09"; thence northward along shoreline to point of beginning.

(3511) (b) The regulations. (1) No vessels shall anchor within the restricted area at any time.

(3512) (2) Dredging, dragging, seining, fishing operations, and other activities, which might foul underwater installations within the restricted area, are prohibited.

(3513) (3) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(3514) (4) The regulations in this section shall be enforced by the Commanding General, U.S. Marine Corps Base, Camp Pendleton, California, and such agencies as he may designate.

§334.905 Pacific Ocean, Offshore of Camp Pendleton, California; Fallbrook restricted area.

(3515) (a) The area. The waters of the Gulf of Santa Catalina, offshore of Camp Pendleton in the Pacific Ocean, San Diego County, California. The center of the restricted area is located at 33°18.6'N. latitude, 117°32.0'W. longitude, with a radius of 9,000 feet.

(3516) (b) The regulations. (1) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time other than a vessel operated by or for the U.S. Coast Guard, local, State or Federal law enforcement agencies.

(3517) (2) Loitering, dredging, dragging, anchoring, seining, fishing, and similar activities within the restricted area during vertical replacement operations use is prohibited.

(3518) (c) Enforcement. The regulations in this section shall be enforced by the U.S. Coast Guard, local, State, or Federal law enforcement agencies.

§334.910 Pacific Ocean, Camp Pendleton Boat Basin, U.S. Marine Corps Base, Camp Pendleton, Calif.; restricted area.

(3519) (a) The area. All of the waters of Camp Pendleton Boat Basin entrance channel lying northerly of a line between a light on the north Camp Pendleton jetty at

(3520) 33°12'22", 117°24'07", and a light on the north Oceanside Harbor groin at

(3521) 33°12'29", 117°23'55".

(3522) (b) The regulations. (1) The area is reserved exclusively for use by vessels owned or operated by the Federal Government. Permission to enter the area must be obtained from the enforcing agency.

(3523) (2) The regulations in this section shall be enforced by the Commanding General, U.S. Marine Corps Base, Camp Pendleton, California, or such agencies as he may designate.

§334.920 Pacific Ocean off the east coast of San Clemente Island, Calif.; naval restricted area.

(3524) (a) The area. The waters of the Pacific Ocean within an area extending easterly from the east coast of San Clemente Island, California, described as follows: The northerly boundary to be a continuation, to seaward of the existing southerly boundary of the restricted

anchorage area, as described in 33 CFR 110.218, of this chapter, to

(3525) 33°00.3'N., 118°31.3'W.; thence to

(3526) 32°58.6'N., 118°30.0'W.; thence to

(3527) 32°57.9'N., 118°31.3'W. on the shoreline; thence northerly along the shoreline to point of beginning.

(3528) (b) *The regulations.* (1) No person or vessels, other than Naval Ordnance Test Station craft, and those cleared for entry by the Naval Ordnance Test Station, shall enter the area at any time except in an emergency, proceeding with extreme caution.

(3529) (2) Dredging, dragging, seining or other fishing operations within these boundaries are prohibited.

(3530) (3) No seaplanes, other than those approved for entry by Naval Ordnance Test Station, may enter the area.

(3531) (4) The regulations in this section shall be enforced by security personnel attached to the U.S. Naval Ordnance Test Station, China Lake, California, and by such agencies as may be designated by the Commandant, Eleventh Naval District, San Diego, California.

§334.921 Pacific Ocean at San Clemente Island, Calif.; naval restricted area.

(3532) (a) The area. All waters between the northern and southern boundaries of the area known as West Cove seaward approximately four miles.

(3533) The northern boundary is defined by the coordinates:

(3534) 33°00'52"N., 118°36'18"W.

(3535) 32°59'30"N., 118°37'30"W.

(3536) 32°59'20"N., 118°38'38"W.

(3537) The southern boundary is defined by the coordinates:

(3538) 33°00'40"N., 118°35'27"W.

(3539) 32°58'30"N., 118°36'40"W.

(3540) 32°57'45"N., 118°38'38"W.

(3541) (b) The regulation. (1) The use of this area for anchorage is prohibited to all craft at all times.

(3542) (2) The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, and such agencies as he/she shall designate.

§334.930 Anaheim Bay Harbor, California; Naval Weapons Station, Seal Beach.

(3543) (a) The restricted area. The water of Anaheim Bay Harbor between the east and west jetties at the United States Naval Weapons Station, Seal Beach, California, and the contiguous tidal channel and basin as far east as the Anaheim Bay bridge.

(3544) (b) The regulation. (1) The authority of the Naval Weapons Station Commanding Officer in this area extends to restricting and disallowing the navigating or anchorage of craft during such times as the Commanding Officer determines that considerations of national security or safety warrant such action(s).

(3545) (2) All craft authorized transit of this area shall stay within the limits of the entrance channel in the Outer Harbor, and confine their movement to within the limits of the marked small craft channel at the southern portion of the Inner Harbor.

(3546) (3) Recreational craft, such as water skis, jet skis, (personal water craft), row boats, canoes, kayaks, wind surfers, sail boards, surf boards, etc, and any activity involving persons in the water, are specifically prohibited within the restricted area.

(3547) (4) Boats unable to throttle down or to maintain steerage ways at 5 miles per hour speed shall proceed at the minimum speed consistent with seamanship in an area regularly subject to waterborne explosive handling operations. In case of doubt, boat operators of inbound boats will remain in the west end of the basin and outbound boats in the east end of the basin until informed by a representative of the Naval Weapons Station or U.S. Coast Guard of the completion of the waterborne explosive handling hazard.

(3548) (5) Smoking, open flames and barbecues in boats are prohibited during the transit of this area.

(3549) (6) Nothing in the regulations in this section shall be construed as relieving the owner or persons in command of any vessels or plant from the penalties of the law for obstructing navigation or for not complying with the navigation laws in regard to lights or signals or for otherwise violating law.

(3550) (7) All vessel operators shall heed and obey all posted signs and/or instructions issued by security personnel of the U.S. Naval Weapons Station.

(3551) (8) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Weapons Station, Seal Beach, California, and such agencies as he/she may designate. For clarification or other information, the U.S. Naval Weapons Station Command Duty Officer should be contacted at (213) 594-7101.

§334.940 Pacific Ocean in vicinity of San Pedro, Calif.; practice firing range for United States Army Reserve, National Guard, and Coast Guard units.

(a) The danger zone. (1) (Reserved)

(3552) (2) Zone B. An area extending southwest and northwest from Point Vicente, described as follows: Beginning at Point Vicente Light,

(3553) 33°44'30", 118°24'36"; thence southwesterly to

(3554) 33°43'42", 118°25'24"; thence northwesterly to

(3555) 33°46'30", 118°27'06"; thence southeasterly to the shore,

(3556) 33°44'54", 118°24'42"; and thence southerly along the shore to the point of beginning.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

(3557) (b) The regulations. (1) Intermittent firing may take place in the danger zone on any day from sunrise to sunset.

(3558) (2) Except as otherwise provided in this Paragraph, the danger zone will be open to fishing and general navigation. When firing is not scheduled the danger zone may be occupied without restriction. When firing is in progress safety observers will be maintained to warn all vessels. Notice to vacate the area, or to stop at the boundaries, will be given by siren, patrol vessel, or other effective means, and such notice shall be promptly obeyed. All vessels permitted to enter the danger zone during a firing period, other than those owned by and operated by or under the direction of the United States Government, shall proceed across the area by the most direct route and clear the area with the greatest possible dispatch. No person shall enter the water and no vessel, fishing boat, or recreational craft shall anchor in the danger zone during an actual firing period.

(3559) (3) Nothing in this section shall be construed as relieving the owner or person in charge of a vessel from any penalties for obstructing navigation, or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights and fog signals, or for otherwise violating any law or regulations.

(3560) (4) The regulations in this section shall be enforced by the Commanding Officer, Fort MacArthur, California, and such agencies as he may designate.

§334.950 Pacific Ocean at San Clemente Island, California; Navy shore bombardment areas.

(3561) (a) The danger zones. (1) The waters of the Pacific Ocean within an area beginning at China Point Light; extending in a direction of 181 degrees true, 2.0 nautical miles; thence 072.5 degrees true, 5.375 nautical miles; thence 313 degrees true to Pyramid Head Light.

(3562) (2) The waters of the Pacific Ocean within an area beginning at China Point Light; extending in a direction of 181 degrees true, 2.0 nautical miles; thence 303 degrees true, 5.35 nautical miles; thence 040.4 degrees true to the beach.

(3563) (3) The waters of the Pacific Ocean within an area beginning at Pyramid Head Light; extending in a direction of 133 degrees true, 2.0 nautical miles; thence 024 degrees true, 2.14 nautical miles, thence 313 degrees true, 7.6 nautical miles; thence 220 degrees true to the beach.

(3564) The regulations. (1) All persons and all vessels shall promptly vacate the areas when ordered to do so by the Navy or the Coast Guard. Persons and vessels shall not enter the areas during periods scheduled for firing. These areas are used for various surface and air gunnery and aerial bombing exercises by the United States Navy, Coast Guard and Marine Corps. Hazardous conditions exist during shore bombardment by naval ships in the area seaward of that described in paragraphs (a)(1) and (a)(2) of this section between the firing vessel and the shore. The area described in Paragraph (a)(3) of this section is hazardous due to the possibility of rounds landing in the waters east of San Clemente Island.

(3565) (2) All persons in the area are warned that unexploded ordinance exists within the shore bombardment area on San Clemente Island and in the surrounding waters. All persons should exercise extreme caution when operating in the area.

(3566) (3) Information about scheduled exercises will be published in the Local Notice to Mariners and also may be obtained by calling the shore bombardment area scheduler at (619) 437-2844. Vessels in the vicinity of San Clemente Island may obtain information on the status of the range by contacting the Navy Observation Post by marine radio on channel 16. However, the Navy Observation Post is normally manned only during firing exercises. In addition, since the Navy Observation Post may not be able to received radio transmissions or answer a vessel calling from the area described in Paragraph (A)(3) of this section due to interference from the land mass, it is recommended that callers position their craft for line-of-sight transmission with the Navy Observation Posts near Pyramid Cove prior to assuming that the range is not in use.

(3567) (4) Except in an emergency, no vessel shall anchor in these areas without first obtaining permission from the Commander, Naval Base, San Diego or from the senior officer present in the area who may grant permission to anchor not exceeding the period of time that he, himself, is authorized to remain there. The senior officer present shall advise the Commander, Naval Base, San Diego when and to whom a berth is assigned.

(3568) (5) The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, and such agencies as he/she shall designate.

§334.960 Pacific Ocean, San Clemente Island, Calif.; naval danger zone off West Cove.

(3569) (a) The danger zone. The waters of the Pacific Ocean in an area about one-half mile off the west coast of San Clemente Island basically outlined as follows:

(3570) 33°00'40"N., 118°35'45"W.

(3571) 32°57'40"N., 118°34'25"W.

(3572) 32°57'10"N., 118°35'40"W.

(3573) 33°00'10"N., 118°37'00"W.

(3574) 33°00'40"N., 118°35'45"W.

(3575) (b) The regulations. (1) Intermittent firing may take place in the danger zone on any day from 8:00 a.m. until 1:00 p.m.

(3576) (2) Except as otherwise provided in this section, the danger zone will be open to fishing and general navigation.

(3577) (3) The operations officer, Naval Ordnance Test Station, Pasadena Annex, Pasadena, California, will announce firing schedules. Each week, public notices will be issued giving advance firing schedules. Such notices will appear in the local newspapers and in local "Notice to Mariners" and "Notice to Airmen." For the benefit of the fishermen and small-craft operators, announcements will be made on the marine radio.

(3578) (4) When a scheduled firing is about to be undertaken, fishing boats and other small craft will be contacted by surface patrol boats or aircraft equipped with loudspeaker system. When so notified, all persons and vessels shall leave the area immediately by the shortest route. Upon completion of firing or if the scheduled firing is canceled for any reason, fishermen and small-boat operators will be notified as far in advance as possible by Marine Radio Broadcast.

(3579) (5) The regulations in this section shall be enforced by security personnel attached to the Naval Ordnance Test Station, Pasadena Annex, and by such agencies as may be designated by the Commandant, Eleventh Naval District, San Diego.

§334.961 Pacific Ocean, San Clemente Island, California; naval danger zone off northwest shore.

(3580) (a) The danger zone: The waters of the Pacific Ocean adjacent to San Clemente Island, California, bounded by the following coordinates and San Clemente Island:

(3581) Point A–33°01'38.0"N., 118°36'20"W.

(3582) Point B–33°01'11.0"N., 118°37'25"W.

(3583) Point C–33°00'11.0"N., 118°37'00"W.

(3584) Point D–33°00'05.0"N., 118°38'53"W.

(3585) Point E–33°02'55.0"N., 118°39'05"W.

(3586) Point F–33°04'25.0"N., 118°37'41"W.

(3587) Point G–33°02'02.5"N., 118°35'53"W.

(3588) (b) *The regulations*: (1) No person shall enter this area during closure periods unless authorized to do so by the enforcing agency. No vessel or other craft, except vessels of the U.S. Government or vessels duly authorized by the enforcing agency shall enter this area during closure periods.

(3589) (2) The regulations in this section shall be enforced by the Commander, Naval Base, San Diego, California and such agencies as he/she shall designate.

§334.970 [Removed]

§334.980 Pacific Ocean around San Nicolas Island, Calif., naval restricted area.

(3590) (a) The area. The waters of the Pacific Ocean around San Nicolas Island, Calif., extending about 3 miles seaward from the shoreline, described as follows:

(3591) Point A–33°10'10"N., 119°24'20"W.

(3592) Point C–33°10'10"N., 119°31'10"W.

(3593) Point D–33°12'00"N., 119°35'30"W.

(3594) Point E–33°14'20"N., 119°37'40"W.

(3595) Point F–33°16'40"N., 119°38'10"W.

(3596) Point G–33°19'10"N., 119°37'10"W.

(3597) Point I–33°20'10"N., 119°31'10"W.

(3598) Point K–33°17'40"N., 119°24'50"W.

(3599) Point L–33°13'50"N., 119°21'50"W.

(3600) (b) Sections of Area. (1) ALPHA section is the northerly section of the area and is described as follows:

(3601) Point G–33°19'10"N., 119°37'10"W.

(3602) Point I–33°20'10"N., 119°31'10"W.

(3603) Point J–33°18'18"N., 119°26'29"W.

(3604) Point O–33°15'43"N., 119°28'40"W.

(3605) Thence northwesterly along shoreline to Point N

(3606) Point N–33°16'30"N., 119°30'40"W.

(3607) Point G–33°19'10"N., 119°37'10"W.

(3608) (2) BRAVO section is the westerly section of the area, and is described as follows:

(3609) Point N–33°16'30"N., 119°30'40"W.

(3610) Thence westerly, southerly and easterly along the shoreline to Point M

(3611) Point M–33°13'10"N., 119°29'40"W.

(3612) Point B–33°10'10"N., 119°29'40"W.

(3613) Point C–33°10'10"N., 119°31'10"W.

(3614) Point D–33°12'00"N., 119°35'30"W.

(3615) Point E–33°14'20"N., 119°37'40"W.

(3616) Point F–33°16'40"N., 119°38'10"W.

(3617) Point G–33°19'10"N., 119°37'10"W.

(3618) Point N–33°16'30"N., 119°30'40"W.

(3619) (3) CHARLIE section is the easterly section of the area, and is described as follows:

(3620) Point J–33°18'18"N., 119°26'29"W.

(3621) Point O–32°15'43"N., 119°28'40"W.

(3622) Thence easterly, southerly and westerly along the shoreline to Point M

(3623) Point M–33°13'10"N., 119°29'40"W.

(3624) Point B–33°10'10"N., 119°29'40"W.

(3625) Point A–33°10'10"N., 119°24'20"W.

(3626) Point L–33°13'50"N., 119°21'50"W.

(3627) Point K–33°17'40"N., 119°24'50"W.

(3628) Point J–33°18'18"N., 119°26'29"W.

(3629) (c) Markers. Range markers, as delineated below, are installed at Points M, N, and O for navigational purposes to indicate the boundaries between sections ALPHA, BRAVO, and CHARLIE.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

(3630) (1) At Point M two triangular markers are installed facing southward, 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80–foot poles spaced 100 yards apart, each pole being located on the line of longitude 119°29'40"W. and near the southerly shoreline at latitude 33°13'10"N. The southernmost marker is 20 feet below the other.

(3631) (2) At Point N two triangular markers are installed facing northwesterly, 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80–foot poles spaced 100 yards apart, the poles being located near the northwesterly shoreline at latitude 33°16'30"N., longitude 119°30'40"W. The northernmost marker is 20 feet below the other.

(3632) (3) At Point O two triangular markers are installed facing northeasterly, 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80–foot poles spaced 100 yards apart, the poles being located near the northeasterly shoreline at latitude 33°15'43"N., longitude 119°28'40"W. The northernmost marker is 20 feet below the other.

(3633) (d) The regulations. (1) No seaplanes, other than those approved for entry by the Commander, Pacific Missile Range (COMPMR) may enter any section of the area.

(3634) (2) Subject to the provisions of Paragraph (d) (4) of this section, relating to sections BRAVO and CHARLIE, no vessels other than Pacific Missile Range craft and those cleared for entry by COMPMR, or the Officer-in-Charge, San Nicolas Island shall enter any section of the area at any time except in an emergency, proceeding with extreme caution.

(3635) (3) Dredging, dragging, seining, anchoring and other fishing operations within ALPHA section of the area are prohibited at all times.

(3636) (4) Dredging, dragging, seining, anchoring and other fishing operations are allowed within the boundaries of BRAVO and CHARLIE sections at all times except when declared closed by COMPMR. Notice that sections BRAVO and/or CHARLIE are closed to fishing shall be given by publication of notices to mariners, or may be obtained by monitoring standard Coast Guard radio broadcasts or by contacting the Pacific Missile Range by telephone or radio. Boats must remain at least 300 yards from the shoreline of San Nicolas Island at all times. Nothing in this provision shall be construed as authorization for personnel to land on San Nicolas Island, except in an emergency.

(3637) (5) The regulations in this section shall be enforced by personnel attached to the Pacific Missile Range, Point Mugu, Calif., and by such agencies as may be designated by the Commandant, 11th Naval District, San Diego, Calif.

§334.990 Long Beach Harbor, Calif.; naval restricted area.

(3638) (a) The area. All the waters between the Navy mole and Terminal Island to the westward of longitude 118°13'10".

(3639) (b) *The regulations*. (1) The area is reserved exclusively for use by naval vessels. Permission for any person or vessel to enter the area must be obtained from the enforcing agency.

(3640) (2) The regulations in this section shall be enforced by the Commander, U.S. Naval Base Los Angeles, Long Beach, California, and such agencies as he may designate.

§334.1000 [Removed]

§334.1010 San Francisco Bay in vicinity of Hunters Point; naval restricted area–

(3641) (a) *The area*. Bounded by the shore of the San Francisco Naval Shipyard and the following lines: Beginning at a point on the northerly shore of the Shipyard bearing 292°40', 950 yards, from Hunters Point Light; thence 035°27', 730 yards to the U.S. Pierhead Line; thence 142°55', 1,300 yards, along the Pierhead Line; thence 180°, 2,450 yards, to the San Francisco-San Mateo County Line; thence 270°, 430 yards, along the County Line; thence 305°27', 1,313 yards, to and along the southwesterly side of South Basin; and thence due north, 413 yards, to the southwesterly shore of the Shipyard.

(3642) **Note**: All bearings in this section are referred to true meridian.

(3643) (b) *The regulations*. No person may enter the area and no vessel or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, San Francisco Naval Shipyard, shall navigate, anchor or moor in this area.

§334.1020 San Francisco Bay and Oakland Inner Harbor; restricted areas in vicinity of Naval Air Station, Alameda–

(3644) (a) The areas. (1) The waters of San Francisco Bay bounded by the shore of Naval Air Station, Alameda, and a line beginning at a point on the north side of Oakland Inner Harbor Entrance Channel at approximately:

(3645) 37°47'57"N., 122°19'43"W; WSW to

(3646) 37°47'53"N., 122°19'57"W; SE to

(3647) 37°47'46"N., 122°20'00"W; SE to

(3648) 37°47'41"N., 122°19'52"W; S to

(3649) 37°46'49"N., 122°19'52"W; E to

(3650) 37°46'49"N., 122°19'28"W; SE to

(3651) 37°46'46"N., 122°19'21"W; E to

(3652) 37°46'45"N., 122°19'05"W; SE to

(3653) 37°46'38"N., 122°18'59"W; SSW to

(3654) 37°46'18"N., 122°19'05"W, SE to
(3655) 37°46'00"N., 122°18'28"W; E to
(3656) 37°46'00"N., 122°18'22"W; N to
(3657) 37°46'03"N., 122°18'22"W; E to
(3658) 37°46'00"N., 122°17'28"W; NE to
(3659) 37°46'03"N., 122°17'26"W; where it joins the naval air station breakwater.
(3660) (2) The waters of the entrance channel to Oakland Inner Harbor (San Antonio Estuary) between the westerly end of the rock wall on the south side of the channel and the easterly boundary of the Naval Air Station.
(3661) (b) *The regulations*. (1) No person shall enter this area and no vessel or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commanding Officer, U.S. Naval Air Station, Alameda, California, shall navigate, anchor or moor in the area described in Paragraph (a)(1) of this section.
(3662) (2) No person shall enter this area and no vessel without special authorization of the Commander, Twelfth Coast Guard District, shall lie, anchor or moor in the area described in Paragraph (a)(2) of this section. Vessels may proceed through the entrance channel in process of ordinary navigation or may moor alongside wharves on the Oakland side of the channel.

§334.1030 Oakland Inner Harbor adjacent to Alameda Facility, Naval Supply Center, Oakland; restricted area–

(3663) (a) The area. Within 100 feet of the Alameda Facility wharf.
(3664) (b) *The regulations*. No persons and no vessels or other craft, except vessels of the United States Government or vessels duly authorized by the Commanding Officer, Naval Supply Center, Oakland, shall enter this area.

§334.1040 Oakland Harbor in vicinity of Naval Supply Center, Oakland; restricted area and navigation–

(3665) (a) The area. Bounded by the shore of the Naval Supply Center and the following lines: Beginning at a point on the north shore located at about
(3666) 37°48'26", 122°19'34"; thence 225°12', 290 yards; and thence 173°10', 620 yards to a point on the south shore at about
(3667) 37°48'02", 122°19'39".
(3668) (b) *The regulations*. (1) No persons and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commanding Officer, Naval Supply Center, Oakland, shall enter this area.
(3669) (2) All vessels over 1,000 tons displacement, bound for the Naval Supply Center, Oakland, shall use a qualified pilot regularly licensed for the waters of Oakland Harbor.

§334.1050 Oakland Outer Harbor adjacent to the Military Ocean Terminal, Bay Area, Pier No. 8 (Port of Oakland Berth No. 10); restricted area–

(3670) (a) *The area*. Within 100 feet of the pier.
(3671) (b) *The regulations*. No persons and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, Oakland Army Base, shall enter this area.

§334.1060 Oakland Outer Harbor adjacent to the Oakland Army Base; restricted area–

(3672) (a) *The area*. Within 100 feet of the pier.
(3673) (b) *The regulations*. No persons and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, Oakland Army Base, shall enter this area.

§334.1070 San Francisco Bay between Treasure Island and Yerba Buena Island; naval restricted area–

(3674) (a) *The area*. All the water of the cove bounded by the south shore of Treasure Island, the north shore of Yerba Buena Island, and the connecting causeway, west of a line extending from the southeast corner of the most southerly of the four finger piers along the east side of Treasure Island, at about
(3675) 37°49'11", 122°21'40", approximately 153°20' to the northeasterly point of Yerba Buena Island, at about
(3676) 37°48'55", 122°21'30".
(3677) (b) *The regulations*. No person and no vessel or other craft, except vessels owned and operated by the U.S. Government or vessels duly authorized by the Commanding Officer, Naval Station, Treasure Island, shall enter the restricted area.

§334.1080 San Francisco Bay adjacent to northeast corner of Treasure Island; naval restricted area–

(3678) (a) *The area*. Beginning at the intersection of Pier 21 and the bulkhead line, thence northwesterly along the bulkhead to the northernmost point of Treasure Island; thence 288° true, 290 yards; thence 26° true, 475 yards; thence 115°30' true, 520 yards; thence 152° true, 500 yards to Pier 21; thence along the pier to the point of beginning.
(3679) (b) *The regulations*. No person shall enter the restricted area. No vessels, except those engaged in naval operations, shall lie, anchor, moor or unnecessarily delay in the area. Vessels may pass through the area in the process of ordinary navigation except as directed by patrol boats. The regulations in this Paragraph shall be enforced by the Commandant, Twelfth Naval District, and such agencies as he may designate.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

§334.1090 San Francisco Bay in vicinity of NSC Fuel Department, Molate Point; restricted area–

(3680) (a) *The area*. Bounded by the easterly shore of upper San Francisco Bay and the following lines: Beginning at a point on shore bearing 017° 800 yards, from "Tree" at Molate Point thence 270°, 870 yards; thence 189° 1,100 yards; and thence 123° to the shore.

(3681) (b) *The regulations*. Persons and vessels not operating under supervision of the local military or naval authority or public vessels of the United States, shall not enter this area except by specific permission of the Commanding Officer, Naval Supply Center.

§334.1100 San Pablo Bay, Carquinez Strait and Mare Island Strait in vicinity of U.S. Naval Shipyard, Mare Island; restricted area–

(3682) (a) *The area*. The waters of San Pablo Bay, Carquinez Strait, and Mare Island Strait, within 100 yards of the shore of that part of the Navy Yard, Mare Island, south of the causeway between the City of Vallejo and Mare Island and extending continuously therefrom southeasterly, southwesterly, and northwesterly around the Navy Yard to its northwesterly limit on the waters of San Pablo Bay, and the waters within 50 yards of any part of the berthing piers at the Navy Yard.

(3683) (b) *The regulations*. No persons shall enter this area and no vessels or other craft, except vessels of the U.S. Government or vessels duly authorized by the Commander, Mare Island Naval Shipyard, Vallejo, California, shall navigate, anchor or moor in this area.

§334.1110 Suisun Bay at Naval Weapons Station, Concord; restricted area–

(3684) (a) The area. Beginning at a point on the shore and on the easterly side of the mouth of a small slough (known as Hastings Slough) bearing 189°, 2,412 yards from Tripon at Preston Point on Roe Island; thence 340°30', 400 yards to the shoreline of the westerly of the two Seal Islands; thence 060°30', 940 yards; thence 75°, 1,650 yards; thence 102°, 1,850 yards; thence 99°, 1,880 yards; thence 180°, 435 yards, to the shoreline; thence following the high water shoreline in a general westerly direction to the point of beginning.

(3685) (b) The regulations. (1) No person, vessel, watercraft, conveyance or device shall enter or cause to enter or remain in this area. No person shall refuse or fail to remove any person or property in his custody or under his control from this area upon the request of the Commanding Officer of the Naval Weapons Station Concord or his/her authorized representative.

(3686) (2) The regulations in this section shall be enforced by the Commanding Officer, Naval Weapons Station Concord, and such agencies as he/she shall designate.

§334.1120 Pacific Ocean in the vicinity of Point Mugu, Calif.; naval small arms firing range.

(3687) (a) The danger zone. A triangular area extending westerly into the waters of the Pacific Ocean from a point on the beach north of Point Mugu, California, described as follows: Beginning at

(3688) 34°05'32", 119°03'57"; thence southwesterly approximately 4,000 yards to

(3689) 34°04'22", 119°05'55"; thence northwesterly approximately 1,500 yards to

(3690) 34°05'01", 119°06'17"; thence northeasterly to the point of beginning.

(3691) (b) The regulations. (1) Range firing will normally take place between 6 a.m. and 6 p.m., Thursday through Monday, and between 6 a.m. and 11:30 p.m., Tuesday and Wednesday of each week. Within the above periods, firing will be conducted as determined by the Commanding Officer, U.S. Naval Construction Battalion Center, Port Hueneme, Calif.

(3692) (2) Except as otherwise provided in this section, the danger zone will be open to fishing and general navigation.

(3693) (3) The Commanding Officer, U.S. Naval Construction Battalion Center, Port Hueneme, California, will announce firing schedules. Each week, public notices will be issued giving advance firing schedules. Such notices will appear in the local newspapers and in local "Notice to Mariners," and "Notice to Airmen." For the benefit of fishermen and small-craft operators, announcements will be made on the marine radio.

(3694) (4) When a scheduled firing is about to be undertaken or is in progress, a large red flag will be displayed from the control tower situated at latitude 34°05'32", longitude 119°03'57", so as to be clearly visible for a distance of at least three (3) miles offshore. Safety observers will be on duty at all times when the warning flag is being displayed from the tower. Upon completion of firing, or if the scheduled firing is canceled for any reason, fishermen and small-boat operators will be notified as far in advance as possible by Marine Radio Broadcast.

(3695) (5) Persons, vessels or other craft shall not enter or remain in the danger zone when the warning flag is being displayed unless authorized to do so by the range officer in the control tower.

(3696) (6) The regulations in this section shall be enforced by the Commandant, Eleventh Naval District, San Diego, California, and such agencies as he may designate.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.

§334.1130 Pacific Ocean, Western Space and Missile Center (WSMC), Vandenberg AFB, Calif.; danger zones.

(3697) (a) The area. (1) The waters of the Pacific Ocean in an area extending seaward from the shoreline a distance of about three nautical miles and basically outlined as follows:

(3698) Station

(3699) Point Sal–34°54'08"N., 120°40'15"W.

(3700) 1–34°54'08"N., 120°44'00"W.

(3701) 2–34°52'48"N., 120°44'00"W.

(3702) 3–34°50'00"N., 120°40'30"W.

(3703) 4–34°44'50"N., 120°42'15"W.

(3704) 5–34°41'50"N., 120°40'12"W.

(3705) 6–34°35'12"N., 120°42'45"W.

(3706) 7–34°33'00"N., 120°41'05"W.

(3707) 8–34°30'40"N., 120°37'29"W.

(3708) 9–34°24'18"N., 129°30'00"W.

(3709) 10–34°23'34"N., 120°27'05"W.

(3710) 11–34°24'21"N., 120°24'40"W.

(3711) 12–34°27'20"N., 120°24'40"W.

(3712) Point Sal–34°54'08"N., 120°40'15"W.

(3713) (2) The danger area described in Paragraph (a) (1) of this section will be divided into zones in order that certain firing tests and operations, whose characteristics as to range and reliability permit, may be conducted without requiring complete evacuation of the entire area. These zones are described as follows:

(3714) (i) Zone 1. An area extending seaward about three nautical miles from the shoreline beginning at Point Sal,

(3715) 34°54'08", 120°40'15"; thence due west to

(3716) 34°54'08", 120°44'00"; thence to

(3717) 34°52'48", 120°44'00"; thence to

(3718) 34°50'00", 120°40'30"; thence due east to the shoreline at

(3719) 34°50'00", 120°36'30".

(3720) (ii) Zone 2. An area extending seaward about three nautical miles from the shoreline beginning at

(3721) 34°50'00", 120°36'30"; thence due west to

(3722) 34°50'00", 120°40'30", thence to

(3723) 34°45'28", 120°42'05"; thence due east to the shoreline at Purisima Point,

(3724) 34°45'28", 120°38'15".

(3725) (iii) Zone 3. An area extending seaward about three nautical miles from the shoreline beginning at Purisima Point

(3726) 34°45'28", 120°38'15"; thence due west to

(3727) 34°45'28", 120°42'05"; thence to

(3728) 34°44'50", 120°42'15"; thence to

(3729) 34°41'50", 120°40'12"; thence due east to the shoreline at the mouth of the Santa Ynez River,

(3730) 34°41'50", 120°36'20".

(3731) (iv) Zone 4. An area extending seaward about three nautical miles from the shoreline beginning at the mouth of the Santa Ynez River

(3732) 34°41'50", 120°36'20"; thence due west to

(3733) 34°41'50", 120°40'12"; thence to

(3734) 34°35'12", 120°42'45"; thence

(3735) 34°34'32", 120°42'15"; thence due east to the shoreline at Point Arguello,

(3736) 34°34'32", 120°39'03".

(3737) (v) Zone 5. An area extending seaward about three nautical miles from the shoreline beginning at Point Arguello,

(3738) 34°34'32", 120°39'03"; thence due west to

(3739) 34°34'32", 120°42'15"; thence to

(3740) 34°33'00", 120°41'05"; thence to

(3741) 34°30'40", 120°37'29"; thence due north to the shoreline at

(3742) 34°33'15", 120°37'29".

(3743) (vi) Zone 6. An area extending seaward about three nautical miles from the shoreline beginning at

(3744) 34°33'15", 120°37'29"; thence due south to

(3745) 34°30'40", 120°37'29"; thence due east to the shoreline at

(3746) 34°30'40", 120°30'10".

(3747) (vii) Zone 7. An area extending seaward about three nautical miles from the shoreline beginning at

(3748) 34°30'40", 120°30'10"; thence due west to

(3749) 34°30'40", 120°37'29"; thence to

(3750) 34°26'56", 120°33'06"; thence due east to the shoreline at Point Conception,

(3751) 34°26'56", 120°28'10".

(3752) (viii) Zone 8. An area extending seaward about three nautical miles from the shoreline beginning at Point Conception,

(3753) 34°26'56", 120°28'10"; thence due west to

(3754) 34°26'56", 120°33'06"; thence to

(3755) 34°24'18", 120°30'00"; thence to

(3756) 34°23'34", 120°27'05"; thence shoreward to Point Conception,

(3757) 34°26'56", 120°28'10".

(3758) (ix) Zone 9. An area extending seaward about three nautical miles from the shoreline beginning at Point Conception,

(3759) 34°26'56", 120°28'10"; thence seaward to

(3760) 34°23'34", 120°27'05"; thence to

(3761) 34°24'21", 120°24'40"; thence due north to the shoreline at

(3762) 34°27'20", 120°24'40".

(3763) (b) The regulations. (1) Except as prescribed in this section or in other regulations, danger zones will be open to fishing, location of fixed or movable oil drilling platforms and general navigation without restrictions.

(3764) (2) The stopping or loitering by any person or vessel is expressly prohibited within Danger Zone 4,

between the mouth of the Santa Ynez River and Point Arguello, unless prior permission is obtained from the Commander, Western Space and Missile Center (WSMC) at Vandenberg AFB, California.

(3765) (3) The impacting or missile debris from launch operations will take place in any one or any group of zones in the danger areas at frequent and irregular intervals throughout the year. The Commander, WSMC, will announce in advance, the closure of zones hazarded by missile debris impact. Such advance announcements will appear in the weekly "Notice to Mariners." For the benefit of fishermen, small craft operators and drilling platform operators, announcements will also be made on radio frequency 2182 kc, 2638 kc, VHF channel 6 (156.30 MHz), VHF channel 12 (156.60 MHz), and VHF channel 16 (156.80 MHz) for daily announcements. Additionally, information will be posted on notice boards located outside Port Control Offices (Harbormasters) at Morro Bay, Port San Luis, Santa Barbara, Ventura, Channel Islands, and Port Hueneme Harbors, and any established harbor of refuge between Santa Barbara and Morro Bay.

(3766) (4) All fishing boats, other small craft, drilling platforms and shipping vessels with radios are requested to monitor radio frequency 2182 kc, 2638 kc, VHF channel 6 (156.30 MHz), channel 12 (156.60 MHz), or channel 16 (156.80 MHz) while in these zones for daily announcements of zone closures.

(3767) (5) When a scheduled launch operation is about to begin, radio broadcast notifications will be made periodically, starting at least 24 hours in advance. Additional contact may be made by surface patrol boats or aircraft equipped with a loudspeaker system. When so notified, all persons and all vessels shall leave the specified zone or zones immediately by the shortest route.

(3768) (6) The Commander, WSMC, will extend full cooperation relating to the public use of the danger area and will fully consider every reasonable request for its use in light of requirements for national security and safety of persons and property.

(3769) (7) Where an established harbor of refuge exists, small craft may take shelter for the duration of zone closure.

(3770) (8) Fixed or movable oil drilling platforms located in zones identified as hazardous and closed in accordance with this regulation shall cease operations for the duration of the zone closure. The zones shall be closed continuously no longer than 72 hours at any one time. Such notice to evacuate personnel shall be accomplished in accordance with procedures as established by the Commander, WSMC, the U.S. Department of the Interior, Minerals Management Service and the oil industry in the adjacent waters of the outer continental shelf.

(3771) (9) No seaplanes, other than those approved by the Commander, WSMC, may enter the danger zones during launch closure periods.

(3772) (10) The regulations in this section shall be enforced by personnel attached to WSMC and by such other agencies as may be designated by the Commander, WSMC.

(3773) (11) The regulations in this section shall be in effect until further notice. They shall be reviewed again during August 1994.

§334.1140 Pacific Ocean at San Miguel Island, Calif.; naval danger zone.

(3774) (a) The area. The waters around San Miguel Island, extending about 3 miles seaward from the shoreline within the following points:

(3775) A–34°01'32"N., 120°23'17"W.

(3776) B–33°58'48"N., 120°23'17"W.

(3777) C–33°58'48"N., 120°15'00"W.

(3778) D–34°02'50"N., 120°15'00"W.

(3779) E–34°05'45"N., 120°17'25"W.

(3780) F–34°07'00"N., 120°20'05"W.

(3781) G–34°09'18"N., 120°23'17"W.

(3782) H–34°03'09"N., 120°23'17"W.

(3783) (b) Markers. Range markers, as delineated below, are installed at points A and H for navigational purposes for both surface vessels and aircraft:

(3784) (1) At point A two triangular markers are installed facing southward, 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80-foot poles spaced 100 yards apart, each pole being placed on the line of longitude 120°23'17"W. and near the southerly shoreline at latitude 34°01'32"N. The southernmost marker is 20 feet below the other.

(3785) (2) At point H two triangular markers are installed facing true north 10 feet in length on each side, with red and white diagonal stripes, each marker mounted atop 80-foot poles spaced 100 yards apart, each pole being placed on the line of longitude 120°23'17"W. and near the northwesterly shoreline at latitude 34°03'09"N. The northernmost marker is 20 feet below the other.

(3786) (c) The regulations. (1) Except as prescribed in this section or in other regulations, the danger zone will be open to fishing and general navigation. Bomb drops between designated hours are expected to be intermittent, and when safe to do so, commercial fishing boats and other small craft will be granted permission to proceed through the danger zone. All vessels permitted to enter the zone during a scheduled bomb drop period, other than those owned or operated by the U.S. Government, shall proceed across the zone by the most direct route and clear the area as soon as possible. When

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bomb drops are not scheduled, the zone may be occupied without restriction.

(3787) (2) The anchoring, stopping or loitering by any person, vessel, fishing boat or recreational craft within the danger zone during scheduled firing/drop hours is expressly prohibited.

(3788) (3) The bomb drops will take place in the danger zone at frequent and irregular intervals throughout the year. Danger zone usage demands are identified in the Eleventh Coast Guard District, "Local Notice to Mariners". Announcements will also be made on marine radio channel 16, at 0800 local time, 1200 local time and/or 1 hour prior to bomb drop operations. Status of the zone and/or permission to enter, may be requested by calling "Plead Control" on marine channel 16 or by calling the Pacific Missile Test Center (PMTC) on telephone number (805) 982-8280 or 982-8841.

(3789) (4) The Commander, PMTC will extend full cooperation relating to the public use of the danger zone area and will fully consider every reasonable request for its use in light of requirements for national security and safety of persons and property.

(3790) (5) No seaplanes, other than those approved for entry by the Commander, PMTC, may enter the danger zone during firing periods.

(3791) (6) Landing by any vessel or going ashore by any person on San Miguel Island is specifically prohibited without prior permission of the Superintendent, Channel Islands National Park. Applications for such permission should be made to: Superintendent, Channel Islands National Park, 1699 Anchors Way Drive, Ventura, California 93003.

(3792) (7) The regulations in this section shall be enforced by personnel attached to the Pacific Missile Test Center, Point Mugu, California, and by such other agencies as the Commandant, 11th Naval District, San Diego, Calif., may designate.

(3793) (8) The regulations in this section shall be in effect until further notice. They shall be reviewed in 1986.

§334.1150 Monterey Bay, Calif. (a) Firing range, Fort Ord, Calif.–

(3794) (1) The danger zone. (i) A rectangular area in Monterey Bay, the southerly limit of which is an extension seaward of the southerly line of the Fort Ord Military Reservation boundary and bears 307° true, 8,000 yards from a point on the shore at latitude 36°37'47", longitude 121°50'28", and the northerly limit of which is a line bearing 307° true, 8,000 yards, from a point on the shore at latitude 36°41'57", longitude 121°48'30", opposite Marina, Monterey County, Calif. The seaward boundary is a straight line joining the outer ends of the southerly and the northerly boundaries at the 8,000 yard range and is approximately parallel to the shore.

(3795) (ii) The danger zone is divided into a short range area, extending seaward from the shore a distance of 5,000 yards measured along the southerly and northerly boundaries, and a long range area embracing the entire danger zone.

(3796) (2) *The regulations*. (i) The 5,000 yard shore range is prohibited to all persons, vessels and craft, except those authorized by the enforcing agency, each week, between dawn and midnight from Monday through Friday and between dawn and dusk on Saturday and Sunday.

(3797) (ii) The area between the 5,000 yard short range and the 8,000 yard seaward boundary of the danger zone may be used at all times for navigation and fishing, except when advance notice of intention to use this area has been given by the enforcing agency by one or more of the following means.

(3798) (a) Notice published in Monterey County and Santa Cruz County daily newspapers, at least two days in advance of the date of said use.

(3799) (b) Display of red flags at Indian Head Beach and near the Point Pinos Lighthouse.

(3800) (c) Radio Broadcast.

(3801) (d) Notice to individual craft by a visit of a United States vessel.

(3802) (e) Telephone advice to such fishermen's organizations as may request, in writing, that such advice be given.

(3803) (iii) The regulations in this Paragraph will be enforced by the Commanding General, Fort Ord, California.

(3804) (b) Navy mining operations area–(1) The danger zone. Shoreward of a line beginning at the stack at about latitude 36°58'06", longitude 121°54'06"; thence 230° true, 6.0 miles; thence 140° true, 7.5 miles; thence 50° true to the shore.

(3805) (2) The regulations. The danger zone will be used for training in various phases of mine warfare operations. During the period from August 1 to February 15, inclusive, each year, no operations will be carried on which will involve placing any obstructions in the water nor will any operations be carried on at night. During the period from February 16 to July 31, inclusive, each year, operations may be carried on which will involve laying exercise mines and other moored or bottom obstructions. In each case when moored or bottom obstructions are laid a notice to mariners will be issued giving notice of their approximate location within the danger zone and all persons and vessels shall keep clear.

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§334.1160 San Pablo Bay, Calif.; target practice area, Mare Island Naval Shipyard, Vallejo.

(3806) (a) The danger zone. A sector in San Pablo Bay adjacent to the westerly shore of Mare Island with a radius of 4,700 yards, centered at a point bearing 316° true, 3,605 yards, from Mare Island Strait Light 1, with limiting true bearings from that center of 266°30' and 222°.

(3807) (b) The regulations. The Commander, Mare Island Naval Shipyard, Vallejo, California, will conduct target practice in the area at intervals of which the public will be duly notified. At such times all persons and vessels shall stay clear.

§334.1170 San Pablo Bay, Calif.: gunnery range, Naval Inshore Operations Training Center, Mare Island, Vallejo.

(3808) (a) The danger zone. A sector in San Pablo Bay delineated by lines joining the following points:

(3809) 38°02'08"N., 122°25'17"W.

(3810) 38°02'21"N., 122°22'55"W.

(3811) 38°05'48"N., 122°19'34"W.

(3812) 38°07'46"N., 122°23'23"W.

(3813) **Note.**–The danger zone will be used until September 30, 1982, after which it shall be subject to review to determine the further need thereof.

(3814) (b) The Regulations. The Commanding Officer, Coastal River Division Eleven, Department of the Navy, Mare Island, Vallejo, California, will conduct gunnery practice in the area during the period April 1 through September 30, between the hours of 10 a.m. and 3 p.m. on the first Wednesday of each month and the third full weekend (Saturday and Sunday) of June. No persons or vessels shall enter or remain in the danger zone during the above stated periods except those persons and vessels connected with the gunnery practice operations. All firing will be from the southerly portion of the danger zone in a northerly direction, and only during good visibility. The public will be notified prior to each firing by a Notice to Mariners issued by the U.S. Coast Guard and the area will be patrolled by boat and searched by radar to insure a clear range. A safety officer will always be aboard the firing boat to guarantee that all safety precautions are observed. The regulations in this section will be enforced by the Commandant, 12th Naval District and such agencies as he may designate.

§334.1180 Strait of Juan de Fuca, Washington; air-to-surface weapon range, restricted area.

(3815) (a) The restricted area. A circular area immediately west of Smith Island with a radius of 1.25 nautical miles having its center at latitude 48°19'11" North and longitude 122°54'12" West. In the center of the area will be located a lighted and radar reflective buoy to serve as a navigational aid to mariners. The area will be used for air-to-surface target practice using non-explosive training devices.

(3816) (b) The regulations. (1) No person, vessel or other watercraft shall enter or remain within the designated restricted area between 0700 and 1200 hours daily, local time except as authorized by the enforcing agency and as follows: The area will be open to commercial gill net fishing during scheduled fishing periods from June 15 to October 15, annually. The October 15 closure date will be extended by the enforcing agency if determined as advantageous to the commercial gill net fishing by the Washington State Department of Fisheries.

(3817) (2) Prior to each target practice operation the restricted area will be patrolled by naval aircraft. Those persons and vessels found within the restricted area will be overflown by the aircraft at an altitude of not less than 300' in the direction in which the unauthorized person and vessel are to proceed to clear the area.

(3818) (c) The regulations in this section shall be enforced by the Commandant, Thirteenth Naval District, Seattle, Washington, and such agencies as he may designate.

§334.1190 Hood Canal and Dabob Bay, Wash.; naval non-explosive torpedo testing areas.

(3819) (a) Hood Canal in vicinity of Bangor–(1) The area. All waters of Hood Canal between latitude 47°46'00" and latitude 47°42'00", exclusive of navigation lanes one-fourth nautical mile wide along the west shore and along the east shore south from the town of Bangor (latitude 47°43'28").

(3820) (2) The regulations. (i) The area will be used intermittently by the Navy for non-explosive torpedo ranging. Launching will be conducted only between 8 a.m., and sunset on days other than Saturdays, Sundays, and holidays. At no time will the navigation lanes generally paralleling the shore be closed to navigation.

(3821) (ii) Navigation will be permitted within the area at all times except when naval exercises are in progress. No vessel shall enter or remain in the area when such exercises are in progress. Prior to commencement of an exercise, the Navy will make an aerial or surface reconnaissance of the area. Vessels underway and laying a course through the area will not be interfered with, but they shall not delay their progress. Vessels anchored or cruising in the area and vessels unobserved by the Navy reconnaissance which enter or are about to enter the area while a torpedo is in the water will be contacted by a Navy patrol boat and advised to steer clear. Torpedoes will be tested only when all vessels or other craft have cleared the area.

(3822) (iii) When operations are in progress, use of the area will be indicated by the presence of Naval vessels flying a “Baker” (red) flag.

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(3823) (iv) Notices of temporary suspension and revival of operations will be published in local newspapers and in Notice to Mariners published by the United States Coast Guard.

(3824) (b) Dabob Bay in the vicinity of Quilcene–(1) The area. All waters of Dabob Bay beginning at latitude 47°39'27", longitude 122°52'22"; thence northeasterly to latitude 47°40'19", longitude 122°50'10"; thence northeasterly to a point on the mean high water line at Takutsko Pt.; thence northerly along the mean high water line to latitude 47°48'00"; thence west on latitude 47°48'00" to the mean high water line on the Bolton Peninsula; thence southwesterly along the mean high water line of the Bolton Peninsula to a point on longitude 122°51'06"; thence south on longitude 122°51'06" to the mean high water line at Whitney Pt.; thence along the mean high water line to a point on longitude 122°51'15"; thence southwesterly to the point of beginning.

(3825) (2) The regulations. (i) Propeller-driven or other noise- generating craft shall not work their screws or otherwise generate other than incidental noise in the area during periods of actual testing, which will be indicated by flashing red beacons at strategic locations, and all craft shall keep well clear of vessels engaged in such testing.

(3826) (ii) No vessel shall trawl or drag in the area.

(3827) (iii) No vessel shall anchor in the area except between the shore and the 10-fathom depth line.

(3828) (iv) Operations will normally be confined to the period from 9:30 a.m., to 2:30 p.m., on Mondays through Fridays, and will normally consist of intermittent tests of less than 30 minutes duration, with boat passage permitted between tests. Transits of log-tows and other slow-moving traffic will be arranged on a mutually satisfactory individual basis as appropriate. Emergencies or high-priority projects may occasionally cause operations outside the periods specified above. No operations will be conducted on Sundays.

(3829) (c) The regulations in this section shall be enforced by the Commandant, Thirteenth Naval District, and such agencies as he may designate.

§334.1200 Strait of Juan de Fuca, eastern end; off the westerly shore of Whidbey Island; naval restricted areas–

(3830) (a) Area No. 1. Bounded by a line commencing at

(3831) 48°20'57"N., 122°40'39"W.; thence to

(3832) 48°20'40"N., 122°42'59"W.; thence to

(3833) 48°21'19"N., 122°43'02"W.; thence to

(3834) 48°21'13"N., 122°40'26"W.; and thence along the shore line to the point of beginning.

(3835) (b) Area No. 2. Bounded by a line commencing at

(3836) 48°21'53"N.; 122°40'00"W.; thence to

(3837) 48°23'12"N., 122°41'17"W.; thence to

(3838) 48°23'29"N., 122°40'22"W.; thence to

(3839) 48°22'21"N., 122°39'50"W.; and thence along the shore line to the point of beginning.

(3840) (c) *The regulations*. (1) Persons and vessels shall not enter these areas except at their own risk.

(3841) (2) All persons and vessels entering these areas shall be obliged to comply with orders received from naval sources pertaining to their movements while in the areas.

(3842) (3) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he/she may designate.

§334.1210 Admiralty Inlet, entrance; naval restricted area–

(3843) (1) The area. Beginning at Point Wilson Light thence southwesterly along the coast line to latitude 48°07'N.; thence northwesterly to a point at latitude 48°15'N., longitude 123°00'W.; thence due east to Whidbey Island; thence southerly along the coast line to latitude 48°12.5'N.; thence southerly to the point of beginning.

(3844) (2) The regulations. (i) Use of any equipment such as anchors, fishing gear, grapnels, etc., which may foul underwater installations within the restricted area, is prohibited. Dumping of any non-buoyant objects in this area is prohibited.

(3845) (ii) The regulations of this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he/she may designate.

§334.1215 Port Gardner, Everett Naval Base, Naval Restricted Area, Everett, Washington.

(3846) (a) *The area*. The waters of Port Gardner and East Waterway surrounding Naval Station Everett beginning at Point 1, a point near the northwest corner of Naval Station Everett at

(3847) 47°59'40"N., 122°13'23.5"W.; thence to

(3848) 47°59'40"N., 122°13'30"W. (Point 2); thence to

(3849) 47°59'20"N., 122°13'33"W. (Point 3); thence to

(3850) 47°59'13"N., 122°13'38"W. (Point 4); thence to

(3851) 47°59'05.5"N., 122°13'48.5"W. (Point 5); thence to

(3852) 47°58'51"N., 122°14'04"W. (Point 6); thence to

(3853) 47°58'45.5"N., 122°13'53"W. (Point 7); thence to

(3854) 47°58'45.5"N., 122°13'44"W. (Point 8); thence to

(3855) 47°58'48"N., 122°13'40"W. (Point 9); thence to

(3856) 47°58'59"N., 122°13'30"W. (Point 10); thence to

(3857) 47°59'14"N., 122°13'18"W. (Point 11); thence to

(3858) 47°59'13"N., 122°13'12"W. (Point 12); thence to

(3859) 47°59'20"N., 122°13'08"W. (Point 13); thence to

(3860) 47°59'20"N., 122°13'02.5"W. (Point 14), a point upon the Naval Station's shore in the northeast corner of East Waterway.

(3861) (b) *The regulation*. (1) All persons and vessels are prohibited from entering the waters within the restricted area for any reason without prior written permission from the Commanding Officer of the Naval Station Everett.

(3862) (2) Mooring, anchoring, fishing and/or recreational boating shall not be allowed within the restricted area without prior written permission from the Commanding Officer, Naval Station Everett.

(3863) (c) *Enforcement*. The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commanding Officer, Naval Station Everett and such agencies and persons as he/she shall designate.

§334.1220 Hood Canal, Bangor, Naval Restricted Areas–

(3864) (1) Area No. 1. That area bounded by a line commencing on the east shore of Hood Canal at latitude 47°43'28"N.; thence 270° true to

(3865) 47°43'28"N., 122°44'40"W.; thence to

(3866) 47°43'50"N., 122°44'40"W.; thence to

(3867) 47°44'24"N., 122°44'22"W.; thence to latitude

(3868) 47°45'47"N., 122°43'22"W.; thence to

(3869) 47°46'23"N., 122°42'42"W.; thence to

(3870) 47°46'23"N., 122°42'20"W.; thence 125° true to the high tide line; thence southerly along the shoreline to the point of beginning.

(3871) (2) Area No. 2. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at 47°46'26"N., 122°42'49"W.

(3872) (3) The regulations-(i) Area No. 1. No person or vessel shall enter this area without permission from the Commander, Naval Base, Seattle, Washington, or his/her authorized representative.

(3873) (ii) Area No. 2 (A) The area will be used intermittently by the Navy for magnetic silencing operations.

(3874) (B) Use of any equipment such as anchors, grapnels, etc., which may foul underwater installations within the restricted area, is prohibited at all times.

(3875) (C) Dumping of any nonbuoyant objects in this area is prohibited.

(3876) (D) Navigation will be permitted within that portion of this circular area not lying within Area No. 1 at all times except when magnetic silencing operations are in progress.

(3877) (E) When magnetic silencing operations are in progress, use of the area will be indicated by display of quick flashing red beacons on the pier located in the southeast quadrant of the area.

(3878) (4) Enforcement. The regulations in this subsection shall be enforced by the Commander, Naval Base, Seattle, Washington, or his/her authorized representative.

§334.1230 Port Orchard; naval restricted area–

(3879) (1) The area. Shoreward of a line beginning at a point on the west shoreline of Port Orchard bearing 90° from stack (at latitude 47°42'01", longitude 122°36'54"); thence 90°, approximately 190 yards, to a point 350 yards from stack; thence 165°, 6,000 yards, to a point bearing 179°, 1,280 yards, from Battle Point Light; thence westerly to the shoreline at latitude 47°39'08" (approximate location of the Brownsville Pier).

(3880) (2) The regulations. (i) No vessel shall, at any time, anchor or tow a drag of any kind in this area.

(3881) (ii) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he/she may designate.

§334.1240 Sinclair Inlet; Naval Restricted Areas.

(3882) (a) *Sinclair Inlet; naval restricted areas*.–

(3883) (1) Area No. 1. All the waters of Sinclair Inlet westerly of a line drawn from the Bremerton Ferry Landing at 47°33'48"N., 122°37'23"W. on the north shore of Sinclair Inlet and 47°32'52"N.,122°36'58"W. on the south shore of Sinclair Inlet.

(3884) (2) *Area No. 2*. That area of Sinclair Inlet to the north and west of an area bounded by a line commencing at

(3885) 47°33'43"N., 122°37'31"W.; thence south to

(3886) 47°33'39"N., 122°37'27"W.; thence southwest to

(3887) 47°33'23"N., 122°37'45"W.; thence southwest to

(3888) 47°33'19"N., 122°38'12"W.; thence southwest to

(3889) 47°33'10"N., 122°38'19"W.; thence southwest to

(3890) 47°33'07"N., 122°38'29"W.; thence west to

(3891) 47°33'07"N., 122°38'58"W.; thence southwest to

(3892) 47'33'04"N., 122°39'07"W.; thence west to the north shore of Sinclair Inlet at 47°33'04"N., 122°39'41"W.

(3893) (3) *The regulations* (i) Area No. 1. No vessel of more than 100 gross tons shall enter this area or navigate therein without permission from the enforcing agency.

(3894) (ii) *Area No. 2*. This area is for the exclusive use of the U.S. Navy. No person, vessel, craft, article or thing except those under supervision of military or naval authority except Washington State Ferries or Horluck Transportation Company Ferries on established routes shall enter this area without permission from the enforcing agency.

(3895) (iii) The regulations in this section shall be enforced by the Commander, Naval Base, Seattle, Washington, or his/ her authorized representative.

(3896) (b) [Reserved]

§334.1250 Carr Inlet, Naval Restricted Areas.–

(3897) (1) The Area. The Waters of Carr Inlet bounded on the southeast by a line running from Gibson Point on

Fox Island to Hyde Point on McNeil Island, on the northwest by a line running from Green Point (at latitude 47°16'54"N., longitude 122°41'33"W.) to Penrose Point; plus that portion of Pitt Passage extending from Carr Inlet to Pitt Island, and that portion of Hale Passage extending from Carr Inlet southeasterly to a line drawn perpendicular to the channel 500 yards northwesterly of the Fox Island Bridge.

(3898) (2) The Regulations. (i) The area shall be used as an acoustic range for research studies and special noise trials. No explosives shall be used.

(3899) (ii) No marine craft of any type shall at any time approach or remain within one hundred yards of the hydrophone buoys. The hydrophone buoys will be anchored in Carr Inlet on a line perpendicular to the course line opposite Ketner's Point, and about one mile from the Fox Island shore. The course line, or range, will bear 134°38'21" (314°38'21") true, and will be marked by range beacons erected near the shoreline approximately one mile north-northeast of Steilacoom and approximately two miles north-northeast of Home.

(3900) (iii) Buoy Testing Area. No vessel shall, at anytime, anchor or tow a drag of any kind within 1,000 yards of the buoy testing area.

(3901) (iv) The remainder of the area shall be open to navigation at all times except when the range is in use or when hydrophones are being calibrated. When the range is in use or hydrophones are being calibrated, quick flashing beacon lights will be displayed on signal towers located at Gibson Point, Green Point, Penrose Point, Pitt Island and Hyde Point. These beacon lights will be either red or green. The beacon lights will show quick flashing every two seconds. The ranging of vessels or calibration of hydrophones requiring restrictions will be conducted 24 hours per day for up to 5 days consecutively, and will total approximately 150 days spread throughout the year. Shutting off of beacon lights will indicate termination of use of the range. Insofar as possible, the schedule of operations giving the days the range will be in use for each forthcoming month will be published in local newspapers and in the local U.S. Coast Guard Notice to Mariners.

(3902) (v) When the red beacon lights are displayed, indicating that the range is in use or hydrophones are being calibrated, navigation within the area will be restricted as follows:

(3903) (a) As used in this section, the words "operate, power vessel, and non-power vessel" are defined as follows:

(3904) (1) "Operate": To be physically present in the designated area.

(3905) (2) "Power vessel": A vessel propelled principally by a mechanical propulsion system (i.e., gasoline, diesel, steam or electric drive to a propeller, pump jet, paddle wheel or other device), and being propelled by that means.

(3906) (3) "Non-power vessel": A vessel not equipped with a mechanical propulsion system, such as a rowboat, canoe, or sailboat propelled by oars, paddles, or sails, respectively.

(3907) (b) Power vessels shall not operate within the area, except that traffic in either direction between Hale Passage and upper Carr Inlet, within 200 yards of the low water mark off Green Point, will be cleared by signal for approximately 15 minutes total time within this area at the termination of individual ranging runs, while the vessel being ranged takes position for the next run. Clearance to traverse the area around Green Point will be indicated by extinguishing the red flashing beacon lights and displaying the green flashing beacon lights on all signal towers.

(3908) (c) Non-powered marine craft shall not operate within one mile of the course line bearing 134°38'21" (314°38'21") true, and within two miles to the southeast and two miles to the northwest of the hydrophone buoys situated in Carr Inlet opposite Ketner's Point; provided, however, non-powered craft may operate within four hundred yards of the low water mark on the northeast side of McNeil Island, within two hundred yards of the low water mark at Green Point, and within two hundred yards of the low water mark on the southwest shore of Fox Island.

(3909) (d) Towboats shall have free access and egress to designated tow havens within Carr Inlet, as follows: The Navy will establish and maintain suitable mooring buoys for the use of tugs and their tows at the following points: (1) approximately 1,500 yards northwest of Gibson Point Light and approximately 400 yards offshore from the low water mark on the Fox Island shore; (2) approximately 1,500 yards northwest of Hyde Point and approximately 400 yards offshore from the low water mark on McNeil Island shore; and (3) approximately 1,500 yards east of Wyckoff Shoal. Towboats will signal by radio (Marine Band Channel 14, 13, 12, or 6) or telephone as far in advance as possible of the time they enter the tow haven, such signals to be directed to "Carr Inlet Range Control" at the range instrument laboratory building located on Fox Island. The Navy shall promptly suspend operations when necessary to permit the access and egress of such tow traffic, and Carr Inlet Range Control shall signal the tows when the area is clear.

(3910) (e) Through commercial traffic, including tows, to points within Carr Inlet, and through Carr Inlet, Pitt Passage and Hale Passage to adjacent waters will be permitted free access and egress, as follows: Such traffic will signal by radio (Marine Band Channel 14, 13, 12, or 6) or telephone as far in advance as possible of the

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time they enter the area, such signals to be directed to "Carr Inlet Range Control" at the range instrument laboratory located on Fox Island. The Navy shall promptly suspend operations when necessary to permit the passage of such traffic, and Carr Inlet Range Control shall signal when the area is clear for passage.

(3911) (f) The warden of the McNeil Island penitentiary and his authorized representatives shall be permitted to operate within the area at any time, as may be necessary, for the patrol and search for escaped convicts.

(3912) (g) Red or green signal flags will be displayed on the signal towers in case of failure of the red or green beacon lights. The display of the signal flags at the top of the flag masts will have the same significance as the beacon lights.

(3913) (3) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, and such agencies as he may designate.

§334.1260 Dabob Bay, Whitney Point, Naval Restricted Area–

(3914) (1) The area. Beginning at the high water line along the westerly shore of Dabob Bay, 100 yards northerly of the Naval control building located at approximately N. latitude 47°45'36" and W. longitude 122°51'00", thence S. 89°59'E. 2000 yards, thence to S. 00°01'W. 200 yards thence N. 89°59'W. approximately 2000 yards to the high water line 100 yards southerly of the control building.

(3915) (2) The regulations. (i) No vessel shall, at any time, anchor or tow a drag of any kind in this area.

(3916) (ii) The regulations in this Paragraph shall be enforced by the Commander, Naval Base, Seattle, or his/her authorized representative.

§334.1270 Port Townsend, Indian Island, Walan Point, Naval Restricted Area–

(3917) (a) The area. The waters of Port Townsend bounded by a line commencing on the north shore of Walan Point at

(3918) 48°04'41"N., 122°44'26"W.; thence to

(3919) 48°04'46"N., 122°44'53"W.; thence to

(3920) 48°04'19"N., 122°45'05"W.; thence to

(3921) 48°04'15"N., 122°44'48"W.; thence to a point on the Walan Point shoreline at

(3922) 48°04'18"N., 122°44'48"W.; and thence along the shoreline to the point of beginning. This line is located approximately 200 yards from the face and ends of the pier.

(3923) (b) *The regulations*. No person or vessel shall enter this area without permission from the Commander, Naval Base, Seattle, or his/her authorized representative. This restriction shall apply during periods when ship loading and/or pier operations preclude safe entry. These periods will be identified by flying a red flag from the ship and/or pier. A yellow flag will be displayed 24 hours in advance of the restricted periods.

§334.1340 Pacific Ocean, Hawai'i; danger zones.

(3924) (a) Danger zones–

(3925) (1) Aerial bombing and strafing target surrounding Kaula Rock, Hawai'i. The waters within a circular area with a radius of three (3) miles having its center on Kaula Rock at 21°39'30"N., 160°32'30"W.

(3926) (2) Submerged unexploded ordnance danger zone, Kahoolawe Island, Hawai'i. The waters adjacent to Kahoolawe Island within the area encompassed by the following coordinates beginning at

(3927) 20°37'30"N., 156°32'48"W.; thence to

(3928) 20°34'48"N., 156°30'24"W.; thence to

(3929) 20°28'54"N., 156°30'30"W.; thence to

(3930) 20°28'06"N., 156°41'48"W.; thence to

(3931) 20°30'30"N., 156°44'12"W.; thence to

(3932) 20°33'12"N., 156°44'30"W.; thence to

(3933) 20°37'30"N., 156°36'24"W.; thence to the beginning coordinates.

(3934) (b) *The regulations*. No person, vessel or other craft shall enter or remain in any of the areas at any time except as authorized by the enforcing agency.

(3935) (c) Enforcing agency. The regulations in this section shall be enforced by the Commander, Naval Base Pear Harbor, Hawai'i 96860-5020 and such agencies as he/she may designated.

§334.1350 Pacific Ocean, Island of Oahu, Hawai'i; danger zone.

(3936) (a) The danger zone. Beginning at point of origin at Kaena Point Light in latitude 21°34'42"N., longitude 158°16'54"W.; thence on a bearing of 282°30' True to latitude 21°38'N., longitude 158°33'W.; thence along the arc of a circle centered at Kaena Point Light to latitude 21°42'30"N., longitude 158°03'W.; thence on a bearing of 228° True to latitude 21°35'33"N., longitude 158°11'30"W.; thence to point of origin.

(3937) (b) *The regulations*. (1) The area will be closed to the public and all shipping on specific dates to be designated for actual firing and no person, vessel or other craft shall enter or remain in the area during the times designated for firing except as may be authorized by the enforcing agency. Notification to maritime interests of specific dates of firing will be disseminated through the U.S. Coast Guard media of the Local Notice to Mariners and the NOTAMS published by the Corps of Engineers. On dates not specified for firing, the area will be open to normal maritime traffic.

(3938) (2) The regulations of this section shall be enforced by the Commanding General, United States Army,

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Hawai'i/25th Infantry Division, APO 957, and such agencies as he may designate.

§334.1360 Pacific Ocean at Barber's Point, Island of Oahu, Hawai'i; danger zone.

(3939) (a) The danger zone. The waters within a rectangular area beginning at a point in

(3940) 21°17'56"N., 158°05'21"W.; thence to

(3941) 21°17'30"N., 158°05'21"W.; thence to

(3942) 21°17'58"N., 158°02'49"W.; thence to

(3943) 21°18'24"N., 158°02'49"W.; thence along the shoreline at the highwater mark along the southerly boundary of Naval Air Station, Barbers Point, to the point of beginning.

(3944) (b) The regulations. (1) The area is closed to all surface craft, swimmers, divers and fishermen except to craft and personnel authorized by the enforcing agency.

(3945) (2) The regulations in this section shall be enforced by the Commanding Officer, Naval Air Station, Barber's Point, Hawai'i 96862, and such agencies as he/she may designate.

§334.1370 Pacific Ocean at Keahi Point, Island of Oahu, Hawai'i; danger zone.

(3946) (a) The danger zone. The waters within an area beginning at a point in

(3947) 21°18'21.4"N., 157°59'14.2"W.; thence to

(3948) 21°18'11.0"N., 158°00'17.5"W.; thence to

(3949) 21°17'11.8"N., 158°00'06.5"W.; and thence to

(3950) 21°17'22.5"N., 157°59'03.1"W.

(3951) (b) The regulations. (1) The area is closed to all surface craft, swimmers, divers, and fishermen except to craft and personnel authorized by the enforcing agency.

(3952) (2) The regulations in this section shall be enforced by the Commanding Officer, Explosive Ordnance Disposal Training and Evaluation Unit One, Barbers Point, Hawai'i 96862-5600.

§334.1380 Marine Corps Air Station, (MCAS) Kaneohe Bay, Island of Oahu, Hawai'i-Ulupau Crater Weapons Training Range Danger Zone.

(3953) (a) The Danger Zone. The waters within a sector extending seaward a distance of 3,900 yards between radial lines bearing 352° true and 61° true, respectively, from a point on Mokapu Peninsula at 21°27'17"N., 157°43'51"W., exclusive of the existing 500 yard wide prohibited area. The interface between the existing 500 yard prohibited area and this danger zone is defined by three points having the following coordinates.

(3954) Point A: 21°27'59"N., 157°43'56"W.

(3955) Point B: 21°27'52"N., 157°43'02"W.

(3956) Point C: 21°27'38"N., 157°43'12"W.

(3957) (b) The regulations. (1) Weapons firing at the Ulupau Crater Weapons Training Range may occur at any time between 6:00 a.m. and 11:00 p.m., Monday through Friday, and between 6:00 a.m. and 6:00 p.m., Saturday and/or Sunday, when required. Specific dates and hours for weapons firing, along with information regarding onshore warning signals, will be promulgated by the U.S. Coast Guard's Local Notice to Mariners. Information on weapons firing schedules may also be obtained by calling the Officer in Charge of the Range Training Facility, Headquarters and Headquarters Squadron, MCAS (telephone number 257-2067).

(3958) (2) Whenever hazardous weapons (machine guns) firing is scheduled and in progress during daylight hours, two large red triangular warning pennants will be flown at each of two highly visible and widely separated locations on the shore at Ulupau Crater.

(3959) (3) Whenever tactical weapons (exclusive of machine guns) firing is scheduled and in progress during daylight hours, a single large red rectangular warning flag will be flown at the two separate locations on the shore.

(3960) (4) Whenever any weapons firing is scheduled and in progress during periods of darkness, flashing red warning beacons will be displayed on the shore at Ulupau Crater.

(3961) (5) Boaters will have complete access to the danger zone whenever there is no weapons firing scheduled, which will be indicated by the absence of any warning flags, pennants, or beacons displayed ashore.

(3962) (6) The danger zone is not considered safe for boaters whenever hazardous weapons (machine guns) firing is in progress. Hazardous weapons firing will usually be scheduled approximately twice a month, on nonconsecutive weekdays, for about eight hours on each occasion. Boaters shall expeditiously vacate the danger zone at best speed and by the most direct route whenever hazardous weapons firing is scheduled. Passage of vessels through the danger zone when hazardous weapons firing is in progress will be permitted, but boaters shall proceed directly through the area at best speed. Hazardous weapons firing will be suspended as long as there is a vessel in the danger zone. Whenever a boater disregards the publicized warning signals that hazardous weapons firing is scheduled, the boater will be personally requested to expeditiously vacate the danger zone by MCAS Kaneohe Bay military personnel utilizing a bull-horn from either a Marine helicopter or Navy crash boat.

(3963) (7) The danger zone may be occupied for extended periods and with caution at individual risk whenever tactical weapons (exclusive of machine guns) firing is scheduled and in progress because of the remote possibility of a rifle round from an accidental discharge

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impacting outside the limits of the existing prohibited areas.

(3964) (8) Observation posts will be manned whenever any weapons firing is scheduled and in progress. Visibility will be sufficient to maintain visual surveillance of the entire danger zone and for an additional distance of 5 miles in all directions whenever weapons firing is in progress.

(3965) (c) The Enforcing Agency. The foregoing regulations shall be enforced by the Commanding Officer, MCAS Kaneohe Bay and such agencies as he/she may designate.

§334.1390 Pacific Ocean at Barking Sands, Island of Kauai, Hawai'i, missile range facility.

(3966) (a) The danger zone. The waters within an area beginning at

(3967) 22°03'15"N., 159°47'15"W.; thence southerly along the shoreline to

(3968) 22°02'45"N., 159°47'18"W.; thence westerly to

(3969) 22°02'30"N., 159°51'30"W.; thence northeasterly to

(3970) 22°06'30"N., 159°49'30"W.; and thence southeasterly to point of beginning.

(3971) (b) Markers. (1) Range markers at the control point at latitude 22°03'17.4"N., longitude 159°47'12.2"W., are separated 300 feet (one pole 95.5 feet northwest and the other pole 204.5 feet southeast of this point) along a line bearing 327°10' True.

(3972) (2) Range markers at the control point at latitude 22°02'44.5"N., longitude 159°47'16.4"W., are separated 300 feet (one pole 75 feet west and the other pole 225 feet east of this point) along a line bearing 266°20' True.

(3973) (3) The range marker poles seaward from each control point are 25 feet in height above ground level. The other two poles are 45 feet above ground level.

(3974) (4) Each range marker consists of a 10-foot equilateral triangle with alternate red and white diagonal stripes.

(3975) (c) The regulations. Entry into the area by any person, boat, vessel or other craft is prohibited at all times. Special permission for transit through the area by the most direct route may be obtainable on an individual basis, by prior arrangement with the Commanding Officer, Pacific Missile Range Facility, Hawai'ian Area, Barking Sands, Kekaha, Kauai, Hawai'i 96752.

§334.1400 Pacific Ocean, at Barbers Point, Island of Oahu, Hawai'i; restricted area.

(3976) (a) The area. That portion of the Pacific Ocean lying offshore of Oahu between Ewa Beach and Barbers Point, basically outlined as follows:

(3977) Station

(3978) A (shoreline)–21°18'06"N., 158°04'24"W.

(3979) B–21°17'00"N., 158°03'30"W.

(3980) C–21°15'00"N., 158°03'18"W.

(3981) D–21°15'36"N., 158°01'06"W.

(3982) E (shoreline)–21°18'30"N., 158°02'00"W.

(3983) (b) The regulations. (1) Vessels shall not anchor within the area at any time.

(3984) (2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.

(3985) (3) Use of the restricted area for boating, fishing (except as prohibited in Paragraph (b)(2) of this section) and other surface activities is authorized.

(3986) (4) The regulations in this section shall be enforced by the Officer in Charge, Fleet Area Control and Surveillance Facility, Pearl Harbor, Hawai'i 96860-7625, and such agencies as he/she may designate.

§334.1410 Pacific Ocean, at Makapuu Point, Waimanalo, Island of Oahu, Hawai'i, Makai Undersea Test Range.

(3987) (a) The restricted area. The waters within an area beginning at a point in

(3988) 21°18'50"N., 157°39'07"W.; thence to

(3989) 21°20'33"N., 157°38'00"W.; thence to

(3990) 21°22'02"N., 157°39'07"W.; and thence to

(3991) 21°19'35"N., 157°40'46"W.

(3992) (b) The regulations. (1) During critical testing phases of surface and submerged units, the operating officials of the Makai Test Range will mark in a conspicuous manner the location of the equipment which might be subject to damage from navigation and fishing activities or might represent a hazard to persons or property in the vicinity. During the display of signals in the restricted area, all persons and surface craft will remain away from the area until such time as the signals are withdraw. At all other times the area is open to unrestricted fishing, boating and general navigation.

(3993) (2) Operating officers and personnel of the Makai Test Range will be responsible for marking in a conspicuous manner the location of surface and underwater equipment which is subject to damage from navigation and fishing activities in the vicinity or represents a hazard to persons or property in the vicinity, and the location of the work area during critical testing phases. Surface communication by boat will be provided by the Makai Test Range during testing phases.

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TITLE 40–PROTECTION OF ENVIRONMENT

Part 140–Marine Sanitation Device Standard

§140.1 Definitions.

(3994) For the purpose of these standards the following definitions shall apply:

(3995) (a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(3996) (b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(3997) (c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(3998) (d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(3999) (e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(4000) (f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(4001) (g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

(4002) The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(4003) (a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(4004) (2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(4005) (b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(4006) (c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(4007) (d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/1.

(4008) (e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(4009) (f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31,

1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(4010) (g) The degrees of treatment described in paragraphs (a) and (d) of this section are "appropriate standards" for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(4011) (a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(4012) (b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(4013) (ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at *http://www.fknms.nos.noaa.gov/*.

(4014) (c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(4015) (i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(4016) (ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(4017) (iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(4018) (iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(4019) (2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(4020) (3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4021) (4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(4022) (i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the

south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(4023) (ii) [Reserved]

§140.5 Analytical procedures.

(4024) In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants,'' or subsequent revisions or amendments thereto, shall be employed.

TITLE 46–SHIPPING

Part 15–Manning Requirements (in part)

Subpart 1–Vessels in Foreign Trade

§15.1001 General.

(4025) Self-propelled vessels engaged in foreign commerce are required to use a pilot holding an appropriately endorsed Federal first class pilot's license issued by the Coast Guard when operating in the navigable waters of the United States specified in this subpart.

§15.1010 California.

(4026) The following offshore marine oil terminals located within U.S. navigable waters of the State of California:

(4027) (a) *Carlsbad, CA.* The waters including the San Diego Gas and Electric, Encina Power Plant, lying within an area bounded by a line beginning at

(4028) 33°10'06"N., 117°21'42"W.; thence southwesterly to

(4029) 33°08'54"N., 117°24'36"W.; thence southwesterly to

(4030) 33°04'30"N., 117°21'42"W.; thence northeasterly to

(4031) 33°05'36"N., 117°18'54"W.; thence northwesterly along the shoreline to

(4032) 33°10'06"N., 117°21'42"W.

(4033) (b) *Huntington Beach, CA.* The waters including the Golden West Refining Company, Huntington Beach Marine Terminal, lying within an area bounded by a line beginning at

(4034) 33°39'06"N., 118°00'00"W.; thence westerly to

(4035) 33°39'18"N., 118°05'12"W.; thence southeasterly along a line drawn three nautical miles from the baseline to

(4036) 33°35'30"N., 118°00'00"W.; thence easterly to

(4037) 33°35'30"N., 117°52'30"W.; thence northwesterly along the shoreline to

(4038) 33°39'06"N., 118°00'00"W.

(4039) (c) *El Segundo, CA.* The waters including the Chevron USA, El Segundo Marine Terminal, lying within an area bounded by a line beginning at

(4040) 33°56'18"N., 118°26'18"W.; thence westerly to

(4041) 33°56'18"N., 118°30'48"W.; thence southeasterly along a line drawn three nautical miles from the baseline to

(4042) 33°51'48"N., 118°27'54"W.; thence easterly to

(4043) 33°51'48"N., 118°24'00"W.; thence northwesterly along the shoreline to

(4044) 33°56'18"N., 118°26'18"W.

(4045) (d) *Oxnard, CA.* The waters including the Southern California Edison Company, Mandalay Generating Station, lying within an area bounded by a line beginning at

(4046) 34°14'12"N., 119°16'00"W.; thence westerly to

(4047) 34°14'12"N., 119°19'36"W., thence southeasterly along a line drawn three nautical miles from the baseline to

(4048) 34°09'24"N., 119°17'20"W.; thence easterly to

(4049) 34°09'24"N., 119°13'24"W.; thence northwesterly along the shoreline to

(4050) 34°14'24"N., 119°16'00"W.

(4051) (e) *Goleta, CA.* The waters including the ARCO, Ellwood Marine Terminal, lying within an area bounded by a line beginning at

(4052) 34°26'12"N., 119°57'00"W.; thence southerly to

(4053) 34°22'48"N., 119°57'00"W.; thence southeasterly along a line drawn three nautical miles from the baseline to

(4054) 34°21'06"N., 119°50'30.5"W.; thence northerly to

(4055) 34°24'18"N., 119°50'30"W.; thence northwesterly along the shoreline to

(4056) 34°26'12"N., 119°57'00"W.

(4057) (f) *Gaviota, CA.* The waters including the Texaco Trading and Transportation, Gaviota Marine Terminal, lying within an area bounded by a line beginning at

(4058) 34°28'06"N., 120°16'00"W.; thence southerly to

(4059) 34°25'06"N., 120°16'00"W.; thence easterly along a line drawn three nautical miles from the baseline to

(4060) 34°25'24"N., 120°08'30"W.; thence northerly to

(4061) 34°28'24"N., 120°08'30"W.; thence westerly along the shoreline to

(4062) 34°28'06"N., 120°16'00"W.

(4063) (g) *Moss Landing, CA.* The waters including the Pacific Gas and Electric Company Power Plant, lying within an area bounded by a line beginning at

(4064) 36°49'00"N., 121°47'42"W.; thence westerly to

(4065) 36°49'00"N., 121°51'00"W.; thence southerly to

(4066) 36°47'00"N., 121°51'00"W.; thence easterly to

(4067) 36°47'00"N., 121°47'54"W.; thence northerly along the shoreline to

(4068) 36°49'00"N., 121°47'42"W.

(4069) (h) *Estero Bay, CA.* The waters including various moorings, including the Pacific Gas and Electric Company mooring and the two Chevron Oil Company Terminals lying within an area bounded by a line beginning at

(4070) 36°25'00"N., 120°52'30"W.; thence westerly to

(4071) 36°25'00"N., 120°56'00"W.; thence southerly to

(4072) 36°22'00"N., 120°56'00"W.; thence easterly to

(4073) 36°22'00"N., 120°52'12"W.; thence northerly along the shoreline to

(4074) 36°25'00"N., 120°52'30"W.

(4075) (i) *San Luis Obispo Bay, CA.* The waters including the Unocal Corporation Avila Terminal and the approaches thereto, lying in an area bounded by a line beginning at

(4076) 35°09'42"N., 120°46'00"W.; thence southerly to

(4077) 35°07'00"N., 120°46'00"W.; thence easterly to

(4078) 35°07'00"N., 120°43'00"W.; thence northerly to

(4079) 35°10'24"N.,120°43'00"W.; thence westerly along the shoreline to

(4080) 35°09'42"N., 120°46'00"W.

§15.1020 Hawai'i.

(4081) The following offshore marine oil terminals located within U.S. navigable waters of the State of Hawai'i: Barbers Point, Island of Oahu. The waters including the Hawai'ian Independent Refinery, Inc. and the Chevron moorings lying within an area bounded by a line bearing 180 degrees true from Barbers Point Light to

(4082) 21°14.8'N., 158°06.4'W.; thence easterly to

(4083) 21°14.8'N., 158°03.3'W.; thence northeasterly to

(4084) 21°15.6'N., 158°01.1'W.; thence northwesterly to

(4085) 21°18.5'N., 158°02.0'W.; thence westerly along the shoreline to

(4086) 21°17.8'N., 158°06.4'W.

Ver. 1.0 This information is not certified for navigation purposes. For test purposes only.