

NAVIGATION PUBLICATIONS

SAILING DIRECTIONS CORRECTIONS

PUB 123 **7 Ed 1996** **LAST NM 24/01**

Page 7—Line 48/R; insert after:

Ile Boulet (5°16'N., 4°06'W.) forms the W side of the canal. It has a wall, painted white, bearing 313° ahead. It is used as a mark by vessels transiting the canal.

(BA NM 20/01)

30/01

PUB 182 **4 Ed 1998** **LAST NM 27/01**

Page 60—Lines 26-34/L; read:

Caution.—Troll A Platform Radar Surveillance Service and the VHF Base Station, located on the Troll A Platform, is controlled by Statoil Trafikkontroll at Sandsli (Statoil VTS). The surveillance service is an advisory service for the coordination of vessel movements by means of gathering, verification, and dissemination of information as to avert hazards and accidents between vessels and the platforms, and between other vessels.

Vessels with intent to navigate across the Entry Zone are requested to inform Statoil Trafikkontroll when passing the limit of the Approach Zone stating their intentions. Vessels in the Approach Zone heading for the Entry Zone will be contacted in due course. If necessary, Statoil Trafikkontroll will request a vessel to increase its passing distance. If this is not possible or the vessel fails to respond, the "Troll A" standby vessel will intercept the unknown vessel and the platform notified. The surveillance service will communicate in Norwegian or English. Three zones have been established around the platform, as follows:

1. Troll A Safety Zone—The Safety Zone is 500m from the outer points of the platform. In certain hazard and accident situations the Safety Zone can be extended.
2. Troll A Entry Zone—The Entry Zone comprises the area within a 3 mile radius centered on the platform (60°38.7'N, 3°43.6'E.).
3. Troll A Approach Zone—The Approach Zone comprises the area within a 15 mile radius centered on the platform.

Vessels passing with a closest point of approach (CPA) of 3 miles or less from the installations must inform Statoil Traffic Control when 1 hour before the time of closest possible approach (TCPA).

Statoil Traffic Control may be contacted 24 hours on VHF channel 16 or 68.

(BA NM 26/01)

30/01

PUB 191 **9 Ed 2000** **LAST NM 29/01**

Page 3—Line 36/R; read:

average considerably lighter.

Tides—Currents.—A series of Tidal Stream Atlases, which show the state of the currents on an hourly basis, are published by the United Kingdom Hydrographic Office for the English Channel and Dover Strait (NP 250 and NP 233).

(NIMA)

30/01

Page 75—Lines 7 to 25/L; read:

4.34 Le Becquet (49°39'N., 1°33'W.), situated 1 mile E of Cherbourg, is a small drying harbor. It is used by local fishing vessels and pleasure craft. A lighted range indicates the approach. Buoys (special) are moored about 0.4 mile and 2.3 miles N of this harbor.

Le Grunes de Bretteville, a group of rocky shoals with depths of less than 5m, extend up to about 0.8 mile N from the coast, 1.3 miles E of the harbor.

Cap Levi (Cap Levy) (49°42'N., 1°28'W.), fronted by shoals, is low. A main light is shown from a prominent tower, 28m high, standing on the cape. A conspicuous signal station, with a white mast, is situated on a hill about 0.2 mile SSE of the light.

Port du Cap Levi, a small drying harbor, lies 0.5 mile S of the light. It is used by local fishing boats and yachts.

An area of rocky shoals extends up to about 2 miles N of Cap Levi and is marked by a lighted buoy. This area is steep-to and the sea breaks on it in rough weather. Tete Septentrionale, with a depth of 9.2m, and another shoal patch, with a depth of 9.3m lying 0.3 mile ENE, form the outermost dangers of this area. La Pierre Noire, with a least depth of 2.2m, lies about 0.3 mile S of Tete Septentrionale.

A prominent square belfry stands at Maupertus-sur-Mer, 2.5 miles S of Cap Levi, and may be seen on the skyline. An airport is situated close S of the belfry.

The coast between Cap Levi and Pointe de Barfleur, 8 miles E, is bordered by rocks and shoals, the outermost lying nearly 2.5 miles from the shore. The shore is rocky and interspersed with sandy beaches.

Basses du Renier, with a least depth of 4.5m, lies about 2 miles N of the coast, 4.5 miles ENE of Cap Levi, and is marked by a lighted buoy.

Haut-Fond des Equets, with a depth of 7m, lies about 2.5 mile ESE of Basses du Renier and about 2.3 miles NW of Pointe de Barfleur. It is located about 2 miles offshore and marked by a lighted buoy.

Banc de Saint Pierre, extending SE of Haut-Fond des Equets, consists of shifting sand and broken shells. The sea breaks heavily in bad weather on this bank, especially with the wind against the tidal currents.

Tides—Currents.—Tidal currents close N of La Pierre Noire attain velocities (E and W) of about 4.8 knots at springs. Close N of Basses du Renier, the ESE tidal current attains velocities of about 4.8 knots, and the W tidal current attains velocities of about 3.8 knots at springs.

Directions.—The offshore Traffic Separation Scheme, leading from Casquets to the Greenwich Lanby, passes about 20 miles N of Cap Levi.

Chenal des Trois Pierres and Chenal Hedouin, which are marked by ranges, lead inside the dangers fronting the coast between Cap Levi and Pointe de Barfleur. Due to the strength and uncertainty of the tidal currents, these channels should only be used by small vessels with local knowledge.

Caution.—Raz du Cap Levi, a dangerous race, occurs in the area of shoals extending up to 2.5 miles N of Cap Levi, especially when the wind is against the tidal current.

PUB 191 (Continued)

Anchoring, trawling, and dredging are prohibited within an area, which may best be seen on the chart, lying centered 2 miles W of Cap Levi.

An Explosives Dumping Area, the limits of which are shown on the chart, lies centered 7 miles NE of Cap Levi. A circular Prohibited Area, with a radius of 1.5 miles, lies in the vicinity of this Explosives Dumping Area and may best be seen on the chart.

(Fr SD C2.1; 19(07)01 Brest) 30/01

PUB 192 7 Ed 2000 LAST NM 28/01

Page 131—Lines 39 to 41/R; read:

pilotage between the Inner Deutsche Bucht (German Bight) pilot boarding position (2 miles NW of the E3 lighted buoy) and No. 3/Jade 2 lighted buoy (53°52'N., 7° 47'E.) when visibility is less than 4,000m. The

(BA NP 286) 30/01

Page 143—Lines 39 to 42/L; read:

Inbound vessels bound for the Jade should send a request for pilotage, stating port of destination and ETA at the No. 3/Jade 2 lighted buoy, 12 hours in advance or on departure from last port to Jadelotse Wilhelmshaven. Vessels bound for the Weser should send their request 24 hours in advance to Weserlotse II, Bremerhaven through Norddeich (DAN). The requests should be confirmed 6 hours and 2 hours prior to arrival. Vessels with drafts over 15m are advised to employ two pilots.

(BA NP 286; BA NP 57) 30/01

Page 143—Lines 3 to 7/R; read:

Ems, Jade, Weser, or Elbe.

See Traffic Control under The Jade (paragraph 8.21) or The Weser (paragraph 8.26) for information concerning local VTS systems operating within the approaches and fairways of each river.

(NIMA) 30/01

Page 144—Lines 48 to 49/R; read:

visibility, and ice reports when appropriate; casualties; dredging operations; and pilotage information.

Regulations.—Large tankers bound for the Jade are escorted through the Jade Approach TSS by Water Police patrol vessels, which display blue flashing lights.

Extraordinarily Large Vessels are defined as those exceeding 350m in length, 52m beam, and 20m draft inbound or 19m draft outbound. Such vessels are tide dependent.

All Extraordinarily Large Vessels, high speed vessels, air cushion vehicles, and unusually large tug formations must obtain permission from the Water Police Authority at Wilhelmshaven immediately prior to entering the Jade.

On specified fairway sections of the Jade, there are prohibitions on meeting or overtaking other vessels. Permission must be obtained from the VTS Center on VHF channel 20 or 63 before entering these areas.

Oil, gas, and chemical tankers (including towed units), which are carrying hazardous goods in bulk or have done so

but are not certified gas-free, are permitted to enter the Jade only when the visibility is 1,000m or more. In special circumstances, when the visibility is 500m to 1,000m, such vessels may enter with permission of the Jade VTS.

(BA NP 57) 30/01

Page 159—Lines 18 to 19/L; read:

normally embarked at the Inner Deutsche Bucht (German Bight) pilot boarding position located about 2 miles NW of the E3 lighted buoy (54° 04'N., 7°55'E.).

(BA NP 286) 30/01

Page 159—Lines 24 to 25/L; read:

1. At least 24 hours before arrival at the Inner Deutsche Bucht pilot boarding position (2 miles NW of the E3 lighted buoy) or immediately upon

(BA NP 286) 30/01

Page 160—Line 59/L; strike out.

(NIMA) 30/01

Page 160—Lines 47 to 54/R; read:

Anchorage.—An outer anchorage area for large and deep-draft vessels lies adjacent to the W side of the Jade Approach TSS and may best be seen on the chart. A number of wrecks and obstructions lie within this area.

An outer anchorage area for vessels waiting for the tide lies centered about 5 miles W of the E3 lighted buoy (54°04'N., 7°55'E.) and may best be seen on the chart.

An anchorage area lies in the approaches to the river, 3 miles NE of the Elbe Lightvessel. Tankers carrying oil, gas, or chemicals may use this roadstead for waiting or bunkering. Another anchorage area lies on the S side of the fairway, in the entrance to Neuwerker Fahrwasser; the N part of this area is generally reserved for vessels with dangerous cargo or for tankers transferring cargoes.

Both of these anchorage areas are marked by buoys and their limits may best be seen on the chart.

(NIMA; Ger NM 51/00) 30/01

COAST PILOT CORRECTIONS**COAST PILOT 1 31 Ed 1998 Change No. 32 LAST NM 26/01**

Page 200—Paragraph 651, line 4 to Paragraph 652, line 5; read:

Portland, about 0.4 mile northeast of Casco Bay Bridge.

Fore River constitutes the Inner Harbor of Portland. The Casco Bay Bridge, about 1.5 miles above the entrance to the river, has a bascule span with a clearance of 55 feet. (See **117.1 through 117.59**, chapter 2, for drawbridge regulations.) The Casco Bay Bridge is often considered to ...

(CL 414/01; CL 1118/2000; CL 1581/00; CL 561/98; CL 1805/98; CL 513/94; NOS 13292) 30/01

Page 240—Paragraph 51, lines 2 to 5; read:

southwesterly and westerly direction to President Roads. A Federal project provides for a channel 1,200 feet wide

COAST PILOT 1 (Continued)

dredged to 30 feet deep. The channel is marked by lighted and unlighted buoys. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Sunken wrecks are in the vicinity of Lighted Buoy 5 and along the south side of the channel in the vicinity of Lighted Buoy 9.

(LL/2001; CEM-New England/86; NOS 13270) 30/01

Page 241—Paragraph 60, line 2; read:

Roads between Nixes Mate and Long Island. Depths of about 12 ...

(CL 962/01; DD 1800) 30/01

Page 241—Paragraph 61, line 9 to Paragraph 62, line 1; read:

pass under the channel span of the Long Island Viaduct.

A fish haven, covered 14 feet, is in Sculpin Ledge Channel. The reef is west of the standpipe on Long Island along a northeast-southwest axis in about 42°19'26"N., 70°58'15"W.

In November 2000, a rock covered 5 feet was ...

(CL 1183/00; CL 962/01; DD 1803) 30/01

COAST PILOT 1 31 Ed 1998 Change No. 33

Page 200—Paragraph 647, lines 6 to 10; read:

October-November 1998, the controlling depths were 44.4 feet in the entrance from the sea to Fort Gorges Island Ledge Lighted Buoy 4; a 40.4-foot spot is about 250 yards north-east of Lighted Gong Buoy PH. In December 1998-April 1999, the controlling depths were 31.8 feet (34 feet at mid-channel) from Fort Gorges Island Ledge Lighted Buoy 4 to Casco Bay Bridge with 27.6 feet in the left outside channel edge about 100 yards below the bridge, thence 35 feet to the turning basin with 30.4 feet in the right outside channel edge about 300 yards above the bridge, thence 34.2 in the turning basin, and thence 33.2 feet to the head of the project. Depths of 40 feet were available in Diamond ...

(CL 414/01; CL 1581/00; CL 178/00;
BPs 170339-40;) 30/01

**COAST PILOT 4 32 Ed 1999 Change No. 26
LAST NM 26/01**

Page 39—Paragraph 205; read:

The Sanctuary consists of an area of approximately 2900 square nautical miles (9,800 square kilometers) of coastal and ocean waters, and the submerged lands thereunder, surrounding the Florida Keys in Florida. Appendix I to this subpart sets forth the precise Sanctuary boundary.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 39—Paragraph 224, line 3; read:

greater than 4 knots or may not produce a wake.

Length overall (LOA) or length means, as used in §922.167 with respect to a vessel, the horizontal distance, rounded to the nearest foot (with 0.5 ft and above rounded upward), between the foremost part of the stem and the aftermost part of the stern, excluding bowsprits, rudders, outboard motor brackets, and similar fittings or attachments.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 40—Paragraph 244, line 6; read:

sets forth the geographic coordinates of these areas.

Stem means the foremost part of a vessel, consisting of a section of timber or fiberglass, or cast, forged, or rolled metal, to which the sides of the vessel are united at the fore end, with the lower end united to the keel, and with the bowsprit, if one is present, resting on the upper end.

Stern means the aftermost part of the vessel.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 43—Paragraphs 320 to 321; read:

(v) Anchoring in the Tortugas Ecological Reserve. In all other Ecological Reserves and Sanctuary Preservation Areas, placing any anchor in a way that allows the anchor or any portion of the anchor apparatus (including the anchor, chain or rope) to touch living or dead coral, or any attached living organism. When anchoring dive boats, the first diver down must inspect the anchor to ensure that it is not touching living or dead coral, and will not shift in such a way as to touch such coral or other attached organism. No further diving shall take place until the anchor is placed in accordance with these requirements.

(vi) Except in the Tortugas Ecological Reserve where mooring buoys must be used, anchoring instead of mooring when a mooring buoy is available or anchoring in other than a designated anchoring area when such areas have been designated and are available.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 43—Paragraph 322, line 5; read:

(d)(2) of this section.

(viii) Except for passage without interruption through the area, for law enforcement purposes, or for purposes of monitoring pursuant to paragraph (d)(2) of this section: entering the Tortugas South area of the Tortugas Ecological Reserve; or entering the Tortugas North area of the Tortugas Ecological Reserve without a valid access permit issued pursuant to §922.167 or entering or leaving the Tortugas North area with a valid access permit issued pursuant to §922.167 without notifying FKNMS staff at the Dry Tortugas National Park office by telephone or radio no less than 30 minutes and no more than 6 hours, before entering and upon leaving the Tortugas Ecological Reserve.

(ix) Tying a vessel greater than 100 feet (30.48 meters) LOA, or tying more than one vessel (other than vessels carried on board a vessel) if combined lengths would exceed 100 feet (30.48 meters) LOA, to a mooring buoy or to a vessel tied to a mooring buoy in the Tortugas Ecological Reserve.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 44—Paragraphs 340 to 346; read:

(g) *Anchoring on Tortugas Bank*. Vessels 50 meters or greater in registered length, are prohibited from anchoring on the portion of Tortugas Bank within the Florida Keys National Marine Sanctuary west of the Dry Tortugas National Park that is outside of the Tortugas Ecological Reserve. The boundary of the area closed to anchoring by

COAST PILOT 4 (Continued)

vessels 50 meters or greater in registered length is formed by connecting in succession the points at the following coordinates (based on the North American Datum of 1983):

- (1) 24°32.00'N., 83°00.05'W.
- (2) 24°37.00'N., 83°06.00'W.
- (3) 24°39.00'N., 83°06.00'W.
- (4) 24°39.00'N., 83°00.05'W.
- (5) 24°32.00'N., 83°00.05'W.

(CL 99/91; FR 1/17/01; FR 3/23/01) 30/01

Page 44—Paragraph 349; read:

§922.166 Permits other than for access to the Tortugas Ecological Reserve-application procedures and issuance criteria.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 47—Paragraphs 432 to 448; read:

§922.167 Permits for access to the Tortugas Ecological Reserve.

(a) A person may enter the Tortugas North area of the Tortugas Ecological Reserve other than for passage without interruption through the reserve, for law enforcement purposes, or for purposes of monitoring pursuant to paragraph (d)(2) of §922.164, if authorized by a valid access permit issued pursuant to §922.167.

(b)(1) Access permits must be requested at least 72 hours but no longer than one month before the date the permit is desired to be effective. Access permits do not require written applications or the payment of any fee. Permits may be requested via telephone or radio by contacting FKNMS at any of the following numbers:

Key West office: telephone: (305) 292-0311

Marathon office: telephone: (305) 743-2437

(2) The following information must be provided, as applicable:

- (i) Vessel name.
- (ii) Name, address, and telephone number of owner and operator.
- (iii) Name, address, and telephone number of applicant.
- (iv) USCG documentation, state license, or registration number.
- (v) Home port.
- (vi) Length of vessel and propulsion type (i.e., motor or sail).
- (vii) Number of divers.
- (viii) Requested effective date and duration of permit (2 weeks, maximum).

(c) The Sanctuary Superintendent will issue a permit to the owner or to the owner's representative for the vessel when all applicable information has been provided. The Sanctuary Superintendent will provide a permit number to the applicant and confirm the effective date and duration period of the permit. Written confirmation of permit issuance will be provided upon request.

§922.168 Certification of preexisting leases, licenses, permits, approvals, other authorizations, or rights to conduct a prohibited activity.

(a) A person may conduct an activity prohibited by §§922.163 or 922.164 if such activity is specifically authorized by a valid Federal, State, or local lease, permit, license, approval, or other authorization in existence on July 1, 1997, or by any valid right of subsistence use or access in existence on July 1, 1997, provided that:

(1) The holder of such authorization or right notifies the Director, in writing, within 90 days of July 1, 1997, of the existence of such authorization or right and requests certification of such authorization or right; for the area added to the Sanctuary by the boundary expansion for the Tortugas Ecological Reserve, the holder of such authorization or right notifies the Director, in writing, within 90 days of the effective date of boundary expansion, of the existence of such authorization or right and requests certification of such authorization or right.

(2) The holder complies with the other provisions of this §922.168; and

(3) The holder complies with any terms and conditions on the exercise of such authorization or right imposed as a condition of certification, by the Director, to achieve the purposes for which the Sanctuary was designated.

(b) The holder of an authorization or right described in paragraph (a) of this section authorizing an activity prohibited by Secs. 922.163 or 922.164 may conduct the activity without being an violation of applicable provisions of Secs. 922.163 or 922.164, pending final agency action on his or her certification request, provided the holder is in compliance with this §922.168.

(c) Any holder of an authorization or right described in paragraph (a) of this section may request the Director to issue a finding as to whether the activity for which the authorization has been issued, or the right given, is prohibited by Secs. 922.163 or 922.164, thus requiring certification under this section.

(d) Requests for findings or certifications should be addressed to the Director, Office of Ocean and Coastal Resource Management; ATTN: Sanctuary Superintendent, Florida Keys National Marine Sanctuary, P.O. Box 500368, Marathon, FL 33050. A copy of the lease, permit, license, approval, or other authorization must accompany the request.

(e) The Director may request additional information from the certification requester as he or she deems reasonably necessary to condition appropriately the exercise of the certified authorization or right to achieve the purposes for which the Sanctuary was designated. 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 certification request.

(f) The Director may amend any certification made under this §922.168 whenever additional information becomes available justifying such an amendment.

(g) Upon completion of review of the authorization or right and information received with respect thereto, the Director shall communicate, in writing, any decision on a certification request or any action taken with respect to any certification made under this §922.168, in writing, to both holder of the certified lease, permit, license, approval, other authorization, or right, and the issuing agency, and shall set forth the reason(s) for the decision or action taken.

COAST PILOT 4 (Continued)

(h) Any time limit prescribed in or established under this §922.168 may be extended by the Director for good cause.

(i) The holder may appeal any action conditioning, amending, suspending, or revoking any certification in accordance with the procedures set forth in §922.50.

(j) Any amendment, renewal, or extension made after July 1, 1997, to a lease, permit, license, approval, other authorization or right is subject to the provisions of §922.49.

Appendix I to Subpart P of Part 922—Florida Keys National Marine Sanctuary Boundary Coordinates
(Appendix based on North American Datum of 1983)

(1) The boundary of the Florida Keys National Marine Sanctuary:

(a) Begins at the northeasternmost point of Biscayne National Park located at approximately 25°39'N., 80°05'W., then runs eastward to the point at 25°39'N., 80°04'W.; and

(b) Then runs southward and connects in succession the ...

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 47—Paragraph 461; read:

(viii) 24°46'N., 83°06'W.,
(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 48—Paragraph 469, line 2 to Page 53—Paragraph 484, line 1; read:

National Park to the beginning point specified in paragraph (a).

(2) The shoreward boundary of the Florida Keys National Marine Sanctuary is the mean high-water mark except around the Dry Tortugas where the boundary is coterminous with that of the Dry Tortugas National Park, formed by connecting in succession the point at the following coordinates:

- (a) 24°34'00"N., 82°54'00"W.;
- (b) 24°34'00"N., 82°58'00"W.;
- (c) 24°39'00"N., 82°58'00"W.;
- (d) 24°43'00"N., 82°54'00"W.;
- (e) 24°43'00"N., 82°52'00"W.;
- (f) 24°43'00"N., 82°48'00"W.;
- (g) 24°42'00"N., 82°46'00"W.;
- (h) 24°40'00"N., 82°46'00"W.;
- (i) 24°37'00"N., 82°48'00"W.; and
- (j) 24°34'00"N., 82°54'00"W.

(3) The Florida Keys National Marine Sanctuary also includes the area located within the boundary formed by connecting in succession the points at the following coordinates:

- (a) 24°33'N., 83°09'W.;
- (b) 24°33'N., 83°05'W.;
- (c) 24°18'N., 83°05'W.;
- (d) 24°18'N., 83°09'W.; and
- (e) 24°33'N., 83°09'W.;

Appendix II to Subpart P of Part 922C Existing Management Areas Boundary Coordinates

(1) The boundary of each of the Existing Management Areas is formed by connecting in succession the points at the following coordinates:

National Oceanic and Atmospheric Administration

KEY LARGO-MANAGEMENT AREA
[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25° 19.45'N.	80°12.00'W.
2	25°16.02'N.	80°08.07'W.
3	25°07.05'N.	80°12.05'W.
4	24°58.03'N.	80°19.08'W.
5	25°02.02'N.	80°25.25'W.
6	25°19.45'N.	80°12.00'W.

LOOE KEY MANAGEMENT AREA
[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°31.62'N.	81°26.00'W.
2	24°33.57'N.	81°26.00'W.
3	24°34.15'N.	81°23.00'W.
4	24°32.20'N.	81°23.00'W.
5	24°31.62'N.	81°26.00'W.

United States Fish and Wildlife Service

GREAT WHITE HERON NATIONAL WILDLIFE REFUGE

[Based on the North American Datum of 1983]

Point	Latitude	Longitude
1	24°43.8'N.	81°48.6'W.
2	24°43.8'N.	81°37.2'W.
3	24°49.2'N.	81°37.2'W.
4	24°49.2'N.	81°19.8'W.
5	24°48.0'N.	81°19.8'W.
6	24°48.0'N.	81°14.4'W.
7	24°49.2'N.	81°14.4'W.
8	24°49.2'N.	81°08.4'W.
9	24°43.8'N.	81°08.4'W.
10	24°43.8'N.	81°14.4'W.
11	24°43.2'N.	81°14.4'W.
12	24°43.2'N.	81°16.2'W.
13	24°42.6'N.	81°16.2'W.
14	24°42.6'N.	81°21.0'W.
15	24°41.4'N.	81°21.0'W.
16	24°41.4'N.	81°22.2'W.

COAST PILOT 4 (Continued)

17	24°43.2'N.	81°22.2'W.
18	24°43.2'N.	81°22.8'W.
19	24°43.8'N.	81°22.8'W.
20	24°43.8'N.	81°24.0'W.
21	24°43.2'N.	81°24.0'W.
22	24°43.2'N.	81°26.4'W.
23	24°43.8'N.	81°26.4'W.
24	24°43.8'N.	81°27.0'W.
25	24°43.2'N.	81°27.0'W.
26	24°43.2'N.	81°29.4'W.
27	24°42.6'N.	81°29.4'W.
28	24°42.6'N.	81°30.6'W.
29	24°41.4'N.	81°30.6'W.
30	24°41.4'N.	81°31.2'W.
31	24°40.8'N.	81°31.2'W.
32	24°40.8'N.	81°32.4'W.
33	24°41.4'N.	81°32.4'W.
34	24°41.4'N.	81°34.2'W.
35	24°40.8'N.	81°34.2'W.
36	24°48.0'N.	81°35.4'W.
37	24°39.6'N.	81°35.4'W.
38	24°39.6'N.	81°36.0'W.
39	24°39.0'N.	81°36.0'W.
40	24°39.0'N.	81°37.2'W.
41	24°37.8'N.	81°37.2'W.
42	24°37.8'N.	81°37.8'W.
43	24°37.2'N.	81°37.8'W.
44	24°37.2'N.	81°40.2'W.
45	24°36.0'N.	81°40.2'W.
46	24°36.0'N.	81°40.8'W.
47	24°35.4'N.	81°40.8'W.
48	24°35.4'N.	81°42.0'W.
49	24°36.0'N.	81°42.0'W.
50	24°36.0'N.	81°48.6'W.
51	24°43.8'N.	81°48.6'W.

KEY WEST NATIONAL WILDLIFE REFUGE
[Based on the North American Datum of 1983]

Point	Latitude	Longitude
1	24°40.0'N.	81°49.0'W.
2	24°40.0'N.	82°10.0'W.
3	24°27.0'N.	82°10.0'W.
4	24°27.0'N.	81°49.0'W.
5	24°40.0'N.	81°49.0'W.

(2) When Differential Global Positioning Systems data becomes available, these coordinates may be published in

the **Federal Register** to reflect the increased accuracy of such data.

Appendix IV to Subpart P of Part 922—Ecological Reserves Boundary

Coordinates

(1) The boundary of the Western Sambo Ecological Reserve is formed by connecting in succession the points at the following coordinates:

WESTERN SAMBO

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°33.70'N.	81°40.80'W.
2	24°28.85'N.	81°41.90'W.
3	24°28.50'N.	81°43.70'W.
4	24°33.50'N.	81°43.10'W.
5	24°33.70'N.	81°40.80'W.

(2) The Tortugas Ecological Reserve consists of two discrete areas, Tortugas North and Tortugas South.

(3) The boundary of Tortugas North is formed by connecting in succession the points at the following coordinates:

TORTUGAS NORTH

Point	Latitude	Longitude
1	24°46.00'N.	83°06.00'W.
2	24°46.00'N.	82°54.00'W.
3	24°45.80'N.	82°48.00'W.
4	24°43.53'N.	82°48.00'W.
5	24°43.53'N.	82°52.00'W.
6	24°43.00'N.	82°54.00'W.
7	24°39.00'N.	82°58.00'W.
8	24°39.00'N.	83°06.00'W.
9	24°46.00'N.	83°06.00'W.

(4) The boundary of Tortugas South is formed by connecting in succession the points at the following coordinates:

TORTUGAS SOUTH

Point	Latitude	Longitude
1	24°33.00'N.	83°09.00'W.
2	24°33.00'N.	83°05.00'W.
3	24°18.00'N.	83°05.00'W.
4	24°18.00'N.	83°09.00'W.
5	24°33.00'N.	83°09.00'W.

Appendix V to Subpart P of Part 922—Sanctuary Preservation Areas Boundary Coordinates

COAST PILOT 4 (Continued)

The boundary of each of the Sanctuary Preservation Areas (SPAs) is formed by connecting in succession the points at the following coordinates:

ALLIGATOR REEF

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°50.98'N.	80°36.84'W.
2	24°50.51'N.	80°37.35'W.
3	24°50.81'N.	80°37.63'W.
4	24°51.23'N.	80°37.17'W.
5	24°50.98'N.	80°36.84'W.

Catch and release fishing by trolling only is allowed in this SPA.

CARYSFORT/SOUTH CARYSFORT REEF

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°13.78'N.	80°12.00'W.
2	25°12.03'N.	80°12.98'W.
3	25°12.24'N.	80°13.77'W.
4	25°14.13'N.	80°12.78'W.
5	25°13.78'N.	80°12.00'W.

CHEECA ROCKS

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°54.42'N.	80°36.91'W.
2	24°54.25'N.	80°36.77'W.
3	24°54.10'N.	80°37.00'W.
4	24°54.22'N.	80°37.15'W.
5	24°54.42'N.	80°36.91'W.

COFFINS PATCH

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°41.47'N.	80°57.68'W.
2	24°41.12'N.	80°57.53'W.
3	24°40.75'N.	80°58.33'W.
4	24°41.06'N.	80°58.48'W.
5	24°41.47'N.	80°57.68'W.

CONCH REEF

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°57.48'N.	80°27.47'W.
2	24°57.34'N.	80°27.26'W.
3	24°56.78'N.	80°27.52'W.
4	24°56.96'N.	80°27.73'W.
5	24°57.48'N.	80°27.47'W.

Catch and release fishing by trolling only is allowed in this SPA.

DAVIS REEF

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°55.61'N.	80°30.27'W.
2	24°55.41'N.	80°30.05'W.
3	24°55.11'N.	80°30.35'W.
4	24°55.34'N.	80°30.52'W.
5	24°55.61'N.	80°30.27'W.

DRY DOCKS

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°07.59'N.	80°17.91'W.
2	25°07.41'N.	80°17.70'W.
3	25°07.25'N.	80°17.82'W.
4	25°07.41'N.	80°18.09'W.
5	25°07.59'N.	80°17.91'W.

GRECIAN ROCKS

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°06.91'N.	80°18.20'W.
2	25°06.67'N.	80°18.06'W.
3	25°06.39'N.	80°18.32'W.
4	25°06.42'N.	80°18.48'W.
5	25°06.81'N.	80°18.44'W.
6	25°06.91'N.	80°18.20'W.

EASTERN DRY ROCKS

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°27.92'N.	81°50.55'W.
2	24°27.73'N.	81°50.33'W.
3	24°27.47'N.	81°50.80'W.

COAST PILOT 4 (Continued)

4	24°27.72'N.	81°50.86'W.
5	24°27.92'N.	81°50.55'W.

THE ELBOW

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°08.97'N.	80°15.63'W.
2	25°08.95'N.	80°15.22'W.
3	25°08.18'N.	80°15.64'W.
4	25°08.50'N.	80°16.07'W.
5	25°08.97'N.	80°15.63'W.

FRENCH REEF

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°02.20'N.	80°20.63'W.
2	25°01.81'N.	80°21.02'W.
3	25°02.36'N.	80°21.27'W.
4	25°02.20'N.	80°20.63'W.

HEN AND CHICKENS

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°56.38'N.	80°32.86'W.
2	24°56.21'N.	80°32.63'W.
3	24°55.86'N.	80°32.95'W.
4	24°56.04'N.	80°33.19'W.
5	24°56.38'N.	80°32.86'W.

LOOE KEY

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°33.24'N.	81°24.03'W.
2	24°32.70'N.	81°23.85'W.
3	24°32.52'N.	81°24.70'W.
4	24°33.12'N.	81°24.81'W.
5	24°33.24'N.	81°24.03'W.

MOLASSES REEF

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	25°01.00'N.	80°22.53'W.
2	25°01.06'N.	80°21.84'W.
3	25°00.29'N.	80°22.70'W.
4	25°00.72'N.	80°22.83'W.
5	25°01.00'N.	80°22.53'W.

NEWFOUND HARBOR KEY

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°37.10'N.	81°23.34'W.
2	24°36.85'N.	81°23.28'W.
3	24°36.74'N.	81°23.80'W.
4	24°37.00'N.	81°23.86'W.
5	24°37.10'N.	81°23.34'W.

ROCK KEY

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°27.48'N.	81°51.35'W.
2	24°27.30'N.	81°51.15'W.
3	24°27.21'N.	81°51.60'W.
4	24°27.45'N.	81°51.65'W.
5	24°27.48'N.	81°51.35'W.

SAND KEY

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°27.58'N.	81°52.29'W.
2	24°27.01'N.	81°52.32'W.
3	24°27.02'N.	81°52.95'W.
4	24°27.61'N.	81°52.94'W.
5	24°27.58'N.	81°52.29'W.

Catch and release fishing by trolling only is allowed in this SPA.

SOMBRERO KEY

[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°37.91'N.	81°06.78'W.
2	24°37.50'N.	81°06.19'W.
3	24°37.25'N.	81°06.89'W.
4	24°37.91'N.	81°06.78'W.

Catch and release fishing by trolling only is allowed in this SPA.

Appendix VI to Subpart P of 922—Special-Use Areas Boundary**Coordinates and Use Designations**

The boundary of each of the Special-Use Areas is formed by connecting in succession the points at the following coordinates:

COAST PILOT 4 (Continued)**CONCH REEF**

(Research Only)—[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°56.83'N.	80°27.26'W.
2	24°57.10'N.	80°26.93'W.
3	24°56.99'N.	80°27.42'W.
4	24°57.34'N.	80°27.26'W.
5	24°56.83'N.	80°27.26'W.

EASTERN SAMBO

(Research Only)—[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°29.84'N.	81°39.59'W.
2	24°29.55'N.	81°39.35'W.
3	24°29.37'N.	81°39.96'W.
4	24°29.77'N.	81°40.03'W.
5	24°29.84'N.	81°39.59'W.

LOOE KEY

(Research Only)—[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°34.17'N.	81°23.01'W.
2	24°33.98'N.	81°22.96'W.
3	24°33.84'N.	81°23.60'W.
4	24°34.23'N.	81°23.68'W.
5	24°34.17'N.	81°23.01'W.

TENNESSEE REEF

(Research Only)—[Based on Differential Global Positioning Systems data]

Point	Latitude	Longitude
1	24°44.77'N.	80°47.12'W.
2	24°44.57'N.	80°46.98'W.
3	24°44.68'N.	80°46.59'W.
4	24°44.95'N.	80°46.74'W.
5	24°44.77'N.	80°47.12'W.

Appendix VII to Subpart P of Part 922—Areas To Be Avoided Boundary

Coordinates

IN THE VICINITY OF THE FLORIDA KEYS[Reference Charts: United States 11466, 27th Edition—September 1, 1990 and United States 11450, 4th Edition—August 11, 1990]

Point	Latitude	Longitude
1	25°45.00'N.	80°06.10'W.
2	25°38.70'N.	80°02.70'W.
3	25°22.00'N.	80°03.00'W.
4	25°00.20'N.	80°13.40'W.
5	24°37.90'N.	80°47.30'W.
6	24°29.20'N.	81°17.30'W.
7	24°22.30'N.	81°43.17'W.
8	24°28.00'N.	81°43.17'W.
9	24°28.70'N.	81°43.50'W.
10	24°29.80'N.	81°43.17'W.
11	24°33.10'N.	81°35.15'W.
12	24°33.60'N.	81°26.00'W.
13	24°38.20'N.	81°07.00'W.
14	24°43.20'N.	80°53.20'W.
15	24°46.10'N.	80°46.15'W.
16	24°51.10'N.	80°37.10'W.
17	24°57.50'N.	80°27.50'W.
18	25°09.90'N.	80°16.20'W.
19	25°24.00'N.	80°09.10'W.
20	25°31.50'N.	80°07.00'W.
21	25°39.70'N.	80°06.85'W.
22	25°45.00'N.	80°06.10'W.
23	24°27.95'N.	81°48.65'W.
24	24°23.00'N.	81°53.50'W.
25	24°26.60'N.	81°58.50'W.
26	24°27.75'N.	81°55.70'W.
27	24°29.35'N.	81°53.40'W.
28	24°29.35'N.	81°50.00'W.
29	24°27.95'N.	81°48.65'W.

AREA SURROUNDING THE MARQUESAS KEYS[Reference Chart: United States 11434, 21st Edition—August 11, 1990]

Point	Latitude	Longitude
30	24°26.60'N.	81°59.55'W.
31	24°23.00'N.	82°03.50'W.
32	24°23.60'N.	82°27.80'W.
33	24°34.50'N.	82°37.50'W.
34	24°43.00'N.	82°26.50'W.
35	24°38.31'N.	81°54.06'W.
36	24°37.91'N.	81°53.40'W.
37	24°36.15'N.	81°51.78'W.
38	24°34.40'N.	81°50.60'W.
39	24°33.44'N.	81°49.73'W.
40	24°31.20'N.	81°52.10'W.

COAST PILOT 4 (Continued)

41	24°28.70'N.	81°56.80'W.
42	24°26.60'N.	81°59.55'W.

AREA SURROUNDING THE DRY TORTUGAS ISLANDS

[Reference Chart: United States 11434, 21st Edition—August 11, 1990]

Point	Latitude	Longitude
43	24°32.00'N.	82°53.50'W.
44	24°32.00'N.	83°00.05'W.
45	24°39.70'N.	83°00.05'W.
46	24°45.60'N.	82°54.40'W.
47	24°45.60'N.	82°47.02'W.
48	24°42.80'N.	82°43.90'W.
49	24°39.50'N.	82°43.90'W.
50	24°35.60'N.	82°46.40'W.
51	24°32.00'N.	82°53.50'W.

(CL 99/01; FR 1/17/01; FR 3/23/01) 30/01

Page 169—Paragraph 119; read:

(36) 24°37.91'N., 081°53.40'W.
(CL 99/91; FR 1/17/01; FR 3/23/01) 30/01

Page 169—Paragraphs 127 to 135; read:

(43) 24°32.00'N., 082°53.50'W.
(44) 24°32.00'N., 083°00.05'W.
(45) 24°39.70'N., 083°00.05'W.
(46) 24°45.60'N., 082°54.40'W.
(47) 24°45.60'N., 082°47.02'W.
(48) 24°42.80'N., 082°43.90'W.
(49) 24°39.50'N., 082°43.90'W.
(50) 24°35.60'N., 082°46.40'W.
(51) 24°32.00'N., 082°53.50'W.
(CL 99/91; FR 1/17/01; FR 3/23/01) 30/01

COAST PILOT 4 32 Ed 1999 Change No. 27

Page 148—Paragraph 3569; read:

(ii) Gulf migratory group king mackerel—2.
(FR 3/30/2001) 30/01

Page 152—Paragraph 3701 to Page 153—Paragraph 3709; read:

(i) *Gulf migratory group*. The quota for the Gulf migratory group of king mackerel is 3.26 million lb (1.48 million kg). The Gulf migratory group is divided into eastern and western zones separated by 87°31'06"W., which is a line directly south from the Alabama/Florida boundary. Quotas for the eastern and western zones are as follows:

(A) *Eastern zone*—2.25 million lb (1.02 million kg), which is further divided into quotas as follows:

(1) *Florida east coast subzone*—1,040,625 lb (472,020 kg).

(2) *Florida west coast subzone*—(i) *Southern*—1,040,625 lb (472,020 kg), which is further divided into a quota of 520,312 lb (236,010 kg) for vessels fishing with hook-and-line and a quota of 520,312 lb (236,010 kg) for vessels fishing with run-around gillnets.

(ii) *Northern*—168,750 lb (76,544 kg).

(3) *Description of Florida subzones*. The Florida east coast subzone is that part of the eastern zone north of 25°20.4'N., which is a line directly east from the Miami-Dade/Monroe County, FL, boundary. The Florida west coast subzone is that part of the eastern zone south and west of 25°20.4'N. The Florida west coast subzone is further divided into southern and northern subzones. From November 1 through March 31, the southern subzone is that part of the Florida west coast subzone that extends south and west from 25°20.4'N. to 26°19.8'N., a line directly west from the Lee/Collier County, FL, boundary (i.e., the area off Collier and Monroe Counties). From April 1 through October 31, the southern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. and 25°48'N., which is a line directly west from the Monroe/Collier County, FL, boundary (i.e., off Collier County). The northern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. and 87°31'06"W., which is a line directly south from the Alabama/Florida boundary.

(B) *Western zone*—1.01 million lb (0.46 million kg).
(FR 3/30/2001) 30/01

Page 154—Paragraph 3759 to Page 155—Paragraph 3767; read:

(i) *Eastern zone—Florida east coast subzone*. In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board at any time or landed in a day from a vessel which a commercial permit for king mackerel as required under §622.4(a)(2)(iii) as follows:

(A) From November 1 through January 31—not exceed 50 fish.

(B) Beginning on February 1 and continuing through March 31—

(1) If 75 percent or more of the Florida east coast subzone quota as specified in §622.42(c)(1)(i)(A)(1) has been taken—not to exceed 50 fish.

(2) If less than 75 percent of the Florida east coast subzone quota as specified in §622.42(c)(1)(i)(A)(1) has been taken—not to exceed 75 fish.

(i) *Eastern zone—Florida east coast subzone*. In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(iii), from November 1 each fishing year until the subzone's fishing year quota of king mackerel has been harvested or until March 31, whichever occurs first, in amounts not exceeding 50 fish per day.

(ii) *Eastern zone—Florida west coast subzone*—(A) *Gillnet gear*. (1) In the southern Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit with a gillnet endorsement has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the southern Florida west coast subzone's fishery for

COAST PILOT 4 (Continued)

vessels fishing with run-around gillnets has been effected under §622.43(a)—in amounts not exceeding 25,000 lb (11,340 kg) per day.

(2) In the southern Florida west coast subzone:

(i) King mackerel in or from the EEZ may be possessed on board or landed from a vessel that uses or has on board a run-around gillnet on a trip only when such vessel has on board a commercial permit for king mackerel with a gillnet endorsement.

(ii) King mackerel from the southern west coast subzone landed by a vessel for which such commercial permit with endorsement has been issued will be counted against the run-around gillnet quota of §622.42(c)(1)(i)(A)(2)(i).

(iii) King mackerel in or from the EEZ harvested with gear other than run-around gillnet may not be retained on board a vessel for which such commercial permit with endorsement has been issued.

(B) *Hook-and-line gear.* In the Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel with a commercial permit for king mackerel, as required by §622.4(a)(2)(iii), and operating under the hook-and-line gear quotas in §622.42(c)(1)(i)(A)(2)(i) or (c)(1)(i)(A)(2)(ii):

(1) From July 1, each fishing year, until 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested—in amounts not exceeding 1,250 lb (567 kg) per day.

(2) From the date that 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested, until a closure of the respective northern or southern subzone's fishery for vessels fishing with hook-and-line gear has been effected under §622.43(a)—in amounts not exceeding 500 lb (227 kg) per day.

(CL 547/00; FR 3/28/00)

30/01

Page 156—Paragraph 3791; read:

(i) May not possess red snapper in or from the Gulf in excess of the appropriate vessel trip limit, as specified in paragraphs (d)(1) through (d)(3) of this section.

(FR 3/30/2001)

30/01

**COAST PILOT 5 28 Ed 2000 Change No. 20
LAST NM 26/01**

Page 60—Paragraph 839 to Paragraph 840, line 2; read:

(a) The draws of the SR 46 (St. Claude Avenue) bridge, mile 0.5 (GIWW mile 6.2 East of Harvey Lock), the SR 39 (Judge Seeber/Claiborne Avenue) bridge, mile 0.9 (GIWW mile 6.7 East of Harvey Lock), and the Florida Avenue bridge, mile 1.7 (GIWW mile 7.5 East of Harvey Lock), shall open on signal; except that, from 6:45 a.m. to 8:30 a.m. and from 4:45 p.m. to 6:45 p.m., Monday through Friday, except federal holidays, the draws need not open for the passage of vessels. The draws shall open at any time for a vessel in distress.

(b) The draw of the US90 (Danziger) bridge, mile 3.1, shall open on signal; except that, from 8 p.m. to 7 a.m. the draw shall open on signal if at least four hours notice is given, and the draw need not be opened from 7 a.m. to 8:30 a.m. and 5 p.m. to 6:30 p.m. Monday through Friday.

(c) The draw of the Leon C. Simon Blvd. (Seabrook)

bridge, mile 4.6, shall open on signal; except that, from 7 a.m. to ...

(FR 5/16/2001)

30/01

Page 96—Paragraphs 2091 to 2108; read:

§165.704 Safety Zone; Tampa Bay, Florida.

(a) A floating safety zone is established consisting of an area 1,000 yards fore and aft of a loaded Liquefied Petroleum Gas (LPG) vessel and the width of the channel in the following areas. Any vessels desiring to enter the safety zone must obtain authorization from the Captain of the Port Tampa.

(1) For vessels loaded with LPG and bound for the LPG receiving terminal in Port Sutton the safety zone starts at Tampa Bay Cut "F" Channel from Lighted Buoys "3F" and "4F" and proceeds north ending at Gadsden Point Cut Lighted Buoys "3" and "4". The safety zone starts again at Gadsden Point Cut Lighted Buoys "7" and "8" and proceeds north through Hillsborough Cut "C", Port Sutton Entrance Channel, and ends at the Port Sutton LPG facility.

(2) For vessels loaded with LPG and bound for the LPG receiving terminal in Rattlesnake the safety zone starts at Tampa Bay Cut "J" Channel from lighted buoy "10J" and proceeds north through Tampa Bay Cut "K" Channel to buoy "11K." When a loaded LPG vessel departs the marked channel at Tampa Bay Cut "K" buoy "11K" enroute to Rattlesnake, Tampa, FL, the floating safety zone extends 500 yards in all directions surrounding the loaded LPG vessel, until it arrives at the entrance to Rattlesnake. While the loaded LPG vessel is maneuvering in the Rattlesnake slip and until it is safely moored at the LPG facility, the floating safety zone extends 150 feet fore and aft of the loaded LPG vessel and the width of the slip. Moored vessels are allowed within the parameters of the 150-foot safety zone.

(b) The floating safety zone is disestablished when the LPG carrier is safely moored at the LPG receiving facility.

(c) For outbound tank vessels loaded with LPG, the safety zone is established when the vessel departs the terminal and continues through the area described in paragraph (a) of this section.

(d) All vessels over 5,000 gross tons intending to pass LPG vessels moored in Port Sutton, and all vessels intending to pass LPG vessels moored in Rattlesnake, must give 30 minutes notice to the LPG vessel so it may take appropriate safety precautions.

(e) The general regulations governing safety zones contained in §165.23 apply.

(f) The Coast Guard Captain of the Port Tampa will notify the maritime community of periods during which these safety zones will be in effect by providing advance notice of scheduled arrivals and departures of loaded LPG vessels via a marine broadcast Notice to Mariners.

(g) Should the actual time of entry of the LPG vessel into the safety zone vary more than one half ($\frac{1}{2}$) hour from the scheduled time stated in the broadcast Notice to Mariners, the person directing the movement of the LPG vessel shall obtain permission from Captain of the Port Tampa before commencing the transit.

COAST PILOT 5 (Continued)

(h) Prior to commencing the movement, the person directing the movement of the LPG vessel shall make a security broadcast to advise mariners of the intended transit. All additional security broadcasts as recommended by the U.S. Coast Pilot 5, ATLANTIC COAST, shall be made throughout the transit.

(i) Vessels carrying LPG are permitted to enter and transit Tampa Bay and Hillsborough Bay and approaches only with a minimum of three miles visibility.

(j) The Captain of the Port Tampa may waive any of the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of port safety or environmental safety.

(k) The owner, master, agent or person in charge of a vessel or barge, loaded with LPG shall report, at minimum, the following information to the Captain of the Port Tampa at least twenty-four (24) hours before entering Tampa Bay, its approaches, or departing Tampa Bay:

- (1) The name and country of registry of the vessel or barge.
- (2) The name of the port or place of departure;
- (3) The name of the port or place of destination;
- (4) The estimated time that the vessel is expected to begin its transit of Tampa Bay and the time it is expected to commence its transit of the safety zone(s); and
- (5) The cargo carried and amount.

(FR 3/13/01) 30/01

Page 97—Paragraph 2137; insert after:

§165.755 Safety Zone; Guayanilla, Puerto Rico

(a) The following area is established as a safety zone during the specified conditions:

(1) A 100 yard radius surrounding a vessel carrying Liquefied Natural Gas (LNG) while transiting north of Latitude 17°56.0'N in the waters of the Caribbean Sea, on approach to or departure from the Eco-Elctrica waterfront facility in Guayanilla Bay, Puerto Rico. The safety zone remains in effect until the LNG vessel is docked at the Eco-Elctrica waterfront facility or south of latitude 17°56.0'N.

(2) The waters within 150 feet of a LNG vessel when the vessel is alongside the Eco-Elctrica waterfront facility in Guayanilla Bay, at position 17°58.55'N., 066°45.3'W. This safety zone remains in effect while the LNG vessel is docked with product aboard or is transferring liquefied natural gas.

(b) In accordance with the general regulations in 165.23 of this part, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port.

(c) The Coast Guard Marine Safety Office San Juan will notify the maritime community of periods during which the safety zones will be in effect by providing advance notice of scheduled arrivals and departure of LNG vessels via a marine broadcast Notice to Mariners.

(FR 3/28/2001) 30/01

Page 150—Paragraph 3783; read:

- (ii) Gulf migratory group king mackerel—2.
(FR 3/30/2001)

30/01

Page 155—Paragraphs 3916 to 3923; read:

(i) *Gulf migratory group*. The quota for the Gulf migratory group of king mackerel is 3.26 million lb (1.48 million kg). The Gulf migratory group is divided into eastern and western zones separated by 87°31'06"W., which is a line directly south from the Alabama/Florida boundary. Quotas for the eastern and western zones are as follows:

(A) *Eastern zone*—2.25 million lb (1.02 million kg), which is further divided into quotas as follows:

(1) *Florida east coast subzone*—1,040,625 lb (472,020 kg).

(2) *Florida west coast subzone*—(i) *Southern*—1,040,625 lb (472,020 kg), which is further divided into a quota of 520,312 lb (236,010 kg) for vessels fishing with hook-and-line and a quota of 520,312 lb (236,010 kg) for vessels fishing with run-around gillnets.

(ii) *Northern*—168,750 lb (76,544 kg).

(3) *Description of Florida subzones*. The Florida east coast subzone is that part of the eastern zone north of 25°20.4'N., which is a line directly east from the Miami-Dade/Monroe County, FL, boundary. The Florida west coast subzone is that part of the eastern zone south and west of 25°20.4'N. The Florida west coast subzone is further divided into southern and northern subzones. From November 1 through March 31, the southern subzone is that part of the Florida west coast subzone that extends south and west from 25°20.4'N. to 26°19.8'N., a line directly west from the Lee/Collier County, FL, boundary (i.e., the area off Collier and Monroe Counties). From April 1 through October 31, the southern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. and 25°48'N., which is a line directly west from the Monroe/Collier County, FL, boundary (i.e., off Collier County). The northern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. and 87°31'06"W., which is a line directly south from the Alabama/Florida boundary.

(B) *Western zone*—1.01 million lb (0.46 million kg).

(FR 3/30/2001) 30/01

Page 157—Paragraphs 3973 to 3981; read:

(i) *Eastern zone—Florida east coast subzone*. In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board at any time or landed in a day from a vessel which a commercial permit for king mackerel as required under §622.4(a)(2)(iii) as follows:

(A) From November 1 through January 31—not exceed 50 fish.

(B) Beginning on February 1 and continuing through March 31—

(1) If 75 percent or more of the Florida east coast subzone quota as specified in §622.42(c)(1)(i)(A)(1) has been taken—not to exceed 50 fish.

(2) If less than 75 percent of the Florida east coast subzone quota as specified in §622.42(c)(1)(i)(A)(1) has been taken—not to exceed 75 fish.

(i) *Eastern zone—Florida east coast subzone*. In the Flor-

COAST PILOT 5 (Continued)

ida east coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(iii), from November 1 each fishing year until the subzone's fishing year quota of king mackerel has been harvested or until March 31, whichever occurs first, in amounts not exceeding 50 fish per day.

(ii) *Eastern zone—Florida west coast subzone—(A) Gillnet gear.* (1) In the southern Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit with a gillnet endorsement has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the southern Florida west coast subzone's fishery for vessels fishing with run-around gillnets has been effected under §622.43(a)—in amounts not exceeding 25,000 lb (11,340 kg) per day.

(2) In the southern Florida west coast subzone:

(i) King mackerel in or from the EEZ may be possessed on board or landed from a vessel that uses or has on board a run-around gillnet on a trip only when such vessel has on board a commercial permit for king mackerel with a gillnet endorsement.

(ii) King mackerel from the southern west coast subzone landed by a vessel for which such commercial permit with endorsement has been issued will be counted against the run-around gillnet quota of §622.42(c)(1)(i)(A)(2)(i).

(iii) King mackerel in or from the EEZ harvested with gear other than run-around gillnet may not be retained on board a vessel for which such commercial permit with endorsement has been issued.

(B) *Hook-and-line gear.* In the Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel with a commercial permit for king mackerel, as required by §622.4(a)(2)(iii), and operating under the hook-and-line gear quotas in §622.42(c)(1)(i)(A)(2)(i) or (c)(1)(i)(A)(2)(ii):

(1) From July 1, each fishing year, until 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested—in amounts not exceeding 1,250 lb (567 kg) per day.

(2) From the date that 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested, until a closure of the respective northern or southern subzone's fishery for vessels fishing with hook-and-line gear has been effected under §622.43(a)—in amounts not exceeding 500 lb (227 kg) per day.

(FR 3/30/01; CL 547/00; FR 3/28/00) 30/01

Page 158—Paragraph 4000 to Paragraph 4001, line 1; read:

(d) *Gulf red snapper.* (1) The trip limit for red snapper in

...

(CL 1936/99; FR 11/2/99) 30/01

Page 158—Paragraph 4005; read:

(i) May not possess red snapper in or from the Gulf in excess of the appropriate vessel trip limit, as specified in paragraphs (d)(1) through (d)(3) of this section.

(FR 3/30/2001) 30/01

COAST PILOT 6 30 Ed 2000 Change No. 29
LAST NM 13/01

Page 46—Paragraphs 539 to 540; read:

§117.401 Trail Creek.

(a) The draw of the Franklin Street bridge, mile 0.5 at Michigan City, shall be operated as follows:

(1) From March 16 through November 30, the draw shall open on signal; except from 6:15 a.m. to 11:15 p.m., Monday through Sunday, the draw need open only from three minutes before to three minutes after the quarter-hour and three-quarter hour.

(2) From December 1 through March 15, the draw shall open on signal if at least 12-hours advance notice is provided prior to intended time of passage.

(b) The draw of the Amtrak bridge, mile 0.9 at Michigan City, shall open on signal; except, from December 1 through March 15, the bridge shall open on signal if at least 12-hours advance notice is provided prior to intended time of passage.

(c) Public vessels of the United States, state or local vessels used for public safety, vessels in distress, and vessels seeking shelter from severe weather shall be passed through the draws of each bridge as soon as possible.

(FR 5/21/01; CL 965/01) 30/01

Page 51—Paragraphs 746 to 747; read:

(a) The draws of the Eighth Street bridge, mile 0.29, and Tenth Street bridge, mile 0.43, both at Manitowoc, shall open on signal except that:

(1) From April 1 through October 31, Monday through Friday, the bridges need not open from 6:50 a.m. to 7 a.m., 7:50 a.m. to 8 a.m., 11:55 a.m. to 12:10 p.m., and 12:45 p.m. to 1 p.m., except federal holidays. From 10:30 p.m. to 4:30 a.m. the draws shall open on signal if at least 6 hour advance notice is given.

(2) From November 1 through March 31 the draws shall open on signal if at least a 12 hour advance notice is given.

(3) The opening signals for these bridges are:

(i) Eighth Street—one prolonged blast followed by one short blast.

(ii) Tenth Street—two short blasts followed by one prolonged blast.

(4) When signal is given by car ferry or other large vessel to pass either of the two bridges, the remaining bridge shall open promptly so that such vessels shall not be held between the two bridges.

(b) The draw of the Wisconsin Central railroad bridge, mile 0.91 at Manitowoc, shall open on signal except that:

(1) From April 1 through October 31 between the hours of 10:30 p.m. and 4:30 a.m., the draws shall open on signal if at least a 6 hour advance notice is given.

(2) From November 1 through March 31 the draw shall open on signal if at least 12 hour advance notice is given.

(3) Opening signal for this bridge is two short blasts followed by one prolonged blast.

(FR 3/6/01; CL 413/01) 30/01

Page 89—Paragraphs 2044 to 2045; read:

(4) *Tanker vessels—(i) Hazardous material.* Cleaning and

COAST PILOT 6 (Continued)

gas freeing of tanks on all hazardous material cargo vessels (as defined in 49 CFR part 171) shall not take place in a lock or any part of the Soo Locks approach canals from the outer end of the east center pier to the outer end of the southwest pier.

(ii) *Approaching.* Whenever a tank vessel is approaching the Soo Locks and within the limits of the lock piers (outer ends of the southwest and east center piers) either above or below the locks, no other vessel will be released from the locks in the direction of the approaching tank vessel, unless the tank vessel is certificated gas free or is carrying non-combustible products, until the tank vessel is within the lock chamber or securely moored to the approach pier. Whenever a tank vessel is within a Soo Lock Chamber, the tank vessel, unless certified gas free or is carrying non-combustible products, will not be released from the lock until the channel within the limits of the lock piers either above or below the lock, in the direction of the tank vessel, is clear of vessels or vessels therein are securely moored to the approach pier. This limits movement to a single vessel whenever a tank vessel is within the limits of the lock piers either above or below the locks, unless the tank vessel is certified gas free or is carrying non-combustible products. Tank vessels to which this paragraph (b)(4)(ii) applies include those vessels carrying fuel oil, gasoline, crude oil or other flammable liquids in bulk, including vessels that are not certified gas free where the previous cargo was one of these liquids.

(iii) *Locks park.* Except as provided in paragraph (b)(5) of this section, tankers with any type cargo will be permitted to transit the MacArthur Lock when the locks park is closed. The exact dates and times that the park is closed varies, but generally these periods are from midnight to 6 a.m. June through September with one or two hour closure extensions in the early and late seasons. Tankers carrying non-combustible products that will not react hazardously with water or tankers that have been purged of gas or hazardous fumes and certified gas free will be allowed to transit the MacArthur Lock when the park is open.

(5) *Carrying explosives.* All vessels, except U.S. vessels of war and public vessels as defined in 46 U.S.C. 2101, carrying explosives are prohibited from transiting the U.S. Locks.

(FR 6/5/2001; FR 6/11/2001) 30/01

COAST PILOT 7 32 Ed 2000 Change No. 15
LAST NM 26/01

Page 89—Paragraph 1604; read:

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.

(FR 3/30/2001) 30/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 Ed 2001 LAST NM 29/01
 Page 4-34—Line 59/R to Page 4-35—Line 3/L; read:

– Prepare for receiving the subsequent distress communication by tuning the radiotelephony receiver to the distress traffic frequency in the same band in which the DSC distress alert was received, i.e., 2182 kHz on MF, channel 16 on VHF;

(PUBS 0006/2001) 30/01