

NAVIGATION PUBLICATIONS

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME IV (USCG)	Ed 2003	NEW EDITION 18/03
VOLUME VI (USCG)	Ed 2003	NEW EDITION 18/03
VOLUME VII (USCG)	Ed 2003	NEW EDITION 18/03

SAILING DIRECTIONS CORRECTIONS

PUB 183 **5 Ed 2001** **LAST NM 16/02**
Page 35—Lines 19 to 36/L; read:

Depths—Limitations.—The main approach channel is 8 miles long and the fairway has a least depth of 8.8m.

No. 1 Pier, the northernmost pier, is 120m long and has a depth of 5.5m alongside. No. 2 Pier, the southernmost pier, is 90m long and has a depth of 5.6m alongside. No. 3 Pier and No. 4 Pier are 138m and 110m long, respectively, and have depths of 7m alongside. No. 9 Pier, situated 0.5 mile ESE of Mys Smol'nyy Navolok, is 110m long and has a depth of 3.8m alongside. It is used mostly by river craft.

There are facilities for general cargo and bulk vessels. Vessels up to 200m in length and 7.5m draft can be accommodated alongside. It is reported (2002) that the alongside depths have been increased and vessels up to 9.8m draft have been accommodated at HW.

A new terminal, known as the Beloye Oil Terminal at Vitino Sea Port, has been constructed within the harbor area. The main approach channel leading to this terminal is 14 miles long and the fairway has a least depth of 12.5m.

Berth No. 1 is used only by tugs and service craft. Berth No. 2 and Berth No. 3 are 180m long and have depths of 4m alongside. Berth No 4 is 186m long and has a depth of 13.7m alongside. Tankers up to 200m in length, 30m beam, and 11.4m draft can be accommodated alongside.

Pilotage.—Pilotage is compulsory for all foreign vessels and vessels with drafts over 4m. Vessels should send a request for pilotage and an ETA through the agent 24 hours in advance. They should then send a confirmation by VHF 4 hours prior to arrival. Pilots can be contacted by VHF and board about 1 mile SE of Gorelyy Islands or in position 66°54.2'N, 32°42.3'E.

Vessels bound for the Beloye Oil Terminal at Vitino Sea Port should send an ETA and request for pilotage 48 hours and 24 hours in advance, with a confirmation 4 hours prior to arrival.

Anchorage.—Vessels can anchor in the outer roads, in depths of 35 to 40m, mud, in position 67°08'N, 32°23'E or, in depths of 22 to 37m, in position 66°54'N, 32°40'E (near Sedlovataya Island).

(Lloyds Ports; BA NP 286) 18/03

PUB 191 **9 Ed 2000** **LAST NM 15/03**
Page 42—Line 48/L; read:
circular area, with a radius of 40 miles, centered on Ile d'Ouessant.
(BA NP 286) 18/03

PUB 193 **8 Ed 2000** **LAST NM 52/02**
Page 4—Lines 18 to 20/R; read:
Regulations.—Speed is limited to 5 knots when navigating in waters less than 100m from the shore, boat harbors, anchored boats, etc.; and within 50m of public and
(BA NP 56) 18/03

Page 4—Line 50/R; read:
requested to keep within 4 miles of the coast in the area E of Lindesnes as the main fishing ground lies to seaward of this limit.
(BA NP 56) 18/03

Page 5—Lines 50 to 55/R; read:
Directions.—From a position located about 4 miles S of Lindesnes, the coastal route leads E and then ENE for 15 miles to a position S of Mandal (58°02'N., 7°28'E.). It passes outside the 200m curve and clear of all dangers. The route then continues E for 6 miles and ENE for 16 miles to a position SSE of Kristiansand. It passes inside the main fishing ground.
(BA NP 56) 18/03

COAST PILOT CORRECTIONS

COAST PILOT 1 **32 Ed 2001** **Change No. 25**
LAST NM 10/03

Page 83—Paragraph 1498; insert after:

§165.115 Safety and Security Zones; Pilgrim Nuclear Power Plant, Plymouth, Massachusetts.

(a) *Location.* All waters of Cape Cod Bay and land adjacent to those waters enclosed by a line beginning at position 41°57'05"N., 070°34'42"W.; then running southeast to position 41°56'40.5"N., 070°41'4.5"W.; then running southwest to position 41°56'32"N., 070°34'14"W.; then running northwest to position 41°56'55.5"N., 070°34'52"W.; then running northeast back to position 41°57'05"N., 070°34'42"W.

(b) *Regulations.* (1) In accordance with the general regulations in §§165.23 and 165.33 of this part, entry into or movement within these zones is prohibited unless authorized by the Captain of the Port Boston.

(2) All vessel operators shall comply with the instructions of the COTP or the designated on-scene U.S. Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels.

(3) No person may enter the waters or land area within

COAST PILOT 1 (Continued)

the boundaries of the safety and security zones unless previously authorized by the Captain of the Port, Boston or his authorized patrol representative.
(FR 5/30/02) 18/03

COAST PILOT 1 32 Ed 2001 Change No. 26

Page 6—Paragraph 133, line 7; read:
principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lights.htm. Mariners should refer to these publications for detailed ...
(08/03 CG7) 18/03

Page 59—Paragraph 710, line 5 to Page 61—Paragraph 838; read:
subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos**§160.201 General.**

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

- (a) Applicability and exemptions from requirements in this subpart;
- (b) Required information in an NOA;
- (c) Required changes to an NOA;
- (d) Methods and times for submission of an NOA and changes to an NOA;
- (e) How to obtain a waiver; and
- (f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

- (a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.
- (b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*
- (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.
- (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.

- (a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:
 - (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.
 - (2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.
 - (3) Vessels operating upon the following waters:
 - (i) Mississippi River between its sources and mile 235, Above Head of Passes;
 - (ii) Tributaries emptying into the Mississippi River above mile 235;
 - (iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and
 - (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.
- (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:
 - (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).
 - (2) Vessels operating exclusively within a Captain of the Port Zone.
 - (3) Vessels arriving at a port or place under force majeure.
 - (4) Towing vessels and barges operating solely between ports or places in the continental United States.
 - (5) Public vessels.
 - (6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.
 - (c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).
 - (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).
 - (e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

- 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.
- Barge* means a non-self propelled vessel engaged in commerce.
- 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.
- Certain dangerous cargo* (CDC) includes any of the following:
- (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.
 - (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.
 - (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.
 - (4) Division 5.1 oxidizing materials for which a permit

COAST PILOT 1 (Continued)

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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(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

COAST PILOT 1 (Continued)

(2) <i>Voyage Information:</i> (i) Names of last five ports or places visited; (ii) Dates of arrival and departure for last five ports or places visited; (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; (iv) For each port or place in the United States to be visited, the estimated date and time of arrival; (v) For each port or place in the United States to be visited, the estimated date and time of departure; (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 (vii) The name and telephone number of a 24-hour point of contact.	X X X X X X X	X X X X X X X	X X X X X X X
(3) <i>Cargo Information:</i> (i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc); (ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and (iii) Amount of each certain dangerous cargo carried.	X	X X X	X X X
(4) <i>Information for each Crewmember Onboard:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport or mariners document number (type of identification and number); (v) Position or duties on the vessel; and (vi) Where the crewmember embarked (list port or place and country).	X X X X X X	X X X X X X	X X X X X X
(5) <i>Information for each Person Onboard in Addition to Crew:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport number; and (v) Where the person embarked (list port or place and country).	X X X X X	X X X X X	X X X X X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i> (i) The date of issuance for the company's Document of Compliance certificate that covers the vessel; (ii) The date of issuance for the vessel's Safety Management Certificate; and (iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.	X X X	X X X	X X X
(8) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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

COAST PILOT 1 (Continued)

NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(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:

- (1) Telephone at 1-800-708-9823 or 304-264-2502;
- (2) Fax at 1-800-547-8724 or 304-264-2684; or
- (3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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:

- (i) By direct connection with USCS or by purchasing the proper software; or
- (ii) Using a service provider or a Port Authority.

(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.

(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.

(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.

(3) Times for submitting NOAs are as follows:

(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.

(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.

(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.

(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.

(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.

(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.

(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.

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,

If your voyage time is—	You must submit an NOA—
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COAST PILOT 1 (Continued)

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.

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.)

(FR 2/28/03)

18/03

COAST PILOT 2 32 Ed 2003 Change No. 1
LAST NM 17/03

Page 8—Paragraph 143, line 8; read:

seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer to these publications for ...

(08/03 CG7)

18/03

Page 29—Paragraphs 510 to 511; strike out.

(NOS/03)

18/03

Page 378—Paragraph 234, lines 9 to 10; read:

marine supplies, launching ramps, pump-out stations and hull and engine repair; mobile lifts up to 50 tons are available. The basin ...

(CL 83/03)

18/03

COAST PILOT 2 32 Ed 2003 Change No. 2

Page 91—Paragraph 1183, line 3; read:

with the bridge descriptions in chapters 4 through 12.

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

Subpart A-General

§157.01 Applicability.

(a) Unless otherwise indicated, this part applies to each vessel that carries oil in bulk as cargo and that is:

(1) Documented under the laws of the United States (a U.S. vessel); or

(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).

(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.

(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.

(b) The material approved for incorporation by reference in this part and the sections affected are as follows:

§157.03 Definitions.

Except as otherwise stated in a subpart:

Amidships means the middle of the length.

Animal fat means a non-petroleum oil, fat, or grease derived from animals and not specifically identified elsewhere in this part.

Ballast voyage means the voyage that a tank vessel engages in after it leaves the port of final cargo discharge.

Breadth or B means the maximum molded breadth of a vessel in meters.

Cargo tank length means the length from the forward bulkhead of the forwardmost cargo tanks, to the after bulkhead of the aftermost cargo tanks.

Center tank means any tank inboard of a longitudinal bulkhead.

Clean ballast means ballast which:

(1) If discharged from a vessel that is stationary into clean, calm water on a clear day, would not—

(i) Produce visible traces of oil on the surface of the water or on adjoining shore lines; or

(ii) Cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shore lines; or

(2) If verified by an approved cargo monitor and control system, has an oil content that does not exceed 15 p.m.

Combination carrier means a vessel designed to carry oil or solid cargoes in bulk.

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.

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.

Dedicated clean ballast tank means a cargo tank that is allocated solely for the carriage of clean ballast.

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.

Double bottom means watertight protective spaces that do

COAST PILOT 2 (Continued)

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.

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.

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.

Existing vessel means any vessel that is not a new vessel.

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.

Foreign trade means any trade that is not domestic trade.

From the nearest land means from the baseline from which the territorial sea of the United States is established in accordance with international law.

Fuel oil means any oil used as fuel for machinery in the vessel in which it is carried.

Inland vessel means a vessel that is not oceangoing and that does not operate on the Great Lakes.

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.

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 carrying unit (the tank barge) so that the two vessels function as a single self-propelled vessel.

Large primary structural member includes any of the following:

- (1) Web frames.
- (2) Girders.
- (3) Webs.
- (4) Main brackets.
- (5) Transverses.
- (6) Stringers.
- (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.

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.

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.

Major conversion means a conversion of an existing vessel that:

(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;

(2) Changes the type of vessel;

(3) Substantially prolongs the vessel's service life; or

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

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.

New vessel means:

(1) A U.S. vessel in domestic trade that:

(i) Is constructed under a contract awarded after December 31, 1974;

(ii) In the absence of a building contract, has the keel laid or is at a similar stage of construction after June 30, 1975;

(iii) Is delivered after December 31, 1977; or

(iv) Has undergone a major conversion for which:

(A) The contract is awarded after December 31, 1974;

(B) In the absence of a contract, conversion is begun after June 30, 1975; or

(C) Conversion is completed after December 31, 1977; and

(2) A foreign vessel or a U.S. vessel in foreign trade that:

(i) Is constructed under a contract awarded after December 31, 1975;

(ii) In the absence of a building contract, has the keel laid or is at a similar stage of construction after June 30, 1976;

(iii) Is delivered after December 31, 1979; or

(iv) Has undergone a major conversion for which:

(A) The contract is awarded after December 31, 1975;

(B) In the absence of a contract, conversion is begun after June 30, 1976; or

(C) Conversion is completed after December 31, 1979.

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.

Oceangoing has the same meaning as defined in §151.05 of this chapter.

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.

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

COAST PILOT 2 (Continued)

liquid hydrocarbons as well as animal and vegetable oils.

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.”

Oily mixture means a mixture, in any form, with any oil content. “Oily mixture” includes, but is not limited to—

- (1) Slops from bilges;
- (2) Slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse);
- (3) Oil residue; and
- (4) Oily ballast water from cargo or fuel oil tanks, including any oil cargo residue.

Oil residue means—

- (1) Oil cargo residue; and
- (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.

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.

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.

Other non-petroleum oil means an oil of any kind that is not petroleum oil, an animal fat, or a vegetable oil.

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.

Petroleum oil means petroleum in any form, including but not limited to, crude oil, fuel oil, sludge, oil residue, and refined products.

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.

Product means any liquid hydrocarbon mixture in any form, except crude oil, petrochemicals, and liquefied gases.

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.

Slop tank means a tank specifically designated for the collection of cargo drainings, washings, and other oily mixtures.

Tank means an enclosed space that is formed by the permanent structure of a vessel, and designed for the carriage of liquid in bulk.

Tank barge means a tank vessel not equipped with a means of self-propulsion.

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—

- (1) Is a vessel of the United States;
- (2) Operates on the navigable waters of the United States; or
- (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.

Tankship means a tank vessel propelled by mechanical power or sail.

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.

Wing tank means a tank that is located adjacent to the side shell plating.

§157.04 Authorization of classification societies.

(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.

(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.

(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.

(d) Acceptance as an authorized CS terminates unless the following are met:

(1) The authorized CS must have each Coast Guard regulation that is applicable to foreign vessels on the navigable waters of the United States.

(2) Each issue concerning equivalents to the regulations in this part must be referred to the Coast Guard for determination.

(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.

(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.

(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.

Subpart B—Design, Equipment, and Installation**§157.08 Applicability of Subpart B.**

NOTE: An “oil tanker” as defined in §157.03 includes

COAST PILOT 2 (Continued)

barges as well as self-propelled vessels.

(a) Sections 157.10d and 157.11(g) apply to each vessel to which this part applies.

(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.

(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.

(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.

(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.

(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.

(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.

(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.

(i) Section 157.09(d) does not apply to any:

(1) U.S. vessel in domestic trade that is constructed under a contract awarded before January 8, 1976;

(2) U.S. vessel in foreign trade that is constructed under a contract awarded before April 1, 1977; or

(3) Foreign vessel that is constructed under a contract awarded before April 1, 1977.

(j) Sections 157.09 and 157.10a do not apply to a new vessel that:

(1) Is constructed under a building contract awarded after June 1, 1979;

(2) In the absence of a building contract, has the keel laid or is at a similar stage of construction after January 1, 1980;

(3) Is delivered after June 1, 1982; or

(4) Has undergone a major conversion for which:

(i) The contract is awarded after June 1, 1979;

(ii) In the absence of a contract, conversion is begun after January 1, 1980; or

(iii) Conversion is completed after June 1, 1982.

(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.

(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.

(m) Section 157.12 does not apply to a U.S. vessel that:

(1) Is granted an exemption under Subpart F of this part; or

(2) Is engaged solely in voyages that are:

(i) Between ports or places within the United States, its territories or possessions;

(ii) Of less than 72 hours in length; and

(iii) At all times within 50 nautical miles of the nearest land.

(n) Section 157.10d does not apply to:

(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);

(2) An oil spill response vessel;

(3) Before January 1, 2015—

(i) A vessel unloading oil in bulk as cargo at a deep-water port licensed under the Deepwater Port Act of 1974 (33 U.S.C. 1501 et seq.); or

(ii) A delivering vessel that is offloading oil in bulk as cargo in lightering activities—

(A) Within a lightering zone established under 46 U.S.C. 3715(b)(5); and

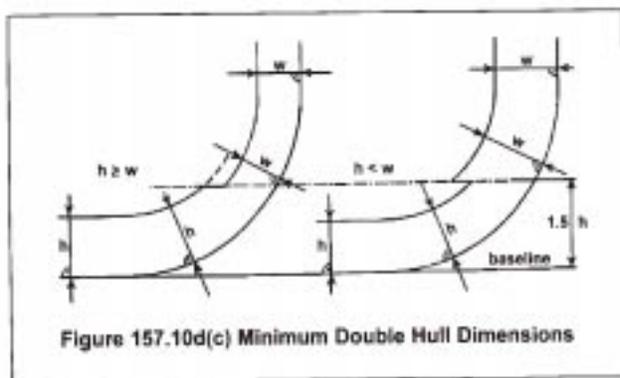
(B) More than 60 miles from the territorial sea base line, as defined in 33 CFR 2.05-10.

(4) A vessel documented under 46 U.S.C., Chapter 121, that was equipped with a double hull before August 12, 1992;

(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

(6) A vessel in the National Defense Reserve Fleet pursuant to 50 App. U.S.C. 1744.

COAST PILOT 2 (Continued)

**§157.10d Double hulls on tank vessels.**

(a) With the exceptions stated in §157.08(n), this section applies to a tank vessel—

- (1) For which the building contract is awarded after June 30, 1990; or
- (2) That is delivered after December 31, 1993;
- (3) That undergoes a major conversion for which:
 - (i) The contract is awarded after June 30, 1990; or
 - (ii) Conversion is completed after December 31, 1993; or
- (4) That is otherwise required to have a double hull by 46 U.S.C. 3703a(c).

NOTE: 46 U.S.C. 3703a(c) is shown in appendix G to this part.

(b) Each vessel to which this section applies must be fitted with:

- (1) A double hull in accordance with this section; and
- (2) If §157.10 applies, segregated ballast tanks and a crude oil washing system in accordance with that section.

(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:

(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:

(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.).

(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.).

(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.

(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 bot-

tom shell plating, must not be less than the distance h as shown in Figure 157.10d(c) and specified as follows:

(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.).

(ii) For a vessel of less than 5,000 DWT: $h=B/15$, but in no case less than 0.76 meter (30 in.).

(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.

(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—

(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.

(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.

(4) For a vessel to which §157.10(b) applies that is built under a contract awarded after September 11, 1992.

(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.

(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.

(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:

(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

(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.

(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

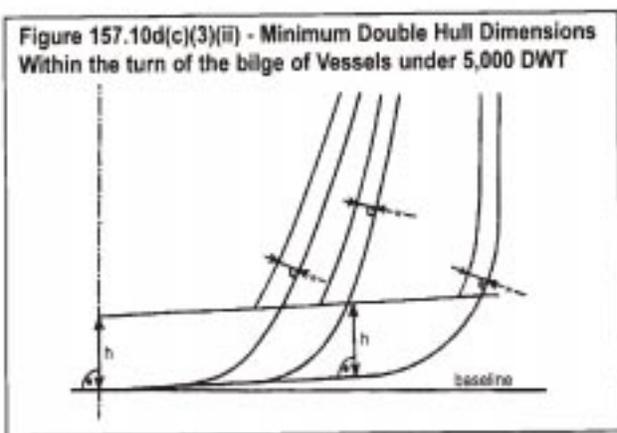
COAST PILOT 2 (Continued)

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.

(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.

(e) Except as provided in Paragraph (e)(3) of this section, a vessel must not carry any oil in any tank extending forward of:

- (1) The collision bulkhead; or
- (2) In the absence of a collision bulk-head, the transverse plane perpendicular to the centerline through a point located:
 - (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 forward perpendicular;
 - (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
 - (iii) On each vessel which operates exclusively as a box or trail barge, 61 cm. (2 ft.) aft of the headlog.
- (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.
- (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.

- (a) The purpose of this subpart is to establish mandatory

safety and operational requirements to reduce environmental damage resulting from petroleum oil spills.

(b) This subpart applies to each tank vessels specified in §157.01 of this part that—

- (1) Is 5,000 gross tons or more;
- (2) Carries petroleum oil in bulk as cargo or oil cargo residue; and
- (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.

(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—

- (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
 - (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.
- (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.

(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.

(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.

(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.

(33 CFR 157)

18/03

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32 Ed 2003

Change No. 3

Page 301—Paragraph 335, line 1; read:

Stratford Point Light (41°09'07"N., 73°06'12"W.), 52 ...
(49/02 CG1; LL/02) 18/03

Page 302—Paragraph 354, lines 3 to 4; read:

(41°03'35"N., 73°06'05"W.), 60 feet above the water and

COAST PILOT 2 (Continued)

shown from a ...
(49/02 CG1; LL/02) 18/03

Page 314—Paragraph 74, line 9; read:
consist of rocks awash, and is marked by a buoy.
(51/02 CG1; LL/02) 18/03

Page 316—Paragraph 103, line 1; read:
Greens Ledge Light (41°02'30"N., 73°26'38"W.), 62 ...
(49/02 CG1; LL/02) 18/03

Page 326—Paragraph 224, line 1; read:
Execution Rocks Light (40°52'41"N., 73°44'16"W.), ...
(48/02 CG1; LL/02) 18/03

Page 330—Paragraph 289, line 1; read:
Eatons Neck Light (40°57'14"N., 73°23'43"W.), 144 ...
(49/02 CG1; LL/02) 18/03

Page 331—Paragraph 312, line 6; read:
Harbor Light (40°54'39"N., 73°25'52"W.), 42 feet above ...
(50/02 CG1; LL/02) 18/03

Page 335—Paragraph 379, line 1; read:
Stepping Stones Light (40°49'28"N., 73°46'29"W.), 46 ...
(48/02 CG1; LL/02) 18/03

Page 337—Paragraph 399, line 3; read:
tank. **Throgs Neck Light** (40°48'16"N., 73°47'26"W.), 60 ...
(48/02 CG1; LL/02) 18/03

COAST PILOT 2 32 Ed 2003 Change No. 4

Page 126—Paragraph 1975, line 2; read:
Longitude 72°02'West, and west of longitude 71°55'West.

§165.115 Safety and Security Zones; Pilgrim Nuclear Power Plant, Plymouth, Massachusetts.

(a) *Location.* All waters of Cape Cod Bay and land adjacent to those waters enclosed by a line beginning at position 41°57'05"N., 070°34'42"W.; then running southeast to position 41°56'40.5"N., 070°41'04.5"W.; then running southwest to position 41°56'32"N., 070°34'14"W.; then running northwest to position 41°56'55.5"N., 070°34'52"W.; then running northeast back to position 41°57'05"N., 070°34'42"W.

(b) *Regulations.* (1) In accordance with the general regulations in §§165.23 and 165.33 of this part, entry into or movement within these zones is prohibited unless authorized by the Captain of the Port Boston.

(2) All vessel operators shall comply with the instructions of the COTP of the designated on-scene U.S. Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels.

(3) No person may enter the waters or land area within the boundaries of the safety and security zones unless pre-

viously authorized by the Captain of the Port, Boston or his authorized patrol representative.
(FR 5/30/02) 18/03

Page 128—Paragraph 2053, line 6 to Paragraph 2058; read:
Broadcast.

§165.160 Safety and Security Zones: Liquefied Hazardous Gas Vessel, Liquefied Hazardous Gas Facility and Designated Vessel Transits, New York Marine Inspection Zone and Captain of the Port Zone.

(a) *Location.* The following areas are safety and security zones:

(1) All waters of the New York Marine Inspection Zone and Captain of the Port Zone within a 200-yard radius of any Liquefied Hazardous Gas (LHG) vessel or LHG facility.

(2) All waters of the New York Marine Inspection Zone and Captain of the Port Zone within a 100-yard radius of any Designated Vessels.

(b) *Designated Vessels (DVs).* For the purposes of this section, DVs are: Vessels certificated to carry 500 or more passengers; vessels carrying government officials or dignitaries requiring protection by the U.S. Secret Service, or other Federal, State or local law enforcement agency; and barges or ships carrying petroleum products, chemicals, or other hazardous cargo.

(c) *Regulations.* (1) The general regulations contained in 33 CFR 165.23 and 165.33 apply.

(2) All persons and vessels must comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. These 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.

(3) The Captain of the Port will notify the maritime community of periods during which these zones will be enforced by methods in accordance with 33 CFR 165.7 and will identify DV vessel transits by way of electronic mail broadcast.
(FR 1/22/03) 18/03

Page 131—Paragraph 2215; insert after:

§165.169 Safety and Security Zones: New York Marine Inspection Zone and Captain of the Port Zone.

(a) *Safety and security zones.* The following waters within the New York Marine Inspection Zone and Captain of the Port Zone are safety and security zones:

(1) *Indian Point Nuclear Power Station (IPNPS).* All waters of the Hudson River within 300-yard radius of the IPNPS pier in approximate position 41°16'12.4"N., 073°57'16.2"W. (NAD 83).

(2) *U.S. Coast Guard Cutters and Shore Facilities.* All waters within 100 yards of: Each moored, or anchored, Coast Guard Cutter; Coast Guard Station New York; Staten Island, NY; Coast Guard Station Sandy Hook, NJ; Coast Guard Station Kings Point, NY; and Coast Guard

COAST PILOT 2 (Continued)

Aids to Navigation Team New York, Bayonne, NJ.

(3) *Commercial Waterfront Facilities.* All waters within 25 yards of each commercial waterfront facility that is capable of accepting barge, ferry or other commercial vessels. For purposes of this section, “commercial waterfront facility” means all piers, wharves, docks and similar structures to which barge, ferry or other commercial vessels may be secured; areas of land or water under and in immediate proximity to them; buildings on such structures or contiguous to them; and equipment and materials on such structures and in such buildings.

(i) When a barge, ferry or other commercial vessel is conducting transfer operations at a commercial waterfront facility, the 25-yard zone is measured from the outboard side of the commercial vessel.

(ii) Vessels may transit through any portion of the zone that extends into the navigable channel for the sole purpose of direct and expeditious transit through the zone so long as they remain within the navigable channel, maintain the maximum safe distance from the commercial waterfront facility and do not stop or loiter within the zone.

(4) *Liberty and Ellis Islands.* All waters within 150 yards of Liberty Island, Ellis Island, and the bridge between Liberty State Park and Ellis Island.

(5) *Bridge Piers and Abutments, Overhead Power Cable Towers, Piers and Tunnel Ventilators.* All waters within 25 yards of any bridge pier or abutment, overhead power cable tower, pier or tunnel ventilators south of the Troy, NY Locks. Vessels may transit through any portion of the zone that extends into the navigable channel for the sole purpose of direct and expeditious transit through the zone so long as they remain within the navigable channel, maintain the maximum safe distance from the waterfront facility and do not stop or loiter within the zone.

(6) *New York City Passenger Ship Terminal, Hudson River, NY* (i) *Location.* All waters of the Hudson River bound by the following points: From the northeast corner of Pier 96 where it intersects the seawall, thence west to approximate position 40°26'23.1"N., 073°59'59.0"W., thence south to approximate position 40°45'55.3"N., 074°00'20.2"W. (NAD 1983), thence east to the southeast corner of Pier 84 where it intersects the seawall, thence north along the shoreline to the point of origin.

(ii) *Enforcement period.* This zone will be enforced whenever passenger vessels are pierside at Pier 88, 90 or 92 or whenever the passenger ship terminal or the adjacent Intrepid Sea, Air and Space Museum, Manhattan is being used as an Emergency Operations Center. The activation and termination of a particular zone will be announced in accordance with 33 CFR 165.7.

(7) *La Guardia Airport, Bowery and Flushing Bays, Queens, NY.*—(i) *Location: 200-Yard Zone.* All waters of Bowery and Flushing Bays within approximately 200 yards of La Guardia Airport bound by the following points: Onshore at Steinway, Queens in approximate position

40°46'32.1"N., 073°53'22.4"W. thence to
40°46'52.8"N., 073°53'09.3"W., thence to
40°46'54.8"N., 073°52'54.2"W., thence to

40°46'59.3"N., 073°52'51.3"W., thence to
40°47'11.8"N., 073°53'17.3"W., thence to
40°47'13.0"N., 073°53'16.1"W. on Rikers Island,
thence easterly along the Rikers Island shoreline to
approximate position

40°47'12.9"N., 073°52'17.9"W., thence to
40°47'16.7"N., 073°52'09.2"W., thence to
40°47'36.1"N., 073°51'52.5"W., thence to
40°47'35.1"N., 073°51'50.5"W., thence to
40°47'15.9"N., 073°52'06.4"W., thence to
40°47'14.5"N., 073°52'03.1"W., thence to
40°47'10.6"N., 073°52'06.7"W., thence to
40°47'01.9"N., 073°52'02.4"W., thence to
40°46'50.4"N., 073°52'08.1"W., thence to
40°46'26.8"N., 073°51'18.5"W., thence to
40°45'57.2"N., 073°51'01.8"W., thence to
40°45'51.2"N., 073°50'59.6"W., thence to
40°45'49.5"N., 073°51'07.2"W., thence to
40°45'58.8"N., 073°51'13.2"W., thence to
40°46'02.3"N., 073°51'20.1"W., thence to
40°45'48.4"N., 073°51'37.0"W., (NAD 1983)
thence along the shoreline to the point of origin.

(ii) *Location: 100-Yard Zone.* All waters of Bowery and Flushing Bays within approximately 100 yards of La Guardia Airport bound by the following points: Onshore at Steinway, Queens in approximate position

40°46'32.1"N., 073°53'22.4"W., thence to
40°46'50.6"N., 073°53'07.3"W., thence to
40°46'53.0"N., 073°52'50.9"W., thence to
40°46'57.6"N., 073°52'47.9"W., thence to
40°47'11.8"N., 073°53'17.3"W., thence to
40°47'13.0"N., 073°53'16.1"W., on Rikers Island,
thence easterly along the Rikers Island shoreline to
approximate position

40°47'12.9"N., 073°52'17.9"W., thence to
40°47'16.7"N., 073°52'09.2"W., thence to
40°47'36.1"N., 073°51'52.5"W., thence to
40°47'35.1"N., 073°51'50.5"W., thence to
40°47'15.9"N., 073°52'06.4"W., thence to
40°47'14.5"N., 073°52'03.1"W., thence to
40°47'07.9"N., 073°52'09.2"W., thence to
40°47'01.4"N., 073°52'06.1"W., thence to
40°46'50.0"N., 073°52'14.6"W., thence to
40°46'22.2"N., 073°51'16.0"W., thence to
40°45'57.2"N., 073°51'01.8"W., thence to
40°45'52.4"N., 073°51'00.2"W., thence to
40°45'50.6"N., 073°51'07.9"W., thence to
40°45'58.8"N., 073°51'13.2"W., thence to
40°46'04.0"N., 073°51'23.3"W., thence to
40°45'51.2"N., 073°51'38.8"W., (NAD 1983)
thence along the shoreline to the point of origin.

(iii) *Enforcement period.* The zones described in paragraph (a)(7) of this section will be effective at all times. When port security conditions permit, the Captain of the Port will allow vessels to operate within that portion of the waters described in paragraph (a)(7)(i) of this section. That lies outside of the waters described in paragraph (a)(7)(ii) of this section: Authorization to enter the waters that lie between the outer boundaries of the zones described in paragraphs (a)(7)(i) and (a)(7)(ii) of

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this section will be communicated by the Captain of the Port to the public by marine broadcast, or local notice to mariners, or notice posted at <http://www.harborops.com>.

(8) John F. Kennedy Airport, Jamaica Bay, Queen, NY.

(i) *Location: Bergen Basin.* All waters of Bergen Basin north of 40°39'26.4"N.

(ii) *Location: Thurston Basin.* All waters of Thurston Basin north of 40°38'21.2"N.

(iii) *Location: 200-Yard Zone.* All waters of Jamaica Bay within approximately 200 yards of John F. Kennedy Airport bound by the following points: Onshore east of Bergen Basin, Queens in approximate position

40°38'49.0"N., 073°49'09.1"W., thence to 40°38'42.5"N., 073°49'13.2"W., thence to 40°38'00.6"N., 073°47'35.1"W., thence to 40°37'52.3"N., 073°47'55.0"W., thence to 40°37'50.3"N., 073°47'53.5"W., thence to 40°37'59.4"N., 073°47'32.6"W., thence to 40°37'46.1"N., 073°47'07.2"W., thence to 40°37'19.5"N., 073°47'30.4"W., thence to 40°37'05.5"N., 073°47'03.0"W., thence to 40°37'34.7"N., 073°46'40.6"W., thence to 40°37'20.5"N., 073°46'23.5"W., thence to 40°37'05.7"N., 073°46'34.9"W., thence to 40°36'54.8"N., 073°46'26.7"W., thence to 40°37'14.1"N., 073°46'10.8"W., thence to 40°37'36.9"N., 073°45'52.8"W., thence to 40°38'00.8"N., 073°44'54.9"W., thence to 40°38'05.1"N., 073°45'00.3"W., (NAD 1983) thence along the shoreline to the point of origin.

(iv) *Location: 100-Yard Zone.* All waters of Jamaica Bay within approximately 100 yards of John F. Kennedy Airport bound by the following points: Onshore east of Bergen Basin, Queens in approximate position

40°38'49.0"N., 073°49'09.1"W., thence to 40°38'45.1"N., 073°49'11.6"W., thence to 40°38'02.0"N., 073°47'31.8"W., thence to 40°37'52.3"N., 073°47'55.0"W., thence to 40°37'50.3"N., 073°47'53.5"W., thence to 40°38'00.8"N., 073°47'29.4"W., thence to 40°37'47.4"N., 073°47'02.4"W., thence to 40°37'19.9"N., 073°47'25.0"W., thence to 40°37'10.0"N., 073°47'03.7"W., thence to 40°37'37.7"N., 073°46'41.2"W., thence to 40°37'22.6"N., 073°46'21.9"W., thence to 40°37'05.7"N., 073°46'34.9"W., thence to 40°36'54.8"N., 073°46'26.7"W., thence to 40°37'14.1"N., 073°46'10.8"W., thence to 40°37'40.0"N., 073°45'55.6"W., thence to 40°38'02.8"N., 073°44'57.5"W., thence to 40°38'05.1"N., 073°45'00.3"W., (NAD 1983) thence along the shoreline to the point of origin.

(v) *Enforcement period.* The zones described in paragraphs (a)(8) of this section will be effective at all times. When port security conditions permit, the Captain of the Port will allow vessels to operate within that portion of the waters described in paragraph (a)(8)(iii) of this section that lies outside of the waters described in paragraph (a)(8)(iv) of this section. Authorization to enter the waters that lie between the outer boundaries of the

zones described in paragraphs (a)(8)(iii) and (a)(8)(iv) of this section will be communicated by the Captain of the Port to the public by marine broadcast, local notice to mariners, or notice posted at <http://www.harborops.com>

(9) *NYPD Ammunition Depot, Rodman Neck, Eastchester Bay, NY.*— (i) *Location: 150-Yard Zone.* All waters of Eastchester Bay within approximately 150 yards of Rodman Neck bound by the following points: Onshore in approximate position

40°51'30.4"N., 073°48'14.9"W., thence to 40°51'29.9"N., 073°48'20.7"W., thence to 40°51'16.9"N., 073°48'22.5"W., thence to 40°51'07.5"N., 073°48'18.7"W., thence to 40°50'54.2"N., 073°48'11.1"W., thence to 40°50'48.5"N., 073°48'04.6"W., thence to 40°50'49.2"N., 073°47'56.5"W., thence to 40°51'03.6"N., 073°47'47.3"W., thence to 40°51'15.7"N., 073°47'46.8"W., thence to 40°51'23.5"N., 073°47'41.9"W., (NAD 1983) thence southwesterly along shoreline to the point of origin.

(ii) *Location: 100-Yard Zone.* All waters of Eastchester Bay within approximately 100 yards of Rodman Neck bound by the following points: Onshore in approximate position

40°51'30.4"N., 073°48'14.9"W., thence to 40°51'30.1"N., 073°48'19.0"W., thence to 40°51'16.8"N., 073°48'20.5"W., thence to 40°51'07.9"N., 073°48'16.8"W., thence to 40°50'54.9"N., 073°48'09.0"W., thence to 40°50'49.7"N., 073°48'03.6"W., thence to 40°50'50.1"N., 073°47'57.9"W., thence to 40°51'04.6"N., 073°47'48.9"W., thence to 40°51'15.9"N., 073°47'48.4"W., thence to 40°51'23.5"N., 073°47'41.9"W., (NAD 1983) thence southwesterly along the shoreline to the point of origin.

(iii) *Enforcement period.* The zones described in paragraph (a)(9) of this section will be effective at all times. When port security conditions permit, the Captain of the Port will allow vessels to operate within that portion of the waters described in paragraph (a)(9)(i) of this section that lies outside of the waters described in paragraph (a)(9)(ii) of this section. Authorization to enter the waters that lie between the outer boundaries of the zones described in paragraphs (a)(9)(i) and (a)(9)(ii) of this section will be communicated by the Captain of the Port to the public by marine broadcast, local notice to mariners, or notice posted at <http://www.harborops.com>.

(10) *Port Newark/Port Elizabeth, Newark Bay, NJ.* All waters of Newark Bay bound by the following points:

40°41'49.9"N., 074°07'32.2"W., thence to 40°41'46.5"N., 074°07'20.4"W., thence to 40°41'10.7"N., 074°07'45.9"W., thence to 40°40'54.3"N., 074°07'55.7"W., thence to 40°40'36.2"N., 074°08'03.8"W., thence to 40°40'29.1"N., 074°08'06.3"W., thence to 40°40'21.9"N., 074°08'10.0"W., thence to 40°39'27.9"N., 074°08'43.6"W., thence to

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40°39'21.5"N., 074°08'50.1"W., thence to 40°39'21.5"N., 074°09'54.3"W., (NAD 1983) thence northerly along the shoreline to the point of origin.

(b) *Regulations.* (1) The general regulations contained in 33 CFR 165.23 and 165.33 apply.

(2) Vessels not actively engaged in legitimate transfer operations shall not stop or loiter within that part of a commercial waterfront facility safety and security zone extending into the navigable channel, described in paragraph (a)(3) of this section, without the express permission of the Coast Guard Captain of the Port or the designated on-scene patrol personnel.

(3) All persons and vessels must comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. These 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.

(FR 1/22/03; FR 2/19/03)

18/03

COAST PILOT 2 32 Ed 2003 Change No. 5

Page 94—Paragraph 1238, line 6 to Page 99—Paragraph 1399; read:

penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos**§160.201 General.**

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

(a) Applicability and exemptions from requirements in this subpart;

(b) Required information in an NOA;

(c) Required changes to an NOA;

(d) Methods and times for submission of an NOA and changes to an NOA;

(e) How to obtain a waiver; and

(f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*

(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.

(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.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(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.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(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.

(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:

(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).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(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).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR

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173.50.

(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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
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COAST PILOT 2 (Continued)

(1) <i>Vessel Information:</i> (i) Name; (ii) Name of the registered owner; (iii) Country of registry; (iv) Call sign; (v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number; (vi) Name of the operator; (vii) Name of the charterer; and (viii) Name of classification society.	X X X X X X X X	X X X X X X X X	X X X X X X X X
(2) <i>Voyage Information:</i> (i) Names of last five ports or places visited; (ii) Dates of arrival and departure for last five ports or places visited; (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; (iv) For each port or place in the United States to be visited, the estimated date and time of arrival; (v) For each port or place in the United States to be visited, the estimated date and time of departure; (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 (vii) The name and telephone number of a 24-hour point of contact.	X X X X X X X X	X X X X X X X X	X X X X X X X X
(3) <i>Cargo Information:</i> (i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc); (ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and (iii) Amount of each certain dangerous cargo carried.	X	X X X	X X X
(4) <i>Information for each Crewmember Onboard:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport or mariners document number (type of identification and number); (v) Position or duties on the vessel; and (vi) Where the crewmember embarked (list port or place and country).	X X X X X X	X X X X X X	X X X X X X
(5) <i>Information for each Person Onboard in Addition to Crew:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport number; and (v) Where the person embarked (list port or place and country).	X X X X X	X X X X X	X X X X X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i> (i) The date of issuance for the company's Document of Compliance certificate that covers the vessel; (ii) The date of issuance for the vessel's Safety Management Certificate; and (iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.	X X X	X X X	X X X
(8) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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

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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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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:

(i) By direct connection with USCS or by purchas-

ing the proper software; or

(ii) Using a service provider or a Port Authority.

(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.

(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.

(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.

(3) Times for submitting NOAs are as 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.

(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.

(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.

(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.

(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.

COAST PILOT 2 (Continued)

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

COAST PILOT 2 32 Ed 2003 Change No. 6

Page 20—Paragraph 395, line 3 to Paragraph 396, line 3; read:

bathymetric map are referred. The tidal datum of **Mean Lower Low Water** is used as Chart Datum along the east, west and Gulf coasts, including the coasts of Alaska, Hawaii, the West Indies and other United States and United Nations islands of the Pacific.

Mean Lower Low Water is defined ...

(CL 68/03; NOS/03)

18/03

Page 46—Insert in Box after Part 117:

Part 157 Rules for the Protection of the Marine Environment relating to Tank Vessels Carrying Oil in Bulk (33 CFR 157)

18/03

Page 205—Paragraph 94, line 1; read:

Cuttyhunk Light (41°24'51"N., 70°56'59"W.), 63 ...

(48/02 CG1; LL/02)

18/03

Page 237—Paragraph 192, line 1; read:

Conimicut Light (41°43'01"N., 71°20'42"W.), 58 feet ...

(49/02 CG1; LL/02)

18/03

Page 249—Paragraph 33, lines 1 to 2; read:

Block Island Southeast Light (41°09'10"N., 71°33'

04"W.), 261 feet above the water, is shown from a ...

(48/02 CG1; LL/02)

18/03

Page 254—Paragraph 83, line 1; read:

Race Rock Light (41°14'37"N., 72°02'49"W.), 67 feet ...

(49/02 CG1; LL/02)

18/03

Page 254—Paragraph 86, line 4; read:

locality. **Little Gull Island Light** (41°12'23"N., 72°06'25"W.), ...

(49/02 CG1; LL/02)

18/03

Page 257—Paragraph 128, lines 4 to 5; read:

passage are several rocks with depths of 17 to 19 feet over them. In December 2002, an obstruction in 64 feet of water, marked with three orange floats, was reported in about 41°10'06"N., 72°12'54"W. Tidal currents set through the passage with great ...

(49/02 CG1)

18/03

Page 282—Paragraph 86, line 1; read:

Bartlett Reef Light (41°16'28"N., 72°08'14"W.), 35 ...

(49/02 CG1; LL/02)

18/03

Page 285—Paragraph 116, lines 1 to 2; read:

Saybrook Breakwater Light (41°15'48"N., 72°20'34"W.), 58 feet above the water; is shown from a ...

(49/02 CG1; LL/02)

18/03

Page 292—Paragraph 224, line 10; read:

islands. **Falkner Island Light** (41°12'43"N., 72°39'13"W.),

...

(49/02 CG1; LL/02)

18/03

Page 296—Paragraph 264, line 1; read:

Southwest Ledge Light (41°14'04"N., 72°54'44"W.), ...

(49/02 CG1; LL/02)

18/03

Page 297—Paragraph 277, line 7; read:

Ledge Light. In July 2002, there was an obstruction near the mouth of the entrance channel in about 41°12'59"N., 72°54'11"W. with 22 feet water over it.

(CL 2345/02; 01/03 CG1)

18/03

Page 404—Paragraph 24; read:

Distances Between United States Ports (available on the internet only at <http://chartmarker.ncd.noaa.gov/nsd/ports.html>.)

(01/03 CG7)

18/03

**COAST PILOT 3 35 Ed 2002 Change No. 28
LAST NM 14/03**

Page 124—Paragraph 160, line 5; read:

or sound apparatus may be inoperative. Landmarks ...

(NOS/03)

18/03

COAST PILOT 3 (Continued)

- Page 132—Paragraph 39, lines 4 to 5; read:
water and therefore are not charted. In August 2002, the controlling depth was 8.3 feet (10 feet at midchannel) in the entrance ...
(BP 179330) 18/03
- Page 141—Paragraph 47, lines 4 to 7; read:
bridge, 0.4 mile from the mouth, has a bascule span with a 47-foot channel width and a vertical clearance of 14 feet. (See **117.1 through 117.59 and 117.705**, chapter 2, for drawbridge regulations.) The ...
(CL 1205/02) 18/03
- Page 178—Paragraph 69, line 5; read:
had a midchannel controlling depth of 5 feet in October 2002. A repair ...
(BP 179707; CL 57/03) 18/03
- Page 180—Paragraph 111, line 4; read:
with a controlling depth of 0.9 foot (1.3 feet at midchannel) in August 2002, extends about ...
(CL 59/03; BP 179710) 18/03
- Page 186—Paragraph 116, line 6; read:
In September 2002, the midchannel controlling depth was 4.5 feet to ...
(CL 195/03; BP 179754) 18/03
- Page 201—Paragraph 71, lines 3 to 6; read:
western arm about 0.8 mile above the entrance. In July 2002, the controlling depth was 4.5 feet in the E half of the channel with shoaling to 1.2 feet in the W half from the entrance to the turning basin, thence 9.8 feet in the basin. Depths of 10 feet are alongside the ...
(CL 61/03; BP 179713) 18/03
- Page 202—Paragraph 88, lines 5 to 6; read:
45.3 miles above the Virginia Capes. **Stingray Point Light** (37°33'42"N., 76°16'23"W.), 34 feet above the water, is shown from ...
(25/02 CG5; LL/02) 18/03
- Page 205—Paragraph 144, lines 4 to 5; read:
1990-September 2002, the controlling depth was 2.6 feet (3.4 feet at midchannel). An overhead power cable across the creek just above the ...
(CL 62/03; BP 179714) 18/03
- Page 209—Paragraph 26, lines 1 to 4; read:
Smith Point Light (37°52'47"N., 76°11'01"W.), 52 feet above the water, is shown from a white square brick tower and octagonal dwelling on a brown cylindrical pier about 2.5 miles east-southeast of the point; a fog signal is at ...
(26/02 CG5; LL/02) 18/03
- Page 238—Paragraph 58, line 1; read:
Tangier Sound Light (37°47'15"N., 75°58'25"W.), 45 feet
- ...
(25/02 CG5; LL/02) 18/03
- COAST PILOT 3 35 Ed 2002 Change No. 29**
- Page 126—Paragraph 14, line 3; read:
New Jersey coast. **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), ...
(LL/02; 39/02 CG1) 18/03
- Page 149—Paragraph 72, lines 7 to 8; read:
(38°46'49"N., 74°34'32"W.), and Delaware Lighted Buoy D (38°27'18"N., 74°41'47"W.).
(LL/02; 24/02 CG5) 18/03
- Page 153—Paragraph 97, lines 3 to 4; read:
westward of Delaware Traffic Lane Lighted Buoy DC (38°43'47"N., 74°57'33"W.) through Cape Henlopen-Delaware ...
(LL/02; 24/02 CG5) 18/03
- Page 168—Paragraph 409, lines 3 to 6; read:
bridge, about 0.2 mile above the highway bridge, has a fixed span with a clearance of 20 feet. U.S. ...
(CL 2009/01) 18/03
- Page 182—Paragraph 30, line 4; read:
Point Light (37°52'47"N., 76°11'01"W.). They have been designed ...
(LL/02; 26/02 CG5) 18/03
- Page 182—Paragraph 34, line 10; read:
CB on the south end, and Lighted Whistle Buoy CH on the north ...
(44/02 CG5; LL/02) 18/03
- Page 183—Paragraph 47, line 2; read:
Lighted Whistle Buoy CH, but with prior arrangement and if ...
(44/02 CG5; LL/02) 18/03
- Page 185—Paragraph 90, line 3; read:
Old Point Comfort Light (37°00'06"N., 76°18'23"W.), 54 feet above the water, ...
(LL/02; 36/02 CG5) 18/03
- Page 199—Paragraph 32, line 1; read:
York Spit Light (37°12'37"N., 76°15'15"W.), 30 feet above ...
(LL/02; 51/02 CG5) 18/03
- Page 235—Paragraph 9, line 1; read:
Old Plantation Flats Light (37°13'44"N., 76°02'49"W.), 39 ...
(LL/02; 25/02 CG5) 18/03
- Page 237—Paragraph 46, line 3; read:
channel as far as the light on the southwest end of Guilford

COAST PILOT 3 (Continued)

...			Page 200—Paragraph 44, lines 3 to 6; read: entrance channel and for about 0.8 mile up both its branches. A large yacht haven, on the west side ...	
(LL/02; NOS 12228)		18/03	(NOS/03)	18/03
COAST PILOT 3	35 Ed 2002	Change No. 30		
Page 204—Paragraph 140, lines 2 to 3; read: above the entrance has a 40-foot channel span with a reported clearance of 20 feet. A “no wake” speed limit is in effect in Urbanna Creek.			Page 203—Paragraph 111, lines 9 to 11; read: 93.1 and 93.2, respectively, at Fredericksburg.	
(CL 1960/02)		18/03	(NOS/03)	18/03
Page 205—Paragraph 142, lines 3 to 4; read: west side. A 42-foot marine railway, a machine shop, gasoline, diesel fuel, water, ice, a pump-out station, berthing; some with electric and hull and engine repairs are available. The lift capacity is 40 tons. The wharf ...			Page 209—Paragraph 28, lines 3 to 5; read: entrance. A small-craft facility on the east side of the creek can provide gasoline, diesel fuel, water, ice, berths with electricity, a pump-out station and some marine supplies. The approach depth was reported as 4.5 feet with an alongside depth of 6 feet. Hull and engine repairs are available; lift capacity, 12 tons.	
(CL 1961/02)		18/03	(CL 2341/02; CL 2342/02)	18/03
Page 205—Paragraph 143, lines 8 to 10; read: the west side have reported depths of 5 feet alongside. Gasoline, ice, water, a pump-out station, supplies, berthing; some with electric, hull, engine and electronic repairs and a 45-foot marine railway are available; lift capacity, 18 tons.			Page 209—Paragraph 30; read: A small-craft facility on the north side of the river about 3.6 miles above the entrance can provide water, berths and marine supplies. A marine railway at the facility can handle craft up to 50 feet for hull, electronic and engine repairs; lift capacity, 20 tons.	
(CL 1961/02)		18/03	(CL 2289/02; NOS 12285)	18/03
Page 205—Paragraph 157, line 4; read: made. A 6-ton lift is available.			Page 210—Paragraph 39, line 3; read: the river from all winds. A depth of about 8 feet is available	
(CL 1959/02)		18/03	...	
Page 210—Paragraph 47; strike out.			(NOS 12233)	18/03
(CL 393/03)		18/03		
Page 211—Paragraph 76, lines 5 to 7; read: Ice, water, a pump-out station, some marine supplies and berthing with electricity are available. The marine railways on the west side of the creek can handle boats up to 60 feet for hull and engine repairs; lift capacity, 20 tons.			Page 210—Paragraph 49, lines 5 to 7; read: miles above the mouth can provide berthing with electricity, gasoline, diesel fuel, ice, water, a pump-out station and marine supplies. The reported approach depth was 12 feet with an alongside depth of 10 feet. Hull and engine repairs can be made; lift capacity, 25 tons.	
(CL 17/03; 1879/02)		18/03	(CL 2318/02)	18/03
COAST PILOT 3	35 Ed 2002	Change No. 31		
Page 6—Paragraph 134, line 7; read: principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm . Mariners should refer to these publications for detailed ...			Page 210—Paragraph 55, lines 3 to 6; read: entrance. The fixed ...	
(08/03 CG7)		18/03	(CL 2377/02)	18/03
Page 145—Paragraph 129, lines 7 to 9; read: year round, full service marina with a 4-foot approach reported in November 2002. Berths with electricity, water, ice, a pump-out station, diesel fuel, gasoline, marine supplies, hull, engine and electronic repairs are available; lift capacity, 35 tons.			Page 211—Paragraph 75, lines 7 to 9; read: end. Daybeacons ...	
(CL 2258/02)		18/03	(NOS/03)	18/03
			Page 212—Paragraph 101, lines 4 to 7; read: above the entrance.	
			(CL 2377/02)	18/03
			Page 217—Paragraph 159, lines 2 to 5; read: Some marine supplies, gasoline, diesel fuel, berthing with electricity, water, ice and a pump-out station are available at a marina on the north side of the creek 0.5 mile inside the entrance. Approach and alongside depths were reported at 5.5 feet. Hull and engine repairs can be made; lift capacity,	

COAST PILOT 3 (Continued)

30 tons. (CL 2318/02)	18/03	tronic, and hull repairs are available; lift to 30-tons. (CL 214/03)	18/03
COAST PILOT 3	35 Ed 2002	Change No. 32	
Page 177—Paragraph 44, lines 4 to 5; read: Assawoman Canal and Ocean View . In April 2002, the controlling depth in the channel was 1.7 feet to Assawoman Canal, thence depths less than 1 foot to Ocean View. Gasoline and some supplies are ... (BP 178343; CL 1488/02)	18/03	Page 254—Paragraph 27, lines 7 to 8; read: the west shore. Mariners are advised to exercise ... (NOS/03)	18/03
Page 186—Paragraph 102, lines 3 to 6; read: craft and petroleum barges. In February 2002, the controlling depth was 11.4 feet (12 feet at midchannel) in the dredged channel to the head of the project. Fuel, supplies, ... (BPs 179438-39; CL 2066/02)	18/03	Page 263—Paragraph 168, lines 4 to 8; read: privately buoyed entrance has depths of about 6 feet. A marina with berthing facilities is on ... (NOS/03)	18/03
Page 205—Paragraph 152, lines 3 to 7; read: Totuskey Bridge, 4 miles above the mouth. In April 2001, the midchannel controlling depth in the entrance channel and in the creek channel to the bridge was 4.2 feet. In September 2001, a centerline controlling depth of 7.5 feet was reported in the Creek. The channel is narrow in places and difficult to follow, deeper water is available with local knowledge. A timber-and-bush dike on the ... (DD 2480; BPs 178073-77)	18/03	Page 263—Paragraph 170, lines 8 to 10; read: entrance, is marked by buoys. (NOS/03)	18/03
Page 234—Paragraph 133; strike out. (NOS/03)	18/03	COAST PILOT 3	35 Ed 2002
Page 235—Paragraph 11; strike out. (NOS/03)	18/03	Change No. 33	
Page 238—Paragraph 66; strike out. (NOS/03)	18/03	Page 66—Paragraph 1135, line 5 to Page 68—Paragraph 1262; read: subject to any penalties under 33 U.S.C. 1232.	
Page 238—Paragraph 71; strike out. (NOS/03)	18/03	Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos	
Page 239—Paragraph 78, lines 4 to 8; read: they pay close attention to the chart. Hooper Strait Light ... (NOS/03)	18/03	§160.201 General.	
Page 239—Paragraph 80; strike out. (NOS/03)	18/03	This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:	
Page 239—Paragraph 85; strike out. (NOS/03)	18/03	(a) Applicability and exemptions from requirements in this subpart;	
Page 240—Paragraph 99, lines 1 to 3; read: The channel is marked to a point ... (NOS/03)	18/03	(b) Required information in an NOA;	
Page 244—Paragraph 188, line 12; read: fuel, marine supplies, water, pump-out station, engine, elec-	18/03	(c) Required changes to an NOA;	
		(d) Methods and times for submission of an NOA and changes to an NOA;	
		(e) How to obtain a waiver; and	
		(f) Requirements for submission of the Notice of Hazardous Conditions.	
		§160.202 Applicability.	
		(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.	
		(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 <i>et seq.</i>	
		(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.	
		(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.	
		(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:	
		(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.	

COAST PILOT 3 (Continued)

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(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.

(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:

(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).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(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).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

(i) Acetone cyanohydrin,

(ii) Allyl alcohol,

(iii) Chlorosulfonic acid,

(iv) Crotonaldehyde,

(v) Ethylene chlorohydrin,

(vi) Ethylene dibromide,

(vii) Methacrylonitrile, and

(viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to,

COAST PILOT 3 (Continued)

an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demised (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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(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
<i>(2) Voyage Information:</i>			
(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
<i>(3) Cargo Information:</i>			
(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
<i>(4) Information for each Crewmember Onboard:</i>			
(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

COAST PILOT 3 (Continued)

(5) <i>Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country).	X	X	X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i>			
(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) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(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.

(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.

(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

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place of destination.

(3) Times for submitting NOAs are as 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.

(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.

(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.

(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.

(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.

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

COAST PILOT 3 35 Ed 2002 Change No. 34

Page 228—Paragraph 98, lines 7 to 8; read: Marine Police, Tawes State Office Building, Annapolis, MD 21401; telephone 410-260-8880.

(CL 539/03)

18/03

Page 228—Paragraph 107, line 3; read: channel, thence 12 feet to the highway bridge, and thence 10 to 6 feet ...

(NOS 12283; CL 539/03)

18/03

Page 232—Paragraph 118, lines 2 to 5; read: River has a fixed span with a clearance of 75 feet. A large fishing pier is above and adjacent to the highway bridge on the east of the Severn River.

(CL 539/03; NOS 12283)

18/03

COAST PILOT 3 35 Ed 2002 Change No. 35

Page 134—Paragraph 75, lines 2 to 4; read: west of Cape May Inlet. In July–October 2002, the midchannel controlling depth was 11.7 feet through Cape May Inlet to the inner end of the jetties; thence in May 2002, 10.5 feet (13.7 feet at midchannel) to the Coast Guard ...

(BPs 178563-64; BP 177827; BP 179514)

18/03

Page 156—Paragraph 158, line 3; read: September 2002, the controlling depth was 6.4 feet in the dredged entrance channel to Buoy 6, thence in March 2002, 3.0 feet for the remainder of the entrance ...

(BP 179378; BP 177487)

18/03

Page 165—Paragraph 344; strike out.

(CL 498/02)

18/03

Page 210—Paragraph 56, lines 8 to 10; read: at their outer ends.

(NOS/03)

18/03

COAST PILOT 3 (Continued)

Page 250—Paragraph 284, line 2; read:
gasoline, diesel fuel, water, ice, a pump out station, a 7-ton lift, and berths with electricity are available. Small engine repairs are available.
(CL 1953/02) 18/03

Page 251—Paragraph 296, line 3; read:
gasoline, diesel fuel, limited marine supplies, and lifts to 40 tons ...
(CL 218/03) 18/03

Page 263—Paragraph 171, line 3; read:
diesel fuel, berths with electricity, a pump-out station, a 15-ton lift, water, ice, and some marine supplies; limited engine repairs can be done. The marina at **Buck Neck Landing** ...
(CL 218/03) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 36

Page 189—Paragraph 179, lines 10 to 12; read:
river divides into two forks. In February 2001, the controlling depth was 8 feet in the dredged section; thence depths of about 7 feet to the forks, and 2 to 3 feet up each fork; the chart is the best ...
(CL 113/02; BPs 176361-62; NOS 12245) 18/03

Page 228—Paragraph 107, lines 8 to 9; read:
(156.80 MHz) and works on channels 13, and 68. The bridgetender can be reached by phone (410) 974-3840. (See **117.1 through 117.59 and 117.571**, chapter 2, ...
(CL 539/03) 18/03

**COAST PILOT 4 34 Ed 2002 Change No. 4
LAST NM 14/03**

Page 79—Paragraphs 1302 to 1306; read:
(f) *Lady's Island Bridge, across the Beaufort River, Mile 536.0 at Beaufort.* The draw shall operate as follows:
(1) On Monday through Friday, except Federal holidays:
(i) From 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., the draw need not open; and,
(ii) Between 9 a.m. to 4 p.m., the draw need open only on the hour and half-hour.
(2) At all other times the draw shall open on signal.
(FR 5/30/02) 18/03

Page 346—Paragraph 482; read:
Two repair yards are in the yacht basin on the west side of the lake at **Mile 1030.5**. Berths with electricity, gasoline, water, ice and dry storage are available. Hull, engine and electronic repairs can be made. A 35-ton lift and a marine railway for crafts up to 35 feet are available. In March 2002, an approach depth of 6 feet was reported.
(CL 907/02) 18/03

Page 347—Paragraph 483, line 7; read:
water, ice, marine supplies, pumpout and wet and dry storage

are available. Mobile lifts to 80 ...
(CL 907/02) 18/03

Page 347—Paragraph 486, lines 3 to 5; read:
water and ice are available.
(CL 908/02) 18/03

Page 347—Paragraph 489, lines 3 to 4; read:
The yard has berthage with electricity, gasoline, diesel fuel, water, ice and wet and dry storage. A 7.5-ton lift is available.
(CL 908/02) 18/03

Page 347—Paragraph 490, lines 6 to 8; read:
regulations.) A marina on the east side of the waterway, 300 yards south of the highway bridge, at **Mile 1039.7** has berths, electricity, water, ice and pumpout available. A marina on the west side of the waterway about 1 mile south of the bridge, at **Mile 1040.6** has berths, electricity, gasoline, diesel fuel, water, ice, pumpout and wet storage available.
(CL 944/01; CL 897/02) 18/03

Page 347—Paragraph 498, lines 3 to 7; read:
Just above the bridge is a marina with berths, electricity, gasoline, diesel fuel, water, ice and dry storage available. A 50-ton lift is available for hull, engine, and electronic repairs.
(CL 730/00; CL 897/02; NOS 11467) 18/03

Page 347—Paragraph 500, lines 3 to 5; read:
alongside. In May 2002, the reported depth was 6 feet from the waterway into the basin. Electricity, gasoline, diesel fuel, water, ice, and wet storage are available.
(CL 897/02) 18/03

Page 347—Paragraph 504; strike out.
(NOS 11467) 18/03

Page 349—Paragraph 539, line 3; read:
water, marine supplies, pumpout, launching ramp, and wet and dry storage. An 88-ton lift is available for hull, engine, ...
(CL 897/02) 18/03

Page 350—Paragraph 550, line 8 to Paragraph 551; read:
depth is 8 feet to the piers. Gasoline, diesel fuel, water, ice, pumpout, wet and dry storage are available. A 68-ton mobile lift is available for complete marine repairs.
(CL 897/02; NOS 11467) 18/03

Page 352—Paragraph 590, line 3; read:
water, ice, marine supplies, pumpout and wet storage can be obtained. Fixed lifts to 30 ...
(CL 897/02) 18/03

COAST PILOT 4 34 Ed 2002 Change No. 5

Page 228—Paragraph 136, lines 8 to 9; read:
telephone 910-457-6909 (Southport) or 910-457-6916 (Wilmington), FAX 910-457-9291, cable address CAPFRPI-

COAST PILOT 4 (Continued)

LOT. The ... (CL 2349/02)	18/03	depth of 6 ... (CL 14/03)	18/03
Page 252—Paragraph 90, lines 3 to 5; read: electricity, gasoline, diesel fuel, pumpout, water, ice, and marine supplies are available. Engine and electronic repairs can be made. In December 2002, the privately marked and maintained channel had a reported controlling depth of 10 feet. (CL 2371/02)	18/03	Page 333—Paragraph 203, lines 5 to 8; read: miles above the mouth. Berthing, electricity, gasoline, diesel fuel, water, ice, pumpout, and engine and electronic repairs are available. Depths of 7 feet are reported in the approach to the facility with 12 feet alongside the piers. The waterway enters Hell Gate ... (CL 73/03)	18/03
Page 252—Paragraph 91, line 3; read: diesel fuel, water, ice, marine supplies, pumpout, and lift to 77 ... (CL 14/03)	18/03	Page 334—Paragraph 215, lines 3 to 5; read: creek about 1.1 miles above the mouth. Berthage with gasoline, water, ice, wet and dry storage, a 4-ton lift, and a marine railway for crafts up to 24 feet are available. A Coast Guard ... (CL 2371/02)	18/03
Page 268—Paragraph 149, line 4; read: fuel, water, ice, marine supplies, pumpout and boat storage. Hull and engine repairs can be made. A 2-ton mobile hoist and a marine railway for crafts up to 35 feet are available. (CL 1217/02)	18/03	COAST PILOT 4 34 Ed 2002 Change No. 6	
Page 284—Paragraph 162, lines 1 to 6; read: On the north bank of the creek, just westward of the bridge is a fish camp with berths, electricity, gasoline, water, ice, launching ramp and limited marine supplies and a marina with berths, gasoline, diesel fuel, water, ice, and marine supplies. A 15-ton mobile lift is available and hull repairs can be made. On the eastward side of the bridge is a marina with berths, electricity, gasoline, water, ice and marine supplies. A 10-ton mobile lift ... (CL 923/02)	18/03	Page 6—Paragraph 143, line 7; read: principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lights.htm . Mariners should refer to these publications for detailed ... (08/03 CG7)	18/03
Page 285—Paragraph 165, line 8; read: industrial park is prominent from the river. A marina at pier 11 has berths, electricity, water, ice, and 30-ton mobile lift; all types of repairs can be made. A boatyard that repairs ... (CL 1744/02)	18/03	Page 82—Paragraph 1427, line 5 to Page 86—Paragraph 1600; read: subject to any penalties under 33 U.S.C. 1232.	
Page 285—Paragraph 167, line 8; read: 38-foot fixed span with a clearance of 14 feet. Berths, gasoline, electricity, water, ... (CL 1744/02)	18/03	Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos §160.201 General. This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe: (a) Applicability and exemptions from requirements in this subpart; (b) Required information in an NOA; (c) Required changes to an NOA; (d) Methods and times for submission of an NOA and changes to an NOA; (e) How to obtain a waiver; and (f) Requirements for submission of the Notice of Hazardous Conditions.	
Page 327—Paragraph 84, lines 2 to 5; read: The channel is marked by a light and daybeacons. (NOS 11553, Dwg #21)	18/03	§160.202 Applicability. (a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States. (b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 <i>et seq.</i> (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. (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 ves-	
Page 332—Paragraph 182, lines 9 to 10; read: electricity, gasoline, diesel fuel, water, ice, pumpout and wet storage are available. A 30-ton travel lift is available; hull, engine and electronic repairs can be made. (CL 2077/02)	18/03		
Page 332—Paragraph 184, lines 8 to 10; read: above the bridge on the east side of the waterway. Berths, gasoline, electricity, water, ice, pumpout, marine supplies, and a launching ramp are available. In December 2002, a			

COAST PILOT 4 (Continued)

sel and each barge under its control.

§160.203 Exemptions.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(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.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(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.

(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:

(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).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(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).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

(i) Acetone cyanohydrin,

(ii) Allyl alcohol,

(iii) Chlorosulfonic acid,

(iv) Crotonaldehyde,

(v) Ethylene chlorohydrin,

(vi) Ethylene dibromide,

(vii) Methacrylonitrile, and

(viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may

COAST PILOT 4 (Continued)

adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in

which a vessel is bound to anchor or moor.

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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(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
<i>(2) Voyage Information:</i>			
(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
<i>(3) Cargo Information:</i>			
(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

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(4) <i>Information for each Crewmember Onboard:</i>			
(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) <i>Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country).	X	X	X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i>			
(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) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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

COAST PILOT 4 (Continued)

of the following methods:

- (i) By direct connection with USCS or by purchasing the proper software; or
 - (ii) Using a service provider or a Port Authority.
- (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.

(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.

(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.

(3) Times for submitting NOAs are as 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.

(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.

(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.

(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.

(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.

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

COAST PILOT 4 34 Ed 2002 Change No. 7

Page 206—Paragraph 161, lines 3 to 4; read:

In October 2002, the controlling depth through the dredged channel was 6.8 feet. The channel is well marked, but strangers should not attempt ...

(BPs 179420-21)

18/03

Page 234—Paragraph 62, lines 4 to 12; read:

provisions, marine supplies, pump-out station and wet and dry storage are available. A 7.5-tonlift and hull and engine repairs are available. Another marina is at **Belle Isle Garden** ...

(CL 183/03; CL 262/03; NOS 11534)

18/03

Page 292—Paragraph 71, line 4; read:

end of the jetty is awash. In June 2002, severe shoaling existed ...

(BPs 178137-48)

18/03

Page 329—Paragraph 114, line 8; read:

gasoline, diesel fuel, berthing, nautical supplies, water, ice, electricity, pump-out station and launching ramps. Depths of 2.0 to 4.5 feet ...

(CL 2286/02)

18/03

COAST PILOT 4 (Continued)

Page 329—Paragraph 120, line 6; read:
made. At **Mile 314.5**, a marina has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, and wet and dry storage. A 9-ton lift is available and hull, engine and electronic repairs can be made.

(CL 262/03) 18/03

Page 329—Paragraph 123; read:

From **Mile 323.3** to **Mile 324.0**, there are numerous small-craft facilities on both sides of the waterway. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, ramps and wet and dry storage are available. A 7.5-ton lift and hull and motor repairs are available.

(CL 1302/99) 18/03

Page 330—Paragraph 128, lines 14 to 17; read:

117.59 and **117.821(b)(6)**, chapter 2, for regulations.) An overhead power cable just east of the bridge has a clearance of 85 feet.

(NOS 11534; CL 1906/02) 18/03

Page 330—Paragraph 131, line 5 to Paragraph 132; read:
about 5 feet. A marina at **Mile 345.0**, on the north side of the waterway, has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, nautical supplies, and wet and dry storage. A 20-ton lift is available.

A marina on the north side of the waterway at **Mile 346.3** has gasoline, water, ice, and dry storage. A 60-ton lift and hull, engine and electronic repairs are available. A yacht basin is off the south side of the waterway at **Mile 347.0**; depths of 4 feet were reported in the approach and alongside the berths in 2002. Electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage, a launching ramp and marine supplies are available. A 35-ton mobile hoist is available and hull and engine repairs can be made.

(NOS 11534; CL 262/03) 18/03

Page 330—Paragraph 148, lines 3 to 5; read:

gasoline, diesel fuel, water, ice, marine supplies, launching ramp, pump-out station, and wet and dry storage available. A depth of 15 feet was reported alongside the berths. At **Mile 394.4**, a marina on the east side of the waterway has berths, electricity, ice and pump-out station available.

(CL 262/03) 18/03

COAST PILOT 4 34 Ed 2002 Change No. 8

Page 211—Paragraph 257, lines 5 to 6; read:
both sides. Depths in the channel, in June 2002, were reported to be 4.5 feet or more for 3 miles above the light. A marina on the west shore of Clubfoot Creek, at the entrance to Mitchell Creek, has berths, electricity, gasoline, diesel fuel, pump-out station, water, and ice.

(CL 820/02; DB 225) 18/03

Page 327—Paragraph 87, line 4; read:

long which connects with the head of **Core Creek**. A

marina, through a canal on the west side of the waterway, at **Mile 194.2**, has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, launching ramp and wet storage. In 2003, 6 feet was reported in the approach and alongside. State Route ...

(CL 185/03) 18/03

Page 327—Paragraph 87, lines 7 to 11; read:

just below the bridge have a least clearance of 85 feet. A boatyard south of the bridge on the east side of the waterway at **Mile 196.1**, has berths, electricity and dry storage. A 70-ton lift is available and hull, engine and electronic repairs can be made. A small-craft facility on the east side of the waterway at **Mile 197.3**, has berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, pump-out station, marine supplies, and wet and dry storage. A 220-ton lift and a marine railway that can handle craft to 120 feet are available; hull, engine and electronic repairs can be made.

(CL 211/02; CL 185/03) 18/03

Page 328—Paragraph 95, lines 5 to 7; read:

with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, and marine supplies. Lifts to 60 tons are available; hull, engine and electronic repairs can be made.

(CL 2280/02; CL 76/03; CL 184/03) 18/03

Page 328—Paragraph 96, lines 3 to 7; read:

a marina with 8 feet of water reported in 2002 alongside the piers. Berthage with electricity, gasoline, diesel fuel, water, ice, and wet storage are available. In 2000, 6 feet was reported in the marked entrance channel. A 60-ton mobile lift is available for hull, engine and electronic repairs.

(CL 2285/02; NOS 11541) 18/03

Page 328—Paragraph 101, lines 2 to 4; read:

is a marina with berths, electricity, gasoline, diesel fuel, launching ramp, water, ice, and wet and dry storage available. A 40-ton lift is available for hull and engine ...

(CL 2307/02) 18/03

COAST PILOT 4 34 Ed 2002 Change No. 9

Page 111—Paragraph 2369, line 2; read:

Channel.

§165.759 Security Zones; Ports of Jacksonville, Fernandina, and Canaveral, Florida.

(a) *Regulated area.* Moving security zones are established 100 yards around all tank vessels, cruise ships, and military pre-positioned ships during transits entering or departing the ports of Jacksonville, Fernandina, and Canaveral, Florida. These moving security zones are activated when the subject vessels pass the St. Johns River Sea Buoy, at approximate position 30°23'35"N., 81°19'08"W., when entering the port of Jacksonville, or pass Port Canaveral Channel Entrance Buoys #3 or #4, at respective approximate positions 28°22.7'N., 80°31.8'W., and 28°23.7'N., 80°29.2'W., when entering Port Canaveral. Fixed security zones are established 100 yards around all tank vessels,

COAST PILOT 4 (Continued)

cruise ships, and military pre-positioned ships docked in the Ports of Jacksonville, Fernandina, and Canaveral, Florida.

(b) *Regulations.* In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port, or a Coast Guard commissioned, warrant, or petty officer designated by him. The Captain of the Port will notify the public of any changes in the status of this zone by Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

(c) *Definition.* As used in this section: cruise ship means a passenger vessel, except for a ferry, greater than 100 feet in length that is authorized to carry more than 12 passengers for hire.

(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.

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Florida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida.* Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: “LW” buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes “PE” buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the “M” buoy, at approximate position 25°46.1'N., 80°05.0'W., when entering the Port of Miami; and “KW” buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points 25°46.79'N., 080°10.90'W., to 25°46.77'N., 080°10.92'W to 25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or

vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main Channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders, which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26°05.41'N., 080°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W. easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their positions while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into those zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via

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Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, 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.

(4) The Captain of the Port Miami may waive any 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 the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passengers for hire making voyages lasting more than 24 hours, except for a ferry.

(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.

(CL 314/03; FR 01/23/03)

18/03

COAST PILOT 4 34 Ed 2002 Change No. 10

Page 138—Paragraphs 3241 to 3249; read:

(f) *Duration.* A permit remains valid for the period specified on it unless it is revoked, suspended, or modified pursuant to subpart D of 15 CFR part 904 or, in the case of a vessel or dealer permit, the vessel or dealership is sold.

(g) *Transfer—(1) Vessel permits, licenses, and endorsements and dealer permits.* A vessel permit, license, or endorsement or a dealer permit issued under this section is not transferable or assignable, except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king mackerel permit, in paragraph (r) of this section for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish, in §622.17(c) for a commercial vessel permit for golden crab, in §622.18(e) for a commercial vessel permit for South Atlantic snapper-grouper, or in §622.19(e) for a commercial vessel permit for South Atlantic rock shrimp. A person who acquires a vessel or dealership who desires to conduct activities for which a permit, license, or endorsement is required must apply for a permit, license, or endorsement in accordance with the provisions of this section. If the acquired vessel or dealership is currently permitted, the application must be accompanied by the original permit and a copy of a signed bill of sale or equivalent acquisition papers.

(2) *Operator permits.* An operator permit is not transferable.

(h) *Renewal—(1) Vessel permits, licenses, and endorsements and dealer permits.* Although a vessel permit, license,

or endorsement or a dealer permit required by this section is issued on an annual basis, an application for its renewal is required only every 2 years. In the interim years, renewal is automatic (without application) for a vessel owner or a dealer who has met the specific requirements for the requested permit, license, or endorsement; who has submitted all reports required under the Magnuson-Stevens Act; and who is not subject to a sanction or denial under paragraph (j) of this section. An owner or dealer whose permit, license, or endorsement is expiring will be mailed a notification by the RA approximately 2 months prior to its expiration. That notification will advise the status of the renewal. That is, the notification will advise that the renewal will be issued without further action by the owner or dealer (automatic renewal); that the permit, license, or endorsement is ineligible for automatic renewal; or that a new application is required.

(i) *If eligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is eligible for automatic renewal, the RA will mail the automatically renewed permit, license, or endorsement approximately 1 month prior to expiration of the old permit, license, or endorsement.

(ii) *If ineligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is ineligible for automatic renewal, the notification will specify the reasons and will provide an opportunity for correction of any deficiencies. If the owner or dealer does not correct such deficiencies within 60 days after the date of the RA's notification, the renewal will be considered abandoned. A permit, license, or endorsement that is not renewed with the applicable deadline will not be reissued.

(iii) *If new application is required.* If the RA's notification indicates that a new application is required, the notification will include a preprinted renewal application. If the RA receives an incomplete application, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 30 days of the date of the RA's letter of notification, the application will be considered abandoned. A permit, license, or endorsement that is not renewed within the applicable deadline will not be reissued.

(iv) *If notification is not received.* A vessel owner or dealer must contact the RA if he/she does not receive a notification from the RA regarding status of renewal of a permit, license, or endorsement by 45 days prior to expiration of the current permit.

(2) *Operator permits.* An operator permit required by this section is issued for a period not longer than 3 years. A permit not renewed immediately upon its expiration would expire at the end of the operator's birth month that is between 2 and 3 years after issuance. For renewal, a new application must be submitted in accordance with paragraph (b)(4) of this section.

(i) *Display.* A vessel permit, license, or endorsement issued under this section must be carried on board the vessel. A dealer permit issued under this section, or a copy thereof, must be available on the dealer's premises. In addition, a

COAST PILOT 4 (Continued)

copy of the dealer's permit must accompany each vehicle that is used to pick up from a fishing vessel reef fish harvested from the Gulf EEZ. The operator of a vessel must present the vessel permit, license, or endorsement for inspection upon the request of an authorized officer. A dealer or a vehicle operator must present the permit or a copy for inspection upon the request of an authorized officer. An operator of a vessel in the South Atlantic rock shrimp fishery must present his/her operator permit and one other form of personal identification that includes a picture (driver's license, passport, etc.) for inspection upon the request of an authorized officer.

(i) *Sanctions and denials.* (1) A permit, license, or endorsement issued pursuant to this section may be revoked, suspended, or modified, and a permit, license, or endorsement application may be denied, in accordance with the procedures governing enforcement-related permit sanctions and denials found at subpart D of 15 CFR part 904.

(2) A person whose operator permit is suspended, revoked, or modified may not be aboard any fishing vessel subject to Federal fishing regulations in any capacity, if so sanctioned by NOAA, while the vessel is at sea or offloading. The vessel's owner and operator are responsible for compliance with this measure. A list of operators whose permits are revoked or suspended may be obtained from the RA.

(FR 1/16/03)

18/03

COAST PILOT 4 34 Ed 2002 Change No. 11

Page 136—Paragraph 3197; read:

(viii) *South Atlantic rock shrimp.* (A) For a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ or possess rock shrimp in or from the South Atlantic EEZ, a commercial vessel permit for rock shrimp must be issued to the vessel and must be on board. (See paragraph (a)(5) of this section for the requirements for operator permits for the South Atlantic rock shrimp fishery.)

(B) In addition, effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board. See §622.19 for limitations on the issuance, transfer, renewal, and reissuance of a limited access endorsement for South Atlantic rock shrimp.

(FR 1/16/03)

18/03

Page 137—Paragraph 3207, line 9; read:

and must have a physical facility at a fixed location in such state(s).

(5) *Operator permits.* (i) Effective May 16, 2003, for a person to be an operator of a vessel fishing for rock shrimp in the South Atlantic EEZ or possessing rock shrimp in or from the South Atlantic EEZ, or to be an operator of a vessel that has a valid permit for South Atlantic rock shrimp issued under this section, such person must have and carry on board a valid operator permit and one other form of personal identification that includes a picture (driver's license, passport,

etc.).

(ii) An owner of a vessel that fishes for rock shrimp in the South Atlantic EEZ or possess rock shrimp in or from the South Atlantic EEZ, and an owner of a vessel that has a valid permit for rock shrimp issued under this section, must ensure that at least one person with a valid operator permit for the South Atlantic rock shrimp fishery is aboard while the vessel is at sea or offloading.

(FR 1/16/03)

18/03

Page 137—Paragraph 3236, line 5 to Paragraph 3237; read: color code).

(4) *Operator permits.* An applicant for an operator permit must provide the following:

(i) Name, address, telephone number, and other identifying information specified on the application.

(ii) Two recent (no more than 1-yr old), color, passport-size photographs.

(iii) Any other information that may be necessary for the issuance or administration of the permit, as specified on the application form.

(c) *Change in application information.* The owner or operator of a vessel with a permit, a person with a coral permit, a person with an operator permit, or a dealer with a permit must notify the RA within 30 days after any change in the application information specified in paragraph (b) of this section. The permit is void if any change in the information is not reported within 30 days.

(FR 1/16/03)

18/03

Page 138—Paragraph 3251; read:

(1) *Replacement.* A replacement permit, license, or endorsement may be issued. An application for a replacement permit, license, or endorsement is not considered a new application. An application for a replacement operator permit must include two new photographs, as specified in paragraph (b)(4)(ii) of this section.

(FR 1/16/03)

18/03

Page 144—Paragraphs 3379 to 3380; read:

(b) Falsify information on an application for a permit, license, or endorsement or submitted in support of such application, as specified in §622.4(b), (g), (p), (q), or (r) in §§622.18 or 622.19.

(c) Fail to display a permit, license, or endorsement, or other required identification, as specified in §622.4(i).

(FR 1/16/03)

18/03

Page 145—Paragraph 3408; read:

(z) Fish for or possess golden crab in or from a fishing zone or sub-zone of the South Atlantic EEZ other than the zone or sub-zone for which the vessel is permitted or authorized, as specified in §622.17(b).

(aa) Falsify information submitted regarding an application for testing a BRD, testing of a BRD, or the results of such testing, as specified in §622.41(g)(3)(1) or (h)(3).

(bb) Make a false statement, oral or written, to an authorized officer regarding the installation, use, operation, or maintenance of a vessel monitoring system (VMS) unit or

COAST PILOT 4 (Continued)

communication service provider.

(cc) Operator or own a vessel that is required to have a permitted operate aboard when the vessel is at sea or offloading without such operator aboard, as specified in §622.4(a)(5)(i) and (ii).

(dd) When a vessel that is subject to Federal fishing regulations is at sea or offloading, own or operate such vessel with a person aboard whose operator permit is revoked, suspended, or modified.

(ee) Fail to comply with any provision related to a vessel monitoring system as specified in §622.9, including but not limited to, requirements for use, installation, activation, access to data, procedures related to interruption of VMS operation, and prohibitions on interference with the VMS.

(FR 1/16/03; 50 CFR 622) 18/03

**COAST PILOT 5 30 Ed 2003 Change No. 10
LAST NM 14/03**

Page 81—Paragraph 1325; read:

The draw of the Pelican Island Causeway bridge across Galveston Channel, mile 4.5 of the Galveston Channel, (GIWW mile 356.1) at Galveston, Texas, shall open on signal; except that, from 6:40 a.m. to 8:10 a.m., 12 noon to 1 p.m., and 4:15 p.m. to 5:15 p.m. Monday through Friday except Federal holidays, the draw need not be opened for passage of vessels. Public vessels of the United States and vessels in distress shall be passed at any time.

(5/22/02; 33 CFR 117) 18/03

Page 342—Paragraph 47, lines 5 to 6; read:

with a radiotelephone and monitor VHF-FM channels 13, 14, 16, and 20 and use channel 14 as a working channel. The pilot office ...

(CL 419/03) 18/03

COAST PILOT 5 30 Ed 2003 Change No. 11

Page 6—Paragraph 144, line 7; read:

principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer to these publications for detailed ...

(08/03 CG7) 18/03

Page 250—Paragraph 69, lines 6 to 8; read:

mile NE of Cat Point. In August 2002, the controlling depths were 2.2 feet in the entrance channel, thence 1.3 feet in the W arm of the channel paralleling the shore at Eastport and 1.6 ...

(BP 178910) 18/03

Page 257—Paragraph 212, lines 3 to 4; read:

bridge at Freeport. In August 2002, the controlling depth was 3.4 feet (7.5 feet at midchannel) in the channel with 6.4 to 12 feet in ...

(CL 2026/02; BPs 178862-67) 18/03

Page 272—Paragraph 153, lines 4 to 6; read:

Dauphin Island village. In August 2002, the controlling depth in the entrance channel was 3.6 feet (6.4 feet at mid-channel), thence 2.2 to 7.0 feet in the basin. The channel is marked with lights and ...

(BPs 178765-66) 18/03

COAST PILOT 5 30 Ed 2003 Change No. 12

Page 87—Paragraph 1587, line 5 to Page 91—Paragraph 1760; read:

to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos

§160.201 General.

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

- (a) Applicability and exemptions from requirements in this subpart;
- (b) Required information in an NOA;
- (c) Required changes to an NOA;
- (d) Methods and times for submission of an NOA and changes to an NOA;
- (e) How to obtain a waiver; and
- (f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*

(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.

(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.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(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.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the

COAST PILOT 5 (Continued)

Red River; and

(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.

(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:

(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).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(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).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

(i) Acetone cyanohydrin,

(ii) Allyl alcohol,

(iii) Chlorosulfonic acid,

(iv) Crotonaldehyde,

(v) Ethylene chlorohydrin,

(vi) Ethylene dibromide,

(vii) Methacrylonitrile, and

(viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demise-

COAST PILOT 5 (Continued)

(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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(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
<i>(2) Voyage Information:</i>			
(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
<i>(3) Cargo Information:</i>			
(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
<i>(4) Information for each Crewmember Onboard:</i>			
(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
<i>(5) Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country).	X	X	X
<i>(6) Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X

COAST PILOT 5 (Continued)

(7) <i>International Safety Management (ISM) Code Notice:</i>			
(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) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	x	x	x

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(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.

(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.

(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.

(3) Times for submitting NOAs are as 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.

(b) *Submission of changes to NOA.* (1) Except as set out in paragraph (b)(2) of this section, vessels must submit

COAST PILOT 5 (Continued)

changes in NOA information within the times required in paragraph (b)(3) of this section.

(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.

(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.

(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.

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

COAST PILOT 5

30 Ed 2003

Change No. 13

Page 215—Paragraph 211, lines 11 to 12; read:

highway bridge at Naples. **Gordon Pass Light 1** (26°05' 29"N., 81°48'41"W.), marks the entrance. The channel is ...

(07/03 CG7; LL/02)

18/03

Page 283—Paragraph 329, lines 12 to 15; read:

30°19'55"N., 89°15'05"W. In March 2003, a replacement highway bridge with a bascule span was under construction with a design clearance of 29 feet about 2 miles above the mouth of the bayou. An overhead power cable crossing ...

(09/03 CG8; 34/99 CG8; CL 2132/02;

FR 11/15/02)

18/03

Page 358—Paragraph 337, line 4; read:

thence 5 to 6 feet to the Interstate Route 90 bridge on the Beaumont-Houston ...

(CL 94/03)

18/03

COAST PILOT 6

32 Ed 2002

**Change No. 25
LAST NM 6/03**

Page 4—Paragraph 52, line 7; read:

principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lights.htm. Mariners should refer to these publications for detailed ...

(08/03 CG7)

18/03

Page 57—Paragraph 893, line 5 to Page 60—Paragraph 1067; read:

subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos**§160.201 General.**

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

(a) Applicability and exemptions from requirements in this subpart;

(b) Required information in an NOA;

(c) Required changes to an NOA;

(d) Methods and times for submission of an NOA and changes to an NOA;

(e) How to obtain a waiver; and

(f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*

(c) Unless otherwise specified in this subpart, the owner,

COAST PILOT 6 (Continued)

agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.

(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.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(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.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(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.

(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:

(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).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(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).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

(i) Acetone cyanohydrin,

(ii) Allyl alcohol,

(iii) Chlorosulfonic acid,

(iv) Crotonaldehyde,

(v) Ethylene chlorohydrin,

(vi) Ethylene dibromide,

(vii) Methacrylonitrile, and

(viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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

COAST PILOT 6 (Continued)

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(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
<i>(2) Voyage Information:</i>			
(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
<i>(3) Cargo Information:</i>			
(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

COAST PILOT 6 (Continued)

(4) <i>Information for each Crewmember Onboard:</i>			
(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) <i>Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country).	X	X	X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i>			
(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) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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

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of the following methods:

- (i) By direct connection with USCS or by purchasing the proper software; or
 - (ii) Using a service provider or a Port Authority.
- (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.

(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.

(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.

(3) Times for submitting NOAs are as 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.

(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.

(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.

(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.

(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.

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

**COAST PILOT 7 34 Ed 2002 Change No. 5
LAST NM 10/03**

Page 138—Paragraphs 3395 to 3408; strike out.

(FR 5/30/02)

18/03

Page 164—Paragraph 4218; insert after:

§334.1215 Port Gardner, Everett Naval Base, Naval Restricted Area, Everett, Washington.

(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 47°59'40"N., 122°13'23.5"W.; thence to 47°59'40"N., 122°13'30"W. (Point 2); thence to 47°59'20"N., 122°13'33"W. (Point 3); thence to 47°59'13"N., 122°13'38"W. (Point 4); thence to 47°59'05.5"N., 122°13'48.5"W. (Point 5); thence to 47°58'51"N., 122°14'04"W. (Point 6); thence to 47°58'45.5"N., 122°13'53"W. (Point 7); thence to 47°58'45.5"N., 122°13'44"W. (Point 8); thence to 47°58'48"N., 122°13'40"W. (Point 9); thence to 47°58'59"N., 122°13'30"W. (Point 10); thence to 47°59'14"N., 122°13'18"W. (Point 11); thence to 47°59'13"N., 122°13'12"W. (Point 12); thence to 47°59'20"N., 122°13'08"W. (Point 13); thence to 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 Water-

COAST PILOT 7 (Continued)

way.

(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.

(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.

(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.

(FR 5/24/02)

18/03

COAST PILOT 7 34 Ed 2002 Change No. 6

Page 6—Paragraph 144, line 7; read:

principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer to these publications for detailed ...

(08/03 CG7)

18/03

Page 129—Paragraph 3059, line 5; read:

(b)(1).

§165.1108 Security Zones; Cruise Ships, Port of San Diego, California.

(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.

(b) *Location.* The following areas are security zones:

(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.

(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

(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.

(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.

(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.

(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.

(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.

(FR 1/8/03)

18/03

Page 131—Paragraph 3122, line 3; read:

Anchorage G and the Middle Breakwater.

§165.1155 Security Zone; Diablo Canyon Nuclear Power Plant, Avila Beach, California.

(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].

(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.

(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.

(c) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(FR 12/18/02)

18/03

Page 134—Paragraph 3280, line 6; read:

representative.

§165.1183 Security Zones; Cruise Ships and Tank Vessels, San Francisco Bay and Delta ports, California.

(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.

(b) *Location.* The following areas are security zones:

(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);

(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 pro-

COAST PILOT 7 (Continued)

cess 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).

(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).

(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.

(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.

(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 is either ordered by, or given permission from, the COTP San Francisco Bay to do otherwise.

(d) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(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.

(FR 12/31/02)

18/03

COAST PILOT 7 34 Ed 2002 Change No. 7

Page 102—Paragraph 2126, line 5 to Page 105—Paragraph 2304; read:

subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos**§160.201 General.**

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

(a) Applicability and exemptions from requirements in this subpart;

(b) Required information in an NOA;

(c) Required changes to an NOA;

(d) Methods and times for submission of an NOA and changes to an NOA;

(e) How to obtain a waiver; and

(f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*

(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.

(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.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(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.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(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.

(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:

(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).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(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).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

COAST PILOT 7 (Continued)

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
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COAST PILOT 7 (Continued)

(1) <i>Vessel Information:</i> (i) Name; (ii) Name of the registered owner; (iii) Country of registry; (iv) Call sign; (v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number; (vi) Name of the operator; (vii) Name of the charterer; and (viii) Name of classification society.	X X X X X X X X	X X X X X X X X	X X X X X X X X
(2) <i>Voyage Information:</i> (i) Names of last five ports or places visited; (ii) Dates of arrival and departure for last five ports or places visited; (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; (iv) For each port or place in the United States to be visited, the estimated date and time of arrival; (v) For each port or place in the United States to be visited, the estimated date and time of departure; (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 (vii) The name and telephone number of a 24-hour point of contact.	X X X X X X X X	X X X X X X X X	X X X X X X X X
(3) <i>Cargo Information:</i> (i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc); (ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and (iii) Amount of each certain dangerous cargo carried.	X	X X X	X X X
(4) <i>Information for each Crewmember Onboard:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport or mariners document number (type of identification and number); (v) Position or duties on the vessel; and (vi) Where the crewmember embarked (list port or place and country).	X X X X X X	X X X X X X	X X X X X X
(5) <i>Information for each Person Onboard in Addition to Crew:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport number; and (v) Where the person embarked (list port or place and country).	X X X X X	X X X X X	X X X X X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i> (i) The date of issuance for the company's Document of Compliance certificate that covers the vessel; (ii) The date of issuance for the vessel's Safety Management Certificate; and (iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.	X X X	X X X	X X X
(8) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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

COAST PILOT 7 (Continued)

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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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:

(i) By direct connection with USCS or by purchas-

ing the proper software; or

(ii) Using a service provider or a Port Authority.

(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.

(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.

(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.

(3) Times for submitting NOAs are as 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.

(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.

(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.

(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.

(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.

COAST PILOT 7 (Continued)

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

COAST PILOT 7 34 Ed 2002 Change No. 8

Page 177—Paragraph 146 to Paragraph 147, line 1; read:
54°20'N., 164°45'W.

Offshore Vessel Traffic Management Recommendations

The **United States Coast Guard Pacific Area** recommends that, where no other traffic management areas exist such as **Traffic Separation Schemes, Vessel Traffic Services, or recommended routes**, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. The USCG Pacific Area further recommends that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area.

Principal ports.—The principal deep-draft commercial ...

(CL 283/03)

18/03

Page 219—Paragraph 154, line 8; read:
Monterey.

Pilotage, Monterey Bay.—Pilotage in and out of Monterey

Bay is compulsory for all vessels of foreign registry and U.S. vessels under enrollment not having a federal licensed pilot on board. The San Francisco Bar Pilots provide pilotage to harbors in Monterey Bay (see Pilotage, San Francisco, chapter 7 for contact information.)

(CL 2301/02)

18/03

Page 237—Paragraph 279, lines 8 to 11; read:

of spans B-C and C-D are each 220 feet. The bridge span between Yerba Buena Island and Oakland has a greatest vertical clearance of 184 feet between piers G and H and a least vertical clearance of 141 feet between piers M and N. These clearances are approximate; they may be reduced by several feet due to heavy traffic on the bridge and prolonged periods of extremely high temperature, and as much as 10 feet under extreme conditions. In June 2002, a replacement bridge was under construction, just N of the existing bridge between Yerba Buena Island and Oakland, with a design clearance of 140 feet over the main navigation channel.

(CL 1581/02; NOS 18650)

18/03

Page 279—Paragraph 231, lines 9 to 14; read:

side of the harbor. A pier with a bait and tackle shop, and restaurant is located in the bight W of Little Head. A small marine railway near the foot of the pier is used for launching and retrieving small craft up to 25 feet long and 8.5 feet wide. A beach boat launch is located on the E side of the marine railway. A water taxi is available during the summer months and a floating pier is provided to access the main pier during the months of May through September. Gasoline, marine supplies, and ice are available in **Trinidad**, a town on the N shore of the cove. The harbor monitors VHF-FM channel 78.

(CL 1965/02)

18/03

Page 281—Paragraph 266, line 5; read:

entrance to the harbor is marked by lighted buoys, lights, and a lighted range.

(05/03 CG11)

18/03

Page 289—Photograph title; read:

UMPQUA RIVER

(CL 67/03)

18/03

COAST PILOT 7 34 Ed 2002 Change No. 9

Page 303—Paragraph 33; read:

Prominent features.—Columbia River Approach Lighted Whistle Buoy CR (46°11'05"N., 124°11'03"W.), about 5.3 miles SW of the entrance to Columbia River, is equipped with a racon.

(09/03 CG13; LL/02)

18/03

Page 317—Paragraph 311, lines 4 to 5; read:

over the miter sills at low water. A bascule highway bridge across the canal has a vertical clearance of 27 feet closed. The least clearance of the power cables and pipeline that

COAST PILOT 7 (Continued)

cross the canal is 67 feet. (See **207.680**, ...
(CL 2046/02; NOS 18528)

18/03

COAST PILOT 7**34 Ed 2002****Change No. 10**

Page 339—Paragraph 81, line 4; read:
chart 18468). There are two pilot boats, 16 and 22 ...
(CL 2209/02)

18/03

Page 441—Paragraph 632, lines 2 to 3; read:
advance from Commander, Navy Region Hawaii 96860.
(CL 475/03) 18/03

Page 339—Paragraph 82, line 7; read:
Telex 6734358 “MAREX”). If subsequent conditions make
it necessary ...
(CL 2209/02) 18/03

Page 441—Paragraph 633, line 4 to Paragraph 634, line 2;
read:
meet vessels at Approach Point PAPA HOTEL (21°16'06"N.,
157°56'23"W.), about 2 miles SE of the entrance buoys. All
vessels destined for Pearl Harbor must pass through this
point, which is not marked by any navigational aids.

Page 342—Paragraph 155; read:

Caution.—The U.S. Navy advises that the precautionary
area, located within a 1 mile radius centered around a point
in about 48°15'36"N., 123°15'48"W., approximately 9 miles
NNE of Ediz Hook, is used by naval vessels to conduct
equipment calibration tests. Surface vessels or submerged
submarines will occasionally be maneuvering in circles in
this area for several hours or days. When these operations are
in progress, the test facility located on the east end of Ediz
Hook will be manned and reference lights consisting of a
lazy "T" bar, 1 sec flashing yellow, 2/sec flashing red, and a
high intensity spot will be lit. The group of lights is visible-
from the N side of Ediz Hook with the "T" bar to the W and
spot light to the E. The naval vessels will be participating in
the Seattle Vessel Traffic System on VHF-FM channel 5A.
The Navy Test Facility Port Angeles will monitor VHF-FM
channels 16 and 69. Mariners transiting this area are re-
quested to proceed with caution.

(CL 2226/02; LL/02)

18/03

Pearl Harbor Control maintains a 24-hour guard on VHF-
FM channel 69. It is requested that vessels guard VHF-FM
channel 69, 1 hour before entrance, and continuously ...
(CL 316/03; CL 475/03) 18/03

Page 441—Paragraph 648; strike out.

(09/03 CG14)

18/03

Page 447—Paragraph 765, lines 2 to 6; read:

Nawiliwili Harbor. Two jetties protect the harbor and are
marked by lights on the outer ends at the entrance. Private
daybeacons mark the channel inside the harbor. The harbor
has three piers, 85 berths, a launching ramp on the N side of
the harbor, and a pump-out station. In April 1999, the con-
trolling ...

(CL 468/02; LL/02)

18/03

Page 369—Paragraph 80, line 1; read:

Burner Point, marked by a light, is on the N side of the
entrance to the inner ...
(LL/02; NOS 18477) 18/03

Page 477—Paragraph 407; strike out.

(09/03 CG14)

18/03

COAST PILOT 7**34 Ed 2002****Change No. 11**

Page 369—Paragraph 81, line 4 to Paragraph 83; read:

development and resort of the same name. A series of
exposed piles are on the NW side of the inner bay. Several
private small-craft floats are in the bay.

A marina, on the N side of the bay and just W of Burner
Point, has berths for nearly 300 craft; electricity, gasoline,
diesel fuel, water, ice, and some marine supplies are avail-
able. Reported depths of 16 feet can be taken to the floats.
The entrance to the fuel dock is reported to shoal on the right
side at low tide.

The Twins are two islands at the extreme SW end of Port
Ludlow. The small bay S of The Twins is sometimes used as
an anchorage for small craft in rough weather. A reported
depth of 10 feet is in the entrance to the bay between the
islands.

(CL 220/03)

18/03

Page 130—Paragraphs 3088 to 3096; read:

§165.1151 Security Zones; Liquefied Hazardous Gas Tank Vessels, San Pedro Bay, California.

(a) *Definition.* “Liquefied Hazardous Gas” as used in this
section means a liquid containing one or more of the prod-
ucts 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.

(b) *Location.* The following areas are security zones:

(1) All waters, extending from the surface of the sea
floor, within a 500 yard radius around any liquefied haz-
ardous gas (LHG) tank vessel that is anchored at a desig-
nated anchorage either inside the Federal breakwaters
bounding San Pedro Bay or outside at designated anchor-
ages within three nautical miles of the breakwater;

(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;

(3) All waters, extending from the surface to the sea
floor, within 1000 yards ahead and 500 yards on each side

Page 426—Paragraph 330, line 5; read:

Molokini Island Light (20°37'50"N., 156°29'51"W.), 186
feet above the water, is shown from a 30-foot pole with a red
and ...

(09/03 CG14; LL/03)

18/03

COAST PILOT 7 (Continued)

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.

(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.

(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.

(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.

(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.

(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.

(FR 3/19/03)

18/03

Page 131—Paragraph 3123; read:

§165.T11-078 Security Zones; Golden Gate Bridge and the San Francisco-Oakland Bay Bridge, San Francisco Bay, California.

(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.

(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.

(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.

(d) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(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.

(f) *Effective Dates.* This section becomes effective at 11 a.m. PST on February 13, 2003, and will be terminated at 11:59 p.m. PDT on September 30, 2003.

§165.1181 San Francisco Bay Region, California—Regulated navigation area.

(FR 3/19/03)

18/03

**COAST PILOT 8 24 Ed 2002 Change No. 15
LAST NM 9/03**

Page 6—Paragraph 132, line 7; read:

principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer to these publications for detailed ...

(08/03 CG7)

18/03

COAST PILOT 8 24 Ed 2002 Change No. 16

Page 42—Paragraph 219, line 5 to Page 46—Paragraph 392; read:

subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos

§160.201 General.

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

- (a) Applicability and exemptions from requirements in this subpart;
- (b) Required information in an NOA;
- (c) Required changes to an NOA;
- (d) Methods and times for submission of an NOA and changes to an NOA;
- (e) How to obtain a waiver; and
- (f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

- (a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.
- (b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*
- (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.
- (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.

- (a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this

COAST PILOT 8 (Continued)

subpart:

- (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.
- (2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.
- (3) Vessels operating upon the following waters:
 - (i) Mississippi River between its sources and mile 235, Above Head of Passes;
 - (ii) Tributaries emptying into the Mississippi River above mile 235;
 - (iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and
 - (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.
- (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:
 - (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).
 - (2) Vessels operating exclusively within a Captain of the Port Zone.
 - (3) Vessels arriving at a port or place under force majeure.
 - (4) Towing vessels and barges operating solely between ports or places in the continental United States.
 - (5) Public vessels.
 - (6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.
- (c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).
- (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).
- (e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

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.

Barge means a non-self propelled vessel engaged in commerce.

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.

Certain dangerous cargo (CDC) includes any of the following:

- (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.
- (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.

(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.

(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.

(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.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

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.”

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.

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.

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.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or

COAST PILOT 8 (Continued)

manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

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.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

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.

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.

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.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(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
<i>(2) Voyage Information:</i>			
(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
<i>(3) Cargo Information:</i>			
(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
<i>(4) Information for each Crewmember Onboard:</i>			
(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

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(5) <i>Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country).	X	X	X
(6) <i>Operational condition of equipment required by §164.35 of this chapter.</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i>			
(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) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i>	X	X	X

(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.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(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.

(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.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(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.

(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:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

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.

(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.

(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.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(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:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(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.

(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.

(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

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place of destination.

(3) Times for submitting NOAs are as 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.

(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.

(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.

(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.

(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.

(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.

(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.

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.

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.)

(FR 2/28/03)

18/03

**COAST PILOT 9 20 Ed 2002 Change No. 15
LAST NM 14/03**

Page 6—Paragraph 134, line 7; read:

principal seaports. Light Lists are also available to view on the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer to these publications for detailed ...

(08/03 CG7)

18/03

Page 112—Paragraph 489, line 4; read:

but there are several off-lying dangers. In July 2002, a rock that uncovers at low tide was reported to be at 60°48.7'N., 147°44.3'W. Fishing craft use this passage ...

(CL 243/03)

18/03

Page 190—Paragraph 469, line 3; read:

and eddies. **Aiaktalik Island Light 5** (56°43'54"N., 154°03'06"W.), ...

(24/99 CG17; LL/02)

18/03

Page 190—Paragraph 476, line 2; read:

and sandy. **Whirlpool Point Light** (56°37'00"N., 154°05'36"W.), 51 ...

(24/99 CG17; LL/02)

18/03

Page 234—Paragraph 552, line 1; read:

Iliasik Islands Light (55°02'14"N., 161°56'28"W.), 95 feet ...

(24/99 CG17; LL/02)

18/03

Page 342—Paragraph 10; strike out.

(27/95 CG17)

18/03