

**SAILING DIRECTIONS CORRECTIONS**

**PUB 140**                      **2 Ed 2001**                      **LAST NM 21/03**  
Page 97—Line 43/R to Page 98—Line 30/L; read

**2. Kikladhes Nisoi**

A. **Nisos Siros to Ormos Foinikos**—The area enclosed by the meridians 24°52'39"E and 24°52'54"E, the parallel 37°23'27"N, and the shoreline to the S.

B. **Patraikos Kolpos to Akra Papas**—The area, up to a distance of 1.5 miles from the coast, that extends from the point 38°06'06"N, 21°20'42"E to the point 38°10'54"N, 21°28'30"E.

**3. Kriti (Crete)**

A. **Ormos Soudhas**—The entire area on the line that joins the following points:

- a. 35°27'53"N, 24°09'34"E.
- b. 35°30'07"N, 24°11'04"E.
- c. 35°30'12"N, 24°10'11"E.

Inside the above prohibited area is a channel for navigation, 365m wide, the axis of which passes through the following points:

- a. 35°28'45"N, 24°10'41"E.
- b. 35°28'52"N, 24°09'24"E.
- c. 35°29'46"N, 24°04'46"E.

Permission from the naval authorities, requested through the Khania Harbormaster's Office, is required for passage through the above channel during daytime and at night for all foreign flag vessels.

The area of the port of Soudhas, which is defined by the following points, is open to navigation and anchorage:

- a. 35°29'25"N, 24°04'38"E.
- b. 35°29'40"N, 24°04'46"E.
- c. 35°29'51"N, 24°04'51"E.
- d. 35°30'04"N, 24°03'48"E.

(Gr Annual Notice No. 5 of 2003) 22/03

Page 98—Lines 10 to 21/R; read:

g. **Ormos Ayios Marina**—Approaching and landing at the naval installations on the N shore of the bay are prohibited.

Anchorage and fishing are prohibited up to a distance of 450m from the coast of the same area.

h. **Akra Limnonari**—The area up to a distance of 100m from the coast extending from the point 38°48'40"N, 24°40'30"E to the point 38°48'35"N, 24°40'40"E.

(Gr Annual Notice No. 5 of 2003) 22/03

Page 116—Line 27/L; insert after:

Vessels over a certain age carrying persistent oils (as stated in Regulation 15a of Israeli Regulations of Shipping and Ports) will not be allowed to enter Israeli territorial waters, as follows:

- 1. Mediterranean Sea—Vessels 25 years of age and older.
- 2. Gulf of Eilat—Vessels 20 years of age and older. (PUBS 015/03) 22/03

Page 130—Line 14/L; insert after:

It has been reported (2003) that foreign-flagged vessels must provide pre-arrival information, via telex, to COMP-AMARE (the harbor authority of the port) 72 hours prior to arrival in order to be allowed to enter the port. If the sailing time to the arrival port is less than 72 hours, the message should be sent prior to leaving the previous port. Vessels failing to comply will have to wait 72 hours before being allowed to enter Italian ports.

**Special Tanker Ordinances**

Single-hull tankers over 5,000 dwt and over 15 years of age carrying heavy fuels, waste oils, heavy crude oil, bitumen, and tar are prohibited from entering Italian ports. (PUBS 015/03) 22/03

Page 157—Line 8/L; insert after:

**Regulations** **158**  
(NIMA) 22/03

Page 158—Line 21/L; read:

**Regulations**

Single-hull tankers over 15 years old carrying heavy fuel, bitumen, or other polluting substances may not enter the Exclusive Economic Zone of Morocco without prior permission of the Directorate of the Moroccan Merchant Marine.

Permission must be requested 24 hours in advance; the following information should be included in the request:

- 1. Vessel name.
- 2. Call sign and IMO number.
- 3. Name and address of owner.
- 4. Name and address of charterer.
- 5. Classification society.
- 6. Position.
- 7. Last port of loading and destination.
- 8. Type and quantity of cargo.
- 9. Name of technical management company.

(Fr NM 5/03) 22/03

**PUB 148**                      **7 Ed 2001**                      **LAST NM 24/02**

Page 81—Line 9/L; read:  
Port Captain at Cristobal or Balboa 96 hours advance notice by  
(PUBS 018-03) 22/03

Page 81—Line 47/L; insert after:

As of July 1, 2003 all vessels greater than 300 gross tons or over 20m long must be equipped with an Automatic Iden-

**PUB 148 (Continued)**

tification System (AIS) transponder that meets the standards set by the International Maritime Organization.  
(PUBS 018-03) 22/03

**PUB 153 9 Ed 2000 LAST NM 15/03**

Page 91—Line 37/R; read:  
requires that vessels forward their ETA at least 96 hours in  
(PUBS 018-03) 22/03

Page 92—Line 5/L; read:  
by radio to the Traffic Management not less than 96 hours in  
(PUBS 018-03) 22/03

Page 92—Line 19/R; insert after:  
As of July 1, 2003 all vessels greater than 300 gross tons or over 20m long must be equipped with an Automatic Identification System (AIS) transponder that meets the standards set by the International Maritime Organization.  
(PUBS 018-03) 22/03

**PUB 160 2 Ed 2002 LAST NM 21/03**

Page 114—Line 6/R; insert after:  
Vessels over a certain age carrying persistent oils (as stated in Regulation 15a of Israeli Regulations of Shipping and Ports) will not be allowed to enter Israeli territorial waters, as follows:

1. Mediterranean Sea—Vessels 25 years of age and older.
  2. Gulf of Eilat—Vessels 20 years of age and older.
- (PUBS 015/03) 22/03

Page 209—Line 8/L; insert after:  
**Regulations** 210  
(NIMA) 22/03

Page 210—Line 10/R; insert after:  
**Regulations**

All vessels calling at Al Ahmadi (Hodeidah), Salif, Ras Isa Marine Terminal, and Al Mukha are required to submit the following documentation, via the agent, at least 24 hours prior to arrival.

1. Crew list.
  2. Owner and charterer details.
  3. Cargo manifest and cargo plan.
  4. Dangerous cargo manifest.
  5. Copy of last port clearance.
- (PUBS 016-03) 22/03

**PUB 172 9 Ed 2001 LAST NM 20/03**

Page 109—Lines 48 to 49/R; read:  
but the maximum draft allowed is 13m. Vessels up to 55,000 dwt, with a maximum length of 220m, can be accommodated.  
(PUBS 017-03) 22/03

Page 128—Line 7/R; insert after:  
Vessels that are 20 years of age or older will not be allowed to load at the terminal.  
(PUBS 017-03) 22/03

Page 131—Lines 30 to 47/R; read:  
**Pilotage.**—Pilotage is compulsory for vessels over 150 nrt and is available 24 hours. Pilots may be contacted by VHF and board about 3 miles E of head of the E breakwater. Vessels should send an ETA message 96 hours, 48 hours, 36 hours, and 24 hours in advance through the agent or by telex/fax; the port should be contacted directly on VHF channel 16 when 3 to 4 hours from arrival. The first message should include the vessel's length, draft, nrt, grt, cargo distribution details, last port of call, next port of call, and vessel's flag. Pilotage can be provided with 1 hour notice.

All inbound vessels should contact the port when within VHF range. All vessels in the port should maintain a continuous listening watch on VHF channel 12.

**Regulations.**—Ship-to-ship operations may only be conducted in Anchorage C. Berthing is allowed during daylight hours only. Unberthing may be done at any time. Pilotage and the use of a tug are required when the maneuvering vessel in a ship-to-ship berthing/unberthing operation is 170m long or greater and is without operational bow thrusters.

Operations are suspended during the monsoon season and when any of the following conditions exist:

1. Wind speed of 25 knots or more.
2. Swells of 1.5m or more.
3. Visibility of 500m or less.

**Anchorage.**—Designated anchorage areas, best be seen on the chart, have been established SE of Mina Raysut. They are used, as follows:

1. Area A—Vessels waiting for a berth.
2. Area B—Vessels requiring offshore services.
3. Area C—Vessels requiring bunkering or ship-to-ship services.

The bottom in these anchorages is sandy.

**Caution.**—It is reported (1997) that wave recorder buoys are often moored within 1.5 miles SE of the E breakwater head.

A prohibited area, into which entry is prohibited and which is best seen on the chart, lies NE of Mina Raysut, on the N side of Bandar Raysut.

(PUBS 017-03; US NM 18/02, Section II) 22/03

Page 251—Line 7/R to Page 252—Line 17/L; read:  
East of the E extremity of Jazirat Warbah (30°00'N., 48°09'E.), Khawr Abd Allah divides into two channels. The N channel, which has been dredged to accommodate ocean-going vessels, consists of two parts; Khawr Shatanah is the E part and Khawr Saka is the W part. Khawr Bubiyan, the S channel, is not recommended.

The channel about 4 miles above the W end of Khawr Saka is known as Khawr Umm Qasr; above that, it is known as Khawr az Zubayr.

**Tides—Currents.**—In Khawr Abd Allah, springs rise about 4.2m and neaps about 3.7m; mean LW springs have a rise of 0.6m. At Umm Qasr, springs rise 4.6m; neaps rise

**PUB 172 (Continued)**

about 4.2m. It has been reported (2003) that tidal levels may be up to 1m less than predicted.

The tidal currents in the entrance of Khawr Abd Allah attain a velocity of 1.5 knots in the spring on a rising tide and 2.5 knots on a falling tide. It has been reported (2003) that tidal currents in the narrower sections of the waterway at the N end of Khawr Abd Allah, in Khawr Shatanah, and off Umm Qasr can reach a rate of 6 knots.

**Depths—Limitations.**—Lesser depths than charted have been reported (2003) at numerous locations in the channel. Mariners are urged to consult local authorities to obtain the latest information concerning controlling depths and maximum authorized drafts. It has been reported (2003) that the least depth in Khawr Abd Allah is 9.1m.

The channel through Khawr Shatanah and Khawr Saka has been dredged (1990) to 13.2m.

Several shoals are reported lie in the approach to the Khawr Abd Allah and Umm Qasr.

**Athan Shoal** (29°44'N., 48°35'E.) has a least depth of about 2.7m.

**Fasht Al Ayk** (29°45'N., 48°30'E.) is a detached bank of hard sand, which dries 0.9m.

**Atlassi Shoal** (29°54'N., 48°21'E.) has a least depth of 4.2m.

There are numerous other shoals of 1.8m and greater lying in Khawr Abd Allah.

**Aspect.**—The entrance of Khawr Abd Allah lies between **Ras al Qayd** (29°46'N., 48°22'E.) and **Maraqat Abd Allah**, the extensive, partly drying flats lying NE. Both shores of the inlet are low, alluvial land covered with reeds and grass, and fronted by shallow mud flats.

Several beacons stand on the HW line on both sides of Khawr Abd Allah.

The channel through Khawr Shatanah and Khawr Saka is reported to be marked by lighted buoys.

**Regulations.**—It is recommended that single screw vessels with a draft greater than 7m use a tug starting in the vicinity of Lighted Buoy No. 26, about 2 miles NW of the E extremity of Jazirat Warbah.

**Anchorage.**—A holding anchorage for vessels bound for Umm Qasr lies about 3 miles ESE of the E extremity of Jazirat Warbah. The charted stranded wrecks should be given a wide berth.

**Caution.**—It has been reported (2003) that most of the channel buoyage is either unlit, out of position, or missing. Night passage is not possible and should not be attempted.

It has been reported (2003) that large deep-draft vessels in navigating in Khawr Saka may encounter shallow water effects leading to a loss of control.

In addition to the charted dangers, many uncharted wrecks and obstructions have been reported (2003) in Khawr Abd Allah, Khawr Shatanah, and Khawr az Zubayr.

It has been reported (2003) that, due to the danger of mines, vessels transiting Khawr Abd Allah should remain in the navigable channel and avoid anchoring, fishing, and submarine and seabed operations.

(BA NM 17/03, Section IV; US CH 62437;

BA NP 63, Supp. 8/01; PUBS 017-03) 22/03

Page 252—Line 32/L; read:

maximum draft of 9m may enter the port. The main wharfage, Berth 1 through Berth 8, has alongside depths of 5 to 7m. The new port, Berth 10 to Berth 21, has an alongside depth of 5.5m.

(BA NM 17/03, Section IV)

22/03

Page 252—Lines 1 to 20/R; read:

**Pilotage.**—Pilotage is compulsory. The pilot currently boards from the anchorage area lying about 3 miles ESE of the E extremity of Jazirat Warbah. Vessels should arrive at the pilot boarding position at least 4.5 hours prior to HW to arrive at Umm Qasr at HW.

**Regulations.**—Vessels should send their ETA to Umm Qasr Port Control 48 hours, 24 hours, and 12 hours in advance, along with their berthing requirements. Vessels should also report, on both inbound and outbound transits, when passing Lighted Buoy No. 6 and Lighted Buoy No. 34.

Umm Qasr Port Control can be contacted on VHF channels 8, 12, and 16. The pilot can be contacted on VHF channel 12.

**Anchorage.**—Anchorage may be obtained in Khawr Umm Qasr, about 2 miles below the port.

**Caution.**—Caution is advised, as details on aids to navigation marking the channel are presently lacking. The local authorities and pilots should be contacted for the most current information.

A large wreck is reported (2003) to hinder access to Berth 9. Numerous wrecks are reported (2003) to hinder access to the berths in the new port. Unexploded ordnance is likely to exist in the wrecks and on the seabed surrounding the wrecks.

(PUBS 017-03; BA NM 17/03, Section IV)

22/03

Page 252—Line 30/R; read:

depth of 12m. Local authorities should be consulted for details of the latest controlling depths and maximum authorized drafts.

(BA NM 17/03, Section IV)

22/03

**PUB 173 7 Ed 2002 LAST NM 3/03**

Page 122—Line 49/R; insert after:

A conspicuous chimney with a height of 98m stands 1.2 miles inland in position 11°04.4'N, 79°50.2'E.

The harbor limits are defined by the following co-ordinates:

- a. 11°04.4'N, 79°51.5'E (shore)
- b. 11°05.5'N, 79°52.5'E
- c. 11°05.5'N, 79°56.0'E
- d. 11°03.3'N, 79°56.0'E
- e. 11°03.3'N, 79°52.5'E, and
- f. 11°04.4'N, 79°51.5'E (shore)

(BA NP 21)

22/03

**PUB 191 9 Ed 2000 LAST NM 18/03**

Page 41—Lines 23 to 52/R; read:

**Regulations—Traffic Control.**—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Ile d'Ouessant and

**PUB 191 (Continued)**

may best be seen on the chart.

From NE of this TSS, the main traffic flow leads in a general ENE direction for about 110 miles to the vicinity of the TSS off Casquets.

Ouessant NE Lighted Buoy (48°59'N., 5°24'W.), equipped with a racon, is moored about 34 miles NNW of Creac'h Point Light (48°28'N., 5°08'W.) at the NE side of the TSS.

Ouessant SW Lanby (48°30'N., 5°45'W.), equipped with a racon, is moored about 25 miles WNW of Creac'h Point Light at the SW side of the TSS.

The TSS consists of the following:

1. An inshore traffic zone.
2. A two-way traffic route, 2 miles wide, centered 10.5 miles NW of Creac'h Point Light (48°28'N., 5°08'W.).
3. A northeastbound traffic lane, 5 miles wide, centered 26 miles NW of Creac'h Point Light.
4. A southwestbound traffic lane, 5 miles wide, centered 37 miles NW of Creac'h Point Light.

The above routes and traffic lanes are bordered by separation zones which may best be seen on the chart.

The two-way route may be used only by the following vessels:

1. Passenger ships operating on regular schedules to or from a Channel port situated W of the meridian 1°W.
2. Vessels sailing between ports situated between Cape de la Hague (49°44'N., 1°56'W.) and Cape Finisterre (42°53'N., 9°16'W.), except for the following:
  - a. Vessels transporting oils as listed in Annex I, Appendix I, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).
  - b. Vessels carrying substances in bulk classed in categories A and B listed in Annex II, Appendices I and II, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

The IMO states that navigation in the Inshore Traffic Zone at the SE side of this TSS is subject to French national regulations. These regulations state that traffic movements are to be in accordance with Rule 10 (72 COLREGS).

The following regulations, promulgated by the French authorities, affect the Inshore Traffic Zone (ITZ) and certain inner channels lying off NW Bretagne:

1. Navigation is prohibited in Chenal du Four, Chenal de la Helle, Passage du Fromveur, and in Raz de Sein except to the following categories of vessels:
  - a. French government vessels.
  - b. Rescue craft and those giving assistance to others.
  - c. Passenger vessels employed on local services.
  - d. Fishing vessels with lengths less than 35m.
  - e. Pleasure craft.

Exceptions are possible under certain circumstances for other types of vessels, notably vessels under 1,600 grt not carrying passengers or dangerous goods.

2. Vessels transiting the ITZ or the above channels must report to the CORSEN-OUessant Vessel Traffic Service (VTS) 2 hours before commencement of their passage.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, the English Channel, and the Atlantic Ocean between the Belgian border and the Spanish border.

Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station 6 hours in advance giving their intended movements. In addition, such vessels must maintain a listening watch on VHF channel 16 and use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

Navigation at less than 7 miles from the French coast is forbidden for vessels over 1,600 grt carrying dangerous cargoes in bulk, except in the Dover Strait.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean.

**Note.**—Extensive changes were made to the TSS located off Ouessant and came into effect on 1 May 2003. These changes included new traffic regulations, the relocation of traffic lanes, and the repositioning of navigational aids.

(BA NP 27) 22/03

Page 42—Lines 1 to 43/L; strike out.

(NIMA) 22/03

**PUB 200**      **4 Ed 2002**      **LAST NM 42/02**

Page 107—Lines 1 to 4/L; read:

The N approach to the sound  
(US CH 29128) 22/03

Page 107—Line 40/R; read:

area as seen on chart.  
(US CH 29128) 22/03

**COAST PILOT CORRECTIONS**

**COAST PILOT 2**      **32 Ed 2003**      **Change No. 8**  
**LAST NM 21/03**

Page 159—Paragraph 109; read:

**Nantucket Shoals Lighted Whistle Buoy N** (40°30' 09"N., 69°14'48"W.) is about 57 miles south-southeastward of Nantucket Island. The buoy is equipped with a fog signal and a racon.

(11/03 CG1; LL/03; NOS 13200) 22/03

Page 179—Paragraph 61, lines 1 to 2; read:

**Cross Rip Lighted Gong Buoy 21** (41°26'51"N., 70°17' 30"W.), replacing Cross Rip Lightship, marks the ...

(11/03 CG1; LL/03) 22/03

Page 292—Paragraph 218, lines 13 to 18; read:

In August 2002, the controlling depths in the dredged channel were 3.0 feet to the junction of East River and Sluice Creek, thence 2.8 feet in Sluice Creek, thence 2.4 feet in the left half of the channel to the anchorage basin, with 1 to 6

**COAST PILOT 2 (Continued)**

feet in the basin except for shoaling to bare toward the north limit and in the south half of the entrance into the basin. Deeper water is available with local knowledge.

(CL 2383/02; BPs 179619-20) 22/03

Page 295—Paragraph 250, lines 2 to 7; read: northeasterly from Branford Harbor. In January-February 2001, the controlling depth in the dredged channel was 6.5 feet from Branford Harbor to the upstream limit of the dredged channel, except for depths between 5.0 and 6.4 feet in the left half of the channel about 1,200 feet below the project head.

(08/03 CG1; CL 176/03; BPs 179746-48) 22/03

Page 378—Paragraph 234, lines 4 to 5; read: an anchorage basin. In June 2002, depths of 4.9 to 8 feet were available in the basin. The entrance to the ...

(CL 91/03; BPs 179737-38) 22/03

Page 405—Paragraph 46, line 5 to Paragraph 49; read: 2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

(CE/03) 22/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 27  
LAST NM 21/03**

Page 256—Paragraph 116, line 6; read: VHF-FM channels 16 and 18A.

(CL 862/03) 22/03

Page 357—Paragraph 59, line 4 to Paragraph 62; read: Engineer District Mobile, P.O. Box 2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at

Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

(CE/03) 22/03

**COAST PILOT 7                      34 Ed 2002                      Change No. 15  
LAST NM 21/03**

Page 81—Paragraph 1379, line 3; read: the rules of navigation and with safe navigation practice.

(c) Before entering into the anchorage grounds in this section you must first obtain permission from the Captain of the Port Honolulu.

(FR 4/25/03) 22/03

Page 138—Paragraphs 3395 to 3408; read:

**§165.1311 Olympic View Resource Area, Tacoma, WA.**

(a) *Regulated area.* A regulated navigation area is established on that portion of Commencement Bay bounded by a line beginning at:

47°15'40.20"N., 122°26'09.28"W.; thence to 47°15'42.21"N., 122°26'10.65"W.; thence to 47°15'41.85"N., 122°26'11.80"W.; thence to 47°15'45.58"N., 122°26'14.35"W.; thence to 47°15'53.06"N., 122°26'06.61"W.; thence to 47°15'46.74"N., 122°26'02.50"W.; thence returning along the shoreline to the point of origin. [Datum NAD 1983].

(b) *Regulations.* All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(c) *Waiver.* The Captain of the Port, Puget Sound, upon advice from the United States Environmental Protection Agency (USEPA) Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests shall be submitted in triplicate, to facilitate review by USEPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Olympic View Resource Area Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above-mentioned activities that may, or will, take place in the Regulated Area.

**§165.1313 Security Zone Regulations, Tank Ship Protection, Puget Sound and adjacent waters, Washington.**

(a) Notice of enforcement or suspension of enforcement. The tank ship security zone established by this section will be enforced only upon notice by the Captain of the Port Puget Sound. Captain of the Port Puget Sound will cause notice of the enforcement of the tank ship security zone to be

**COAST PILOT 7 (Continued)**

made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the tank ship security zone is suspended.

(b) The following definitions apply to this section:

(1) *Federal Law Enforcement Officer* means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

(2) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

(3) *Navigation Rules* means the Navigation Rules, International-Inland.

(4) *Official patrol* means those persons designated by the Captain of the Port to monitor a tank ship security zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (k) to enforce this section are designated as the official patrol.

(5) *Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

(6) *Tank ship security zone* is a regulated area of water, established by this section, surrounding tank ships for a 500-yard radius that is necessary to provide for the security of these vessels.

(7) *Tank ship* means a self-propelled tank vessel that is constructed or adapted primarily to carry oil or hazardous material in bulk as cargo or cargo residue in the cargo spaces. The definition of tank ship does not include tank-barges.

(8) *Washington Law Enforcement Officer* means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(c) *Security zone*: There is established a tank ship security zone extending for a 500-yard radius around all tank ships located in the navigable waters of the United States in Puget Sound, WA, east of 123 degrees, 30 minutes West Longitude. [Datum: NAD 1983]

(d) *Compliance*: The tank ship security zone established by this section remains in effect around tank ships at all times, whether the tank ship is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the tank ship security zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit the tank ship security zone, consistent with the Navigation Rules.

(e) The Navigation Rules shall apply at all times within a tank ship security zone.

(f) When within a tank ship security zone all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or tank ship master. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master.

(g) To request authorization to operate within 100 yards of a tank ship, contact the on-scene official patrol or tank ship master on VHF-FM channel 16 or 13.

(h) When conditions permit, the on-scene official patrol or tank ship master should:

(1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a tank ship in order to ensure a safe passage in accordance with the Navigation Rules;

(2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of a passing tank ship; and

(3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored tank ship with minimal delay consistent with security.

(i) *Exemption*. Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), (j), and (k) of this section.

(j) *Exception*. 33 CFR Part 161 promulgates Vessel Traffic Service regulations. Measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR Part 161 shall take precedence over the regulations in this section.

(k) *Enforcement*. Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a tank ship, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR §6.04–11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

(FR 5/30/02; FR 3/31/03; FR 4/11/03)

22/03

Page 138—Paragraph 3429, line 2; read:  
contained in 33 CFR 165.23 apply.

**§165.1407 Security Zones; Oahu, Maui, Hawaii, and Kauai, HI.**

(a) *Location*. The following areas, from the surface of the water to the ocean floor, are security zones:

(1) All waters of Honolulu Harbor and entrance channel, Keehi Lagoon, and General Anchorages A, B, C, and D as defined in 33 CFR 110.235 that are shoreward of the following coordinates: The shoreline at

21° 17.68'N., 157° 52.00'W.; thence due south to

21° 16.00'N., 157° 52.00'W.; thence due west to

21° 16.00'N., 157° 55.58'W.; thence due north to Honolulu International Airport Reef Runway at

21° 18.25'N., 157° 55.58' W.

(2) The waters around the Tesoro Single Point and the

## COAST PILOT 7 (Continued)

Chevron Conventional Buoy Moorings beginning at 21°16.43'N., 158°06.03'W.; thence northeast to 21°17.35'N., 158°03.95'W.; thence southeast to 21°16.47'N., 158°03.50'W.; thence southwest to 21°15.53'N., 158°05.56'W.; thence north to the beginning point.

(3) The Kahului Harbor and Entrance Channel, Maui, HI consisting of all waters shoreward of the COLREGS DEMARCATION line. (See 33 CFR 80.1460).

(4) All waters within the Nawiliwili Harbor, Kauai, HI shoreward of the COLREGS DEMARCATION line (See 33 CFR 80.1450).

(5) All waters of Port Allen Harbor, Kauai, HI shoreward of the COLREGS DEMARCATION line (See 33 CFR 80.1440).

(6) The waters within a 100-yard radius centered on each cruise ship in Hilo Harbor, Hawaii, HI and Entrance Channel shoreward of the COLREGS DEMARCATION (See 33 CFR 80.1480). This is a moving security zone when the cruise ship is in transit and becomes a fixed zone when the cruise ship is anchored or moored.

(7) The waters extending out 500 yards in all directions from cruise ships anchored or position keeping within 3 miles of:

(i) Lahaina Harbor, Maui, HI, between Makila Point and Puunoa Point.

(ii) Kailua-Kona Harbor, Hawaii, HI, between Keahulolu Point and Puapuaa Point.

(8) All waters contained within the Barbers Point Harbor, Oahu, HI, enclosed by a line drawn between Harbor Entrance Channel Light 6 and the jetty point day beacon at 21°19.50'N, 158°07.30'W.

(b) Designated Representative: A designated representative of the Captain of the Port is any Coast Guard commissioned officer, warrant or petty officer that has been authorized by the Captain of the Port Honolulu to act on his behalf.

(c) Cruise ship: For the purposes of this section, the term "cruise ship" is defined as a passenger vessel over 100 gross tons, carrying more than 12 passengers for hire, making a voyage lasting more than 24 hours, any part of which is on the high seas, and for which passengers are embarked or disembarked in the United States or its territories. A "voyage" in this section means the cruise ship's entire course of travel, from the first port at which the cruise ship embarks passengers until its return to its last port of call where the majority of passengers are disembarked.

(d) Regulations. (1) In accordance with §165.33, entry into these zones is prohibited unless authorized by the Coast Guard Captain of the Port Honolulu, or his designated representatives. Section 165.33 also contains other general requirements.

(2) The existence or status of the security zones in this section will be announced periodically by Broadcast Notice to Mariners.

(3) Persons desiring to transit the areas of the security zones may contact the Captain of the Port by calling the Command Center at telephone numbers 808-541-2477 or 800-552-6458, or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. Written requests may

be submitted to the Captain of the Port, Coast Guard Marine Safety Office Honolulu, 433 Ala Moana Blvd., Honolulu, HI 96813 or faxed to 808-522-8270. If permission is granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his designated representatives.

(4) Persons entering a security zone without authorization of the Captain of the Port may be subject to a civil penalty of not more than \$25,000 for each violation or a criminal penalty resulting in imprisonment of not more than ten years and a fine not more than \$10,000.

(FR 4/25/03) 22/03

## COAST PILOT 7 34 Ed 2002 Change No. 16

Page 201—Paragraph 529, lines 2 to 6; read: between the jetties, then turns E into the harbor. The private buoys in the entrance channel and ... (NOS 18725) 22/03

Page 204—Paragraph 583, line 7; read: **Point Arguello Light** (34°34'37"N., 120°38'50"W.), 100 feet above the ... (12/03 CG11; LL/03) 22/03

Page 215—Paragraph 70, line 2 to Page 216—Paragraph 71, line 1; read: up to 0.6 mile offshore in Estero Bay. A rock covered 5 fathoms, 1.3 miles NW of Morro ... (CL 148/02; CL 333/03; NOS 18703; LL/03) 22/03

Page 325—Paragraph 41, line 2; read: joining Cape Shoalwater and Leadbetter Point. The bar channel is ... (CL 682/03; LL/95; NOS 18504) 22/03

Page 326—Paragraph 62, lines 4 to 6; read: daybeacon is on the N side of the entrance. In September 2002, the controlling depth was 13.1 feet in the entrance channel to the basin; thence in December 2000, the basin had ... (BP 179943) 22/03

Page 348—Paragraph 246, line 7; read: Bare Island. A light is on the NW side of Skipjack Island. A rocky shoal with a least depth of 6 fathoms is about 2 miles NNE of Skipjack Island and is marked by a lighted bell buoy. (NOS 18432; LL/03) 22/03

Page 472—Paragraph 56, line 4 to Paragraph 59; read: Engineer District Mobile, P.O. Box 2288, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631. Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

**COAST PILOT 7 (Continued)**

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

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