

PUB 180 (Continued)

1. Skibskontrol Ammassalik (OZL)—E coast N of 60° 31'N.

2. Skibskontrol Qaqortoq (OXF)—E coast S of 60° 31'N and W coast S of 61° 30'N.

3. Skibskontrol Aaslaat (OYR)—W coast N of 61° 30'N.

All reports should be addressed to SKIBSKONTROL followed by the name of the Ship Control Station of the destination. The report shall begin with the word

“KYSTKONTROL.” Reports with this prefix are carried free of charge and carry the priority URGENT.

Time Zone

(BA NM 44/00, Section VI)

50/00

Page 60—Table; replace with below:

New Table from back of this Subsection.

(BA NM 44/00, Section VI)

50/00

COAST PILOT CORRECTIONS**COAST PILOT 2**

30 Ed 1998

Change No. 21
LAST NM 45/00

Page 32—Table, read:

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
1A	156.050	156.050	Port Operations and Commercial, VTS. (see footnote 2).
5A	156.250	156.250	Port Operations or VTS (see footnote 1).
6	156.300	156.300	Intership Safety.
7A	156.350	156.350	Commercial.
8	156.400	156.400	Commercial (Intership only).
9	156.450	156.450	Boater Calling. Commercial and Non-Commercial.
10	156.500	156.500	Commercial.
11	156.550	156.550	Commercial. VTS in selected areas.
12	156.600	156.600	Port Operations. VTS in selected areas.
13	156.650	156.650	Intership Navigation Safety (Bridge-to-bridge). (see footnote 4).
14	156.700	156.700	Port Operations. VTS in selected areas.
15	-----	156.750	Environmental (Receive only). Used by Class C EPIRBs.
16	156.800	156.800	International Distress, Safety and Calling. (See footnote 5).
17	156.850	156.850	State Control.
18A	156.900	156.900	Commercial.
19A	156.950	156.950	Commercial.
20	157.000	161.600	Port Operations (duplex).
20A	157.000	157.000	Port Operations.
21A	157.050	157.050	U.S. Coast Guard only.
22A	157.100	157.100	Coast Guard Liaison/Maritime Safety Information Broadcasts. (Channel 16).
23A	157.150	157.150	U.S. Coast Guard only.
24	157.200	161.800	Public Correspondence (Marine Operator).
25	157.250	161.850	Public Correspondence (Marine Operator).
26	157.300	161.900	Public Correspondence (Marine Operator).
27	157.350	161.950	Public Correspondence (Marine Operator).
28	157.400	162.000	Public Correspondence (Marine Operator).
63A	156.175	156.175	Port Operations and Commercial, VTS. (see footnote 2).
65A	156.275	156.275	Port Operations.
66A	156.325	156.325	Port Operations.
67	156.375	156.375	Commercial. (see footnote 3).

COAST PILOT 2 (Continued)

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
68	156.425	156.425	Non-Commercial.
69	156.475	156.475	Non-Commercial.
70	156.525	156.525	Digital Selective Calling (voice communications not allowed).
71	156.575	156.575	Non-Commercial.
72	156.625	156.625	Non-Commercial (Intership only).
73	156.675	156.675	Port Operations.
74	156.725	156.725	Port Operations.
77	156.875	156.875	Port Operations (Intership only).
78A	156.925	156.925	Non-Commercial.
79A	156.975	156.975	Commercial. Non-Commercial in Great Lakes only.
80A	157.025	157.025	Commercial. Non-Commercial in Great Lakes only.
81A	157.075	157.075	U.S. Government only-Environmental protection operations.
82A	157.125	157.125	U.S. Government only.
83A	157.175	157.175	U.S. Coast Guard only.
84	157.225	161.825	Public Correspondence (Marine Operator).
85	157.275	161.875	Public Correspondence (Marine Operator).
86	157.325	161.925	Public Correspondence (Marine Operator).
87	157.375	161.975	Public Correspondence (Marine Operator).
88	157.425	162.025	Public Correspondence only near Canadian border.
88A	157.425	157.425	Commercial, Intership only.

Footnotes to table:

1. Houston, New Orleans, and Seattle areas.
2. Available only in New Orleans/Lower Mississippi area.
3. Used for Bridge-to-Bridge communications in Lower Mississippi River. Intership only.
4. Ships >20m in length maintain a listening watch on this channel in US waters.
5. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.

(CL 1606/99)

50/00

Page 191—Paragraph 210, lines 6 to 10; read:

seasonal private buoys to the anchorage basin at **Clinton**. In May-June 2000, the controlling depths were 6 feet (7 feet at midchannel) to Buoy 11A, thence 6½ feet in the north half of the channel to the head of the project, thence depths of 5½ to 8 feet were available in the anchorage basin on the north-east ...

(BPs 172189-90; CL 1376/00)

50/00

Page 224—Paragraph 269, lines 13 to 14; read:

clubs. In 1994, a depth of 6 feet was reported in both the southwesterly channel and Porpoise Channel. The ...

(CL 1691/96; CL 1692/96)

50/00

Page 236—Paragraph 473, line 6; read:

Clearance under the fixed bridge is 83 feet.

(CL 1041/00)

50/00

Page 254—Paragraph 145, line 7; read:

and unlighted buoys. The channel has depths of about 15 feet or ...

(BPs 169668-69)

50/00

**COAST PILOT 4 32 Ed 1999 Change No. 21
LAST NM 45/00**

Page 184—Paragraph 63, lines 4 to 9; read:

between dredgings. In 1981-May 2000, the controlling depth was 6 feet. (For information on the latest reported shoaling, consult the Coast Guard Local Notice to Mariners.) The channel is marked by lights, buoys, and daybeacons. In September 1999, a side channel to Austin Creek had a controlling depth of 5½ feet to the Coast Guard pier and the ferry landing. The creek ...

(BP 169795; BP 171261)

50/00

COAST PILOT 4 (Continued)

Page 197—Paragraph 297, lines 6 to 7; read:
was 5 feet to the basin at Atlantic with 3 ½ feet in the basin;
thence in 1977-December 1999, 3 feet (3 ½ feet at midchan-
nel) to the basin at Little Port Brook, and in ...
(BP 170249) 50/00

**COAST PILOT 5 28 Ed 2000 Change No. 4
LAST NM 45/00**

Page 57—Paragraph 711, line 1; read:
(b) The draw of the Canadian National/Illinois Central
Gulf railroad bridge, ...
(CL 1112/00; FR 06/29/00) 50/00

Page 60—Paragraph 828; read:
(b) The draw of the SR 23 bridge, Algiers Alternate
Route, mile 3.8 at Belle Chasse, operates as follows:
(1) The draw shall open on signal; except that, from 6
a.m. until 8:30 a.m. and from 3:30 p.m. until 5:30 p.m.
Monday through Friday, except Federal holidays, the draw
need not be opened for the passage of vessels.
(2) On Saturday and Sunday of the last weekend in
October, the draw need not open for the passage of vessels
from 4 p.m. until 7 p.m.
(CL 1514/00; FR 10/11/00) 50/00

Page 81—Table 161.35(c), Line 5; read:

Designator	Geographic name	Geographic description	Latitude/ Longitude	Notes
P	Bayport Ship Channel	Bayport Ship Channel Lt. 8 and 9	29°36.8'N 94°59.5'W	Report at the North Land Cut

(CL 1112/00; FR 06/29/00) 50/00

Page 82—Paragraph 1587, line 2; read:
provisions of the Navigation Rules, International-Inland,
Commandant Instruction M16672.2 (series).
(CL 1112/00; FR 06/29/00) 50/00

Page 82—Paragraph 1601, line 3; read:
Navigation Rules, International-Inland, Commandant
Instruction M16672.2 (series). Rafts shall ...
(CL 1112/00; FR 06/29/00) 50/00

Page 83—Paragraph 1613, line 2; read:
provisions of the Navigation Rules, International-Inland,
Commandant Instruction M16672.2 (series).
(CL 1112/00; FR 06/29/00) 50/00

Page 83—Paragraph 1625, line 3; read:
Rules, the Navigation Rules, International-Inland, Comman-
dant Instruction M16672.2 (series), ...
(CL 1112/00; FR 06/29/00) 50/00

Page 99—Paragraph 2228, line 2; read:
the Port, Houston-Galveston, of the nature of the emergency

Page 61—Paragraph 857, lines 1 to 2; read:
(e) The draws of the S649 bridge, mile 66.6, shall open
on signal if at least forty-eight ...
(CL 1112/00; FR 06/29/00) 50/00

Page 62—Paragraph 882, line 1; read:
The draw of the Canadian National/Illinois Central Rail-
road automated ...
(CL 1112/00; FR 06/29/00) 50/00

Page 62—Paragraph 903; read:
(a) The draw of the Union Pacific Railroad bridge, mile
90.1, at Alexandria, shall open on signal if at least eight
hours notice is given.
(FR 08/28/00) 50/00

Page 63—Paragraphs 957 to 958; strike out.
(CL 1366/00; FR 08/28/00) 50/00

Page 71—Paragraph 1318 to Paragraph 1321, line 1; read:
(6) Each barge.
(7) Each public vessel.
(8) United States or Canadian flag vessels, except tank ...
(CL 1112/00; FR 06/29/00) 50/00

via the most ...
(CL 1112/00; FR 06/29/00) 50/00

**COAST PILOT 7 32 Ed 2000 Change No. 1
LAST NM 47/00**

Page 131—Paragraphs 3012 to 3052; read:
**§165.1109 San Pedro Bay, California—Regulated Navi-
gation Area.**

(a) *Applicability.* This section applies to all vessels unless
otherwise specified. (Note: All geographic coordinates are
defined using North American Datum 1983 (NAD 83)).

(b) *Deviations.* The Captain of the Port of Los Angeles-
Long Beach or his or her designated representative may
authorize a deviation from the requirements of this regula-
tion when it is deemed necessary in the interests of safety.

(c) *Location.* (1) The San Pedro Bay Regulated Navi-
gation Area (RNA) consists of the water area enclosed by the
Los Angeles-Long Beach breakwater and a line connecting
Point Fermin Light at 33°42.30'N., 118°17.60'W., with the
following geographical positions:

Latitude	Longitude
33°35.50'N	118°17.60'W
33°35.50'N	118°09.00'W
33°37.70'N	118°06.50'W

COAST PILOT 7 (Continued)

33°43.40'N	118°10.80'W
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(2) The San Pedro Bay RNA consists of the following named sub-areas, defined by lines connecting their respective geographic coordinates:

(i) *The Los Angeles Pilot Area:*

Latitude	Longitude
33°42.50'N	118°15.10'W (Los Angeles Light)
33°42.62'N	118°14.70'W
33°41.30'N	118°13.50'W
33°40.85'N	118°14.90'W
33°42.50'N	118°15.10'W

(ii) *The Long Beach Pilot Area:*

Latitude	Longitude
33°43.40'N	118°11.20'W (Long Beach Light)
33°43.40'N	118°10.80'W
33°41.50'N	118°10.22'W
33°40.52'N	118°10.22'W
33°40.52'N	118°11.82'W
33°41.50'N	118°11.82'W
33°43.40'N	118°11.20'W

(iii) *The Los Angeles Deep Water Traffic Lane:*

Latitude	Longitude
33°42.47'N	118°14.95'W
33°42.56'N	118°14.75'W
33°39.48'N	118°13.32'W
33°39.42'N	118°13.55'W
33°42.47'N	118°14.95'W

(iv) *The Long Beach Deep Water Traffic Lane:*

Latitude	Longitude
33°43.43'N	118°11.15'W
33°43.39'N	118°10.90'W
33°41.51'N	118°10.71'W
33°41.50'N	118°10.95'W
33°43.43'N	118°11.15'W

(v) *Los Angeles Deep Water Pilot Area:* A 0.5 nm radius around 33°39.00'N., 118°13.19'W.

(d) *General Regulations.* The following regulations contained in paragraphs (d)(1) through (d)(3) of this section apply to power driven vessels of 1,600 or more gross tons, a towing vessel of 8 meters (approximately 26 feet) or over in length engaged in towing, or vessels of 100 gross tons and upward carrying one or more passengers for hire.

(1) A vessel shall not exceed a speed of 12 knots through the water within the RNA.

(2) A vessel navigating within the RNA, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode and on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended

period of time.

(3) A vessel navigating within the RNA shall maintain a minimum separation from other vessels of at least 0.25 nm.

(e) *Specific Regulations*—(1) *Los Angeles Pilot Area.* (i) No vessel may enter the Los Angeles Pilot Area unless it is entering or departing Los Angeles Harbor entrance (Angels Gate).

(ii) Vessels entering the Los Angeles Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(2) *Long Beach Pilot Area.* (i) No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor entrance (Queens Gate).

(ii) Vessels entering the Long Beach Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(iii) Every vessel shall leave Long Beach Approach Lighted Whistle Buoy “LB” to port when entering and departing Long Beach Channel and departing vessels shall pass across the southern boundary of the Long Beach Pilot Area.

(3) *Los Angeles and Long Beach Deep Water Traffic Lanes.* When a vessel of 50 foot draft or greater is using the Los Angeles or Long Beach Deep Water Traffic Lane no other vessel shall enter the Deep Water Traffic Lane if it will result in a meeting, crossing or overtaking situation.

(4) *Los Angeles Deep Water Pilot Area.* When a vessel of 50 foot draft or greater is embarking or disembarking a pilot in the Los Angeles Deep Water Pilot Area no other vessel shall enter the Deep Water Pilot Area.

(5) Vessels described in paragraph (d) of this section may not enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by the line beginning at Los Angeles Main Channel Entrance Light 2 (33°42.70'N., 118°14.70'W.), thence east along the Middle Breakwater to Long Beach Light (33°43.40'N., 118°11.20'W.), thence south to (33°43.08'N., 118°11.26'W.), thence westerly to (33°43.08'N., 118°12.26'W.), thence southwest parallel to the breakwater to (33°42.43'N., 118°14.30'W.), thence to the point of origin, unless such vessel is:

(i) In an emergency;

(ii) Proceeding to anchor in or departing Commercial Anchorage G;

(iii) Standing by with confirmed pilot boarding arrangements; or,

(iv) Engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater.

(FR 10/18/2000)

50/00

Page 140—Paragraph 3389; read:

(2) (Reserved)

Part 167-Offshore Traffic Separation Schemes**Subpart A—General****§167.1 Purpose.**

COAST PILOT 7 (Continued)

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

§167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

§167.5 Definitions.

(a) *Traffic separation scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(b) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(c) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(d) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(e) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

§167.10 Operating rules.

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collision at Sea, 1972, as amended.

§167.15 Modification of schemes.

(a) A traffic separation scheme or precautionary area described in this Part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this Part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the FEDERAL REGISTER. Requests by members of the public for temporary adjustments to traffic

separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B—Description of Traffic Separation Schemes and Precautionary Areas**§167.500 In the approaches to Los Angeles-Long Beach Traffic Separation Scheme: General.**

The Traffic Separation Scheme in the approaches to Los Angeles-Long Beach consists of three parts: a Precautionary Area, a Western Approach, and a Southern Approach. The specific areas in the approaches to Los Angeles-Long Beach are described in §§167.501 through 167.503. The geographic coordinates in §§167.501 through 167.503 are defined using North American Datum 1983 (NAD 83).

§167.501 In the approaches to Los Angeles/Long Beach: Precautionary area.

(a) The precautionary area consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33°42.30'N., 118°17.60'W., with the following geographical positions:

Latitude	Longitude
33°35.50'N	118°17.60'W
33°35.50'N	118°09.00'W
33°37.70'N	118°06.50'W
33°43.40'N	118°10.80'W

(b) Pilot boarding areas area located within the precautionary area described in paragraph (a) of this section. Specific regulations pertaining to vessels operating in these areas are contained in 33 CFR 165.1109(d).

§167.502 In the approaches to Los Angeles-Long Beach: Western approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°37.70'N	118°17.60'W
33°36.50'N	118°17.60'W
33°36.50'N	118°23.10'W
33°43.20'N	118°36.90'W
33°44.90'N	118°35.70'W
33°37.70'N	118°20.90'W

(b) A traffic lane for northbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°38.70'N	118°17.60'W
33°38.70'N	118°20.60'W
33°45.80'N	118°35.10'W

COAST PILOT 9 (Continued)

mark. Only a ...
(CL 285/96; LL/00) 50/00

shoaling occurs at the ...
(BP 169535) 50/00

Page 246—Paragraph 273, lines 4 to 5; read:
30-foot rock. A deepwater channel is located between the
buoy marking this group of rocks and Bailey Ledge and also
about 250 yards E ...
(CL 285/96; LL/00) 50/00

WORLD PORT INDEX CORRECTIONS

PUB 150	17 Ed 2000	NEW EDITION
(NIMA)		50/00

Page 246—Paragraph 278, line 2; read:
Island in Unalaska Bay. Foul ground, marked by a lighted
buoy, extends nearly 0.5 mile N of ...
(CL 285/96; LL/00) 50/00

Page 246—Paragraph 278, line 8; read:
thick kelp patch, marked by a lighted buoy on its SW end, is
S of Hog Island and should be avoided.
(CL 285/96; LL/00) 50/00

Page 300—Paragraph 106, line 14 to Paragraph 107; read:
about 5 miles above Ugashik. Each year the cannery com-
pany anchors two floats on the N side of the channel at the
entrance.
(CL 285/96) 50/00

Page 301—Paragraph 114, line 7; read:
shown from a skeleton tower with a red and white diamond-
shaped ...
(CL 285/96; LL/00) 50/00

Page 302—Paragraph 146, line 3; read:
WSW of the entrance to Naknek River.
(CL 285/96; LL/00) 50/00

COAST PILOT 9 19 Ed 1998 Change No. 12

Page 116—Paragraph 623, line 4; read:
a 4.5 -fathom rocky area.
(BP 169749) 50/00

Page 147—Paragraph 1197, lines 12 to 14; read:
the NE end of the sill. In May 2000, the entrance channel
was 4 feet above MLLW to the small-boat basin; greater
heights were along the channel edges. Depths from ½ to 2
feet above MLLW were in the basin. The channel is narrow
and difficult ...
(BP 171755) 50/00

Page 324—Paragraph 618; read:
An anchorage with good holding ground in 42 feet is
about 7.5 miles NNE of Rocky Point Light. Keep at least 1
mile S of Carolyn Island.
(23/95 CG17) 50/00

Page 325—Paragraph 635, lines 9 to 11; read:
In June-July 1999, the controlling depth was 8 feet to the
turning basin; thence 7 to 8 feet available in the basin. Rapid

Appendix

GREENPOS Message Reporting Format

Format	Sailing Plan	Position Report	Deviation Report	Final Report	Remarks
A/Vessel name/call sign//	R	R	R	R	
B/Date and time of report	R	R	R	R	See Note 1.
C/Position by latitude/longitude//	R	R	R	R	See Notes 2 and 4.
D/Position by geographic location//	R	R	R	R	See Notes 3 and 4.
E/True course//	R	R			See Note 5.
F/Speed//	R	R			See Note 6.
I/Destination and ETA//	R				Express ETA as in Note 2.
L/Planned passage//	R				See Note 7.
Q/Defects or limitations//					See Note 8.
S/Weather and ice conditions//	R	R	R	R	See Note 9.
X/Up to 65 characters of amplifying comments//	R	O	O	O	See Note 10.

KEY

R Required

O Optional

NOTES

1. Expressed as a six-digit group, DDHHMM, using UTC, where DD is the date (from 00 to 31), HH is the hour (from 00 to 23) and MM is minutes (from 00 to 59), followed by Z.

2. Latitude is expressed as a four-digit group, DDMM, where DD is degrees (from 00 to 90) and MM is minutes (from 00 to 59), followed by N or S.

3. Longitude is expressed as a five-digit group, DDDMM, where DDD is degrees (from 000 to 179) and MM is minutes (from 00 to 59), followed by E or W.

4. Either Line C or Line D may be used.

5. Expressed as a three-digit group.

6. Expressed as a two-digit group.

7. An abbreviated statement of planned route, e.g.: present position— great circle route to 100 miles S of Kap Farvel.

8. Details of any defects affecting ship's safety, e.g.: radar or VHF disabled.

9. Abbreviated details of weather conditions at time of report and ice conditions since last report, e.g.: SW5, ice edge seen from 6100N 03905W—state if ice not seen.

10. For Sailing Plan, number of persons on board (e.g. POB 16). May also add other relevant information affecting safety of own or other vessels.

PUB 180