

SECTION II  
NAVIGATION PUBLICATIONS

NM 11/03

SAILING DIRECTIONS CORRECTIONS

**PUB 120**            **2 Ed 2001**            **LAST NM 10/03**

Page 8—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—New South Wales** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 9—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—New South Wales** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 10—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—New South Wales** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 11—Table (upper); strike out.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 11—Table (lower); replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—Queensland** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 12—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—Queensland** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 13—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—Queensland** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 14—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—Queensland** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 15—Table; replace with below:  
New table titled **Restricted and Danger Areas with Associated Airspace—Victoria and Tasmania** from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 17—Graphic; replace with below:  
New graphic from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 18—Graphic; replace with below:  
New graphic from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 20—Graphic; replace with below:  
New graphic from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 22—Graphic; replace with below:  
New graphic from back of this Subsection.  
(Aus Annual Notice No. 9 of 2003)            11/03

Page 24—Lines 44 to 45/R; read:  
each port.

**Quarantine**

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS web site.

<p><b>Austalian Quarantine and Inspection Service</b></p> <p><a href="http://www.aqis.gov.au/shipping">http://www.aqis.gov.au/shipping</a></p>
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The QPAR details the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival. Vessels that do not submit a QPAR will be met by a quarantine officer on or shortly after arrival to complete the quarantine formalities. This will cause a delay to the vessel and additional AQIS charges.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

**Search and Rescue**

(Aus Annual Notice No. 20 of 2003)            11/03

**PUB 140**            **2 Ed 2001**            **LAST NM 9/03**

Page 94—Line 11/L; read:  
a. 35°33'N, 24°39'E.  
(Gr Annual Notice No. 4 of 2003)            11/03

**PUB 140 (Continued)**

Page 94—Line 21/L; read:

e. 35°28'00"N, 24°08'30"E.

(Gr Annual Notice No. 4 of 2003)

11/03

Page 94—Lines 26 to 33/L; strike out.

(Gr Annual Notice No. 4 of 2003)

11/03

Page 130—Line 20/R; insert after:

**Ship Reporting System**

The Adriatic Traffic Maritime Traffic Control System regulates vessel traffic in the S part of the Adriatic Sea. The system's boundaries are, as follows:

1. Southern boundary—39°47'N.
2. Western boundary—Coast of Italy.
3. Northern boundary—42°00'N.
4. Eastern boundary—Coast of Albania.

The system, which consists of a mandatory reporting system and recommended routes, applies to passenger vessels and cargo vessels greater than 300 tons.

Northbound vessels must conform to the recommended route as much as possible by passing through the following way points:

- a. 40°18.5'N, 19°00.0'E.
- b. 41°12.0'N, 18°04.0'E.

Southbound vessels must conform to the recommended route as much as possible by passing through the following way points:

- a. 41°12.0'N, 17°32.0'E.
- b. 40°21.0'N, 18°44.0'E.

Vessels intending to sail within the above-described system boundary must contact the Harbormaster of Brindisi, call sign ADRIATIC TRAFFIC, on VHF channel 10, as follows:

1. Northbound vessels—when crossing 39°47'N.
2. Southbound vessels—when crossing 42°00'N.
3. Immediately upon departing an Italian port located within the above-described system boundary.

The message format is given below. If VHF channel 10 is unavailable, the reports may be transmitted via VHF channel 16.

ADRIATIC TRAFFIC Message Format	
Line	Description
A	Type of report—01/PR, 02/PR, 03/PR (PR stands for Position Report)
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Vessel name, type, and call sign
D	Nationality of vessel
E	Vessel length and draft
F	Displacement and gross tonnage
G	Current latitude (4 digits followed by N) and longitude (5 digits followed by E)

ADRIATIC TRAFFIC Message Format	
Line	Description
H	Speed (3 digits indicating speed in knots and tenths) and route (3 digits indicating route in degrees)
I	Anticipated time of arrival/departure (as expressed in B), followed by the point of destination.
L	ETA at next way point (as expressed in B), followed by the parallel of the way point.
M	Number of people on board, including crew
N	Cargo information—Technical designation of hazardous cargo, UN number (if available) IMO hazard class, quantity on board, location on board, and, if in containers, their identifying signs.
O	Any other relevant information.

Vessels must maintain a continuous listening watch on VHF channel 10 when in this system. All vessels must continuously monitor its position and report it on request to ADRIATIC TRAFFIC. Any damage, accident, or loss of hazardous cargo must be reported immediately to ADRIATIC TRAFFIC.

(18(25)02 Genova)

11/03

Page 130—Line 21/R; read:

**Italian Automated Search and Rescue System**

(NIMA)

11/03

**PUB 160**                      **2 Ed 2002**                      **LAST NM 10/03**

Page 25—Line 30/R; read:

the AQIS web site.

(NIMA)

11/03

Page 25—Lines 36 to 37/R; read:

the vessel's arrival. Vessels that do not submit a QPAR will be met by a quarantine officer on or shortly after arrival to complete the quarantine formalities. This will cause a delay to the vessel and additional AQIS charges.

(Aus Annual Notice No. 20 of 2003)

11/03

**PUB 172**                      **9 Ed 2001**                      **LAST NM 1/03**

Page 209—Line 33/R; read:

about 3 miles N of Mina Rashid harbor entrance, although

(US CH 62405)

11/03

Page 211—Line 15/L; insert after:

Extensive land reclamation operations are in progress (2002) NE and SW of the approach channel. Artificial reefs and islands are under construction 7.5 miles NE and 2.5 miles SW of the channel. Construction traffic crosses the ap-

**PUB 172 (Continued)**

proach channel in the vicinity of Lighted Buoy 9 and Lighted Buoy 10.

(BA NM 1/03, Section IV)

11/03

Page 231—Lines 42/L to 25/R; read:

Pilotage is compulsory for vessels over 250 grt intending to transit the entrance channel to Khawr Al Qulayah.

Vessels between 250 and 1,500 grt may be given permission to proceed without a pilot according to the circumstances pre-ailing at the time.

Bahrain Pilots provides pilotage for all vessels bound for Khawr al Qulayah, as well as the GIIC Terminal, the Alba Jetty, and the BAPCO Terminal.

ASRY Pilots provides pilotage for vessels bound the ASRY Drydock.

Both pilotage authorities coordinate their activities through Bahrain Port Control.

Pilots board 0.3 mile SE of Sitrah Lighted Buoy, except for the BAPCO Terminal; pilots for this facility board at the anchorage.

**Regulations**

**GIIC Terminal.**—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Sitrah Pilots.

**BAPCO Terminal (Bahrain Petroleum Company BSC Terminal).**—Vessels should send their ETA, draft, and bunker fuel requirements 48 hours in advance. When within VHF range and when at anchor, vessels should maintain a continuous listening watch on VHF channel 16 and 74.

**ASRY Drydock.**—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Whether vessel is gas free and ready to berth.
5. Whether vessel requires tank cleaning.

When within VHF range, vessels should establish contact on VHF channel 16 with the ASRY Drydock.

**Alba Jetty (Aluminum Bahrain).**—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Bunker requirements.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Sitrah Pilots. When

alongside, vessels communicate with the wharf staff on VHF channel 8

**Vessel Traffic Management System.**—A Vessel Traffic Management System is in operation in the approaches to the port, including the Deepwater Fairway and the Northeast Approach Channel.

Inbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should radio their ETA at Sitrah Lighted Buoy (26°11'N., 50°43'E.), with draft and details of any deficiencies in vessel handling or seaworthiness, when within VHF range.
2. Vessels using Deepwater Fairway should request permission to proceed past Lighted Buoy No. 3 (26°29'N., 50°57'E.).
3. When passing the charted Reporting Points.
4. Vessels should report their intention to anchor to Port Control in sufficient time for an alternative anchorage to be stipulated.
5. When berthed, moored, or anchored.

Outbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should contact Port Control 15 minutes before, and immediately prior to, getting underway.
2. When passing the charted Reporting Points.
3. Vessels using Deepwater Fairway should request permission to proceed past Bahrain Approach Lighted Buoy.

All vessels are required to maintain a continuous listening watch on VHF channel 74 when within the port area, including while anchored. Bahrain Port Control should be contacted if the vessel is to shift berth or anchorage and again when the vessel is situated.

Vessels berthing at Sitrah should have their outboard anchor cleared and ready to let go before approaching the dock; however, the anchor should not be let go in the vicinity of the dock, except on the advice of the Mooring Master.

(BA NM 7/03, Section VI)

11/03

**COAST PILOT CORRECTIONS**

**COAST PILOT 2**                      **31 Ed 2001**                      **Change No. 27**  
**LAST NM 6/03**

Page 15—Paragraph 386, line 3 to Paragraph 387, line 3; read:

bathymetric map are referred. The tidal datum of **Mean Lower Low Water** has been 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 as the arithmetic mean

...

(CL 68/03; NOS/03)

11/03

Page 34—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)

11/03

**COAST PILOT 2 (Continued)**

Page 148—Paragraph 94, line 1; read:

**Cuttyhunk Light** (41°24'51"N., 70°56'59"W.), 63 feet ...  
(48/02 CG1; LL/02) 11/03

Page 168—Paragraph 188, lines 1 to 2; read:

**Prominent features.—Conimicut Light** (41°43'01"N., 71°20'42"W.), 58 feet above the water, is shown from a white conical ...  
(49/02 CG1; LL/02) 11/03

Page 176—Paragraph 33, line 1; read:

**Block Island Southeast Light** (41°09'10"N., 71°33'04"W.), ...  
(48/02 CG1; LL/02) 11/03

Page 179—Paragraph 83, line 1; read:

**Race Rock Light** (41°14'37"N., 72°02'49"W.), 67 feet above ...  
(49/02 CG1; LL/02) 11/03

Page 179—Paragraph 86, line 4; read:

**Little Gull Island Light** (41°12'23"N., 72°06'25"W.), 91 feet above the water, is shown ...  
(49/02 CG1; LL/02) 11/03

Page 181—Paragraph 129, line 4; read:

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. Tides and currents set through the ...  
(49/02 CG1) 11/03

Page 197—Paragraph 86, line 2; read:

(41°16'28"N., 72°08'14"W.), 35 feet above the water and shown ...  
(49/02 CG1; LL/02) 11/03

Page 200—Paragraph 116, line 1; read:

**Saybrook Breakwater Light** (41°15'48"N., 72°20'34"W.), ...  
(49/02 CG1; LL/02) 11/03

Page 206—Paragraph 224, line 9; read:

**Light** (41°12'43"N., 72°39'13"W.), 94 feet above the water, is shown ...  
(49/02 CG1; LL/02) 11/03

Page 208—Paragraph 264, line 1; read:

**Southwest Ledge Light** (41°14'04"N., 72°54'44"W.), 57 ...  
(49/02 CG1; LL/02) 11/03

Page 210—Paragraph 277, line 6; read:

Southwest 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) 11/03

Page 299—Paragraph 28; read:

Distances Between United States Ports (available on the internet only at <http://chartmarker.ncd.noaa.gov/nsd/ports.html>).  
(01/03 CG7) 11/03

**COAST PILOT 2 31 Ed 2001 Change No. 28**

Page 69—Paragraph 1269, line 3/L; read:  
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

**COAST PILOT 2 (Continued)**

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.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 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,

## COAST PILOT 2 (Continued)

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 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.

**COAST PILOT 2 (Continued)**

(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 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.

## COAST PILOT 2 (Continued)

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.

#### §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 bottom 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.

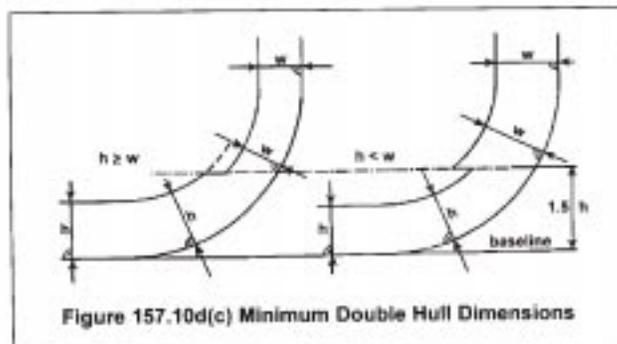


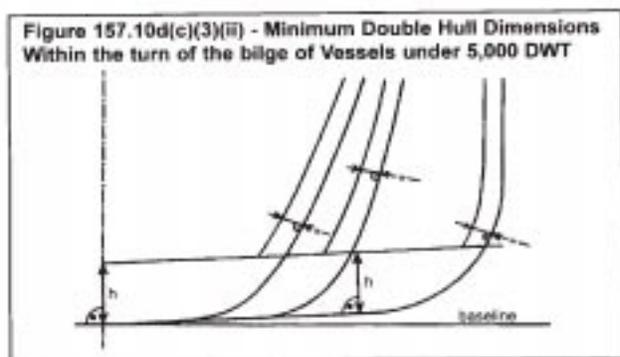
Figure 157.10d(c) Minimum Double Hull Dimensions

(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.

## COAST PILOT 2 (Continued)



(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 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

**COAST PILOT 2 (Continued)**

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)

11/03

<b>Restricted and Danger Areas with Associated Airspace—New South Wales</b>					
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.					
Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R485	Tasman Sea	Military flying training	NOTAM	<b>R485D</b> a. 34°30'53"S, 152°24'28"E. then the minor arc of a circle 70 NM in radius centered on Sydney DME (33°56'34"S, 151°10'51"E), to b. 34°06'00"S, 152°34'17"E. c. 34°06'00"S, 153°34'46"E. then the minor arc of a circle 120 NM in radius centered on Sydney DME to d. 34°50'59"S, 153°20'09"E.	1
			NOTAM	<b>R485E</b> a. 34°30'00"S, 151°51'35"E. b. 34°20'29"S, 151°56'14"E. c. 34°50'59"S, 153°20'09"E. then the minor arc of a circle 120 NM in radius centered on Sydney DME (33°56'34"S, 151°10'51"E), to d. 35°19'20"S, 152°56'18"E.	1
YBBB/R489	Tasman Sea	Firing, bombing, radar tracking	NOTAM	a. 33°38'02"S, 151°51'02"E. b. 33°26'06"S, 152°00'27"E. c. 33°25'47"S, 152°22'03"E. d. 33°44'42"S, 152°22'04"E. e. 33°47'23"S, 151°51'02"E.	2
YMMM/R495	Tasman Sea	Firing, bombing, radar tracking	NOTAM	<b>R495A</b> a. 34°43'56"S, 151°00'00"E. b. 34°40'30"S, 151°03'00"E. c. 34°30'00"S, 151°08'07"E. d. 34°30'00"S, 151°30'00"E. e. 34°57'02"S, 151°30'18"E. f. 34°57'24"S, 150°59'58"E. then the minor arc of a circle 23 NM in radius centered on Nowra Tacan (34°57'00"S, 150°32'00"E), to g. 34°56'07"S, 150°59'57"E.	1
			NOTAM	<b>R495B</b> a. 34°30'00"S, 151°30'00"E. b. 34°30'00"S, 151°51'35"E. c. 34°36'30"S, 151°59'59"E. d. 34°56'32"S, 151°59'35"E. e. 34°57'02"S, 151°30'18"E.	1
			NOTAM	<b>R495C</b> a. 34°56'32"S, 151°59'35"E. b. 34°36'30"S, 151°59'59"E. c. 34°56'01"S, 152°25'27"E.	1

<b>Restricted and Danger Areas with Associated Airspace—New South Wales</b>					
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.					
Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R595	Williamtown	Military intercept training	H24	a. 32°00'00"S, 152°45'52"E. b. 31°00'21"S, 152°16'04"E. c. 30°27'34"S, 152°32'21"E. d. 31°01'44"S, 152°18'14"E. e. 32°33'37"S, 154°47'57"E. f. 33°51'30"S, 154°01'56"E. g. 33°51'30"S, 152°07'57"E. h. 33°32'50"S, 151°58'52"E. i. 33°12'21"S, 151°56'02"E. then the minor arc of a circle 25 NM in radius centered on Williamtown Tacan (32°47'49"S, 151°50'00"E); to j. 32°44'36"S, 152°19'24"E. k. 32°25'00"S, 152°33'00"E.	2
YBBB/R596	Williamtown	Firing	H24	a. 32°42'00"S, 152°45'00"E. b. 32°46'30"S, 152°16'00"E. c. 32°49'00"S, 151°32'00"E. d. 32°46'00"S, 151°18'00"E. e. 32°39'30"S, 151°47'00"E. f. 32°39'30"S, 151°01'45"E.	2
YBBB/R609	Evans Head	Firing	NOTAM	29°14'00"S, 153°24'00"E; then the major arc of a circle 3 NM in radius centered on 29°11'00"S, 153°24'00"E; to 29°10'13"S, 153°27'19"E.	2
YBBB/R641	Evans Head	Firing	H24	<b>R641A</b> a. 28°57'00"S, 153°27'30"E. b. 28°56'21"S, 153°31'28"E. then along the coast to 29°06'55"S, 153°26'11"E; then along the N bank of the Evans River and the Richmond River to 29°01'20"S, 153°17'00"E.	2
			H24	<b>R641B</b> a. 29°15'00"S, 153°03'30"E. b. 29°06'00"S, 153°05'40"E. c. 29°01'20"S, 153°17'00"E. then along the N bank of the Evans River and the Richmond River to 29°06'55"S, 153°26'11"E; then along the coast to 29°26'28"S, 153°22'12"E.	2
			H24	<b>R641C</b> a. 29°15'00"S, 153°03'30"E. b. 29°06'00"S, 153°05'40"E. c. 28°57'00"S, 153°27'30"E. d. 28°56'21"S, 153°31'28"E. then along the coast to 29°26'28"S, 153°22'12"E.	2

<b>Restricted and Danger Areas with Associated Airspace—New South Wales</b>					
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.					
Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R641	Evans Head	Firing	NOTAM	<b>R641D</b> a. 29°15'00"S, 153°03'30"E. b. 29°06'00"S, 153°05'40"E. c. 28°57'00"S, 153°27'30"E. d. 28°56'21"S, 153°31'28"E. then along the coast to 29°26'28"S, 153°22'12"E.	2
			H24	<b>R641E</b> —28°52'13"S, 153°49'39"E; then the minor arc of a circle 30 NM in radius centered on 29°11'51"S, 153°23'44"E; to 29°41'39"S, 153°19'07"E; then along the coast to 28°56'21"S, 153°31'28"E.	2
			H24	<b>R641F</b> —28°52'13"S, 153°49'39"E; then the minor arc of a circle 30 NM in radius centered on 29°11'51"S, 153°23'44"E; to 29°41'39"S, 153°19'07"E; then along the coast to 28°56'21"S, 153°31'28"E.	2
			NOTAM	<b>R641G</b> —28°52'13"S, 153°49'39"E; then the minor arc of a circle 30 NM in radius centered on 29°11'51"S, 153°23'44"E; to 29°41'39"S, 153°19'07"E; then along the coast to 28°56'21"S, 153°31'28"E.	2

<b>Restricted and Danger Areas with Associated Airspace—Queensland</b>					
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.					
Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R665	Wide Bay	Firing	NOTAM	<b>R665A</b> a. 25°48'30"S, 152°56'15"E. b. 25°48'47"S, 152°58'00"E. c. 25°49'53"S, 152°58'12"E. d. 25°56'30"S, 152°58'12"E. then along Tin Can Bay Road to e. 25°57'34"S, 152°54'06"E. then along Maryborough Cooloola Road to f. 25°49'35"S 152°51'42"E.	3
			NOTAM	<b>R665B</b> a. 25°48'30"S, 152°56'15"E. b. 25°48'47"S, 152°58'00"E. c. 25°49'53"S, 152°58'12"E. d. 25°56'30"S, 152°58'12"E. then along Tin Can Bay Road to e. 25°57'34"S, 152°54'06"E. then along Maryborough Cooloola Road to f. 25°49'35"S 152°51'42"E.	3
			NOTAM	<b>R665C</b> a. 25°48'30"S, 152°56'15"E. b. 25°48'47"S, 152°58'00"E. c. 25°49'53"S, 152°58'12"E. d. 25°56'30"S, 152°58'12"E. then along Tin Can Bay Road to e. 25°57'34"S, 152°54'06"E. then along Maryborough Cooloola Road to f. 25°49'35"S 152°51'42"E.	3
YBBB/R676	Cape Moreton	Firing	NOTAM	a. 26°57'00"S, 153°25'00"E. b. 26°48'00"S, 153°30'00"E. c. 26°52'00"S, 153°40'00"E. d. 27°01'00"S, 153°36'00"E.	3
YBBB/R677	Brisbane	Military flying and laser operations	H24	<b>R677A</b> a. 27°20'00"S, 154°00'00"E. b. 25°45'00"S, 154°00'00"E. c. 25°45'00"S, 155°16'16"E. then along the minor arc of a circle 150 NM radius centered on Brisbane DME (27°21'57"S, 153°08'21"E) to d. 27°20'00"S, 155°56'48"E.	3

<b>Restricted and Danger Areas with Associated Airspace—Queensland</b>					
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.					
Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R677	Brisbane	Military flying and laser operations	H24	<b>R677B</b> a. 28°45'03"S, 154°00'00"E. b. 27°20'00"S, 154°00'00"E. c. 27°20'00"S, 155°56'48"E. then along the minor arc of a circle 150 NM radius centered on Brisbane DME (27°21'57"S, 153°08'21"E) to d. 29°05'00"S, 155°12'04"E. e. 29°05'00"S, 155°10'23"E.	3
YBBB/R680	Akens Island	Firing	NOTAM	a. 22°17'00"S, 150°12'00"E. b. 22°15'00"S, 150°20'00"E. c. 22°12'34"S, 150°25'27"E. d. 22°15'06"S, 150°23'42"E. e. 22°17'54"S, 150°23'12"E. f. 22°23'42"S, 150°26'12"E. g. 22°30'30"S, 150°27'00"E. then N along the coast, to h. 22°19'00"S, 150°10'46"E.	4
YBBB/R682	Townshend Island	Firing	NOTAM	a. 22°17'54"S, 150°23'12"E. b. 22°15'06"S, 150°23'42"E. c. 22°06'00"S, 150°30'00"E. d. 22°06'00"S, 150°45'00"E. e. 22°19'00"S, 150°49'00"E. f. 22°19'00"S, 150°33'00"E. g. 22°25'56"S, 150°26'28"E. h. 22°23'42"S, 150°26'12"E.	4
YBBB/R683	Cape Clinton	Firing	NOTAM	a. 22°30'30"S, 150°27'00"E. b. 22°25'56"S, 150°26'28"E. c. 22°19'00"S, 150°33'00"E. d. 22°19'00"S, 150°49'00"E. e. 22°41'19"S, 150°50'31"E.	4
YBBB/R684	Mount Hummock	Firing	H24	<b>R684A</b> a. 22°55'00"S, 150°27'00"E. b. 22°30'30"S, 150°27'00"E. c. 22°41'19"S, 150°50'31"E. d. 22°49'22"S, 150°47'07"E. e. 22°47'57"S, 150°37'21"E. f. 22°54'00"S, 150°36'00"E.	4
			NOTAM	<b>R684B</b> a. 22°55'00"S, 150°27'00"E. b. 22°30'30"S, 150°27'00"E. c. 22°41'19"S, 150°50'31"E. d. 22°49'22"S, 150°47'07"E. e. 22°47'57"S, 150°37'21"E. f. 22°54'00"S, 150°36'00"E.	4

<b>Restricted and Danger Areas with Associated Airspace—Queensland</b>					
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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R686	Triangular Island	Explosives demolition	NOTAM	A circle 3 NM in radius centered on 22°23'00"S, 150°30'30"E.	4
YBBB/R687	Raspberry Creek	Firing	H24	<b>R687A</b> a. 22°52'05"S, 150°16'31"E. b. 22°27'04"S, 150°05'46"E. c. 22°19'00"S, 150°10'46"E. then SE along the coast, to d. 22°30'30"S, 150°27'00"E. e. 22°55'00"S, 150°27'00"E.	4
			NOTAM	<b>R687B</b> a. 22°52'05"S, 150°16'31"E. b. 22°27'04"S, 150°05'46"E. c. 22°19'00"S, 150°10'46"E. then SE along the coast, to d. 22°30'30"S, 150°27'00"E. e. 22°55'00"S, 150°27'00"E.	4
YBBB/R689	Shoalwater Bay	Firing	NOTAM	a. 22°27'04"S, 150°05'46"E. b. 22°15'09"S, 150°00'40"E. then the major arc of a circle 30 NM in radius centered on 22°16'00"S., 150°33'00"E. c. 22°41'19"S, 150°50'31"E. d. 22°19'00"S, 150°49'00"E. e. 22°06'00"S, 150°45'00"E. f. 22°06'00"S, 150°30'00"E. g. 22°12'34"S, 150°25'27"E. h. 22°15'00"S, 150°20'00"E. i. 22°17'00"S, 150°12'00"E.	4
YBBB/R693	Elliott	Firing	NOTAM	a. 24°24'00"S, 152°08'00"E. b. 24°11'00"S, 152°31'00"E. c. 24°28'00"S, 152°58'00"E. d. 24°41'00"S, 152°34'00"E.	3
YBBB/R695	Herbert Creek	Firing	H24	<b>R695A</b> a. 22°38'00"S, 150°05'30"E. b. 22°27'30"S, 150°05'30"E. c. 22°27'04"S, 150°05'46"E. d. 22°52'05"S, 150°16'31"E. e. 22°51'30"S, 150°13'30"E. f. 22°44'30"S, 150°08'30"E.	4

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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R695	Herbert Creek	Firing	NOTAM	<b>R695B</b> a. 22°38'00"S, 150°05'30"E. b. 22°27'30"S, 150°05'30"E. c. 22°27'04"S, 150°05'46"E. d. 22°52'05"S, 150°16'31"E. e. 22°51'30"S, 150°13'30"E. f. 22°44'30"S, 150°08'30"E.	4
			NOTAM	<b>R695C</b> a. 22°38'00"S, 150°05'30"E. b. 22°27'30"S, 150°05'30"E. c. 22°27'04"S, 150°05'46"E. d. 22°52'05"S, 150°16'31"E. e. 22°51'30"S, 150°13'30"E. f. 22°44'30"S, 150°08'30"E.	4
YBBB/R725	Saumarez Reef	Firing	NOTAM	A circle 5 NM in radius centered on 21°51'18"S, 153°38'47"E.	3
YBBB/R747	Rattlesnake Island	Firing	NOTAM	A circle 4.8 NM in radius centered on 19°02'10"S, 146°36'38"E.	5
YBBB/R748	Halifax Bay	Firing	NOTAM	a. 19°04'56"S, 146°47'41"E. b. 19°08'23"S, 146°43'46"E. c. 19°09'00"S, 146°38'30"E. d. 19°01'30"S, 146°28'00"E. e. 18°55'33"S, 146°23'35"E. f. 18°49'00"S, 146°26'00"E. g. 18°46'00"S, 146°31'00"E. h. 18°49'12"S, 146°34'38"E. then the minor arc of a circle 29 NM in radius centered on Townsville Tacan (19°16'44"S., 146°44'33"E.); to i. 18°48'22"S, 146°51'25"E.	5
YBBB/R767	Cairns	Firing	NOTAM	a. 17°19'00"S, 146°08'18"E. b. 17°08'00"S, 146°07'00"E. c. 17°07'00"S, 146°23'00"E. d. 17°22'00"S, 146°25'00"E. e. 17°23'30"S, 146°13'00"E.	6
YBBB/R778	Cairns (Outer Reef)	Firing	NOTAM	a. 16°41'30"S, 146°15'00"E. b. 16°30'00"S, 146°15'00"E. c. 16°30'00"S, 146°33'00"E. d. 16°41'30"S, 146°33'00"E.	6
YBBB/R783	Lizard Island	Firing	NOTAM	a. 14°33'00"S, 145°14'00"E. b. 14°28'00"S, 145°22'00"E. c. 14°34'00"S, 145°26'00"E. d. 14°40'00"S, 145°18'00"E.	6

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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R323	Western Port	Firing	Mon-Fri 2300-0545 UTC or NOTAM	<b>R323A</b> a. 38°30'00"S, 144°55'22"E. then the major arc of a circle 5 NM in radius centered on 38°28'55"S, 145°01'35"E; to b. 38°32'52"S, 145°05'28"E. c. 38°35'30"S, 145°08'30"E. d. 38°43'58"S, 145°08'32"E. then the minor arc of a circle 16 NM in radius centered on 38°28'55"S, 145°01'35"E; to e. 38°32'23"S, 144°41'41"E.	11
			Mon-Fri 2300-0545 UTC or NOTAM	<b>R323B</b> a. 38°28'55"S, 145°01'35"E. b. 38°44'55"S, 145°01'19"E. then the minor arc of a circle 16 NM in radius centered on 38°28'55"S, 145°01'35"E; to c. 38°32'23"S, 144°41'41"E.	11
YMMM/R332	Hanns Inlet	Radar flares	H24	A circle 1.5 NM in radius centered on 38°22'48"S, 145°12'00"E.	11
YMMM/R339	Cape Schanck	Gunnery, military flying, and naval activity	NOTAM	a. 38°51'00"S, 144°21'00"E. b. 38°38'00"S, 144°41'00"E. c. 38°36'16"S, 144°43'28"E. then the minor arc of a circle 16 NM in radius centered on 38°28'55"S, 145°01'35"E; to d. 38°44'45"S, 145°04'34"E. e. 38°49'30"S, 144°56'30"E. f. 39°02'00"S, 144°34'00"E.	11
YMMM/R362	Stony Head	Firing	H24	<b>R362A</b> a. 41°03'10"S, 146°56'25"E. b. 41°01'44"S, 146°55'54"E. then along the coast to c. 41°00'01"S, 147°04'50"E. d. 41°03'54"S, 147°04'06"E.	11
			NOTAM	<b>R362B</b> a. 41°03'10"S, 146°56'25"E. b. 41°01'44"S, 146°55'54"E. then along the coast to c. 41°00'01"S, 147°04'50"E. d. 41°03'54"S, 147°04'06"E.	11
			NOTAM	<b>R362C</b> a. 40°56'30"S, 146°54'00"E. b. 40°56'30"S, 147°05'30"E. c. 41°00'01"S, 147°04'50"E. then along the coast to d. 41°01'44"S, 146°55'54"E.	11

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YMMM/R374	Swan Island	Firing	H24	A circle 1 NM in radius centered on 38°14'50"S, 144°41'30"E.	11

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