SAILING DIRECTIONS CORRECTIONS

PUB 126 6 Ed 2002 LAST NM 24/03

Page 132—Lines 55 to 58/R; read:

Baie de Magenta (22˚17'S., 166˚29'E.), about 3 miles WSW of Baie de Boulari, is encumbered on its NE side by islets and reefs. The SW portion of the bay is clear as far in as the Magenta landing wharf on the SW side near the head, except for a 3.6m patch about 0.5 mile E of the dock. A channel dredged to depths of 7 to 10m, with diminishing depths, leads into and abreast the dock.

There exists a hazardous zone, 300m long and 50m wide, around the extension to the airport runway. Surfing and surfboarding are prohibited along the beach inside this zone, which is shown on the chart.

(Fr NM 6/03) 26/03

Page 133—Lines 1 to 2/L; strike out.

(Fr NM 6/03) 26/03

PUB 140 2 Ed 2001 LAST NM 25/03

Page 2—Line 6/R; insert after:

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40˚25'N. For further information, see Italy—Regulations.

(BA NM 22/03, Section VI) 26/03

Page 42—Line 34/R; insert after:

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40˚25'N. For further information, see Italy—Regulations.

(BA NM 22/03, Section VI) 26/03

Page 52—Line 30/R; insert after:

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

(21(2304(P))03 Taunton) 26/03

Page 52—Line 30/R; insert after:

New graphic titled **Wadden Sea—Particularly Sensitive Sea Areas (PSSA)** from back of this Subsection.

(21(2304(P))03 Taunton) 26/03

Page 74—Lines 23 to 56/L; read:

SURNAV

SURNAV is a system designed to monitor the movements and condition of vessels carrying hydrocarbons, dangerous cargo, or noxious substances navigating in the approaches to the French coasts of the North Sea, the English Channel, the Atlantic Ocean, and the Mediterranean Sea.

Vessels carrying the indicated cargo shall report to the appropriate CROSS station, as given in the accompanying table.

Movement information.—Vessels indicated above intending to enter or pass through French territorial waters shall send a movement information report to the relevant CROSS center. The message shall be sent 6 hours prior to entering French territorial waters or 6 hours prior to leaving a port or anchorage on the French coast.

TO: Appropriate CROSS station	
PREFIX: SURNAV-FRANCE	
ALFA	Vessel's name, call sign, and flag
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position (latitude and longitude)
ECHO	Course
FOXTROT	Speed
GOLF	Last port of call
HOTEL	Date and time UT(GMT) and position of entry into French territorial waters or date, time, and position on departure
INDIA	Destination
KILO	Date and time UT(GMT) and position of leaving French territorial waters or date and time of arrival at the port, anchorage, waiting area, or deballasting zone of the destination in French waters
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo—type (as defined by MARPOL 73/78) and quantity
QUEBEC	Whether maneuvering ability is normal or reduced by a defect in propulsion, steering, or anchoring equipment
UNIFORM	Type of vessel
X-RAY	Any other information
ZULU	End of message

Any subsequent changes should be reported immediately.

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Vessels indicated above arriving from a port or anchorage outside the European Union and intending to anchor in French territorial waters shall send a message to the relevant CROSS station when leaving the loading port, or as soon as possible in the event of a change in destination, stating the following information:

1. Name and call sign of vessel.
2. Nationality of vessel.
3. Length and draft of vessel.
4. Port of destination.
5. ETA at the port of destination, at the pilot station, or in the intended anchorage area, as requested by the competent authority.
6. ETD.
7. Passage plan.
8. Precise technical description of the dangerous or polluting cargo; UN numbers, if applicable; the IMO risk category determined in accordance the IMDG and with the IBC and IGC sets of rules; and the vessel's IMF category, if applicable.
9. Confirmation of the existence on board of a suitable list, manifest, or lading plan giving precise details of the dangerous or polluting cargo carried by the vessel and their location on the vessel.
10. Number of crew onboard.

During the entire transit or stay within French territorial or inshore waters, except when berthed at a quayside in a port, vessels indicated above shall maintain a continuous listening watch on the following frequencies:

1. DSC—2187.5 kHz and VHF channel 70.
2. VHF channel 16.
3. On any specified channel.

Accident information.—Vessels indicated above in a position less than 50 miles from the French coast shall immediately send a message to the relevant CROSS center reporting any accident suffered by the vessel. This includes, but is not limited to collision, grounding, navigational incident, and an event on board or off the vessel resulting in either material damage or a risk of material damage which the vessel or its cargo may suffer. The message should state the following information:

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
PREFIX: SURNAV-AVARIES (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or PREFIX: SURNAV BREAKDOWNS (for vessels in the Mediterranean Sea)	
ALFA	Vessel's name, call sign, and flag
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position (latitude and longitude)
ECHO	Course
FOXTROT	Speed
GOLF	Last port of call
INDIA	Destination
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo
QUEBEC	Nature of the damage
ROMEO	Description of any pollution or dangerous cargo lost overboard
TANGO	Name and address of owner, charterer, and any other French consignee
UNIFORM	Type of vessel
X-RAY	Date and time UT(GMT) of call for assistance or towage; name of assisting vessel, if present or, if not, its ETA in UT(GMT); any other information
YANKEE	Request for transmission of the report to another system (AMVER, AUSREP, JASREP, MAREP, etc.)
ZULU	End of report

The vessel suffering the accident shall also:

1. Inform the appropriate CROSS station of the developing situation.
2. Maintain a continuous listening watch, as follows:
   a. DSC—2187.5 kHz and VHF channel 70.
   b. VHF channel 16.
   c. On any specified channel.
3. Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of pollution.

Assisting vessel information.—Any vessel called upon to assist or tow a damaged or defected vessel shall immediately send a message to the appropriate CROSS station, stating the following information:

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
PREFIX: SURNAV-AVARIES (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or PREFIX: SURNAV BREAKDOWNS (for vessels in the Mediterranean Sea)	
ALFA	Assisting vessel's name, call sign, and flag
BRAVO	Date and time UT(GMT), suffixed ZULU

PUB 140 (Continued)

CHARLIE	Position of assisting vessel (latitude and longitude)
ECHO	Course of assisting vessel
FOXTROT	Speed of assisting vessel
INDIA	Destination
PAPA	Cargo of the casualty, if known
QUEBEC	Damage to casualty, if known
TANGO	Name and address of owner, charterer, and any French consignee of the assisting vessel
UNIFORM	Type of assisting vessel
X-RAY	Date and time UT(GMT) and position of casualty; name, nationality, and call sign of casualty; course and speed of the casualty, any other information

The assisting vessel shall also:

1. Inform the appropriate CROSS station of the developing situation.
2. Maintain a continuous listening watch, as follows:
   a. DSC—2187.5 kHz and VHF channel 70.
   b. VHF channel 16.
   c. On any specified channel.
3. Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of pollution.

(BA NM 21/03, Section VI) 26/03

Page 74—Line 56/L; insert after:
New table titled **SURNAV Reporting Stations** from back of this Subsection.
(BA NM 21/03, Section VI) 26/03

Page 74—Lines 1 to 59/R; strike out.
(BA NM 21/03, Section VI) 26/03

Page 75—Lines 1 to 28/L; read:

Navigation and Procedures in French Territorial Waters

Vessels greater than 1,600 grt carrying hydrocarbons, dangerous cargo, or noxious substances must keep at least 7 miles from the French coast except, as follows:

1. In the northeastbound lane of the Straits of Dover Traffic Separation Scheme.
2. Within the passages and fairways to the following French Atlantic ports:

Dunkerque	Saint Brieuc
Calais	Roscoff
Boulogne	Brest
Dieppe	Douarnenez
Fecamp Le Havre-Antifer	Concarneau
Rouen and the ports of the lower Seine	Lorient
Caen/Ouistreham	Ports of the Loire
Cherbourg	Les Sables-d'Olonne
Granville	La Rochelle/La Pallice
The Transfer of Cargo Operations Area ENE of Pointe de Saire in Baie de la Seine	Ports of La Gironde and Bayonne
Saint Malo	

3. Raz Blanchard, the channel between Alderney and the coast of France.
4. Within the passages and fairways to the following French Mediterranean ports:

Port-La-Nouvelle	Ajaccio
Sete	Porto-Vecchio
Golfe de Fos	Solenzara
Marseille	Lucciana
Toulon	Bastia

5. In the narrow passage called Canal de Corse, which separates the NE coast of Corse (Corsica) from the Italian island of Capraia, between the parallels of 42˚48'N (disused signal station on Cape Sagro) and 43˚07'N. The distance here is reduced to 5 miles to take into account the narrowing of French territorial waters in this region.
6. In the Strait of Bonifacio.

(BA NM 21/03, Section VI) 26/03

Page 75—Lines 1 to 57/R; strike out.
(BA NM 21/03, Section VI) 26/03

Page 76—Lines 1 to 36/L; read:

Mandatory Access Routes/Channels

Many French ports contain Mandatory Access Routes/Channels, which are required to be used by vessels greater than 1,600 grt which originate from or are bound to these harbors and roadsteads, and are carrying hydrocarbons, dangerous cargo, or noxious substances. The ports where these Mandatory Access Routes/Channels are in operation are contained the accompanying table.

Mandatory Access Routes/Channels	
Atlantic ports	**Mediterranean ports**
Saint Malo	Port-La-Nouvelle
Saint Brieuc	Sete
Roscoff	Golfe de Fos
Brest	Marseille

PUB 140 (Continued)

Mandatory Access Routes/Channels	
Atlantic ports	**Mediterranean ports**
Douarenez	Toulon
Concarneau	Ajaccio
Lorient	Porto-Vecchio
Ports of the Loire	Solenzara
Les Sables-d'Olonne	Lucciana
La Rochelle	Bastia
La Pallice	
La Gironde	
Bayonne	

See the appropriate Sailing Directions (Enroute) for particulars concerning Mandatory Access Routes/Channels to the above ports.

These vessels, when they are in the access channels, have priority in accordance with Rule 9 of the International Regulations for Preventing Collisions at Sea.

Vessels crossing these channels should do so as nearly as possible at right angles to the channel and stay well clear of any vessels in the approach channel and, if it is equipped with VHF radiotelephone, it must maintain a listening watch on VHF channel 16.

Vessels are not to anchor or wait in the approach channels except in the circumstances beyond their control.

Those vessels forced by necessity to anchor or wait should inform port authorities by the most expedient means.

Those vessels carrying a dangerous cargo must, in the approach channels, fly Flag "B" of the International Code of Signals by day and exhibit one red light, at night, clearly visible all around.

The preceding regulations do not excuse masters and pilots from conforming to the International Regulations for Preventing Collisions at Sea.

(BA NM 21/03, Section VI) 26/03

Page 76—Line 9/R to Page 78—Line 20/R; strike out.

(BA NM 21/03, Section VI) 26/03

Page 87—Line 41/L; insert after:

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization. Further information on the PSSA may be found in Denmark—Regulations.

(21(2304(P))03 Taunton) 26/03

Page 130—Line 9/R; insert after:

New table titled **ADRIREP Sector Reporting Information** from back of this Subsection.

(BA NM 22/03, Section VI) 26/03

Page 130—Lines 20 to 21/R; read:

prior to arrival.

Ship Reporting System

The Adriatic Traffic Reporting System (ADRIREP) is a mandatory reporting system for the following vessels:

1. Oil tankers of 150 get and over.
2. All vessels of 300 grt and over carrying dangerous or polluting cargo, either in bulk or break bulk.

The operational area covered by ADRIREP is the entire Adriatic Sea N of latitude 40˚25'N. The area is divided into five sectors, each of which has been assigned to a competent authority.

The system is based on VHF voice communications. Vessels contact the appropriate shore-based authority on the VHF channel assigned to the sector in which the vessel is located. Vessels unable to report using the assigned VHF channel should report by any other available communication method. English shall be used for all communications. A description of the boundaries, competent authorities, and VHF channels used are given in the accompanying table.

The following procedures shall be used by all vessels required to participate in ADRIREP:

1. Northbound vessels.—

a. Vessels shall transmit a First Report to the competent shore-based authority of the interested sector, as follows:

i. When entering the Adriatic Sea by crossing latitude 40˚25'N.

ii. When entering the Adriatic Sea by leaving a port inside the area covered by ADRIREP.

b. Vessels shall transmit a Position Report to the competent shore-based authority, as follows:

i. When entering a new sector by crossing its S border.

ii. When entering the port of destination in the area covered by ADRIREP.

2. Southbound vessels.—

a. Vessels shall transmit a First Report to the competent shore-based authority of the interested sector when leaving a port area covered by the system.

b. The shore-based authority to whom the First Report shall be transmitted is that of the country of the port the vessel is leaving.

c. The recipient of the First Report shall pass the information on to the following authorities:

i. The maritime authority of the vessel's destination, if in the area covered by ADRIREP.

ii. Brindisi Cost Guard.

iii. The other shore-based authorities in between, if any.

d. Vessels shall transmit a Position Report to the competent shore-based authority, as follows:

i. When entering a new sector by crossing its N border.

ii. When entering the port of destination in the area covered by ADRIREP.

3. **Vessels crossing the Adriatic Sea.—**Vessel shall send a report to the closest shore-based authority of the

PUB 140 (Continued)

country the vessel is leaving, who shall then inform the maritime authority of the port of destination.

4. **Special case.—**Southbound vessels crossing latitude 40˚25'N and either departing Sector 1 or the area covered by ADRIREP shall transmit an additional Final Report to Brindisi Coast Guard.

Note.—The format of each report, as well as the required information for the report, are given in the accompanying tables.

The responsibilities of the shore-based authorities are, as follows:

1. The shore-based authority receiving the First Report (01/FR) shall inform the maritime authority of the vessel's destination, if in the area covered by ADRIREP, and the other shore-based authorities in between, if any.
2. The shore-based authority in Sector 5 receiving the Position Report from the vessel entering the sector will inform the other two shore-based authorities in Sector 5.
3. Upon the receipt of any report, the shore-based authority will provide the vessel with the following information:
   a. Information on navigational conditions.
   b. Information on weather conditions.
   c. Any other relevant information.

ADRIREP—First Report Format	
Line	**Description**
Message Identifier: ADRIREP	
Type of report: 01/FR (First Report)	
A	Vessel name, call sign, IMO number, and flag
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	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E)
E	Course (3 digits)
F	Speed in knots (3 digits)
G	Port of departure
I	Anticipated time of arrival (as expressed in B), followed by the port of destination
N	ETA at next checkpoint (as expressed in B), followed by parallel of the checkpoint
O	Draft (4 digits)
P	Cargo information (general category of hazardous cargo as defined by the IMDG, IBC, and ICG Codes and MARPOL Annex I)
T	Agent
U	Vessel type, dwt, grt, and loa in meters
W	Number of people on board, including crew
X	Any other relevant information

ADRIREP—First Report Format	
Line	**Description**
Note.—In accordance with provisions of SOLAS and MARPOL Conventions, vessels shall also report on any defect, damage, deficiency, or limitations, as well as information related to any pollution incident or loss of cargo.	

ADRIREP—Position/Final Report Format	
Line	**Description**
Message Identifier: ADRIREP	
Type of report: 01/PR, 02/PR, 03/PR (Position Report) or Type of report: ER (Final Report)	
A	Vessel name, call sign, IMO number, and flag
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	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E)
E	Course (3 digits)
F	Speed in knots (3 digits)
G	Port of departure
I	Anticipated time of arrival (as expressed in B), followed by the port of destination
N	ETA at next checkpoint (as expressed in B), followed by parallel of the checkpoint
X	Any other relevant information
Note.—The information contained in the Position Report/Final Report shall be supplemented by any other information which differs from the previous report.	

Italian Automated Search and Rescue System
(BA NM 22/03, Section VI) 26/03

Page 162—Line 29/L; insert after:

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization. Further information on the PSSA may be found in Denmark—Regulations.
(21(2304(P))03 Taunton) 26/03

PUB 163 8 Ed 2002 LAST NM 24/03

Page 130—Lines 40 to 46/L; read:

Tanjung Tinggi (6˚50'S., 115˚13'E.), the NW extremity of the island, is high, wooded, and visible for 24 to 28 miles. Teluk Ketapang, which indents the coast just S of this point, is the only anchorage of importance. It is entered between **Pulau Mamburit** (6˚51'S., 115˚13'E.), where a lighthouse is

PUB 163 (Continued)

located, and Tanjung Batu Teteh, 2.75 miles SSW. The N side of the bay is formed by a hilly promontory terminating in Tanjung Batu Guluk.
(12(85)03 Jakarta) 26/03

PUB 171 7 Ed 2001 LAST NM 24/03

Page 57—Lines 14 to 18/L; read:

4.2 Cabo Delgado (10˚41'S., 40˚38'E.) is marked by a light that consists of a white hexagonal concrete tower and dwelling, 36m high. The peninsula is low, but close N of the cape there is a hill with an elevation of 26m. A drying reef fringes the cape, extending over 1 mile SE; it is steep-to and is usually marked by surf. About 2 miles S of Cabo Delgado lies an isolated rock, 0.9m high.
(BA NM 31/02) 26/03

Page 91—Line 29/L; insert after:

Caution.—Several incidents of piracy have been reported by vessels approaching ports, and transiting the coast, of Somalia. Vessels as much as 40 miles off the coast have been boarded by armed men. Any radio communications, including VHF, should be avoided. Vessels should stay 50 to 100 miles from the Somali coast.
(BA NM 26/02) 26/03

PUB 172 9 Ed 2001 LAST NM 25/03

Page 36—Line 5/L; insert after:

Caution.—An IMO-adopted Traffic Separation Scheme lies in the waters E of Az Zukar and may best be seen on the chart.
(15(1767(P))03 Taunton) 26/03

Page 37—Line 7/L; insert after:

Caution.—An IMO-adopted Traffic Separation Scheme lies in the waters W and S of Hanish Al Kabir and may best be seen on the chart.
(15(1767(P))03 Taunton) 26/03

PUB 173 7 Ed 2002 LAST NM 25/03

Page 29—Lines 35 to 36/L; read:

cated in the W approach to the Gulf of Cambay. Unlit structures are situated on the Malacca Banks, Surat Roads, and the Sutherland Channel, as best seen on the chart.
(BA NM 20/02) 26/03

Page 72—Line 36/L; insert after:

A dangerous obstruction was reported (2002) to lie about 8 miles WSW of Comorin Point.
(US NM 52/02) 26/03

Page 124—Line 20/R; insert after:

Caution.—About 30 miles ESE of Covelong Point lies a firing practice area centered on position 12˚41'N, 80˚45'E.
(BA NM 16/03) 26/03

Page 151—Line 29/R; insert after:

A dangerous wreck, marked on its WSW side by a lighted buoy, lies about 18 miles SSW of Jefford Point.
(BA NM 4/03) 26/03

PUB 175 7 Ed 2001 LAST NM 49/02

Page 110—Lines 57/L to 4/R; read:

Pilotage.—Pilotage is compulsory for the approaches to the jetty; the pilot boards 2 mile N of Denham Channel Light. Vessels should send their ETA to the terminal operators 72 hours, 48 hours, and 24 hours in advance, with any amendments being sent as soon as possible. Vessels must arrive in a ballasted condition permitting optimum ship handling capabilities, or the vessel may be unable to berth.
(BA NM 4/03) 26/03

COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 30
LAST NM 20/03

Page 30—Paragraph 664, line 4 to Paragraph 665, line 2; read:

Directions.

MARINE POLLUTION

Compliance with the Federal Water Pollution Control Act or Clean Water Act.–The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones.–Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution.–The FWPCA also prohibits ...
(CL 139/02; 40 CFR 140) 26/03

Page 35—Paragraph CFR Box, (insert after Part 334):

Title 40 (40 CFR): Protection of Environment
Part 140 Marine Sanitation Device Standard
(40 CFR 140) 26/03

Page 91—Paragraph 1778, line 2; read:

First Naval District, and such agencies as he may designate.

COAST PILOT 1 (Continued)

TITLE 40–PROTECTION OF ENVIRONMENT

Part 140–Marine Sanitation Device Standard

§140.1 Definitions.

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/1.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are ‘‘appropriate standards” for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator’s affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator,

COAST PILOT 1 (Continued)

Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at *http://www.fknms.nos.noaa.gov/*.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, ''Guidelines Establishing Test Procedures for the Analysis of Pollutants,'' or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140) 26/03

COAST PILOT 1 32 Ed 2001 Change No. 31

Page 250—Paragraph 162, lines 3 to 5; read:

west side of Derby Wharf. In October 2002, the controlling depth was 5.2 feet (7.1 feet at midchannel) in the channel to the westward turn into South River, thence 4.8 feet (5.6 feet at midchannel) from the turn continuing west to a ...

(CL 1907/02; 12/03 CG1; BP 179154) 26/03

Page 276—Paragraph 55, line 4 to Paragraph 58; 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.

Upper Mississippi River Naviagtion Charts (Mississsippi River, Cario, 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 Har-

COAST PILOT 1 (Continued)

bors: 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) 26/03

COAST PILOT 2 32 Ed 2003 Change No. 9
LAST NM 22/03

Page 39—Paragraph 671, line 4 to Paragraph 672, line 1; read:
in the Coast Pilot and Sailing Directions.

MARINE POLLUTION
Compliance with the Federal Water Pollution Control Act or Clean Water Act

The Federal Water Pollution Control Act (FWPCA) or Clean Water Act (CWA) was passed to restore and maintain the chemical, physical and biological integrity of our nation's waters.

No Discharge Zones

Section 312 of the FWPCA, entitled "Marine Sanitation Devices" (see **40 CFR 140** in Chapter 2), gives the Environmental Protection Agency (EPA) and States the authority to designate certain areas as No-Discharge Zones (NDZ) for vessel sewage. Freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrances and exits prohibit traffic by regulated vessels (vessels with installed toilets) are, by regulation, NDZs. Rivers that do not support interstate navigation vessel traffic are also NDZs by regulation. Water bodies that can be designated as NDZs by States and EPA include: the Great Lakes and their connecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that support interstate navigation by vessels subject to regulation.

Inside No-Discharge Zone waters, discharge of any sewage, whether treated or untreated, is completely prohibited.

Discharge of sewage in waters not designated under **40 CFR 140** as No-Discharge Zones is regulated by the Marine Sanitation Device Standard (see **40 CFR 140** in Chapter 2.)

Oil Pollution

The FWPCA also ...
(CL 139/02; 40 CFR 140) 26/03

Page 46—Paragraph CFR Box, (insert after Part 334):
Title 40 (40 CFR): Protection of Environment
Part 140 Marine Sanitation Device Standard
(40 CFR 140) 26/03

Page 150—Paragraph 2654, line 4; read:
designate.

TITLE 40–PROTECTION OF ENVIRONMENT

Part 140–Marine Sanitation Device Standard

§140.1 Definitions.

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the

COAST PILOT 2 (Continued)

Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/1.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are ‘‘appropriate standards” for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator’s affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State’s application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State’s application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator’s finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State’s application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at *http://www.fknms.nos.noaa.gov/*.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator’s finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State’s application.

COAST PILOT 2 (Continued)

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, ''Guidelines Establishing Test Procedures for the Analysis of Pollutants,'' or subsequent revisions or amendments thereto, shall be employed.

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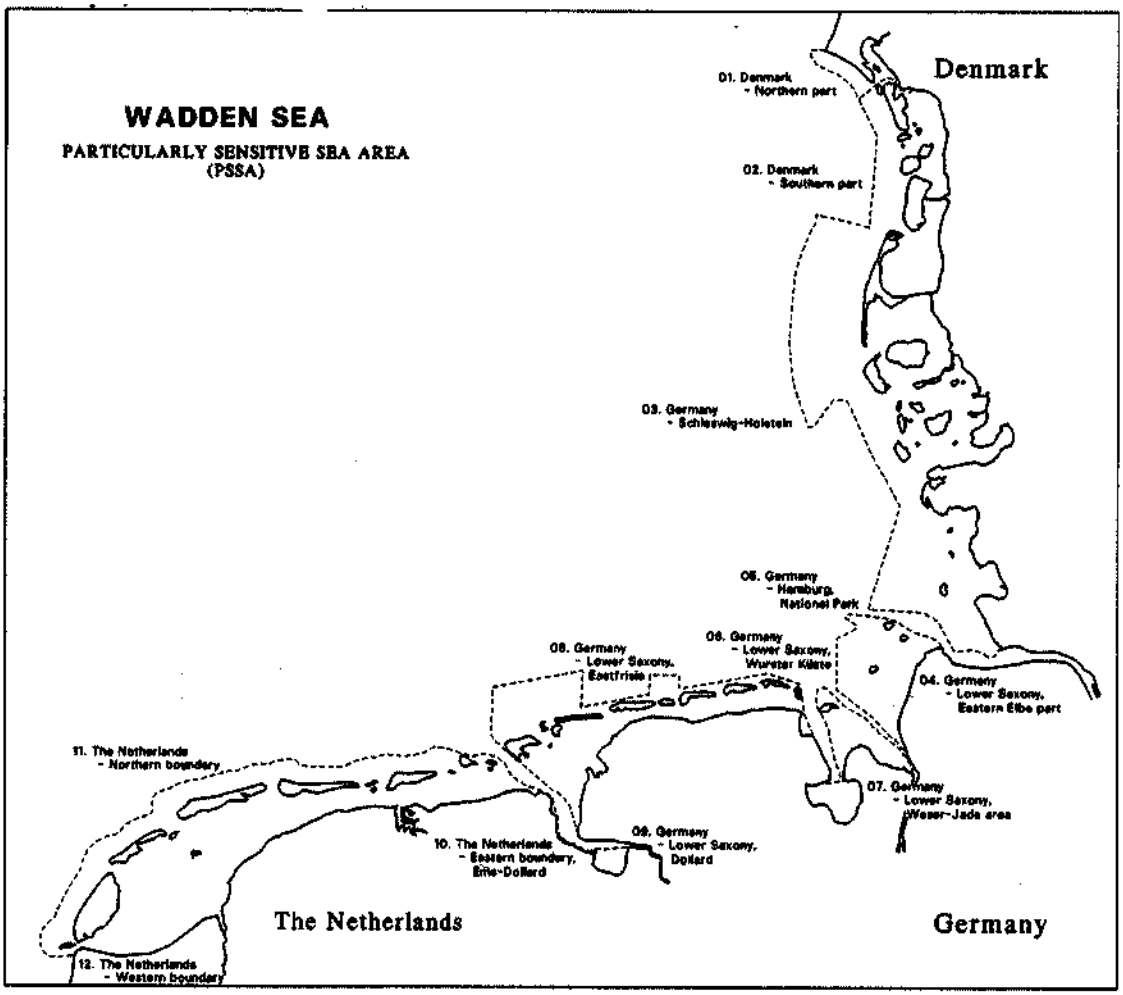
WADDEN SEA
PARTICULARLY SENSITIVE SEA AREA
(PSSA)
Denmark
01. Denmark
- Northern part
02. Denmark
- Southern part
03. Germany
- Schleswig-Holstein
05. Germany
- Hamburg
National Park
06. Germany
- Lower Saxony,
Wurster Küste
08. Germany
- Lower Saxony,
Eastfriesia
04. Germany
- Lower Saxony,
Eastern Elbe part
11. The Netherlands
- Northern boundary
07. Germany
- Lower Saxony,
Weser-Jade area
09. Germany
- Lower Saxony,
Dollard
10. The Netherlands
- Eastern boundary,
Ems-Dollard
The Netherlands
Germany
12. The Netherlands
- Western boundary

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SURNAV Reporting Stations				
CROSS station	**Traffic**	**Call sign**	**VHF channel**	**E-mail address**
CROSS Gris-Nez	For vessels coming from the North Sea or a port on the S coast of England located E of Brighton.	Gris-Nez Traffic	13, 16, 79	ops.cross-gris-nez@equipement.gouv.fr
CROSS Jobourg	For vessels coming from a port on the S coast of England located W of Brighton.	Jobourg Traffic	13, 16, 80	jobourg.mrcc@wanadoo.fr
CROSS Corsen	For vessels coming from the Atlantic Ocean, going to the English Channel or Brest and its surroundings.	Ouessant Traffic	13, 16, 79	cross-corsen@equipement.gouv.fr
CROSS Etel	For vessels going to a French Atlantic coast port located S of the parallel of Pointe de Penmarch.	CROSSA Etel	16	—
CROSS La Garde	For vessels going to French Mediterranean ports.	CROSS MED	16, 70, 79	—

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ADRIREP Sector Reporting Information					
Sector	**Southern border**	**Northern border**	**Competent authority**	**VHF channel**	**Remarks**
1	40˚25'N	41˚30'N	Brindisi Coast Guard (Italy)	10	
2	41˚30'N	42˚00'N	Bar MRCC (Serbia and Montenegro)	12	
3	42˚00'N	43˚20'N	Rijeka MRCC (Croatia)	10	
4	43˚20'N	44˚30'N	Ancona MRSC (Italy)	10	
5	44˚30'N	Coastline	Venezia MRSC (Italy)	10	See note.
5	44˚30'N	Coastline	Trieste MRSC (Italy)	10	See note.
5	44˚30'N	Coastline	Koper MRCC (Slovenia)	12	See note.
Note.—Northbound and southbound vessels entering Sector 5 shall transmit the First Report or Position Report, as applicable, to the competent authority to where to vessel is going to or coming from.					

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