

COAST PILOT 9 (Continued)

- (i) A vessel of 1,600 gross tons or more; and
(33 CFR 161) 26/04

Page 79—Paragraph 694, line 2; read:
U.S. shore.

(e) A tanker equipped with an integrated navigation system, and complying with paragraph (d)(2) of this section, may use the system with the auto pilot engaged while in the areas described in paragraphs (d)(3) (i) and (ii) of this section. The master shall provide, upon request, documentation showing that the integrated navigation system-

- (1) Can maintain a predetermined trackline with a cross track error of less than 10 meters 95 percent of the time;
(2) Provides continuous position data accurate to within 20 meters 95 percent of the time; and
(3) Has an immediate override control.
(33 CFR 164) 26/04

Page 82—Paragraph 790, line 5 to Paragraph 797; read:
the ground.
(33 CFR 164) 26/04

Page 85—Paragraph 861, line 2 to Paragraph 862; read:
that engages in towing on navigable waters of the U.S., including Western rivers, the radar must meet-

(A) The requirements of the Federal Communications Commission (FCC) specified by 47 CFR part 80; and

(B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191-93/SC112-X, Version 1.2 except the requirements for azimuth stabilization in paragraph 3.10.

(iv) For a vessel of 300 tons gross tonnage or more that engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes, the radar must meet-

(A) The requirements of the FCC specified by 47 CFR Part 80; and

(B) RTCM Recommended Standards for Marine Radar Equipment Installed on Ships of 300 Tons Gross Tonnage and Upwards, RTCM Paper 191-93/SC112-X, Version 1.2.

(v) A towing vessel with an existing radar must meet the applicable requirements of paragraphs (a)(1) (i) through (iv) of this section by August 2, 1998; except that a towing vessel with an existing radar must meet the display and stabilization requirements of paragraph (a)(1)(ii)(B) of this section by August 2, 2001.

(33 CFR 164) 26/04

Page 85—Paragraph 884, line 2; read:
Geospatial-Intelligence Agency, or LNM published by ...
(33 CFR 164) 26/04

COAST PILOT 9 21 Ed 2003 Change No. 25

Page 91—Paragraph 1000, line 3; read:
the permission of the Captain of the Port.

§165.T17-030 Port Valdez and Valdez Narrows, Valdez,**Alaska-security zones.**

(a) The following areas are security zones—

(1) *Trans-Alaska Pipelines (TAPS) Valdez Terminal complex (Terminal), Valdez, Alaska and TAPS Tank Vessels.* All waters enclosed within a line beginning on the southern shoreline of Port Valdez at 61°04'25"N., 146°26'18"W.; thence northerly to yellow buoy at 61°06'25"N., 146°26'18"W.; thence east to the yellow buoy at 61°06'25"N., 146°26'18"W.; thence south to 61°04'25"N., 146°21'20"W.; thence west along the shoreline and including the area 2000 yards inland along the shoreline to the beginning point. This security zone encompasses all waters approximately 1 mile north, east and west of the TAPS Terminal between Allison Creek (61°05'08"N., 146°21'15"W.) and Sawmill Spit (61°05'08"N., 146°26'19"W.).

(2) *Tank Vessel Moving Security Zone.* All waters within 200 yards of any TAPS tank vessel maneuvering to approach, moor, unmoor or depart the TAPS Terminal or transiting, maneuvering, laying to or anchored within the boundaries of the Captain of the Port, Prince William Sound Zone described in 33 CFR 3.85-20(b).

(3) *Valdez Narrows, Port Valdez, Valdez, Alaska.* All waters approximately 200 yards either side of the Valdez Narrows Tanker Optimum Track line bounded by a line beginning at 61°05'15"N., 146°37'18"W.; thence southwest to 61°04'00"N., 146°39'52"W.; thence southerly to 61°02'32.5"N., 146°41'25"W.; thence northwest to 61°02'40.5"N., 146°41'47"W.; thence northeast to 61°04'07.5"N., 146°40'15"W.; thence northeast to 61°05'22"N., 146°37'38"W.; thence southeast back to the starting point at 61°05'15"N., 146°37'18"W.

(i) The Valdez Narrows Tanker Optimum Track line is a line commencing at 61°05'23"N., 146°37'22.5"W.; thence southwesterly to 61°04'03.2"N., 146°40'03.2"W.; thence southerly to 61°03'00"N., 146°41'12"W.

(ii) This security zone encompasses all waters within approximately 200 yards on either side of the Valdez Narrows Optimum Track line.

(b) *Regulations.* (1) The general regulations governing security zones contained in 33 CFR 165.33 apply.

(2) Tank vessels transiting directly to the TAPS terminal complex, engaged in the movement of oil from the terminal or fuel to the terminal, and vessels used to provide assistance or support to the tank vessels directly transiting to the terminal, or to the terminal itself, and that have reported their movements to the Vessel Traffic Service, as required under 33 CFR part 161 and §165.1704, may operate as necessary to ensure safe passage of tank vessels to and from the terminal.

(3) All persons and vessels must comply with the instructions of the Coast Guard Captain of the Port and the designated on-scene patrol personnel. These personnel comprise commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a vessel displaying a U.S. Coast Guard ensign by siren, radio, flashing light, or other means, the operator of the vessel must proceed as directed. Coast Guard Auxiliary and local or state agencies may be present to inform vessel operators of the require-

COAST PILOT 9 (Continued)

ments of this section and other applicable laws.
(FR 5/19/04) 26/04

Page 101—Paragraph 1265, line 1; read:

(b) Approaching humpback whales in Alaska-(1) ...
(50 CFR 224) 26/04

Page 136—Paragraph 246, lines 5 to 6; read:

bare rock is marked by **Seal Rocks Light** (60°09'47"N.,
146°50'18"W.), 48 feet (14.6 m) above the water and shown
from a ...
(LL/04) 26/04

Page 183—Paragraph 814, lines 5 to 6; read:

(59°31'12"N., 149°37'48"W.), 285 feet (86.9 m) above the
water, is shown from a skeleton tower with a diamond-
shaped red ...
(LL/04) 26/04

Page 209—Paragraph 1146, lines 3 to 4; read:

0.5 mile NW from Hesketh Island. **Sixty Foot Rock Light**
(59°33'01"N., 151°28'02"W.), 79 feet (24.1 m) above the
water, ...
(LL/04) 26/04

Page 233—Paragraph 1410, line 3; read:

docks, many commercial barge wharves, two floating docks
...
(CL 515/04) 26/04