

UNITED STATES COAST PILOT CORRECTIONS

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Page 122—Paragraph 1877; insert after:

Part 167—Offshore Traffic Separation Schemes

Subpart A-General

§167.1 Purpose.

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

§167.3 Geographic coordinates.

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

§167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

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

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

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

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

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

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing

safe passage of ships through waters where navigation is difficult or dangerous.

§167.10 Operating rules.

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

§167.15 Modification of schemes.

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

(b) A traffic separation scheme or precautionary area in this part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the Federal Register Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B-Description of Traffic Separation Schemes and Precautionary Areas

§167.50 In the approaches to Portland, ME: General.

The traffic separation scheme in the approaches to Portland, ME, consists of three parts: A precautionary area, an Eastern approach and a Southern approach. The specific areas in the traffic separation scheme in the approaches to Portland, ME, are described in §§167.51 through 167.53.

§167.51 In the approaches to Portland, ME: Precautionary area.

A precautionary area is established with a radius of 5.45 miles centered upon geographical position 43°31.60'N., 70°05.53'W., the areas within separation zones and traffic lanes excluded.

§167.52 In the approaches to Portland, ME: Eastern approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

43°30.18'N., 69°59.17'W.

43°24.28'N., 69°32.70'W.

(b) A traffic lane ½ mile wide is established on each side of the separation zone.

§167.53 In the approaches to Portland, ME: Southern approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

43°27.00'N., 70°03.48'W.

43°07.82'N., 69°54.95'W.

(b) A traffic lane 1½ miles wide is established on each side of the separation zone.

§167.75 In the approach to Boston, MA: General.

The traffic separation scheme (TSS) in the approach to Boston, MA, consists of three parts: Two precautionary areas and a TSS. The specific areas in the TSS in the approach to Boston, MA, are described in §§167.76 and 167.77. The geographic coordinates in §§167.76 and 167.77 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

§167.76 In the approach to Boston, MA: Precautionary areas.

(a) A precautionary area is established with a radius of 6.17 nautical miles centered upon geographical position 42°22.71'N., 70°46.97'W.

(b) (1) A precautionary area is established and is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.01'N., 68°59.96'W., intersected by the traffic separation schemes in the approach to Boston, MA, and Eastern approach, off Nantucket (part II of the TSS off New York) at the following geographical positions:

40°50.47'N., 68°58.67'W.

40°23.75'N., 69°13.95'W.

(2) The precautionary area is bounded to the west by a line connecting the two TSSs between the following geographical positions:

40°48.03'N., 69°02.95'W.

40°36.76'N., 69°15.13'W.

§167.77 In the approach to Boston, MA: Traffic Separation Scheme.

(a) A separation zone 1 mile wide is established and is centered upon the following geographic positions:

42°20.73'N., 70°39.06'W.

42°18.28'N., 70°01.14'W.

40°49.25'N., 69°00.81'W.

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

40°50.47'N., 68°58.67'W.

42°20.17'N., 69°59.40'W.

42°22.71'N., 70°38.62'W.

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

42°18.82'N., 70°40.49'W.

42°16.39'N., 70°02.88'W.

40°48.03'N., 69°02.95'W.

(FR 12/13/10; 33 CFR 167)

8/11

Page 310—Paragraph 625, line 9; read:

traffic lanes and separation zones. (See **167.1 through 167.15 and 167.50 through 167.53**, chapter 2, for limits and regulations and Traffic Separation ...

(FR 12/13/10)

8/11

Page 343—Paragraph 339, line 5; read:

clearance of 52 feet.

(CL 1474/10)

8/11

Page 379—Paragraph 6, line 9; read:

traffic lanes and separation zones. (See **167.1 through 167.15 and 167.75 through 167.77**, chapter 2, for limits and regulations and Traffic Separation ...

(FR 12/13/10)

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