Coast Guard, DHS

§ 162.205 Suisun Bay, San Joaquin River, Sacramento River, and connecting waters, CA.

(a) San Joaquin River Deep Water Channel between Suisun Bay and the easterly end of the channel at Stockton; use, administration and navigation—(1) Maximum speed. The maximum speed for all ocean-going craft shall not exceed 10 miles per hour above the lower end of New York Slough, seven miles per hour above Criminal Point, or five miles per hour while passing any wharf, dock, or moored craft. As used in this paragraph, the speed of a vessel when navigating with the current shall be its rate of movement in excess of the velocity of the current.

(2) Passing. All craft passing other boats, barges, scows, etc., in motion, moored or anchored, shall slow down and take every necessary precaution to avoid damage.

(3) Right of way. (i) United States dredges, tugs, launches, derrick boats, and similar plant of contractors executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in part 80 of this chapter shall have the right of way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractors' plant, working the channel must, however, take special care to give ocean-going vessels sufficient room for avoiding, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided. Ocean-going vessels may show at the masthead a black ball not more than 20 inches in diameter as a signal to the dredge, and may also blow five long blasts of the whistle when within reasonable hearing distance of the dredge, such signal to be followed at the proper time by the passing signal described in the local pilot rules. The dredge shall promptly acknowledge both signals in the usual manner.

(ii) Light-draft vessels when meeting or being overtaken by ocean-going vessels, shall give the right of way to such vessels by making use of the shallower portions of the waterway.

(iii) Rafts and tows must promptly give the channel side demanded upon proper signal by a vessel, and must be handled in such a manner as not to obstruct or interfere with the free use of the waterway by other craft.

(4) Collisions. (i) Ocean-going vessels in collision in the channel or turning basin must, if still afloat and in a condition making anchorage necessary, be immediately removed to an approved area.

Note: The Corps of Engineers also has regulations dealing with this section in 33 CFR Part 207.

§ 162.200 Marina del Rey, Calif.; restricted area.

(a) The area. That portion of the Pacific Ocean lying shoreward of the offshore breakwater and the most seaward 1,000 feet of the entrance channel between the north and south jetties, and basically outlined as follows:

<table>
<thead>
<tr>
<th>Station</th>
<th>Latitude North</th>
<th>Longitude West</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>33°57′46.0″</td>
<td>118°27′39.5″</td>
</tr>
<tr>
<td>B</td>
<td>33°57′52.3″</td>
<td>118°27′43.6″</td>
</tr>
<tr>
<td>C</td>
<td>33°57′48.6″</td>
<td>118°27′48.8″</td>
</tr>
<tr>
<td>D</td>
<td>33°57′29.8″</td>
<td>118°27′34.7″</td>
</tr>
<tr>
<td>E</td>
<td>33°57′30.9″</td>
<td>118°27′29.1″</td>
</tr>
<tr>
<td>F</td>
<td>33°57′37.4″</td>
<td>118°27′33.8″</td>
</tr>
<tr>
<td>G</td>
<td>33°57′42.4″</td>
<td>118°27′23.0″</td>
</tr>
<tr>
<td>H</td>
<td>33°57′50.6″</td>
<td>118°27′28.3″</td>
</tr>
</tbody>
</table>

(b) The regulations. (1) Vessels shall not anchor within the area at any time without permission except in an emergency.

(2) Dredging, dragging, seining, or other fishing operations which might foul underwater installations within the area are prohibited.

Note: The Corps of Engineers also has regulations dealing with this section in 33 CFR Part 207.

(3) All vessels entering the area, other than vessels operated by or for the United States, the State of California, the county of Los Angeles, or the city of Los Angeles, shall proceed across the area by the most direct route and without unnecessary delay. The area will be open and unrestricted to small recreational craft for recreational activities at all times.

(4) The placing of bouys, markers, or other devices requiring anchors will not be permitted.

(5) The city of Los Angeles will maintain a patrol of the area as needed.
§ 162.205 33 CFR Ch. I (7–1–10 Edition)

anchorage ground, or if in such condition that beaching is necessary, they shall be temporarily beached on the northwest side of Mandeville Island or in the Old River.

(i) Light-draft vessels suffering collision shall be disposed of as directed by the District Commander or his authorized representative.

(5) Wrecks. In no case following accidents of fire or collision will a vessel be allowed to remain either anchored or grounded in the channel, or beached at any place where it endangers other vessels, while settlement is pending with the underwriters.

(6) Other laws and regulations. In all other respects, the existing Federal laws and rules and regulations affecting navigable waters of the United States will govern in this channel.

(b) Sacramento Deep Water Ship Channel between Suisun Bay and easterly end of Turning Basin at West Sacramento; use, administration, and navigation—(i) Maximum speed for all ocean going craft—(i) Between Tolands Landing (Mile 6.2) and Rio Vista Bridge. When going against a current of two knots or more, the maximum speed over the bottom shall not exceed 8 knots. When going with the current, in slack water, or against a current of two knots or less, the maximum speed through the water shall not exceed 10 knots.

(ii) Between Rio Vista Bridge and Port of Sacramento. When going against a current of two knots or more, the maximum speed over the bottom shall not exceed 5 knots. When going with the current, in slack water, or against a current of two knots or less, the maximum speed through the water shall not exceed 7 knots.

(ii) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the inland pilot rules for vessels underway and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or

improvement; levees withstanding flood waters; buildings partially or wholly submerged by high water; or any other structure liable to damage by collision, suction or wave action; vessels shall give as much leeway as circumstances permit and reduce their speed sufficiently to preclude causing damage to the vessel or structure being passed. As deemed necessary for public safety during high river stages, floods, or other emergencies, the District Commander may prescribe, by navigation bulletins or other means, the limiting speed in knots or temporarily close the waterway or any reach of it to traffic. Since this subparagraph pertains directly to the manner in which vessels are operated, masters of vessels shall be held responsible for strict observance and full compliance herewith.

(2) Right of way. (i) Dredges, tugs, launches, derrick boats and other similar equipment, executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in part 80, of this Chapter, shall have the right-of-way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractor’s plant, working the channel must however, take special care to give ocean-going vessels sufficient room for passing, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided.

(ii) Speed past docks or moored craft. Within 550 feet of the centerline of the channel the speed shall be the minimum required to maintain steerage-way; wind, tide, current, etc., being taken into consideration.

(iv) Passing. All craft passing other boats, barges, scows, etc., underway, moored or anchored, shall take every necessary precaution to avoid damage.

(v) Speed, high-water precautions. When passing another vessel (underway, anchored, or tied up); a wharf or other structure; work under construction; plant engaged in river and harbor

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stop and await further signal from the
plant.

(iii) When the pipeline from a dredge
crosses the channel in such a way that
an approaching vessel cannot pass safe-
ly around the pipeline or dredge, there
shall be sounded immediately from the
dredge the alarm or danger signal and
the approaching vessel shall slow down
or stop and await further signal from
the dredge. The pipeline shall then be
opened and the channel cleared as soon
as practicable; when the channel is
clear for passage the dredge shall so
indicate by sounding the usual passing
signal as prescribed in paragraph (c)(2)(i)
of this section. The approaching
vessel shall answer with a cor-
responding signal and pass promptly.

(iv) When any pipeline or swinging
dredge shall have given an approaching
vessel or tow the signal that the chan-
nel is clear, the dredge shall straighten
out within the cut for the passage of
the vessel or tow.

(v) Shallow draft vessels when meet-
ing or being overtaken by ocean-going
vessels, shall give the right-of-way to
such vessels by making use of the shallower portions of the waterway,
wherever possible.

(vi) Tows should promptly give the
channel side requested by proper signal
from a vessel, and should be handled in
such a manner as not to obstruct or
interfere with the free use of the water-
way by other craft.

(3) Obstruction of traffic. (i) Except as
provided in paragraph (c)(2) of this sec-
tion no person shall willfully or care-
lessly obstruct the free navigation of
the waterway, or delay any vessel hav-
ing the right to use the waterway.

(ii) No vessel shall anchor within the
channel except in distress or under
stress of weather. Any vessel so an-
chored shall be moved as quickly as
possible to such anchorage as will leave
the channel clear for the passage of
vessels.

(iii) Motorboats, sailboats, rowboats,
and other small craft shall not anchor
or drift in the regular ship channel ex-
cept under stress of weather or in case
of breakdown. Such craft shall be so
operated that they will not interfere
with or endanger the movement of
commercial or public vessels.

(4) Collisions. (i) Ocean-going vessels
in collision in the channel or turning
basin, must if still afloat and in a con-
dition making anchorage necessary, be
immediately removed to an approved
anchorage ground, or if in such condi-
tion that anchorage is necessary, they
shall be temporarily beached on the
southwest side of Ryer Island from
Mile 15.0 to Mile 16.3 or in the Harbor
and Turning Basin at West Sac-
ramento.

(ii) Light-draft vessels suffering colli-
sion shall be disposed of as directed by
the District Commander or his author-
ized representative.

(5) Marine accidents. Masters, mates,
pilots, owners, or other persons using
the waterway to which this paragraph
applies shall notify the District Com-
mander and in the case of undocu-
mented vessels, the State Division of
Small Craft Harbors also, by the most
expeditious means available of all ma-
rine accidents, such as fire, collision,
sinking or stranding, where there is
possible obstruction of the channel or
interference with navigation or where
damage to Government property is in-
volved, furnishing a clear statement as
to the name, address, and ownership of
the vessel or vessels involved, the time
and place, and the action taken. In all
cases, the owner of the sunken vessel
shall take immediate steps to mark the
wreck properly.

(6) Other laws and regulations. In all
other respects, existing Federal laws
and rules and regulations affecting
navigable waters of the United States
will govern in this channel.

(c) Sacramento River, Decker Island
Restricted Anchorage for Vessels of the
U.S. Government—(1) The anchorage
ground. An elongated area in the Sac-
ramento River bounded on the west by
the shore of Decker Island and the fol-
lowing lines: Beginning on the shore at
Decker Island North End Light at lati-
dude 38°06′16″ N., longitude 121°42′32.5″
W.; thence easterly to latitude 38°06′15″
N., longitude 121°42′27″ W.; thence southerly to latitude 38°05′22″ N., lon-
gitude 121°42′30″ W.; thence southwest-
erly to latitude 38°05′08″ N., longitude
121°42′40″ W.; thence westsouthwesterly
to latitude 38°05′02″ N., longitude
121°42′50″ W.; thence northwesterly to

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§ 162.210 Lake Tahoe, Calif.; restricted areas along south shore.

(a) The areas—(1) Baldwin Beach, under the control of the Forest Service, Department of Agriculture. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west boundary line of Lot 2, Section 26, Township 13 North (Mount Diablo Base Line), Range 17 East (Mount Diablo Meridian); thence north 300 feet; thence southeasterly about 2,850 feet to the east line of Section 26 at a point 300 feet north of the high waterline; thence northeasterly about 1,810 feet to the projected north line of the former Baldwin property at a point 300 feet north of the high waterline; and thence south 300 feet to the high waterline.

(2) Camp Richardson, under the control of the Forest Service, Department of Agriculture. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the southeasterly corner of sec. 25, T. 13 N., R. 17 E., Mount Diablo Base and Meridian; thence north 410 feet along the east line of sec. 25; thence northwesterly 95 feet to the high waterline which is the true point of beginning; thence north 130 feet; thence southeasterly 565 feet; and thence south 130 feet to the high waterline.

(3) Pope Beach, under the control of the Forest Service, Department of Agriculture. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with the west line of the former Pope property, about 750 feet westerly of the west boundary line of Lot 2, Section 6, Township 12 North (Mount Diablo Base Line), Range 18 East (Mount Diablo Meridian); thence north 300 feet; thence southeasterly 4,200 feet to a point 300 feet north of the high waterline; and thence south 300 feet to the high waterline.

(b) The regulations. No sail or machine-propelled watercraft, except vessels owned by or operating under contract with the United States, shall navigate or anchor in the restricted area.

§ 162.215 Lake Tahoe, Nev.; restricted area adjacent to Nevada Beach.

(a) The restricted area. The waters of Lake Tahoe shoreward of a line described as follows: Beginning at the intersection of the high waterline with a line projected in a general southerly direction 200 feet from a point lying 310 feet west of section corner common to section 15, 16, 21, and 22, Township 13 North (Mount Diablo Base Line), Range 18 East (Mount Diablo Meridian); thence 300 feet lakeward at right angles to the high waterline; thence southeasterly approximately 2,170 feet to the projected south boundary line of the Forest Service property at a point 300 feet east of the high waterline; and thence south 300 feet to the high waterline.

(b) The regulations. No sail or motor propelled watercraft, except vessels owned or controlled by the United States Coast Guard, shall navigate or anchor in the restricted area.