Coast Guard, DHS § 165.754

<table>
<thead>
<tr>
<th>Latitude</th>
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<th>Latitude</th>
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</thead>
<tbody>
<tr>
<td>27°56′20.5″ N</td>
<td>082°26′42.0″ W</td>
<td>27°56′19.3″ N</td>
<td>082°26′37.5″ W</td>
</tr>
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<td>27°55′32.0″ N</td>
<td>082°26′54.0″ W</td>
<td>27°55′30.9″ N</td>
<td>082°26′49.1″ W</td>
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(b) Ships requiring Federal or State pilotage shall not meet or overtake other like vessels in Sparkman Channel.

c) Vessels having a draft of more than 35.5 feet may not transit Sparkman Channel.

(d) Vessels having a draft of 34.5 feet, but not over 35.5 feet, may transit Sparkman Channel only when the tide is at least one foot above mean low water.

e) Vessels with a draft of 30 feet or greater shall transit as near as possible to the center of the channel.

§ 165.753 Regulated navigation area; Tampa Bay, Florida.

(a) The following is a regulated navigation area (RNA): All the navigable waters of Tampa Bay, Hillsborough Bay and Old Tampa Bay, including all navigable waterways tributary thereto. Also included are the waters of Egmont Channel, Gulf of Mexico from Tampa Bay to the se buoy, Tampa Lighted Whistle Buoy T, LLNR 18465.

(b) The master, pilot, or person in charge of any vessel of 50 meters or greater shall give a Navigational Advisory Broadcast in accordance with 47 CFR 80.331 on VHF-FM channel 13 at the following broadcast/reporting points:

1. Prior to getting underway from any berth or anchorage;
2. Prior to entering Egmont Channel from seaward;
3. Prior to passing Egmont Key in any direction;
4. Prior to transiting the Skyway Bridge in either direction;
5. Prior to transiting the intersection of Tampa Bay Cut F Channel, Tampa Bay Cut G Channel, and Gadsden Point Cut Channel;
6. Prior to anchoring or approaching a berth for docking;
7. Prior to tending hawser;
8. Prior to transiting Point Pinellas Channel Light 1 in either direction.

(c) Each Navigational Advisory required by this section shall be made in the English language and will contain the following information:

1. The words ‘‘Hello all vessels, a Navigational Advisory follows’’;
2. Name of vessel;
3. If engaged in towing, the nature of the tow;
4. Direction of Movement;
5. Present location; and,
6. The nature of any hazardous conditions as defined by 33 CFR 160.203.

(d) Nothing in this section shall supersede either the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules, as applicable, or relieve the Master or person in charge of the vessel of responsibility for the safe navigation of the vessel.

§ 165.754 Safety Zone: San Juan Harbor, San Juan, PR.

(a) Regulated area. A moving safety zone is established in the following area:

1. The waters around Liquefied Petroleum Gas ships entering San Juan Harbor in an area one half mile around each vessel, beginning one mile north of the San Juan Harbor #1 Sea Buoy, in approximate position 18°29.3N, 66°07.6W and continuing until the vessel is safely moored at either the Gulf Refinery Oil dock or the Catano Oil dock in approximate position 18°25.8N, 66°06.5W. All coordinates referenced use datum: NAD 83.

2. The waters around Liquefied Petroleum Gas ships departing San Juan Harbor in an area one half mile around each vessel beginning at either the Gulf Refinery Oil dock or Catano Oil dock in approximate position 18°25.8N, 66°06.5W when the vessel gets underway, and continuing until the stern passes the San Juan Harbor #1 Sea Buoy, in approximate position 18°28.3N,
§ 165.755 Safety Zone; Guayanilla, Puerto Rico

(a) The following area is established as a safety zone during the specified conditions:

(1) A 100 yard radius surrounding a vessel carrying Liquefied Natural Gas (LNG) while transiting north of Latitude 17°56.0' N in the waters of the Caribbean Sea, on approach to or departure from the Eco-Electrica waterfront facility in Guayanilla Bay, Puerto Rico. The safety zone remains in effect until the LNG vessel is docked at the Eco-Electrica waterfront facility or south of Latitude 17°56.0' N.

(2) The waters within 150 feet of a LNG vessel when the vessel is alongside the Eco-Electrica waterfront facility in Guayanilla Bay, at position 17°58.55' N, 066°45.3' W. This safety zone remains in effect while the LNG vessel is docked with product aboard or is transferring LNG.

(b) In accordance with the general regulations in 165.23 of this part, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port.

(c) Coast Guard Sector San Juan will notify the maritime community of periods during which the safety zones will be in effect by providing advance notice of scheduled arrivals and departures of LNG vessels via a marine broadcast Notice to Mariners.

§ 165.756 Regulated Navigation Area; Savannah River, Georgia.

(a) Regulated Navigation Area (RNA). The Savannah River between Fort Jackson (32°04.93' N, 081°02.19' W) and the Savannah River Channel Entrance Sea Buoy is a regulated navigation area when an LNG tankship in excess of heel is transiting the area or moored at the LNG facility. All coordinates are North American Datum 1983.

(b) Definitions. The following definitions apply to this section:

Bare steerage way means the minimum speed necessary for a ship to maintain control over her heading.

Bollard pull means an industry standard used for rating tug capabilities and...