§ 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 its heading.

Bollard pull means an industry standard used for rating tug capabilities and is the pulling force imparted by the tug to the towline. It means the power that an escort tug can apply to its working line(s) when operating in a direct mode.

Direct mode means a towing technique defined as a method of operation by which a towing vessel generates towline forces by thrust alone at an angle equal to or nearly equal to the towline, or thrust forces applied directly to the escorted vessel's hull.

Fire Wire means a length of wire rope or chain hung from the bow and stern of a vessel in port to allow the vessel to be towed away from the pier in case of fire; also called fire warp or emergency towing wire.

Heel means the minimum quantity of liquefied natural gas (LNG) retained in an LNG tankship after unloading at the LNG facility to maintain temperature, pressure, and/or prudent operations. A quantity of LNG less than five percent (5 %) of the LNG tankship's carrying capacity shall be presumed to be heel.

Indirect mode means a towing technique defined as a method of operation by which an escorting towing vessel generates towline forces by a combination of thrust and hydrodynamic forces resulting from a presentation of the underwater body of the towing vessel at an oblique angle to the towline. This method increases the resultant bollard pull, thereby arresting and controlling the motion of an escorted vessel.

LNG tankship means a vessel as described in 46 CFR 154.

Made-up means physically attached by cable, towline, or other secure means in such a way as to be immediately ready to exert force on a vessel being escorted.

Make-up means the act of, or preparations for becoming made-up.

Operator means the person who owns, operates, or is responsible for the operation of a facility or vessel.

Savannah River Channel Entrance Sea Buoy means the aid to navigation labeled R W “T” Mo (A) WHIS on the National Oceanic and Atmospheric Administration’s (NOAA) Nautical Chart 11512.

Standby means readily available at the facility and equipped to provide a ready means of assistance to maintain a safe zone around LNG tankships, provide emergency firefighting assistance, and aid the LNG tankship in the event of an emergency departure.

Underway means that a vessel is not at anchor, not made fast to the shore, or not aground.

(c) Applicability. This section applies to all vessels operating within the RNA, including naval and other public vessels, except vessels that are engaged in the following operations:

1. Law enforcement, security, or search and rescue;
2. Servicing aids to navigation;
3. Surveying, maintenance, or improvement of waters in the RNA; or
4. Actively engaged in escort, maneuvering, or support duties for an LNG tankship.

(d) Regulations—(1) Requirements for vessel operations while a LNG tankship, carrying LNG in excess of heel, is underway within the RNA. (i) Except for a vessel that is moored at a marina, wharf, or pier, and remains moored, no vessel 1,600 gross tons or greater may come within two nautical miles of a LNG tankship, carrying LNG in excess of heel, which is underway within the Savannah River shipping channel without the permission of the Captain of the Port (COTP). (ii) All vessels less than 1,600 gross tons shall keep clear of transiting LNG tankships. (iii) The owner, master, or operator of a vessel carrying liquefied natural gas (LNG) shall: (A) Comply with the notice requirements of 33 CFR part 160. The COTP may delay the vessel’s entry into the RNA to accommodate other commercial traffic. (B) Obtain permission from the COTP before commencing the transit into the RNA.
(C) Not enter or get underway within the RNA if visibility during the transit is not sufficient to safely navigate the channel, and/or wind speed is, or is expected to be, greater than 25 knots.

(D) While transiting the RNA, the LNG tankship, carrying LNG in excess of heel, shall have a minimum of two escort towing vessels with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and capable of safely operating in the indirect mode. At least one of the towing vessels shall be FiFi Class 1 equipped.

(2) Requirements while an LNG tankship is moored outside of the LNG facility slip. (i) An LNG tankship moored outside of the LNG facility slip shall have on-scene a minimum of two escort towing vessels each with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and capable of safely operating in the indirect mode in order to escort transiting vessels 1,600 gross tons or greater past the moored LNG tankship. At least one of these towing vessels shall be FiFi Class 1 equipped.

(ii) In addition to the two towing vessels required by paragraph (d)(2)(i) of this section, the LNG tankship moored outside of the slip shall have at least one standby towing vessel with a minimum capacity of 90,000 pounds of bollard pull to take appropriate actions in an emergency as directed by the LNG vessel bridge watch required in paragraph (d)(5) of this section.

(3) Requirements while LNG tankships are moored inside the LNG facility slip. (i) An LNG tankship moored inside the LNG facility slip shall have two standby towing vessels with a minimum capacity of 100,000 pounds of bollard pull, 4,000 horsepower, and the ability to operate safely in the indirect mode. At least one of these towing vessels shall be FiFi Class 1 equipped. The standby towing vessels shall take appropriate action in an emergency as directed by the LNG vessel bridge watch required in paragraph (d)(5) of this section.

(ii) If two LNG tankships are moored inside the LNG facility slip, each vessel shall provide a standby towing vessel that is FiFi class 1 equipped with a minimum capacity of 100,000 pounds of bollard pull and 4,000 horsepower that is available to assist as directed by the LNG vessel bridge watch required in paragraph (d)(5) of this section.

(4) Requirements while LNG tankships are moored both inside the LNG facility slip and outside the LNG facility slip. (i) When one LNG tankship is moored inside and one LNG tankship is moored outside of the LNG facility slip, the LNG tankship moored outside of the LNG facility slip shall have on-scene a minimum of two escort towing vessels each with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and capable of safely operating in the indirect mode in order to escort transiting vessels 1,600 gross tons or greater past the moored LNG tankship. At least one of these towing vessels shall be FiFi Class 1 equipped. In addition, the LNG tankship moored inside of the slip shall have at least one standby towing vessel with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and FiFi Class 1 equipped to take appropriate actions in an emergency as directed by the LNG vessel bridge watch required in paragraph (d)(5) of this section.

(ii) When one LNG tankship is moored outside and two LNG tankships are moored inside the LNG facility slip, the LNG tankship moored outside of the LNG facility slip shall have on-scene a minimum of two escort towing vessels each with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and capable of safely operating in the indirect mode in order to escort transiting vessels 1,600 gross tons or greater past the moored LNG tankship. At least one of these towing vessels shall be FiFi Class 1 equipped. In addition, the LNG tankships moored inside of the slip shall have at least one standby towing vessel between the two ships with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and FiFi Class 1 equipped to take appropriate actions in an emergency as directed by the LNG vessel bridge watch required in paragraph (d)(5) of this section.

(iii) In the event of an actual emergency, escort towing vessels can be utilized as stand-by towing vessels to take appropriate actions as directed by the LNG vessel bridge watch required in paragraph (d)(5) of this section.

(5) Requirements for moored LNG tankships. (i) While moored within the RNA,
each LNG tankship shall maintain a
bridge watch consisting of a docking
pilot or licensed deck officer who shall
monitor all vessels transiting past the
LNG facility. In addition, the LNG
Bridge Watch shall communicate with
the pilots of vessels greater than 1,000
gross tons at the points identified in
section (d)(6)(ii) of this section prior
to passing the LNG facility in order to
take actions of the towing vessel(s) re-
quired in paragraphs (d)(2) through (4)
of this section.
(ii) While moored within the RNA,
LNG tankships shall have emergency
towing wires (fire wires) positioned one
meter above the waterline, both on the
off-shore bow and quarter of the ship.
LNG vessels equipped with waterline
bollards are exempt from this require-
ment.
(6) Requirements for other vessels while
within the RNA. (i) Transiting vessels
1,600 gross tons or greater, when pass-
ing an LNG tankship moored outside of
the LNG facility slip, shall have a min-
imum of two towing vessels with a
minimum capacity of 100,000 pounds of
bollard pull, 4,000 horsepower, and the
ability to operate safely in the indirect
mode, made-up in such a way as to be
immediately available to arrest and
control the motion of an escorted ves-
sel in the event of steering, propulsion
or other casualty. At least one of the
towing vessels shall be FIFI Class 1
equipped. While it is anticipated that
vessels will utilize the towing vessel
services required in paragraphs (d)(2)(i)
and (d)(4)(i) of this section, this section
does not preclude escorted vessel oper-
ators from providing their own towing
vessel escorts, provided they meet the
requirements of this part.
(A) Outbound vessels shall be made-
up and escorted from Bight Channel
Light 46 until the vessel is safely past
the LNG dock.
(B) Inbound vessels shall be made-up
and escorted from Elba Island Light 37
until the vessel is safely past the LNG
dock.
(iii) Vessels 1,600 gross tons or great-
er shall make a broadcast on channel
13 at the following points on the Sa-
vannah River:
(A) Buoy “33” in the vicinity of
Fields Cut for inbound vessels;
(B) Buoy “33” in the vicinity of Fort
Jackson for outbound vessels.
(iv) Vessels 1,600 gross tons or greater
shall at a minimum, transit at bare
steerageway when within an area 1,000
yards on either side of the LNG facility
slip to minimize potential wake or
surge damage to the LNG facility and
vessel(s) within the slip.
(v) Vessels 1,600 gross tons or greater
shall not meet nor overtake within an
area 1,000 yards on either side of the
LNG facility slip when an LNG tank-
ship is present within the slip.
(vi) All vessels less than 1,600 gross
tons shall not approach within 70 yards
of an LNG tankship, carrying LNG in
excess of heel, without the permission
of the Captain of the Port.
(vii) Except for vessels involved in
those operations noted in paragraph (c)
of this section entitled Applicability,
no vessel shall enter the LNG facility
slip at any time without the permis-
sion of the Captain of the Port.
(e) Waivers. (1) The COTP may waive
any requirement in this section, if the
COTP finds that it is in the best inter-
est of safety or in the interest of na-
tional security. Such waivers may be
verbal or in writing.
(2) An application for a waiver of
these requirements must state the
compelling need for the waiver and de-
scribe the proposed operation and
methods by which adequate levels of
safety are to be obtained.
(f) Enforcement. Violations of this sec-
tion should be reported to the Captain
of the Port, Savannah, at (912) 652–4353.
In accordance with the general regula-
tions in §165.13 of this part, no person
may cause or authorize the operation
of a vessel in the regulated navigation
area contrary to the provisions of this
section. 

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