Welcome to VTS Berwick Bay and thank you for taking the time to read our User’s Manual. It contains information that will help you use our service to your best advantage. It also satisfies the federal regulatory requirement of the Code of Federal Regulations, 33 CFR §161.4, that VTS Users carry the rules.

Our goal at VTS Berwick Bay is to help you transit the area safely, and with minimal delay. Comments and suggestions are always welcome, and we encourage you to visit our Vessel Traffic Center located at 800 David Drive in Morgan City, LA. We look forward to working with you.

Please call us anytime at (985) 380-5370 if we can be of assistance.

Copies of this manual are available free of charge from the VTS Berwick Bay web site at www.uscg.mil/d8/vts/berwickbay/main.html

Caution: Information provided by VTS Berwick Bay is, to a large extent, based upon reports from participating vessels and can be no more accurate than the information received. The Coast Guard may not be aware of all hazardous circumstances within the VTS Area, and unreported hazards may confront the mariner at any time.
VTS Berwick Bay commenced operations in 1975, in response to concern for maritime safety regarding the high number of allisions with the railroad bridge. Our primary purpose is to organize vessel traffic in the VTS Area so as to reduce the risk of maritime accidents. In order to accomplish that, participating mariners provide reports to the Vessel Traffic Center, which in turn provides advisories to participating vessels. It is this exchange of information that makes the system work.

In addition to working directly with mariners, we also maintain close liaisons with the Burlington Northern Santa Fe railroad and the U.S. Army Corps of Engineers. The Morgan City Railroad Bridge and the two locks in the VTS Area - the Bayou Boeuf and the Berwick Locks - are critical components of vessel traffic management in Berwick Bay.

Berwick Bay is a busy port, and the level of radio and vessel traffic can be great. At certain times it may be necessary to temporarily restrict vessel movements in the port in order to prevent the VTS from overloading.
**Who Participates**

**VMRS USER**

If your vessel is:

- Power-driven vessel of 40 meters (131 feet) or more in length, while navigating;
- Towing vessel 8 meters (approx 26 feet) or more in length, while navigating; or
- Vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

You must monitor the VTS radio frequency, Channel 11 VHF-FM, at all times within the VTS Area and participate fully in the Vessel Movement Reporting System (VMRS), as defined and discussed in 33 CFR 161.15 and 33 CFR 161.16 (see page 25 & 26 of this manual).

*All VMRS Users intending to enter the VTS Special Area, which are those waters within 1,000 yards of the Morgan City Railroad Bridge, must contact the VTS on the appropriate frequency and obtain permission before entering the Special Area*

**VTS USER**

If your vessel is:

- Power-driven vessel of 20 meters (65.6 feet) or more in length;
- Vessel of at least 100 gross tons carrying one or more passengers; or
- Dredge or floating plant operating so as to affect other vessels navigating,

You must monitor the VTS radio frequency Channel 11 VHF-FM at all times while within the VTS area and respond if hailed

None of the above vessels are required to monitor Channel 16 VHF-FM in the VTS Area. Instead, they must monitor the VTS frequency and Channel 13 VHF-FM for bridge-to-bridge communications.

*Vessels unable to call on the radio may contact Berwick Traffic via telephone at (985) 380-5370 to coordinate a bridge transit.*

By maintaining a continuous listening watch on the VTS frequency, all mariners will enhance their ability to navigate safely.
Who needs this manual?

All VTS Users are required to carry the VTS rules. These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual and periodically published in the Local Notice to Mariners. The VTS User’s Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information that may assist the prudent mariner while in the appropriate VTS area.

The VTS Area

The VTS Area encompasses the navigable waters between 29° 37’ N and 29° 45’ N, bound by 91° 18’ W and 91° 10’ W, which includes these segments of navigable waterways:

- The Atchafalaya River from Mile 113 to Mile 123;
- The Gulf Intracoastal Waterway (GIWW) from Mile 93 West of Harvey Lock (WHL) to Mile 102 WHL;
- The Morgan City/Port Allen Route from Mile 0 to Mile 5;
- From the Berwick Lock to one statute mile northwest along Bayou Teche; and
- From the Bayou Shaffer Junction, Mile 94.5 GIWW WHL, to one statute mile south.

The VTS Special Area

The Vessel Traffic Center (VTC) coordinates the raising and lowering of the Morgan City Railroad Lift Bridge, and those waters within 1,000 yards of the bridge are designated as the **VTS Special Area**. This area includes the triple bridge complex in Berwick Bay and the blind intersection at 20 Grand Point, where the Gulf Intracoastal Waterway meets the Atchafalaya River at Morgan City.

**All VMRS Users must:**

- Receive clearance from the VTC prior to entering the **Special Area**.
- Receive clearance from the VTC prior to meeting, crossing, or overtaking another vessel within the **Special Area**.

*Vessels unable to call on the radio may contact Berwick Traffic via telephone at (985) 380-5370 to coordinate a bridge transit.*

The Regulated Navigation Area

The Atchafalaya River, from 4,000 yards south of the Morgan City Railroad Bridge to 2,000 yards north of the U.S. 90 Highway Bridge, is designated as a Regulated Navigation Area. Within this area, regulations pertaining to towing vessel horsepower are in effect during periods of high water. High water is discussed later in this manual.

Working With Berwick Traffic

The radio call sign for VTS Berwick Bay is **BERWICK TRAFFIC**. Channel 11 VHF-FM, 156.55 MHz, is the VTS working frequency. The VTS can also be hailed on Channel 16 VHF-FM. Vessels unable to call on the radio may contact Traffic via telephone at (985) 380-5370.
Checking In - Sailing Plan

The initial report consists of:

- Type and name of vessel;
- Location; and
- Destination.

Towing vessels must also provide:

- Length and width of tow;
- Status of barges (loaded or empty);
- If lead barge(s) has a boxed or rake bow;
- Cargo;
- Horsepower.

Examples:
“Berwick Traffic, this is the towing vessel TOWBOAT at the 102, eastbound for the Bayou Boeuf Lock. My length of tow is 595 by 70. I have 2 loads of steel, 2 loads of salt, and 2 empties, sixteen hundred horsepower.”

“Berwick Traffic, this is the supply vessel CARRY ALL checking in above the bridges at Garber Brothers, southbound for sea.”

“Berwick Traffic, this is the light boat MR TUG at the Berwick Lock, southbound for Basin Fleet.”

Position Reports

In addition to checking in and out, vessels must make position reports as they transit the VTS Area by providing:

- Name of vessel;
- Reporting point; and
- Any change in status since last report.

Example:
“Berwick Traffic, this is MR TUG at 20 Grand.”
Deviation Report - Change In Sailing Plan

If a vessel’s status or intended route changes provide:

- Name of vessel;
- Location; and
- New information.

Example:
“Berwick Traffic, this is MR TUG at 20 Grand. I need to turn around and go south to Berry Brothers.”

Checking Out - Final Report

When mooring or departing the VTS Area, provide:

- Name of vessel; and
- Location.

Example:
“Berwick Traffic, this is MR TUG checking out at the 5 mile board.”

Where Do I Check In/Check Out

Within the VTS Area, vessels conduct initial Sail Report (check-in) with the VTC when getting underway, and make Final Report (check out) with the VTC when moored or secured. Upon entering or departing the VTS Area, vessels shall check in or out as appropriate at the following points:

<table>
<thead>
<tr>
<th>Boundary Point</th>
<th>Local Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mile 113 Atchafalaya River</td>
<td>Stouts Point Light “1”</td>
</tr>
<tr>
<td>Mile 5 Morgan City/Port Allen Route</td>
<td>Buoy “10”</td>
</tr>
<tr>
<td>Mile 2 Morgan City/Port Allen Route</td>
<td>Berwick Lock (if transiting lock)</td>
</tr>
<tr>
<td>Mile 93 GIWW WHL</td>
<td>Bayou Boeuf Lock</td>
</tr>
<tr>
<td>Bayou Shaffer</td>
<td>Bayou Shaffer Highline</td>
</tr>
<tr>
<td>Mile 123 Atchafalaya River</td>
<td>Light “36”</td>
</tr>
<tr>
<td>Mile 102 GIWW WHL</td>
<td>Light “3”</td>
</tr>
</tbody>
</table>
Where Do I Make Position Reports

Vessels shall make position reports at the following points, or as directed by the VTS:

<table>
<thead>
<tr>
<th>Reporting Point</th>
<th>Local Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mile 115 Atchafalaya River</td>
<td>Stouts Pass</td>
</tr>
<tr>
<td>Mile 3 Morgan City/Port Allen Route</td>
<td>Swiftships Shipyard</td>
</tr>
<tr>
<td>Mile 1.5 Morgan City/Port Allen Route</td>
<td>Conrad’s Point (southbound only)</td>
</tr>
<tr>
<td>Mile 0.3 Morgan City/Port Allen Route</td>
<td>Morgan City Railroad Bridge</td>
</tr>
<tr>
<td>Mile 95.5 GIWW WHL</td>
<td>20 Grand Point</td>
</tr>
<tr>
<td>Mile 96.5 GIWW WHL</td>
<td>Atchafalaya River Highline (northbound only)</td>
</tr>
<tr>
<td>Mile 98.5 GIWW WHL</td>
<td>The 99 (Little Wax Bayou Junction)</td>
</tr>
<tr>
<td>Mile 120 Atchafalaya River</td>
<td>Light “44”</td>
</tr>
<tr>
<td>Mile 94.5 GIWW WHL</td>
<td>Bayou Shaffer Junction</td>
</tr>
</tbody>
</table>

Tow Length/Width Limitations

At all river stages, tows transiting the Morgan City triple-bridge complex are limited in size.

For all tows, the maximum length overall, including the tug is 1,180 feet. The maximum width of tow is 55 feet.

All tows greater than 55 feet wide or 1180 feet long are considered oversize. Oversized tows may be permitted to transit the Morgan City triple-bridge complex, on a case-by-case basis, through issuance of an oversized tow permit by Sector New Orleans (504) 846-5923.

The variation in the drafts and beams of barges in a multi-barge tow should be minimized in order to avoid unnecessary strain on coupling wires.

Note: The regulations contained in 33 CFR 162.75 contain procedures for issuing Coast Guard permits for oversized tows on waterways tributary to the Gulf of Mexico. Vessels with oversized tow permits issued by the Coast Guard must still comply with the above size restrictions if transiting the VTS Area, regardless of the permit.
**High Water**

Typically, high water is seasonal from January through June, but any time the Atchafalaya River stage at Morgan City is 3.0 feet or higher, it is classified as high water for vessel traffic management purposes. The Captain of the Port Morgan City will notify mariners when high water begins and ends via Notice to Mariners per the following table:

<table>
<thead>
<tr>
<th>River Stage</th>
<th>Actions Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5’ Rising</td>
<td>Issue preliminary high water notice reminding mariners of the provisions of the Regulated Navigation Area (RNA).</td>
</tr>
<tr>
<td>3.0’ Rising</td>
<td>High water. Provisions of RNA in force for southbound tows transiting the bridge complex.</td>
</tr>
<tr>
<td>3.5’</td>
<td>Provisions of RNA in force for all tows transiting the triple-bridge complex.</td>
</tr>
<tr>
<td>5.0’</td>
<td>VTS measures in place limiting tows to 600 feet in length when transiting the triple-bridge complex, or when turning west at Mile 98.5 GIWW WHL.</td>
</tr>
<tr>
<td>6.0’</td>
<td>Additional restrictions as necessary.</td>
</tr>
<tr>
<td>3.5’ Falling</td>
<td>Provisions of RNA normally suspended for northbound tows transiting the triple-bridge complex.</td>
</tr>
<tr>
<td>3.0’ Falling</td>
<td>Low water. Provisions of RNA suspended for all tows transiting the triple-bridge complex.</td>
</tr>
</tbody>
</table>

**Box Barge In The Lead**

When in high water (river stage above 3.0 feet) Tows with a box end barge in the lead cannot exceed 400 feet as measured by length of barges only. Deviations may be granted on a case-by-case basis by the Captain of the Port Morgan City.

**Towing Vessel Horsepower**

During high water, the Captain of the Port Morgan City requires that towing vessels meet the horsepower parameters set forth in the CFR for tandem tows. Oversized tows are also subject to horsepower parameters as set forth by the Captain of the Port Morgan City. *These horsepower restrictions only apply to tows with less than 3,000 horsepower intending to transit the triple-bridge complex at Morgan City.*

The table on the next page is provided for your planning and use.
Assist Boats

Tows that do not have the required horsepower may be allowed to use assist boats to help them transit and “make up” the required horsepower. An assist boat may be “wired in” (i.e., faced up and connected to the tow) or allowed to shadow, depending upon the river stage, current velocity, and the tow configuration. Whenever a shadow boat is allowed, it must be immediately available to render assistance and should hold close aboard in position to respond.

Oversized tows shall have at least 75% of the required horsepower “wired in” at river stages 3.0 feet and higher. Once that condition is met, a shadow boat can be used to make up the remaining 25%.

Tandem tows shall have at least 50% of the required horsepower “wired in” at river stages 3.0 feet to 4.9 feet. For river stages 5.0 feet and above, tandem tows shall have at least 75% of the required horsepower “wired in”. Shadow boats may then be used as already described above.

RNA High Water Horsepower Table

<table>
<thead>
<tr>
<th>Tandem Tows (The Greater Value Listed)</th>
<th>Day (Sunrise to Sunset)</th>
<th>Night (Sunset to Sunrise)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direction of Tow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upbound</td>
<td>400 hp or 3 x (LoT – 300 ft)</td>
<td>600 hp or 3 x (LoT – 200 ft)</td>
</tr>
<tr>
<td>Downbound</td>
<td>600 hp or 3 x (LoT – 200 ft)</td>
<td>600 hp or 3 x (LoT)</td>
</tr>
<tr>
<td>Type of Tow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CDC</td>
<td>600 hp or 3(LoT)</td>
<td></td>
</tr>
<tr>
<td>&lt;= 200 Feet (Non-CDC)</td>
<td>Minimum of 400 hp or 3(LoT)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Oversized Tows (The Greater Value Listed)</th>
<th>Day (Sunrise to Sunset)</th>
<th>Night (Sunset to Sunrise)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direction of Tow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upbound</td>
<td>1800 hp or 3 x (LoT)</td>
<td>2400 hp or 3 x (LoT)</td>
</tr>
<tr>
<td>Downbound</td>
<td>2400 hp or 3 x (LoT)</td>
<td>3000 hp or 3 x (LoT)</td>
</tr>
<tr>
<td>Type of Tow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CDC</td>
<td>3000 hp or 3 x (LoT)</td>
<td></td>
</tr>
</tbody>
</table>

LoT = Tandem Length of All Barges (“Strung Out”)
Haz = Hazardous Cargo
CDC = Certain Dangerous Cargo

A 5% variance is allowed.
Examples:

1) For a tandem tow not carrying CDC, where the tow is 780 feet long by 35 feet wide, transiting the bridges upbound at night, per the table, the necessary horsepower is the *maximum* of 600 or $3(\text{LoT} - 200)$. The tandem length of the tow is 780 feet, so we have:

$$3(780 - 200) \text{ or } 3 \times (780 - 200)$$

$$= 3(580) \text{ or } 3 \times 580$$

$$= 1740$$

Since 1740 is greater than 600, 1740 is the calculated horsepower. The required horsepower is 5% less than the calculated. So,

$$\text{Required hp} = 0.95(1740) \text{ or } 0.95 \times 1740$$

$$= 1653$$

To bring this tow through the triple-bridge complex in this example, the tug needs at least 1653 hp.

2) For an oversized tow not carrying any hazardous cargo, where the tow is 595 feet long by 70 feet wide, transiting the bridges upbound at night, per the table, the necessary horsepower is the *minimum* of 2400 or $3(\text{LoT})$. Because this tow is arranged as a “doublewide”, we first need to know the tandem length, which is $2(595)$, or 1190 feet. Now we have,

$$3(\text{LoT}) \text{ or } 3 \times \text{LoT}$$

$$= 3(1190) \text{ or } 3 \times 1190$$

$$= 3570$$

Since 2400 is less than 3570, 2400 is the calculated horsepower. The required horsepower is 5% less than the calculated. So,

$$\text{Required hp} = 0.95(2400) \text{ or } 0.95 \times 2400$$

$$= 2280$$

To bring this tow through the triple-bridge complex in this example, the tug needs at least 2280 hp.
Aids to Navigation

Mariners should use all available means to navigate. Navigation aids are maintained in the VTS Area. Consult charts, the Light List, and the applicable Coast Pilot for specific information.

Lighted Danger Range

Watch the Berwick Bay Bridge Approach Danger Range, which marks the western boundary of the suggested downbound course for approaching the bridges.

DO NOT STEER ON THIS DANGER RANGE!

If you are descending to the west (or right) of this range, you are steering into danger and must take early corrective action to avoid being set down onto the bridge abutments.

Lighted Navigation Range

A lighted range also marks the sailing line through the Morgan City Railroad Bridge only.
CUSTOMARY TRACK FOR THE NAVIGATION AND OPERATION OF A TOW THROUGH BERWICK BAY BRIDGES

Illustrations

Composite of customary sailing track for Berwick Bay bridge passage.

1 National Transportation Safety Board, Marine Accident Report, Collision of N/V Stud with the Southern Pacific Railroad Bridge Over the Atchafalaya River, Berwick Bay, Louisiana, April 1, 1970 (Report Number NTSB-MAR-80-5)
# Local Phone Numbers and Frequencies

<table>
<thead>
<tr>
<th>Unit</th>
<th>Channel</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTS Berwick Bay</td>
<td>11 VHF-FM</td>
<td>(985) 380-5370</td>
</tr>
<tr>
<td>MSU Morgan City</td>
<td>22A VHF-FM</td>
<td>(985) 380-5320</td>
</tr>
<tr>
<td>Berwick Lock</td>
<td>12 VHF-FM</td>
<td>(985) 384-7697</td>
</tr>
<tr>
<td>Bayou Boeuf Lock</td>
<td>14 VHF-FM</td>
<td>(985) 384-7202</td>
</tr>
<tr>
<td>Bayou Boeuf RR Bridge</td>
<td>13 VHF-FM</td>
<td>(985) 631-2476</td>
</tr>
<tr>
<td>USCG Sector New Orleans Oversize Tow Permit</td>
<td>16 VHF-FM</td>
<td>(504) 846 5923</td>
</tr>
<tr>
<td>USCG Sector New Orleans SAR</td>
<td>16 VHF-FM</td>
<td>(504) 846 6162</td>
</tr>
</tbody>
</table>
Certain Dangerous Cargo or (CDC) includes any of the following:

1. Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

2. Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

3. Division 2.3 “poisonous gas”, as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation” as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per barge.

4. Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

5. A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material” as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation”, as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per barge when not in a bulk packaging.

6. Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment”, as defined in 49 CFR 173.403.

7. Bulk liquefied chlorine gas and bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

8. The following bulk liquids—

   (i) Acetone cyanohydrin,
   
   (ii) Allyl alcohol,
   
   (iii) Chlorosulfonic acid,
   
   (iv) Crotonaldehyde,
   
   (v) Ethylene chlorohydrin,
   
   (vi) Ethylene dibromide,
   
   (vii) Methacrylonitrile,
   
   (viii) Oleum (fuming sulfuric acid), and
   
   (ix) Propylene oxide.

CDC barge means a barge containing CDCs or CDC residue.
Subpart A - Vessel Traffic Services
Sec. 161.1 Purpose and Intent
General Rules
(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.
(b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.
(c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.
(d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Sec. 161.2 Definitions.
For the purposes of this part:
Cooperative Vessel Traffic Services (CVTS) means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.
Hazardous Vessel Operating Condition means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:
1. The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.
2. Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.
3. Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, under keel clearance, speed, or similar characteristics.
Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.
Precautionary Area means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.
Towing Vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.
Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).
Vessel Movement Reporting System (VMRS) means a mandatory reporting System used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).
Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

Vessel Traffic Center (VTC) means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

Vessel Traffic Services (VTS) means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area or VTS Area means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

Note: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

VTS Special Area means a waterway within a VTS area in which special operating requirements apply.

VTS User means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is:

(a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or
(b) Required to participate in a VMRS within a VTS area (VMRS User).

VTS User's Manual means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

Sec. 161.3 Applicability.
The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

Sec. 161.4 Requirement to Carry the Rules.
Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

Note: These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

Sec. 161.5 Deviations from the Rules.
(a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit, may be made verbally to the appropriate VTS Director. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Director may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.
Sec. 161.10 Services.
To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS area, such as:
(a) Hazardous conditions or circumstances;
(b) Vessel congestion;
(c) Traffic density;
(d) Environmental conditions;
(e) Aids to navigation status;
(f) Anticipated vessel encounters;
(g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;
(h) Temporary measures in effect;
(i) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;
(j) Anchorage availability; or
(k) Other information or special circumstances.

Sec. 161.11 VTS Measures.
(a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:
   (1) Designating temporary reporting points and procedures;
   (2) Imposing vessel operating requirements; or
   (3) Establishing vessel traffic routing schemes.
(b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

Sec. 161.12 Vessel Operating Requirements.
(a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.
(b) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.
(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by Sec. 26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

Note to Sec. 161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

Table 161.12(c)--VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

<table>
<thead>
<tr>
<th>Designated frequency (Channel designation)</th>
<th>Monitoring area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berwick Bay 003669950</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in Sec. Sec. 161.21 and 164.46 of this subchapter. The requirements set forth in Sec. 161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.
In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in Sec. 161.21 and 164.46 of this subchapter.

A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

As soon as is practicable, a VTS User shall notify the VTS of any of the following:
1. A marine casualty as defined in 46 CFR 4.05-1;
2. Involvement in the ramming of a fixed or floating object;
3. A pollution incident as defined in Sec. 151.15 of this chapter;
4. A defect or discrepancy in an aid to navigation;
5. A hazardous condition as defined in Sec. 160.203 of this chapter;
6. Improper operation of vessel equipment required by Part 164 of this chapter;
7. A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and
8. A hazardous vessel operating condition as defined in Sec. 161.2.

VTS Special Area Operating Requirements.
The following operating requirements apply within a VTS Special Area:
1. A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.
2. A VMRS User shall:
   1. Not enter or get underway in the area without prior approval of the VTS;
   2. Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;
   3. Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and
   4. Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

Vessel Movement Reporting System Purpose and Intent
(a) A Vessel Movement Reporting System (VMRS) is a system used to monitor and track vessel movements VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.
(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

Applicability.
Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:
(a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
(b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or
(c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.
Sec. 161.17 Definitions.
As used in this subpart:
Center means a Vessel Traffic Center or Vessel Movement Center. Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

Sec. 161.18 Reporting Requirements.
A Center may:
(1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System);

Table 161.18(a)--The IMO Standard Ship Reporting System

<table>
<thead>
<tr>
<th>Column</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>ALPHA..............Name, call sign or ship station identity, and flag.</td>
</tr>
<tr>
<td>B</td>
<td>BRAVO.............Dates and time of event. day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.</td>
</tr>
<tr>
<td>C</td>
<td>CHARLIE...........A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or.</td>
</tr>
<tr>
<td>D</td>
<td>DELTA..............True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).</td>
</tr>
<tr>
<td>E</td>
<td>ECHO..............A 3 digit group.</td>
</tr>
<tr>
<td>F</td>
<td>FOXTROT.........Speed in knots.</td>
</tr>
<tr>
<td>G</td>
<td>GOLF..............Port of Departure.</td>
</tr>
<tr>
<td>H</td>
<td>HOTEL..............Date, time and Entry time expressed point of entry as in (B) and into system the entry position expressed as in (C) or (D).</td>
</tr>
<tr>
<td>I</td>
<td>INDIA....................Name of port and date expected time of time group expressed.</td>
</tr>
<tr>
<td>J</td>
<td>JULIET..............State whether a deep sea or local pilot is on board.</td>
</tr>
<tr>
<td>K</td>
<td>KILO..............Exit time expressed as point of exit in (B) and exit from system position expressed as in (C) or (D).</td>
</tr>
<tr>
<td>L</td>
<td>LIMA..............Intended track.</td>
</tr>
<tr>
<td>M</td>
<td>MIKE..............State in full names of communications stations/frequencies guarded.</td>
</tr>
<tr>
<td>N</td>
<td>NOVEMBER...........Date time group report expressed as in (B).</td>
</tr>
<tr>
<td>O</td>
<td>OSCAR..............4 digit group giving static draught meters and in meters.</td>
</tr>
<tr>
<td>P</td>
<td>PAPA..............Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.</td>
</tr>
<tr>
<td>Q</td>
<td>QUEBEC............Brief detail of deficiencies or defects, damage, limitations.</td>
</tr>
<tr>
<td>R</td>
<td>ROMEO..............Brief details of type pollution or of pollution (oil, dangerous goods chemicals, etc) or lost. dangerous goods lost overboard; position expressed as in (C) or (D).</td>
</tr>
<tr>
<td>S</td>
<td>SIERRA.............Brief details of conditions weather and sea conditions prevailing.</td>
</tr>
<tr>
<td>T</td>
<td>TANGO..............Details of name and representative particulars of ship's and/or owner. representative and/or owner for provision of information.</td>
</tr>
<tr>
<td>U</td>
<td>UNIFORM............Details of length, type, breadth, tonnage, and type, etc., as required.</td>
</tr>
<tr>
<td>V</td>
<td>VICTOR.............Doctor, physician's assistant, nurse, no medic.</td>
</tr>
<tr>
<td>W</td>
<td>WHISKEY.............State number. persons on board.</td>
</tr>
<tr>
<td>X</td>
<td>XRAY..............Miscellaneous. Any other information as appropriate.</td>
</tr>
</tbody>
</table>
(2) Establish other means of reporting for those vessels unable to report on the designated frequency; or
(3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.
   (b) All reports required by this part shall be made as soon as is practicable on the frequency designated in
       Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring
       Areas).
   (c) When not exchanging communications, a VMRS User must maintain a listening watch as
       described in Sec. 26.04(e) of this chapter on the frequency designated in Table 161.12(c) (VTS and
       VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the
       VMRS User must respond promptly when hailed and communicate in the English language.

       Note: As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels
       subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic
       Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a
       designated VTS frequency.

   (d) A vessel must report:
       (1) Any significant deviation from its Sailing Plan, as defined in Sec. 161.19, or from previously reported
           information; or
       (2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.
   (e) When reports required by this part include time information, such information shall be given using the
       local time zone in effect and the 24-hour military clock system.

Sec. 161.19  Sailing Plan.
Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:
   (a) Vessel name and type;
   (b) Position;
   (c) Destination and ETA;
   (d) Intended route;
   (e) Time and point of entry; and
   (f) Dangerous cargo on board or in its tow, as defined in Sec. 160.203 of this chapter, and other required
       information as set out in Sec. 160.211 and Sec. 160.213 of this chapter, if applicable.

Sec. 161.20  Position Report.
A vessel must report its name and position:
   (a) Upon point of entry into a VMRS area;
   (b) At designated reporting points as set forth in subpart C; or
   (c) When directed by the Center.

Sec. 161.21  Automated reporting.
   (a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required
       to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in
       Table 161.12(c) of this part.
   (b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored
       to operating condition as soon as possible, and, until restored a vessel must:
           (1) Notify the Center;
           (2) Make voice radio Position Reports at designated reporting points as required by Sec. 161.20(b) of this
               part; and
           (3) Make any other reports as directed by the Center.

Sec. 161.22  Final Report.
A vessel must report its name and position:
   (a) On arrival at its destination; or
   (b) When leaving a VTS area.
Sec. 161.23 Reporting Exemptions.
(a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:
   (1) Vessels on a published schedule and route;
   (2) Vessels operating within an area of a radius of three nautical miles or less; or
   (3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.
(b) A vessel described in paragraph (a) of this section must:
   (1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VMRS area; and
   (2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

Subpart C - Vessel Traffic Service and Vessel Movement Reporting System

Sec. 161.40 Vessel Traffic Service Berwick Bay.
(a) The VTS area consists of the navigable waters of the following segments of waterways: the Intracoastal Waterway (ICW) Morgan City to Port Allen Alternate Route from Mile Marker 0 to Mile Marker 5; the ICW from Mile Marker 93 west of Harvey Lock (WHL) to Mile Marker 102 WHL; the Atchafalaya River Route from Mile Marker 113 to Mile Marker 122; from Bayou Shaffer Junction (ICW Mile Marker 94.5 WHL) south one statute mile along Bayou Shaffer; and from Berwick Lock northwest one statute mile along the Lower Atchafalaya River.
(b) VTS Special Area. The Berwick Bay VTS Special Area consists of those waters within a 1000 yard radius of the Burlington Northern Santa Fe Railroad Bridge located at Mile .03 MC/PA.
(c) Reporting Points.

Table 161.40(c)

<table>
<thead>
<tr>
<th>Designator</th>
<th>Geographic Name</th>
<th>Description</th>
<th>Lat/Long</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Stouts Pass Light &quot;1&quot; Mile</td>
<td>29-43.8N 91-13.4W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Berwick Lock Mile 1.9 MC/PA</td>
<td>29-43.3N 91-13.5W</td>
<td>If transiting the Lock</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Conrad's Point Bucy &quot;1&quot; Mile 1.5 MC/PA</td>
<td>29-43.5N 91-13.2W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Swift Ships Mile 3 MC/PA</td>
<td>29-41.6N 91-12.3W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Burlington Northern</td>
<td>29-41.6N 91-12.7W</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Santa Fe Bridge GIWW Mile 95.5 WHL</td>
<td>29-41.3N 91-12.6W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Highlines Overhead Cables, Mile 96.5 GICW WHL</td>
<td>29-40.7W 91-Northbound only 13.3W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Wax Bayou Junction Light &quot;A&quot; GIWW Mile 98.2 WHL</td>
<td>29-39.5N 91-14.8W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Bayou Shaffer Junction GIWW Mile 94.5 WHL</td>
<td>29-41.2N 91-11.6W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PART 162_INLAND WATERWAYS NAVIGATION REGULATIONS

Sec. 162.75 All waterways tributary to the Gulf of Mexico (except the Mississippi River, its tributaries, South and Southwest Passes and Atchafalaya River) from St. Marks, Fla., to the Rio Grande.

(a) The regulations in this section shall apply to:
   (1) Waterways. All navigable waters of the U.S. tributary to or connected by other waterways with the Gulf of Mexico between St. Marks, Fla., and the Rio Grande, Tex. (both inclusive), and the Gulf Intracoastal Waterway; except the Mississippi River, its tributaries, South and Southwest Passes, and the Atchafalaya River above its junction with the Morgan City-Port Allen Route.
   (2) Bridges, wharves, and other structures. All bridges, wharves, and other structures in or over these waterways.
   (3) Vessels. The term "vessels" as used in this section includes all floating craft other than rafts.
(b) Waterways:
   (1) A clear channel shall at all times be left open to permit free and unobstructed navigation by all types of vessels and tows normally using the various waterways covered by the regulations of this section
   (2) Fairway: The District Commander may specify the width of the fairway required in the various waterways under his charge.
   (3) Anchoring or mooring:
      (i) Vessels or tows shall not anchor or moor in any of the land cuts or other narrow parts of the waterway, except in an emergency, or with permission of the District Commander. Whenever it becomes necessary for a vessel or tow to stop in any such portion of the waterway, it shall be securely fastened to one bank and as close to the bank as possible. This shall be done only at such a place and under such conditions as will not obstruct or prevent the passage of other vessels or tows. Stoppages shall be only for such periods as may be necessary.
      (ii) When tied up individually, all vessels and tows shall be moored by bow and stern lines. Tows shall be secured at sufficiently frequent intervals to insure their not being drawn away from the bank by winds, currents, or the suction of passing vessels. Lines shall be shortened so that the various barges in a tow will be as close together as possible.
      (iii) Lights shall be displayed in accordance with provisions of the Navigation Rules, International-Inland, Commandant Instruction M16672.2 (series).
      (iv) Whenever any vessel or tow is moored to the bank (paragraph (b)(3)(i) of this section) at least one crew member shall always remain on board to see that proper signals are displayed and that the vessel or tow is properly moored at all times.
      (v) No vessel, regardless of size, shall anchor in a dredged channel or narrow portion of a waterway for the purpose of fishing if navigation is obstructed thereby.
   (4) Speed: Speeding in narrow sections is prohibited. Official signs indicating limited speeds shall be obeyed. Vessels shall reduce speed sufficiently to prevent damage when passing over vessels or structures in or along the waterway.
   (5) Size, assembly, and handling of tows:
      (i) On waterways 150 feet wide or less, tows which are longer than 1,180 feet, including the towing vessel, but excluding the length of the hawser, or wider than one-half of the bottom width of the channel or 55 feet, whichever is less will not be allowed, except when the District Commander has given special permission or the waterway has been exempted from these restrictions by the District Commander. Before entering any narrow section of the Gulf Intracoastal Waterway, tows in excess of one-half the channel width, or 55 feet, will be required to stand by until tows which are less than one-half the channel width or 55 feet wide have cleared the channel. When passing is necessary in narrow channels, overwidth tows shall yield to the maximum. Separate permission must be received from the District Commander for each overlength or overwidth movement. In addition, the following exceptions are allowed:
      (ii) Gulf Intracoastal Waterway--Between mile 6.2 EHL (Inner Harbor Navigation Canal Lock) and mile 33.6 EHL tows of 78 feet in width will be allowed.
      (iii) Gulf Intracoastal Waterway--Between mile 33.6 EHL and the Mobile Bay Ship Channel, tows of 108 feet in width will be allowed if under 750 feet in length including the towboat but excluding the length of the hawser.
      (iv) Gulf Intracoastal Waterway--Mobile Bay Ship Channel to St. Marks, Fla., for tows made up of empty barges on the off or shallow side, a width of 75 feet will be allowed.
(v) All vessels pulling tows not equipped with rudders in restricted channels and land cuts shall use two towlines, or a bridle on one towline, shortened as much as safety of the towing vessel permits, so as to have maximum control at all times. The various parts of a tow shall be securely assembled with the individual units connected by lines as short as practicable. In open water, the towlines and fastenings between barges may be lengthened so as to accommodate the wave surge. In the case of lengthy or cumbersome tows, or tows in restricted channels, the District Commander may require that tows be broken up, and may require the installation of a rudder or other approved steering device on the tow in order to avoid obstructing navigation or damaging the property of others. Pushing barges with towing vessel astern, towing barges with towing vessel alongside, or pushing and pulling barges with units of the tow made up both ahead and astern of the towing vessel are permissible provided that adequate power is employed to keep the tows under full control at all times. No tow shall be drawn by a vessel that has insufficient power or crew to permit ready maneuverability and safe handling.

(vi) All tows navigating the Pass Manchac bridges in Louisiana are limited to no more than two barges, not to exceed a combined tow length of 400 feet (excluding the towboat). Vessel operators for tows exceeding these limits must request and receive permission from the COTP New Orleans prior to navigating the bridges. Requests should be made by telephoning the COTP at 504-589-7101. Any decision made by the COTP is final agency action.

(6) Projections from vessels: Vessels or tows carrying a deck load which overhangs or projects over the side, or whose rigging projects over the side, so as to endanger passing vessels, wharves, or other property, shall not enter or pass through any of the narrow parts of the waterway without prior approval of the District Commander.

(7) Meeting and passing: Passing vessels shall give the proper signals and pass in accordance with the International Rules, the Navigation Rules, International-Inland, Commandant Instruction M16672.2 (Series), where applicable. At certain intersections where strong currents, may be encountered, sailing directions may be issued through navigation bulletins or signs posted on each side of the intersections.

Note: The Corps of Engineers also has regulations dealing with this section in 33 CFR 207.
PART 164 NAVIGATION SAFETY REGULATIONS--Table of Contents

Sec. 164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see Sec. 164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first survey for safety equipment after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of Sec. 161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessels and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to Sec. 164.46(a): "Properly installed" refers to an installation using the guidelines set forth in IMO SN/Circ.227 (incorporated by reference, see Sec. 164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in Sec. 164.46(a)(2). "Type approved" refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see Sec. 164.03). "Length" refers to "registered length" as defined in 46 CFR part 69. "Gross tonnage" refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radiotelephones in Sec. Sec. 26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter also apply to AIS. The term "effective operating condition" used in Sec. 26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

Sec. 164.51 Deviations from rules: Emergency.

Except for the requirements of Sec. 164.53(b), in an emergency, any person may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment.

Sec. 164.53 Deviations from rules and reporting: Non-operating equipment.

(a) If during a voyage any equipment required by this part stops operating properly, the person directing the movement of the vessel may continue to the next port of call, subject to the directions of the District Commander or the Captain of the Port, as provided by Part 160 of this chapter.

(b) If the vessel's radar, radio navigation receivers, gyrocompass, echo depth sounding device, or primary steering gear stops operating properly, the person directing the movement of the vessel must report or cause to be reported that it is not operating properly to the nearest Captain of the Port, District Commander, or, if participating in a Vessel Traffic Service, to the Vessel Traffic Center, as soon as possible.
PART 165 – REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

Subpart F – Specific Regulated Navigation Areas and Limited Access Areas

Sec. 165.811 Atchafalaya River, Berwick Bay, LA- Regulated Navigation Area.

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

(a) The following is a regulated navigation area: the waters of the Atchafalaya River in Berwick Bay bounded on the northside from 2,000 yards north of the U.S. 90 Highway Bridge and on the southside from 4,000 yards south of the Burlington Northern Santa Fe Railroad (BNSF) Bridge.

(b) Within the regulated navigation area described in paragraph (a) of this section, Sec. 161.40 of this chapter establishes a VTS Special Area for waters within a 1000 yard radius of the BNSF Bridge.

(c) When the Morgan City River gauge reads 3.0 feet or above mean sea level, in addition to the requirements set forth in Sec. 161.13 of this chapter, the requirements of paragraph (d) and (e) of this section apply to a towing vessel which will navigate:

(1) under the lift span of the BNSF Bridge; or
(2) through the navigational opening of the U.S. 90 Highway Bridge;

(d) Towing requirements.

(1) Towing on a hawser is not authorized, except that one self-propelled vessel may tow one other vessel without barges upbound;

(2) A towing vessel and barges must be arranged in tandem, except that one vessel may tow one other vessel alongside;

(3) Length of tow must not exceed 1,180 feet; and

(4) Tows with a box end in the lead must not exceed 400 feet in length.

Note: The variation in the draft and the beam of the barges in a multi-barge tow should be minimized in order to avoid unnecessary strain on coupling wires.

(e) Horsepower Requirement.

(1) The following requirements apply to a towing vessel of 3,000 hp or less:

<table>
<thead>
<tr>
<th>Direction of Tow</th>
<th>Daytime (sunrise to sunset)</th>
<th>Nighttime (sunset to sunrise)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upbound</td>
<td>400 hp or (Length of tow-300 ft)³</td>
<td>600 hp or (Length of tow-200 ft)³</td>
</tr>
<tr>
<td>Downbound</td>
<td>600 hp or (Length of tow-200 ft)³</td>
<td>600 hp or (Length of tow)³</td>
</tr>
</tbody>
</table>

Note: A 5% variance from the available horsepower is authorized.

(2) All tows carrying cargoes of particular hazard as defined in Sec. 160.204 of this chapter must have available horsepower of at least 600 hp or three times the length of tow, whichever is greater.

(f) Notice of Requirements. Notice that these rules are anticipated to be put into effect, or are in effect, will be given by:

(1) Marine information broadcasts;

(2) Notices to mariners;

(3) Vessel Traffic Center advisories or upon vessel information request;

Note: Visual displays are not shown during precautionary periods (when the Morgan City River gauge reads 2.5 feet above mean sea level). However, precautionary notices will be issued via marine notice to mariners, notice to mariners, VTC advisories, or vessel information requests, when water level remains at or above 2.5 feet.