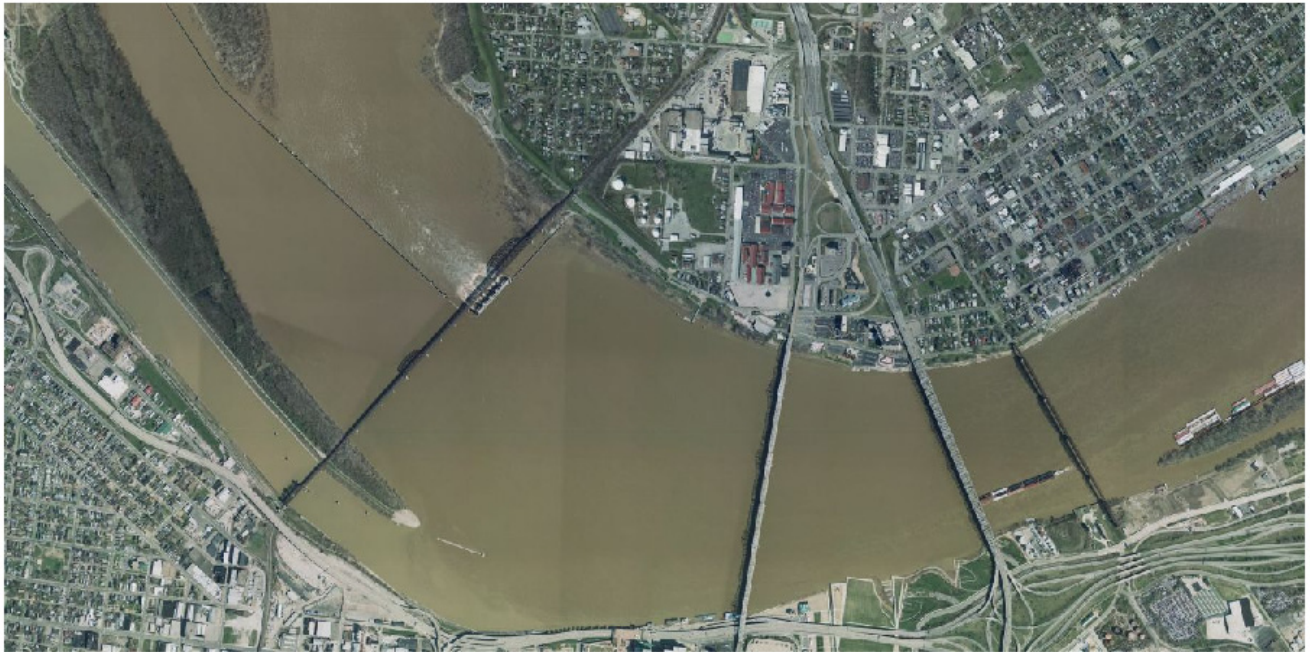




Vessel Traffic Service Louisville



User Manual



**U. S. COAST GUARD
VESSEL TRAFFIC SERVICE LOUISVILLE**

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**U. S. COAST GUARD
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INTRODUCTION

During high river stages at Louisville, Kentucky, downbound tows on the Ohio River face a combination of navigational challenges. Due to unusually strong and variable current patterns, a down bound tow passing under the former Louisville and Jeffersonville Railroad (Big-Four) Bridge is committed until it reaches the Louisville-Portland Canal. If a tow has to stop or back down because the Louisville and Indiana Railroad Bridge cannot be opened, the pilot will have control difficulties. Consequently, the tow could be carried by strong outdraft currents toward the middle of the river and the McAlpine Dam. As such, it is unsafe for more than one tow at a given time to be in the reach of the channel between Towhead Island and the entrance to the Louisville and Portland Canal.

In 1971 and 1972 a series of casualties occurred on the Ohio River in the Louisville area. The most serious was in February of 1972 when a barge carrying chlorine gas became lodged in the McAlpine Dam threatening the Louisville metropolitan area. As a result of these casualties, in 1973 the Vessel Management System Louisville (VSML) was created.

Effective 13 October 13, 1994, changes to Title 33 of the United States Code of Federal Regulations (CFR) Part 161 shifted the participation requirement from a “voluntary” system to a “mandatory” system. Vessel Traffic Service Louisville (VTSL) is a mandatory Vessel Traffic Service (VTS) designed to enable vessel operators to better cope with the hazards associated with navigation during high water conditions in the Louisville area. The VTS is placed into operation when the water level at the upper gauge of McAlpine Dam is at 13 feet and rising. The VTS remains in operation until the level falls below 13 feet.

The VTS provides the mariner with information related to the safe navigation of the waterway. Mariners are cautioned that information provided by the Vessel Traffic Center (VTC) can be no more accurate than the reports received from the VTS Users. The VTC may not have first hand knowledge of all hazardous conditions that may exist in the VTSL area. As such, unreported hazards may confront the mariner at any time. Such hazards should be reported to the VTC as soon as possible so the VTC may pass that information on to other mariners.

This information, coupled with the mariner’s compliance with VTS directions and measures, and the provisions set forth in 33 CFR 161, serve to enhance the safe routing of vessels through the hazardous waterway in the VTSL area during periods of high water. However, 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 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.

The VTC processes information received from vessels operating in the VTSL area. The VTC also communicates directly with the Louisville and Indiana Railroad Bridge Office via telephone and passes bridge status information to vessels within the VTSL area. The goal of the VTS is to improve vessel safety by implementation of the following procedures:

- (1) The VTC will coordinate the raising of the Louisville and Indiana Railroad Bridge with the needs of river traffic;

- (2) The VTC will notify participating vessels of the location of other vessels and information about any known hazards within the VTSL area;
- (3) Through advanced planning, vessel advisories and vessel movement directives, the VTC will direct vessels in order to avoid congestion in the critical area between Towhead Island and the Louisville and Indiana Railroad Bridge;
- (4) The VTC will permit only one tow at a time to transit between Towhead Island and the entrance to the Louisville and Portland Canal.

VTS Louisville operates on a VHF-FM communications network and provides coverage from Twelve Mile Island (Mile 593.0) to McAlpine Lock and Dam (Mile 606.8) on the Ohio River. The VTS maintains a listening guard on Channel 13. The Sector Ohio Valley Communications Center also maintains a listening guard on Channel 16 except when working radio traffic on another frequency. The primary frequency for communicating with the VTC is Channel 13 (156.65 MHz). In the event of communications failure on Channel 13, initial contact with the VTC can be made on Channel 16. The voice call sign for VTS Louisville is “Coast Guard Louisville Traffic.”

Vessels required to participate in the VTS are listed in this manual. The Ports and Waterways Safety Act, as amended, prescribes civil and criminal penalties for violation of the VTS regulations. Any person who willfully and knowingly violates any regulation issued hereunder commits a Class C Felony.

This manual is intended to provide the mariner with a description of the services offered and rules in force for VTS Louisville. It incorporates regulations which are published in Title 33 Code of Federal Regulations (CFR). This manual is not intended to conflict with or modify the Regulations in any respect.

This manual hereby cancels and supersedes previous editions of the Vessel Traffic Service User’s Manual. This manual is effective August 1, 2008.

We encourage all interested parties to visit the Vessel Traffic Center, and we encourage suggestions for improvements to this manual or to VTS operating procedures. Send suggestions and comments to:

Commander
Coast Guard Sector Ohio Valley
600 Martin Luther King Jr. Place
Room 409-D
Louisville, KY 40202-2242

SECTION I. GENERAL PROCEDURES

1. Purpose and Applicability

- a. The purpose of this User's Manual is to provide procedures to be followed by vessels operating in the Vessel Traffic Service Louisville (VTSL) area and to enhance safe passage by reducing the potential for rammings, groundings and collisions and to minimize risk of environmental harm resulting from those events.
- b. The following procedures in this section apply to Vessel Traffic Service (VTS) Users (required participants):
 - (1) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length;
 - (2) Every towing vessel of 8 meters (approximately 26 feet) or more in length;
 - (3) Every vessel certified to carry 50 or more passengers for hire, when engaged in trade; or
 - (4) Every vessel subject to the Vessel Bridge-to-Bridge Radiotelephone Act.

Participation may also apply to any vessel underway or at anchor within the Louisville VTS area to the extent the VTS considers it necessary

2. Vessel Operation. VTS Users shall ensure that all VTS directions or measures and the procedures contained in the regulations set forth in Appendix C are adhered to. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation. If a VTS User is unable to safely comply with a direction issued by VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. This deviation shall be reported to the VTS as soon as possible.

3. Intention to Deviate From These Rules. Requests to deviate from these rules for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if the proposed deviation provides a level of safety equivalent to or beyond that provided by these procedures or is a maneuver considered necessary for safe navigation under the circumstances.

Correspondence requesting a deviation of these regulations should be addressed to:

Commander (dpw)
Eighth Coast Guard District
500 Poydras Street
New Orleans, LA 70130-3396

The VTC may, upon request, authorize a deviation from these rules for a voyage or part of a voyage through the VTSL area. The deviation request must be made well in advance to allow the requesting vessel and the VTC sufficient time to assess the safety of the proposed maneuver. The requesting vessel and the VTC must exchange relevant information on vessel handling characteristics, traffic density and environmental conditions and, must otherwise cooperate to promote a safe transit.

4. Requirement to Carry the Rules. Each VTS User must carry on board and maintain for ready reference a copy of the regulations. Carrying a copy of this User's Manual meets the requirement to carry the rules.

5. Emergencies

a. Emergency Mooring Buoys. The U. S. Army Corps of Engineers has established four pairs of emergency mooring buoys within the VTSL area. Each buoy is 10 feet in diameter with retro-reflective sides. The two buoys which comprise each pair are 585 feet apart and are located approximately at:

(1) Indiana Bank – Mile 582.3 (near 18 Mile Island);

(2) Six Mile Island – Mile 597.5;

(3) Six Mile Island – Mile 598.2; and

(4) Kentucky Bank – Mile 599.8 (Cox's Park).

Note: All buoys, except those at Six Mile Island – Mile 598.2, are removed between May 1 and September 30. Due to the close proximity of the municipal water intakes, mooring of tank vessels laden with petroleum products or hazardous materials is not authorized on the Kentucky Bank - Mile 599.8 (Cox's Park).

b. The Regulations. A vessel will not use the emergency mooring buoys that have been established by the U. S. Army Corps of Engineers, unless specifically authorized. The VTS, upon request, may authorize the use of the emergency mooring buoys by down bound towing vessels that are awaiting VTS approval to proceed.

SECTION II. VESSEL TRAFFIC SERVICE LOUISVILLE AREA DESCRIPTION

The VTSL area consists of that section of the Ohio River between the McAlpine Lock (Mile 606.8) and Twelve Mile Island (Mile 593.0) only at such time when the McAlpine upper pool gauge is at 13.0 feet or above. Within this area lie the following bridges, islands and landmarks:

<u>Point of Reference</u>	<u>Mile</u>	<u>Bank</u>
*Twelve Mile Island	593.0	
Harrods Creek/Captain's Quarters Boat Dock/Marina	595.9	LDB
*Six Mile Island	598.0	
Wootons Dock Light	598.7	RDB
Cox's Park Public Boat Ramp	599.7	LDB
*+Louisville Water Company Intake	600.6	LDB
JeffBoat Shipyard	601.5	RDB
*Towhead Island	602.5	
Louisville & Jeffersonville Railroad Bridge (Big Four Railroad Bridge)	602.9	
John F. Kennedy Memorial Highway Bridge (Interstate 65 Bridge)	603.1	
Clark Memorial Bridge (Second Street Bridge)	603.5	
*Louisville and Indiana (L&I) Railroad Bridge (Conrail Bridge)	604.4	
*McAlpine Lock and Dam	606.8	

RDB – Right Descending Bank
LDB – Left Descending Bank

*VTS Check Points

*+Louisville Water Intake check point for down bound vessels only

SECTION III. COMMUNICATIONS PROCEDURES AND MISCELLANEOUS REPORTS

The procedures in this section apply to the following class of vessels (VTS Users):

- (1) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length.
- (2) Every towing vessel of 8 meters (approximately 26 feet) or more in length.
- (3) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.
- (4) Every vessel subject to the Vessel Bridge-to-Bridge Radiotelephone Act.

1. **Designated Frequency for VTSL Area.** The primary frequency for communicating with the VTC is 156.65 MHz (Channel 13). The VTC also monitors Channel 16 (156.8 MHz). If communications on Channel 13 fail, VTSL communications shall be on Channel 16. All references to “channel” refer to VHF-FM marine radio channels.

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.

2. **Voice Call Sign.** The voice call sign for VTSL is “COAST GUARD LOUISVILLE TRAFFIC.” After communications have been established, the abbreviated call sign “LOUISVILLE TRAFFIC” may be used.

3. **Radio Listening Watch**

a. When not exchanging communications, a VTS User shall maintain a listening watch on the VTS frequency, VHF-FM Channel 13 (156.65 MHz), and shall respond promptly when hailed by the VTC.

b. All communication and reports required by these procedures shall be made from the navigational bridge of the vessel, or in case of a dredge, from its main control station.

4. **Radiotelephone Equipment.** A vessel’s radiotelephone equipment shall be maintained in effective operating condition. A VTS User that cannot meet the radiotelephone requirements of these rules may not enter or get underway in the VTS Area without permission from the VTC. If the required radiotelephone ceases to operate, the VTS User shall ensure that it is restored to operating condition as soon as possible. The failure of a vessel’s radiotelephone equipment while the vessel is underway, shall not in itself constitute a violation of these rules nor shall it obligate the vessel to moor or anchor, however required reports shall be made by other means if possible.

5. **English Language.** All communications and reports shall be made in the English language.

6. **Time.** In all communications and reports, time shall be specified by using the Louisville local time, either Eastern Standard Time (EST) or Eastern Daylight Savings Time (EDT) depending on which is in effect, and by using the 24 hour clock system (i.e., 1:00 pm is 1300).

7. **Report of Impairment to the Operation of a Vessel.** A VTS User shall report to the VTC any conditions of the vessel related to a vessel's ability to safely navigate or maneuver such as, but not limited to:

- a. 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, automated dependent surveillance equipment, navigational lighting, sound signaling devices or similar equipment;
- b. Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar conditions; or
- c. Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, underkeel clearance, speed or similar characteristics.

8. **Miscellaneous Reports.** A VTS User shall notify the VTC of any of the following:

- a. A marine casualty (as defined in 46 CFR 4.05-1);
- b. Involvement in the ramming of a fixed or floating object;
- c. A pollution incident (as defined in 33 CFR 151.15);
- d. A defect or discrepancy in an aid to navigation;
- e. A hazardous condition (as defined in 33 CFR 160.204);
- f. Improper operation of vessel equipment (as defined in 33 CFR 164);
- g. Adverse weather or reduced visibility.

SECTION IV. VESSEL MOVEMENT REPORTING SERVICE

VMRS Users are those vessels that are required to monitor, report and respond to VTS directions in the VTSL area. VTS Users are those vessels that are required to monitor and respond to directions from the VTC.

The procedures in this section apply to the following vessels (VMRS Users):

- (5) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length.
 - (6) Every towing vessel of 8 meters (approximately 26 feet) or more in length.
 - (7) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.
1. **Reports.** Except as otherwise provided, all reports and communications shall be made promptly by radiotelephone to the VTC on Channel 13 (156.65 MHz).
 2. **Sailing Plan.** Vessels (i.e., up bound, local transit* or down bound) are required to report 15 minutes prior to entering the VTS area (i.e., when a vessel is getting underway from berth, anchor or mooring within the VTSL area or entering the VTS area from outside). The report shall contain the following information:
 - a. Name of vessel;
 - b. Horsepower;
 - c. Location of the vessel;
 - d. Estimated time of entering or beginning to navigate in the VTS Area;
 - e. Destination;
 - f. Any planned maneuvers within the VTSL area before proceeding to final destination (i.e., fleeting or tow work, overnight stopping, bunkering or taking on stores/supplies);
 - g. Tow configuration to include number of barges (loaded and unloaded) and types of cargos. The barge name and specific cargo** (last cargo for empties) is to be provided for any dangerous cargo or any regulated cargo barges (commonly referred to as red flag) as defined by Subchapter D and Subchapter O of 46 CFR 30-40 and 151; and
 - h. Any impairment to the operational capability of the vessel including those described in Paragraph 7 of Section III.

(*A local transit vessel is a vessel whose transit originates and terminates within the VTSL area.)

(**The USCG Chemical Hazards Response Information System (CHRIS) code designation is the preferred method of identifying cargo required to be reported by name.)

3. **Position Reporting Points.** Vessels are required to report its name and location to the VTC at the following Reporting Points:

a. Up bound vessel

(1) The initial report for entering the VTSL area is the McAlpine Lock (Mile 606.8)+.

(2) Louisville and Indiana Railroad Bridge (Mile 604.4);

(3) Towhead Island (Mile 602.5);

(4) Six Mile Island (Mile 598.0);

a. The final report for an up bound vessel departing the VTSL area is Twelve Mile Island (Mile 593.0)++.

b. Down bound vessel

(1) The initial report for entering the VTSL area is Twelve Mile Island (Mile 593.0)+.

(2) Six Mile Island (Mile 598.0);

(3) Louisville Water Company Municipal Intake (Mile 600.6);

(4) Towhead Island (Mile 602.5);

(5) Louisville and Indiana Railroad Bridge (Mile 604.4);

(6) The final report for a down bound vessel departing the VTSL area is the McAlpine Lock (Mile 606.8)++.

c. It is requested that vessel movements, such as, but not limited to turning, making up, changing or reassembling tows, be reported to the VTC at least 15 Minutes prior to commencing, at commencement and immediately upon completion of operation.

d. When directed by the VTC

+VTS Users entering the VTS area from within the VTSL area (i.e., when a vessel is getting underway from berth, anchor or mooring) will use that location as their beginning point and report at the next check point they arrive as per the above designated locations.

++VTS Users terminating their voyage within the VTSL area (i.e., berths, anchors, or moors for an extended period of time to totally reconfigure or pick up a new tow) will use that location as their final report for their transit of the VTSL area.

4. **Sailing Plan Deviation Report**. A vessel must report:
 - a. Any intention to deviate from a VTS direction;
 - b. Any significant deviation from previously reported information.

APPENDIX A SAMPLE MESSAGES

I. GENERAL VTSL communications shall be on VHS FM Channel 13 (156.65 MHz). This is the Bridge-to-Bridge radiotelephone frequency and shall be used for navigational safety purposes. For VTSL purposes the following points are emphasized:

- a. Use the name of the vessel or the station being called first, then the calling vessel or station's name (do not use call signs).
- b. In the interest of courtesy to other mariners please listen for other radio traffic in progress before transmitting so that traffic is not interrupted.

II. SAILING PLAN

SAMPLE 1. A down bound vessel with tow is calling 15 minutes from approaching Twelve Mile Island (Mile 593.0) bound for Cairo IL. The tow has 6 empty open hopper barges, 2 loads of petroleum product, 1 load of styrene, and 1 load of coal.

Call- Up: "COAST GUARD LOUISVILLE TRAFFIC – THIS IS – MOTOR VESSEL GYPSY WARRIOR – OVER."

VTC: "GYPSY WARRIOR – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – OVER."

Message: "LOUISVILLE TRAFFIC – THIS IS- MOTOR VESSEL GYPSY WARRIOR AT MILE 588 ABOVE TWELVE MILE ISLAND WITH 6 EMPTY AND 4 LAODED BARGES. HORSEPOWER IS 1500. MY DESTINATION IS CAIRO IL. – OVER."

VTC: "GYPSY WARRIOR – THIS IS LOUISVILLE TRAFFIC – ROGER –ARE ANY OF YOUR BARGES RED FLAG? – OVER.

VSL: "LOUISVILLE TRAFFIC – ROGER – BARGE SLIK 1 AND SLIK 2 ARE CARRING DIESEL FUEL, CHRIS CODE ODS AND BARGE DEP 6 IS CARRYING STYRENE, CHRIS CODE STY – OVER.*

VTC: "GYPSY WARRIOR – THIS IS LOUISVILLE TRAFFIC – ROGER – (VTC PASSES ANY ADVISORY INFORMATION) CALL AGAIN AT TWELVE MILE ISLAND – OUT."

*NOTE: If the tow contains several red flag barges, the VTC may request to switch to another channel as to not possibly interfere with other necessary bridge-to-bridge traffic needing to be passed between other stations or vessels.

SAMPLE 2. An up bound vessel is calling 15 minutes prior to departing McAlpine Lock and entering the Louisville Portland Canal with 10 loads coal and 5 loads of steel bound for Cincinnati, OH.

Call- Up: "COAST GUARD LOUISVILLE TRAFFIC – THIS IS – MOTOR VESSEL STEVEN CRAIG – OVER."

VTC: "STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – OVER."

Message: "LOUISVILLE TRAFFIC – THIS IS- MOTOR VESSEL STEVEN CRAIG AT MCALPINE LOCK WITH 15 LAODED BARGES; 10 COAL AND 5 STEEL. HORSEPOWER IS 1300. UP BOUND FOR CINCINNATI, OH. NO RED FLAGS– OVER."

VTC: "STEVEN CRAIG – THIS IS LOUISVILLE TRAFFIC – ROGER – (VTC PASSES ANY ADVISORY INFORMATION) CALL AGAIN WHEN CLEARING MCALPINE LOCK – OUT."

III. POSITION REPORTS

SAMPLE 1. An up bound tow clearing McAlpine Lock at 1600 EST.

Call-Up: "COAST GUARD LOUISVILLE TRAFFIC – THIS IS – MOTOR VESSEL STEVEN CRAIG – OVER."

VTC: "STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – OVER.

Report: "LOUISVILLE TRAFFIC – THIS IS MOTOR VESSEL STEVEN CRAIG - CLEAR OF MCALPINE LOCK - OVER

VTC: "STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – ROGER - (VTC PASSES ANY ADVISORY INFORMATION) STAND BY FOR L&I BRIDGE CLEARANCE – OVER."

Message: "STEVEN CRAIG – THIS IS – LOUISVILLE TRAFFIC - THE L&I BRIDGE IS IN THE FULL UPRIGHT POSITION – YOU ARE CLEAR TO PROCEED - CALL AGAIN WHEN YOU ARE CLEAR OF THE L&I BRIDGE– OVER."

Reply: "LOUISVILLE TRAFFIC – THIS IS – STEVEN CRAIG – ROGER – OUT."

SAMPLE 2. A down bound tow passes Six Mile Island.

Call-Up & Message "COAST GUARD LOUISVILLE TRAFFIC – THIS IS – MOTOR VESSEL STEVEN CRAIG – OVER."

VTC: "STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – OVER.

Report: "LOUISVILLE TRAFFIC – THIS IS MOTOR VESSEL STEVEN CRAIG –I AM AT SIX MILE ISLAND - OVER

VTC: “STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – ROGER (VTC PASSES ANY ADVISORY INFORMATION) - OUT.

IV. FINAL REPORT.

SAMPLE 1. A vessel completing its voyage within the VTSL area.

Call-Up & Message “COAST GUARD LOUISVILLE TRAFFIC – THIS IS – MOTOR VESSEL STEVEN CRAIG – OVER.”

VTC: “STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – OVER.

Report: “LOUISVILLE TRAFFIC – THIS IS MOTOR VESSEL STEVEN CRAIG – I HAVE REACHED MY DESTINATION AT JEFFBOAT INDIANA SIDE - ESTIMATED TIME OF DEPARTURE IS 2000 EST WITH NEW TOW- OVER

VTC: “STEVEN CRAIG – THIS IS – COAST GUARD LOUISVILLE TRAFFIC – ROGER - OUT.

APPENDIX B DEFINITIONS AS USED IN THIS MANUAL

Bulk – Material in any quantity that is shipped, stored, or handled without the benefit of package, label, mark or count and carried in integral or fixed independent tanks.

Captain of the Port – The Coast Guard officer designated by the Commandant to command a Captain of the Port Zone.

Commandant – The Commandant of the United States Coast Guard.

Commanding Officer, Vessel Traffic Services – The Coast Guard officer designated by the Commandant to command a Vessel Traffic Service (VTS) as described in 33 CFR 161.

Deviation – Any departure from any rule in this manual.

District Commander – The Coast Guard officer designated by the Commandant to command a Coast Guard District.

Hazardous Condition – Any condition that may adversely affect the safety of any vessel, bridge, structure or shore area or the environmental quality of any port, harbor, or navigable waterway. This includes a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

- a. 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, automated dependent surveillance equipment, navigational lighting, sound signaling devices or similar equipment.
- b. Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.
- c. Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, underkeel clearance, speed, or similar characteristics.

Length – Overall length of a vessel (including its tow)

Length of Tow – When towing with a hawser, the length in feet from the stern of the towing vessel to the stern of the last vessel in tow. When pushing ahead or towing alongside, length of tow means the tandem length in feet of the vessels in tow excluding the length of the towing vessel

Tank Vessel – A vessel that is constructed or adapted to carry, or that carries, oil or hazardous materials in bulk as cargo or cargo residue.

Towing Vessel – Any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel – Every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

Vessel Movement Reporting System (VMRS) – A system used to manage and track vessel movements within a VTS area. This is accomplished by a vessel providing information under established procedures as set forth in this part, or as directed by the VTS.

Vessel Traffic Center (VTC) – The shore-based facility that operates the Vessel Traffic Service.

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

Vessel Movement Reporting System (VMRS) User – A vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is required to participate in a VMRS within a VTS area. VMRS participation is required for:

- (8) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length.
- (9) Every towing vessel of 8 meters (approximately 26 feet) or more in length.
- (10) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

Vessel Traffic Service (VTS) – A service implemented under 33 CFR 161 by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area – The geographical area encompassing a specific VTS area of service as described in 33 CFR 161. 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. VTS Louisville area of service is described in Section II of this manual.

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

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

VTS User's Manual – 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.

**APPENDIX C SELECTED PARTS OF 33 CODE OF FEDERAL REGULATION
PARTS 161 AND 162**

PART 161—VESSEL TRAFFIC MANAGEMENT

Subpart A—Vessel Traffic Services

General Rules

- § 161.1 Purpose and Intent.
- § 161.2 Definitions.
- § 161.3 Applicability.
- § 161.4 Requirement to carry the rules.
- § 161.5 Deviations from the rules.

Services, VTS Measures, and Operating Requirements

- § 161.10 Services.
- § 161.11 VTS measures.
- § 161.12 Vessel operating requirements.
- § 161.13 VTS Special Area operating requirements.

Subpart B—Vessel Movement Reporting System

- § 161.15 Purpose and intent.
- § 161.16 Applicability.
- § 161.17 Definitions.
- § 161.18 Reporting requirements.
- § 161.19 Sailing Plan (SP).
- § 161.20 Position Report (PR).
- § 161.21 Automated reporting.
- § 161.22 Final Report (FR).
- § 161.23 Reporting exemptions.

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

- § 161.30 Vessel Traffic Service Louisville.

Authority: 33 U.S.C. 1223, 1231; 46 U.S.C. 70114, 70117; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

Source: CGD 90–020, 59 FR 36324, July 15, 1994, unless otherwise noted.

Subpart A—Vessel Traffic Services

General Rules

§ 161.1 Purpose and Intent.

(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.

§ 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, underkeel 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.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGE 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39364, July 1, 2003]

§ 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.

§ 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.

§ 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.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by USCG–2005–21531, 70 FR 36350, June 23, 2005]

Services, VTS Measures, and Operating Requirements

§ 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.

§ 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.

§ 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 §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.

Notes:

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.

*Louisville Traffic.....156.650 MHz (Ch. 13) The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.

*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.

(d) 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 §151.15 of this chapter;
- (4) A defect or discrepancy in an aid to navigation;
- (5) A hazardous condition as defined in §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 §161.2.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by CGD 95–033, 60 FR 28329, May 31, 1995; CGD 92–052, 61 FR 45326, Aug. 29, 1996; USCG–1999–6141, 64 FR 69636, Dec. 14, 1999; USCG–2003–14757, 68 FR 39364, July 1, 2003; USCG–2003–14757, 68 FR 60569, Oct. 22, 2003; USCG–2004–18057, 69 FR 34926, June 23, 2004]

§ 161.13 VTS Special Area operating requirements.

The following operating requirements apply within a VTS Special Area:

(a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.

(b) 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.

Subpart B—Vessel Movement Reporting System

§ 161.15 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).

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by USCG–2003–14757, 68 FR 39366, July 1, 2003]

§ 161.16 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.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by USCG–2003–14757, 68 FR 39366, July 1, 2003]

§ 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).

[USCG–2003–14757, 68 FR 39366, July 1, 2003]

§ 161.18 Reporting requirements.

(a) 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);
- (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.

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

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	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.
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEMBER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.
R	ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. [<i>i.e.</i> , a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].

(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 §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 §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.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by USCG–2003–14757, 68 FR 39366, July 1, 2003]

§ 161.19 Sailing Plan (SP).

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 §160.203 of this chapter, and other required information as set out in §160.211 and §160.213 of this chapter, if applicable.

§ 161.20 Position Report (PR).

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.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by USCG–2003–14757, 68 FR 39366, July 1, 2003]

§ 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 §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

[USCG–2003–14757, 68 FR 39366, July 1, 2003]

§ 161.22 Final Report (FR).

A vessel must report its name and position:

(a) On arrival at its destination; or

(b) When leaving a VTS area.

§ 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.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by CGD 97–023, 62 FR 33364, June 19, 1997; USCG–2003–14757, 68 FR 39367, July 1, 2003]

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

§ 161.30 Vessel Traffic Service Louisville.

The VTS area consists of the navigable waters of the Ohio River between McAlpine Locks (Mile 606.8) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at 13.0 feet or above.

[CGD 90–020, 59 FR 36324, July 15, 1994, as amended by USCG–1998–3799, 63 FR 35531, June 30, 1998]

PART 162—INLAND WATERWAYS NAVIGATION REGULATIONS

§ 162.100 Ohio River at Louisville, KY.

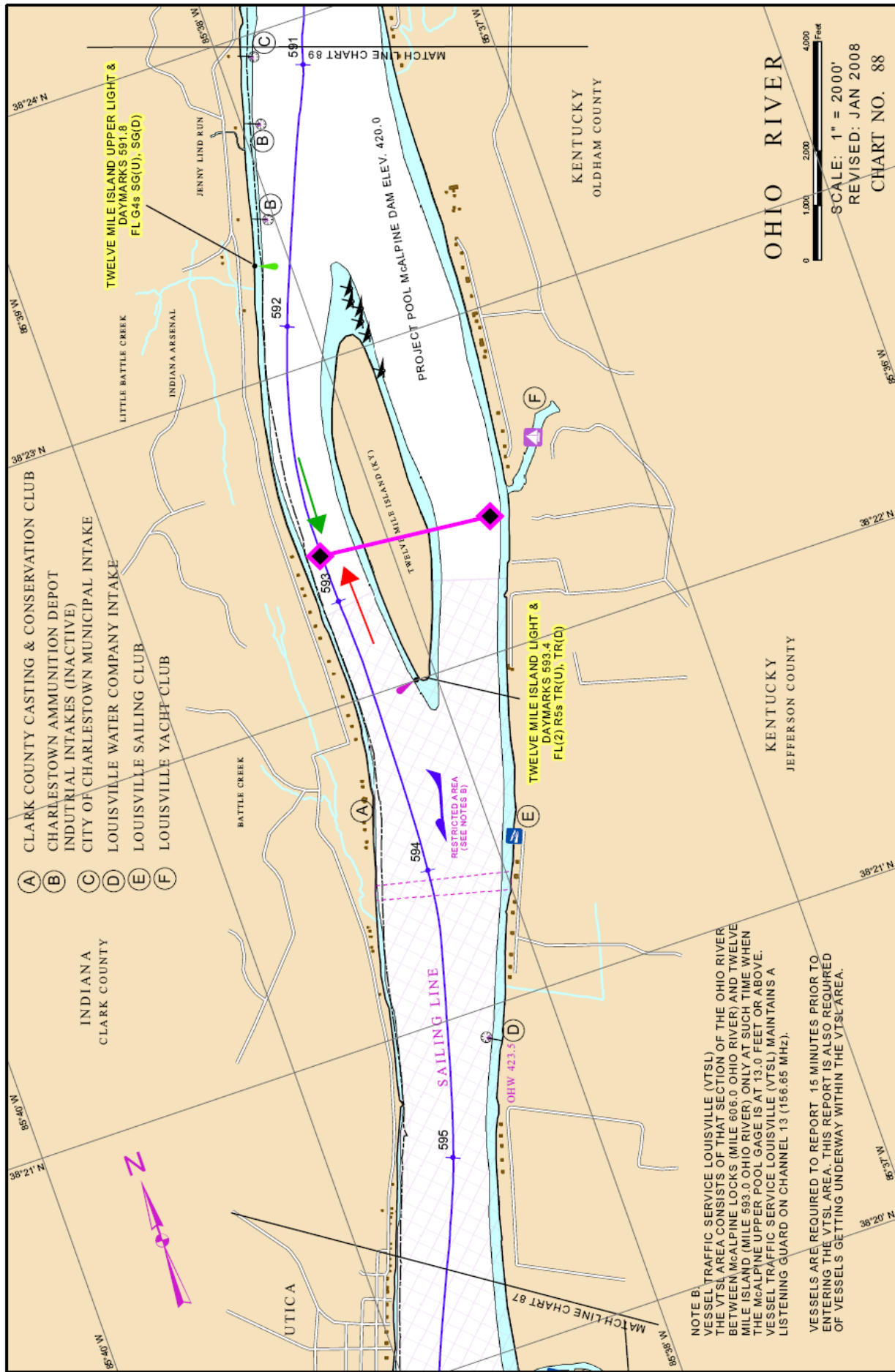
(a) *Emergency Mooring Buoys.* The U.S. Army Corp of Engineers has established four pairs of emergency mooring buoys. Each buoy is 10 feet in diameter with retro-reflective sides. The two buoys which comprise each pair are 585 feet apart and are located approximately at:

- (1) Indiana Bank—Mile 582.3 (near 18 Mile Island);
- (2) Six Mile Island—Mile 597.5;
- (3) Six Mile Island—Mile 598.2; and
- (4) Kentucky Bank—Mile 599.8 (Cox's Park).

Note: All buoys, except those at Six Mile Island—Mile 598.2, are removed between May 1 and September 30. Due to the close proximity of the municipal water intakes, mooring of tank vessels laden with petroleum products or hazardous materials is not authorized on the Kentucky Bank, Mile 599.8 (Cox's Park).

(b) *The regulations.* A vessel must not use the emergency mooring buoys that have been established by the U.S. Army Corps of Engineers, unless specifically authorized. The Captain of the Port, upon request, may authorize the use of the emergency mooring buoys by down bound towing vessels that are awaiting Vessel Traffic Center approval to proceed.

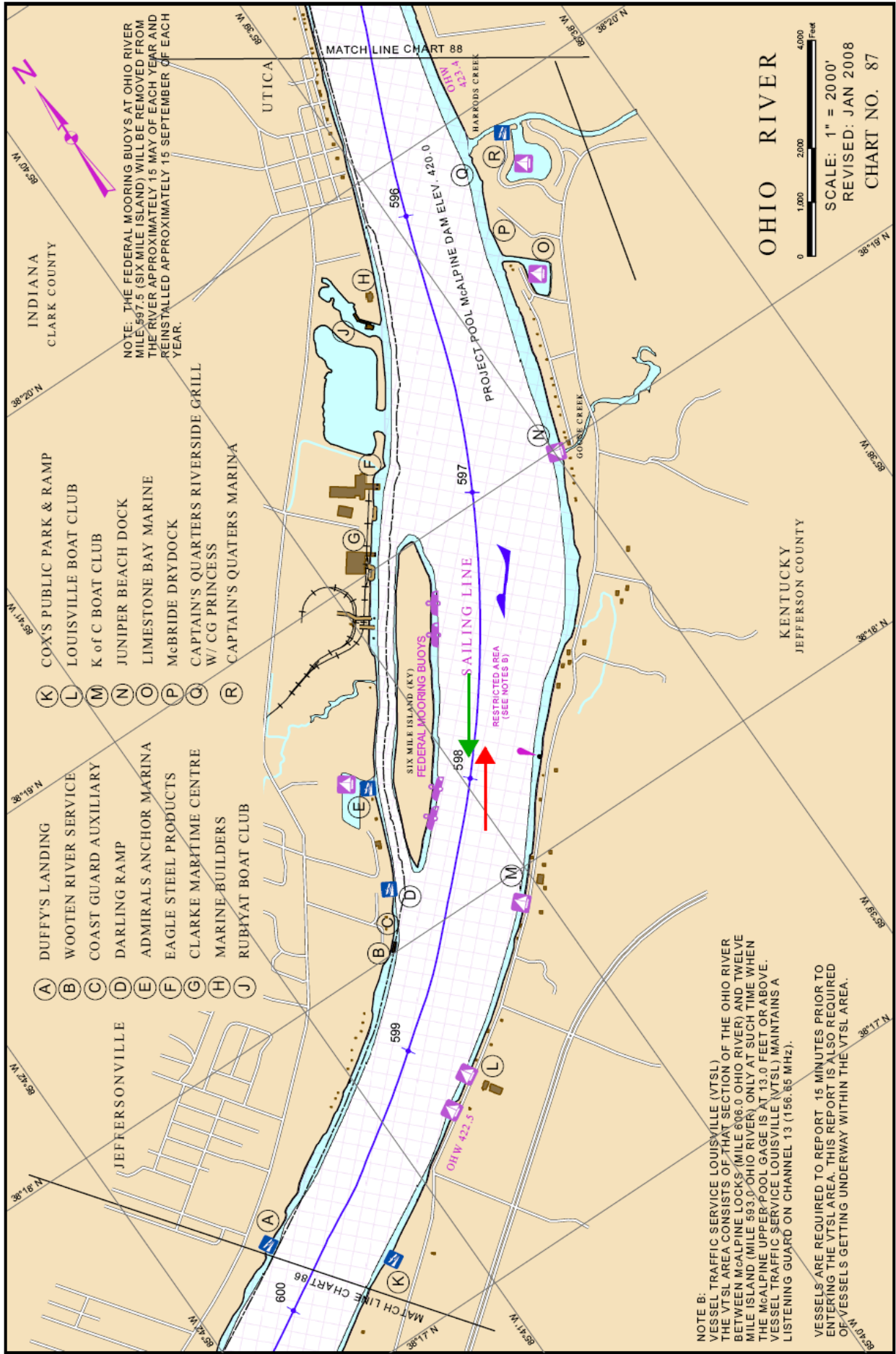
[CGD 90-020, 59 FR 36333, July 15, 1994]

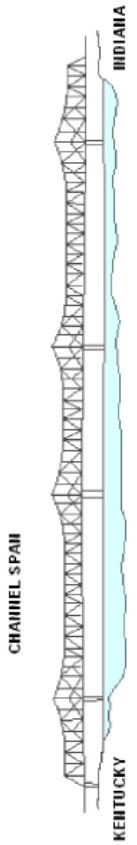


- (A) CLARK COUNTY CASTING & CONSERVATION CLUB
- (B) CHARLESTON AMMUNITION DEPOT INDUSTRIAL INTAKES (INACTIVE)
- (C) CITY OF CHARLESTON MUNICIPAL INTAKE
- (D) LOUISVILLE WATER COMPANY INTAKE
- (E) LOUISVILLE SAILING CLUB
- (F) LOUISVILLE YACHT CLUB

NOTE B:
 VESSEL TRAFFIC SERVICE LOUISVILLE (VTSL) VESSEL AREA CONSISTS OF THAT SECTION OF THE OHIO RIVER BETWEEN McALPINE LOCKS (MILE 606.0 OHIO RIVER) AND TWELVE MILE ISLAND (MILE 593.0 OHIO RIVER) ONLY AT SUCH TIME WHEN THE McALPINE UPPER POOL GAGE IS AT 13.0 FEET OR ABOVE. VESSEL TRAFFIC SERVICE LOUISVILLE (VTSL) MAINTAINS A LISTENING GUARD ON CHANNEL 13 (156.65 MHz).
 VESSELS ARE REQUIRED TO REPORT 15 MINUTES PRIOR TO ENTERING THE VTSL AREA. THIS REPORT IS ALSO REQUIRED OF VESSELS GETTING UNDERWAY WITHIN THE VTSL AREA.

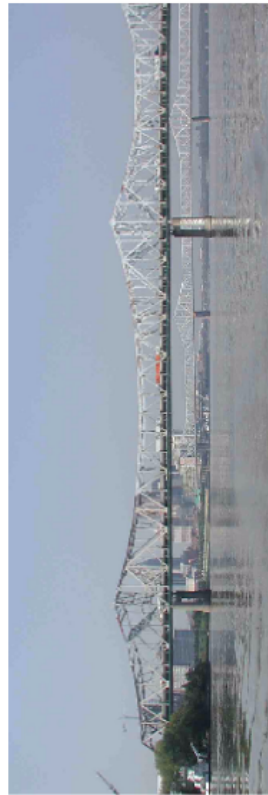
- VTS Legend:**
- VTS Boundary:
 - VTS Upbound Reporting Point:
 - VTS Downbound Reporting Point:



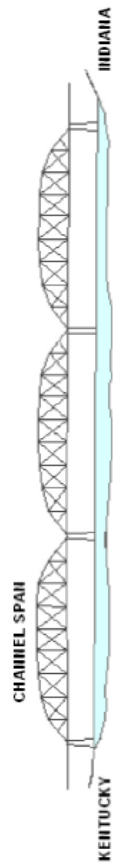


ELEVATION OF LOW STEEL
 VERTICAL CLEARANCE AT POOL STAGE
 HORIZONTAL CLEARANCE

491.0'
 71.0'
 680.0'



JOHN F. KENNEDY MEMORIAL BRIDGE (Ohio River Mile 603.1)
 I-65

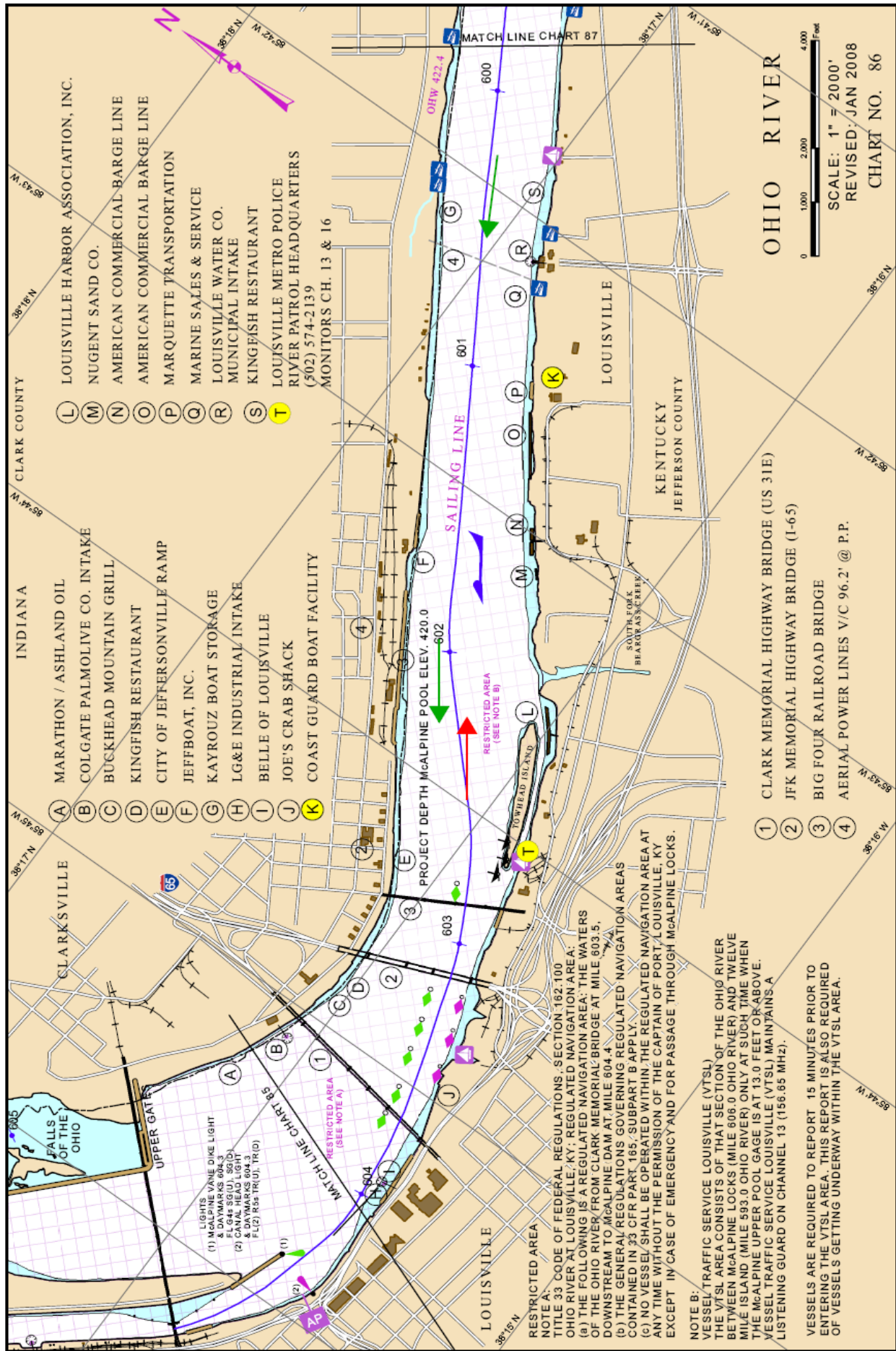


ELEVATION OF LOW STEEL
 VERTICAL CLEARANCE AT POOL STAGE
 HORIZONTAL CLEARANCE

497.5'
 77.5'
 537.6'



BIG FOUR R.R. BRIDGE (Ohio River Mile 602.9)



OHIO RIVER
 SCALE: 1" = 2000'
 REVISED: JAN 2008
 CHART NO. 86

- (L) LOUISVILLE HARBOR ASSOCIATION, INC.
- (M) NUGENT SAND CO.
- (N) AMERICAN COMMERCIAL-BARGE LINE
- (O) AMERICAN COMMERCIAL BARGE LINE
- (P) MARQUETTE TRANSPORTATION
- (Q) MARINE SALES & SERVICE
- (R) LOUISVILLE WATER CO.
- (S) MUNICIPAL INTAKE
- (T) KINGFISH RESTAURANT
- (U) LOUISVILLE METRO POLICE
- (V) RIVER PATROL HEADQUARTERS (502) 574-2139
- (W) MONITORS CH. 13 & 16

- (A) MARATHON / ASHLAND OIL
- (B) COLGATE PALMOLIVE CO. INTAKE
- (C) BUCKHEAD MOUNTAIN GRILL
- (D) KINGFISH RESTAURANT
- (E) CITY OF JEFFERSONVILLE RAMP
- (F) JEFFBOAT, INC.
- (G) KAYROUZ BOAT STORAGE
- (H) LG&E INDUSTRIAL INTAKE
- (I) BELLE OF LOUISVILLE
- (J) JOE'S CRAB SHACK
- (K) COAST GUARD BOAT FACILITY

- (1) CLARK MEMORIAL HIGHWAY BRIDGE (US 31E)
- (2) JFK MEMORIAL HIGHWAY BRIDGE (I-65)
- (3) BIG FOUR RAILROAD BRIDGE
- (4) AERIAL POWER LINES V/C 96.2' @ P.P.

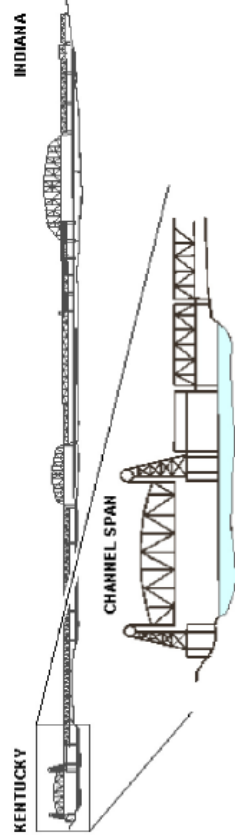
LIGHTS VINE DIVE LIGHT & DAYMARKS 06L3 FL 642 SG(U), SG(D) CANAL HEAD LIGHT & DAYMARKS 00L1 & 16L5 (R&B TRUJ), TR(D)

RESTRICTED AREA
 NOTE A:
 TITLE 33 CODE OF FEDERAL REGULATIONS, SECTION 162.100 OHIO RIVER AT LOUISVILLE, KY: REGULATED NAVIGATION AREA:
 (a) THE FOLLOWING IS A REGULATED NAVIGATION AREA: THE WATERS DOWNSTREAM TO McALPINE DAM AT MILE 604.4
 CONTAINED IN 33 CFR PART 195, SUBPART B APPLY.
 (c) NO VESSEL SHALL BE OPERATED WITHIN THE REGULATED NAVIGATION AREA AT ANY TIME WITHOUT THE PERMISSION OF THE CAPTAIN OF PORT, LOUISVILLE, KY EXCEPT IN CASE OF EMERGENCY AND FOR PASSAGE THROUGH McALPINE LOCKS.

NOTE B:
 VESSEL TRAFFIC SERVICE LOUISVILLE (VTSL)
 THE VTSL AREA CONSISTS OF THAT SECTION OF THE OHIO RIVER BETWEEN McALPINE LOCKS (MILE 606.0 OHIO RIVER) AND TWELVE MILE ISLAND (MILE 593.0 OHIO RIVER) ONLY AT SUCH TIME WHEN THE McALPINE UPPER POOL GAGE IS AT 13.0 FEET OR ABOVE.
 VESSEL TRAFFIC SERVICE LOUISVILLE (VTSL) MAINTAINS A LISTENING GUARD ON CHANNEL 13 (156.65 MHz).
 VESSELS ARE REQUIRED TO REPORT 15 MINUTES PRIOR TO ENTERING THE VTSL AREA. THIS REPORT IS ALSO REQUIRED OF VESSELS GETTING UNDERWAY WITHIN THE VTSL AREA.

VTS Legend:

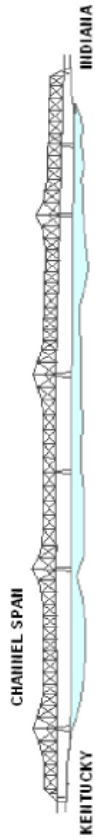
- VTS Upbound Reporting Point: ▲
- VTS Downbound Reporting Point: ▼



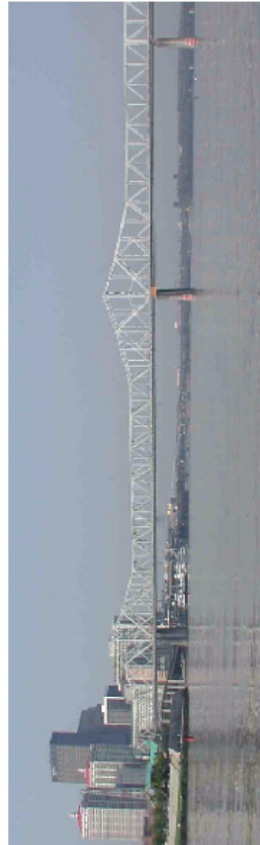
ELEVATION OF LOW STEEL	489.8'	458.8'
VERTICAL CLEARANCE AT POOL STAGE	69.8'	38.8'
HORIZONTAL CLEARANCE	241.5'	241.5'



LOUISVILLE & INDIANA RR BRIDGE (Ohio River Mile 604.4) Downstream View



ELEVATION OF LOW STEEL	492.6'
VERTICAL CLEARANCE AT POOL STAGE	72.6'
HORIZONTAL CLEARANCE	802.0'



CLARK MEMORIAL (US 31E) BRIDGE (Ohio River Mile 603.5) Downstream View

