



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 17

Week: 02/11

-Navigation Information Service (NIS)-
Watchstander, 24 hours a day at (703) 313-5900
-Navcen Internet Address-
www.navcen.uscg.gov
-Local Notice to Mariners-
<http://www.navcen.uscg.gov/?pageName=lnmMain>

Issued by: Commander (DPW) Telephone: (907) 463-2269 (0800-1600)
Seventeenth Coast Guard District After Hours: (907) 463-2000 (1600-0800)
PO Box 25517 Facsimile: (907) 463-2273
Juneau, AK 99802-5517

Questions, comments or additional information on this Local Notice to Mariners should be sent to the address above or by E-mail to: D17-PF-D17-LNM@uscg.mil. You can get the U.S. Coast Guard 17th District Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at <http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=17>.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 2010 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 32nd Edition.
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 28th Edition.

BROADCAST NOTICE TO MARINERS

Navigation information previously promulgated by CG Sector Juneau Broadcast Notice to Mariners through J010-11 and CG Sector Anchorage Broadcast Notice to Mariners through A001-11 that are still in effect are included in this notice.

Chart Corrections

http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Dates of Latest Editions, Nautical Charts, and Miscellaneous Maps
<http://www.nauticalcharts.noaa.gov/mcd/dole.htm>

2010 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/index.php?pageName=lightLists>

NOAA Chart Viewer (Posting of all up to date NOAA charts for viewing
on Internet browser to be used for ready reference or planning)
<http://www.nauticalcharts.noaa.gov/mcd/OnLineViewer.html>

NOAA Booklet Charts

<http://www.nauticalcharts.noaa.gov/staff/BookletChart.html>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.noaa.gov/wx.html>

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

540 ALASKA – SOUTHEAST – GASTINEAU CHANNEL

OBSTRUCTION TO NAVIGATION: On January 9th, 2011, at 1630V, the North side of the log float at the entrance to Douglas Harbor has broken free and is drifting in various directions. Mariners are requested to transit the area with caution. Questions or concerns can be directed to the Coast Guard Sector Juneau Command Center at (907) 463-2980 or on VHF/FM Channel 16.

LNM: 02/11

545 ALASKA – BERING STRAIT

Anticipating increased vessel traffic in the Bering Strait, the Coast Guard is studying the need for ship routing measures in the area to promote vessel safety and ensure that the needs of all users are met, and is requesting public input to assist with this study. Please see the attached letter and Federal Register notice for further information. Any questions may be directed to LT Faith Reynolds at (907)463-2270 or via email at faith.a.reynolds@uscg.mil.

LNM: 50/10

548 ALASKA – SUBSURFACE AND SURFACE BUOYS

Locations for temporary subsurface and surface buoys placed for oceanographic or other data gathering purposes are now included in an enclosure to this Local Notice to Mariners. This has been done to provide a more usable product for the mariner and to reduce the number of pages in each LNM. The new D17 policy is that a properly reported subsurface or surface data gathering buoy will be announced in Section I "Special Notices" and included in this enclosure. Any questions or concerns should be directed to Todd Buck at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

749

ALASKA-PRINCE WILLIAM SOUND-CORDOVA HARBOR-OBSTRUCTION TO NAVIGATION

The 137 foot landing craft SOUND DEVELOPER has sunk in the Cordova Harbor. It is currently located at the end of H float and may not be visible at higher tides. Removal is planned for March/April 2011. Mariners are requested to transit the area with extreme caution. Questions or concerns should be directed to the Cordova Harbormaster at (907) 424-6400.

LNM: 49/09

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
23330	Kake Harbor Daybeacon 1	DBN DEST/STRUCT MISSING	17368	J181-10	47/10	
23875	Sullivan Island Daybeacon 2	STRUCT MISSING	17317	J070-10	25/10	
24394	Hydaburg Boat Basin Daybeacon 2	DBN DMGD	17431	J183-10	47/10	
25483	Point Bentinck Light	STRUCT MISSING	16709	A114-10	40/10	
26160	Seldovia Bay Light 2	LT EXT/DBN DEST/STRUCT MISSING	16646	080-10	09/10	
26253	NOAA Data Lighted Buoy 46106	MISSING	16645	A034-10	20/10	
26510	Ilkognak Rock Light	DBN DMGD	16594	A082-10	31/10	
26990	Aleutian Rock Daybeacon 1	STRUCT DEST	16597	A192-10	51/10	
27095	Popof Reef Lighted Gong Buoy 5	LT EXT	16553	A186-10	51/10	
27430	Akutan Harbor Sector Light	LT EXT	16532	A187/10	51/10	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
23975	Funter Bay Entrance Light 1	WATCHING PROPERLY	17316	J007-11	52/10	02/11
24950	The Twins Light 9	WATCHING PROPERLY	17327	J009-11	01/11	02/11

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
25893	Whittier Passenger Dock Lights (2)	LT EXT	16706	A031-10	20/10	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily

relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
22435	Meyers Chuck Daybeacon 3	TRUB	17423	088-10	10/10	
23330	Kake Harbor Daybeacon 1	TRUB	17368	J184-10	47/10	
23875	Sullivan Island Daybeacon 2	TRUB	17317	J095-10	29/10	
25483	Point Bentinck Light	DISCONTINUED	16709	A123-10	40/10	
26160	Seldovia Bay Light 2	TRUB	16646	084-10	10/10	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR			CGD01			
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3		at 40-41-09.001N 074-02-48.001W			
	Green can					
Corrective Action	Object of Corrective Action		Position			

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

16549	16th Ed.	01-MAR-10	Last LNM: 26/10	NAD 83	02/11
<i>Chart Title: Cold Bay and approaches, Alaska Pen.; King Cove Harbor</i>					
Inset 2535 KING COVE HARBOR. Page/Side: N/A					
CHANGE	Depth Legend - KING COVE HARBOR; 14 FT AUG 2010 (NOS NW-19991)		NOS 55-03-30.800N		162-19-36.900W
CHANGE	Depth Legend - KING COVE HARBOR; 14 FT AUG 2010 (NOS NW-19991)		NOS 55-03-32.300N		162-19-26.700W
ADD	Sounding in Fathoms & Feet; 2_1 (NOS NW-19991)		NOS 55-03-36.000N		162-19-37.800W
ADD	Sounding in Fathoms; 2 (NOS NW-19991)		NOS 55-03-34.100N		162-19-39.400W

17300	31st Ed.	01-SEP-05	Last LNM: 51/10	NAD 83	02/11
<i>Chart Title: Stephens Passage to Cross Sound, including Lynn Canal</i>					

CHART STEPHENS PASSAGE TO CROSS SOUND, INCLUDING LYNN CANAL. Page/Side: N/A

CHANGE Funter Bay Entrance Light 1 to FI G 2.5s 16ft 5M "1" CGD17 at 58-14-36.870N 134-54-59.544W

17316 20th Ed. 20-APR-02 Last LNM: 25/10 NAD 83 02/11

Chart Title: Lynn Canal-Icy Strait to Point Sherman; Funter Bay; Chatham Strait

CHART LYNN CANAL-ICY STRAIT TO POINT SHERMAN. Page/Side: N/A

CHANGE Funter Bay Entrance Light 1 to FI G 2.5s 16ft 5M "1" CGD17 at 58-14-36.870N 134-54-59.544W

OIL RIG MOVEMENT

Drill Rigs/Vessels Removed

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
None						

Drill Rigs/Vessels Established

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
53-50-18.366N	166-35-36.330W	-	KULLUK	16530	DRILLSHIP	STACKED

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)
None

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

ALASKA – SOUTHEAST – KAKE

Kake Harbor Light (LLNR 23340) nominal range is being increased from 5 NM to 6 NM. POC is LTjg Kerri Dunning at (907) 463-2265 or by email at kerri.l.dunning@uscg.mil.

LNM: 51/10

ALASKA – SOUTHEAST – SUKKWAN STRAIT/CORDOVA BAY

The U.S. Coast Guard is conducting a review of aids to navigation (ATON), federal publications, and nautical charts for the Sukkwan Strait/Cordova Bay waterway. A survey has been enclosed to facilitate comments that will help us determine the adequacy of the present waterway. Please submit the survey and any additional comments to:

USCGC ANTHONY PETIT (WLM 558)
(907) 228-0356 or (907) 228-0359 fax.
1340 Stedman St.
Ketchikan, AK 99901
Attn: BM1 Rigley

LNM: 02/11

ALASKA – SOUTHEAST – WRANGELL

Cemetery Point Light 1 (LLNR 22631) nominal range is being reduced from 4 NM to 3 NM.
POC is LTJg Kerri Dunning at (907) 463-2265 or by email at kerri.l.dunning@uscg.mil.

LNM: 51/10

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

None

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
23975	FUNTER BAY ENTRANCE LIGHT 1	58-14-36.870N 134-54-59.544W	Fl G 2.5s	16	5	SG on pedestal on house.	Obscured from 114° to 248°.

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PUBLICATION CORRECTIONS

Coast Pilot 8, 32nd Edition, 2010, Change 5

Change 5 to Coast Pilot 8 is attached.

LNM: 02/11

Coast Pilot 9, 28th Edition, 2010, Change 5

Change 5 to Coast Pilot 9 is attached.

LNM: 02/11

ENCLOSURES

ALASKA – SUBSURFACE AND SURFACE BUOYS

[subsurface buoys.pdf](#)

Compilation of Subsurface and Surface Oceanographic buoys properly reported to U.S. Coast Guard District 17.

LNM: 48/10

ALASKA – BERING STRAIT

[Bering Strait Ship Routing Survey.pdf](#)

Bering Strait Ship Routing Survey is enclosed.

LNM: 50/10

Coast Pilot 9, 28th Edition, 2010, Change 5

[CP9-1005.pdf](#)

Change 5 to Coast Pilot 9 is attached.

LNM: 02/11

Coast Pilot 8, 32nd Edition, 2010, Change 5

[CP8-1005.pdf](#)

Change 5 to Coast Pilot 8 is attached.

LNM: 02/11

ALASKA – SOUTHEAST – SUKKWAN STRAIT/CORDOVA BAY

[Aid Survey.pdf](#)

Sukkwon Strait/Cordova Bay Survey is attached.

LNM: 02/11

D. M. Seris
Waterways Management Branch
Seventeenth Coast Guard District

OPERATIONAL EXCELLENCE THROUGH LEADERSHIP, TEAMWORK, AND INNOVATION.

This is the current compilation of all subsurface and surface oceanographic moorings that have been properly reported to the U.S. Coast Guard District 17 Waterways Branch. Any corrections, additions, deletions, or comments should be made to Todd Buck, USCG D17(dpw), at (907) 463-2269 or by email to todd.r.buck@uscg.mil. This compilation is as current as the Local Notice to Mariners it was included in as an enclosure. Additional information may be found in the Ref. LNM or obtained by contacting the POC.

ALASKA – ARCTIC OCEAN

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
300-khz sonar	71° 43.550'N, 155° 10.896'W	928 feet	128 feet	44/10	Dr. Humfrey Melling (250) 363-6552
Current Meter	71° 40.353'N, 154° 59.742'W	351 feet	138 feet	44/10	Dr. Humfrey Melling (250) 363-6552
Current Meter	71° 47.850'N, 155° 20.322'W	558 feet	121 feet	44/10	Dr. Humfrey Melling (250) 363-6552
300-khz sonar	76° 00.193'N, 175° 15.394'W	6,896 feet	135 feet	44/10	Dr. Humfrey Melling (250) 363-6552
Sediment Trap	75° 59.980'N, 175° 00.280'W	6,890 feet	295 feet	44/10	Dr. Humfrey Melling (250) 363-6552
Sediment Trap	75° 00.010'N, 162° 00.170'W	6,234 feet	295 feet	44/10	Dr. Humfrey Melling (250) 363-6552
	72° 27.655'N, 157° 23.774'W	780 feet	731 feet	39/10	Ethan Roth ehroth@ucsd.edu
	72° 47.939'N, 158° 23.941'W	1,066 feet	1,017 feet	39/10	Ethan Roth ehroth@ucsd.edu
AIM10-1	75° 06.019'N, 168° 00.042'W	535 feet	138 feet	43/10	Dr. Humfrey Melling (250) 363-6552

ALASKA – BEAUFORT SEA

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
Ice Profiler	70° 21.999'N, 146° 00.202'W	105 feet	95 feet	44/10	Sheyna Wisdom (907) 748-5864
Current Meter	70° 22.029'N, 146° 00.039'W	105 feet	95 feet	44/10	Sheyna Wisdom (907) 748-5864
Current Meter	70° 37.966'N, 146° 08.168'W	157 feet	148 feet	44/10	Sheyna Wisdom (907) 748-5864
Ice Profiler	70° 37.981'N, 146° 08.122'W	154 feet	144 feet	44/10	Sheyna Wisdom (907) 748-5864
	71° 24.722'N, 152° 00.395'W	591 feet	535 feet	39/10	Dr. Kate Stafford (206) 685-8617
	71° 23.730'N, 152° 01.090'W	492 feet	98 feet	39/10	Craig McNeil (206) 543-2157
	71° 23.649'N, 152° 02.806'W	481 feet	113 feet	39/10	Robert Pickart (508) 289-2858
	71° 41.282'N, 153° 10.439'W	343 feet	294 feet	39/10	Catherine Berchok (206) 526-6331
	71° 45.031'N, 154° 28.978'W	328 feet	289 feet	39/10	Catherine Berchok (206) 526-6331
Metocean	70° 16.2'N, 146° 02.4'W	110 feet	Surface	30/10	Susan Childs (907) 770-3700
BS-3	71° 23.627'N, 152° 03.820'W	476 feet	Subsurface	37/09	Dr. Robert Pickart rpickart@whoi.edu
B2a	71° 26.997'N, 152° 24.004'W	410 feet	Subsurface	37/09	Dr. Kate Stafford (206) 685-8617
B3a	71° 25.500'N, 152° 27.003'W	449 feet	Subsurface	37/09	Dr. Kate Stafford (206) 685-8617
NMML19	71° 32.503'N, 155° 35.511'W	217 feet	Subsurface	37/09	Dr. Kate Stafford (206) 685-8617
A1	71° 45.033'N, 154° 28.955'W	335 feet	Subsurface	37/09	Dr. Robert Pickart rpickart@whoi.edu
A2	71° 27.134'N, 152° 30.317'W	312 feet	Subsurface	37/09	Dr. Robert Pickart rpickart@whoi.edu
Sivulliq Metocean	70° 22.2'N, 146° 03.4'W	110 feet	Surface	22/09	Susan Childs (907) 770-3700
DVH10-1a	70° 19.930'N, 133° 44.304'W	180 feet	167 feet	43/10	Dr. Humfrey Melling (250) 363-6552
DVH10-1b	70° 19.937'N, 133° 44.458'W	180 feet	167 feet	43/10	Dr. Humfrey Melling (250) 363-6552
DVH10-2	70° 59.248'N, 133° 44.784'W	374 feet	180 feet	43/10	Dr. Humfrey Melling (250) 363-6552
DVH10-11	69° 46.479'N, 137° 02.726'W	115 feet	105 feet	43/10	Dr. Humfrey Melling (250) 363-6552

ALASKA – CHUKCHI SEA

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
Ice Profiler	70° 59.985'N, 165° 0.084'W	128 feet	118 feet	44/10	Sheyna Wisdom (907) 748-5864
Current Meter	70° 59.911'N, 164° 59.981'W	128 feet	118 feet	44/10	Sheyna Wisdom (907) 748-5864
Ice Profiler	70° 58.700'N, 160° 58.405'W	154 feet	144 feet	44/10	Sheyna Wisdom (907) 748-5864
Current Meter	70° 58.723'N, 160° 58.178'W	154 feet	144 feet	44/10	Sheyna Wisdom (907) 748-5864
Ice Profiler	71° 14.382'N, 163° 16.916'W	161 feet	151 feet	44/10	Sheyna Wisdom (907) 748-5864
Current Meter	71° 14.401'N, 163° 16.767'W	151 feet	141 feet	44/10	Sheyna Wisdom (907) 748-5864
Ice Profiler	71° 10.210'N, 166° 45.006'W	154 feet	144 feet	44/10	Sheyna Wisdom (907) 748-5864
Current Meter	71° 10.187'N, 166° 44.926'W	154 feet	144 feet	44/10	Sheyna Wisdom (907) 748-5864
CKP-1	70° 50.334'N, 163° 11.803'W	151 feet	118 feet	42/10	Carol DeWitt (206) 526-6808
CKIP-1	70° 50.403'N, 163° 12.323'W	148 feet	125 feet	42/10	Carol DeWitt (206) 526-6808
CKP-2	71° 13.178'N, 164° 14.971'W	144 feet	112 feet	42/10	Carol DeWitt (206) 526-6808
CKIP-2	71° 13.386'N, 164° 15.102'W	144 feet	121 feet	42/10	Carol DeWitt (206) 526-6808
CKT-2	71° 13.345'N, 164° 13.319'W	138 feet	115 feet	42/10	Carol DeWitt (206) 526-6808
CKP-3	71° 49.548'N, 165° 58.527'W	148 feet	115 feet	42/10	Carol DeWitt (206) 526-6808
CKIP-3	71° 49.176'N, 165° 58.898'W	148 feet	121 feet	42/10	Carol DeWitt (206) 526-6808
Metocean	71° 30.42'N, 164° 04.86'W	150 feet	Surface	30/10	Susan Childs (907) 770-3700
Burger Metocean	71° 30.48'N, 164° 04.34'W	150 feet	Surface	22/09	Susan Childs (907) 770-3700

ALASKA – BERING STRAIT

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
A2W-10	65°48.071'N, 168°47.903'W	174 feet	56 feet	33/10	Rebecca Woodgate (206) 221-3268
A2-10	65°46.872'N, 168°34.048'W	184 feet	56 feet	33/10	Rebecca Woodgate (206) 221-3268
A4W-10	65°45.423'N, 168°21.974'W	180 feet	56 feet	33/10	Rebecca Woodgate (206) 221-3268
A4-10	65°44.763'N, 168°15.755'W	161 feet	56 feet	33/10	Rebecca Woodgate (206) 221-3268
A3-10	66°19.610'N, 168°57.925'W	190 feet	56 feet	33/10	Rebecca Woodgate (206) 221-3268
A1-2-09	65°56.007'N, 169°36.990'W	164 feet	98 feet	33/10	Rebecca Woodgate (206) 221-3268
A1-1-09	65°54.001'N, 169°25.985'W	171 feet	56 feet	33/10	Rebecca Woodgate (206) 221-3268
A1-3-09	65°52.000'N, 169°16.987'W	164 feet	98 feet	33/10	Rebecca Woodgate (206) 221-3268

ALASKA – BERING SEA

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
BS-2	56° 51.847'N, 164° 03.730'W	230 feet	23 feet	42/10	Carol DeWitt (206)526-6808
BSP-2	56° 51.570'N, 164° 03.800'W	226 feet	200 feet	42/10	Carol DeWitt (206)526-6808
BS-4	57° 51.032'N, 168° 52.482'W	236 feet	36 feet	42/10	Carol DeWitt (206)526-6808
BSP-4	57° 51.006'N, 168° 52.011'W	236 feet	200 feet	42/10	Carol DeWitt (206)526-6808
BS-5	59° 54.579'N, 171° 42.001'W	230 feet	52 feet	42/10	Carol DeWitt (206)526-6808
BSP-5	59° 54.602'N, 171° 42.490'W	230 feet	197 feet	42/10	Carol DeWitt (206)526-6808
BS-8	62° 11.628'N, 174° 40.050'W	246 feet	62 feet	42/10	Carol DeWitt (206)526-6808
BSP-8	62° 11.754'N, 174° 39.536'W	236 feet	200 feet	42/10	Carol DeWitt (206)526-6808
RW10 1	61° 35.208' N, 171° 19.482'W	171 feet	151 feet	39/10	Catherine Berchok (206) 526-6331
RW10 2	59° 14.382' N, 169° 24.537'W	167 feet	148 feet	39/10	Catherine Berchok (206) 526-6331
RW10 3	57° 40.212' N, 164° 43.424'W	171 feet	151 feet	39/10	Catherine Berchok (206) 526-6331
RW10 4	54° 25.669' N, 165° 16.821'W	525 feet	505 feet	39/10	Catherine Berchok (206) 526-6331
MARU	57°08.638'N, 164°30.563'W	230 feet	Surface	37/09	Dr. John Kemp jkemp@whoi.edu

ALASKA – BRISTOL BAY

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
KC-2	56° 29.990'N, 160° 59.960'W	216 feet	190 feet	42/10	Carol DeWitt (206)526-6808

ALASKA – ALASKAN PENINSULA – PAVLOF BAY

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
PA-1	55° 10.877'N, 161° 41.185'W	335 feet	66 feet	42/10	Carol DeWitt (206)526-6808

ALASKA – GULF OF ALASKA – KODIAK ISLAND – CHINIAK BAY

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
CB-1	57° 43.250'N, 152° 17.510'W	623 feet	591 feet	42/10	Carol DeWitt (206)526-6808

ALASKA – PRINCE WILLIAM SOUND – SUBSURFACE MOORINGS

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
PST1	60°39.100'N, 146°16.682'W	154 feet	138 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST2	60°39.338'N, 146° 17.353'W	226 feet	210 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST3	60° 39.568'N, 146° 18.040'W	390 feet	374 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST4	60° 39.798'N, 146° 18.726'W	427 feet	410 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST5	60° 40.028'N, 146°19.413'W	420 feet	404 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST6	60°40.257'N, 146°20.100'W	410 feet	394 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST7	60°40.487'N, 146°20.786'W	295 feet	279 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST8	60°40.717'N, 146°21.473'W	233 feet	217 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST9	60°40.947'N, 146°22.160'W	194 feet	177 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST10	60°41.176'N, 146°22.846'W	141 feet	125 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST11	60°39.078'N, 146°16.243'W	56 feet	49 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST12	60°41.331'N, 146°23.471'W	57 feet	49 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PST13	60°41.434'N, 146°23.936'W	33 feet	7 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS1	60°38.556'N, 146°17.241'W	36 feet	28 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS2	60°39.822'N, 146°15.150'W	43 feet	36 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS3	60°40.002'N, 146°15.513'W	43 feet	36 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS4	60°40.116'N, 146°14.910'W	36 feet	30 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS5	60°40.324'N, 146°14.047'W	49 feet	43 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS6	60°40.341'N, 146°14.324'W	56 feet	49 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS7	60°41.331'N, 146°19.406'W	39 feet	33 feet	18/09	Mary Anne Bishop (907) 424-5800 x228
PWS8	60°41.538'N, 146°19.276'W	43 feet	36 feet	18/09	Mary Anne Bishop (907) 424-5800 x228

ALASKA – SOUTHEAST

TYPE/NAME:	POSITION:	WATER DEPTH:	TOP FLOAT DEPTH:	Ref. LNM:	POC:
Ommaney	56° 5.4812' N, 134° 47.0895' W	1181 feet	912 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	56° 5.3798' N, 134° 47.0233' W	1191 feet	1171 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	56° 5.2783' N, 134° 46.9572' W	1191 feet	1171 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	56° 5.1769' N, 134° 46.8910' W	1191 feet	1171 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	56° 5.0755' N, 134° 46.8249' W	1200 feet	1180 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	56° 4.9741' N, 134° 46.7587' W	1200 feet	1180 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	55° 59.6327' N, 134° 57.3717' W	1214 feet	1194 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	55° 59.5313' N, 134° 57.3057' W	1191 feet	1171 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	55° 59.4298' N, 134° 57.2397' W	1191 feet	1171 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	55° 59.3284' N, 134° 57.1737' W	1220 feet	1200 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	55° 59.2270' N, 134° 57.1077' W	1220 feet	1200 feet	33/10	Dave Carlile (907) 465-4216
Ommaney	55° 59.1256' N, 134° 57.0417' W	1220 feet	1200 feet	33/10	Dave Carlile (907) 465-4216
Icy Strait	58° 14.6112' N, 136° 7.28972' W	614 feet	594 feet	35/09	Dave Carlile (907) 465-4216
Icy Strait	58° 14.5037' N, 136° 7.27185' W	541 feet	521 feet	35/09	Dave Carlile (907) 465-4216
Icy Strait	58° 14.3962' N, 136° 7.25398' W	522 feet	502 feet	35/09	Dave Carlile (907) 465-4216
Icy Strait	58° 14.2887' N, 136° 7.23611' W	358 feet	338 feet	35/09	Dave Carlile (907) 465-4216
Icy Strait	58° 14.1812' N, 136° 7.21824' W	266 feet	246 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 9.6115' N, 134° 33.78278' W	1814 feet	1795 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 9.6209' N, 134° 33.97584' W	1820 feet	1800 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 9.6303' N, 134° 34.1689' W	1811 feet	1791 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 9.6397' N, 134° 34.36195' W	1811 feet	1791 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 9.6491' N, 134° 34.55501' W	1798 feet	1778 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 8.6362' N, 134° 25.56783' W	1916 feet	417 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 8.655' N, 134° 25.95379' W	1930 feet	1910 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 8.6644' N, 134° 26.14676' W	1932 feet	1912 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 8.6738' N, 134° 26.3397' W	1936 feet	1916 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 8.6832' N, 134° 26.53272' W	1932 feet	1912 feet	35/09	Dave Carlile (907) 465-4216
Chatham Strait	56° 8.6926' N, 134° 26.7257' W	1932 feet	1912 feet	35/09	Dave Carlile (907) 465-4216
Frederick Sound	57° 3.34' N, 134° 15.64' W	1180 feet	928 feet	35/09	Dave Carlile (907) 465-4216
Frederick Sound	57° 3.1874' N, 134° 15.35938' W	1155 feet	1135 feet	35/09	Dave Carlile (907) 465-4216
Frederick Sound	57° 3.1111' N, 134° 15.21907' W	1155 feet	1135 feet	35/09	Dave Carlile (907) 465-4216
Frederick Sound	57° 3.0348' N, 134° 15.07877' W	1155 feet	1135 feet	35/09	Dave Carlile (907) 465-4216
Frederick Sound	57° 2.9584' N, 134° 14.93847' W	1158 feet	1138 feet	35/09	Dave Carlile (907) 465-4216
Frederick Sound	57° 2.8821' N, 134° 14.79818' W	1158 feet	1138 feet	35/09	Dave Carlile (907) 465-4216



16732
10 December, 2010

Dear Sir/Ma'am:

The United States Coast Guard published a Notice of Study (NOS) in the Federal Register on 08 November, 2010, enclosed. We are requesting public comment to assist with studying and recommending a traffic routing measure in the Bering Strait. There is no traffic routing measure in place at this time and only one aid to navigation in the study area.

While the public comment period lasts for six months, the study may continue for up to an additional 18 months in which all traffic routing measures, from precautionary areas to traffic separation schemes and any combination thereof, will be considered.

We are looking for answers to the following questions (please describe in detail):

1. What navigational hazards do vessels operating in the study areas face?
2. Are there strains on safe navigation in the Bering Strait, such as increasing traffic density?
3. What are the benefits and drawbacks to establishing new routing measures?
4. What impacts, both positive and negative, would new routing measures have on the study area?
5. What costs and benefits are associated with the potential study recommendations listed above? What measures do you think are most cost effective?

Your input will be assigned to docket number USCG-2010-0833 and will be accepted up to 09 May 2011. The NOS addresses the specific ways in which to submit comments to the docket. Thank you in advance for your assistance in making sure that our recommendations are made with full understanding of all impacts that a proposal may have. If you have any questions please contact Lieutenant Faith Reynolds at (907) 463-2270.

Sincerely,

A handwritten signature in blue ink, appearing to read "J.M. Boyer".

J. M. BOYER
Commander, U.S. Coast Guard
Chief, Waterways Management Branch

Enclosures: 1) Federal Register Publication
2) Graphic of the study area

preliminarily does not believe that any such entities would be “small entities” as defined in Exchange Act Rule 0–10.⁵³ Feedback from industry participants about the security-based swap markets indicates that only persons or entities with assets significantly in excess of \$5 million (or with annual receipts significantly in excess of \$7 million) participate in the security-based swap market. Even to the extent that a handful of transactions did have a counterparty that was defined as a “small entity” under the Commission Rule 0–10, we believe it is unlikely that proposed Rule 9j–1 would have a significant economic impact on such entity, as the rule prohibits fraudulent and manipulative acts, activities which are in most cases already prohibited. Finally, because the proposed rule applies to any person, the proposed rule applies equally to large and small entities and therefore would not have a disproportionate impact on small entities. Therefore, the Commission preliminarily does not believe that proposed Rule 9j–1 will have an impact on “small entities” in terms of the prohibitions included in the proposed rule.

For the foregoing reasons, the Commission certifies that proposed Rule 9j–1 would not have a significant economic impact on a substantial number of small entities for purposes of the RFA. The Commission encourages written comments regarding this certification. The Commission requests that commenters describe the nature of any impact on small entities and provide empirical data to support the extent of the impact.

XI. Statutory Authority

Pursuant to Exchange Act and, particularly, Sections 2, 3(b), 9(i), 9(j), 10, 15, 15F, and 23(a) thereof, 15 U.S.C. 78b, 78c(b), 78i(i), 78i(j), 78j, 78o, 78o–8, and 78w(a), the Commission is proposing a new antifraud rule, Rule 9j–1, to address fraud, manipulation, and deception in connection with security-based swaps.

List of Subjects in 17 CFR Part 240

Brokers, Reporting and recordkeeping requirements, Securities.

Text of the Proposed Rule

For the reasons set forth in the preamble, Title 17, Chapter II of the Code of Federal Regulations is proposed to be amended as follows:

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

1. The authority citation for part 240 is amended by adding an authority for § 240.9j–1 to read as follows:

Authority: 15 U.S.C. 77c, 77d, 77g, 77j, 77s, 77z–2, 77z–3, 77eee, 77ggg, 77nnn, 77sss, 77ttt, 78b, 78c, 78d, 78e, 78f, 78g, 78i, 78j, 78j–1, 78k, 78k–1, 78l, 78m, 78n, 78o, 78o–8, 78p, 78q, 78s, 78u–5, 78w, 78x, 78ll, 78mm, 80a–20, 80a–23, 80a–29, 80a–37, 80b–3, 80b–4, 80b–11, and 7201 *et seq.*; and 18 U.S.C. 1350, unless otherwise noted.

Section 240.9j–1 is also issued under sec. 943, Pub. L. No. 111–203, 124 Stat. 1376.

2. Add § 240.9j–1 to read as follows:

§ 240.9j–1. Prohibition against fraud, manipulation, and deception in connection with security-based swaps.

It shall be unlawful for any person, directly or indirectly, in connection with the offer, purchase or sale of any security-based swap, the exercise of any right or performance of any obligation under a security-based swap, or the avoidance of such exercise or performance,

(a) To employ any device, scheme, or artifice to defraud or manipulate;

(b) To knowingly or recklessly make any untrue statement of a material fact, or to knowingly or recklessly omit to state a material fact necessary in order to make the statements made, in the light of the circumstances under which they were made, not misleading;

(c) To obtain money or property by means of any untrue statement of a material fact or any omission to state a material fact necessary in order to make the statements made, in light of the circumstances under which they were made, not misleading; or

(d) To engage in any act, practice, or course of business which operates or would operate as a fraud or deceit upon any person.

By the Commission.

Dated: November 3, 2010.

Elizabeth M. Murphy,

Secretary.

[FR Doc. 2010–28136 Filed 11–5–10; 8:45 am]

BILLING CODE 8011–01–P

DEPARTMENT OF HOMELAND SECURITY

United States Coast Guard

33 CFR Part 167

[USCG–2010–0833]

Port Access Route Study: In the Bering Strait

AGENCY: Coast Guard, DHS.

ACTION: Notice of study; request for comments.

SUMMARY: The Coast Guard (USCG) is conducting a Port Access Route Study (PARS) to evaluate: The continued applicability of and the need for modifications to current vessel routing measures; and the need for creation of new vessel routing measures in the Bering Strait. The goal of the study is to help reduce the risk of marine casualties and increase the efficiency of vessel traffic in the study area. The recommendations of the study may lead to future rulemaking action or appropriate international agreements.

DATES: Comments and related material must either be submitted to our online docket via <http://www.regulations.gov> on or before May 9, 2011 or reach the Docket Management Facility by that date.

ADDRESSES: You may submit comments identified by docket number USCG–2010–0833 using any one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>.

- *Fax:* 202–493–2251.

- *Mail:* Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590–0001.

- *Hand Delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–366–9329.

To avoid duplication, please use only one of these four methods. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice of study, call or e-mail Lieutenant Faith Reynolds, Project Officer, Seventeenth Coast Guard District, telephone 907–463–2270; e-mail Faith.A.Reynolds@uscg.mil; or George Detweiler, Office of Waterways

⁵³ See 17 CFR 240.0–10(a).

Management, Coast Guard, telephone 202-372-1566, e-mail George.H.Detweiler@uscg.mil. If you have questions on viewing or submitting material to the docket, call Ms. Renee K. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to participate in this study by submitting comments and related materials. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting comments: If you submit comments, please include the docket number for this notice (USCG-2010-0833), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online, or by fax, mail or hand delivery, but please use only one of these means. We recommend that you include your name and a mailing address, an e-mail address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, click on the "submit a comment" box, which will then become highlighted in blue. In the "Document Type" drop down menu select "Notices" and insert "USCG-2010-0833" in the "Keyword" box. Click "Search" then click on the balloon shape in the "Actions" column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8 1/2 by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Viewing comments and documents: To view comments and documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, click on the "read comments" box, which will then become highlighted in blue. In the "Keyword" box insert "USCG-2010-0833" and click "Search." Click the "Open Docket Folder" in the "Actions" column. If you do not have access to the internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the Department

of Transportation West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act: Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act, system of records notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Definitions

The following definitions (except "Regulated Navigation Area") are from the International Maritime Organization's (IMO's) publication "Ships' Routeing" Tenth Edition 2010 and should help you review this notice:

Area to be avoided (ATBA) means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships, or certain classes of ships.

Deep-water route means a route within defined limits, which has been accurately surveyed for clearance of sea bottom and submerged obstacles as indicated on the chart.

Inshore traffic zone means a routing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, to be used in accordance with the provisions of Rule 10(d), as amended, of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS).

Precautionary area means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

Recommended route means a route of undefined width, for the convenience of ships in transit, which is often marked by centerline buoys.

Recommended track is a route which has been specially examined to ensure so far as possible that it is free of dangers and along which vessels are advised to navigate.

Regulated Navigation Area (RNA) means a water area within a defined boundary for which regulations for vessels navigating within the area have been established under 33 CFR part 165.

Roundabout means a routing measure comprising a separation point or

circular separation zone and a circular traffic lane within defined limits. Traffic within the roundabout is separated by moving in a counterclockwise direction around the separation point or zone.

Separation zone or separation line means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ship proceeding in the same direction.

Traffic lane means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

Traffic Separation Scheme (TSS) means a routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

Two-way route means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

Vessel routing system means any system of one or more routes or routing measures aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, recommended tracks, areas to be avoided, no anchoring areas, inshore traffic zones, roundabouts, precautionary areas, and deep-water routes.

Background and Purpose

Requirement for Port Access Route Studies

Under the Ports and Waterways Safety Act (PWSA) (33 U.S.C. 1223(c)), the Commandant of the Coast Guard may designate necessary fairways and traffic separation schemes (TSSs) to provide safe access routes for vessels proceeding to and from U.S. ports. The designation of fairways and TSSs recognizes the paramount right of navigation over all other uses in the designated areas.

The PWSA requires the Coast Guard to conduct a study of potential traffic density and the need for safe access routes for vessels before establishing or adjusting fairways or TSSs. Through the study process, we must coordinate with Federal, State, and foreign state agencies (as appropriate) and consider the views of maritime community representatives, environmental groups, and other interested stakeholders. A primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses.

Previous Port Access Route Studies

A port access route study was announced in the **Federal Register** on April 16, 1979 (44 FR 22543) and modified on January 31, 1980 (45 FR 7026) that studied the whole of Alaska's maritime coast. Notice of study results were published on December 14, 1981 (46 FR 61049). Only a portion of the current study area was included in the previous port access route study, as the previous study excluded all areas west of 170 degrees West longitude and also did not consider areas north of the Bering Strait.

Necessity for a New Port Access Route Study

The Coast Guard is always seeking ways to enhance the safety of life at sea. Since 2007's record minimum for summer sea ice cover in the Arctic, international attention has been focused on the region and its potential accessibility for shipping and natural resource exploration. One significant study released in April 2009 by the Arctic Council entitled "Arctic Marine Shipping Assessment" noted both the sparse nature of aids to navigation in the United States Arctic as well as the absence of vessel routing measures in the Bering Strait. According to the study, significant increases in shipping are not expected in the near term. However, the U.S. Coast Guard desires to begin its study process so that essential safeguards are in place in advance of any future shipping increase.

The Coast Guard has identified a potential safety enhancement by increasing predictability of vessel traffic patterns in this area with an established vessel routing system. When vessels follow predictable and charted routing measures such as a TSS, congestion may be reduced, and mariners may be better able to predict where vessel interactions may occur and act accordingly.

This study will assess whether the creation of a vessel routing system is advisable to increase the predictability of vessel movements, which may decrease the potential for collisions, oil spills, and other events that could threaten the marine environment.

There are numerous interested stakeholders with concerns regarding this region, and the U.S. Coast Guard is committed to ensuring that all viewpoints are obtained and considered prior to moving forward with any vessel routing measure implementation.

Timeline, Study Area, and Process of this PARS: The Seventeenth Coast Guard District will conduct this PARS. The study will begin immediately upon publication of this notice and should take at least 24 months to complete.

The study area is described as an area bounded by a line connecting the following geographic positions:

- 62°30' N, 173°00' W;
- 62°30' N, 167°30' W;
- 67°30' N, 167°30' W;
- 67°30' N, 168°58'37" W, thence

following the Russian Federation/ United States maritime boundary line to position

- 63°40' N, 173°00' W, thence to the first geographical position.

As part of this study, we will analyze vessel traffic density, agency and stakeholder experience in vessel traffic management, navigation, ship handling, and effects of weather. We encourage you to participate in the study process by submitting comments in response to this notice.

We will publish the results of the PARS in the **Federal Register**. It is possible that the study may validate the status quo (no routing measures) and conclude that no changes are necessary. It is also possible that the study may recommend one or more changes to enhance navigational safety and the efficiency of vessel traffic management. The recommendations may lead to future rulemakings or appropriate international agreements.

Possible Scope of the Recommendations

We are attempting to determine the scope of any safety problems associated with vessel transits in the study area. We expect that information gathered during the study will help us identify any problems and appropriate solutions. The study may recommend that we—

- Maintain current vessel routing measures, if any;
- Establish a Traffic Separation Scheme (TSS);
- Create one or more precautionary areas;
- Create one or more inshore traffic zones;
- Create deep-draft routes;
- Establish area(s) to be avoided;
- Establish, disestablish, or modify anchorage grounds;
- Establish a Regulated Navigation Area (RNA) with specific vessel operating requirements to ensure safe navigation near shallow water; and
- Identify any other appropriate ships' routing measures to be used.

Questions

To help us conduct the port access route study, we request information that will help answer the following questions, although comments on other issues addressed in this document are also welcome. In responding to a question, please explain your reasons for each answer and follow the

instructions under "Public Participation and Request for Comments" above.

1. What navigational hazards do vessels operating in the study areas face? Please describe.

2. Are there strains on safe navigation in the Bering Strait, such as increasing traffic density? If so, please describe.

3. What are the benefits and drawbacks to establishing new routing measures? Please describe.

4. What impacts, both positive and negative, would new routing measures have on the study area?

5. What costs and benefits are associated with the potential study recommendations listed above? What measures do you think are most cost effective?

This document is issued under authority of 33 U.S.C. 1223(c) and 5 U.S.C. 552.

Dated: September 24, 2010.

Christopher C. Colvin,

Rear Admiral, U.S. Coast Guard, Commander, Seventeenth Coast Guard District.

[FR Doc. 2010-28115 Filed 11-5-10; 8:45 am]

BILLING CODE 4910-15-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R08-OAR-2007-1027; FRL-9223-3]

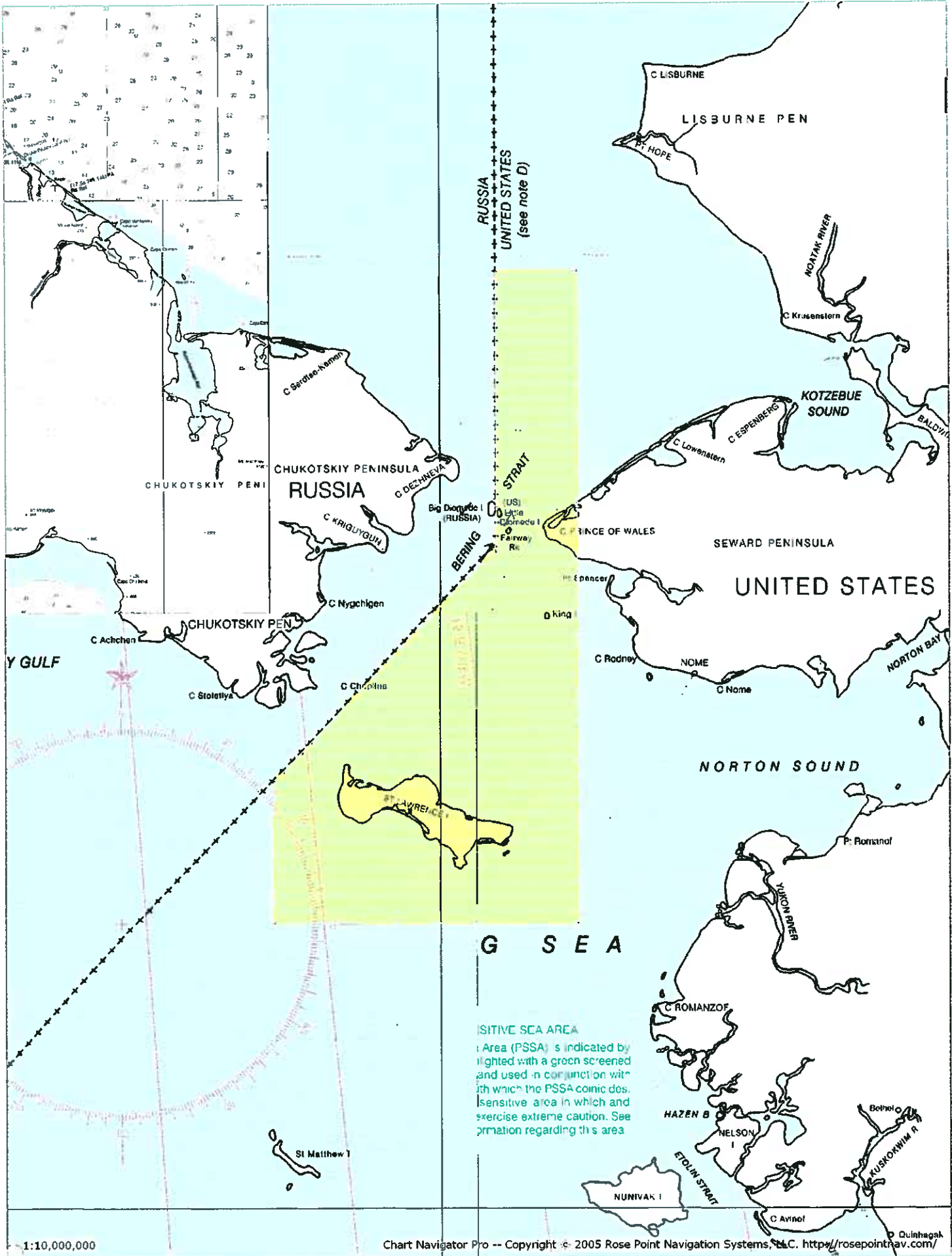
Approval and Disapproval and Promulgation of Air Quality Implementation Plans; Colorado; Revision to Definitions; Construction Permit Program; Regulation 3

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed Rule.

SUMMARY: EPA is proposing to partially approve and partially disapprove State Implementation Plan (SIP) revisions submitted by the State of Colorado on June 20, 2003 and April 12, 2004. The intended effect of this proposal is to approve those portions of the revisions to Colorado's Regulation 3 that place restrictions on increment consumption, add innovative control technology as an alternative to BACT requirements and make other changes as described in more detail below. In addition, EPA proposes to disapprove those portions of the rule revisions that EPA determined are inconsistent with the Clean Air Act (CAA), including provisions relating to pollution control projects. This action is being taken under section 110 of the CAA.

DATES: Comments must be received on or before December 8, 2010.



RUSSIA
UNITED STATES
(see note D)

BERING STRAIT

G S E A

SENSITIVE SEA AREA
 This area (PSSA) is indicated by a green shaded area and used in conjunction with the IALA buoyage system in which the PSSA coincides. It is a sensitive area in which and exercise extreme caution. See information regarding this area.

Y GULF

1:10,000,000

Chart Navigator Pro -- Copyright © 2005 Rose Point Navigation Systems, LLC. <http://rosepointnav.com/>

Coast Pilot 9 28th Ed 2010

Corrections

Page 66-Paragraph 507, lines 2-4; read:
maneuverability, such as cargo or tow arrangement,
trim, loaded condition, underkeel or overhead
clearance, speed capabilities, power availability, or
similar characteristics, which may affect the positive
control or safe handling of the vessel or the tow.
(FR 10/28/10)

Page 67-Paragraph 527, insert after:
§161.6 Preemption.

The regulations in this part have preemptive
impact over State laws or regulations on the same
subject matter. The Coast Guard has determined, after
considering the factors developed by the Supreme
Court in *U.S. v. Locke*, 529 U.S. 89 (2000), that by
enacting Chapter 25 of the Ports and Waterways
Safety Act (33 U.S.C. 1221 et seq.), Congress
intended that Coast Guard regulations preempt State
laws or regulations regarding vessel traffic services in
United States ports and waterways.
(FR 10/28/10)

Page 69 through Page 70, Portions of Table 161.12(c); read:

<p>Lower Mississippi River⁶ 0036699952 <i>New Orleans Traffic</i></p>	<p>156.550 MHz (Ch. 11)</p>	<p>The navigable waters of the Lower Mississippi River below 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N, 89°25.7"W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.600 MHz (Ch. 12)</p>	<p>The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles AHP.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.250 MHz (Ch. 05A)</p>	<p>The navigable waters of the Lower Mississippi River below 30°38.7'N, 91°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.</p>

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned by the Federal Communications Commission (FCC) 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 §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

⁶Until rules regarding 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 §§161.21 and 164.46 of this subchapter.

(FR 10/28/10)

Page 64-Paragraph 510, lines 2-4; read:
maneuverability, such as cargo or tow arrangement,
trim, loaded condition, underkeel or overhead
clearance, speed capabilities, power availability, or
similar characteristics, which may affect the positive
control or safe handling of the vessel or the tow.
(FR 10/28/10)

Page 66-Paragraph 530, insert after:
§161.6 Preemption.

The regulations in this part have preemptive
impact over State laws or regulations on the same
subject matter. The Coast Guard has determined, after
considering the factors developed by the Supreme
Court in *U.S. v. Locke*, 529 U.S. 89 (2000), that by
enacting Chapter 25 of the Ports and Waterways
Safety Act (33 U.S.C. 1221 et seq.), Congress
intended that Coast Guard regulations preempt State
laws or regulations regarding vessel traffic services in
United States ports and waterways.
(FR 10/28/10)

Page 67 through Page 68, Portions of Table 161.12(c); read:

<p>Lower Mississippi River⁶ 0036699952 <i>New Orleans Traffic</i></p>	<p>156.550 MHz (Ch. 11)</p>	<p>The navigable waters of the Lower Mississippi River below 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N, 89°25.7"W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.600 MHz (Ch. 12)</p>	<p>The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles AHP.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.250 MHz (Ch. 05A)</p>	<p>The navigable waters of the Lower Mississippi River below 30°38.7'N, 91°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.</p>

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned by the Federal Communications Commission (FCC) 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 §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

⁶Until rules regarding 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 §§161.21 and 164.46 of this subchapter.



WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) SURVEY FOR
SUKKWAN STRAIT / CORDOVA BAY

The U.S. Coast Guard is conducting a review of aids to navigation (ATON), federal publications, and nautical charts for the Sukkwon Strait/Cordova Bay waterway. Your answers to the following questions, and any additional comments you may provide, will help us determine the adequacy of the present waterway. Please answer the following questions as completely as you can.

PERSONAL INFORMATION

Name:

Address:

Organization:

Phone:

Email:

VESSEL DATA

Vessel Name/#:

Length:

Draft:

Type:

Cargo:

Years of Experience in Area:

OPERATING INFORMATION

When do you transit these waterways? (Check all that apply)

DAYTIME NIGHT TIME HIGH TIDE LOW TIDE SUMMER

WINTER SPRING FALL IN ICE RESTRICTED

VISIBILITY ALL CONDITIONS

What publications do you use when transiting this waterway? (Check all that apply)

- COAST PILOT 8 LIGHT LIST LOCAL NOTICE TO MARINERS
 TIDE & CURRENT TABLES BROADCAST NOTICE TO MARINERS
 OTHER

What methods and tools do you use for navigation in this waterway? (Check all that apply)

- CHARTS CHARTLETS GYRO RADAR
 RADIOBEACONS PILOTAGE SATNAV GPS/DGPS
 MAGNETIC COMPASS SEARCH LIGHT FATHOMETER
 ELECRONIC CHARTS OTHER

AIDS TO NAVIGATION USAGE

Please rate the following aids to navigation: 1 (Don't use) to 5 (Critical to my operation).

Light List Number/Name of Aid	Don't use it		Somewhat		Critical
	1	2	3	4	5
21855 Point Marsh Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24330 Cape Muzon Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24331 McLeod Bay C. G. Mooring Buoy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24340 Center Island Reef Daybeacon 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24345 Guide Rocks Daybeacon 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24350 Round Islands Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24355 Wallace Rock Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24360 Mellen Rock Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24365 Eek Point Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24370 Hydaburg Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24375 Sukkwan Strait Obstruction Buoy SS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24380 Hydaburg Buoy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24385 Sukkwan Narrows Buoy 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24390 Sukkwan Narrows Buoy 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24391 Hydaburg Light 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24392 Hydaburg Daybeacon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24393 Hydaburg Boat Basin Daybeacon 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24394 Hydaburg Boat Basin Daybeacon 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24395 Sukkwan Narrows Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24400 Sukkwan Narrows Buoy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24405 Sukkwan Narrows Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24410 Goat Island Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24420 Shoe Island Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What is the purpose of your transits?

Where do you normally operate?

On what other vessels do you transit aboard on this waterway (and frequency)?

What are the primary charts you use?

Are these charts adequate for your use?

If not please explain why.

Are there any aids to navigation, which you feel, are needed? If so, please explain where and why.

What is the most difficult or dangerous part of this waterway?

Please return this survey to the address, fax or email below. Thank you for your comments and interest in this important study. If you have any questions or specific concerns, please contact BM1 Stephen Rigley at (907) 228-0356 or (907) 228-0359 fax.

USCGC ANTHONY PETIT (WLM 558)

1340 Stedman St.

Ketchikan, AK 99901

Attn: BM1 Rigley

Stephen.P.Rigley@uscg.mil

PLEASE USE THE SPACE BELOW FOR ADDITIONAL COMMENTS