Coast Guard, DHS

may enter, remain in, or transit through the regulated navigation area, with the exception of patrol vessels. Designation of periods of vessel congestion and announcement of the closure of the regulated navigation area will be conducted by broadcast notices to mariners on VHF-FM Channel 16 no less frequently than every hour for the duration of the closure period.

(3) Each person in the regulated navigation area shall comply with the directions of the Captain of the Port or his or her designated on-scene representative regarding vessel operation.


§ 165.1181 San Francisco Bay Region, California—regulated navigation area.

(a) Applicability. This section applies to all vessels unless otherwise specified.

(b) Deviations. The Captain of the Port, San Francisco Bay, or the Commanding Officer, Vessel Traffic Service San Francisco, as a representative of the Captain of the Port, may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(c) Regulated Navigation Areas—(1) San Francisco Bay RNA. (i) The following is a regulated navigation area—

The waters bounded by a line connecting the following coordinates, beginning at:

37°47′18″ N, 122°30′22″ W; thence to 37°48′55″ N, 122°31′41″ W; thence along the shoreline to 37°50′38″ N, 122°28′37″ W; thence to 37°50′59″ N, 122°28′00″ W; thence to 37°51′46″ N, 122°27′28″ W; thence to 37°52′38″ N, 122°26′06″ W; thence to 37°52′58″ N, 122°26′49″ W; thence to 37°53′58″ N, 122°25′49″ W; thence to 37°54′22″ N, 122°24′48″ W; thence to 37°54′29″ N, 122°23′12″ W; thence to 37°54′33″ N, 122°22′35″ W; thence to 37°54′35″ N, 122°21′34″ W; thence along the shoreline to 37°47′18″ N, 122°30′22″ W;

Datum: NAD 83

(ii) The San Francisco Bay RNA consists of the following defined sub-areas:

(A) Golden Gate Traffic Lanes—(1) Westbound traffic lane: Bounded by the Golden Gate precautionary area and the COLREGS Demarcation Line (33 CFR 80.1142), between the separation zone and a line connecting the following coordinates:

37°48′30″ N, 122°31′22″ W; thence to 37°49′03″ N, 122°29′52″ W.

Datum: NAD 83

(2) Eastbound traffic lane. Bounded by the COLREGS Demarcation Line (33 CFR 80.1142) and the Golden Gate precautionary area, between the separation zone and a line connecting the following coordinates:

37°47′50″ N, 122°30′48″ W; thence to 37°48′30″ N, 122°29′29″ W.

Datum: NAD 83

(B) Golden Gate Precautionary Area: An area bounded by a line connecting the following coordinates beginning at:

37°48′30″ N, 122°29′29″ W; thence to 37°48′52″ N, 122°29′41″ W; thence to 37°48′52″ N, 122°27′49″ W; thence to 37°49′55″ N, 122°26′09″ W; thence to 37°49′32″ N, 122°26′45″ W; thence to 37°49′03″ N, 122°29′52″ W; thence returning to the point of beginning.

Datum: NAD 83

(C) Central Bay Traffic Lanes—(1) Westbound traffic lane: Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Central Bay and the Deep Water Traffic Lane separation zones.

(2) Eastbound traffic lane: Bounded by the Golden Gate precautionary area and the Central Bay precautionary area, between the Central Bay Separation Zone and a line connecting the following coordinates, beginning at:

37°48′41″ N, 122°25′17″ W; thence to 37°48′50″ N, 122°26′14″ W; thence to 37°48′32″ N, 122°27′49″ W.

Datum: NAD 83

(3) Deep Water (two-way) Traffic Lane: Bounded by the Central Bay precautionary area and the Golden Gate precautionary area, between the Deep Water Traffic Lane separation zone and
a line connecting the following coordinates, beginning at:
37°49′35″ N, 122°28′09″ W; thence to 37°50′36″ N, 122°27′12″ W; thence to 37°50′47″ N, 122°26′26″ W.

Datum: NAD 83

(D) Central Bay Separation Zone: The area 75 yards each side of a line connecting the following coordinates, beginning at:
37°49′17″ N, 122°27′47″ W; thence to 37°49′35″ N, 122°25′25″ W.

Datum: NAD 83

(E) Deep Water Traffic Lane Separation Zone: The area 75 yards each side of a line connecting the following coordinates, beginning at:
37°49′36″ N, 122°27′46″ W; thence to 37°50′22″ N, 122°26′49″ W; thence to 37°50′25″ N, 122°26′22″ W.

Datum: NAD 83

(F) Central Bay Precautionary Area: An area bounded by a line connecting the following coordinates, beginning at:
37°48′41″ N, 122°25′17″ W; thence to 37°49′32″ N, 122°25′13″ W; thence to 37°50′25″ N, 122°26′22″ W; thence to 37°50′47″ N, 122°26′26″ W; thence to 37°51′04″ N, 122°24′58″ W; thence to 37°51′53″ N, 122°24′58″ W; thence to 37°51′53″ N, 122°24′00″ W; thence to 37°51′54″ N, 122°24′58″ W; thence to 37°49′35″ N, 122°25′25″ W; thence to 37°47′02″ N, 122°23′04″ W; thence returning along the shoreline to the point of beginning.

Datum: NAD 83

(2) North Ship Channel RNA. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:
37°51′33″ N, 122°24′58″ W; thence to 37°54′15″ N, 122°27′27″ W; thence to 37°56′06″ N, 122°26′49″ W; thence to 37°56′06″ N, 122°26′24″ W; thence to 37°54′48″ N, 122°26′24″ W; thence to 37°54′02″ N, 122°26′10″ W; thence to 37°51′53″ N, 122°24′00″ W; thence to returning to the point of beginning.

Datum: NAD 83

(3) San Pablo Strait Channel RNA. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:
37°56′06″ N, 122°26′49″ W; thence to 37°57′26″ N, 122°27′21″ W; thence to 38°00′48″ N, 122°24′15″ W; thence to 38°01′54″ N, 122°22′24″ W; thence to 38°01′44″ N, 122°22′18″ W; thence to 37°57′37″ N, 122°26′25″ W; thence to 37°56′06″ N, 122°26′34″ W; thence returning to the point of beginning.

Datum: NAD 83

(4) Pinole Shoal Channel RNA. The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:
38°01′54″ N, 122°22′25″ W; thence to 38°03′13″ N, 122°19′57″ W; thence to 38°05′23″ N, 122°18′31″ W; thence to 38°06′13″ N, 122°18′29″ W; thence to 38°06′05″ N, 122°19′28″ W; thence to 38°01′44″ N, 122°22′18″ W; thence returning to the point of beginning.

Datum: NAD 83

(5) Benicia-Martinez Railroad Drawbridge Regulated Navigation Area (RNA): The following is a regulated navigation area—The waters bounded by the following longitude lines:

(i) 122°13′31″ W (coinciding with the charted location of the Carquinez Bridge)

(ii) 121°53′17″ W (coinciding with the charted location of New York Point)

Datum: NAD 83

(6) Southampton Shoal Channel/Richmond Harbor RNA: The following, consisting of two distinct areas, is a regulated navigation area—

(i) The waters bounded by a line connecting the following coordinates, beginning at:
37°54′17″ N, 122°22′06″ W; thence to 37°54′08″ N, 122°22′09″ W; thence to 37°54′15″ N, 122°23′12″ W; thence to 37°54′30″ N, 122°23′09″ W; thence along the shoreline to the point of beginning.

Datum: NAD 83

(ii) The waters bounded by a line connecting the following coordinates, beginning at:
37°54′26″ N, 122°23′36″ W; thence to 37°54′20″ N, 122°23′38″ W; thence to 37°54′23″ N, 122°24′02″ W; thence to 37°54′57″ N, 122°24′51″ W; thence to 37°55′05″ N, 122°25′02″ W; thence to 37°54′57″ N, 122°25′22″ W; thence to 37°55′26″ N, 122°25′03″ W; thence to 37°55′24″ N, 122°25′15″ W; thence to 37°55′30″ N, 122°25′35″ W; thence to
(7) **Oakland Harbor RNA**: The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°55’40" N, 122°25’10" W; thence to
37°54’54" N, 122°24’30" W; thence to
37°54’30" N, 122°24’00" W; thence returning to the point of beginning.

**Datum: NAD 83**

(i) A vessel shall navigate with particular caution in a precautionary area, or in areas near the terminations of traffic lanes or channels, as described in this regulation.

(ii) A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall:

(A) Use the appropriate traffic lane and proceed in the general direction of traffic flow for that lane;

(B) Use the Central Bay Deep Water Traffic Lane if eastbound with a draft of 45 feet or greater and westbound with a draft of 28 feet or greater;

(C) Not enter the Central Bay Deep Water Traffic Lane when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein when either vessel is:

(1) Carrying certain dangerous cargoes (as denoted in §160.203 of this subchapter);

(2) Carrying bulk petroleum products; or

(3) A tank vessel in ballast if such entry would result in meeting, crossing, or overtaking the other vessel.

(D) Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side, shall do so at as small an angle to the general direction of traffic flow as practicable;

(E) So far as practicable keep clear of the Central Bay Separation Zone and the Deep Water Traffic Lane Separation Zone;

(F) Not cross a traffic lane separation zone unless crossing, joining, or leaving a traffic lane.

(ii) A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons, shall not enter Pinole Shoal Channel RNA when another power-driven vessel of 1600 or more gross tons or tug with a tow of 1600 or more gross tons is navigating therein if such entry would result in meeting, crossing, or overtaking the other vessel, when either vessel is:

(A) Carrying certain dangerous cargoes (as denoted in §160.203 of this subchapter);

(B) Carrying bulk petroleum products; or

(C) A tank vessel in ballast.

(iii) Vessels permitted to use this channel shall proceed at a reasonable

(a) Regulated area. The following area is established as a moving safety/security zone:

(C) If after entering the RNA visibility around the lift span subsequently becomes less than \( \frac{1}{2} \) nautical mile, the master, pilot, or person directing the movement of the vessel either shall not transit under the lift span and shall request a deviation from the requirements of the RNA as prescribed in paragraph (b) of this section.

(D) Vessels that are moored or anchored within the RNA with the intent to transit under the lift span shall remain moored or anchored until visibility around the lift span becomes greater than \( \frac{1}{2} \) nautical mile.

(4) Southampton Shoal/Richmond Harbor RNA: A power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, shall not enter Southampton Shoal/Richmond Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing, or overtaking the other vessel.

(5) Oakland Harbor RNA: A power-driven vessel of 1600 or more gross tons or a tug with a tow of 1600 or more gross tons shall not enter the Oakland Harbor RNA when another power-driven vessel of 1600 or more gross tons, or a tug with a tow of 1600 or more gross tons, is navigating therein, if such entry would result in meeting, crossing, or overtaking the other vessel.