

§ 167.174

Latitude	Longitude
39°00.00'N	74°40.23'W

(b) The two-way traffic route is bounded on the east and north by a line connecting the following geographic positions:

Latitude	Longitude
39°00.00'N	74°41.00'W
38°50.48'N	74°50.30'W
38°48.80'N	74°55.25'W
38°48.33'N	74°59.30'W
38°49.10'N	75°01.65'W
38°51.27'N	75°02.83'W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

§ 167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42.80'N, 74°58.90'W; then northerly by an arc of eight nautical miles centered at 38°48.90'N, 75°05.60'W to 38°48.32'N, 74°55.30'W; then westerly to 38°47.50'N, 75°01.80'W; then northerly to 38°50.75'N, 75°03.40'W; then northeasterly to 38°51.27'N, 75°02.83'W; then northerly to 38°54.80'N, 75°01.60'W; then westerly by an arc of 6.7 nautical miles centered at 38°48.90'N, 75°05.60'W to 38°55.53'N, 75°05.87'W; then south-westerly to 38°54.00'N, 75°08.00'W; then southerly to 38°46.60'N, 75°03.55'W; then southeasterly to 38°42.80'N, 74°58.90'W.

Datum: NAD 83.

[CGD 97-004, 65 FR 12946, Mar. 10, 2000]

§ 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 13.5 meters (45 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 13.5 meters (45 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Ap-

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proaches to Chesapeake Bay should use the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

<i>Latitude</i>	<i>Longitude</i>
36°56.14' N	75°57.43' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographic positions:

<i>Latitude</i>	<i>Longitude</i>
36°58.66' N	75°48.63' W
36°56.79' N	75°55.08' W

(b) An inbound traffic lane is established between the separation line and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°59.14' N	75°48.88' W
36°57.24' N	75°55.34' W

(c) An outbound traffic lane is established between the separation line and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°56.29' N	75°54.93' W
36°58.18' N	75°48.48' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) An inbound traffic lane is established between separation lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°50.33' N	75°46.29' W
36°52.90' N	75°51.52' W
36°55.96' N	75°54.97' W
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W

(b) An outbound traffic lane is established between separation lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
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