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**In the
Supreme Court of the United States**

OCTOBER TERM 1968

UNITED STATES OF AMERICA,

Plaintiff,

v.

STATE OF LOUISIANA, ET AL.

**Appendix G, Map Exhibits and Related Materials for
Brief of the State of Louisiana in Support of its
Motion for Entry of Supplemental Decree No. 2**

JACK P. F. GREMILLION,

Attorney General,
State of Louisiana,
2201 State Capitol,
Baton Rouge, Louisiana.

VICTOR A. SACHSE,

PAUL M. HEBERT,

THOMAS W. LEIGH,

ROBERT F. KENNON,

W. SCOTT WILKINSON,

J. J. DAVIDSON,

OLIVER P. STOCKWELL,

J. B. MILLER,

FREDERICK W. ELLIS,

ANTHONY J. CORRERO III,

Special Assistant Attorneys General,
State of Louisiana.

JOHN L. MADDEN,

Assistant Attorney General,
State of Louisiana.

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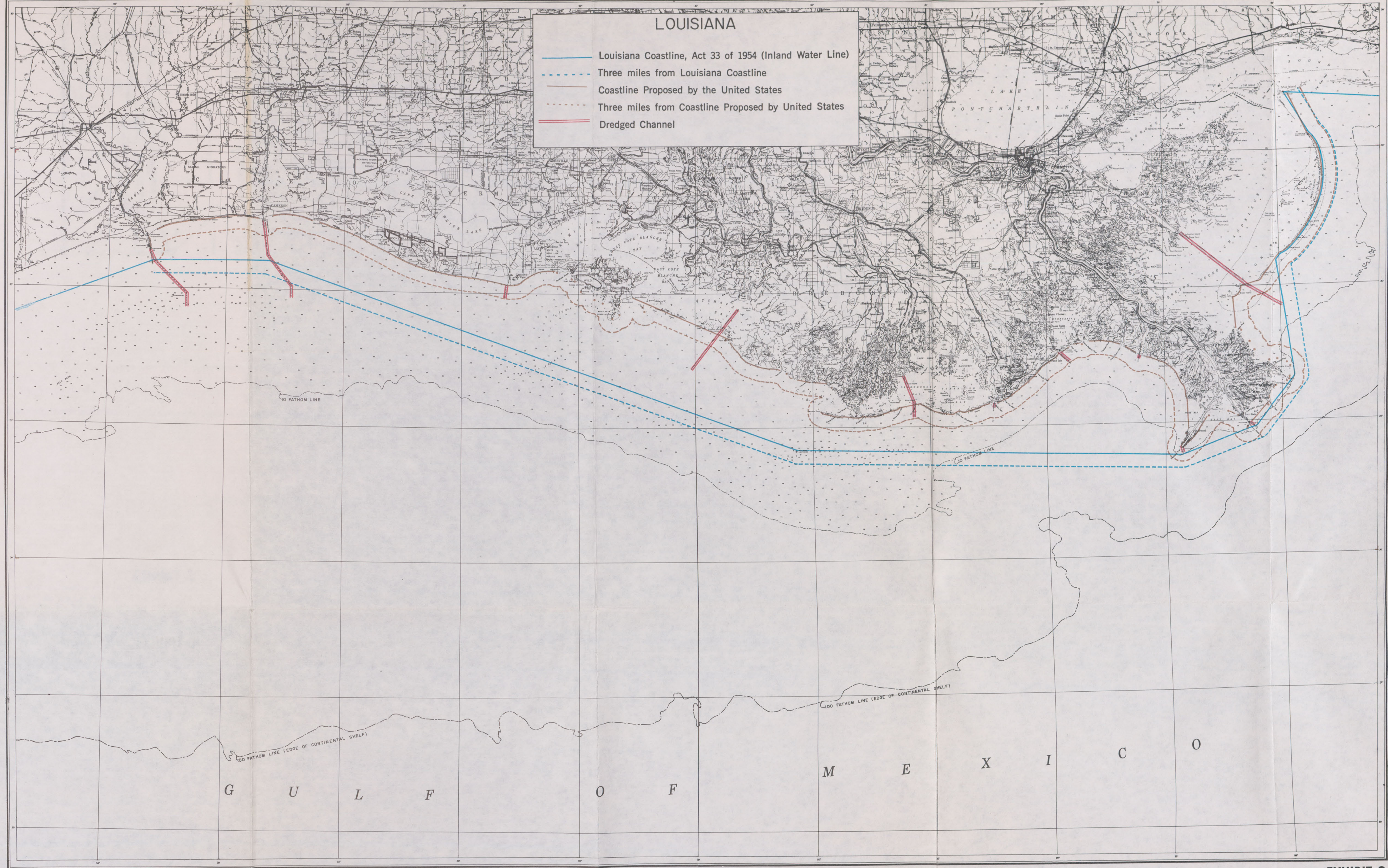
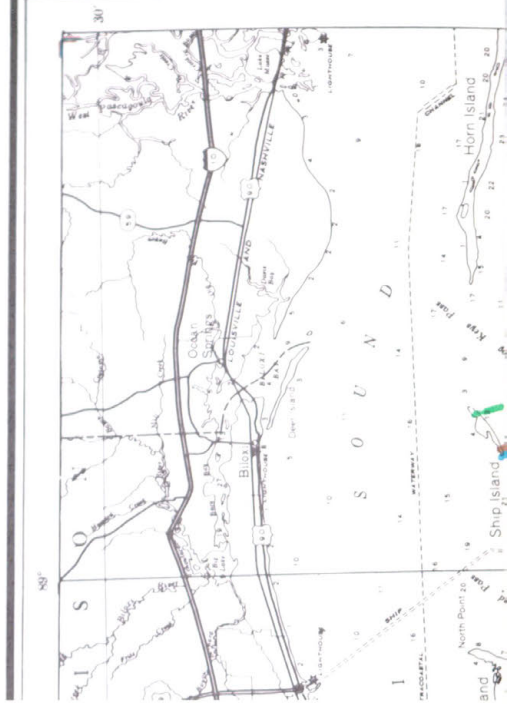
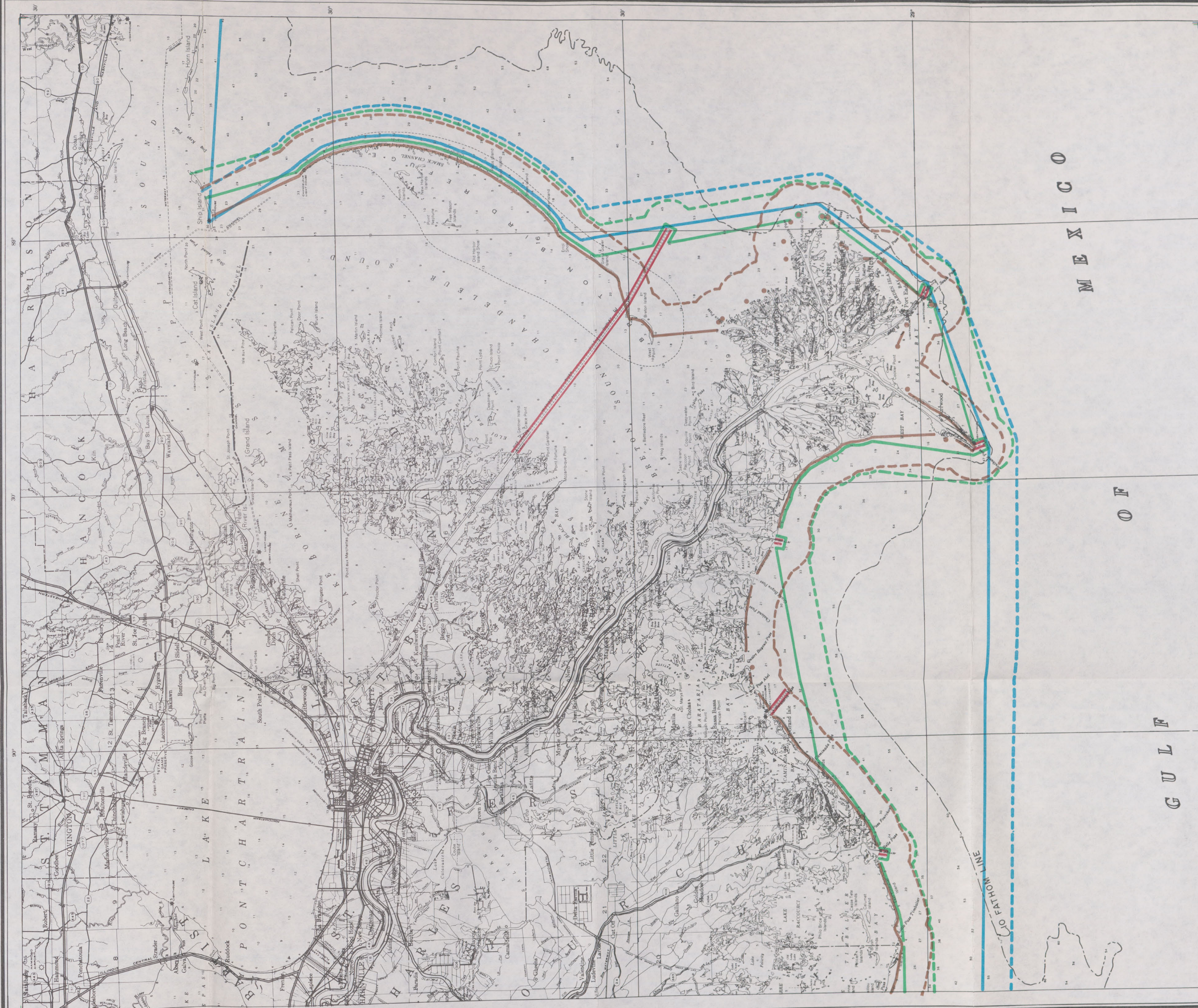


EXHIBIT 3

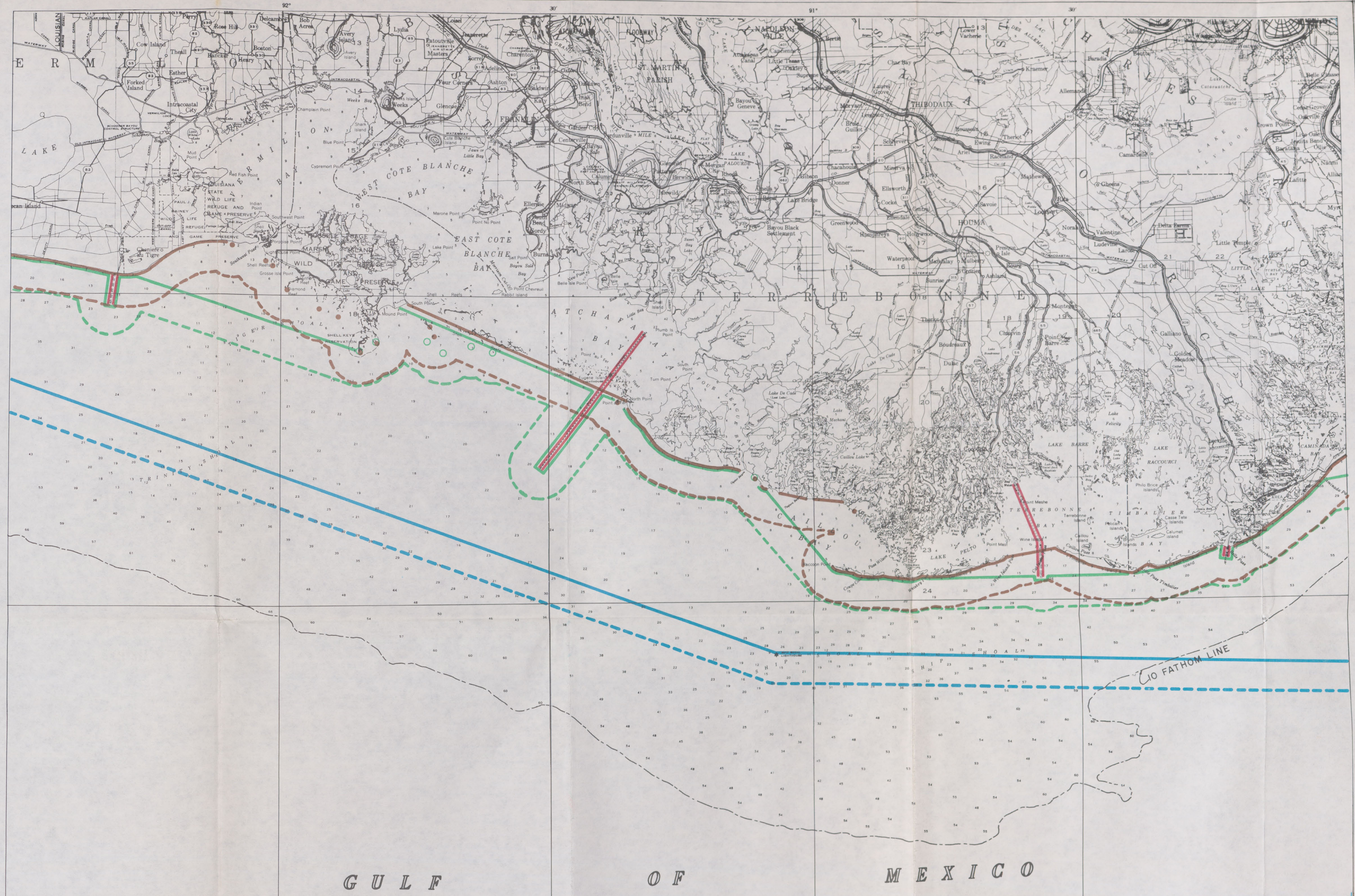




LOUISIANA, FROM CHANDELEUR ISLANDS WESTWARD
TO BELLE PASS

- LOUISIANA COAST LINE, ACT 33 OF 1954 (INLAND WATER LINE)
- - - THREE MILES FROM LOUISIANA COAST LINE
- ALTERNATIVE LOUISIANA COAST LINE
- - - THREE MILES FROM ALTERNATIVE LOUISIANA COAST LINE
- COAST LINE PROPOSED BY UNITED STATES
- - - THREE MILES FROM COAST LINE PROPOSED BY UNITED STATES
- DREDGED CHANNEL

EXHIBIT 4

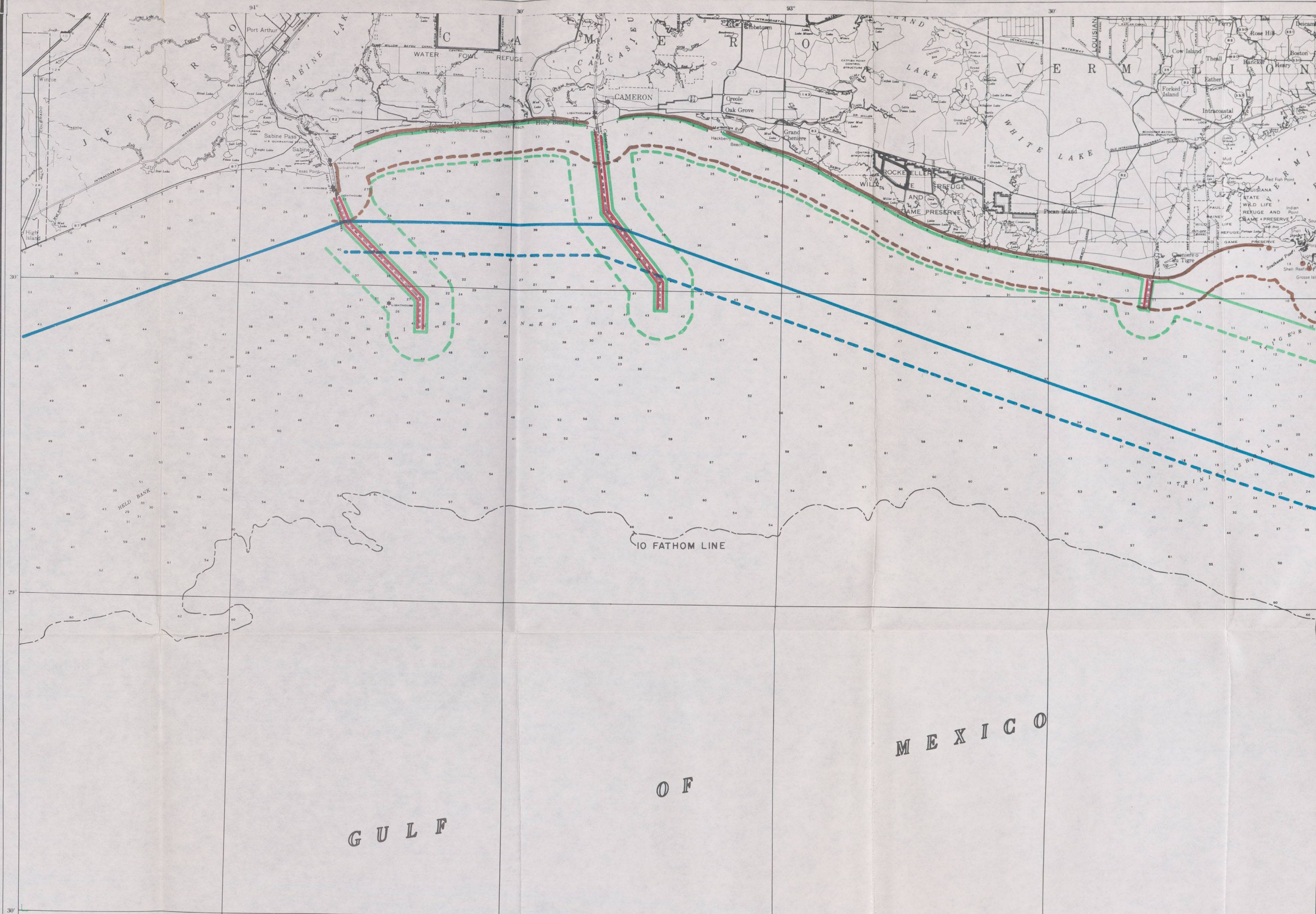


GULF OF MEXICO

LOUISIANA, FROM BELLE PASS WESTWARD
TO TIGRE POINT

- LOUISIANA COAST LINE, ACT 33 OF 1954 (INLAND WATER LINE)
- - - THREE MILES FROM LOUISIANA COAST LINE
- ALTERNATIVE LOUISIANA COAST LINE
- - - THREE MILES FROM ALTERNATIVE LOUISIANA COAST LINE
- COAST LINE PROPOSED BY UNITED STATES
- - - THREE MILES FROM COAST LINE PROPOSED BY UNITED STATES
- DREDGED CHANNEL

EXHIBIT 5



GULF

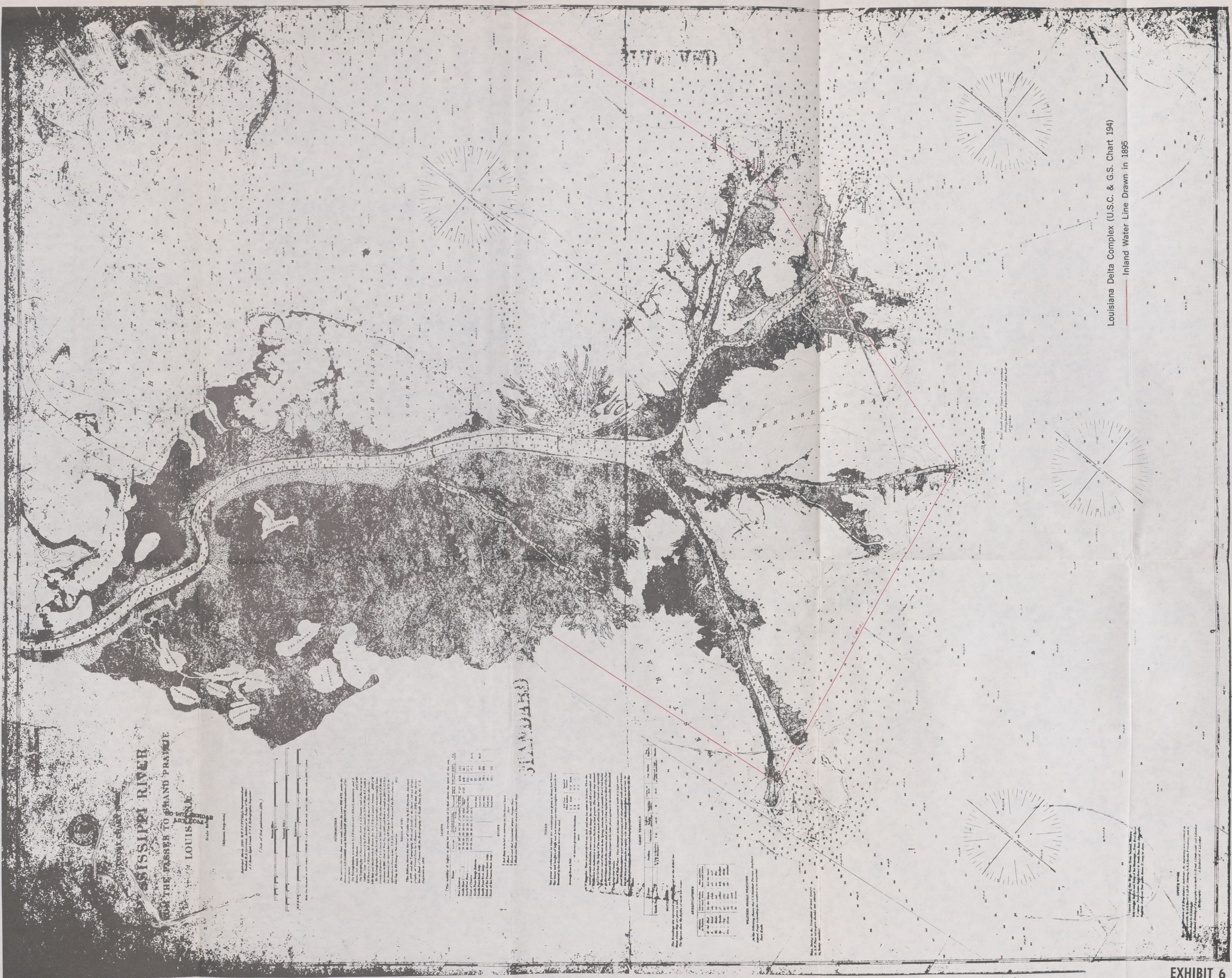
OF

MEXICO

LOUISIANA, FROM FRESHWATER BAYOU WESTWARD
TO TEXAS BOUNDARY

- LOUISIANA COAST LINE, ACT 33 OF 1954 (INLAND WATER LINE)
- - - THREE MILES FROM LOUISIANA COAST LINE
- ALTERNATIVE LOUISIANA COAST LINE
- - - THREE MILES FROM ALTERNATIVE LOUISIANA COAST LINE
- COAST LINE PROPOSED BY UNITED STATES
- - - THREE MILES FROM COAST LINE PROPOSED BY UNITED STATES
- DREDGED CHANNEL

EXHIBIT 6



Louisiana Delta Complex (U.S.C. & G.S. Chart 194)
Inland Water Line Drawn in 1895

*Lines Dividing the High Seas from Rivers, Harbors,
and Inland Waters where the Inland Rules of the
Road are to be Followed*

1895.

Department Circular No. 127
Bureau of Navigation

TREASURY DEPARTMENT,

Washington, D. C., July 13, 1895.

To Collectors of Customs and Others:

Pursuant to Section 2 of the Act approved February 19, 1895, the following lines dividing the high seas from rivers, harbors, and inland waters are hereby designated and defined:

(Bearings are Magnetic.)

Portland, Me., Harbor.—From Cape Elizabeth (E.) Light ENE. to Halfway Rock Light, thence E., southerly, to Seguin Light.

Philadelphia Harbor and Delaware Bay.—From Cape Henlopen Light NE. by E. to South Shoal Whistling Buoy, thence NNE. $\frac{1}{4}$ E. to Cape May Light.

Charleston Harbor.—From Charleston Light-Vessel NW. $\frac{1}{2}$ W. (toward Sullivans Island Range Rear Light) to the North Jetty, and from Charleston Light-Vessel SW. $\frac{1}{8}$ W. to Charleston Whistling Buoy, thence SW. $\frac{7}{8}$ W. to Charleston Main Channel Entrance Bell Buoy, thence W. to Folly Island.

Savannah Harbor and Calibogue Sound.—From Tybee Whistling Buoy NNW. $\frac{1}{4}$ W. through North

Slue Channel Outer Buoy to Braddock Point, Hilton Head Island, and from Tybee Whistling Buoy W. to Tybee Island.

St. Simon Sound (Brunswick Harbor) and St. Andrew Sound.—From hotel on Beach of St. Simon Island $\frac{1}{4}$ mile NE. by E. $\frac{1}{4}$ E. from St. Simon Light-House, SE. $\frac{7}{8}$ E. to St. Simon Sea Buoy, thence S. $\frac{1}{4}$ E. to St. Andrew's Sound Sea Buoy, thence W. to the Shore of Little Cumberland Island.

Pensacola Harbor.—From Pensacola Entrance Whistling Buoy N. $\frac{7}{8}$ W., a tangent to the E. side of Fort Pickens, to the shore of Santa Rosa Island, and from the Whistling Buoy NW. $\frac{3}{4}$ W. to Fort McRee Range Front Light.

Mobile Harbor and Bay.—From Mobile Bay Outer or Deep Sea Whistling Buoy (or its watch buoy in summer) NE. by N. to the shore of Mobile Point, and from the Whistling Buoy NW. by W. to the shore of Dauphin Island.

New Orleans Harbor and the Delta of the Mississippi.—From South Pass East Jetty Light N. by E. $\frac{1}{2}$ E. to Pass a Loutre Light, thence N. to Errol Island and from South Pass East Jetty Light W. $\frac{7}{8}$ S. to Southwest Pass Light, thence N. to shore.

San Diego Harbor.—From Point Loma Light S. $\frac{7}{8}$ E. to San Diego Bay Outside Bar Whistling Buoy, thence NNE. $\frac{7}{8}$ E. to tower of Coronado Hotel.

Kittery Harbor, Me., and Portsmouth Harbor, N.H.—From Kitts Rocks Bell Buoy NNE. $\frac{3}{4}$ E.

through Horn Island to the Maine shore, and from Kitts Rocks Bell Buoy NW. by W. $\frac{5}{8}$ W. through Frosts Point Ledge Buoy to Frosts Point, N. H.

Newburyport, Ipswich, and Annisquam Harbors, Mass.—From Salisbury Beach Range Rear Light a line SE. $\frac{1}{4}$ S. to Newburyport Bar Whistling Buoy, thence a line S. by E. $\frac{3}{8}$ E. (toward Annisquam Light) to a point of intersection with a line drawn from Ipswich Light E. $\frac{1}{4}$ S. to Halibut Point, thence, from the point of intersection, along the latter line E. $\frac{1}{4}$ S. to Halibut Point.

Columbia River Entrance.—From Cape Disappointment Light SE. $\frac{7}{8}$ E. to Point Adams Light.

Department Circular No. 95 is appended.

S. WIKE,
Acting Secretary.

**Inland Waters of New York Harbor, Chesapeake Bay,
Galveston Harbor, Boston Harbor, and San Francisco
Harbor, Where the Inland Rules of the Road are
to be Followed.**

1895.

Department Circular No. 95.
Bureau of Navigation.

TREASURY DEPARTMENT

Washington, D. C.

May 10, 1895.

To Collectors of Customs and Others:

Pursuant to Section 2 of the Act approved Febru-

ary 19, 1895, the following lines dividing the high seas from rivers, harbors, and inland waters are hereby designated and defined:

New York Harbor.—From Navesink (southerly) Light-House NE. $\frac{5}{8}$ E., easterly, to Scotland Light-Vessel, thence NNE. $\frac{1}{2}$ E. through Gedney Channel Whistling Buoy (proposed position) to Rockaway Point Life-Saving Station.

Baltimore Harbor and Chesapeake Bay.—From Cape Henry Light-House NE. by E. $\frac{3}{4}$ E., easterly, to Outer Entrance Whistling Buoy, thence N. by E. $\frac{3}{8}$ E. to Cape Charles Light-House.

Galveston Harbor.—From Galveston Bar Whistling Buoy, N. by W. $\frac{3}{4}$ W. through the beacon marking the outer extremity of the N. jetty, and SW. by W. $\frac{1}{2}$ W., westerly, through North Breaker Beacon.

Boston Harbor.—From Point Allerton NNE. $\frac{1}{4}$ E., easterly, through Point Allerton Beacon to North-east Grave Whistling Buoy, thence NNE. $\frac{1}{4}$ E. to Outer Breaker (Great Pig Rocks) Bell Buoy, thence NE. by E. $\frac{3}{8}$ E. to Halfway Rock Beacon, thence NE. by E. $\frac{1}{4}$ E. to Eastern Point Light-House.

San Francisco Harbor.—From Point Bonita Light-House SE. $\frac{7}{8}$ S. to Point Lobos.

J. G. CARLISLE,
Secretary.



EXHIBIT 8

Rules to Prevent Collisions of Vessels

Department of Commerce and Labor
OFFICE OF THE SECRETARY
Washington

Department Circular No. 158
Bureau of Navigation

November 21, 1907.

To Collectors of Customs and Others Concerned:

The attention of all persons concerned is invited to the rules to prevent collisions of vessels printed on the following pages (2 to 14). Article 9 of the revised international rules will go into effect on January 1, 1908.

In the left-hand column are printed the revised international rules. In the right-hand column are printed the rules for the navigation of rivers, harbors, and inland waters of the United States navigable by seagoing vessels.

The rules in this circular do not apply to the Great Lakes and connecting and tributary waters as far east as Montreal. Rules for those waters are distinct and are published in a separate circular.

The rules in this circular do not apply to the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries. To these waters the rules now in use, to be found in section 4233 of the Revised Statutes of the United States and its amendments, and rules made, pursuant to section 4412 of the Revised Statutes, by the Board of Supervising In-

spectors of Steam Vessels, will continue in force.

Following these rules, on pages 15 to 16, are printed the lines of demarcation within which the inland rules of the right-hand column are applicable (except, as already noted, on the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries), and also the lines of demarcation of inland waters of the United States bordering on the Gulf of Mexico where the pilot rules for western rivers apply.

Attention is directed particularly to the definition common to both rules: "The words 'steam vessel' shall include any vessel propelled by machinery."

This circular supersedes Treasury Department Circulars No. 88 of 1897 and Nos. 26 and 107 of 1900, and Department of Commerce and Labor Circulars Nos. 61, March 9, 1905, and 88, August 4, 1905.

OSCAR S. STRAUS,
Secretary.

St. Johns River, Florida.—A straight line from the outer end of the northerly jetty to the outer end of the southerly jetty.

Charlotte Harbor and Punta Gorda, Florida.—Eastward of the Entrance Bell Buoy off Boca Grande and in Charlotte Harbor, in Pine Island Sound and Matlacha Pass. Pilot Rules for Western Rivers apply in Peace and Myacca Rivers north of a WSW. and ENE. line through Mangrove Point Beacon Light; and in Caloosa River northward of the steamboat wharf at Punta Rasa.

Dauphin Island. Pilot Rules for Western Rivers apply in Mobile River above Battery Gladden.

Sounds, Lakes, and Harbors on the Coasts of Alabama, Mississippi, and Louisiana, between Mobile Bay Entrance and the Delta of the Mississippi River.—From Sand Island Light-House WSW. $\frac{1}{2}$ W. (approximately) to Chandeleur Light-House, westward of Chandeleur and Errol Islands, and west of a line drawn from the southwest point of Errol Island, south (approximately) to Pass a Loutre Light-House. Pilot Rules for Western Rivers apply in the Pascagoula River, and in the dredged cut at the entrance to the river, above the outside beacon marking the dredged cut.

New Orleans Harbor and the Delta of the Mississippi.—From South Pass East Jetty N. by E. $\frac{1}{2}$ E. to Pass a Loutre Light-House; thence N. to Errol Island, and from South Pass East Jetty Light W. $\frac{7}{8}$ S. to Southwest Pass Light-House; thence N. to shore.

Sabine Pass, Texas.—Pilot Rules for Western Rivers apply to Sabine Pass northward of Sabine Pass Whistling Buoy, and in Sabine Lake and its tributaries. Outside of this buoy the International Rules apply.

Galveston Harbor.—From Galveston Bar Whistling Buoy N. by W. $\frac{7}{8}$ W. through the beacon marking the outer extremity of the North jetty, and WSW. to the Tremont House, Galveston City.

Brazos River, Texas.—Pilot Rules for Western Rivers apply in the Brazos River above the outer ends

Tampa Bay and Tributaries, Florida.—From the south end of Long Key, SW. $\frac{3}{4}$ W. to the Whistling Buoy; thence SE. $\frac{3}{4}$ S. to the Bar Bell Buoy at the entrance to Southwest Channel; thence E. $\frac{3}{4}$ S. to the north end of Anna Maria or Palm Key. Pilot Rules for Western Rivers apply in Manatee River inside the black and white perpendicularly striped Entrance Buoy; in Hillsboro River inside Barrel Stake Beacon Light.

St. George Sound, Apalachicola Bay, Carrabelle and Apalachicola Rivers, and St. Vincent Sound, Florida.—North of a line from Light-House Point SW. by W. $\frac{3}{4}$ W. to the southeastern end of Dog Island; to the northward of the black and white perpendicularly striped Outer Buoy at the entrance to East Pass, and inside the black and white perpendicularly striped buoy at the seaward entrance to West Pass. Pilot Rules for Western Rivers apply in Carrabelle River and when on the range and crossing the bar at the entrance; in Apalachicola River and northward of Five Foot Lump Buoy when crossing the bar.

Pensacola Harbor.—From Pensacola Entrance Whistling Buoy N. $\frac{7}{8}$ W., a tangent to the E. side of Fort Pickens, to the shore of Santa Rosa Island, and from the Whistling Buoy NW. $\frac{3}{4}$ W. to Fort McRee Range Front Light.

Mobile Harbor and Bay.—From Mobile Bay Outer or Deep Sea Whistling Buoy (or its watch buoy in summer) NE. by N. to the shore of Mobile Point, and from the Whistling Buoy NW. by W. to the shore of

of the jetties. International Rules apply outside the ends of the jetties.

San Diego Harbor.—From Point Loma Light-House S. $\frac{7}{8}$ E. to San Diego Bay Outside Bar Whistling Buoy; thence NNE. $\frac{7}{8}$ E. to tower of Coronado Hotel.

San Francisco Harbor.—From Point Bonita Light-House SE. $\frac{7}{8}$ S. to Point Lobos.

Columbia River Entrance.—From Cape Disappointment Light SE. $\frac{7}{8}$ E. to Point Adams Light.

Straits of Fuca, Washington and Puget Sounds.—A line from New Dungeness Light-House N. $\frac{3}{8}$ W. to Cattle Point Light, on the southeasterly end of San Juan Island (Mount Constitution, on Orcas Island, is in range with Cattle Point Light on this line); from Bellevue Point, San Juan Island, NW. $\frac{1}{4}$ W., $3\frac{3}{4}$ miles, to Kellett Bluff, Henry Island (a tangent to the point and the bluff); thence NW. $\frac{5}{8}$ N., $6\frac{1}{4}$ miles, to Turn Point Light, on the northwesterly end of Stuart Island; thence NE. $\frac{1}{8}$ E. to the westerly point of Skipjack Island; thence N. by E. $\frac{3}{8}$ E. to Patos Islands Light; from the easterly end of Patos Island NW. $\frac{1}{2}$ W. northerly to the southwesterly point of Point Roberts.



EXHIBIT 10

Rules to Prevent Collisions of Vessels

Supersedes Department Circular No. 158,
November 21, 1907

Department of Commerce and Labor
OFFICE OF THE SECRETARY
Washington

Department Circular No. 230
Bureau of Navigation

June 27, 1911.

To Collectors of Customs and Others Concerned:

The attention of all persons concerned is invited to the rules to prevent collisions of vessels printed on the following pages (2 to 14).

In the left-hand column are printed the revised international rules. In the right-hand column are printed the rules for the navigation of rivers, harbors, and inland waters of the United States navigable by seagoing vessels.

The rules in this circular do not apply to the Great Lakes and connecting and tributary waters as far east as Montreal. Rules for those waters are distinct and are published in Department Circular No. 231.

The rules in this circular do not apply to the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries. To these waters the rules now in use, to be found in section 4233 of the Revised Statutes of the United States and its amendments, and rules made, pursuant to section 4412 of the Revised

Statutes, by the Board of Supervising Inspectors of Steam Vessels, will continue in force.

Following these rules, on pages 15 to 17, are printed the lines of demarcation within which, after July 31, 1911, the inland rules of the right-hand column are applicable (except, as already noted, on the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries), and also the lines of demarcation of inland waters of the United States bordering on the Gulf of Mexico where the pilot rules for western rivers apply.

Attention is directed to the definition common to both rules: "The words 'steam vessel' shall include any vessel propelled by machinery."

The act approved June 9, 1910, to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States is printed on pages 18 and 19. These rules do not alter or amend the revised international rules in the left-hand column on following pages. They do modify the inland rules in the right-hand columns so far as concerns motor boats, defined to include "every vessel propelled by machinery and not more than sixty-five feet in length except tug boats and tow boats propelled by steam." The motor-boat law applies also to the Great Lakes and western rivers.

BENJ. S. CABLE,
Acting Secretary.

St. Johns River, Fla.—A straight line from the

outer end of the northerly jetty to the outer end of the southerly jetty.

Florida Reefs and Keys.—A line drawn from the easterly end of the northerly jetty, at the entrance to the dredged channel ½ mile northerly of Norris Cut, 114½° (ESE.), 17⁄8 miles, to Florida Reefs North End Beacon, W.; thence 178¾° (S. ¼ E.), 7¼ miles, to Biscayne Bay Sea Bell Buoy, 1; thence 181¾° (S.), 23⁄8 miles, to Fowey Rocks Lighthouse; thence 188° (S. ½ W.), 6¾ miles, to Triumph Reef Beacon, O; thence 193° (S. by W.), 4½ miles, to Ajax Reef Beacon, M; thence 194½° (S. by W. 1⁄8 W.), 2 miles, to Pacific Reef Beacon, L.; thence 196½° (S. by W. 3⁄8 W.), 5 miles, to Turtle Harbor Sea Buoy, 2; thence 210° (SSW. ½ W.), 47⁄8 miles, to Carysfort Reef Lighthouse; thence 209½° (SSW. ½ W.), 5¾ miles, to Elbow Reef Beacon, J; thence 218° (SW. ¾ S.), 7¾ miles, to French Reef Beacon, G; thence 220½° (SW. ½ S.), 2 miles, to Molasses Reef Beacon, T; thence 234¼° (SW. 5⁄8 W.), 6 miles, to Conch Reef Beacon, E; thence 235° (SW. ¾ W.) through Crocker Reef Beacon, D, 10¼ miles, to Alligator Reef Lighthouse; thence 238° (SW. by W.), 9 miles, to Tennessee Reef Beacon, 7; thence 222¼° (SW. ½ S.), 2 miles, to Tennessee Reef Buoy, 4; thence 251° (WSW. 1⁄8 W.), 10½ miles, to Coffins Patches Beacon, C; thence 247° (SW. by W. ¾ W.), 8¾ miles, to Sombrero Key Lighthouse; thence 250° (WSW.), 2½ miles, to Sombrero Key Turn Buoy (PS); thence 253° (WSW. ¼ W.), 6½ miles, to Bahia Honda Sea Buoy (PS); thence 255½° (WSW. ½ W.), 7½ miles, to Looe Key Beacon,

6; thence 257½° (WSW. ¾ W.), 63⁄8 miles, to American Shoal Lighthouse; thence 253½° (WSW. 3⁄8 W), 27⁄8 miles, to Maryland Shoal Beacon, S; thence 259° (WSW. ¾ W.), 5¼ miles to Eastern Sambo Beacon, A; thence 256½° (WSW. ½ W.), 2¼ miles, to Western Sambo Beacon, R; thence 252¼° (WSW. ¼ W.), 15⁄8 miles, to Western Sambo Buoy, 2; thence 261¾° (W. by S.), through Ship Channel Shoal Beacon, 5, 3¾ miles, to Main Ship Channel Entrance Bar Buoy (PS); thence 259½° (WSW. 7⁄8 W.), 2½ miles, to Eastern Dry Rocks Beacon, 4; thence 256½° (WSW. ½ W.), 17⁄8 miles, to Sand Key Lighthouse; thence 261° (W. by S.), 2¾ miles, to Western Dry Rocks Beacon, 2; thence 268¾° (W. 3⁄8 S.), 3½ miles, through Satan Shoal Buoy (HS) to Vestal Shoal Buoy, 1; thence 273¾° (W. 1⁄8 N.), 5¼ miles, to Coal Bin Rock Buoy (HS); thence 324¾° (NW. 5⁄8 N.), 7¼ miles, to Conch Key; from northwesterly point Marquesas Keys 61¼° (NE. by E. ¼ E.), 41⁄8 miles, to North Entrance Buoy (PS), Boca Grande Channel; thence 84° (E. ¾ N.), 9¾ miles, to Northwest Channel Entrance Bell Buoy (PS), Northwest Channel into Key West; thence 68¼° (NE. by E. 7⁄8 E.), 23½ miles, to northerly side of Content Keys; thence 48½° (NE. 1⁄8 E.), 29½ miles, to East Cape, Cape Sable.

Charlotte Harbor and Punta Gorda, Fla.—Eastward of Entrance Bell Buoy (PS), off Boca Grande, and in Charlotte Harbor, in Pine Island Sound and Matlacha Pass. Pilot Rules for Western Rivers apply in Peace and Myacca Rivers north of a 250° and 70° (WSW. and ENE.) line through Mangrove Point

Light; and in Caloosahatche River northward of the steamboat wharf at Puntarasa.

Tampa Bay and Tributaries, Fla.—From the southerly end of Long Key $245\frac{1}{4}^{\circ}$ (SW. by W. $\frac{5}{8}$ W.), 3 miles, to Entrance Gas and Whistling Buoy (PS); thence $128\frac{1}{2}^{\circ}$ (SE. $\frac{3}{4}$ E.), $6\frac{1}{2}$ miles, to Bar Bell Buoy (PS) at the entrance to Southwest Channel; thence $102\frac{1}{2}^{\circ}$ (E. $\frac{7}{8}$ S.), $2\frac{3}{4}$ miles, to the house on the north end of Anna Maria Key. Pilot Rules for Western Rivers apply in Manatee River inside Entrance Buoy (PS); in Hillsboro River inside Barrel Stake Beacon.

St. George Sound, Apalachicola Bay, Carrabelle and Apalachicola Rivers, and St. Vincent Sound, Fla.—North of a line from Lighthouse Point 246° (SW. by W. $\frac{5}{8}$ W.), $13\frac{1}{4}$ miles, to southeasterly end of Dog Island; to northward of East Pass Bell Buoy (PS) at the entrance to East Pass, and inside West Pass Bell Buoy (PS) at the seaward entrance to West Pass. Pilot Rules for Western Rivers apply in Carrabelle River and when on the range and crossing the bar at the entrance; in Apalachicola River and northward of Five-Foot Lump Buoy, 5, when crossing the bar.

Pensacola Harbor.—From Caucus Cut Entrance Whistling Buoy (PS) 8° (N. $\frac{1}{4}$ E.) tangent to easterly side of Fort Pickens, to the short of Santa Rosa Island, and from the Whistling Buoy northward in the buoyed channel through Caucus Shoal.

Mobile Harbor and Bay.—From Outer Whistling Buoy (PS) 40° (NE. by N.) to shore of Mobile Point,

and from the Whistling Buoy 320° (NW.) to the shore of Dauphin Island. Pilot Rules for Western Rivers apply in Mobile River above Battery Gladden Light.

Sounds, Lakes, and Harbors on the Coasts of Alabama, Mississippi, and Louisiana, Between Mobile Bay Entrance and the Delta of the Mississippi River.—From Sand Island Lighthouse 259° (WSW. $\frac{1}{2}$ W.), $43\frac{1}{2}$ miles, to Chandeleur Lighthouse; westward of Chandeleur and Errol Islands, and west of a line drawn from the southwesterly point of Errol Island 182° (S. $\frac{1}{4}$ E.), $23\frac{1}{4}$ miles, to Pass a Loutre Lighthouse. Pilot Rules for Western Rivers apply in Pascagoula River, and in the dredged cut at the entrance to the river, above Pascagoula River Entrance Light, A, marking the entrance to the dredged cut.

New Orleans Harbor and the Delta of the Mississippi River.—Inshore of a line drawn from the outermost mud lump showing above low water at the entrance to Pass a Loutre to a similar lump off the entrance to Northeast Pass; thence to a similar lump off the entrance to Southeast Pass; thence to the outermost aid to navigation off the entrance to South Pass; thence to the outermost aid to navigation off the entrance to Southwest Pass; thence northerly, about $18\frac{1}{2}$ miles, to the westerly point of the entrance to Jaque Bay.

Sabine Pass, Tex.—Pilot Rules for Western Rivers apply to Sabine Pass northward of Sabine Pass Whistling Buoy (PS), and in Sabine Lake and its tributaries. Outside of this buoy the International Rules apply.

Galveston Harbor.—A line drawn from Galveston North Jetty Light 164° (SSE. $\frac{1}{8}$ E.), $2\frac{3}{8}$ miles, to Galveston Bar Gas Buoy (PS); thence $312\frac{1}{2}^{\circ}$ (NW. $\frac{7}{8}$ W.), $1\frac{7}{8}$ miles, to Galveston (S.) Jetty Light.

Brazos River, Tex.—Pilot Rules for Western Rivers apply in the Brazos River above the outer ends of the jetties. International Rules apply outside the ends of the jetties.

San Diego Harbor.—A line drawn from southerly tower Coronado Hotel $221\frac{1}{4}^{\circ}$ (SSW. $\frac{3}{8}$ W.), $4\frac{3}{4}$ miles, to Outside Bar Whistling Buoy, SD, (PS); thence $356\frac{3}{4}^{\circ}$ (N. by W. $\frac{5}{8}$ W.), $2\frac{5}{8}$ miles, to Point Loma Lighthouse.

San Francisco Harbor.—A line drawn from South Side Life-Saving Station $280\frac{3}{4}^{\circ}$ (W. $\frac{5}{8}$ S.), 9 miles, to San Francisco Lightvessel, No. 70; thence $37\frac{1}{2}^{\circ}$ (N. by E. $\frac{3}{4}$ E.), to westerly peak at entrance to Frank Valley.

Columbia River Entrance.—A line drawn from Point Adams Unused Lighthouse $272\frac{1}{2}^{\circ}$ (WSW. $\frac{1}{8}$ W.), $8\frac{1}{2}$ miles, to Columbia River Lightvessel, No. 88; thence $34\frac{1}{4}^{\circ}$ (N. by E.), $7\frac{1}{4}$ miles, to North Head Lighthouse.

Juan de Fuca Strait, Washington and Puget Sounds.—A line drawn from New Dungeness Lighthouse $19\frac{1}{2}^{\circ}$ (N. $\frac{1}{2}$ W.), $17\frac{1}{4}$ miles, to Cattle Point Light, on southeasterly point of San Juan Island (Mount Constitution, on Orcas Island, is in range with Cattle Point Light on this line); from Bellevue Point, San Juan Island, $335\frac{3}{4}^{\circ}$ (NW. $\frac{3}{8}$ W.), to

Kellett Bluff, Henry Island; thence 346° (NW. $\frac{5}{8}$ N.) to Turn Point Light; thence $70\frac{1}{3}^{\circ}$ (NE. $\frac{1}{8}$ E.), $8\frac{3}{8}$ miles, to westerly point of Skipjack Island; thence $37\frac{3}{4}^{\circ}$ (N. by E. $\frac{1}{8}$ E.), $4\frac{1}{4}$ miles, to Patos Islands Light; thence $337\frac{1}{2}^{\circ}$ (NW. $\frac{1}{4}$ W.), 12 miles, to Point Roberts Light.

General Rule.—At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries, for which specific lines have not been described, inland rules shall apply inshore of a line, approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids.



EXHIBIT 12

Rules to Prevent Collisions of Vessels

Supersedes Department Circular No. 158,
November 21, 1907

Department of Commerce
OFFICE OF THE SECRETARY
Washington

Department Circular No. 230
Second Edition¹

Bureau of Navigation

June 8, 1917.

To Collectors of Customs and Others Concerned:

The attention of all persons concerned is invited to the rules to prevent collisions of vessels printed on the following pages (2 to 14).

In the left-hand column are printed the revised international rules. In the right-hand column are printed the rules for the navigation of rivers, harbors, and inland waters of the United States navigable by seagoing vessels.

The rules in this circular do not apply to the Great Lakes and connecting and tributary waters as far east as Montreal. Rules for those waters are distinct and are published in Department Circular No. 231.

¹The act approved May 25, 1914, amends sec. 2 (p.4) of the Inland Rules as printed in the previous edition of this circular. The amended additions are in parentheses in this edition (p.5). The previous edition, so far as it relates to the lines of demarcation on pp. 15 to 17, has been modified in numerous particulars. The act approved June 9, 1910, is now printed as Department Circular No. 236 and is therefore omitted from this edition.

thence 259° (WSW. $\frac{7}{8}$ W.), $5\frac{1}{4}$ miles, to Eastern Sambo Beacon, A; thence 253° (WSW. $\frac{1}{4}$ W.), $2\frac{1}{4}$ miles, to Western Sambo Beacon, R; thence 257° (WSW. $\frac{5}{8}$ W.), through Western Sambo Buoy, 2, $5\frac{1}{2}$ miles, to Key West Entrance Gas Buoy (PS); thence 262° (W. $\frac{7}{8}$ S.), $4\frac{1}{4}$ miles, to Sand Key Lighthouse; thence 261° (W. by S.), $2\frac{3}{4}$ miles, to Western Dry Rocks Beacon, 2; thence 268° (W. $\frac{3}{8}$ S.), $3\frac{1}{2}$ miles, through Satan Shoal Buoy (HS) to Vestal Shoal Buoy, 1; thence $274\frac{1}{2}$ ° (W. $\frac{1}{8}$ N.), $5\frac{1}{4}$ miles, to Coal Bin Rock Buoy, CB (HS); thence $324\frac{1}{2}$ ° (NW. $\frac{5}{8}$ N.), $7\frac{1}{4}$ miles, to Marquesas Keys left tangent; from northwesterly point Marquesas Keys 59° (NE. by E.), $4\frac{3}{8}$ miles, to Bar Buoy, 1, Boca Grande Channel; thence 88° (E. $\frac{7}{8}$ N.), $9\frac{3}{4}$ miles, to Northwest Channel Entrance Bell Buoy, 1, Northwest Channel into Key West; thence 68° (NE. by E. $\frac{7}{8}$ E.), $23\frac{1}{2}$ miles, to northerly side of Content Keys; thence 49° (NE. $\frac{1}{4}$ E.), 29 miles, to East Cape, Cape Sable.

Charlotte Harbor and Punta Gorda, Fla.—Eastward of Charlotte Harbor Entrance Gas and Bell Buoy (PS), off Boca Grande, and in Charlotte Harbor, in Pine Island Sound and Matlacha Pass. Pilot Rules for Western Rivers apply in Peace and Miakka Rivers north of a 250° and 70° (WSW. and ENE.) line through Mangrove Point Light; and in Caloosahatchee River northward of the steamboat wharf at Punta Rasa.

Tampa Bay and Tributaries, Fla.—From the southerly end of Long Key 245° (SW. by W. $\frac{5}{8}$ W.), 9 miles, to Tampa Bay Gas and Whistling Buoy (PS);

The rules in this circular do not apply to the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries. To these waters the rules now in use, to be found in section 4233 of the Revised Statutes of the United States and its amendments, and rules made, pursuant to section 4412 of the Revised Statutes, by the Board of Supervising Inspectors of Steam Vessels will continue in force.

Following these rules, on pages 15 to 17, are printed the lines of demarcation within which the inland rules of the right-hand column are applicable (except, as already noted, on the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries), and also the lines of demarcation of inland waters of the United States bordering on the Gulf of Mexico where the pilot rules for western rivers apply.

Attention is directed to the definition common to both rules: "The words 'steam vessel' shall include any vessel propelled by machinery."

The act approved June 9, 1910, to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States does not alter or amend the revised international rules in the left-hand columns on the following pages. It does modify the inland rules in the right-hand columns so far as concerns motor boats, defined to include "every vessel propelled by machinery and not more than sixty-five feet in length except tug boats and tow boats propelled by steam." The

thence 129° (SE. $\frac{3}{4}$ E.), $6\frac{1}{2}$ miles, to Bar Bell Buoy (PS), at the entrance to Southwest Channel; thence 103° (E. by S.), $2\frac{3}{4}$ miles, to the house on the north end of Anna Maria Key. Pilot Rules for Western Rivers apply in Manatee River inside Manatee River Entrance Buoy, 2; in Hillsboro Bay and River inside Hillsboro Bay Light, 2.

St. George Sound, Apalachicola Bay, Carrabelle and Apalachicola Rivers, and St. Vincent Sound, Fla.—North of a line from Lighthouse Point 246° (SW. by W. $\frac{5}{8}$ W.), $13\frac{1}{4}$ miles, to southeasterly side of Dog Island; to northward of East Pass Bell Buoy, 1, at the entrance to East Pass, and inside West Pass Bell Buoy (PS) at the seaward entrance to West Pass. Pilot Rules for Western Rivers apply in Carrabelle River inside the entrance to the dredged channel; in Apalachicola River northward of Apalachicola Dredged Channel Entrance Buoy, 2.

Pensacola Harbor.—From Caucus Cut Entrance Gas and Whistling Buoy, 1A, 3° (N. $\frac{1}{8}$ W.), tangent to easterly side of Fort Pickens, to the shore of Santa Rosa Island, and from the buoy northward in the buoyed channel through Caucus Shoal.

Mobile Harbor and Bay.—From Mobile Entrance Gas and Whistling Buoy (PS) 40° (NE. $\frac{7}{8}$ N.) to shore of Mobile Point, and from the buoy 320° (NW.) to the shore of Dauphin Island. Pilot Rules for Western Rivers apply in Mobile River above Choctaw Point.

Sounds, Lakes, and Harbors on the Coasts of Alabama, Mississippi, and Louisiana, Between Mobile

motor-boat law applies also to the Great Lakes and western rivers.

WILLIAM C. REDFIELD,
Secretary.

Florida Reefs and Keys.—A line drawn from the easterly end of the northerly jetty, at the entrance to the dredged channel $\frac{1}{2}$ mile northerly of Norris Cut, 94° (E. $\frac{1}{4}$ S.), $1\frac{5}{8}$ miles, to Florida Reefs North End Whistling Buoy, W (HS); thence 178° (S. $\frac{1}{4}$ E.), 8 miles, to Biscayne Bay Sea Bell Buoy, 1; thence 182° (S. $\frac{1}{8}$ W.), $2\frac{3}{8}$ miles, to Fowey Rocks Light-house; thence 188° (S. $\frac{5}{8}$ W.), $6\frac{3}{4}$ miles, to Triumph Reef Beacon, O; thence 193° (S. by W.), $4\frac{1}{2}$ miles, to Ajax Reef Beacon, M; thence 194° (S. by W. $\frac{1}{8}$ W.), 2 miles, to Pacific Reef Beacon, L; thence $196\frac{1}{2}$ ° (S. by W. $\frac{3}{8}$ W.), 5 miles, to Turtle Harbor Sea Buoy, 2; thence 210° (SSW. $\frac{1}{2}$ W.), $4\frac{7}{8}$ miles, to Carysfort Reef Lighthouse; thence $209\frac{1}{2}$ ° (SSW. $\frac{1}{2}$ W.), $5\frac{3}{4}$ miles, to Elbow Reef, J; thence 217° (SW. $\frac{3}{4}$ S.), $9\frac{3}{4}$ miles, to Molasses Reef Gas Buoy, 2 M; thence $235\frac{1}{2}$ ° (SW. $\frac{3}{4}$ W.), 6 miles, to Conch Reef Beacon, E; thence $234\frac{1}{2}$ ° (SW. $\frac{3}{4}$ W.), through Crocker Reef Beacon, D, $10\frac{3}{8}$ miles, to Alligator Reef Lighthouse; thence 234° (SW. $\frac{5}{8}$ W.), $10\frac{7}{8}$ miles, to Tennessee Reef Buoy, 4; thence 251° (WSW. $\frac{1}{8}$ W.), $10\frac{1}{2}$ miles, to Coffins Patches Beacon, C; thence 247° (SW. by W. $\frac{3}{4}$ W.), $8\frac{3}{4}$ miles, to Sombrero Key Lighthouse; thence $253\frac{1}{2}$ ° (WSW. $\frac{3}{8}$ W.), $16\frac{3}{4}$ miles, to Looe Key Beacon, 6; thence $257\frac{1}{2}$ ° (WSW. $\frac{3}{4}$ W.), $6\frac{3}{8}$ miles, to American Shoal Lighthouse; thence $253\frac{1}{2}$ ° (WSW. $\frac{3}{8}$ W.), $2\frac{7}{8}$ miles, to Maryland Shoal Beacon, S;

Bay Entrance and the Delta of the Mississippi River.—From Sand Island Lighthouse 259° (WSW. $\frac{5}{8}$ W.), $43\frac{1}{2}$ miles, to Chandeleur Lighthouse; westward of Chandeleur and Errol Islands, and west of a line drawn from the southwesterly point of Errol Island 182° (S. $\frac{1}{4}$ E.), 23 miles, to Pass a Loutre Lighthouse. Pilot Rules for Western Rivers apply in Pascagoula River, and in the dredged cut at the entrance to the river, above Pascagoula River Entrance Light, A, marking the entrance to the dredged cut.

New Orleans Harbor and the Delta of the Mississippi River.—Inshore of a line drawn from the outermost mud lump showing above low water at the entrance to Pass a Loutre to a similar lump off the entrance to Northeast Pass; thence to a similar lump off the entrance to Southeast Pass; thence to the outermost aid to navigation off the entrance to South Pass; thence to the outermost aid to navigation off the entrance to Southwest Pass; thence northerly, about $19\frac{1}{2}$ miles, to the westerly point of the entrance to Bay Jaque.



EXHIBIT 14

Rules to Prevent Collisions of Vessels

Supersedes second edition of Department Circular No. 230, June 8, 1917

Department of Commerce
OFFICE OF THE SECRETARY
Washington

Department Circular No. 230
Third Edition¹

Steamboat Inspection Service
and
Bureau of Navigation

October 10, 1927.

To Collectors of Customs and Others Concerned:

The attention of all persons concerned is invited to the rules to prevent collisions of vessels printed on the following pages (2 to 14).

In the left-hand column are printed the revised international rules. In the right-hand column are printed the rules for the navigation of rivers, harbors, and inland waters of the United States navigable by seagoing vessels.

The rules in this circular do not apply to the Great Lakes and connecting and tributary waters as far east as Montreal. Rules for these waters are distinct and are published in Department Circular No. 231.

The rules in this circular do not apply to the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries. To these waters the rules

now in use, to be found in section 4233 of the Revised Statutes of the United States and its amendments, and rules made, pursuant to section 4412 of the Revised Statutes, by the Board of Supervising Inspectors, Steamboat Inspection Service, will continue in force.

Following these rules, on pages 15 to 17, are printed the lines of demarcation within which the inland rules of the right-hand column are applicable (except, as already noted, on the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries), and also the lines of demarcation of inland waters of the United States bordering on the Gulf of Mexico where the pilot rules for western rivers apply.

This circular contains, on page 15, amendments of the boundary lines of the high seas for Boston Harbor, Cape Cod Bay (struck out), and the lines from Chatham Lighthouse, Mass., to Sankaty Head Lighthouse, which amendments shall be effective on and after November 1, 1927.

Attention is directed to the definition common to both rules: "The words 'steam vessel' shall include any vessel propelled by machinery."

The act approved June 9, 1910, to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States does not alter or amend the revised international rules in the left-hand columns on the following pages. It does modify the inland rules in the right-hand columns so far as concerns motor boats,

defined to include "every vessel propelled by machinery and not more than sixty-five feet in length except tug boats and tow boats propelled by steam." The motor boat law applies also to the Great Lakes and western rivers.

WM. P. MAC CRACKEN, JR.,
Acting Secretary of Commerce.

Florida Reefs and Keys.—A line drawn from the easterly end of the northerly jetty, at the entrance to the dredged channel ½ mile northerly of Norris Cut, 94° (E. ¼ S.), 15⅞ miles, to Florida Reefs North End Whistling Buoy, W (HS); thence 178° (S. ¼ E.), 8 miles, to Biscayne Bay Sea Bell Buoy, 1; thence 182° (S. ⅓ W.), 2⅜ miles, to Fowey Rocks Lighthouse; thence 188° (S. ⅝ W.), 6¾ miles, to Triumph Reef Beacon, O; thence 193° (S. by W.), 4½ miles, to Ajax Reef Beacon, M; thence 194° (S. by W. ⅓ W.), 2 miles, to Pacific Reef Beacon, L; thence 196½° (S. by W. ⅓ W.), 5 miles, to Turtle Harbor Sea Buoy, 2; thence 210° (SSW. ½ W.), 4⅞ miles, to Carysfort Reef Lighthouse; thence 209½° (SSW. ½ W.), 5¾ miles, to Elbow Reef Beacon, J; thence 217½° (SW. ¾ S.), 9¾ miles, to Molasses Reef Gas Buoy, 2 M; thence 235½° (SW. ¾ W.), 6 miles, to Conch Reef Beacon, E; thence 234½° (SW. ¾ W.), through

¹The act approved May 25, 1914, amends sec. 2 (p.4) of the Inland Rules as printed in the previous edition of this circular. The amended additions are in parentheses in this edition (p.5). The act approved June 9, 1910, is now printed as Department Circular No. 236 and is therefore omitted from this edition.

Crocker Reef Beacon, D, 10⅜ miles, to Alligator Reef Lighthouse; thence 234° (SW. ⅝ W.), 10⅞ miles, to Tennessee Reef Buoy, 4; thence 251° (WSW. ⅓ W.), 10½ miles, to Coffins Patches Beacon, C; thence 247° (SW. by W. ¾ W.), 8¾ miles, to Sombrero Key Lighthouse; thence 253½° (WSW. ⅜ W.), 16¾ miles, to Looe Key Beacon, 6; thence 257½° (WSW. ¾ W.), 6⅜ miles, to American Shoal Lighthouse; thence 253½° (WSW. ⅜ W.), 27⅞ miles, to Maryland Shoal Beacon, S; thence 259° (WSW. ⅞ W.), 5¼ miles, to Eastern Sambo Beacon, A; thence 253° (WSW. ¼ W.), 2¼ miles, to Western Sambo Beacon, R; thence 257° (WSW. ⅝ W.), through Western Sambo Buoy, 2, 5½ miles, to Key West Entrance Gas Buoy (PS); thence 262° (W. ⅞ S.), 4¼ miles, to Sand Key Lighthouse; thence 261° (W. by S.), 2¾ miles, to Western Dry Rocks Beacon, 2; thence 268° (W. ⅜ S.), 3½ miles, through Satan Shoal Buoy (HS) to Vestal Shoal Buoy, 1; thence 274½° (W. ⅓ N.), 5¼ miles, to Coal Bin Rock Buoy, CB (HS); thence 324½° (NW. ⅝ N.), 7¼ miles, to Marquesas Keys left tangent; from northwesterly point Marquesas Keys 59° (NE. by E.), 4⅜ miles, to Bar Buoy, 1, Boca Grande Channel; thence 83° (E. ⅞ N.), 9¾ miles, to Northwest Channel Entrance Bell Buoy, 1, Northwest Channel into Key West; thence 68° (NE. by E. ⅞ E.), 23½ miles, to northerly side of Content Keys; thence 49° (NE. ¼ E.), 29 miles, to East Cape, Cape Sable.

Charlotte Harbor and Punta Gorda, Fla.—Eastward of Charlotte Harbor Entrance Gas and Bell Buoy (PS), off Boca Grande, and in Charlotte Harbor,

in Pine Island Sound and Matlacha Pass. Pilot Rules for Western Rivers apply in Peace and Miakka Rivers north of a 250° and 70° (WSW. and ENE.) line through Mangrove Point Light; and in Caloosahatchee River northward of the steamboat wharf at Punta Rasa.

Tampa Bay and Tributaries, Fla.—From the southerly end of Long Key 245° (SW. by W. ⅝ W.), 9 miles, to Tampa Bay Gas and Whistling Buoy (PS); thence 129° (SE. ¾ E.), 6½ miles, to Bar Bell Buoy (PS), at the entrance to Southwest Channel; thence 103° (E. by S.), 2¾ miles, to the house on the north end of Anna Maria Key. Pilot Rules for Western Rivers apply in Manatee River inside Manatee River Entrance Buoy, 2; in Hillsboro Bay and River inside Hillsboro Bay Light, 2.

St. George Sound, Apalachicola Bay, Carrabelle and Apalachicola Rivers, and St. Vincent Sound, Fla.—North of a line from Lighthouse Point 246° (SW. by W. ⅝ W.), 13¼ miles, to southeasterly side of Dog Island; to northward of East Pass Bell Buoy, 1, at the entrance to East Pass, and inside West Pass Bell Buoy (PS) at the seaward entrance to West Pass. Pilot Rules for Western Rivers apply in Carrabelle River inside the entrance to the dredged channel; in Apalachicola River northward of Apalachicola Dredged Channel Entrance Buoy, 2.

Pensacola Harbor.—From Caucus Cut Entrance Gas and Whistling Buoy, 1A, 3° (N. ⅓ W.), tangent to easterly side of Fort Pickens, to the shore of Santa

Rosa Island, and from the buoy northward in the buoyed channel through Caucus Shoal.

Mobile Harbor and Bay.—From Mobile Entrance Gas and Whistling Buoy (PS) 40° (NE. ⅞ N.) to shore of Mobile Point, and from the buoy 320° (NW.) to the shore of Dauphin Island. Pilot Rules for Western Rivers apply in Mobile River above Choctaw Point.

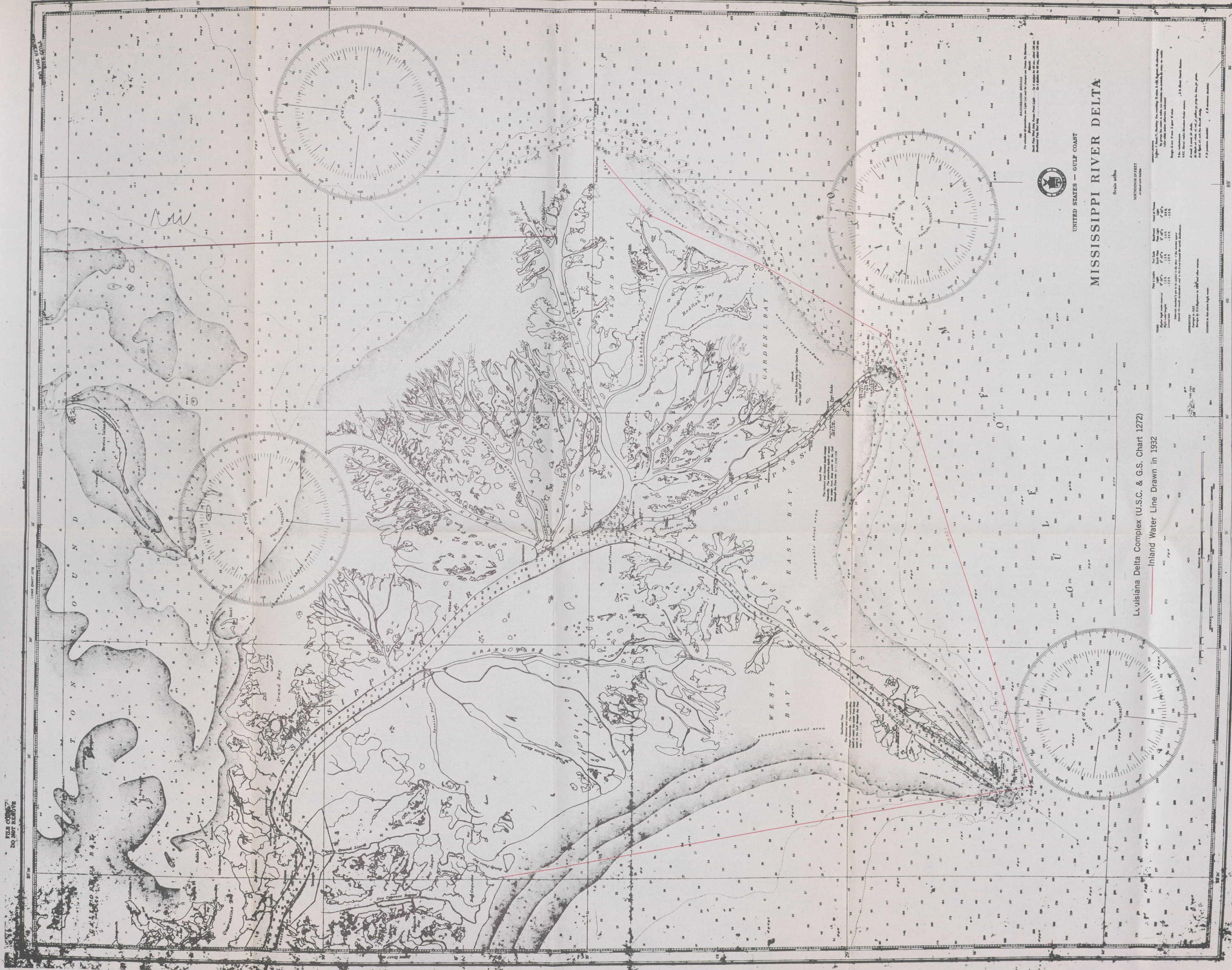
Sounds, Lakes, and Harbors on the Coasts of Alabama, Mississippi, and Louisiana, Between Mobile Bay Entrance and the Delta of the Mississippi River.—From Sand Island Lighthouse 259° (WSW. ⅝ W.), 43½ miles, to Chandeleur Lighthouse; westward of Chandeleur and Errol Islands, and west of a line drawn from the southwesterly point of Errol Island 182° (S. ¼ E.), 23 miles, to Pass a Loutre Lighthouse. Pilot Rules for Western Rivers apply in Pascagoula River, and in the dredged cut at the entrance to the river, above Pasacagoula River Entrance Light, A, marking the entrance to the dredged cut.

New Orleans Harbor and the Delta of the Mississippi River.—Inshore of a line drawn from the outermost mud lump showing above low water at the entrance to Pass a Loutre to a similar lump off the entrance to Northeast Pass; thence to a similar lump off the entrance to Southeast Pass; thence to the outermost aid to navigation off the entrance to South Pass; thence to the outermost aid to navigation off the entrance to Southwest Pass; thence northerly, about 19½ miles, to the westerly point of the entrance to Bay Jaque.



EXHIBIT 16

FILE COPY
DO NOT REMOVE



UNITED STATES - GULF COAST
MISSISSIPPI RIVER DELTA

Scale 1:50,000
SOUNDINGS IN FEET

Louisiana Delta Complex (U.S.C. & G.S. Chart 1272)
Inland Water Line Drawn in 1932

NOTES:
1. The chart is based on the latest available data.
2. The chart is not to be used for navigation without the aid of a compass.
3. The chart is not to be used for navigation without the aid of a compass.
4. The chart is not to be used for navigation without the aid of a compass.
5. The chart is not to be used for navigation without the aid of a compass.

LEGEND:
1. Inland Water Line Drawn in 1932
2. Inland Water Line Drawn in 1932
3. Inland Water Line Drawn in 1932
4. Inland Water Line Drawn in 1932
5. Inland Water Line Drawn in 1932

ABBREVIATIONS:
1. Inland Water Line Drawn in 1932
2. Inland Water Line Drawn in 1932
3. Inland Water Line Drawn in 1932
4. Inland Water Line Drawn in 1932
5. Inland Water Line Drawn in 1932

Rules to Prevent Collisions of Vessels

Supersedes fourth edition of Department Circular No. 230, December 26, 1928

Department of Commerce
OFFICE OF THE SECRETARY
Washington

Department Circular No. 230
Fifth Edition¹

Bureau of Navigation
and
Steamboat Inspection

December 8, 1932.

To Collectors of Customs and Others Concerned:

The attention of all persons concerned is invited to the rules to prevent collisions of vessels printed on the following pages (2 to 14).

In the left-hand column are printed the revised international rules. In the right-hand column are printed the rules for the navigation of rivers, harbors, and inland waters of the United States navigable by seagoing vessels.

The rules in this circular do not apply to the Great Lakes and connecting and tributary waters as far east

¹The act approved May 25, 1914, amends sec. 2 (p.4) of the Inland Rules as printed in the previous edition of this circular. The amended additions are in parentheses in this edition (p.5). The act approved June 9, 1910, is now printed as Department Circular No. 236 and is therefore omitted from this edition.

as Montreal. Rules for those waters are distinct and are published in Department Circular No. 231.

The rules in this circular do not apply to the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries. To these waters the rules now in use, to be found in section 4233 of the Revised Statutes of the United States and its amendments, and rules made, pursuant to section 4412 of the Revised Statutes, by the Board of Supervising Inspectors, Steamboat Inspection Service, will continue in force.

Following these rules, on pages 15 and 16, are printed the lines of demarcation within which the inland rules of the right-hand column are applicable (except, as already noted, on the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries), and also the lines of demarcation of inland waters of the United States bordering on the Gulf of Mexico where the pilot rules for western rivers apply.

Attention is directed to the definition common to both rules: "The words 'steam vessel' shall include any vessel propelled by machinery."

The act approved June 9, 1910, to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States does not alter or amend the revised international rules in the left-hand columns on the following pages. It does modify the inland rules in the right-hand columns so far as concerns motor boats, defined to include "every vessel propelled by machinery

and not more than sixty-five feet in length except tug boats and tow boats propelled by steam." The motor boat law applies also to the Great Lakes and western rivers.

E. F. MORGAN,
Acting Secretary of Commerce.

Sounds, Lakes, and Harbors on the Coasts of Alabama, Mississippi, and Louisiana, Between Mobile Bay Entrance and the Delta of the Mississippi River.—From Sand Island Lighthouse 259°, 43½ miles, to Chandeleur Lighthouse; westward of Chandeleur and Erroll Islands, and west of a line drawn from the southwesterly point of Errol Island 182°, 23 miles, to Pass a Loutre Beacon. Pilot Rules for Western Rivers apply in Pascagoula River, and in the dredged cut at the entrance to the river, above Pascagoula River Entrance Light, A, marking the entrance to the dredged cut.

New Orleans Harbor and the Delta of the Mississippi River.—Inshore of a line drawn from the outermost mud lump showing above low water at the entrance to Pass a Loutre to a similar lump off the entrance to Northeast Pass; thence to a similar lump off the entrance to Southeast Pass; thence to the outermost aid to navigation off the entrance to South Pass; thence to the outermost aid to navigation off the entrance to Southwest Pass, thence northerly, about 19½ miles, to the westerly point of the entrance to Bay Jaque.

Sabine Pass, Tex.—Pilot Rules for Western Rivers

apply to Sabine Pass northward of Sabine Pass Lighted Whistle Buoy (PS), and in Sabine Lake and its tributaries. Outside of this buoy the International Rules apply.

Galveston Harbor.—A line drawn from Galveston North Jetty Light, 129°, 2 miles, to Galveston Bar Lighted Whistle Buoy (PS); thence 276°, 2¼ miles, to Galveston (S.) Jetty Lighthouse.

Brazos River, Tex.—Pilot Rules for Western Rivers apply in the entrance and river inside of Brazos River Entrance Lighted Bell Buoy (PS). International Rules apply outside the buoy.

San Diego Harbor.—A line drawn from the southerly tower of the Coronado Hotel 224½°, 4⅞ miles, to San Diego Bay Entrance Lighted Whistle Buoy, 1A; thence 3½°, 2⅝ miles, to Point Loma Lighthouse.

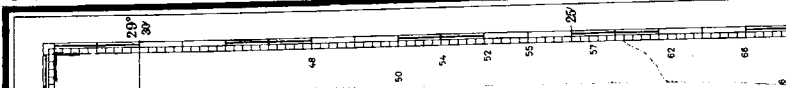
San Francisco Harbor.—A line drawn through Mile Rocks Lighthouse 326° to Bonita Point Lighthouse.

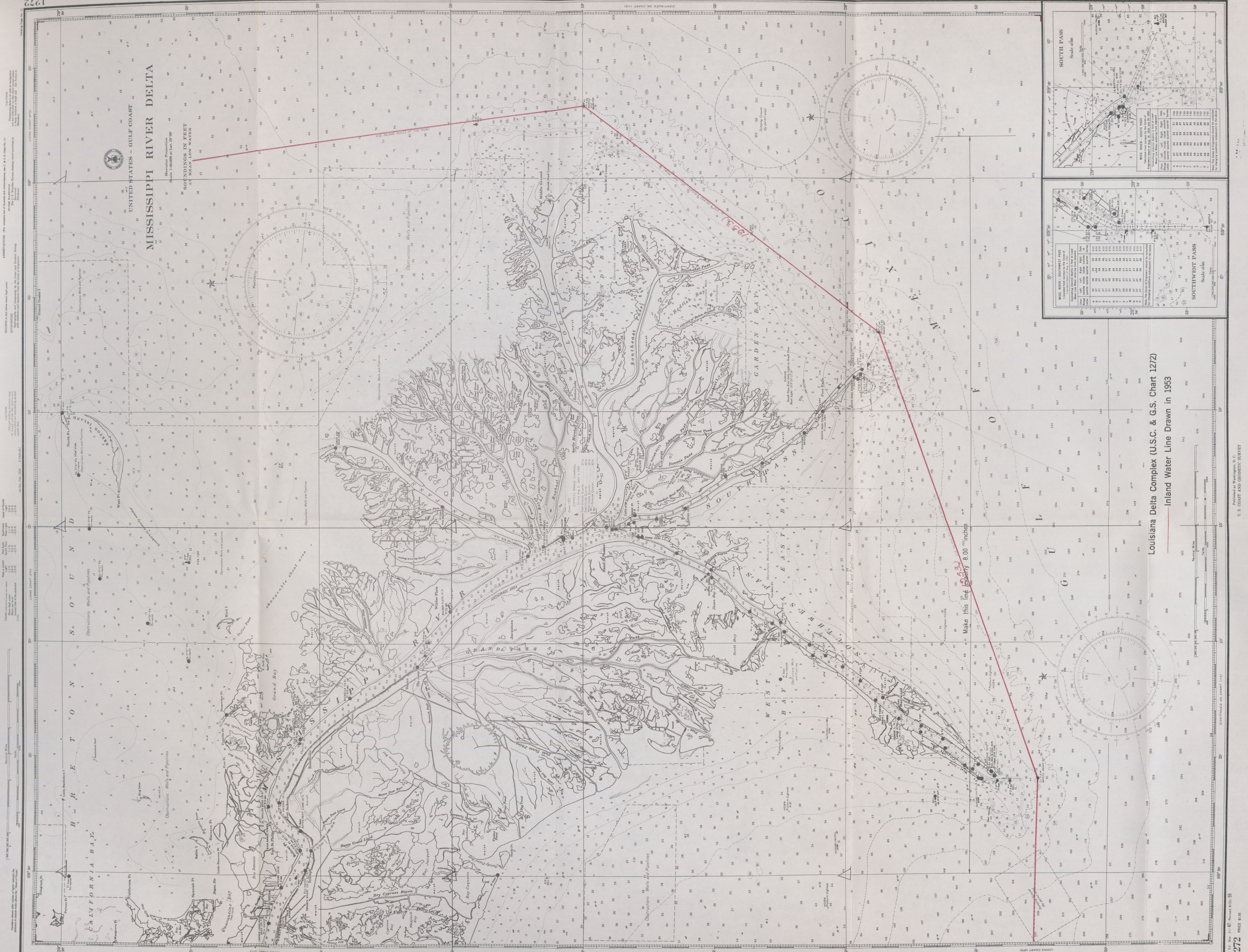
Columbia River Entrance.—A line drawn from Knuckle of Columbia River south jetty 351° to Cape Disappointment Lighthouse.

Juan de Fuca Strait, Washington and Puget Sounds.—A line drawn from New Dungeness Lighthouse 13½°, 10⅜ miles, to Hein Bank Lighted Bell Buoy (HS); thence 337½°, 10¾ miles, to Lime Kiln Light, on west side of San Juan Island; from Bellevue Point, San Juan Island, 336½° to Kellett Bluff, Henry

Island; thence 347° to Turn Point Light; thence 71½°, 8¼ miles, to westerly point of Skipjack Island; thence 38½°, 4⅜ miles, to Patos Islands Light; thence 338°, 12 miles, to Point Roberts Light.

General Rule.—At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries for which specific lines have not been described, Inland Rules shall apply inshore of a line approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids.





Louisiana Delta Complex (U.S.C. & G.S. Chart 1272)
Inland Water Line Drawn in 1953

18 Fed. Reg. 7893-94

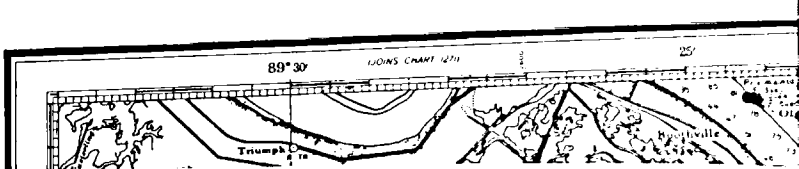
§ 82.95 *Mobile Bay, Ala., to Mississippi Passes, La.* Starting from a point which is located 1 mile, 90° true, from Mobile Point Lighthouse, a line drawn to Mobile Entrance Lighted Whistle Buoy 1; thence to Ship Island Lighthouse; thence to Chandeleur Lighthouse; thence in a curved line following the general trend of the seaward, high-water shore lines of the Chandeleur Islands to the southwesternmost extremity of Erroll Shoal (Lat. 29°35.8' N., Long. 89°00.8' W.) ; thence to Pass a Loutre Lighted Whistle Buoy 4.

....

§ 82.100 *Mississippi River.* The Pilot Rules for Western Rivers are to be followed in the Mississippi River and its tributaries above the Huey P. Long Bridge.

....

§ 82.103 *Mississippi Passes, La., to Sabine Pass, Tex.* A line drawn from Pass a Loutre Lighted Whistle Buoy 4 to South Pass Lighted Whistle Buoy 2; thence to Southwest Pass Entrance Midchannel Lighted Whistle Buoy; thence to Ship Shoal Lighthouse; thence to Calcasieu Pass Lighted Whistle Buoy 1; thence to Sabine Pass Lighted Whistle Buoy 1.



TIDES AT SOUTH WEST PASS.

The times and heights of high and low waters are very irregular and much influenced by the direction and force of the wind. The following are the only approximately correct times deduced from actual and unobscured water of observation made in East Bay.

Verity: Rise and Fall of Tides	11 feet
at mean greatest declination	14 "
at mean least declination	0.5 "

REMARKS.

These tables are of the diurnal or single day type, there being generally but one high and one low water in 24 hours, but since the time of new declination there are sometimes two or three low waters in a hour, but though not usually noticed unless full or new moon occur about the same time. When the moon's greatest declination occurs at full or change, the rise and fall are greatest, and least when her declination is near in the first or last quarters.

Time of High Water. When the moon's declination is greatest north of the equator about 20 1/2 hours after her upper meridian passage, and when it is south about 8 hours. This rule holds for 3 or 4 days before and after the greatest declination, adding 10 to 15 minutes a day before and subtracting as many after that time. The time thus obtained will be nearest correct in March, June, September and December, but in February and August 10 minutes should be added to it, and in March subtracted in May and November. For 3 or 4 days before and as many after the moon's zero declination the tidal interval decreases very rapidly, and sometimes two small tides appear, as above stated, but these times are not well defined. The times and heights will not be materially affected at the other Passes of the Mississippi.

SOUNDINGS.

The soundings are expressed in feet to 10 feet, or within the dotted line beyond 10 in fathoms, and show the depth as near the plane of reference. The dotted surface beyond low water mark represent the bottom. Within the dotted depths of 5, 10, and 15 feet. The astronomical soundings only are given on the map, they are selected from the numerous soundings taken in the survey, so as to represent the bottom of the bottom.

LIGHT HOUSES.

Name	Latitude	Longitude	Height of Light	Color of Light	Color of Daymark
Pointe à la Peste Light	29° 11' 12"	89° 02' 17"	77 ft.	White	White
North Pass Light	29° 02' 00"	89° 04' 30"	55 ft.	White	White
South Pass Light	29° 02' 00"	89° 04' 30"	55 ft.	White	White
Pointe à la Peste Light	29° 02' 00"	89° 04' 30"	55 ft.	White	White
North Pass Light	29° 02' 00"	89° 04' 30"	55 ft.	White	White
South Pass Light	29° 02' 00"	89° 04' 30"	55 ft.	White	White

BUOYS.

Red floats have left in entering on Northward bound. All black floats have left in entering on Southward bound.

U.S. COAST SURVEY

A.D. BACHE AND BENJAMIN PEIRCE SUPERINTENDENTS

PASSES OF THE MISSISSIPPI

LOUISIANA

Scale Bar

1867



Verified
J. E. Higginson
Surveyor General
In Charge of Office

Triangulation by F. H. Bradley and C. H. Boyd, Assistants between 1852 and 1868.
Topography by F. H. Bradley, Assistant, and J. R. Dunn, Sub Assistant between 1852 and 1867.
Hydrography by Lewis Gentry, J. G. Guthrie, C. S. F. H. Bradley and F. F. Walker.
Assistants between 1861 and 1868.
Verification of Hydrography by C. F. Patterson, Inspector of Hydrography.

