

NAVIGATION PUBLICATIONS

ALMANACS CORRECTIONS

AIR ALMANAC (NGA)	Ed 2005	NEW EDITION 34/04
NAUTICAL ALMANAC (NGA)	Ed 2005	NEW EDITION 34/04

COAST PILOT CORRECTIONS

COAST PILOT 1	34 Ed 2004	Change No. 4 LAST NM 33/04
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Page 111—Paragraph 1370, line 1; read:

(6) Knows the speed and direction of the current, and the ...
(CL 922/04; FR 6/18/04) 34/04

Page 111—Paragraph 1373; strike out.

(CL 922/04; FR 6/18/04) 34/04

Page 111—Paragraphs 1384 to 1393; read:

(c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any combination of these services—

(A) Within a limited geographic area, such as fleet-ing-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise chartered, and operated by the United States Govern-ment or by a government of a foreign country; and that is not engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow com-

pany policy and consider the following (related require-ments noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of depart-ures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of depart-ure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standings orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 922/04; FR 6/18/04) 34/04

COAST PILOT 2	33 Ed 2004	Change No. 11 LAST NM 31/04
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Page 114—Paragraph 1699, line 8; read:

approved material is available for inspection at the Office of the Federal ...

(CL 941/04; FR 6/23/04) 34/04

Page 126—Paragraph 2029, line 1; read:

(6) Knows the speed and direction of the current, and the ...

(CL 922/04; FR 6/18/04) 34/04

Page 126—Paragraph 2032; strike out.

(CL 922/04; FR 6/18/04) 34/04

Page 127—Paragraphs 2043 to 2052; read:

(c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any combination of these services—

(A) Within a limited geographic area, such as fleet-ing-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

COAST PILOT 2 (Continued)

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 922/04; FR 6/18/04) 34/04

COAST PILOT 4 35 Ed 2003 Change No. 43
LAST NM 33/04

Page 252—Paragraph 136; read:

North Atlantic right whales are the world's most endangered large whale. They can be found seasonally from Canada to Florida. Right whales migrate along the east coast

between the northern feeding grounds off of New England and Canada and the southern calving grounds off of Florida, Georgia, and South Carolina. The southern migration occurs in the fall and early winter, and the northern migration occurs in the winter and early spring.

Ship strikes and entanglement in fishing gear are the right whales two primary sources of human-related mortality. Right whales are highly vulnerable to ship strikes; then mate, rest, feed, and nurse their young at the waters surface and often do not move out of the way of oncoming ships. Calves returning north from the southern calving grounds with their mothers are particularly susceptible to collisions with ships.

(CL 1004/04) 34/04

Page 253—Paragraph 137; read:

Seasonal occurrence of North Atlantic right whales: In seasons and in areas where right whales may occur, vessel operators should maintain a sharp lookout and proceed with caution. An area designated as right whale critical habitat (calving ground) includes waters between 31°15'N. and 30°15'N., (approximately from the mouth of the Altamaha River, GA to Jacksonville, FL from the shoreline to 15 nautical mile offshore); and between 30°15'N. and 28°00'N., (approximately from Jacksonville, FL to Sebastian Inlet, FL from the shoreline to 5 nautical miles offshore). Occasionally in the calving season, right whales have been sighted as far north as Georgetown, SC and as far south as St. Lucie Inlet, FL. In September through December, right whales migrate to the calving ground from critical habitats off of New England and Canada. In January through April, right whales and their calves migrate northward from the critical habitat feeding grounds off of New England and Canada. Migrating whales often occur within 25 to 30 nautical miles offshore along the east coast. Right whales occur seasonally off the Virginia coast (peak season: February through April, and October through December); in the approaches of Beaufort, Morehead City, and Wilmington, NC (peak season: October through April); in the approaches to Georgetown and Charleston Harbor, SC (peak season: October through April); and in the approaches to Savannah, GA (peak season: November through April). Seasonal right whale advisories and sighting reports are broadcast periodically for these areas by Coast Guard Broadcast Notice to Mariners, NAV-TEX, NOAA Weather Radio, and in the return message from the Right Whale Mandatory Ship Reporting (MSR) system.

(CL 1025/04) 34/04

Page 253—Paragraph 138, line 2; read:
reaches lengths of 45 to 60 feet and is black in color.

(CL 1004/04) 34/04

Page 253—Paragraph 139, line 2; read:
permit, a dedicated seasonal-program (December through March) of overflights ...

(CL 1004/04) 34/04

Page 253—Paragraph 139, line 6 to Paragraph 140; read:
purposes. Survey planes occasionally contact ship Masters to communicate right whale sightings directly to the bridge.

COAST PILOT 4 (Continued)

However, many right whales go undetected.

Precautions: The National Marine Fisheries Service recommends the following precautionary measures be taken to avoid North Atlantic right whales.

(CL 1004/04) 34/04

Page 253—Paragraph 141, line 3; read:
to Mariners, NAVTEX, NOAA Weather Radio, Mandatory Ship Reporting (MSR) system, and other sources for recent ...

(CL 1004/04) 34/04

Page 253—Paragraph 142, line 3 to Paragraph 146; read:
lookouts familiar with spotting whales.

When planning passage along the southeast coast, attempt to avoid transit through the right whale critical habitat during calving season by remaining offshore and plan to minimize travel distances through the critical habitat when entering or leaving port. Anticipate delays due to whale sightings.

When the ability to spot whales is reduced (e.g. night, fog, rain, etc), mariners should bear in mind that reduced speed may minimize the risk of ship strikes.

Local ships' pilots may also provide additional information of the known locations of right whales and local safe vessel operating procedures.

(CL 1004/04) 34/04

COAST PILOT 4 35 Ed 2003 Change No. 44

Page 255—Paragraph 161 to Paragraph 162, line 2; read:

Mandatory Ship Reporting (MSR) Systems (WHALESNORTH and WHALESSOUTH), have been established within the following areas:

Northeastern reporting system

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows:

From a point on Cape Ann, MA at
42°39'N., 70°37'W., thence northeast to
42°45'N., 70°13'W., thence southeast to
42°10'N., 68°31'W., thence south to
41°00'N., 68°31'W., thence west to
41°00'N., 69°17'W., thence northwest to
42°05'N., 70°02'W., thence west to
42°04'N., 70°10'W., and thence along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann, MA at
42°39'N., 70°37'W.

Southeastern reporting system

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90-nautical mile (170-kilometer) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to 80°51.6'W., with the southern and northern boundaries at 30°00'N., and 31°27'N., respectively.

Mandatory Ship Reporting (MSR) systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast

Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, page 155, for limits and regulations.) Sovereign immune vessels are exempt from the requirements to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern ...

(CL 1004/04) 34/04

Page 255—Paragraph 188; read:

Mariners should check all MSR messages carefully before transmittal to ensure the messages include the correct address and correct format. Additional comments in the message will preclude message receipt by the MSR system. Failure to receive a timely return message from the MSR system, providing locations of recent right whale sightings and precautionary guidance, should be reported to the local Marine Safety Office of the U.S. Coast Guard.

(CL 1004/04) 34/04

Page 273—Paragraph 11, line 3; read:

Pilot 3, Atlantic Coast-Sandy Hook to Cape Henry.**North Atlantic Right Whales**

Endangered North Atlantic right whales often occur within 25 to 30 nautical miles off of the Virginia coast (peak season: February through April, and October through December) and the North Carolina coast (peak season: October through April). (See **North Atlantic right whales**, indexed as such, chapter 3).

(CL 1025/04) 34/04

Page 297—Paragraph 7, line 8; read:

4 days per month.

North Atlantic Right Whales

Endangered North Atlantic right whales often occur within 25 to 30 nautical miles off of the North Carolina coast, and may occur in the approaches of the deepwater ports of Morehead City and Wilmington, and the smaller port of Beaufort (peak season: October through April) (See **North Atlantic right whales**, indexed as such, chapter 3).

(CL 1025/04) 34/04

Page 319—Paragraph 9, line 9; read:

storm is over open water.

North Atlantic Right Whales

Endangered North Atlantic right whales often occur within 25 to 30 nautical miles off of the North Carolina and South Carolina coasts (peak season: October through April). (See **North Atlantic right whales**, indexed as such, chapter 3).

(CL 1025/04) 34/04

Page 341—Paragraph 10, line 7; read:

showers.

COAST PILOT 4 (Continued)**North Atlantic Right Whales**

Endangered North Atlantic right whales often occur within 25 to 30 nautical miles off of the South Carolina and Georgia coasts, in the approaches to Charleston Harbor (peak season: October through April) and Savannah (peak season: November through April). It is illegal to approach closer than 500 yards of any right whale. (See **50 CFR 224.103(c)**, chapter 2, for limits and regulations.) (See **North Atlantic right whales**, indexed as such, chapter 3).
(CL 1025/04) 34/04

Page 359—Paragraph 10; read:

North Atlantic Right Whales

The northern limit of the right whale critical habitat is just south of Altamaha Sound **31°15'N**. from the coast out 15 nautical miles (see **50 CFR 226.203(c)**, chapter 2). Right whales have been sighted as far north as Savannah River in the calving season, generally December through March. In March and April, right whales accompanied by calves migrate northward from the critical habitat, often within 20 miles of the coast to summer feeding grounds off New England. (See **North Atlantic right whales**, indexed as such, chapter 3). It is illegal to approach closer than 500 yards of any right whale. (See **50 CFR 224.103(c)**, chapter 2, for limits, regulations, and exceptions.)
(CL 1004/04; 50 CFR 226; 50 CFR 224) 34/04

Page 368—Paragraph 123; strike out.

(NOS/04; CL 1004/04) 34/04

Page 381—Paragraph 4, line 7 to Paragraph 5; read: northeasterly or northerly winds.

North Atlantic Right Whales

Approaches to the St. Johns River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2, for limits, regulations, and exceptions.) Special precautions may be needed to protect and avoid these animals. (See **North Atlantic right whales**, indexed as such, chapter 3).
(CL 1004/04) 34/04

COAST PILOT 4 35 Ed 2003 Change No. 45

Page 124—Paragraph 1681, lines 5 to 6; read: are consolidated into three reports (sailing plan, position, and final).
(FR 7/1/04) 34/04

Page 131—Paragraph 1777, line 8; read: approved material is available for inspection at the Office of the Federal ...
(CL 941/04; FR 6/23/04) 34/04

Page 249—Paragraph 48, line 2; read: Lucie Shoal Lighted Buoy 12.
(LL/04; 33/03 CG7) 34/04

Page 250—Paragraph 65, line 6; read: passing 1 mile eastward of Miami Lighted Buoy ...
(LL/04) 34/04

Page 284—Paragraph 163, line 2; read: westward of Croatan Sound Approach Light 3CS, but entrance ...
(LL/04) 34/04

Page 291—Paragraph 249, lines 3 to 4; read: daybeacons. In October 2003, the privately dredged entrance channel had a reported controlling depth of 6.1 ...
(DB 5393) 34/04

Page 338—Paragraph 200, lines 6 to 7; read: bridge at **Mount Pleasant**. In June 2003, the reported controlling depth was 6.0 feet to the highway bridge. Shem ...
(DB 1909) 34/04

Page 349—Paragraph 88, line 18; read: Creek, forming flats. In 1999-2004, the creek had a reported ...
(DB 6024) 34/04

Page 349—Paragraph 89, lines 3 to 4; read: and extends 6 miles into Hilton Head Island. In May 2004, the reported controlling depth was 8.1 feet for a ...
(DB 6019) 34/04

Page 427—Paragraph 320, line 8; read: cut opposite the basin. In May 2004, the controlling ...
(CL 968/04) 34/04

Page 457—Paragraph 85, lines 3 to 4; read: October 2003, the privately dredged entrance channel had a reported controlling depth of 6.1 feet. Several ...
(DB 5393) 34/04

COAST PILOT 4 35 Ed 2003 Change No. 46

Page 142—Paragraphs 2083 to 2085; read:
(6) Knows the speed and direction of the current, and the set, drift, and tidal state for the area to be transited;
(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed and direction of the current, and local speed-limits; and
(8) Monitors the voyage plan required by §164.80.
(CL 922/04; FR 6/18/04) 34/04

COAST PILOT 4 (Continued)

Page 142—Paragraph 2095, line 3; read:

of charting gear; and of the winch brake, if installed.

(c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any combination of these services—

(A) Within a limited geographic area, such as fleet-ing-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.
(CL 922/04; FR 6/18/04) 34/04

COAST PILOT 4 35 Ed 2003 Change No. 47

Page 306—Paragraph 108, line 16 to Paragraph 110; read: small craft.

A wreck, covered 12 feet, is on Frying Pan Shoals about 16 miles west-northwestward of the Frying Pan Shoals Lighted Buoy 16.
(LL/04; 46/03 CG5; NOS 11536) 34/04

Page 312—Paragraph 129, line 4; read: Lighted Buoy 16.
(LL/04; 46/03 CG5) 34/04

Page 322—Paragraph 41, line 2; read: sea buoy from Frying Pan Shoals Lighted Buoy 16. When coming ...
(LL/04; 46/03 CG5) 34/04

Page 348—Paragraph 78, line 10; read: **and 117.921**, chapter 2, for drawbridge regulations.) In July 2004, a replacement fixed bridge was under construction with a design clearance of 45 feet.
(CL 1052/04) 34/04

Page 348—Paragraph 85, line 3; read: of Tybee Light (32°01'20"N., 80°50'44"W.). The entrance ...
(LL/04; 03/03 CG7) 34/04

Page 349—Paragraph 88, line 5; read: Bluffton was 6.0 feet in April 2004. The river is marked ...
(DB 5737) 34/04

Page 360—Paragraph 20, line 2; read: southward of Tybee Light (32°01'20"N., 80°50'44"W.).
(LL/04) 34/04

Page 370—Paragraph 153, lines 3 to 4; read: In April 2004, the channel in Back River had a midchannel controlling depth of 2.5 feet to its junction ...
(CL 746/04) 34/04

Page 393—Paragraph 143, line 2; read: the vicinity of Ortega River Light 1.
(LL/04) 34/04

Page 438—Paragraph 45, lines 2 to 3; read: Light, is marked by **Pacific Reef Light** (25°22'15"N., 80°08'31"W.), 44 feet above the easter and shown from a ...
(LL/04; 28/04 CG7) 34/04

COAST PILOT 4 (Continued)

Page 466—Paragraph 217, lines 5 to 7; read:
is a more sheltered route in easterly weather. In April 2004, the midchannel controlling depths were 2.5 feet in Back River and 1.5 feet in Plantation Creek. Although ...
(CL 746/04) 34/04

Page 467—Paragraph 224, lines 9 to 12; read:
Cumberland River at **Mile 695.8**. In April 2004, the midchannel controlling depths were 6.0 feet in Umbrella Cut, 4.5 feet in Umbrella Creek, 6.5 feet in Dover Creek, and 6.5 feet in Floyd Creek. In 1981, a wreck was ...
(CL 746/04) 34/04

COAST PILOT 4 35 Ed 2003 Change No. 48

Page 98—Paragraph 1121, line 1; read:
§117.299 Loxahatchee River.
The draw of the Florida East Coast Railway Bridge ...
(FR 7/19/04) 34/04

Page 102—Paragraph 1215; read:
(b) [Reserved]
(CL 1073/04; FR 7/19/04) 34/04

Page 145—Paragraph 2151, line 9 to Paragraph 2157; read:
1983.

(b) *Regulations.* Notwithstanding the provisions of 33 CFR 334.440 (e)(2)(i), no vessel may enter the safety zone described in Paragraph (a) of this section while weapons firing exercises are in progress, except as provided in Paragraph (c) of this section or unless permitted by the Captain of the Port (COTP) Wilmington.

(1) Red warning flags or red warning lights will be displayed on towers located at both end of the safety zone (Bear Creek and Cedar Point) while firing exercises are in progress. The flags or lights will be displayed by 8 a.m. on days where firing exercises are scheduled, and will be removed at the end of the firing exercise.

(2) A Coast Guard or U.S. Navy vessel will patrol each end of the safety zone to ensure the public is aware that firing exercises are in progress and that the firing area is clear of vessel traffic before weapons are fired.

(c) *General information.*

(1) *Announcements.* The COTP Wilmington will announce the specific times and locations of firing exercises by Broadcast Notice to Mariners and Local Notice to Mariners. Normally, weapons firing for each firing exercise is limited to a 2-nautical-mile portion of the safety zone. The COTP may issue general permission to transit all or specified parts of the safety zone outside of the actual firing area or if firing is temporarily stopped. This general permission will be announced in a Local Notice to Mariners and Broadcast Notice to Mariners.

(2) *Camp Lejeune Artillery Operations.* Artillery weapons firing over the AICW from Marine Corps Base Camp Lejeune will be suspended and vessels permitted to transit the specified 2-nautical-mile firing area for a 1-hour period beginning at the start of each odd-numbered hour local time (e.g., 9 a.m.; 1 p.m.). A vessel may not enter the spec-

ified firing area unless it will be able to complete its transit of the firing area before firing exercises are scheduled to re-start.

(3) *Atlantic Ocean Naval Gunnery live fire operations.* Naval gunnery live fire operations over the AICW from off shore on the Atlantic Ocean may be conducted for periods not to exceed 4 hours, then suspended and vessels permitted to transmit the specified two-mile firing area for a minimum of one hour before firing may resume. A vessel may not enter the specified firing area unless it will be able to complete its transit of the firing area before firing exercises are scheduled to re-start.

(d) *Contact information.* U.S. Navy safety vessels may be contacted on VHF marine band radio channels 13 (156.65 MHz) and 16 (156.8 MHz). The Captain of the Port may be contacted at the Marine Safety Office Wilmington, NC by telephone at 1 (877) 229-0770 or (910) 770-2200.
(CL 1098/04; FR 07/13/04) 34/04

Page 461—Paragraph 147, lines 4 to 5; read:
draw. The bridgetender ...
(CL 1073/04; FR 7/19/04) 34/04

Page 482—Paragraph 464, line 8; read:
of 4 feet. (See **117.299**, chapter 2, for drawbridge regulations.)
(FR 7/19/04) 34/04

**COAST PILOT 5 32 Ed 2004 Change No. 7
LAST NM 33/04**

Page 149—Paragraph 2231, line 1; read:
(6) Knows the speed and direction of the current, and the ...
(CL 922/04; FR 6/18/04) 34/04

Page 149—Paragraph 2234; strike out.
(CL 922/04; FR 6/18/04) 34/04

Page 149—Paragraph 2245 to Page 150—Paragraph 2254; read:

(c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any combination of these services—

(A) Within a limited geographic area, such as fleet-ing-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt

COAST PILOT 5 (Continued)

from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 922/04; FR 6/18/04)

34/04

**COAST PILOT 6 34 Ed 2004 Change No. 9
LAST NM 31/04**

Page 113—Paragraph 1624, line 1; read:

(6) Knows the speed and direction of the current, and the

...

(CL 922/04; FR 6/18/04)

34/04

Page 113—Paragraph 1627; strike out.

(CL 922/04; FR 6/18/04)

34/04

Page 113—Paragraphs 1638 to 1647; read:

(c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any combination of these services—

(A) Within a limited geographic area, such as fleet-ing-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise chartered, and operated by the United States Government or by a government of a foreign country; and that is not engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to

COAST PILOT 8 (Continued)

(2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 922/04; FR 6/18/04)

34/04

COAST PILOT 9 21 Ed 2003 Change No. 30
LAST NM 31/04

Page 91—Paragraph 1000, line 3; read:
the permission of the Captain of the Port.

§165.T17-030 Port Valdez and Valdez Narrows, Valdez, Alaska-security zones.

(a) The following areas are security zones—

(1) *Trans-Alaska Pipelines (TAPS) Valdez Terminal complex (Terminal), Valdez, Alaska and TAPS Tank Vessels.* All waters enclosed within a line beginning on the southern shoreline of Port Valdez at 61°04'25"N., 146°26'18"W.; thence northerly to yellow buoy at 61°

06'25"N., 146°26'18"W.; thence east to the yellow buoy at 61°06'25"N., 146°21'20"W.; thence south to 61°04'25"N., 146°21'20"W.; thence west along the shoreline and including the area 2000 yards inland along the shoreline to the beginning point. This security zone encompasses all waters approximately 1 mile north, east and west of the TAPS Terminal between Allison Creek (61°05'08"N., 146°21'15"W.) and Sawmill Spit (61°05'08"N., 146°26'19"W.).

(2) *Tank Vessel Moving Security Zone.* All waters within 200 yards of any TAPS tank vessel maneuvering to approach, moor, unmoor or depart the TAPS Terminal or transiting, maneuvering, laying to or anchored within the boundaries of the Captain of the Port, Prince William Sound Zone described in 33 CFR 3.85-20(b).

(3) *Valdez Narrows, Port Valdez, Valdez, Alaska.* All waters approximately 200 yards either side of the Valdez Narrows Tanker Optimum Track line bounded by a line beginning at 61°05'15"N., 146°37'18"W.; thence south west to 61°04'00"N., 146°39'52"W.; thence southerly to 61°02'32.5"N., 146°41'25"W.; thence north west to 61°02'40.5"N., 146°41'47"W.; thence north east to 61°04'07.5"N., 146°40'15"W.; thence north east to 61°05'22"N., 146°37'38"W.; thence south east back to the starting point at 61°05'15"N., 146°37'18"W.

(i) The Valdez Narrows Tanker Optimum Track line is a line commencing at 61°05'23"N., 146°37'22.5"W.; thence southwesterly to 61°04'03.2"N., 146°40'03.2"W.; thence southerly to 61°03'00"N., 146°41'12"W.

(ii) This security zone encompasses all waters within approximately 200 yards on either side of the Valdez Narrows Optimum Track line.

(b) *Regulations.* (1) The general regulations governing security zones contained in 33 CFR 165.33 apply.

(2) Tank vessels transiting directly to the TAPS terminal complex, engaged in the movement of oil from the terminal or fuel to the terminal, and vessels used to provide assistance or support to the tank vessels directly transiting to the terminal, or to the terminal itself, and that have reported their movements to the Vessel Traffic Service, as required under 33 CFR part 161 and §165.1704, may operate as necessary to ensure safe passage of tank vessels to and from the terminal.

(3) All persons and vessels must comply with the instructions of the Coast Guard Captain of the Port and the designated on-scene patrol personnel. These personnel comprise commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a vessel displaying a U.S. Coast Guard ensign by siren, radio, flashing light, or other means, the operator of the vessel must proceed as directed. Coast Guard Auxiliary and local or state agencies may be present to inform vessel operators of the requirements of this section and other applicable laws.

(FR 5/19/04)

34/04