UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 4 35 Ed 2003 Change No. 13
LAST NM 39/03

Page 142—Paragraphs 2083 to 2084; read:

(6) Knows the speed and direction of the current, 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-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03) 42/03

Page 142—Paragraph 2085, line 4 to Paragraph 2086, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03) 42/03

Page 142—Paragraph 2095, line 3; read:

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

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. 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);

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

(2) 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 §164.78 and (b) of §164.82);

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

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

(5) Pre-departure checklists;

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

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

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

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

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 4 35 Ed 2003 Change No. 14

Page 182—Paragraph 3009, line 16 to Paragraph 3010; read:

Resources").

§226.203 Critical Habitat for North Atlantic right whales

North Atlantic Right Whale (Eubalaena glacialis)

(FR 4/10/03) 42/03

Page 305—Paragraph 88, lines 7 to 8; read:

the Intracoastal Waterway; in July 2003, the midchannel controlling depth was 6.4 feet. Both channels are subject to ...

(BP 181355) 42/03

Page 460—Paragraph 116, lines 6 to 8; read:

available. In August 2002-July 2003, the controlling depth in the dredged Intracoastal Waterway channel to the Cape Fear River junction was 8 feet. Mariners are cautioned ...

(BP 181433; BPs 178690-91) 42/03

Page 460—Paragraph 117, lines 6 to 7; read:

11.5 miles above Snows Cut. In July 2003, the controlling depth was 8.3 feet in Wilmington Short Cut.

(BP 181337) 42/03