

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 9 22 Ed 2004 Change No. 1
LAST NM 38/04

Page 1—Paragraph 2; read:

Amendments to this publication are issued through NOS website <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>, U.S. Coast Guard Local Notices to Mariners website <http://www.navcen.uscg.gov/lnm/default.htm>, and National Geospatial-Intelligence Agency Notices to Mariners website <http://pollux.nss.nga.mil/untm/>.

(NOS/04) 39/04

Page 35—Paragraph 576, lines 1 to 3; read:

National Oceanic and Atmospheric Administration: The U.S. Department of Commerce National Oceanic and Atmospheric Administration ...

(CL 1121/04) 39/04

Page 76—Paragraph 626, line 8; read:

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

(CL 941/04; FR 6/23/04) 39/04

Page 88—Paragraph 952 to Paragraph 956, line 1; 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-limits; and

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

§164.80 Tests, inspections, and voyage planning.

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

(CL 922/04; FR 6/18/04; CL 879/03; FR 4/29/03) 39/04

Page 88—Paragraph 965, line 3 to Page 89—Paragraph 975; read:

of chafing 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) 39/04

Page 91—Paragraph 1035, line 7; read:

buoy at 61°06'25"N., 146°21'20"W.; thence south to ...

(FR 5/19/04) 39/04

Page 502—Paragraph 53; read:

Electronic versions of the Local Notices to Mariners are posted weekly on the U.S. Coast Guard Navigation Center's website at: <http://www.navcen.uscg.gov/lnm/default.htm>. The National Geospatial-Intelligence Agency Notices to Mariners are available at: <http://pollux.nss.nga.mil/untm/>.

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