UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 40 Ed 2007 Change No. 12
LAST NM 22/07

Page 20—Paragraph 338 to Page 21—Paragraph 359; read:

Emergency Position Indicating Radiobeacons (EPIRBs), are designed to save your life if you get into trouble by alerting rescue authorities and indicating your location. EPIRB types are described in the accompanying table.

EPIRB Types		
Type	Frequency	Description
Cat I	406/121.5 MHz	Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world. Recognized by the Global Maritime and Distress Safety System (GMDSS).
Cat II	406/121.5 MHz	Similar to Category I, except is manually activated. (Some models are also water activated).

406 MHz EPIRBs (Category I, II): The 406 MHz EPIRB was designed to operate with satellites. The signal frequency (406 MHz) has been designated internationally to be used only for distress. Other communications and interference are not allowed on this frequency. Its signal allows a satellite local user terminal to accurately locate the EPIRB and identify the vessel (the signal is encoded with the vessel's identity) anywhere in the world (there is no range limitation). These devices are detectable not only by COSPAS-SARSAT satellites which are polar orbiting, but also by geostationary GOES weather satellites. EPIRBs detected by the GEOSAR system, consisting of GOES and other geostationary satellites, send rescue authorities an instant alert, but without location information unless the EPIRB is equipped with an integral GPS receiver. EPIRBs detected by COSPAS-SARSAT (e.g. TIROS N) satellites provide rescue authorities location of distress, but location and sometimes alerting may be delayed as much as an hour or two. These EPIRBs also include a 121.5 MHz homing signal, allowing aircraft and rescue craft to quickly find the vessel in distress. These are the only type of EPIRB which must be certified by Coast Guard approved independent laboratories before they can be sold in the United States.

A new type of 406 MHz EPIRB, having an integral GPS navigation receiver, became available in 1998. This EPIRB will send accurate location as well as identification information to rescue authorities immediately upon activation through both geostationary (GEOSAR) and polar orbiting satellites. These types of EPIRB are the best you can buy.

406 MHz emergency locating transmitters (ELTs) for aircraft are currently available and 406 MHz personnel locating beacons (PLBs) are also available.

The Coast Guard recommends you purchase a 406 MHz EPIRB, preferably one with an integral GPS navigation receiver. A Cat I EPIRB should be purchased if it can be installed properly.

Proper registration of your 406 MHz EPIRB is intended to save your life, and is mandated by Federal Communications Commission regulations; the Coast Guard is enforcing this FCC registration rule.

If you purchase a new or a used 406 MHz EPIRB, you MUST register it with NOAA. If you change your boat, your address, or your primary phone number, you MUST re-register your EPIRB with NOAA. If you sell your EPIRB, make sure the purchaser re-registers the EPIRB, or you may be called by the Coast Guard if it later becomes activated. An FCC ship station license is no longer required to purchase or carry an EPIRB. Download or request 406 MHz EPIRB registration forms from www.sarsat.noaa.gov/beacon.html, and mail or fax completed forms to:

SARSAT Beacon Registration
E/SP3, Room 3320, FB-4
NOAA
5200 Auth Road
Suitland, MD 20746-4304

or call toll free at **1-888-212-SAVE** (1-888-212-7283) for further information or a copy of the registration form. From outside the U.S., call: 1-301-457-5430 or fax: 301-568-8649 for further information. Forms may be requested by phone or fax, or downloaded by computer (above). There is no charge for this service. IT MAY SAVE YOUR LIFE.

(47 CFR 80; 16/07 CG9; 14/07 CG9; DD 9023) 23/07

COAST PILOT 3 40 Ed 2007 Change No. 13

Page 176—Paragraph 183, line 6; read:

availability of tugs.)

Dead Ship Tows

The Captain of the Port (COTP) Delaware Bay has determined that a dead ship is a hazardous condition and that special attention needs to be paid to the movement of these vessels. Responsible parties, their surveyors and towing companies maintain ultimate responsibility for conducting a safe tow. The authority to control, approve, and monitor dead ship tows is derived from Title 33, Code of Federal Regulations (CFR), Part 160.111 (c) and Part 160.215. (See Chapter 2 of this Coast Pilot.)

Requirements to ensure a safe dead ship tow within or transiting through Sector Delaware Bay Regulated Navigation Area, Title 33 CFR, Part 165.510 (see Chapter 2 of this Coast Pilot):

1. Towing companies (excluding commercial salvage companies) contracted to conduct a dead-ship tow of any commercial, Department of Defense (DOD), ex-commercial or ex-DOD vessel (regardless of length) must submit a proposal to the Coast Guard Sector Delaware Bay Waterways Management Branch. For vessels being towed within the port, the proposal must be submitted at least **48 hours** before the start of the towing operation. If the vessel is to be towed out of port, the proposal must be submitted at least **5 days** in advance. Proposals may be submitted via fax at (215) 271-4903 during business hours, or (215) 271- 4833 after business hours. A follow-up telephone call to (215) 271-4889 during business hours or (215) 271-4807 after business hours is required to ensure the pro-

posal was received. When received, the Sector will evaluate the proposal and send a return letter by fax. If a tow of more than one dead-ship is planned, a more detailed tow plan must be submitted to the Sector for approval.

2. Depending on the particulars of the vessel being towed (age, extended lay up status, vessel condition, etc.), the COTP Delaware Bay may require that additional safety precautions be established before the tow is authorized. This may include requirements such as obtaining a marine surveyor's report attesting to the vessel's seaworthiness for the desired tow or allowing a representative from Sector Delaware Bay to examine the vessel to verify seaworthiness, pollution potential, and the adequacy of the towing arrangement. Nothing in this policy relieves the vessel owner or agent from any of the requirements regarding vessel safety and the protection of the environment specified in the applicable sections of 46 CFR "Shipping", and 33 CFR "Navigation and Navigable Waters." (See Chapter 2 of this Coast Pilot.)

3. Once the tow begins, the licensed person-in-charge is responsible for the safe execution of the dead-ship tow. This includes ensuring adequate under keel clearance over the route and adequate vertical clearance when passing under overhead obstructions. Additionally, the monitoring of the tow's stability and structural adequacy throughout the tow is the responsibility of the person-in-charge.

4. Approval for a dead-ship tow will be voided if any changes are made to the information submitted with the original request.

5. Sector Delaware Bay will issue a Notice to Mariners that will be broadcast on VHF-FM Channel 16 while the dead-ship tow is being conducted in the COTP Delaware Bay zone to advise other vessels to use caution when in the vicinity of the tow.

(CL 548/07) 23/07