

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 1 **37 Ed 2007** **Change No. 16**
LAST NM 7/08

Page 142—Paragraph 39, lines 5 to 17; read:
grounds off Florida, Georgia and South Carolina. Right whales may occur along this migratory corridor from November through April. Because right whales mate, rest, feed and nurse their young at the surface and often do not move out of the way of oncoming ships, they are highly vulnerable to being struck by ships. Calves traveling north with their mothers from the southern calving grounds appear to be particularly vulnerable to collision with ships. Ship strikes are one of two known sources of human-related mortality.
(CL 1092/07) 8/08

Page 142—Paragraph 40, line 8; read:
May), the Great South Channel (March through July), ...
(CL 1092/07) 8/08

Page 142—Paragraph 40, lines 15 to 16; read:
southern coast of Nantucket Island (November through April), Block Island ...
(CL 1092/07) 8/08

Page 142—Paragraph 40, lines 20 to 25; read:
Island Sound (November through April), the southern side of Long Island (November through April), and the Traffic Approach Lanes to the Ports of New York and New Jersey (November through April). Two areas are federally designated ...
(CL 1092/07) 8/08

Page 142—Paragraph 40, line 30 to Paragraph 41; read:
Canadian whale conservation area. Seasonal right whale advisories and sighting reports are broadcast periodically for these areas by Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, Cape Cod Canal Vessel Traffic Control, the Bay of Fundy Traffic Control, and are included in the return message from the Right Whale Mandatory Ship Reporting (MSR) systems.
(CL 1092/07) 8/08

Page 144—Paragraph 43, line 8 to Paragraph 44; read:
purposes. Many right whales however, go undetected. Sighting information may be obtained by sending an email to: ne.rw.sightings@noaa.gov.

Amended Boston Traffic Separation Scheme: As of July 1, 2007, the east-west leg of the Boston TSS has been shifted approximately 12° to the north to redirect ship traffic from an area of considerably lower whale density. Use of the amended Boston TSS is expected to significantly reduce the risk of adverse interactions with right whales and other large

whales. Refer to Notice to Mariners, Chapter 11 (U.S. Coast Pilot 1) and NOS Charts 13270, 13267, 13246, 13260, and 13200 for further information about the Boston Traffic Separation Scheme.

Precautions: NOAA recommends the following precautionary measures be taken to avoid North Atlantic right whales.
(CL 1092/07) 8/08

Page 144—Paragraph 45, line 5 to Paragraph 48; read:
Traffic Control, Mandatory Ship Reporting (MSR) system return messages (for MSR system reporting requirements, see Mandatory Ship Reporting system later in this chapter), and other sources for recent right whale sighting reports. Request sighting information and safe vessel operating procedures when making initial radio contact with local harbor pilots.

Review right whale identification materials and maintain a sharp watch with lookouts familiar with spotting whales.

Reduce speed to 10 knots or less when consistent with safe navigation.

Attempt to avoid night-time transits.

Minimize travel distances through the area whenever possible.

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 speeds below 10 knots, when consistent with safe navigation, will minimize the risk of ship strikes.

(CL 1092/07; DD 10278) 8/08

Page 144—Paragraph 49, line 1; read:
To reduce the likelihood of ship strikes with right whales, all vessels traveling in Cape Cod Bay are advised to use the Recommended Two-Way Whale Avoidance Routes. The “Two-Way” routes were developed from an analysis of historical right whale use to reduce the likelihood of ship strikes of endangered North Atlantic right whales. A Recommended Two-Way Whale Avoidance Track has also been established for vessels traveling between the Cape Cod Canal and Provincetown. Caution: Full bottom coverage surveys have not been conducted within the entire route nor along the entire track, so uncharted dangers may exist. Local ships’ pilots may also provide additional information ...
(CL 1092/07; DD 10278) 8/08

Page 144—Paragraph 51, lines 2 to 4; read:
along the intended track of a large vessel, mariners should exercise caution and proceed at speeds of 10 knots or less

within 8 nautical miles of the sighting location, when consistent with safety of ...
(CL 1092/07; DD 10278) 8/08

Page 144—Paragraph 54, line 1; read:
Location and time of the accident or sighting ...
(CL 1092/07) 8/08

Page 145—Paragraph 74, line 3; read:
U.S. Coast Guard upon entering two designated reporting ...
(DD 10278) 8/08

Page 401—Paragraph 50, lines 4 to 5; read:
the most endangered large whale species in the world. The designated Northern ...
(DD 10278) 8/08

Page 401—Paragraph 51, line 5; read:
recommended routes when traveling in Cape Cod ...
(DD 10278) 8/08

Page 402—Paragraph 53, line 1; read:
(a) Reduce speed to below 10 knots when consistent ...
(DD 10278) 8/08

Page 402—Paragraph 56, line 8; read:
speeds of below 10 knots, when consistent with safety ...
(DD 10278) 8/08