

Page 32—Table; read:

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
1A	156.050	156.050	Port Operations and Commercial, VTS. (see footnote 2).
5A	156.250	156.250	Port Operations or VTS (see footnote 1).
6	156.300	156.300	Intership Safety.
7A	156.350	156.350	Commercial.
8	156.400	156.400	Commercial (Intership only).
9	156.450	156.450	Boater Calling. Commercial and Non-Commercial.
10	156.500	156.500	Commercial.
11	156.550	156.550	Commercial. VTS in selected areas.
12	156.600	156.600	Port Operations. VTS in selected areas.
13	156.650	156.650	Intership Navigation Safety (Bridge-to-bridge). (see footnote 4).
14	156.700	156.700	Port Operations. VTS in selected areas.
15	-----	156.750	Environmental (Receive only). Used by Class C EPIRBs.
16	156.800	156.800	International Distress, Safety and Calling. (See footnote 5).
17	156.850	156.850	State Control.
18A	156.900	156.900	Commercial.
19A	156.950	156.950	Commercial.
20	157.000	161.600	Port Operations (duplex).
20A	157.000	157.000	Port Operations.
21A	157.050	157.050	U.S. Coast Guard only.
22A	157.100	157.100	Coast Guard Liaison/Maritime Safety Information Broadcasts. (Channel 16).
23A	157.150	157.150	U.S. Coast Guard only.
24	157.200	161.800	Public Correspondence (Marine Operator).
25	157.250	161.850	Public Correspondence (Marine Operator).
26	157.300	161.900	Public Correspondence (Marine Operator).
27	157.350	161.950	Public Correspondence (Marine Operator).
28	157.400	162.000	Public Correspondence (Marine Operator).
63A	156.175	156.175	Port Operations and Commercial, VTS. (see footnote 2).
65A	156.275	156.275	Port Operations.
66A	156.325	156.325	Port Operations.
67	156.375	156.375	Commercial. (see footnote 3).
68	156.425	156.425	Non-Commercial.
69	156.475	156.475	Non-Commercial.
70	156.525	156.525	Digital Selective Calling (voice communications not allowed).
71	156.575	156.575	Non-Commercial.
72	156.625	156.625	Non-Commercial (Intership only).
73	156.675	156.675	Port Operations.
74	156.725	156.725	Port Operations.
77	156.875	156.875	Port Operations (Intership only).
78A	156.925	156.925	Non-Commercial.
79A	156.975	156.975	Commercial. Non-Commercial in Great Lakes only.

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
80A	157.025	157.025	Commercial. Non-Commercial in Great Lakes only.
81A	157.075	157.075	U.S. Government only-Environmental protection operations.
82A	157.125	157.125	U.S. Government only.
83A	157.175	157.175	U.S. Coast Guard only.
84	157.225	161.825	Public Correspondence (Marine Operator).
85	157.275	161.875	Public Correspondence (Marine Operator).
86	157.325	161.925	Public Correspondence (Marine Operator).
87	157.375	161.975	Public Correspondence (Marine Operator).
88	157.425	162.025	Public Correspondence only near Canadian border.
88A	157.425	157.425	Commercial, Intership only.

Footnotes to table:

1. Houston, New Orleans, and Seattle areas.
2. Available only in New Orleans/Lower Mississippi area.
3. Used for Bridge-to-Bridge communications in Lower Mississippi River. Intership only.
4. Ships >20m in length maintain a listening watch on this channel in US waters.
5. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.

(CL 1606/99)

Page 53—Paragraph 604; read:

(a) The draw of the Newburyport US1 Bridge, mile 3.4, shall operate as follows:

(1) From May 1 through November 15, from 6 a.m. to 10 p.m., the draw shall open on signal; except that, from Memorial Day through Labor Day, from 6 a.m. to 10 p.m., the draw shall open 6 a.m. to 10 p.m., the draw shall open on signal only on the hour and half hour.

(2) At all other times the draw shall open on signal after at least a one-hour advance notice is given by calling the number posted at the bridge.

(CL 709/00; FR 4/27/00) 51/00

Page 245—Paragraph 157, lines 4 to 8; read:

March 2000, the channel had a controlling depth of 40 feet to about 0.3 mile below the drawbridge; thence in 1996, 30 feet to head of the project. The bridge has a retractile span with a channel width of 39 feet and a clearance of 6 feet. (See **117.1 through 117.59 and 117.617**, chapter 5, for drawbridge regulations.) In February 1999, the non-operational retractile drawbridge was being replaced with a multispan fixed highway bridge with a design clearance of 6 feet.

(CL 1128/00; BPs 171763-65; CL 562/97;  
BPs 161251-52; CL 254/99) 51/00

Page 256—Paragraph 118, lines 4 to 5; read:

northwestward of the entrance, marks the approach. In July 2000, the controlling depths were 5 feet in the east half and shoaling to bare in the west half west of the channel in about 41°45'18"N., 70°09'12"W., and ...

(BP 172265; CL 1408/00) 51/00

**COAST PILOT 1 31 Ed 1998 Change No. 20**

51/00

Page 168—Paragraph 549, lines 2 to 10; read:

River at the head of navigation. Three fixed highway bridges and a railroad swing bridge connect Bangor with Brewer. The first bridge has a clearance of 74 feet and the second has a clearance of 22 feet. There is no navigation above the third bridge. The river between the second and third bridge is used only to moor small craft. A dam crosses the Penobscot River 1 mile above the fourth bridge.

(CL 1434/00) 51/00

Page 188—Paragraph 376; read:

The Maine Central Railroad lift bridge crosses the Kennebec River at Bath to Woolwich. The vertical lift span has a clearance of 10 feet down and 135 feet up. (See **117.1 through 117.59 and 117.525**, chapter 2, for drawbridge regulations.) The U.S. Route 1 highway bridge, just north of the railroad bridge, has a fixed span with a clearance of 70 feet.

(CL 1419/00; CL 582/98) 51/00

Page 189—Paragraph 395, lines 1 to 3; read:

A fixed highway bridge, with a clearance of 40 feet, crosses the Androscoggin River about 7.7 miles above the entrance to the bay. The Main Central Railroad bridge crosses the river just above the highway bridge and has a fixed span with a clearance of 20 feet. The U.S. ...

(CL 1417/00) 51/00

Page 197—Paragraph 580, line 3 to Paragraph 581; read:

clearance of 25 feet. Overhead power cables with a clearance of 68 feet over the main channel cross the waterway north-eastward of the bridge.

(LL/2000; 51/99 CG1; NOS 13290) 51/00

Page 204—Paragraph 739, line 2 to Paragraph 740; read:  
now of little commercial importance and mostly dries out.

There is an oil-handling berth that has 3 feet reported alongside on the north side of the entrance to the cove, outside the railroad bridge.

An approach channel to Back Cove, north of Fish Point, has a project depth of 30 feet to the Canadian National Railway bridge. Above this bridge, the project depths are 14 feet to the U.S.1 highway bridge, thence 12 feet in the channel along the east side of Back Cove.

(CL 454/98) 51/00

Page 204—Paragraph 741, line 6; read:  
with a clearance of 29 feet.

(CL 1416/00) 51/00

Page 216—Paragraph 277, lines 2 to 3; read:  
a fixed span with a clearance of 6½ feet, crosses the creek and joins Kittery Point with Kittery. In 1998, a replacement bridge with a design clearance of 6 feet was under construction alongside the existing bridge. About 0.2 mile above this bridge, the ...

(CL 1418/00; CL 1322/98) 51/00