

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 1      33 Ed 2003      Change No. 14  
LAST NM 39/03

Page 61—Paragraph 212, line 10 to Page 62—Paragraph 213, line 1; read:  
map or chart being used.

Subpart A—Special Anchorage Areas

§110.4 Penobscot Bay, Maine.

(a) *Rockland Harbor*. Beginning at a point bearing 244°, 1,715 yards, from Rockland Breakwater Light; thence 260°, 490 yards, to a point bearing 248° from Rockland Breakwater Light; thence 350°, 580 yards, to a point bearing 263° from Rockland Breakwater Light; thence 83°, 480 yards, to a point bearing 263° from Rockland Breakwater Light; and thence 169°, 550 yards, to the point of beginning. This area is limited to vessels no greater than 20 meters in length.

**Note to paragraph (a):** This area is primarily for use by yachts and other recreational craft. Temporary floats or buoy for marking the location of the anchor may be used. All moorings shall be so placed that no vessel, when anchored, shall at any time extend beyond the limits of the area. All anchoring in the area shall be under the supervision of the local harbormaster or such authority as may be designated by authorities of the City of Rockland, Maine. Requests for placement of mooring buoys shall be directed to the local government. Fixed mooring piles or stakes are prohibited.

(b) [Reserved].

§110.5 Casco Bay, Maine

(a) Beals Cove, west side of Orrs Island, Harpswell.  
(FR 7/31/03)      42/03

Page 66—Paragraph 336; read:

(a) *The anchorage grounds*—(1) *Anchorage A*. Beginning at a point bearing 158°, 1,075 yards, from Rockland Breakwater Light; thence 252°, 2,020 yards, to a point bearing 224° from Rockland Breakwater Light; thence 345°, 740 yards, to a point bearing 242° from Rockland Breakwater Light; thence 72°, 1,300 yards, to a point bearing 222° from Rockland Breakwater Light; and thence 120°, 1,000 yards, to the point of beginning.

(FR 7/31/03)      42/03

Page 66—Paragraphs 338 to 340; read:

(b) *The regulations*. (1) Anchorages A and B are general anchorage grounds reserved for merchant vessels, commercial vessels or passenger vessels over 65 feet in length. Fixed moorings, piles or stakes are prohibited.

(2) A distance of approximately 500 yards shall be left between Anchorages A and B for vessels entering or departing from the Port of Rockland. A distance of approximately 100 yards shall be left between Anchorage A and the Special Anchorage Area for vessels entering or departing facilities in the vicinity of Atlantic Point. Any vessel anchored in these anchorages shall be capable of moving and when ordered to move by the Captain of the

Port shall do so with reasonable promptness.  
(FR 7/31/03)      42/03

Page 243—Paragraph 369, line 4; read:  
in Rockland Harbor. (See 110.1, 110.4, and 110.32, chapter ...  
(FR 7/31/03)      42/03

COAST PILOT 1      33 Ed 2003      Change No. 15  
Page 112—Paragraphs 1407 to 1408; 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 112—Paragraph 1409, line 4 to Paragraph 1410, 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)      42/03

Page 112—Paragraph 1419, 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 1                    33 Ed 2003                    Change No. 16**  
Page 117—Paragraph 1548; insert after:

**§165.105 Security Zones; Passenger Vessels, Portland, Maine, Captain of the Port Zone.**

(a) *Definition.* "Passenger vessel" as used in this section means a passenger vessel over 100 gross tons authorized to carry more than 500 passengers for hire making voyages, any part of which is on the high seas, and for which passengers are embarked, disembarked or pay a port call, in the Portland, Maine, Captain of the Port zone as delineated in 33 CFR 3.05-15.

(b) *Location.* The following areas are security zones:

(1) All navigable waters within the Portland, Maine, Captain of the Port Zone, extending from the surface to the sea floor, within a 100-yard radius of any passenger vessel that is anchored, moored, or in the process of mooring.

(2) All navigable waters, within the Portland, Maine, Captain of the Port Zone, extending from the surface to the sea floor, extending 200 yards ahead, and 100 yards astern and astern of any passenger vessel that is underway.

(c) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into or movement within these zones is prohibited unless previously authorized by the Coast Guard Captain of the Port, Portland, Maine (COTP) or his designated representative.

(2) All persons and vessels must comply with the instructions of the COTP or the designated on-scene Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state and federal law enforcement vessels. Emergency response vessels are authorized to move within the zone, but must abide by restrictions imposed by the COTP or his designated representative.

(3) No person may swim upon or below the surface of the water within the boundaries of these security zones unless previously authorized by the COTP or his designated representative.

(d) *Enforcement.* The Captain of the Port will enforce these zones and may enlist the aid and cooperation of any Federal, state, county, municipal, or private agency to assist in the enforcement of the regulation.

(FR 4/28/03)

42/03

**COAST PILOT 1                    33 Ed 2003                    Change No. 17**  
Page 116—Paragraph 1543, line 3 to Paragraph 1548, line

6; read:

zone.

**§165.103 Safety and Security Zones; LPG Vessel Transits in Portland, Maine, Captain of the Port Zone, Portsmouth Harbor, Portsmouth, New Hampshire.**

(a) *Location.* The following areas are safety and security zones: (1) Except as provided in paragraph (a) (2) of this section, all navigable waters of the Portland, Maine, Captain of the Port zone, as defined in 33 CFR 3.05-15, one mile ahead, one half mile astern, and 1000-yards on either side of any Liquefied Petroleum Gas vessel.

(2) All waters of the Piscataqua River within a 500-yard radius of any Liquefied Petroleum Gas (LPG) vessel while it is moored at the LPG receiving facility on the Piscataqua River, Newington, New Hampshire.

(b) *Definitions.* For purposes of this section, navigable waters of the United States includes all waters of the territorial sea as described in Presidential Proclamation No. 5928 of December 27, 1988. Presidential Proclamation No. 5928 of December 27, 1988 declared that the territorial sea of the United States extends to 12 nautical miles from the baseline of the United States.

(c) *Regulations.* (1) In accordance with the general regulations in §§165.23 and 165.33 of this part, entry into or movement within these zones is prohibited unless previously authorized by the Captain of the Port (COTP), Portland, Maine.

(2) All persons and vessels shall comply with the instructions of the COTP or the designated on-scene U.S. Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state, and federal law enforcement vessels. Emergency response vessels are authorized to move within the zone, but must abide by restrictions imposed by the Captain of the Port.

(3) No person may swim upon or below the surface of the water within the boundaries of the safety and security zones unless previously authorized by the Captain of the Port, Portland, Maine or his authorized patrol representative.

(d) The Captain of the Port will notify the maritime community and local agencies of periods during which these safety and security zones will be in effect by providing notice of arrivals and departures of LPG vessels via the telephone and/or Marine Safety Information Radio Broadcasts.

(FR 9/4/02)

42/03

Page 131—Paragraph 1856, line 16 to Paragraph 1857; read:  
Resources").

**§226.203 Critical Habitat for North Atlantic right whales**  
North Atlantic Right Whale (*Eubalaena glacialis*)

(FR 4/10/03)

42/03

**COAST PILOT 1                    33 Ed 2003                    Change No. 18**

Page 136—Paragraph 33, line 7; read:  
Bank (peak season: July through September), Jeffreys ...  
(NOS/03) 42/03

Page 136—Paragraph 33, line 19; read:  
Stellwagen Bank and Jeffreys Ledge are located in the ...  
(NOS/03) 42/03

Page 139—Paragraph 87, line 3; read:  
southward of Matinicus Rock Light. Jeffreys Ledge is a  
feeding ...  
(NOS/03) 42/03

Page 164—Paragraph 51, line 3; read:  
of 9 feet or more. Pilotage is optional for fishing vessels and  
vessels powered predominately by sail.  
(CL 2205/02) 42/03

Page 194—Paragraph 73, line 3; read:  
feet or more. Pilotage is optional for fishing vessels and ves-  
sels powered predominately by sail. Pilotage can be arranged  
through ship's ...  
(CL 2205/02) 42/03

Page 267—Paragraph 91; read:  
Pilotage is compulsory for all foreign vessels, and for U.S.  
vessels under registry with a draft of 9 feet or more. Pilotage  
is optional for fishing vessels and vessels powered predomi-  
nantly by sail.  
(CL 2205/02) 42/03

Page 272—Paragraph 174, line 2; read:  
U.S. vessels under registry with a draft of 9 feet or more.  
Pilotage is optional for fishing vessels and vessels powered  
predominantly by sail. Pilots are available to take ...  
(CL 2205/02) 42/03

Page 273—Paragraph 197, line 1; read:  
**Cameron Point Light 7** (43°51'05"N., 69°40'06"W.), ...  
(17/03 CG1; LL/03) 42/03

Page 276—Paragraph 226, line 2; read:  
foreign vessels and U.S. vessels under registry with a draft of  
9 feet or greater. Pilotage is optional for fishing vessels and  
vessels powered predominately by sail. Pilot services ...  
(CL 2205/02) 42/03

Page 282—Paragraph 333, line 2; read:  
vessels under registry with a draft of 9 feet or greater. Pilot-  
age is optional for fishing vessels and vessels powered pre-  
dominately by sail. Pen-Bar Pilots offers pilotage for ...  
(CL 2205/02) 42/03

Page 298—Paragraph 606, line 5; read:  
Island and Cow Island. A buoy marks the northwest extrem-  
ity of the ledge.  
(22/03 CG1) 42/03