

COAST PILOT 5 (Continued)

Page 265—Paragraph 249, lines 4 to 12; insert after:

Petersburg and **Bayboro Harbor**. In April 2008, the controlling depths were 19 feet in Point Pinellas channel, thence 21 feet in the entrance channel to the turning basin at the Port of St. Petersburg with depths of 21 to 23 feet in the basin, except for shoaling in the SE corner near Light 10, thence 15 feet to the basin at Bayboro Harbor with 10 to 12 feet available in the basin, except for lesser depths along the S edge.

(DDs 12422-37; DD 13765) 18/09

**COAST PILOT 7 41 Ed 2009 Change No. 15
LAST NM 16/09**

Page 86—Paragraph 917, line 2; read:

than 1600 gross tons shall, at all times, have a licensed or credentialed ...

(CL 438/09; FR 3/16/09) 18/09

Page 112—Paragraph 1641; read:

§117.1031 Chehalis River.

The draw of the SR 101 highway bridge, mile 0.1, Aberdeen shall open on signal from 5 a.m. to 9 p.m., except that from 7:15 a.m. to 8:15 a.m. and 4:15 p.m. to 5:15 p.m., Monday through Friday, except Federal holidays, the draw need not open for vessels less than 5000 gross tons. At all other times, the draw shall open on signal if at least one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal is one prolonged blast followed by one short blast.

(FR 3/25/09) 18/09

Page 114—Paragraphs 1673 to 1674; read:

(c) The draw of the Simpson Avenue Bridge, mile 0.5, at Hoquiam, shall open on signal if at least one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal is two prolonged blasts followed by one short blast.

(d) The draw of the Riverside Avenue Bridge, mile 0.9, Hoquiam, shall open on signal if at least one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal is two prolonged blasts followed by two short blasts.

(FR 3/25/09) 18/09

Page 116—Paragraph 1718; read:

(c) The draws of the Heron Street Bridge, mile 0.2, and the Wishkah Street Bridge, mile 0.4, at Aberdeen, shall open on signal if at least one hour notice is given by telephone to the Washington State Department of Transportation. The opening signal for both bridges is one prolonged blast followed by two short blasts.

(FR 3/25/09) 18/09

Page 128—Paragraph 2011, lines 1 to 2; read:

(4) While underway, does not have at least one deck officer on the navigation bridge who is capable ...

(CL 438/09; FR 3/16/09) 18/09

Page 149—Paragraph 2431, line 7 to Paragraph 2432; read: at least an engineer with an appropriately endorsed license or merchant mariner credential.

(c) Each tanker must navigate with at least two deck officers with an appropriately endorsed license or merchant mariner credential on watch on the bridge, one of whom may be a pilot. In waters where a pilot is required, the second officer, must be an individual holding an appropriately endorsed license or merchant mariner credential and assigned to the vessel as master, mate, or officer in charge of a navigational watch, who is separate and distinct from the pilot.

(CL 438/09; FR 3/16/09) 18/09

Page 155—Paragraph 2614; insert after:

Merchant mariner credential or MMC means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.

(CL 438/09; FR 3/16/09) 18/09

Page 183—Paragraph 3350, line 4; read:

Zone by a master holding a license or merchant mariner credential issued in the U.S. to carry passenger ...

(CL 438/09; FR 3/16/09) 18/09

Page 241—Paragraph 4635, lines 2 to 4; read:

commerce are required to use a pilot holding a valid MMC or license with appropriate endorsement as a first-class pilot when operating in the navigable ...

(CL 438/09; FR 3/16/09) 18/09

Page 409—Paragraph 33, lines 15 to 18; read:

In January 2009, the controlling depth was 13 feet in the entrance channel to the access channel, with lesser depths to 7 feet along the edges; thence in February 2008, the controlling depth was 9 feet in the access channel, with lesser depths to 8 feet along the edges.

(CL 240/09; CE/09) 18/09

Page 552—Paragraph 422, lines 7 to 8; read:

Commencement Bay.

(NOS 18445) 18/09

**COAST PILOT 9 26 Ed 2008 Change No. 9
LAST NM 13/09**

Page 213—Paragraph 1192, lines 2 to 3; read:

there are no outlying dangers other than a submerged wreck covered ½-fathom about 1.33 miles **352°** from the N end of the Deep Water Dock at 59°37'32"N., 151°25'11"W. **Mud Bay** is within Coal Bay.

(DD 12878; DD 12034)

18/09

Page 213—Paragraph 1195, line 5; read:

mile NNE of Coal Point, in 22 fathoms. Smaller vessels can anchor almost anywhere NE of the spit in 2 to 10 fathoms, mud bottom. Due to the large tidal range in Kachemak Bay, mariners should exercise caution when anchoring.

(DD 12878)

18/09