

COAST PILOT CORRECTIONS

**COAST PILOT 1 39 Ed 2009 Change No. 3
LAST NM 24/09**

Page 148—Paragraph 48; insert after:

Area to be avoided

In order to significantly reduce the risk of ship strikes to the North Atlantic right whale, an area to be avoided was established in the Great South Channel, east of the Boston Harbor traffic lanes. Ships of 300 gross tons and above should avoid the area bounded by lines connecting the following geographical positions:

41°44'08"N., 69°34'50"W.;

42°10'00"N., 68°31'00"W.;

41°24'53"N., 68°31'00"W.; and

40°50'28"N., 68°58'40"W. between the period of April 1 through July 31.

(CL 212/09; FR 10/10/08) 26/09

Page 379—Paragraph 7, lines 9 to 13; read:

miles centered in 40°35'01"N., 69°59'58"W. and intersected by the Traffic Separation Schemes at points in 40°23'45"N., 69°13'57"W. and 40°50'28"N., 68°58'40"W., and is bounded on the west by a line connecting the schemes at points in 40°36'46"N., 69°15'08"W. and 40°48'02"N., 69°02'57"W.

(CL 212/09) 26/09

Page 379—Paragraphs 11 to 14; read:

(ii) 42°18'17"N., 70°01'08"W., and

(iii) 40°49'15"N., 69°00'49"W.

Inbound traffic lane is a 1.5-mile-wide lane with a length of about 129 miles. Entering the traffic lane at a point in about 40°50'00"N., 68°59'30"W., a course of **333°** for about 100 miles, thence a course of **275°** for about 29 miles follows the centerline of the traffic lane to the junction with the precautionary area.

Outbound traffic lane is a 1.5-mile-wide lane with a length of about 127 miles. Entering the traffic lane at a point in about 42°19'30"N., 70°39'50"W., a course of **95°** for about 28 miles, thence a course of **153°** for about 99 miles follows the centerline of the traffic lane to the junction with the precautionary area; thence steer usual courses to destination.

(CL 212/09) 26/09

Page 379—Paragraph 15; insert after:

North Atlantic right whales feed and nurse in the area around the Traffic Separation Scheme (Boston). All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in three seasonal management areas. The

first, near Great South Channel, is defined as the waters bounded by:

42°30'N., 69°45'W.;

42°30'N., 67°27'W.;

42°09'N., 67°08'24"W.;

41°00'N., 69°05'W.;

41°40'N., 69°45'W.; thence back to starting point and the restrictions apply between April 1 and July 31. The second area, off Race Point, is defined as the waters bounded by:

42°04'56.5"N., 70°12'W.;

42°12'N., 70°12'W.;

42°12'N., 70°30'W.;

42°30'N., 70°30'W.;

42°30'N., 69°45'W.;

41°41'N., 69°45'W.; thence due west to the shore and the restrictions apply between March 1 and April 30. The final area is defined as all waters of Cape Cod Bay with a northern boundary of 42°41'56.5"N., 70°12'W., to 42°12'N., 70°12'W., thence due west back to shore and the restrictions apply between January 1 and May 15. (See 50 CFR 224.105 in chapter 2 for regulations, limitations, and exceptions.)

Area to be avoided

In order to significantly reduce the risk of ship strikes to the North Atlantic right whale, an area to be avoided was established in the Great South Channel, east of the Boston Harbor traffic lanes. Ships of 300 gross tons and above should avoid the area bounded by lines connecting the following geographical positions:

41°44'08"N., 69°34'50"W.;

42°10'00"N., 68°31'00"W.;

41°24'53"N., 68°31'00"W.; and

40°50'28"N., 68°58'40"W. between the period of April 1 through July 31.

(CL 212/09; FR 10/10/08) 26/09

Page 381—Paragraph 43, line 1; read:

Boston Light (42°19'41"N., 70°53'24"W.), 102 feet ...

(50/08 CG1) 26/09

**COAST PILOT 5 37 Ed 2009 Change No. 1
LAST NM 25/09**

Page 272—Paragraph 278, line 5; read:

Waterway with a clearance of 21 feet. The bridgetender ...

(CL 477/09) 26/09

Page 299—Paragraph 241, lines 1 to 2; read:

In Pensacola, the large water tank, a church ...

(CL 603/09) 26/09

COAST PILOT 5 (Continued)

Page 311—Paragraph 54, lines 4 to 5; read:
daybeacons. In February 2009, the controlling depth was 4.2 feet (4.9 feet at midchannel) from the entrance in Mobile Bay to the ...
(CL 453/09) 26/09

Page 311—Paragraph 61, lines 6 to 7; read:
Island Channel to the mouth of Dog River. In March 2009, the controlling depth was 6.7 feet to the highway ...
(CL 530/09) 26/09

Page 318—Paragraph 158, lines 11 to 14; read:
the anchorage basin to Dauphin Island Bay. In January 2009, the controlling depth was 4.3 feet (5.8 feet at midchannel) in the entrance channel to the basin, thence 5.7 to 6.5 feet in the basin, thence 3.8 feet (4.5 ...
(CL 451/09) 26/09

Page 418—Paragraph 58, line 6; read:
2, for drawbridge regulations.) In April 2009, the bridge was reportedly unable to open and a replacement fixed bridge was under construction with a design clearance of 65 feet. An overhead power cable ...
(15/09 CG8; CL 646/09) 26/09

Page 495—Paragraph 285; strike out.
(26/07 CG8) 26/09

COAST PILOT 5 37 Ed 2009 Change No. 2

Page 319—Paragraph 166, line 5; read:
March 2009, the controlling depths were 10.2 feet in the ...
(CL 528/09) 26/09

Page 437—Paragraph 309, lines 7 to 9; read:
Clear Creek to the railroad bridge at **League City**. In February 2009, the controlling depth was 7.0 feet in the entrance channel, thence 4.0 feet through Clear Lake, ...
(CL 594/09; CO 030/00) 26/09

Page 443—Paragraph 384, lines 2 to 6; read:
in March 2009, had a controlling depth of 10.0 feet to the 69th Street bridge, about 0.8 mile above the Houston Turning Basin, thence 6.0 feet (8.0 feet at midchannel) for about another 3.2 miles to the Jensen Street bridges, thence 4.0 feet (6.0 feet at midchannel) ...
(CL 594/09; CO 030/00) 26/09

Page 455—Paragraph 59, lines 8 to 9; read:
Intracoastal Waterway. In February 2009, the controlling depth was 3.9 feet (8.7 feet at midchannel) to about ...
(CL 594/09; CO 030/00) 26/09

Page 525—Paragraph 342, line 3; read:
for limits and regulations.) In 2009, it was reported that this area is no longer used for Naval weapons practices.
(DB 17759) 26/09

Page 526—Paragraph 354, line 3; read:
chapter 2, for limits and regulations.) In 2009, it was reported that this area is no longer used for Naval weapons practices.
(DB 17759) 26/09

Page 526—Paragraph 355, line 3; read:
limits and regulations.) In 2009, it was reported that this area is no longer used for Naval weapons practices.
(DB 17759) 26/09

Page 530—Paragraph 423, lines 2 to 3; read:
small craft. Fuel, water, electricity, pumpout, repairs, a marina store, and a lift capacity to 100 tons are available among other services. Vessels ...
(DB 17759) 26/09