

SECTION II  
NAVIGATION PUBLICATIONS

NM 52/99

USCG LIGHT LIST VOLUMES I - VII CORRECTIONS

<b>VOLUME VII</b>	<b>Ed 1999</b>	<b>LAST NM 48/99</b>
Page xxiii; Change Broadcast Site Pickford:		
<b>PICKFORD</b>	<b>309 200</b>	<b>835</b>
(USCG)	46 03 53 84 21 41 * * *	60
		52/99

**SAILING DIRECTIONS CORRECTIONS**

**PUB 120 1 Ed 1997 LAST NM 50/99**  
Page 38—Lines 9 to 17/R; read:

The International Convention on Civil Liability for Oil Pollution Damage 1992 (CLC) came into force on May 29, 1999 for Canada. All vessels covered by this convention are now required to carry a certificate showing that a contract of insurance or other security that satisfies the requirements of the 1992 CLC is in force with respect to the vessel. The area of application has now been extended to include voyages to offshore terminals within the Exclusive Economic Zone (EEZ). This means that some vessels previously exempt under the 1969 CLC may now be subject to the requirements for certification under the 1992 CLC. A 1992 CLC certificate is required for all ocean-going vessels carrying, in bulk as cargo, more than 2,000 tons of crude oil, fuel oil, heavy diesel oil, lubricating oil, or any other persistent hydrocarbon mineral oil that enters or leaves a port or offshore terminal within Canadian waters or the Canadian EEZ.

(5(957)99 Ottawa) 52/99

Page 188—Line 33/L; replace with below:  
New table title "KOSREP Message Reporting Formats" from back of this Subsection.  
(ROK NM 25/99) 52/99

**PUB 140 1 Ed 1997 LAST NM 32/99**  
Page 21—Lines 13 to 21/R; read:

The International Convention on Civil Liability for Oil Pollution Damage 1992 (CLC) came into force on May 29, 1999 for Canada. All vessels covered by this convention are now required to carry a certificate showing that a contract of insurance or other security that satisfies the requirements of the 1992 CLC is in force with respect to the vessel. The area of application has now been extended to include voyages to offshore terminals within the Exclusive Economic Zone (EEZ). This means that some vessels previously exempt under the 1969 CLC may now be subject to the requirements for certification under the 1992 CLC. A 1992 CLC certificate is required for all ocean-going vessels carrying, in bulk as cargo, more than 2,000 tons of crude oil, fuel oil, heavy diesel oil, lubricating oil, or any other persistent hydrocarbon

mineral oil that enters or leaves a port or offshore terminal within Canadian waters or the Canadian EEZ.  
(5(957)99 Ottawa) 52/99

Page 75—Paragraph 41; insert after:

**Nisos Karavia**

- a. 36°56'N, 23°29'E.
  - b. 36°42'N, 23°32'E
  - c. 36°41'N, 23°48'E.
  - d. 36°47'N, 23°55'E.
- (Gr Annual Notice No. 4 of 1999) 52/99

Page 75—Line 14/L; insert after:

**Koskina Evoia**

- a. 38°22'20"N, 24°12'50"E.
  - b. 38°32'45"N, 24°14'50"E.
  - c. 38°32'45"N, 24°17'40"E.
  - d. 38°24'15"N, 24°17'40"E.
- (Gr Annual Notice No. 4 of 1999) 52/99

Page 75—Line 43/L; insert after:

**Zakynthos**

- a. 37°12'N, 20°18'E.
  - b. 37°56'N, 20°00'E.
  - c. 37°56'N, 20°28'E.
  - d. 37°15'N, 20°49'E.
- (Gr Annual Notice No. 4 of 1999) 52/99

Page 76—Line 31/R; read:

Friday and Saturday from 0500 until sunset, by announcement.  
(Gr Annual Notice No. 4 of 1999) 52/99

Page 76—Line 35/R; read:

Area A1 is active daily from 0500 until sunset, except  
(Gr Annual Notice No. 4 of 1999) 52/99

Page 78—Line 17/L; insert after:

**Tris Mpoukes**

The area up to a distance of 250m from the coast extending from the point 38°47'15"N, 24°36'00"E to the point 38°46'15"N, 24°37'00"E.  
(Gr Annual Notice No. 5 of 1999) 52/99

**PUB 140 (Continued)**

Page 78—Line 43/L; insert after:

**Akra Limnonari**

The area up to a distance of 150m from the coast extending from the point 38°48'40"N, 24°40'30"E to the point 38°48'35"N, 24°40'40"E.

(Gr Annual Notice No. 5 of 1999) 52/99

Page 137—Line 2/L; insert after:

**Dangerous and Polluting Cargo**

Regulations are in force requiring vessels carrying dangerous or polluting cargo to submit departure and arrival reports and to complete a checklist. Departure reports are made prior to leaving port. Arrival reports are made by vessels arriving from countries other than Iceland or countries in the EEC.

The regulations, forms, and checklists are available from the Norwegian Coast Directorate, as follows:

1. Via the Internet at [www.kystdir.no](http://www.kystdir.no)
2. Via surface mail from:

Kystverket/HAZMAT  
Moleveien 7  
3187 Norten  
Norway

(BA NM 42/99, Section VI) 52/99

**PUB 158 6 Ed 1994 LAST NM 46/99**

Page 43—Line 22/R; read:  
miles.

**Caution.**—A voluntary traffic separation scheme has been established NW of O Shima. The traffic scheme should be adhered to as far as practicable in the interest of safe navigation.

(NIMA) 52/99

Page 80—Lines 15 to 26/R; read:

and 1 knot along Kami Shim. Vortices are generated.

**Traffic route.**—A voluntary traffic separation scheme has been established off Daio Saki, in the vicinity of the entrance to Ise Wan. The traffic scheme should be adhered to as far as practicable in the interest of safe navigation.

(NIMA) 52/99

Page 98—Line 41/R; read:

target up to 25 miles.

**Caution.**—A voluntary traffic separation scheme has been established off Shiono Misaki. The traffic scheme should be adhered to as far as practicable in the interest of safe navigation.

(NIMA) 52/99

Page 100—Line 15/L; read:

recedes and forms an open bay.

**Caution.**—A voluntary traffic separation scheme has been established off Ichie Saki. The traffic scheme should be adhered to as far as practicable in the interest of safe

navigation.

(NIMA) 52/99

**PUB 160 1 Ed 1998 LAST NM 50/99**

Page 32—Lines 5 to 6/L; read:

- b. 23°35'00"S, 42°45'06"W.
- c. 23°10'00"S, 42°45'06"W.

(NIMA) 52/99

**PUB 180 2 Ed 1997 LAST NM 31/99**

Page 73—Line 1/R; insert after:

**Regulations 79**

(NIMA) 52/99

Page 79—Line 1/L; read:

**Regulations**

Regulations are in force requiring vessels carrying dangerous or polluting cargo to submit departure and arrival reports and to complete a checklist. Departure reports are made prior to leaving port. Arrival reports are made by vessels arriving from countries other than Iceland or countries in the EEC.

The regulations, forms, and checklists are available from the Norwegian Coast Directorate, as follows:

1. Via the Internet at [www.kystdir.no](http://www.kystdir.no)
2. Via surface mail from:

Kystverket/HAZMAT  
Moleveien 7  
3187 Norten  
Norway

**Search and Rescue**

(BA NM 42/99, Section VI) 52/99

**PUB 191 8 Ed 1996 LAST NM 50/99**

Page 4—Line 13/R; insert after:

The United Kingdom Hydrographic Office publishes the Mariners' Routing Guide (chart 5500) which depicts routes through the English Channel, Dover Strait, and the S part of the North Sea as far as the entrance to Europoort. The guide also provides details concerning regulations, pilotage, and radio services.

The IMO has adopted a recommendation that all vessels navigating in the English Channel and Dover Strait should carry the latest edition of this guide or other equivalent publications.

(BA NP 27) 52/99

**PUB 192 6 Ed 1994 LAST NM 48/99**

Page 10—Line 9/R; read:

146m, there is a vertical clearance of 44m at MHWS

(BA NP 54) 52/99

Page 10—Lines 20 to 23/R; read:

1,000m apart. It has a general vertical clearance at MHWS of 45m (46m below the central white light), under the maintenance platforms. These platforms can be removed to

**PUB 192 (Continued)**

add an additional clearance of 2.45m.

(BA NP 54)

52/99

Page 122—Line 8/R; read:

letters as quoted by the Traffic Center, Hoek van Holland.

(BA NP 287 Vol. 7)

52/99

Page 129—Lines 45 to 46/L; read:

"Helicopter" followed by its registration letters as quoted by the Port Traffic Center.

(BA NP 287 Vol. 7)

52/99

**PUB 194            7 Ed 1996            LAST NM 50/99**

Page 156—Lines 29 to 30/R; read:

with depths of 4 to 5m alongside. Small vessels with drafts up to 4.5m can be accommodated alongside; however, cargo is no longer worked here.

(24(714)99 Norrkoping)

52/99

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## KOSREP Message Reporting Formats

Format	Sailing Plan	Position Report	Deviation Report	Final Report	Remarks
A/Vessel name/call sign//	R	R	R	R	
B/Date and time of departure or report//	R	R	O		See Note 1.
C/Latitude/longitude//		R			See Note 2.
E/Current course//	O	O	O		
F/Intended average speed//	O	O	O		See Note 3.
G/Port of departure/latitude/longitude//	R		O		See Note 2.
I/Port of destination/latitude/longitude/ETA//	R		O		See Note 2.
K/Port of arrival/latitude/longitude/time of arrival//				R	See Notes 1 and 2.
L/Navigation method/average speed/latitude/longitude/ETA/name of landmark or sea area//	R		O		See Notes 1, 2, 4, 5, and 6.
M/Current coastal radio station/next coastal radio station, if any//	O	O	O		
V/Onboard medical resources//	R		O		See Note 7.
X/Up to 65 characters of amplifying comments//	O	O	O	O	
Y/JASREP/AMVER/others//	R	R	R	R	See Note 8.
<p><b>KEY</b>  R Required  O Optional</p> <p><b>Notes:</b>  1. Expressed as a six-digit group, DDHHMM, using UTC, where DD is the date (from 01 to 31), HH is the hour (from 00 to 23) and MM is minutes (from 00 to 59), followed by Z.  2. Latitude is expressed as a four-digit group, DDMM, where DD is degrees (from 00 to 90) and MM is minutes (from 00 to 59), followed by N or S.  3. Average speed is a three-digit group expressed in terms of knots and tenths of knots.  4. Requires at least three waypoints, up to a maximum of 12.  5. For navigation method, use "Coastal" for coastal navigation, "RL" for rhumb line, and "GC" for great circle.  6. Average speed to next waypoint is a three-digit group expressed in terms of knots and tenths of knots.  7. Choose from "MD" for physician, "PA" for physician's assistant or health supervisor, "NURSE," or "NONE."  8. Used when a dual participation in KOSREP, JASREP, AMVER, or other system is desired.</p>					

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