

**SECTION II**  
**NAVIGATION PUBLICATIONS**

**NM 13/01**

**SAILING DIRECTIONS CORRECTIONS**

**PUB 157            8 Ed 2000            LAST NM 12/01**

Page 17—Lines 7 to 10/R; read:  
fairway has a least depth of 8.5m and is spanned by a new bridge (2001), with a vertical clearance of 15m and a maximum width of 11m. The overhead power lines have been incorporated into the Chilcheon bridge.  
(42(530)00 Inchon) 13/01

**PUB 158            7 Ed 2000            LAST NM 12/01**

Page 99—Line 29/L; insert after:  
New graphic titled "Shiono Misaki" from back of this Subsection.  
(NIMA) 13/01

Page 100—Line 2/R; insert after:  
New graphic titled "Ichie Saki" from back of this Subsection.  
(NIMA) 13/01

**PUB 175            6 Ed 1994            LAST NM 45/00**

Page 49—Lines 33 to 35/L; read:  
130°45'E.), with a least known depth of 9.8m, sand and coral, lies about 72 miles NNE of Cape Van  
(18(498)00 Wollongong) 13/01

Page 51—Line 5/R; read:  
Fenton Patches; obstructions lie about 1 mile SE and 1 mile S  
(US CH 74393) 13/01

Page 52—Line 4/R; read:  
130°40'E.), with a least depth of 2.3m and marked  
(US CH 74393) 13/01

Page 52—Line 15/R; read:  
depths of 2.3 to 10.0m, extends about 6.5 miles NW of  
(US CH 74394) 13/01

Page 52—Line 23/R; read:  
depth of 6.3m, lies 2 miles WSW of East Point and is  
(US CH 74394) 13/01

Page 53—Lines 28 to 52/R; read:  
approach. Berth 3E and Berth 3W, on the outer side of the wharf, are each 146m long, with an alongside depth of 9m. Bulk, container, and general cargo are handled.

Berth 4E and Berth 4W are located on the inner side of Stokes Hill Wharf. Each berth is 80m long, with an alongside depth of 4.5m. Fishing vessels and pleasure craft, with a maximum length of 70m and a maximum draft of 4.5m, can be accommodated.

Bulk Ore Wharf, also called Berth 1, is a dolphin-type berth with a face length of 142m; mooring dolphins are located 69m E and W of the wharf. The wharf can accommodate vessels up to 250m long, with a maximum draft of 11.5m, to discharge bulk petroleum, sulfuric acid, and LP gas.

New Fort Hill Wharf stands close NE of Bulk Ore Wharf. Berth 2W and Berth 2E are each 150m long, with an alongside depth of 12m. Vessels with a maximum draft of 11.7m can be accommodated.  
(PUBS 007/2001) 13/01

Page 54—Line 15/L; insert after:  
East Arm Port is located about 2.5 miles ESE of Fort Point. The berthing face is 490m long, with depths of 13 to 14m alongside. Vessels up to 246m long, with a maximum draft of 12.8m, can be accommodated. Bulk cargo, general cargo, and livestock are handled at this facility.  
(PUBS 007/2001; US NM 18/74394/99) 13/01

Page 55—Graphic; strike out.  
(US CH 74394) 13/01

Page 68—Lines 19 to 25/L; read:  
Other shoal areas, best seen on the chart, lie between Barton Shoal and **Mangola Shoal** (11°40'S., 125°07'E.), which has a least known depth of 9m and lies about 22 miles SW of Barton Shoal.  
(US CH 74460) 13/01

Page 68—Lines 29 to 34/L; read:  
other banks in the vicinity are best seen on the chart.  
(US CH 74460) 13/01

Page 68—Line 41/L; read:  
known depth of 13.5m  
(US NM 5/74460/99) 13/01

Page 68—Lines 37 to 43/R; read:  
has a least known depth of 8.7m, and a 10.7m patch lies 4.5 miles ESE of it; both are located on an extensive bank with depths of 20m and less.  
**Woodbine Bank** (12°24'S., 123°30'E.), of sand and coral, with a least depth of 11.6m, lies 13 miles E of Johnson Bank. The 200m curve SW and SE of  
(US CH 74460; US NM 5/74460/99) 13/01

Page 110—Graphic; strike out.  
(US CH 74016) 13/01

Page 111—Lines 17 to 20/L; read:  
Range lights mark the preferred track leading E of Channel Rock. Range lights also mark the passage W of Channel Rock.  
(US NM 26/74016/99) 13/01

**PUB 175 (Continued)**

Page 120—Lines 40 to 46/R; read:

Buoy to the entrance of the dredged channel SSE of Courtenay Head. This channel, which is marked by lighted beacons, is maintained to a depth of 15.6m until it bifurcates about 1.5 miles N of the E extremity of East Intercourse Island. The SE channel, maintained to a depth of 15.3m and marked by lighted beacons, leads to the ore jetty at Parker Point. The SW channel, maintained to a depth of 15.5m and marked by lighted beacons, leads to the ore jetty on East Intercourse Island.

(US CH 74017; US NM 14/74017/99) 13/01

Page 121—Lines 41 to 42/R; read:

boards N of the Sea Buoy, about 6.5 miles NNE of Courtenay Head Light. The pilot boat is equipped with

(US CH 74017; 16(449)00 Wollongong) 13/01

Page 134—Lines 6 to 8/R; read:

A light is shown from the  
(24(687)00 Wollongong) 13/01

Page 153—Lines 11 to 12/L; read:

jetties in the S part of the sound. These channels are dredged to a depth of 14.7m.

(Lloyd's Ports; Guide to Port Entry;  
US CH 74582) 13/01

Page 250—Lines 4 to 7/R; strike out.

(19(529)00 Wollongong) 13/01

Page 255—Line 4/L; read:

Fish havens, marked by a buoy, lie off the coast  
(US NM 16/75134/99) 13/01

Page 256—Line 35/L; insert after:

A fourth set of power cables, with a vertical clearance of 59m, spans the river about 0.6 mile above the Quarantine Station.

(19(531)00 Wollongong; US CH 75132) 13/01

Page 257—Lines 25 to 27/R; read:

Vessels anchor, according to their draft,  
(US NM 7/75134/01) 13/01

**PUB 180 2 Ed 1997 LAST NM 9/01**

Page 106—Lines 43 to 50/L; read:

**Area No. 84.**—South of Mys Karbas—Lies within the area enclosed by lines joining:

69°05.0'N, 33°27.0'E

69°05.8'N, 33°25.9'E

69°06.3'N, 33°25.6'E

69°06.4'N, 33°26.5'E

69°05.9'N, 33°26.7'E

69°05.1'N, 33°26.8'E

**Area No. 86.**—Southeast of Mys Mishukov—Lies within the area enclosed at position points from Mishukov Lighthouse (69°02.6'N., 33°02.8'E.):

345° 74m

079° 407m

129° 463m

187° 296m

227° 130m

**Area No. 87.**—Southeast of Mys Abram—Lies within the area enclosed at position points from Commercial Port Primary Cargo Area No. 1 Lighted Beacon (68°58.5'N., 33°03.7'E.):

201.5° 1,051m

203.2° 960m

196.5° 9173m

195.7° 1,015m

(BA NM 7/2001, Section IV) 13/01

**PUB 182 4 Ed 1998 LAST NM 10/01**

Page 71—Line 11/L; insert after:

**Pilotage.**—Pilotage is compulsory for Bergen. Pilots for Bergen are located in two positions:

1. Vessels approaching from the S (see paragraph 4.2) board the pilot at the W end of Korsfjorden, on the N side in the vicinity of Viksoy and Store Flesa, or at the entrance to Korsfjorden, about 1 mile N of Store Marstein.

2. Vessels approaching from the N board the pilot at Fedjeosen (see paragraph 4.16) either off Hellisoy Light, or off Homengra Light. When a pilot is prevented from boarding due to bad weather at the above locations, the pilot will then board E of Grisholmen, 0.25 mile N of Fedje.

See Pub. 180, Sailing Directions (Planning Guide) Arctic Ocean for additional information.

(PUBS 008/2001) 13/01

**PUB 191 9 Ed 2000 LAST NM 12/01**

Page 85—Lines 7 to 17/R; read:

terminus for the largest transatlantic liners. The port also provides extensive facilities for container and ro-ro traffic.

Bassin Theophile Ducrocq and Bassin Rene Coty extend along the S side of the port and form a large continuous tidal dock. A lock situated at the E end of this tidal dock leads into a number of constant level basins. A complex of wet docks, entered via locks at the W end, extends along the N side of the port.

(Fr SD C2.1) 13/01

Page 85—Lines 25 to 26/R; read:

time of HW varies within the duration of the HW stand depending on the phase of the moon.

(Fr SD C2.1) 13/01

Page 86—Lines 9 to 58/L; read:

The Approach Channel, which is navigation controlled, leads in an ESE direction through the coastal bank to the harbor entrance. It is 300m wide and maintained at a dredged depth of 15.5m on the range line. The channel is entered about 0.5 mile NE of LHA Lanby.

**PUB 191 (Continued)**

Tankers up to 300,000 dwt and 392m in length, with drafts of 19.2 to 20.7m, may enter the port, subject to tidal restrictions. Such vessels enter by day only and should arrive at LHA Lanby at least 3 hours prior to HW.

Vessels up to 150,000 dwt and 17m draft may enter Grand Canal du Havre. The recommended time for vessels of over 100,000 dwt to enter the port is 1 hour prior to HW.

**Facilities.**—Petite-Port, an extensive yacht marina with a depth of 3m, lies close inside the entrance, on the N side.

Bassin la Manche, lying 0.7 mile E of the entrance, is a tidal basin from which access to the wet dock complexes to the N and E is gained.

The small wet docks extending to the N of Bassin la Manche are entered through a gate, 8m wide, and are used by pleasure craft.

Bassin de la Citadelle, with a depth of 6.3m, is used by fishing vessels and port authority craft. It is entered through a lock situated at the NE end of Bassin la Manche. The lock is 75m long and 16m wide, with a depth of 1.7m over the sill.

Quinette-de-Rochemont Lock, at the E side of Bassin la Manche, provides entry to a wet dock system, which includes Bassin Bellot and Bassin de l'Eure. It is 232m long and 30m wide, with a depth of 4.5m over the sill. Vessels up to 180m in length and 26m beam can lock in. When the gates are open, vessels up to 210m in length can pass through.

Bassin Vauban and Bassin de la Barre are entered from the N end of Bassin de l'Eure through a passage 16m wide. Both of these basins are used by fishing vessels and port authority craft.

Sas Vetillart Lock, at the E end of Bassin Bellot, leads into Bassin Vetillart, Bassin Marcel Despujols, and then into Canal de Tancarville. It is 175m long and 27m wide, with a depth of 2m over the sill. Vessels up to 165m in length, 23m beam, and 8.5m draft can use this lock.

Bassin Theophile Ducrocq, about 2 miles long, is entered 0.6 mile ESE of the port entrance. Bassin Rene Coty extends 1 mile ENE from its E end.

Ecluse Francois Premier Lock, situated at the E end Bassin Rene Coty, leads into Grand Canal du Havre and several constant level basins. It is 400m long and 67m wide, with a depth of 14.5m over the sill. Vessels up to 320m in length, 55m beam, and 17m draft can use this lock.

Grande Canal du Havre, with depths up to 22m, extends E for about 6 miles from the lock. It is marked by buoys and provides berths for several large industrial complexes.

Darse de l'Ocean, a deep basin, extends about 1 mile SSE from Ecluse Francois Premier Lock.

Canal Bossiere leads NE from Ecluse Francois Premier Lock into Bassin de Lancement and Canal de Tancarville.

Several bridges, which may best be seen on the chart, span the passages leading between the basins. Generally, these bridges can be opened at any time during daylight and on request.

The port provides facilities for general cargo, tanker, chemical, bulk, ferry, ro-ro, reefer, passenger, container, LPG, and fishing vessels.

In addition, the port has several floating repair berths, which can handle vessels up to 300,000 dwt and 550m in

length, and a number of dry docks. The largest dry dock is 313m long and 38m wide.

**Berths.**—The port provides about 15 miles of total quayage with over 140 berths for commercial ships. The following is a list of the principal berths:

1. Bassin de la Manche—Terminal de Grande Bretagne, on the N side, has two ro-ro berths with depths of 5m, which can handle ferries up to 165m in length. Quay Roger Meunier, on the S side, is 500m long and has a depth of 8.5m alongside.

2. Bassin Bellot—Quai Hermann-du-Pasquier, for bulk cargo, on the S side, is 1,524m long and can handle vessels up to 210m in length and 8.5m draft.

3. Bassin Theophile Ducrocq—Quai Pierre Callet, on the NW side, is 720m long and has a depth of 10m alongside. Mole Central Ore Berth No. 6, on the NE side, is 240m in length and has a depth of 16m alongside. Oil Basin No. 1, on the SW side, is a methane berth for vessels up to 230m in length and 10m draft. Oil Port Berth No. 8, on the SE side, has a depth of 15m alongside.

4. Bassin Rene Coty—Terminal l'Atlantique, for containers, on the NW side, includes Quai de l'Atlantique, which is 800m long and has a depth of 12m alongside. Terminal Europe Atlantique, for containers, on the NE side, includes Quai des Ameriques, which is 500m long and has depths up to 13.4m alongside. Terminal de Normandie, for containers, on the S side, includes Quai de l'Asie, which is 620m long and has a depth of 13.1m alongside. Bassin du Pacific Terminal, for containers, on the SE side, includes Quai d'Osaka, which is 450m long and has a depth of 14.5m alongside. Oil Port Berth No. 10, on the SW side, has a depth of 19m alongside and can handle vessels up to 280,000 dwt.

5. Canal Bossiere — Terminal de l'Europe, for containers, on the SW side, includes Quai de l'Europe, which is 910m long.

6. Darse de l'Ocean — Quai de Bougainville, on the E side, is 1,625m long and can handle vessels up to 13m draft.

7. Grand Canal de Havre — Multivrac Bulk Center, situated on the S side about 3 miles E of the entrance, can handle vessels up to 150,000 dwt and 17m draft. Sogestrol Terminal Berths, on the N side about 0.8 mile E of the entrance, can handle chemical and LPG vessels up to 240m in length.

**Canal de Tancarville.**—Canal de Tancarville leads E for about 12 miles to the locks at Tancarville, where it connects with La Seine Maritime. At Gonfreville L'Orcher, about 2 miles E of Bassin de Lancement, there are berths for coastal cargo, tanker, and LPG vessels up to 100m in length and 5.3m draft. Between these berths and the locks at Tancarville the maximum permitted draft is 3.5m.

There are two locks leading into La Seine Maritime. The N most lock is 177m long and 28m wide, with a depth of 0.4m over the sill. The S most lock is 200m long and 23.8m wide, with a depth of 3m over the sill.

(Fr SD C2.1; BA NP 27; Lloyds Ports)

13/01

## PUB 191 (Continued)

Page 86—Lines 1 to 59/R; strike out.

(NIMA)

13/01

Page 87—Lines 1 to 59/L; strike out.

(NIMA)

13/01

Page 87—Lines 1 to 7/R; strike out.

(NIMA)

13/01

Page 87—Lines 9 to 40/R; read:

A lighted range, which may best be seen on the chart, indicates the Approach Channel. The range lights are intensified within 1° on each side of the alignment. The channel is also marked by lighted buoys. A directional sector light indicates the entrance fairway.

A light is shown from a prominent tower, 15m high, standing on the N breakwater head.

Numerous prominent oil tanks stand on Digue Ouest, which extends along the S part of the port. The church of Saint Joseph, with a conspicuous tower, stands about 0.5 mile NE of the harbor entrance.

A prominent signal station (port control tower) stands on Quai des Abeilles, about 0.5 mile E of the harbor entrance.

A powerful white light is shown occasionally in dense fog from a structure, 3m high, standing on the NW end of Quai de Roger Meunier, about 0.2 mile SE of the signal station tower.

For additional principal landmarks and aids in the vicinity of Le Havre, see paragraph 5.9.

(Fr SD C2.1; BA NP 27)

13/01

Page 87—Lines 42 to 54/R; read:

The limits of Le Havre Compulsory Pilotage Area are as follows:

1. The NE limit is a line joining Cap d'Antifer Light to position 49°46'N, 0°01'E.

2. The N limit is the parallel of 49°46'N.

3. The W limit is the meridian of LHA Lanby (0°10'W.).

4. The S limit is the parallel of 49°27'N.

5. The E limit is the E most extremity of Le Havre port.

Pilotage is compulsory for vessels of 70m or more in length, all vessels carrying dangerous cargo, and all vessels not equipped with VHF.

Vessels should send a request for pilotage 24 hours in advance or on departure from the last port of call. The message should include the vessel's name, call sign, draft, and any possible damage.

Vessels should then contact Le Havre Pilots or PH (for helicopter) 3 hours prior to arrival on VHF channel 12 or 20. Vessels must state name, call sign, possible technical problems, possibility of boarding by helicopter (winch or landing stage), and route (N or W).

The method of embarking the pilot will be specified to the vessel. After the pilot has boarded, instructions will be given on VHF channel 12 or 20.

Pilots board vessels calling for the first time at Le Havre in the following positions:

1. Vessels with a draft of 12m—49°30.7'N, 0°05.2'W.

2. Vessels with a draft of 16m—49°33.0'N, 0°09.8'W.

3. Vessels with a draft of 18m—49°34.4'N, 0°14.0'W.

4. Vessels with a draft between those specified in 1, 2, and 3 above—in a position between the specified boarding positions.

Pilots board vessels calling for the first time at Port du Havre-Antifer about 1 mile N of Antifer A5 lighted buoy (49°46'N., 0°17'W.).

(Fr SD C2.1; BA NP 286)

13/01

Page 88—Lines 1 to 21/L; strike out.

(NIMA)

13/01

Page 88—Lines 23 to 27/L; strike out.

(NIMA)

13/01

Page 88—Lines 1 to 22/R; strike out.

(NIMA)

13/01

Page 88—Lines 24 to 37/R; read:

A Vessel Traffic Service (VTS) Identification Zone for vessels navigating in the Baie de la Seine has been established for the purpose of facilitating recognition of vessels bound to or from the ports of Port du Havre-Antifer, Le Havre, Rouen, and Caen-Quistreham. The zone is bounded by an arc of radius 22 miles centered on Cap de Le Heve Light. For further information, see paragraph 5.9.

Special regulations and reporting procedures apply to vessels carrying hydrocarbons or dangerous substances bound for or sailing from Port du Havre-Antifer, Le Havre, Rouen, and other La Seine ports. For further information pertaining to these special regulations, see paragraph 5.9.

Vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes should consider the Navigation Controlled Approach Channel to be a Mandatory Access Channel.

(NIMA)

13/01

Page 88—Lines 39 to 51/R; read:

Designated Waiting Areas, within which vessels bound for the port may anchor, lie in the approaches to the Estuary of the Seine and may best be seen on the chart. For further details, see paragraph 5.9.

(NIMA)

13/01

Page 89—Graphic/strike out.

(Fr SD C2.1)

13/01

Page 90—Lines 1 to 2/L; strike out.

(NIMA)

13/01

Page 90—Lines 4 to 22/L; read:

The alongside depths stated in the description of the port are approximate. The port authority of Le Havre does not

**PUB 191 (Continued)**

provide exact figures for drafts permitted alongside the quays. The actual depths may be less due to siltation within the basins between the dredging schedules. The port authority publishes a quarterly timetable showing the maximum admissible drafts for large vessels for each tide.

Vessels are advised to consult the port authority for the latest depths within the constant level basins and the wet dock systems prior to arrival.

For additional cautions, see paragraph 5.9.

(Fr SD C2.1; BA NP 27) 13/01

Page 92—Graphic/strike out.  
(Fr SD C2.1) 13/01

**COAST PILOT CORRECTIONS****COAST PILOT 2            30 Ed 1998            Change No. 26  
LAST NM 8/01**

Page 65—Paragraph 1227, line 1; read:  
(c) The draw of the CSX Transportation bridge, mile 146.2 between ...  
(33 CFR 117.791) 13/01

Page 125—Paragraph 90, lines 2 to 4; read:  
Roads for about 0.69 mile into Stage Harbor. The entrance is in an area of shifting sandbars and is subject to shoaling. In July 2000, the controlling depth in the dredged channel was 4.2 feet (9.9 feet at midchannel), with shoaling to bare along the edge of the channel in the right half.  
(BPs 172082-83; CL 1351/00) 13/01

Page 126—Paragraph 100, lines 4 to 7; read:  
The entrance is protected by jetties. In July 2000, the controlling depth was 4.1 feet to Buoy 4; thence in January-August 1998, 3.4 feet (5½ feet at midchannel) to the anchorage basin with depths of 4.6 to 6 feet in the basin except for lesser depths along south and east edges. In 1993, a submerged ...  
(BP 172481; CL 1549/00; BPs 169645-46) 13/01

Page 130—Paragraph 161, line 3; read:  
which in April 2000, had a reported controlling depth of 4.7 feet (6.2 feet at midchannel).  
(CL 14/01) 13/01

Page 136—Paragraph 35, lines 9 to 12; read:  
jetty. In April 2000, the reported controlling depths were 7½ feet (9.2 feet at midchannel) in the entrance channel to the inner harbor; thence in 1997, the controlling depths were 7½ feet (8 feet at midchannel) in the harbor, except for shoaling to 4½ feet at the upper end of the harbor along the NW side.  
(CL 14/01; BPs 171074-75; CL 614/00) 13/01

Page 157—Paragraph 128, line 7; read:  
16 and works on channel 13; call sign WQA-833. In October 2000, a replacement bascule bridge was under construction about 0.2 mile above the existing Brightman Street Bridge with a design clearance of 60 feet.

Between Fall ...  
(CL 1736/00) 13/01

Page 204—Paragraph 30, lines 4 to 9; read:  
yards, 8 feet down and 68 feet up; Peck Railroad bridge, bascule, 0.5 mile, 26 feet; Congress Street bridge, bascule, 0.6 mile, 8 feet; highway bridge, bascule, 0.7 mile, 4 feet. (See 117.1 ...  
(CL 1438/00; 36/99 CG1; CL 1336/99;  
CL 213/99; CL 1320/98) 13/01

Page 257—Paragraph 192, lines 11 to 14; read:  
Cropsey Avenue bridge. The creek is crossed by four fixed bridges having a least clearance of 2 feet. A boat yard about 0.8 mile above the creek ...  
(CL 1742/98; CL 900/91) 13/01

Page 262—Paragraph 234, lines 5 to 7; read:  
privately marked by buoys and stakes. The Route 35 highway bridge crosses the river 4.8 miles above the mouth and has a fixed span with a clearance of 12 feet. A railroad bridge crosses the river 450 yards southwest of the Route 35 bridge and has a fixed span with a clearance of 9 feet.  
(CL 119/01; CL 1364/98; NOS 12324) 13/01

Page 264—Paragraph 277, lines 6 to 7; read:  
center-pier swing span, 1.4 miles, 28 feet. The bridgetender monitors VHF-FM channels 16 and 13, call sign WXY-2676. In 2000, a bridge was under construction to replace the existing swing bridge with a fixed span and a design clearance of 106 feet. Mariners are advised to use the south span only; Thomas Edison Memorial Bridge with high-level ...  
(CL 1561/00; CL 463/94) 13/01

Page 281—Paragraph 211, lines 1 to 5; read:  
**The Troy-Menands Bridge (State Route 378)**, a fixed highway bridge, crossing the Hudson River at South Troy, Mile 130.5, has a clearance of 61 feet. The overhead power cables ...  
(CL 1758/00) 13/01

Page 283—Paragraph 51, lines 3 to 4; read:  
Service. Published quarterly and available free from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, Riverdale, MD, 20737-1199; telephone 1-800-638-8972.  
(40/00 CG1) 13/01

**COAST PILOT 2            30 Ed 1998            Change No. 27**

Page 34—Paragraph 57; strike out.  
(33 CFR 26.04) 13/01

Page 34—Paragraphs 74 to 78; strike out.  
(33 CFR 26.10) 13/01

Page 37—Paragraphs 111 to 114; read:  
(1) Section 110.155 *Port of New York*.

## COAST PILOT 2 (Continued)

- (2) [Reserved]  
(b) [Reserved]  
(33 CFR 110.1a) 13/01
- Page 39—Paragraph 176; read:  
41°19'33"N., 71°58'58"W.; thence to the point of beginning.  
(33 CFR 110.50b) 13/01
- Page 39—Paragraphs 200 to 210; read:  
41°19'01.4"N., 72°03'42.8"W.; thence to a point in the cove at  
41°19'02.5"N., 72°03'36.2"W.; thence southeasterly to a point at  
41°18'56.2"N., 72°03'34.2"W.; thence northeasterly to  
41°19'02.5"N., 72°03'19.2"W.; thence terminating at the tip of Jupiter Point at  
41°19'04.4"N., 72°03'19.7"W. DATUM: NAD 83  
(b) Beginning at a point on the shoreline of Pine Island at  
41°18'47.1"N., 72°03'36.8"W.; thence northerly to  
41°18'54.1"N., 72°03'35.4"W.; thence northeasterly to a point at  
41°19'01.2"N., 72°03'19.3"W.; thence terminating at a point at  
41°18'54.0"N., 72°03'17.5"W. DATUM: NAD 83  
**NOTE:** The areas designated by (a) and (b) are principally for the use of recreational vessels. Vessels shall be anchored so that no part of the vessel obstructs the 135 foot wide channel. Temporary floats or buoys for marking the location of the anchor of a vessel at anchor may be used. Fixed mooring pilings or stakes are prohibited.  
(33 CFR 110.51) 13/01
- Page 45—Paragraph 420, line 2; read:  
along the shoreline to the point of origin.  
(aa) South of Perth Amboy, New Jersey. The waters bounded by a line connecting the following points:  
40°30'19.0"N., 74°15'46.0"W.; to  
40°30'17.0"N., 74°15'39.0"W.; to  
40°30'02.8"N., 74°15'45.0"W.; to  
40°29'36.0"N., 74°16'09.2"W.; to  
40°29'30.8"N., 74°16'22.0"W.; to  
40°29'47.2"N., 74°16'52.0"W.; to  
40°30'02.0"N., 74°16'43.0"W.; and thence along the shoreline to the point of beginning.  
(33 CFR 110.60) 13/01
- Page 59—Paragraphs 991 to 992; strike out.  
(33 CFR 117.211) 13/01
- Page 242—Paragraph 113, line 3; read:  
In July 2000, the reported controlling depth in the entrance to the ...  
(CL 1588/00) 13/01
- Page 283—Paragraph 55, lines 1 to 5; read:  
**National Imagery and Mapping Agency Procurement Information.**—Unclassified publications produced by the National Imagery and Mapping Agency (NIMA) are available from the U.S. Government Printing Office, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-1954. Orders can be placed on the U.S. Government Online Bookstore (<http://bookstore.gpo.gov>), by phone (202-512-1800) or by FAX (202-512-2250). Classified NIMA ...  
(CL 1719/00) 13/01
- COAST PILOT 2**      **30 Ed 1998**      **Change No. 28**
- Page 139—Paragraph 91, line 1; read:  
**Lone Rock**, covered 3 feet and marked by a lighted buoy,  
...  
(NOS 13230) 13/01
- Page 141—Paragraph 125, line 3; read:  
covered 28 feet and marked by a lighted bell buoy, is 1.2 miles northward ...  
(NOS 13218) 13/01
- Page 141—Paragraph 127; strike out.  
(NOS 13218) 13/01
- Page 142—Paragraph 134, lines 3 to 5; read:  
shoal, covered 10 feet near its outer end, extends about 1 mile westward of the point. **Gifford Ledge**, covered 9 feet, is 1.4 miles north-northwestward of Hamlin ...  
(NOS 13230; 32/94 CG1) 13/01
- Page 177—Paragraph 259, line 2; read:  
has a least depth of 7 feet. **Noyes Shoal**, with 10 to 18 feet over it, is ...  
(NOS 13214) 13/01
- Page 177—Paragraph 263, lines 2 to 4; read:  
Latimer Reef Light, is a shoal with a least depth of 6 feet, marked by buoys. **White Rock**, about 0.8 mile northeastward of Eel Grass Ground, is bare and prominent. **Red Reef**, covered 2 feet, is 0.2 ...  
(NOS 13214) 13/01
- Page 177—Paragraph 266, lines 2 to 4; read:  
Light, has two detached parts: the southerly section is covered 8 feet and marked by a lighted bell buoy, and the northerly section, covered by 6 feet, is marked by a daybeacon. Passage between the ...  
(NOS 13214) 13/01
- Page 177—Paragraph 269, lines 1 to 2; read:  
A rock covered 6 feet is about 0.5 mile SW of Whale Rock; about 0.65 mile SW of that rock is **Intrepid Rock**, ...  
(NOS 13214) 13/01
- Page 219—Paragraph 191, lines 8 to 9; read:  
of local knowledge.  
(NOS 12367) 13/01

**COAST PILOT 2 (Continued)**

Page 262—Paragraph 238, lines 2 to 6; read:  
at Leonardo, leads southward from Sandy Hook Bay to the entrance and basin of a State marina. In 1991, the controlling depths were 8 feet to Buoy 6, thence 2.9 feet in the entrance channel to the basin; thence in 1983, a reported depth of 6 feet was in the basin. The channel is marked by private aids to navigation.

(BP 145434; CL 305/92; NOS 12401) 13/01

Page 283—Paragraphs 1 to 6; read:

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(CL 1719/00; NOS/01; DOLE/01) 13/01

**COAST PILOT 3                      34 Ed 1999                      Change No. 10  
LAST NM 10/01**

Page 64—Paragraph 1148; strike out.

(CL 1112/00; FR 6/29/00) 13/01

Page 64—Paragraph 1149 to Paragraph 1151, line 1; read:

- (6) Each barge.
- (7) Each public vessel.
- (8) United States studies or Canadian flag vessels, except tank ...

(CL 1112/00; FR 6/29/00) 13/01

Page 90—Paragraph 2050, line 5; read:

systems which meet the requirements of 46 CFR 58.25-70.

(CL 1112/00; FR 6/29/00) 13/01

Page 123—Paragraph 25, line 10; read:

13; call signs, KMD-281, KT-4202, KXR-952, respectively. In September 2000, a fixed highway bridge was under construction with a design clearance of 50 feet; upon completion it will replace State Route 35 bascule bridge.

(37/00 CG5; CL 1563/00) 13/01

Page 123—Paragraph 26, line 6; read:

feet vertical. In September 2000, State Route 35 highway bridge was under construction.

(37/00 CG5; CL 1563/00) 13/01

Page 123—Paragraph 32, lines 2 to 6; read:

and extends about 5 miles up **Manasquan River**. In May 2000, the controlling depths were 5½ feet (9.0 feet at mid-channel) in the inlet through the jetties, thence 2.8 feet (8.6 feet at midchannel) to the first bridge, thence in 1997-1998, 2 feet to a point just N of the entrance to Point Pleasant Canal, thence in 1967, reported centerline depths of ...

(CL 1082/00) 13/01

Page 134—Paragraph 27, lines 3 to 5; read:

In May 2000, the controlling depths were 5½ feet (9.0 feet at midchannel) in the inlet through the jetties, thence 2.8 feet (8.6 feet at midchannel) to the first bridge.

(CL 1082/00) 13/01

Page 138—Paragraph 112, lines 3 to 6; read:

State Route 152 fixed highway bridge over Broad Thoroughfare at **Mile 78.0** has a vertical clearance of 56 feet.

(CL 1193/00) 13/01

Page 161—Paragraph 401, line 4; read:

a width of 42 feet and a clearance of 3 feet. In August 2000, a replacement fixed railroad bridge with a design clearance of 20 feet was under construction close W of the existing bridge. U.S. Route 130 highway ...

(34/00 CG5; CL 1564/00) 13/01

Page 182—Paragraph 176, line 3; read:

clearance of 24 feet. A yacht club is just below the north end of the ...

(45/00 CG5; CL 1624/00) 13/01

Page 224—Paragraph 130, lines 8 to 9; read:

Chesapeake Channel spans.

(41/00 CG5) 13/01

Page 255—Paragraph 198, lines 6 to 8; read:

State Airport Control Tower on VHF-FM channel 16 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

(CL 1590/00) 13/01

Page 256—Paragraph 228, lines 6 to 7; read:

abrupt slopes at the south end. The entrance width normal to the channel is about 1 ...

(16/00 CG5) 13/01

**COAST PILOT 5                      28 Ed 2000                      Change No. 13  
LAST NM 10/01**

Page 217—Paragraph 258, line 8; read:

span with a clearance of 18 feet. In September 2000, a

## COAST PILOT 5 (Continued)

replacement fixed highway bridge with a design clearance of 20 feet was under construction close E of the existing State Route 679 highway bridge. The Sunshine Skyway Bridge ...  
(CL 1570/00) 13/01

Page 220—Paragraph 318, line 8; read:  
1990, shoaling to bare was reported in the vicinity of Crystal ...  
(CL 467/00) 13/01

Page 220—Paragraph 318, line 15; read:  
maintained. A 25 mph speed limit in the channel is strictly enforced year round.  
(CL 467/00) 13/01

Page 220—Paragraph 319, lines 3 to 6; read:  
crosses the entrance to Salt River. The channel is marked with private daybeacons. Berths, electricity, gasoline, diesel, water, ice, marine supplies, a launching ramp, a 35-ton lift, storage and hull and engine repairs are reported available at a marina just above Daybeacon 30. A public fishing pier juts out from the S side of the river 4.5 miles above the mouth. A public launching ramp is available just E of the fishing pier.  
(CL 467/00) 13/01

Page 221—Paragraph 324, lines 1 to 2; read:  
**Cross Florida Greenway** enters the Gulf about 3.0 miles N of the Crystal River ...  
(CL 473/00) 13/01

Page 221—Paragraph 324, lines 6 to 13; read:  
line with the Greenway canal. In 1981, the approach channel had a centerline controlling depth of 11 feet. The canal is primarily open to barge traffic, but also used by pleasure and fishing boats. About 4.3 miles above the mouth, a highway bridge crosses the canal with a clearance of 65 feet. A Florida Marine Patrol station and public boat ramp are just E of the bridge. About 5.75 miles above the mouth, the Withlacoochee River enters the canal on the S side. About 7.0 miles above the mouth, the Inglis lock is no longer operational. Overhead power cables crossing the canal have a least clearance of 80 feet.  
(CL 473/00) 13/01

Page 221—Paragraph 325; read:  
In 1986, the Federal government de-authorized the Cross Florida Barge Canal project and in 1990, turned the right of way to the state of Florida. It is operated by the Office of Greenways and Trails under the State of Florida Department of Environmental Protection. For current information on the Cross Florida Greenway, contact the Office of Greenways and Trails at (850) 488-3701 in Tallahassee, FL.  
(CL 473/00) 13/01

Page 221—Paragraph 328, lines 1 to 3; read:  
The lock in the Cross Florida Greenway (formerly the Cross Florida Barge Canal) is no longer operational. The

body of water above the spillway is locally ...  
(CL 468/00) 13/01

Page 259—Paragraph 336, lines 3 to 4; read:  
mouth of the river. In September 2000, the controlling depth was 3½ feet (4.7 feet at midchannel). The channel is marked by a light and daybeacons. A small ...  
(CL 1597/00) 13/01

Page 273—Paragraph 120, lines 4 to 5; read:  
Sound is protected by jetties. In August 2000, the controlling depth was 8 feet across the bar in Breton Sound, thence 1997-August 2000, 13 ...  
(DDs 1195-1196; NOS 11353) 13/01

Page 338—Paragraph 462, line 6; read:  
3 feet in February 2000, leads to the marina from the Intracoastal ...  
(CL 650/00) 13/01

Page 339—Paragraph 476, line 6; read:  
Cove channel was 4 feet in October 1999. A marina at Pirates ...  
(CL 305/00) 13/01

Page 339—Paragraph 477, line 3; read:  
depth was 3 feet in October 1999, leads S from the bay to three boat slips ...  
(CL 305/00) 13/01

Page 347—Paragraph 122, lines 3 to 4; read:  
development at Swan Point. In July 1999, a depth of 3.8 feet was reported in the channel with 3.0 feet in the harbor.  
(CL 758/00) 13/01

Page 370—Paragraph 214; read:  
A fixed highway bridge with a clearance of 73 feet crosses the waterway at **Mile 158.7**.  
(CL 1576/00) 13/01

**COAST PILOT 5      28 Ed 2000      Change No. 14**

Page 210—Paragraph 123, line 2; read:  
Big Bend channel leads E to a turning basin and ...  
(CL 1271/00) 13/01

Page 210—Paragraph 124, lines 1 to 2; read:  
Two miles N from the sharp turn in the main channel, Alafia River channel leads E to **Alafia River**. Federal project depth ...  
(CL 1271/00) 13/01

Page 239—Paragraph 291, line 3; read:  
**Point** and **Redfish Point**. A highway bridge over the entrance to East Bay between Hernandez Point and Redfish Point has a fixed span with a clearance of 65 feet. Depths in

**COAST PILOT 5 (Continued)**

the bay vary from 8 to 13 ...  
(CL 1575/00) 13/01

Page 249—Paragraph 154, lines 4 to 6; read:  
Dauphin Island Village. In May 2000, the controlling depth in the entrance channel was 5.8 feet (7.0 feet at midchannel); thence in 1998, depths of 6½ to 7.0 feet were in the basin, decreasing ...  
(CL 1100/00) 13/01

Page 253—Paragraph 238, lines 5 to 6; read:  
Route 90 highway bridge. In February-March 2000, the controlling depth was 10.8 feet. The channel is marked by lights, buoys and ...  
(CL 889/00) 13/01

Page 253—Paragraph 238, lines 10 to 11; read:  
1 mile SE of U.S. Route 90 highway bridge. In March 2000, the controlling depth was 7.8 feet to Light 27; thence in 1998, the controlling depth was 9½ feet to the junction with the Biloxi East Channel. The channel ...  
(CL 889/00; CL 544/99) 13/01

Page 259—Paragraph 342, lines 8 to 10; read:  
February 2000, the controlling depth was 4.4 feet (5.7 feet at midchannel) to the turning basin just inside the mouth, thence 8.0 feet in the turning basin, thence 6.0 feet to the head of the project.  
(CL 890/00) 13/01

Page 328—Paragraph 279, lines 2 to 6; read:  
94°54'15"W.): N side of Texas City Canal; 60-foot face, 420 feet with dolphins; 36-40 feet alongside; deck height, 11 feet; receipt and shipment of styrene, mixed xylene, paraxylene, metaxylene, and petroleum distillates; owned by Texas City Terminal Railway Co., and operated by Amoco Chemical Corp.  
(CL 1206/00; PS 23/96) 13/01

**COAST PILOT 6                      30 Ed 2000                      Change No. 28**  
**LAST NM 8/01**

Page 362—Paragraph 337 to Page 363—Paragraph 370; read:

**Lafarge Corp., Duluth Cement Dock:** (46°46'34"N., 92°06'12"W.); 850-foot face; 17 to 25 feet alongside; deck height, 6 feet; pipelines extend to storage silos, total capacity 13,500 tons; receipt of bulk cement; owned and operated by Lafarge Corp.

**Cutler-Magner Co., Salt Plant Wharf:** (46°46'27"N., 92°06'23"W.); 900-foot face; 24 feet alongside; deck height, 6 feet; covered storage for 119,000 tons of material; open storage for 30,000 tons of material; receipt of dry bulk rock salt, calcium chloride, and evaporated salt; owned and operated by Cutler-Magner Co.

**General Mills Elevator A Wharf:** (46°46'12"N., 92°06'38"W.); 2,287-foot face; 28 feet alongside; deck height, 6 feet; silos, tanks, and a building provide storage for 3 million bushels; grain bagging facility has storage for

25,000 tons of bagged cargo; shipment and receipt of grain; owned by Burlington Northern Santa Fe Railroad and operated by General Mills, Inc.

**Cargill B-1 Dock:** (46°46'08"N., 92°06'23"W.); 1,700-foot face; 28 feet alongside; deck height, 6 feet; two electric traveling shiploaders with combined capacity of 100,000 bushels per hour; concrete silos, total capacity 7 million bushels; two buildings with combined capacity of 30,000 tons; shipment of grain by-products, pellets, and meal; owned and operated by Cargill, Inc.

**Cargill B-2 Dock:** (46°45'58"N., 92°06'18"W.); 1,560-foot face; 27 feet alongside; deck height, 5 feet; five ship-loading spouts, loading rate of 40,000 bushels per hour; storage for 2 million bushels; shipment of grain; owned and operated by Cargill, Inc.

**Northland Bituminous, Northland Pier:** (46°46'55"N., 92°06'11"W.); 2,030 feet of berthing space; 24 to 26 feet alongside N face; 9 to 21 feet alongside S face; deck height, 5 feet; open storage for 155,000 tons of aggregate; receipt of sand, gravel, and taconite tailings; owned and operated by Northland Bituminous, Inc.

**AGP Grain Dock:** (46°45'50"N., 92°06'08"W.); 1,736 feet of berthing space; 12 to 28 feet alongside; deck height, 6 feet; one electric shiploader, loading rate of 50,000 bushels per hour; shipment of grain; owned and operated by AGP Grain, Ltd.

**Azcon Corp. Dock:** (46°45'39"N., 92°06'15"W.); 1,586-foot face; 22 feet alongside; deck height, 6 feet; cranes to 100 tons; open storage for 100,000 tons of material; shipment of ferrous scrap metal; owned and operated by Azcon Corp.

**Arthur M. Clure Public Marine Terminal, Wharves 1 and 2:** (46°45'30"N., 92°06'58"W.); 1,620-foot face, 30 feet alongside; deck height, 8 feet; cranes to 150 tons; 2 acres of open storage; receipt and shipment of general cargo in foreign and domestic trade; receipt of finished steel; shipment of scrap metal; owned by Duluth Seaway Port Authority and operated by Lake Superior Warehousing, Inc.

**Arthur M. Clure Public Marine Terminal, Wharf No. 4:** (46°45'20"N., 92°05'40"W.); 1,000-foot face, 30 feet alongside; deck height, 8 feet; receipt and shipment of general cargo in foreign and domestic trade; receipt of break bulk commodities; owned by Duluth Seaway Port Authority and operated by Lake Superior Warehousing, Inc.

**Arthur M. Clure Public Marine Terminal, Wharf No. 7:** (46°45'06"N., 92°06'53"W.); 696-foot face, 27 feet alongside; deck height, 8 feet; four storage silos with total capacity of 43,000 tons; receipt and shipment of cement; owned by Duluth Seaway Port Authority and operated by St. Lawrence Cement Co.

**Facilities in St. Louis Bay at Duluth:**

**Duluth, Missabe and Iron Range Railway Co., Ore Dock No. 6:** (46°44'51"N., 92°07'42"W.); 1,378 feet of berthing space on NE side; 2,438 feet of berthing space on SW side; 28 to 30 feet alongside; deck heights, low deck 6 feet, top deck 84 feet; iron ore pellets loaded to vessels, rate 10,000 long tons per hour by shiploaders and 6,000 long tons per hour at gravity chute berths; open storage for 3 million long tons of iron ore and 2 million long tons of other dry

**COAST PILOT 6 (Continued)**

bulk aggregates; shipment of iron ore and iron ore pellets; receipt of limestone, coal and other dry bulk commodities; owned and operated by Duluth, Missabe and Iron Range Railway Co.

**Hallett Dock Co., Dock No. 5:** (46°44'45"N., 92°07'59"W.); 2,400-foot face; 22 to 27 feet alongside; deck height, 5 feet; covered storage for 20,000 tons of fertilizer; open storage for 800,000 tons of coal or other dry bulk commodities; receipt and shipment of miscellaneous dry bulk commodities, including coal and fertilizer; owned and operated by Hallett Dock Co., Inc.

**Facilities in St. Louis River W of Grassy Point:**

**C. Reiss Coal Co. Duluth Dock:** (46°43'16"N., 92°09'20"W.); 0.2 mile W of Grassy Point; 2,854-foot face; 29 feet alongside; deck height, 4 feet; open storage for 1 million tons of dry bulk commodities; receipt of miscellaneous dry bulk commodities, including coal, limestone, and salt; owned and operated by C. Reiss Coal Co.

**Hallett Dock Co., Dock No. 6:** (46°43'21"N., 92°10'00"W.); 0.9 mile W of Grassy Point; 2,100-foot face; 23 feet alongside; deck height, 5 feet; receipt and shipment of miscellaneous dry bulk materials, including petroleum coke and clay; receipt of bulk liquid commodities; owned and operated by Hallett Dock Co., Inc.

**Facilities in St. Louis Bay at Superior:**

**Hallett Dock Co., Dock No. 8:** (46°43'58"N., 92°07'21"W.); 2,500-foot face; 18 to 27 feet alongside; deck height, 10 feet; open storage for 800,000 tons; receipt and shipment of miscellaneous dry bulk materials; owned and operated by Hallett Dock Co., Inc.

**Midwest Energy Resources Co., Superior Terminal Wharf:** (46°44'34"N., 92°06'48"W.); 1,215 feet of berthing space; 27 feet alongside; deck height, 11 feet; shipment of coal; owned and operated by Midwest Energy Resources Co.

**General Mills, "S-X" Superior Terminal Dock:** (46°44'36"N., 92°06'33"W.); 1,254-foot face; 30 feet alongside; deck heights, 9 and 13 feet; three vessel-loading spouts, combined average loading rate 50,000 bushels per hour; shipment of grain; owned by Burlington Northern Santa Fe Railroad and operated by General Mills Inc.

**Facilities in Howard Bay:**

**Cenex Harvest States Cooperatives, Elevator No. 1 Gallery Dock:** (46°44'32"N., 92°06'03"W.); 591 feet of berthing space; 30 feet alongside; deck height, 6 feet; five vessel-loading spouts, combined loading rate 60,000 bushels per hour; shipment of grain; owned and operated by Cenex Harvest States Cooperatives.

**Harvest States Cooperatives, Elevator No. 2 Hughitt Slip Dock:** 1,175 feet of berthing space; 27 feet alongside; deck height, 5 feet; five vessel-loading spouts, combined loading rate 60,000 bushels per hour; shipment of grain; owned and operated by Cenex Harvest States Cooperatives.

**Facilities in Superior Bay at Superior:**

**Peavey Grain Co., Connors Point Dock:** (46°44'17"N., 92°04'51"W.); 794-foot face; 28 to 30 feet alongside; deck height, 4 feet; six vessel-loading spouts, loading rate 50,000

bushels per hour; storage tanks and silos have a capacity for 5 million bushels; covered storage for 4 million bushels; shipment of grain; owned by ConAgra, Inc. and operated by Peavey Grain Co.

**Cutler-Magler Co., Limestone Dock:** (46°43'56"N., 92°04'33"W.); 1,240 feet of berthing space; 20 to 24 feet alongside; deck height, 6 feet; open storage for 400,000 tons of limestone; receipt of limestone; owned and operated by Cutler-Magler Co.

**Lafarge Corp., Superior Cement Dock:** (46°43'56"N., 92°04'22"W.); 900-foot face; 27 feet alongside; deck height, 5 feet; six concrete storage silos, total capacity 8,400 tons of cement; open storage for 150,000 tons of gypsum; receipt of gypsum and cement; owned and operated by Lafarge Corp.

**Cutler-Magler Co., Coal Dock:** (46°43'49"N., 92°04'18"W.); 1,200 feet of berthing space on SE side; 12 to 18 feet alongside; deck height, 6 feet; open storage for 100,000 tons of coal; receipt of coal; owned and operated by Cutler-Magler Co.

**ConAgra Specialty Grains Co., Superior Elevator M Dock:** (46°42'42"N., 92°02'39"W.); 1,320 feet of berthing space; 28 feet alongside; deck height, 5 feet; tank and silo storage for 2 million bushels; receipt of grain; owned by ConAgra, Inc. and operated by ConAgra Specialty Grains Co.

**Burlington Northern Santa Fe Railroad Co., Superior Ore Dock No. 5:** (46°41'53"N., 92°01'07"W.); 2,675 feet of berthing space; 16 to 27 feet alongside; deck heights, 6-foot low deck, 102-foot top deck; open storage for 3 million-long-tons of material; 18 shuttle conveyors have a combined vessel-loading rate of 18,000 long-tons per hour; shipment of iron ore pellets; owned and operated by Burlington Northern Santa Fe Railroad Co.

(PS 49/2000)

13/01

**COAST PILOT 8                      23 Ed 1999                      Change No. 4  
LAST NM 1/01**

Page 123—Paragraph 357, lines 7 to 8; read:

distance of about 2 miles from Point Harrington both shores of the bay have some rocks and ledges close inshore with the exception of a reef about 300 yards (274 m) NW of the E shore near the U.S. Forest Service cabin, approximately 1.2 miles from the head.

(CL 1518/00)

13/01

Page 123—Paragraph 359, lines 4 to 6; read:

(29.5 m). Small craft may find better bottom by anchoring in 10 fathoms (18.8 m) close to the E shore in a cove, just past the Forest Service cabin on the beach and S of **Independence Island**. A bare rock, 12 feet (3 m) high is ...

(CL 1518/00)

13/01

Page 124—Paragraph 378, lines 4 to 5; read:

with numerous rocks and reefs. Extreme caution is advised when navigating between these islands.

(CL 1518/00)

13/01

## COAST PILOT 8 (Continued)

Page 124—Paragraph 381, line 3 to Paragraph 382; read: considerably less. Many small eddies and whirlpools are found in this area.

The main channel, Kashevarof Passage, leading between Beck Island and The Triplets to Point Colpoys and MacNamara Point was examined by the NOAA Ship RAINIER in 2000 with full bottom coverage, and the dangers are shown on the charts. There are dangerous reefs and rocks, but passage can be had by following the chart closely.

(CL 1518/00) 13/01

Page 124—Paragraph 383, line 4; read: islet off the W side of West Island.

(CL 1518/00) 13/01

Page 124—Paragraph 385, lines 7 to 9; read: small double island to the N. Continuing northward, travel midchannel between Prince of Wales Island and Fire Island, avoiding the kelp covered rocks which are 0.5 mile due north of this pass, just 0.2 mile E of Prince of Wales. After Fire Island, the channel splits with passage between Tide and Bushy Islands, or Rookery and Tide Islands. A 3.5 -fathom shoal exists 1 mile SSE of Tide Island.

(CL 1518/00) 13/01

Page 124—Paragraph 386, line 4 to Paragraph 387, line 4; read:

(732 m) SSW. A rock awash, marked by a daybeacon, is in the channel about 1.1 miles S of Echo Island; the channel W of Fire Island is preferred. This channel can be transited by keeping the daybeacon 0.2 mile to the E and the foul shores which extend off of Echo Island 0.3 mile to the E. There are a few 3.5-fathom shoals on the outer limits of this channel and a rock which extends 0.3 mile off of the eastern shore of Fire Island. Depths in this channel run from 7 to 15 fathoms. The channel to the S of **Shrubby Island** is suitable for small craft. In making the passage avoid kelp at all times. Transit between Shrubby Island and the daybeacon is not advised due to a large rocky shoal area. The channel between **East Island** and **Middle Island** is used by small boats; caution is advised when transiting through this channel due to a 0.75-fathom shoal at the NE entrance to this channel.

There is a channel E 0.9 mile N of the N end of West Island and S of the small wooded island with an islet bearing to the E. Follow the shore of the ...

(CL 1518/00) 13/01

Page 124—Paragraph 388, lines 3 to 5; read: for small craft in all weather.

(CL 1518/00) 13/01

Page 124—Paragraph 390, line 2; read: to the WNW of the Key Reef. Islets extend about 250 yards (229 m) from ...

(CL 1518/00) 13/01

Page 124—Paragraph 391, line 2 to Paragraph 392; read: Clarence Strait. A low valley extends E and W across the island. The shoreline is rocky, with off lying rocks and reefs, except along the E shore. There are also numerous logs on its beaches, which dislodge during spring tides and stormy weather. The SW shore of Zarembo Island has kelp patches and rocky shoal areas extending out 0.6 mile.

**Point Nesbitt**, the S point of Zarembo Island, has a broken ledge and foul area that extends 0.2 mile offshore and rises to high ground inshore.

(CL 1518/00) 13/01

## COAST PILOT 8 23 Ed 1999 Change No. 5

Page 124—Paragraph 393, lines 7 to 8; read: especially in the foggy weather. Shoals with a least depth of 4.5 fathoms (9.0 m) are located 0.8 mile E of the reef. **Nesbitt Reef Light** ...

(CL 1518/00) 13/01

Page 124—Paragraph 394, lines 3 to 6; read: places 0.5 mile almost all of which is bare. Rocks extend about 0.4 mile S from MacNamara Point.

(CL 1518/00) 13/01

Page 124—Paragraph 396, lines 8 to 12; read: (8.2 m) in the middle of the channel at the N end, 0.7 mile ENE of Round Island. The shoal is marked on its W side by a buoy. The shoals in Snow Passage are clearly marked by kelp at slack water. During spring tides, the passage may have a considerable number of drifting logs that may endanger vessels. The passage is transited by tugs, barges, coastal freighters, as well as cruise ships from May through September. Larger vessels are advised to make a Security call prior to entering Snow Passage in either direction.

(CL 1518/00) 13/01

Page 125—Paragraph 398, line 6; read: the Bushy Island shore. Just S of Bushy Island Light are bare rocks which extend 0.2 mile E of Bushy Island. The submerged rocks in this region are covered by kelp.

(CL 1518/00) 13/01

Page 125—Paragraph 401, line 7 to Paragraph 402; read: much lessened. Particularly steep waves exist at both entrances to Snow Passage during strong S winds with contrary currents. (See the Tidal Current Tables for predictions of times and velocities of the current in Snow Passage.)

**Ossipee Channel** is between Shrubby and Bushy Islands with the channel becoming more constricted toward the west. An examination by shallow water multibeam indicate depths ranging from 5 to 9 fathoms in the midchannel. A dangerous submerged rock with a least depth of 0.8 fathom (1.6 m) extends 0.14 mile into the channel from the NW shore of Shrubby Island and an area foul with rocks lies 0.1 mile from the SW end of Bushy Island. This constricts small boat traffic to 0.1 mile between the two sets of rocks on the western end of the channel. Thick kelp and ledges line the

## COAST PILOT 8 (Continued)

- channel on both sides.  
(CL 1518/00) 13/01
- able in the basin. In 1994, dangerous ...  
(BP 171767) 13/01
- Page 125—Paragraph 404, line 1; read:  
**Tide Island** is small consisting of 3 stands of trees that are connected by ledges that bare at low water. It lies about 2.2 miles WNW ...  
(CL 1518/00) 13/01
- Page 219—Paragraph 139, lines 5 to 6; read:  
expanded and deepened the basin. In May 2000, the controlling depth was 8 feet in the entrance with 7.1 to 12 feet in the basin. Silting ...  
(BP 171943) 13/01
- Page 125—Paragraph 406, lines 4 to 6; read:  
boats during certain seasons of the year.  
(CL 1518/00) 13/01
- Page 249—Paragraph 48, lines 5 to 6; read:  
about 3,600 feet of float space. In May 1999, 12 feet was alongside the floats except for lesser depths along the ...  
(BP 169253) 13/01
- Page 125—Paragraph 407, line 1; read:  
A line of detached rocks about 1.4 miles long in a NNW-SSE orientation, bare at different ...  
(CL 1518/00) 13/01
- Page 250—Paragraph 65, lines 2 to 6; read:  
sections in the main channel; a 10-foot section just N of Elfin Cove Entrance Light 2, and an 8-foot section through the narrow cut that leads into the inner harbor. In May 1999, the depths of 3.6 feet (6.9 feet a midchannel) were available in the dredged channels.  
(BP 169117) 13/01
- Page 146—Paragraph 314, line 10; read:  
float has a reported depth alongside of about 18 feet. About 50 ancillary moorage spaces, for commercial fisherman, are in E North Cove harbor. A privately ...  
(CL 1402/93) 13/01
- Page 261—Paragraphs 1 to 6; read:  
**Sales Information.**—National Ocean Service (NOS) publications, nautical charts and unclassified National Imagery and Mapping Agency (NIMA) nautical charts are sold by NOS and its authorized sales agents in many U.S. ports and in some foreign ports through the National Aeronautical Charting Office. Mail orders should be addressed to:  
National Aeronautical Charting Office, AVN-530  
Federal Aviation Administration  
6501 Lafayette Avenue  
Riverdale, MD 20737-1199  
Mail orders must be accompanied by a check or money order (payable in U.S. funds) payable to FAA. Remittance from outside the United States should be made either by an International Money Order or by a check payable on a U.S. bank. Chart catalogs, which include a listing of authorized sales agents, are free upon request. Telephone orders may be placed by calling 301-436-8301 or toll-free 1-800-638-8972 (Visa or Mastercard accepted); or by FAX, 301-436-6829 or by Email: Distribution@noaa.gov. NOS maintains an over-the-counter sales office at the FAA, Riverdale, MD (see address above). Visa, Mastercard, checks, cash, and money orders are accepted. Sales information is located on the internet website address, <http://acc.nos.noaa.gov>.  
(CL 1719/00; NOS/01; DOLE/01) 13/01
- Page 237—Paragraph 73, line 6; read:  
extensive shoal 0.9 mile W of Rodman Rock; shoals with depths of 1.5 ...  
(NOS 17338) 13/01
- Page 238—Paragraph 80, line 3; read:  
a distance of 150 yards to avoid the 2.5 and 2.25-fathom shoals about 0.3 ...  
(NOS 17338) 13/01
- COAST PILOT 8            23 Ed 1999            Change No. 6**
- Page 185—Paragraph 141, lines 4 to 5; read:  
that extends from the westernmost end of the isle. In May 2000, the controlling depths in the basin were 8.4 to 12 feet with lesser ...  
(BP 171766) 13/01
- Page 194—Paragraph 180, line 3; read:  
breakwaters. In April 1999, depths of 6.1 to 12 feet were available in the harbor.  
(BP 168912) 13/01
- Page 194—Paragraph 182, lines 5 to 6; read:  
1999, depths of 7.2 to 12.0 feet were available in the N part of the basin and 13.3 to 14.0 feet in the S part. The basin can be entered at ...  
(BPs 169095-96) 13/01
- Page 218—Paragraph 108, lines 6 to 7; read:  
May 2000, the controlling depth was 8½ feet (15 feet at mid-channel) in the entrance channel with 10.6 to 11.3 feet avail-  
(CL 1719/00) 13/01

**COAST PILOT 9            19 Ed 1998            Change No. 16**  
**LAST NM 6/01**

Page 1—Paragraph 2, line 2; read:

**through U.S. Coast Guard Local Notices to Mariners, or by contacting the NOS internet website address, <http://critcorr.ncd.noaa.gov>. A subscription ...**

(NOS; 44/00 CG5)

13/01

Page 9—Paragraph 239; read:

**Rescue Coordination Centers.**—There is one Rescue Coordination Center in Alaska. North Pacific Search and Rescue Coordinator (NORPACSARCOORD), is located at U.S. Coast Guard District Headquarters in Juneau, Alaska. The center depends upon information from many sources in order to perform effectively. Mariners are requested to report information concerning maritime emergencies, foreign fishing vessel activities, oil spills, possible illegal entry, submarine sightings, icebergs, foreign naval vessels, or any other unusual sightings. Reports can be made via VHF communications through Coast Guard Air Station Kodiak Communication Center, for South Central Alaska, MSO Valdez Communication Center for Prince William Sound and Coast Guard Juneau Communication Center for South East Alaska. (See the appendix for the location of the Communications Centers.) Additionally reports can be made via HF/MF through Coast Guard Communication Station Kodiak, via cellular communication by calling \* CG (\*24), or via satellite or landline (907) 463-2000, Toll Free in state (800) 478-5555 or (888) 399-5555.

(CL 1644/00)

13/01

Page 92—Paragraph 252, lines 1 to 8; read:

**Zaikof Bay** is clear, but exposed to NE winds. A 6.75-fathom shoal area is in the middle of the entrance to the bay, 1.4 miles NW of Zaikof Point. An 8.5 -fathom shoal area is 3.6 miles from the head and in the middle of the bay. A shoal area extending across the bay, with depths of 10 .75fathoms and less, is about 2.3 miles from the head of the bay. Anchorage can be selected with the aid of the chart ...

(CL 686/00)

13/01

Page 92—Paragraph 261, lines 2 to 9; read:

small vessel can anchor in good weather about 1.75 miles from the head and 0.2 mile from the NW side, in 5 to 6.5 fathoms. Small craft can anchor all the way back in the bay, about 2.5 miles from the head. Depth in this location is about 15 feet. When entering this area, care should be taken to avoid a reef, 0.1 mile off the southern shore and a rock 0.15 mile SW of the reef.

(CL 686/00)

13/01

Page 92—Paragraph 262, line 1; read:

A reef that uncovers extends about 0.6 mile E from Montague ...

(CL 686/00)

13/01

Page 116—Paragraph 637, line 5; read:

3.5 fathoms, is 1.8 miles SW of the island, and two rocks that

...

(CL 686/00)

13/01

Page 116—Paragraph 638, lines 6 to 9; read:

the NW shore of Green Island. A prominent outlying rock, 25 feet high, is 1.2 miles NW of Putnam Point. The W side of Green Island is cluttered with rocks and shoal areas. A rock, 15 feet high, at 60°14'55"N., 147°32'26"W., marks the westernmost danger in this area.

**The March 1964 earthquake caused significant shoaling within the vicinity W of Green Island. Surveys conducted by NOAA Ship RAINIER in 1999, indicate a bottom uplift of 18 to 60 feet in this area.**

(CL 686/00)

13/01

Page 116—Paragraph 639, line 8; read:

the cove SE of the rock in about 4 fathoms. A rock bares at half tide ...

(NOS 16701; CL 2172/99)

13/01

Page 117—Paragraph 640, lines 2 to 9; read:

**40 feet in Gibbon Anchorage as determined by hydrographic surveys conducted by the NOAA Ship RAINIER in 1999. Extreme caution should be exercised when navigating in this area.**

(CL 686/00)

13/01

Page 117—Paragraph 642, lines 2 to 3; read:

Montague Island. Shoal depths ranging from 0.75fathom to 10 fathoms were found in this area. The best water apparently ...

(CL 1892/99)

13/01

Page 117—Paragraph 643, line 2; read:

Island has many rocks and shallow reefs. The area is foul and should be avoided with great care.

(CL 686/00)

13/01

Page 117—Paragraph 645, lines 2 to 5; read:

Gilmore Point. An islet, 10 feet high, is 0.16 mile SE of the island. Also, a kelp marked reef that uncovers 9 feet and other dangerous rocks and shoal areas extend almost a mile N of the island.

(CL 686/00)

13/01

Page 117—Paragraph 646; read:

The approach to Port Chalmers is hazardous and great care should be taken due to the changes caused by the March 1964 earthquake. A kelp-covered reef that uncovers approximately 8 feet at low water, is 0.4 mile E of the wooded island directly in line with the port. This reef is left southward upon entering. Care should also be taken to avoid the reef which covers at extreme high tide and is located about 0.7 mile SE of Gilmore Point.

(CL 686/00)

13/01

## COAST PILOT 9      19 Ed 1998      Change No. 17

Page 117—Paragraph 647, lines 10 to 14; read:  
dangers in the approach. The reef 0.4 mile NE of **Wilby Island**, uncovers approximately 4.5 feet. Another reef, which uncovers 4 feet, is 0.9 mile WSW of Wilby Island. **Mariners should exercise caution navigating these waters. Numerous shoals and rocks bare at minus tides because ...**

(CL 686/00) 13/01

Page 117—Paragraphs 650 to 651; read:

**Stockdale Harbor**, just S of **Graveyard Point**, has three small tree-covered islets in the S part of the harbor that connects to one another and to Montague Island at low tide. The N half is clear except for a kelp-marked 0.75 -fathom reef which is 0.4 mile SW of the N entrance point. Anchorage is available in 15 to 20 fathoms along the N side of the harbor providing sufficient protection for small vessels against NE winds. The S end of the harbor is fouled with rocks and shoals and should be avoided.

A 0.75-fathom submerged reef marked by kelp, is 1.4 miles SW of Graveyard Point.

(CL 686/00) 13/01

Page 117—Paragraph 653; read:

**Applegate Rock** is actually a reef that bares approximately 10 feet for a distance of 0.4 mile at high water. The reef is marked by **Applegate Shoal Light** (60°21.3'N., 147°23.6'W.), 24 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark. A second reef 0.25 mile NE of Applegate Shoal Light, extends 0.3 mile and bares about 3 feet at high water. Numerous rocks are in the vicinity of the reef. **The March 1964 earthquake caused significant shoaling in this area. Surveys conducted by NOAA Ship RAINIER in 1999 indicate a bottom uplift of 2 to 8 fathoms. Mariners should exercise extreme caution when navigating in this area.**

(CL 686/00) 13/01

Page 117—Paragraph 655, line 2 to Paragraph 656; read:  
ample depth for a width of about 0.7 mile. A 6.2-fathom shoal at 60°19'39"N., 147°22'33"W. and the area within 0.7 mile of Applegate Shoal Light should be avoided. The 25-foot-high rock 1.2 miles NNW of Putnam Point is a good leading mark in entering this passage from the N.

(CL 686/00) 13/01

Page 117—Paragraph 661, line 3; read:

midchannel, except for a 6.7-fathom shoal ENE of its entrance in about 60°15'19"N., 147°44'09"W. Secure anchorage is available at its head in 9 to 17 fathoms.

(CL 2133/99) 13/01

Page 118—Paragraph 662, lines 1 to 2; read:

A 14-fathom pinnacle is 1.5 miles NE position approximate, and a 5.5 -fathom rock area is 2.0 miles NNE from Discovery ...

(CL 686/00) 13/01

Page 118—Paragraph 663, lines 4 to 9; read:

fathoms or less. The best entrance is S of the island that chokes the mouth of the bay. Exercise extreme caution, however, because there is a rock awash midchannel of the narrowest part. The N entrance is not recommended.

(CL 686/00) 13/01

Page 139—Paragraph 1100, line 1; read:

**Dangers.**—Rocks, bare at low water and marked by a day-beacon, ...

(CL 209/00; LL/00) 13/01

Page 139—Paragraph 1106, lines 4 to 5; read:

crane; and water in summer. There is a barge dock about 0.3 mile NW of the cannery ...

(CL 209/00) 13/01

Page 172—Paragraph 264, lines 3 to 6; read:

Island and Near Island. In June 2000, the controlling depth was 22 feet (3.7 fathoms) in the 200-foot-wide dredged ...

(BPs 172453-54) 13/01

Page 172—Paragraph 264, lines 9 to 11; read:

about 22 feet (3.7 fathoms); or S of Long Island, SW of Puffin Island, and thence in St. Paul Harbor W of Gull Island; the controlling depth is 29 feet (4.8 fathoms).

(BPs 172453-54) 13/01

Page 199—Paragraph 35, line 3; read:

awash and marked by kelp, is 0.6 mile ESE of the reef.

(CL 1607/00) 13/01

Page 200—Paragraph 38, lines 3 to 8; read:

between Kukak Point and **Tiny Island**, has a flat muddy bottom and depths of 3 to 7 fathoms. Located at the E end of Devil's Cove is a privately owned lodge receiving periodic seaplane traffic during the summer months. There is a waterfall at the W end of the Cove. Entrance to the cove is obstructed to the SE by two rocks, and by a foul area with rocks and kelp in the center of the entrance. These features cover at high water. The best passage into the cove is between Tiny Island and the foul area at mid-entrance. Mariners unfamiliar with the area are cautioned to enter at low stages of the tide and only if the reefs and rocks are visible.

(CL 1607/00) 13/01

## RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117

Ed 2001

LAST NM 12/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
<b>SWEDEN</b>					
3274 3-0635	Goteborg (SAG).			Remove from list.	
				*	13/01
3280 3-0625	Karlskrona (SAA).	2789 kHz, J3E.	Every odd hour +54m.	Local navigational warnings and weather.	
		2789 kHz, J3E.	1154, 2154.	Ice.	
		2789 kHz, J3E.	0954, 2154.	Weather.	
		*	*	*	13/01
3282 3-0620	Tingstade (SAE).	2768 kHz, J3E.	Every even hour +06m.	Local navigational warnings and weather.	
		2768 kHz, J3E.	1206, 2206.	Ice.	
		2768 kHz, J3E.	1006, 2206.	Weather.	
		Ch. 13, F3E.	0700, 1400.	Weather in Swedish (May 15 - Oct.).	
		*	*	*	13/01
3290 3-0645	Sveriges Radio.			Remove from list.	
				*	13/01
<b>GERMANY - BALTIC SEA</b>					
3342 3-0340	Rugen (DHS).			Remove from list.	
				*	13/01
<b>DENMARK</b>					
NOTE: Ice information is available 24 hours on request from the Danish Ice Service at the Naval Operation Command (SOK) Århus by telephone: 45 89 43 32 04/53, fax: 45 89 43 32 44.					
3359 3-0295	Lyngby (OXZ).	1704, 1734, 1758, 2586 kHz, J3E, Ch. 01, 02, 03, 04, 05, 07, 23, 27, 63, 64, 65, 66, 83, F3E.	0133, 0533, 0933, 1333, 1733, 2133.	Local navigational warnings.	
		1704, 1734, 1758, 2586 kHz, J3E.	1305.	Ice.	
		1704, 1734, 1758, 2586 kHz, J3E, Ch. 01, 02, 03, 04, 05, 07, 23, 27, 63, 64, 65, 66, 83, F3E.	On request.	Weather and ice.	
		Ch. 02, 04, 05, 07, 27, 63, 64, F3E.	0220, 0520, 0820, 1120, 1420, 1720, 2020, 2320.	SHIPPOS information.	
		*	*	*	13/01
3362 3-0305	Danish Radio (Kalundborg).	243, 1062 kHz, A3E.	0445, 0745, 1045, 1645, 2145.	Weather in Danish.	
		243 kHz, A3E.	1150.	Ice.	
		243, 1062 kHz, A3E.	1530 (Mon. - Fri.).	Ice.	
		*	*	*	13/01

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
<b>GERMANY - NORTH SEA</b>					
NOTE: Vessels encountering dangers to navigation in waters of the Federal Republic of Germany should notify Seewarndienstzentrale Cuxhaven (Sea Warning Service Cuxhaven) through the nearest Coast Radio Station. The Sea Warning service is available 24 hours and can be contacted by telephone: 49 4721 567381, fax: 49 4721 567404, telex: 232154 SWD CX D, telegraph: Seewarn Cuxhaven. Reports of oil pollution should be sent to the Zentral Meldekopf Cuxhaven (ZMK) (Central Headquarters Cuxhaven) through the nearest Coast Radio Station. Radio telegrams must carry the legend ZMK Cuxhaven and commence with the codeword Delunfall (Oil Accident). ZMK Cuxhaven bears the cost of the message and is available 24 hours by telephone: 49 4721 567485, fax: 49 4721 567404, telex: 232263 ZMK CX D, frequency: through Cuxhaven Elbe Traffic Ch. 16, 71.					
3370 3-0190	Bremen (MRCC).	Ch. 16, F3E.	Every hour +00m, +30m.	Local navigational warnings.	
	*	*	*	*	13/01
3371 3-0215	Offenbach/Pinneberg (DDH) (DDK).	147.3, 11039, 14467.3 kHz, F1B.	0850, 1718.	Local navigational warnings in German.	
		4583, 7646, 10100.8 kHz, F1B.	1705.	Local navigational warnings in German.	
		147.3, 11039, 14467.3 kHz, F1B.	0530, 0546, 0602, 0615, 0718, 0730, 0818, 0832, 0850, 0900, 0925, 1010, 1035, 1058, 1112, 1135, 1201, 1330, 1418, 1439, 1518, 1540, 1605, 1718, 1730, 1750, 1918, 1930, 2018, 2043, 2106.	Weather in German.	
		4583, 7646, 10100.8 kHz, F1B.	0000, 0130, 0300, 0430, 0600, 0730, 0840, 0848, 1000, 1200, 1330, 1625, 1705, 1718, 1800, 1930, 2230.	Weather in German.	
		4583, 7646, 10100.8 kHz, F1B.	0505, 0521, 0537, 0940, 1034, 1059, 1122, 1136, 1202, 1438, 1459, 1600, 1740, 2048, 2113, 2136.	Weather.	
		3855, 7880, 13882.5 kHz, F3C.	0430-2200.	Weather FAX*; 120/576.	
		3855, 7880, 13882.5 kHz, F3C.	0930, 1007, 1520, 1540, 1915, 2100, 2115.	Ice FAX*; 120/576.	
	*NOTE: Broadcast schedule at 1111.				
	*	*	*	*	13/01
3373 3-0260	Deutschlandfunk.	1269 kHz, A3E.	0105.	Local navigational warnings in German.	
		1269 kHz, A3E.	0105, 0640, 1105.	Weather and ice in German.	
	*	*	*	*	13/01
<b>UNITED KINGDOM</b>					
LONG-RANGE WARNINGS: NAVAREA I: Includes waters north to 71°N, south to 48°27'N and west to 35°W, and the Baltic Sea. Original reports to Hydrographer of the Navy, Radio Navigational Warnings, Ministry of Defence, Taunton. LOCAL WARNINGS: WZ: Original reports to Hydrographer of the Navy, Radio Navigational Warnings, Ministry of Defence.					
3390 3-0086.1	Aberdeen (Coastguard MRCC).	2226 kHz, J3E, Ch. 10, 73, F3E.	0320, 0720, 1120, 1520, 1920, 2320.	Local navigational warnings and weather.	
		2226 kHz, J3E.	0820, 2020 (Oct. 1 - Mar. 31).	Weather.	
	*	*	*	*	13/01
3391 3-0086.1	Forth (Coastguard MRSC).	Ch. 10, 73, F3E.	0205, 0605, 1005, 1405, 1805, 2205.	Local navigational warnings and weather.	
	*	*	*	*	13/01
3392 3-0088	Cullercoats.	490 kHz, F1B.	0720, 1920.	NAVTEX (U).	
		518 kHz, F1B.	0100, 0500, 0900, 1300, 1700, 2100.	NAVTEX (G).	
	*	*	*	*	13/01

## SECTION II

NM 13/01

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
<b>*3393</b> <i>3-0089</i>	<b>Tyne Tees (Coastguard MRSC).</b>	2719 kHz, J3E, Ch. 10, 73, F3E.	0150, 0550, 0950, 1350, 1750, 2150.	Local navigational warnings and weather.	13/01
<b>3394</b> <i>3-0093.1</i>	<b>Humber (Coastguard MRSC).</b>	2226 kHz, J3E, Ch. 10, 73, F3E.	0340, 0740, 1140, 1540, 1940, 2340.	Local navigational warnings and weather.	
		2226 kHz, J3E.	0910, 2110 (Oct. 1 - Mar. 31).	Weather.	
*	*	*	*	*	13/01
<b>3396</b> <i>3-0099</i>	<b>Yarmouth (Coastguard MRCC).</b>	1869 kHz, J3E, Ch. 10, 73, F3E.	0040, 0440, 0840, 1240, 1640, 2040.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>*3397</b> <i>3-0107</i>	<b>Thames (Coastguard MRSC).</b>	Ch. 10, 73, F3E.	0010, 0410, 0810, 1210, 1610, 2010.	Local navigational warnings and weather.	13/01
<b>*3397.1</b> <i>3-0111</i>	<b>Dover (Coastguard MRCC).</b>	Ch. 10, 73, F3E.	0105, 0505, 0905, 1305, 1705, 2105.	Local navigational warnings and weather.	13/01
<b>*3397.2</b> <i>3-0038</i>	<b>Solent (Coastguard MRSC).</b>	1641 kHz, J3E, Ch. 10, 73, F3E.	0040, 0440, 0840, 1240, 1640, 2040.	Local navigational warnings and weather.	13/01
<b>3398</b> <i>3-0040</i>	<b>Niton.</b>	490 kHz, F1B.	0000, 0400, 0800, 1200, 1600, 2000.	NAVTEX (A) in French.	
		490 kHz, F1B.	0520, 1720.	NAVTEX (I).	
		518 kHz, F1B.	0300, 0700, 1100, 1500, 1900, 2300.	NAVTEX (S).	
		518 kHz, F1B.	0140, 0540, 0940, 1340, 1740, 2140.	NAVTEX (K).	
*	*	*	*	*	13/01
<b>3400</b> <i>3-0041.1</i>	<b>Portland (Coastguard MRSC).</b>	Ch. 10, 23, 73, 84, 86, F3E.	0220, 0620, 1020, 1420, 1820, 2220.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>3400.2</b> <i>3-0042</i>	<b>Brixham (Coastguard MRSC).</b>	Ch. 10, 73, F3E.	0050, 0450, 0850, 1250, 1650, 2050.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>3400.3</b> <i>3-0045</i>	<b>Falmouth (Coastguard MRCC).</b>	2226 kHz, J3E, Ch. 10, 73, F3E.	0140, 0540, 0940, 1340, 1740, 2140.	Local navigational warnings and weather.	
		2226 kHz, J3E.	0950, 2150 (Oct. 1 - Mar. 31).	Weather.	
*	*	*	*	*	13/01
<b>3400.4</b> <i>3-0056</i>	<b>Swansea (Coastguard MRCC).</b>	Ch. 10, 23, 73, 84, 86, F3E.	0005, 0405, 0805, 1205, 1605, 2005.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>3400.5</b> <i>3-0057</i>	<b>Milford Haven (Coastguard MRSC).</b>	1767 kHz, J3E, Ch. 10, 23, 73, 84, 86, F3E.	0335, 0735, 1135, 1535, 1935, 2335.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>3400.6</b> <i>3-0059.1</i>	<b>Holyhead (Coastguard MRSC).</b>	1880 kHz, J3E, Ch. 10, 73, F3E.	0235, 0635, 1035, 1435, 1835, 2235.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>3400.7</b> <i>3-0061</i>	<b>Liverpool (Coastguard MRSC).</b>	Ch. 10, 73, F3E.	0210, 0610, 1010, 1410, 1810, 2210.	Local navigational warnings and weather.	
*	*	*	*	*	13/01

## SECTION II

NM 13/01

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
3400.8 3-0077	Hebrides (GHD).			Remove from list.
				* 13/01
3400.9 3-0078	Lewis.			Remove from list.
				* 13/01
3401 3-0065	Portpatrick.	490 kHz, F1B.	0820, 2020.	NAVTEX (C).
		518 kHz, F1B.	0220, 0620, 1020, 1420, 1820, 2220.	NAVTEX (O).
*	*	*	*	* 13/01
3401.1 3-0041	Weymouth Bay.			Remove from list.
				* 13/01
3401.2 3-0043	Start Point.			Remove from list.
				* 13/01
3401.5 3-0093	Whitby.			Remove from list.
				* 13/01
3401.6 3-0094	Grimsby.			Remove from list.
				* 13/01
3401.9 3-0070	Clyde.			Remove from list.
				* 13/01
3402 3-0072	Clyde (Coastguard MRCC).	1883 kHz, J3E, Ch. 10, 23, 73, 84, 86, F3E.	0020, 0420, 0820, 1220, 1620, 2020.	Local navigational warnings and weather.
*	*	*	*	* 13/01
3402.1 3-0074	Oban.			Remove from list.
				* 13/01
3402.2 3-0082	Shetland.			Remove from list.
				* 13/01
3402.5 3-0085	Buchan.			Remove from list.
				* 13/01
3402.6 3-0100	Orfordness.			Remove from list.
				* 13/01
3402.7 3-0105	Thames.			Remove from list.
				* 13/01
3402.9 3-0076	Skye.			Remove from list.
				* 13/01

## SECTION II

NM 13/01

## PUB 117 (Continued)

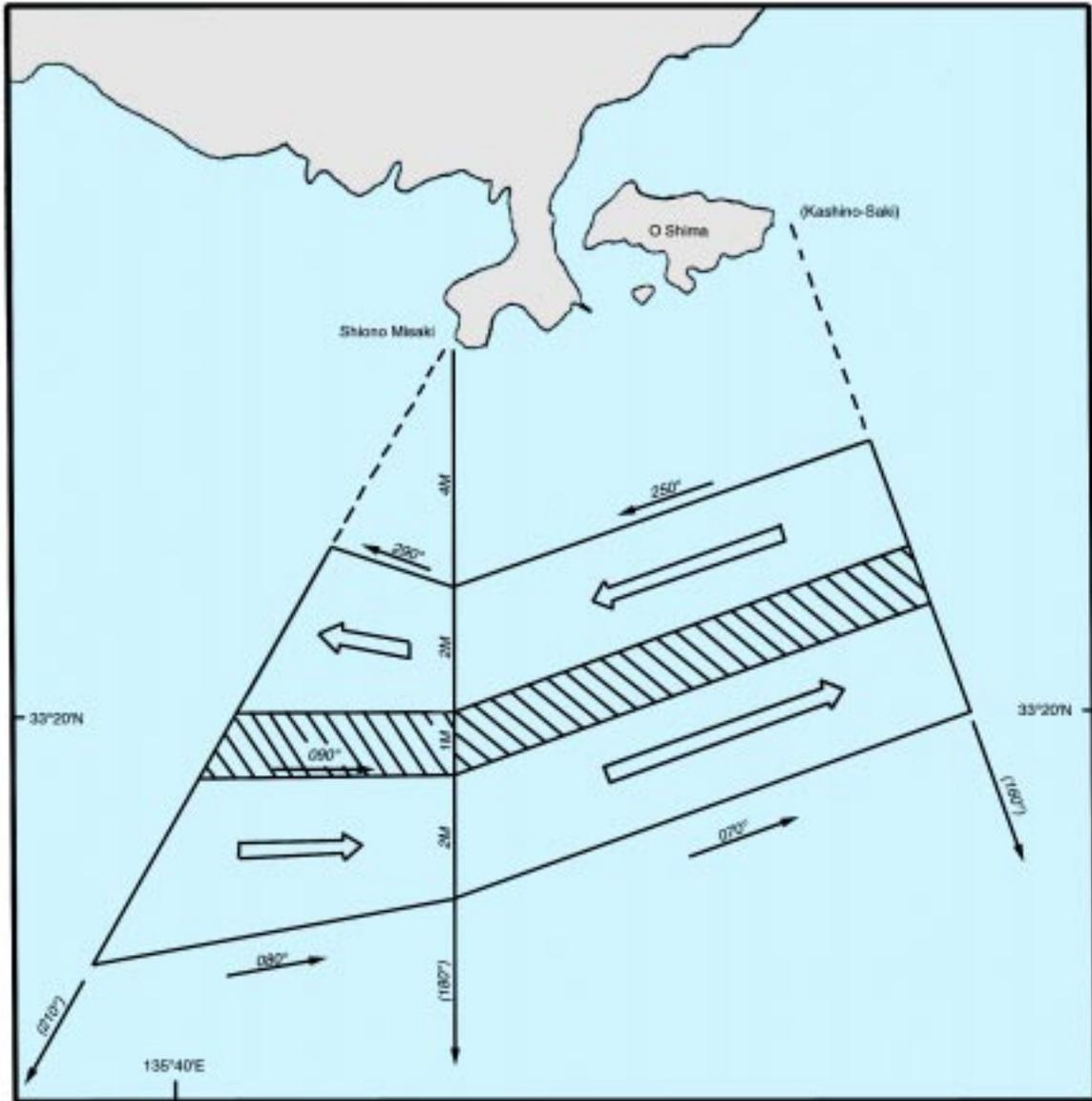
(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
<b>3404</b> 3-0079	<b>Stornoway (Coastguard MRSC).</b>	1743 kHz, J3E, Ch. 10, 23, 73, 84, 86, F3E.	0110, 0510, 0910, 1310, 1710, 2110.	Local navigational warnings and weather.	
*	*	*	*	*	13/01
<b>*3404.1</b> 3-0083	<b>Shetland (Coastguard MRSC).</b>	1770 kHz, J3E, Ch. 10, 73, F3E.	0105, 0505, 0905, 1305, 1705, 2105.	Local navigational warnings and weather.	
		1770 kHz, J3E.	0710, 1910 (Oct. 1 - Mar. 31).	Weather.	13/01
<b>3404.5</b> 3-0121	<b>Belfast (Coastguard MRSC).</b>	Ch. 10, 73, F3E.	0305, 0705, 1105, 1505, 1905, 2305.	Local navigational warnings and weather.	
	*	*	*		13/01
<b>3404.8</b>	<b>Bracknell (GFA).</b>	4610, 8040, 14436 kHz, F3C.	Continuous.	Weather FAX*; 120/288, (ice FAX at 1602; 120/576).	
		18261 kHz, F3C.	0600-1800.	Weather FAX*; 120/288, (ice FAX at 1602; 120/576).	
		2618.5 kHz, F3C.	1800-0600.	Weather FAX*; 120/288.	
	*NOTE: Broadcast schedule at 1622 (120/576).				
*				*	13/01
<b>IRELAND</b>					
<b>3405</b> 3-0124	<b>Dublin (Coastguard MRCC).</b>	Ch. 23, 83, 87, F3E.	0033, 0433, 0833, 1233, 1633, 2033.	Local navigational warnings.	
		Ch. 23, 83, 87, F3E.	0033, 0103, 0403, 0633, 0703, 1003, 1233, 1303, 1603, 1833, 1903, 2203 (1 hr. earlier when daylight savings in effect).	Weather.	
	*	*		*	13/01
<b>3405.5</b> 3-0125	<b>Wicklow Head.</b>			<i>Remove from list.</i>	
				*	13/01
<b>3406</b> 3-0140	<b>Malin Head (EJM) (Coastguard MRSC).</b>	1677 kHz, J3E, Ch. 23, 24, 26, 83, F3E.	0033, 0433, 0833, 1233, 1633, 2033.	Local navigational warnings.	
		Ch. 23, 24, 26, 83, F3E.	0033, 0103, 0403, 0633, 0703, 1003, 1233, 1303, 1603, 1833, 1903, 2203 (1 hr. earlier when daylight savings in effect).	Weather.	
		518 kHz, F1B.	0240, 0640, 1040, 1440, 1840, 2240.	NAVTEX (Q).	
	*	*		*	13/01
<b>3407</b> 3-0134	<b>Shannon.</b>			<i>Remove from list.</i>	
				*	13/01
<b>3407.1</b> 3-0137	<b>Glen Head.</b>			<i>Remove from list.</i>	
				*	13/01
<b>3407.2</b> 3-0127	<b>Mine Head.</b>			<i>Remove from list.</i>	
				*	13/01
<b>3407.3</b> 3-0129	<b>Bantry.</b>			<i>Remove from list.</i>	
				*	13/01

## SECTION II

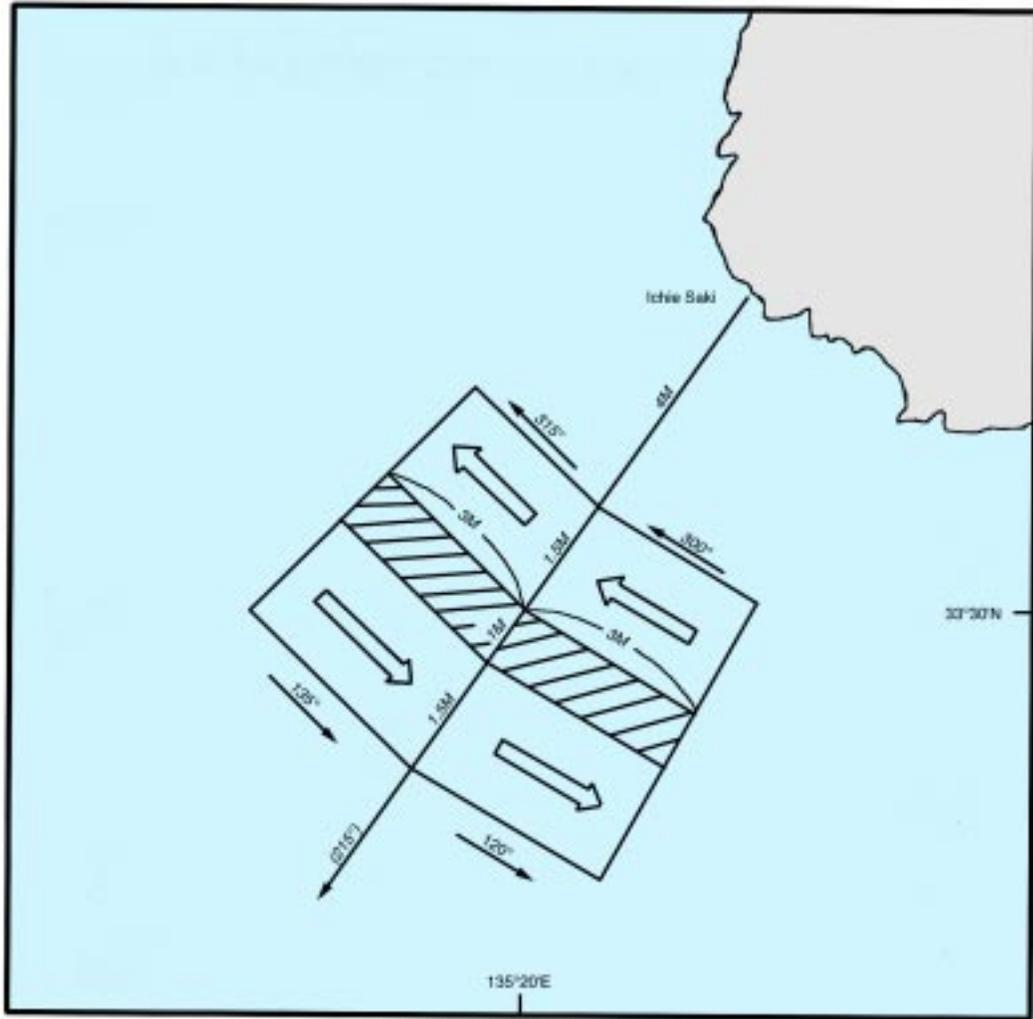
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## PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
<b>3407.4</b> 3-0128	<b>Cork.</b>			<i>Remove from list.</i>
				* 13/01
<b>3407.5</b> 3-0136	<b>Belmullet.</b>			<i>Remove from list.</i>
				* 13/01
<b>3407.6</b> 3-0135	<b>Clifden.</b>			<i>Remove from list.</i>
				* 13/01
<b>3408</b> 3-0130	<b>Valentia (EJK) (Coastguard MRSC).</b>	1752 kHz, J3E, Ch. 23, 24, 26, 28, F3E.	0233, 0633, 1033, 1433, 1833, 2233.	Local navigational warnings.
		1752 kHz, J3E.	0303, 0833, 0903, 1503, 2033, 2103.	Weather.
		Ch. 23, 24, 26, 28, F3E.	0103, 0403, 0703, 1003, 1303, 1603, 1903, 2203 (1 hr. earlier when daylight savings in effect).	Weather.
		Ch. 23, 24, 26, 28, F3E.	0033, 0633, 1233, 1833 (1 hr. earlier when daylight savings in effect).	Weather.
		518 kHz, F1B.	0340, 0740, 1140, 1540, 1940, 2340.	NAVTEX (W).
	*	*	*	* 13/01
<b>3409</b> 3-0126	<b>Rosslare.</b>			<i>Remove from list.</i>
				* 13/01
<b>CHANNEL ISLANDS</b>				
<b>3410</b> 3-0120	<b>Jersey.</b>	1659 kHz, J3E, Ch. 25, 82, F3E.	0433, 0833, 1633, 2033.	Local navigational warnings.
		1659 kHz, J3E, Ch. 25, 82, F3E.	0307, 0645, 0745, 0845, 0907, 1245, 1507, 1845, 2107, 2245 (1 hr. earlier when daylight savings in effect for 0645, 0745, 0845).	Weather.
			*	13/01



Voluntary Traffic Separation Scheme off Shono Misaki



Voluntary Traffic Separation Scheme off Ichie Saki