

PUB 175 (Continued)

Page 231—Lines 35 to 36/L; read:
midway between the lighted beacon marking the N end of Eastern Shoal and Ward Spit Light, and then steering a
(US CH 75142) 21/01

Page 231—Line 5/R; read:
the NNE to NW. During January and February, freak thunderstorms, with winds of 40 to 50 knots, may occur.
(BA NP 13, Supp. 3/2001) 21/01

Page 232—Lines 6 to 8/L; read:
Caution.—Vessels with a length greater than 180m can enter or leave during daylight hours only. Vessels with a length of 180m or less can enter or leave at any time.
(BA NP 13, Supp. 3/2001) 21/01

Page 235—Lines 25 to 26/L; read:
about 1 mile W of the lighted beacon on the N end of Eastern Shoal.
(US CH 75142) 21/01

Page 244—Line 7/L; read:
end, extends 145m E from the NE extremity of Hog Point.
(BA NP 13) 21/01

Page 244—Line 21/L; read:
least depth of 6.4m over the SE end of the N shoal,
(BA NP 13, Supp. 3/2001) 21/01

Page 244—Lines 8 to 9/R; read:
Ballast Head (35°45'S., 137°48'E.), about 2 miles N of Strawbridge
(NIMA) 21/01

Page 250—Line 26/R; read:
providing a berth 110m long, with a depth of 6.5m
(BA NP 13, Supp. 3/2001) 21/01

Page 252—Line 32/R; read:
and having a depth of 2.6m alongside, within the rocks
(BA NP 13, Supp. 3/2001) 21/01

Page 254—Lines 8 to 9/L; read:
A fish haven, with a least charted depth of 15.8m, lies about 1 mile W of
(US NM 16/75134/99) 21/01

Page 254—Lines 33 to 35/L; read:
one berth with a depth of 10.6m alongside. Vessels up to 42,000 dwt, with a maximum length of 183m and a maximum draft of 10.7m, can be accommodated at the jetty.
(BA NP 13, Supp. 3/2001) 21/01

Page 256—Lines 23 to 26/L; read:

Generally, vessels up to 81,000 dwt, with a maximum draft of 11.3m, can be accommodated at the Outer Harbor. Vessels up to 29,000 dwt, with a maximum length of 206m and a maximum draft of 10.8m, can be accommodated at
(BA NP 13, Supp. 3/2001) 21/01

PUB 192 7 Ed 2000 LAST NM 17/01
Page 38—Line 59/L; strike out.
(NIMA) 21/01

Page 38—Line 57/R; read:
Both sides of the estuary are skirted by extensive flats, which in some places dry up to 2 miles from the coastline.
(NIMA) 21/01

Page 40—Lines 53 to 58/L; read:
Aspect.—**Humber Light Float** (53°39'N., 0°20'E.), equipped with a racon, is moored about 9 miles NE of Spurn Head and about 2 miles N of the NE end of New Sand Hole.
Spurn Light Float (53°33.5'N., 0°14.2'E.), equipped with a racon, is moored about 4.6 miles E of Spurn Head.

Outer Sand lighted buoy (53°36.4'N., 0°29.5'E.), equipped with a racon, is moored about 14 miles ENE of Spurn Head.

South Sand lighted buoy (53°35.6'N., 0°25.3'E.) is moored about 12.5 miles ENE of Spurn Head and 1.8 miles SW of the Outer Sand lighted buoy.
(BA NP 54; Trinity House 5/00) 21/01

Page 40—Lines 7 to 12/R; read:
Bull Sand Fort stands 1.5 miles SW of Spurn Head and is marked by two lighted buoys. Bull Light Float is moored about 0.4 mile ESE of the fort.
Haile Sand Fort, marked by a light, stands about 3.5 miles SW of Spurn Head and is surmounted by a mast, 6m high.
Humber Bridge (53°42'N., 0°27'W.), with a main span of 1,410m, is one of the longest single span suspension bridges in the world and crosses
(BA NP 54) 21/01

Page 40—Lines 43 to 51/R; read:
exempted but without local knowledge.
All pilotage requirements by inbound vessels should be made through the Vessel Traffic Service on VHF channel 14 up to the meridian of the No. 4A Clee Ness Light Float (53°35'N., 0°02'E.). Above this meridian vessels should use VHF channel 12.

The 2 hour confirmation notice of ETA at the seaward limit of the pilotage area is required under all circumstances and is not dependent on the availability of a berth.

The pilot station, situated at Spurn Head, has radar coverage from seaward of the Humber Light Float to Immingham. Pilot launches operate from a small pier on the W side of the head.

Pilots board vessels greater than 40,000 dwt or with drafts of over 11m about 1.5 miles NE of the Humber Light Float. Such vessels, while awaiting a pilot, should anchor in the

PUB 192 (Continued)

deep-water anchorage centered about 3.5 miles SE of the Humber Light Float.

Vessels should be aware that tidal currents in this area have,

(BA NP 286; BA NP 54) 21/01

Page 40—Line 59/R; read:

Pilots board other vessels 1 mile SE of Spurn Light Float (53°33.5'N., 0°14.3'E.).

(BA NP 54) 21/01

Page 41—Line 24/R; read:

seen on the chart.

Directions.—An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, has been established in the approaches to the River Humber. This TSS is reported to be operational from 1 June 2001. Changes to navigational aids and anchorage limits will be carried out accordingly.

This TSS includes two small Precautionary Areas, lying centered 0.6 mile S and 2.8 miles SE of Spurn Point, and a large Precautionary Area lying centered 1.5 miles SE of Spurn Light Float.

A Separation Zone extends 3.2 miles SW through New Sand Hole and connects to the NE side of the large Precautionary Area at a position about 2 miles ENE of Spurn Light Float. Inbound and outbound traffic lanes, used by vessels from the NE, are situated on the NW side and SE side, respectively, of this zone. The outer limits of these traffic lanes are marked by lighted buoys.

A Separation Zone extends 3 miles W and connects to the E side of the large Precautionary Area at Inner Sea Reach lighted buoy (53°32.7'N., 0°18.4'E.). Inbound and outbound traffic lanes, used by vessels from the E, are situated on the N side and S side, respectively, of this zone.

A Separation Zone extends 2.5 miles NW and connects to the SE side of the large Precautionary Area at Inner Rosse Reach lighted buoy (53°31.2'N., 0°17.6'E.). Inbound and outbound traffic lanes, used by vessels from the SE, are situated on the NE side and SW side, respectively, of this zone.

A Separation Zone, connecting the E side of the outer small Precautionary Area to the W side of the large Precautionary Areas, extends W between Alpha lighted buoy (53°32.8'N., 0°13.3'E.) and Bravo lighted buoy (53°32.6'N., 0°11.2'E.). An inbound traffic lane is situated on the N side of this zone and an outbound lane is situated on the S side.

A Separation Zone, connecting the two smaller Precautionary Areas, extends NW between Charlie lighted buoy (53°32.7'N., 0°09.7'E.) and Delta lighted buoy (53°33.5'N., 0°07.2'E.). An inbound traffic lane is situated on the NE side of this zone and an outbound lane is situated on the SW side.

(BA NM 11/00) 21/01

Page 42—Lines 26 to 29/R; read:

lock, consists of three T-headed berths with associated mooring dolphins. Tankers up to 290,000 dwt partly laden,

366m in length, and 13.1m draft can be accommodated.

(BA NP 54) 21/01

Page 42—Lines 33 to 34/R; read:

200,000 dwt partly laden, 303m in length, and 14m draft can be handled.

It is reported (2001) that Humber International Terminal has been constructed adjacent to the N side of Immingham Bulk Terminal. This terminal is 300m long and has a depth of 14.7m alongside. Vessels up to 300m in length and 14.2m draft can be handled.

(BA NP 54; Lloyd's Ports) 21/01

COAST PILOT CORRECTIONS

**COAST PILOT 1 31 Ed 1998 Change No. 28
LAST NM 19/01**

Page 149—Paragraph 117; insert after:

Charts 13302, 13303, 13305, 13309-Penobscot Bay Recommended Vessel Route.—The U.S. Coast Guard Captain of the Port, Portland, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.

Recommended minimum under-keel clearances for Penobscot Bay and River have also been established by the aforementioned group, in order to prevent groundings and to promote safety and environmental security of the waterway resources of Penobscot Bay and River. The group recommends that all entities responsible for safe movement of vessels in and through the waters of Penobscot Bay and River operate vessels in such a manner as to maintain a minimum under-keel clearance of 3 feet between the deepest draft of the vessel and the channel bottom when transiting Penobscot Bay and outer Penobscot River, south of Turtle Head on Islesboro island, and 2 feet when transiting Penobscot River north of Turtle Head, and a minimum under-keel clearance of 1 foot at all berthing areas.

(CL 1493/98; CL 1637/00; NOS 13309) 21/01

Page 182—Paragraph 218, line 5; read:

(43°47.0'N., 69°43.4'W.).

Recommended minimum under-keel clearances for Sheepscot River.—The U.S. Coast Guard, in cooperation with the Maine and New Hampshire Port Safety Forum, has established recommended minimum under-keel clearances for Sheepscot River, in order to prevent groundings and to promote safety and environmental security of the waterway resources of Sheepscot River. The group recommends that

COAST PILOT 1 (Continued)

all entities responsible for safe movement of vessels in and through the waters of Sheepscot River operate vessels in such a manner as to maintain a minimum under-keel clearance of 2 feet between the deepest draft of their vessel and the channel bottom when transiting the river inside Entrance Lighted Bell Buoy 2SR, and a minimum under-keel clearance of 1 foot at all berthing areas.

(CL 1637/00; LL/2000)

21/01

Page 200—Paragraph 644, line 2; read:

will receive and transmit information when necessary.

Recommended minimum under-keel clearances for the Port of Portland.—The U.S. Coast Guard, in cooperation with the Maine and New Hampshire Port Safety Forum, has established recommended minimum under-keel clearances for the Port of Portland, in order to prevent groundings and to promote safety and environmental security of the waterway resources for the Port of Portland. The group recommends that all entities responsible for safe movement of vessels in and through the waters of the Port of Portland operate vessels in such a manner as to maintain a minimum under-keel clearance as follows:

(a) 3 feet, when transiting inside a line drawn between Ram Island Ledge Light and Portland Head Light to Dredged Channel Lighted Buoy 5 at the entrance to Fore River,

(b) 2 feet, when transiting Dredged Channel Lighted Buoy 5, including Fore River,

(c) 2 feet, when transiting via Hussey Sound inside a line drawn between Lighted Gong Buoy 3 and Lighted Buoy 4. The minimum under-keel clearance should be between the deepest draft of the vessel and the channel bottom; a minimum under-keel clearance of 1 foot is recommended for all berthing areas.

(CL 1637/00; LL/2000)

21/01

**COAST PILOT 3 34 Ed 1999 Change No. 15
LAST NM 20/01**

Page 91—Paragraph 2085; read:

40°30'58"N., 72°58'25"W.

(33 CFR 166.500)

21/01

Page 92—Paragraph 2131; read:

40°48.00"N., 69°03.33"W.

(33 CFR 167.151)

21/01

Page 92—Paragraph 2189, line 2; read:

Separation Scheme: General.

(33 CFR 167.170)

21/01

Page 92—Paragraphs 2205 to 2208; read:

38°27'00"N., 74°42'18"W.

38°43'24"N., 74°58'00"W.

38°44'12"N., 74°57'12"W.

38°27'36"N., 74°41'18"W.

(33 CFR 167.172)

21/01

Page 93—Paragraphs 2210 to 2211; read:

38°28'48"N., 74°39'18"W.

38°45'06"N., 74°56'36"W.

(33 CFR 167.172)

21/01

Page 93—Paragraphs 2213 to 2214; read:

34°42'48"N., 74°58'54"W.

34°27'00"N., 74°45'24"W.

(33 CFR 167.172)

21/01

Page 93—Paragraphs 2228 to 2232; read:

§167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42'48"N., 74°58'54"W.; thence northerly by an arc of eight nautical miles centered at

38°48'54"N., 75°05'36"W.; to

38°48'19"N., 74°55'18"W.; thence westerly to

(33 CFR 167.174)

21/01

Page 93—Paragraph 2241; read:

38°42'48"N., 74°58'54"W.

(33 CFR 167.174)

21/01

Page 102—Paragraph 2525, lines 1 to 11; read:

§334.200 Chesapeake Bay, Point Lookout to Cedar Point; aerial and surface firing range and target area, U.S. Naval Air Station, Patuxent River, Maryland, danger zones. (a) *Aerial firing range* (1) *The danger zone.* The waters of Chesapeake Bay within an area described as follows: Beginning at the easternmost extremity of Cedar Point; thence easterly to the southern tip of Barren Island; thence southeasterly to

38°01'15"N., 76°05'33"W.; thence southwesterly to

37°59'25"N., 76°10'54"W.; thence northwesterly to

38°02'20"N., 76°17'26"W.; thence northerly to Point No

Point Light; thence northwesterly to the shore at 38°15'45"N.; thence northeasterly along the ...

(33 CFR 334.200)

21/01

Page 104—Paragraph 2557; read:

(iii) The regulations in this section shall be enforced by the Commander, Naval Surface Weapons Center and such agencies as he/she may designate. Patrol boats, in the execution of their mission assigned herein, shall display a square red flag during daylight hours for purposes of identification; at night time, a 32 point red light shall be displayed at the mast head. The Naval Surface Weapons Center (Range Control) can be contacted by Marine VHF radio (Channel 16) or by telephone (703) 663-8791.

(33 CFR 334.230)

21/01

Page 104—Paragraph 2562, lines 1 to 9; read:

§334.240 Potomac River, Mattawoman Creek and Chicomoxen Creek; U.S. Naval Surface Weapons Center, Indian Head Division, Indian Head, MD (a) *The danger zone.* Beginning at a point on the easterly shore of the Potomac River at

38°36'00"N., 77°11'00"W.; thence

38°34'30"N., 77°13'00"W.; thence

COAST PILOT 3 (Continued)

38°33'20"N., 77°14'20"W.; thence
 38°32'20"N., 77°15'10"W.; thence
 38°32'00"N., 77°15'00"W.; thence
 38°32'30"N., 77°14'00"W.; ...
 (33 CFR 334.240) 21/01

Page 64—Paragraph 1158; read:
 (a) Division 1.1 or 1.2 (explosive) materials, as defined in
 49 CFR 173.50.
 (33 CFR 160.203) 21/01

Page 104—Paragraph 2573, line 2; read:
 The areas—(1) *Naval mine service-testing area (prohibited)*.
 A rectangular area ...
 (33 CFR 334.260) 21/01

Page 64—Paragraph 1184, lines 4 to 5; read:
 water of the United States. It may-but need not-involve allion,
 fire, explosion, grounding, leaking, damage, injury or
 illness of a ...
 (33 CFR 160.203) 21/01

Page 105—Paragraph 2579, line 1; read:
 (2) *Naval mine service-testing area (restricted)*. A rectan-
 gular area ...
 (33 CFR 334.260) 21/01

Page 65—Paragraph 1252; strike out.
 (33 CFR 160.213) 21/01

Page 107—Paragraph 2665, line 1; read:
 36°55'39.5"N., 76°08'59"W.; thence 400 yards along the ...
 (33 CFR 334.370) 21/01

Page 65—Paragraph 1255, lines 3 to 5; read:
 immediately notify the nearest Coast Guard Marine Safety
 office or Group office.
 (33 CFR 160.215) 21/01

COAST PILOT 3 34 Ed 1999 Change No. 16

Page 69—portion of Table 161.12(b); read:

Puget Sound ⁴		
Seattle Traffic ⁵	156.700 MHz (Ch. 14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline. The navigable waters of the Strait of Juan de Fuca east of 124°40'W., excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks (48°18'N., 123°32'W.); the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point (48°01.5'N., 122°40.05'W.) and Bush Point (48°01.5'N., 122°36.23'W.) and all waters of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point (47°34'N., 122°40'W.) on Whidbey Island to the shoreline.
	156.250 MHz (Ch. 5A)	
(33 CFR 161.12(b))		21/01

Page 72—Paragraph 1399, line 2; read:
 River between McAlpine Locks (Mile 606.8) and Twelve
 Mile ...
 (33 CFR 161.30) 21/01

Page 75—Paragraph 1435, lines 8 to 10; read:
 Street, NW., Suite 700, Washington, DC, and at the Office of
 Vessel Traffic Management (G-MOV) Coast Guard Head-
 quarters, 2100 Second Street, SW, Washington, DC 20593-
 0001 ...
 (33 CFR 164.03) 21/01

Page 75—Paragraph 1414, line 4; read:
 greater speed than 8 statute miles per hour.
**§162.40 Inland waterway from Delaware River to
 Chesapeake Bay, Del. and Md. (Chesapeake and Dela-
 ware Canal).** These regulations are given in the description
 of the canal in chapter 7 of this Coast Pilot.
 (33 CFR 161.40) 21/01

Page 76—Paragraph 1497, line 2; read:
 shore.
 (e) A tanker equipped with an integrated navigation sys-
 tem, and complying with paragraph (d)(2) of this section,
 may use the system with the auto pilot engaged while in the
 areas described in paragraphs (d)(3) (i) and (ii) of this sec-

COAST PILOT 3 (Continued)

tion. The master shall provide, upon request, documentation showing that the integrated navigation system—

- (1) Can maintain a predetermined trackline with a cross track error of less than 10 meters 95 percent of the time;
- (2) Provides continuous position data accurate to within 20 meters 95 percent of the time; and
- (3) Has an immediate override control.

(33 CFR 164.13) 21/01

Page 78—Paragraph 1583, lines 2 to 3; read: subject to 46 U.S.C. 3708, the dual radar system required by this part must ...

(33 CFR 164.37) 21/01

Page 79—Paragraph 1604, line 4 to Paragraph 1612; read: the water, or over the ground.

- (b) The device must meet the following specifications:
- (33 CFR 164.40) 21/01

Page 79—Paragraph 1618, lines 6 to 10; read: Equipment”. Each receiver installed must be labeled with the information required under paragraph (b) of this section.

(33 CFR 164.41) 21/01

Page 86—Paragraph 1860; read:

- (iii) The cognizant Captain of the Port (COTP), upon writ-

ten application, may authorize an exemption from the requirements of paragraph (d)(1)(i) of this section for—

(A) Any tank barge with a capacity of less than 25,000 barrels, operating in an area with limited depth or width such as a creek or small river; or

(B) Any tank barge operating on any waters within the COTP Zone, if the operator demonstrates to the satisfaction of the COTP that the barge employs an equivalent level of safety to that provided by the positive control provisions of this section. Each request for an exemption under this paragraph must be submitted in writing to the cognizant COTP no later than 7 days before the intended transit.

(33 CFR 165.100) 21/01

Page 89—Paragraphs 2229 to 2230; strike out.

(33 CFR 165.504) 21/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 Ed 2001 LAST NM 20/01

Page 3-15; Table of IIP Broadcasts; strike out.

Replace with new table from back of this Subsection.

(PUBS 0006/2001) 21/01

PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
GERMANY - NORTH SEA				
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 Oelunfall (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.				
3371 3-0215	Offenbach/Pinneberg (DDH) (DDK).	147.3, 11039, 14467.3 kHz, F1B.	0950, 1715.	Local navigational warnings.
		4583, 7646, 10100.8 kHz, F1B.	0515.	Local navigational warnings.
		147.3, 11039, 14467.3 kHz, F1B.	0500, 0505, 0520, 0530, 0535, 0600, 0605, 0620, 0630, 0700, 0725, 0730, 0820, 0840, 0900, 0905, 0920, 0930, 1010, 1025, 1030, 1035, 1100, 1120, 1145, 1200, 1205, 1220, 1230, 1300, 1325, 1330, 1420, 1440, 1500, 1505, 1520, 1530, 1610, 1625, 1630, 1635, 1735, 1800, 1805, 1820, 1830, 1900, 1925, 1930, 2020, 2040, 2100, 2105, 2120, 2130.	Weather in German.
		4583, 7646, 10100.8 kHz, F1B.	0000, 0005, 0020, 0030, 0300, 0305, 0320, 0330, 0355, 0415, 0535, 0550, 0600, 0605, 0835, 0850, 0900, 0905, 0930, 0955, 1015, 1110, 1115, 1135, 1150, 1200, 1205, 1435, 1450, 1500, 1505, 1530, 1550, 1610, 1735, 1750, 1800, 1805, 2035, 2050, 2100, 2105, 2130, 2155, 2215, 2315.	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.

* 21/01

UNITED KINGDOM

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.

3404.8 Bracknell (GFA).

Remove from list.

* 21/01

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 20/01

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
53160	PORT MORESBY	PP	0928S	14708E	164	73581 *	S	CN	G	N	N	N		G	G	L	J	06	L	Y	Y	21/01
54250	BALLAST HEAD	<i>Remove from list.</i>																				21/01
						*																

Corrected Table of IIP Broadcasts

BROADCAST STATION	BROADCAST TIME (UTC)	FREQUENCIES
<i>NAVTEX Broadcast</i>		
USCG Communication Station Boston/NMF.	0045, 0445, 0845, 1245, 1645, 2045.	518 kHz, F1B.
	Special Broadcast during next available time slot.	518 kHz, F1B.
Canadian CG Marine Communications and Traffic Services St. John's/VON.	1820 (winter), 2220 (summer).	518 kHz, F1B.
<i>SITOR Broadcast</i>		
USCG Communication Station Boston/NMF. (NIK via NMF)	0030.	6314, 8416.5, 12579 kHz, F1B.
	1218.	8416.5, 12579, 16806.5 kHz, F1B.
<i>RADIOFACSIMILE Broadcast</i>		
USCG Communication Station Boston/NMF. (NIK via NMF)	1600, 1810.	6340.5, 9110, 12750 kHz, F3C.
Offenbach (Main), Germany via Pinneberg/DDK/DDH.	0930, 2100.	3855, 7880, 13882.5 kHz, F3C.
<i>Radio Telephone</i>		
Canadian CG Marine Communications and Traffic Services St. Anthony/VCM. (Iceberg Bulletin for NFLD Coast and Belle Isle)	0107, 0907, 1907.	2598 kHz, J3E.
	Continuous.	VHF Channel 21B, 83B.
<i>Special Broadcasts</i>		
Canadian CG Marine Communications and Traffic Services St. John's/VON.	0007, 0837, 1637, 2207 and as required.	2598 kHz, J3E.
	Continuous.	VHF Channel 21B, 28B, 83B.
<i>Inmarsat SafetyNET Broadcasts</i>		
AOR-E and AOR-W Satellites.	0000, 1200.	Inmarsat-C SafetyNET.
	Special Broadcasts of targets outside limits sent upon receipt.	
<i>World Wide Web</i>		
International Ice Patrol Web Page.	Updated at 0000, 1200.	http://www.uscg.mil/lantarea/iip/home.html
<i>Automated Weather Network</i>		
Automated Weather Network (AWN).	Updated daily at 0000, 1200.	Header: STNT41 KNIK.
<i>Telefacsimile upon Demand</i>		
Fax On Demand.	Updated daily after 1600.	Fax: (1) 860-441-2773.