

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

NM 1/02

<b>SAILING DIRECTIONS CORRECTIONS</b>		<b>PUB 127</b>	<b>6 Ed 2000</b>	<b>LAST NM 49/01</b>
<b>PUB 123</b> <b>8 Ed 2001</b> <b>LAST NM 48/01</b> Page 18—Line 46/R; insert after: A Single Point Mooring (SPM) stands about 2.5 miles SW of the head of the W mole. A restricted area, with a radius of 1,200m, surrounds the SPM. Only vessels using the SPM may enter the restricted area. (39(3851)01 Taunton)	1/02	<b>PUB 127</b> Page 162—Line 19/L; read: depth of 8.3m in 1999, leads from seaward to the harbor (BA NP 15)		1/02
Page 31—Line 5/R; read: maximum rate of 2 to 2.5 knots. At the outer fairway (47(4695)01 Taunton)	1/02	<b>PUB 132</b> <b>9 Ed 2000</b> <b>LAST NM 35/01</b> Page 22—Line 56/R; insert after: <b>Traffic Separation Scheme.</b> —Mariners are advised that Traffic Separation Schemes and associated Precautionary Areas in the Approaches to Mina Dumyat and Bur Sa'id have been established by the Government of Egypt. These measures have been submitted to the International Maritime Organization (IMO) for adoption in May 2002, at which time the date of their implementation as IMO-adopted measures will be decided (normally 6 months after date of adoption). Meanwhile, in the interest of navigation safety, the Government of Egypt encourages all vessels to use the routing measures as shown on the chart. (BA NM 40/01)		1/02
Page 31—Lines 48 to 51/R; read: An outer fairway buoy is moored about 13.5 miles S of West Point. The main channel is marked by buoys. <b>Caution.</b> —The buoys marking the channels may be moved as conditions change. (47(4695, 4761(P))01 Taunton)	1/02	<b>PUB 142</b> <b>8 Ed 2000</b> <b>LAST NM 35/01</b> Page 125—Lines 29-32/L; read: Welsh Channel lies between the coastal bank fronting the shore W of Point Ayr and West Hoyle Bank. A bar, which joins Middle Patch to the shore NE of Prestatyn (53°20'N., 3°24'W.), lies at the W entrance to Welsh Channel and is crossed by a dredged channel. In 2000, there was a patch, drying 2.1m, 0.1 mile NE of SH4 Lighted Buoy. (BA NM 48/01)		1/02
Page 32—Line 11/L; read: miles NE of the outer fairway buoy. (47(4695)01 Taunton)	1/02	Page 125—Lines 39-44/L; read: <b>Mostyn Docks</b> (53°19'N., 3°16'W.) is a small port which consists of a rubble training wall that extends about 0.4 mile NE from the shore, a ro-ro terminal, and a river wharf. It is on the W side of River Dee estuary, 2.7 miles SE of Point Ayr. The port is a ferry terminal for Ireland and handles various bulk cargoes. The ro-ro terminal is SE of and parallel to the training wall, and the river wharf extends 0.2 mile farther in a SSE direction. The river wharf can accept vessels up to 6,500 dwt, with a length of 120m, a beam of 20m, and up to 6.5m in draft at all states of the tide. <b>Pilotage.</b> —Pilotage for Mostyn Docks and ports in River Dee and its estuary is compulsory for all vessels over 50m loa and is provided by Mostyn Pilots. Vessels should telex or fax their draft and ETA at the Dee Lighted Buoy (53°22'N., 3°19'W.) to Mostyn at least 24 hours in advance. When in VHF range vessels should call Mostyn Pilot or River Dee Pilot. The pilot boards all vessels 0.2 mile SE of Dee Lighted Buoy, or for vessels bound for River Dee by arrangement at HE4 Buoy. (BA NM 48/01)		1/02
Page 32—Line 19/L; read: lies 4.3 miles NE of the outer fairway buoy. (47(4695)01 Taunton)	1/02	Page 67—Lines 27/L to 1/R; read: <b>4.45</b> The <b>Rio Lombo</b> (6°23'S., 12°26'E.) enters the sea 19 (48(4801)01 Taunton)		1/02
Page 67—Line 5/R; read: <b>4.46 Estrela Oil Field</b> (6°26'S., 12°22'E.), with several platforms, (NIMA)	1/02	Page 134—Line 17/R; strike out. (NIMA)		1/02
Page 137—Line 16/L; read: <b>RIO LOMBO</b> 6    23S    12    26E            4.45 (NIMA)	1/02	Page 137—Line 10/R; strike out. (NIMA)		1/02
<b>PUB 126</b> <b>6 Ed 1996</b> <b>LAST NM 48/01</b> Page 13—Lines 17 to 20/L; strike out. (BA NM 45/01)	1/02			

**PUB 143 7 Ed 2000 LAST NM 26/01**

Page 125—Lines 10 to 15/R; read:

**Pilotage.**—Pilotage is compulsory. The pilot boards within a 3-mile radius from the head of the W breakwater, depending on the weather and the size of the vessel. Vessels should send an ETA at least 2 hours in advance.

(BA NM 48/01) 1/02

Page 162—Lines 45/L to 2/R; read:

da Madeira, 5.5 miles WSW of Ilheu de Fora. A prominent fort stands on the N

(BA NM 42/01, Section IV) 1/02

**PUB 160 1 Ed 1998 LAST NM 48/01**

Page 100—Lines 2 to 5/L; read:

Vessels are advised that former mined areas exist off the coast of Kuwait in the N part of the Persian Gulf. Mines could still present a hazard in these areas; anchoring, fishing, or seabed operations are not recommended anywhere in this area. Additionally, drifting mines may be encountered anywhere.

(US NM 20/62570/98) 1/02

**PUB 172 9 Ed 2001 NEW EDITION**

(NIMA) 1/02

**PUB 174 8 Ed 2000 LAST NM 45/01**

Page 119—Tables; replace with below:

Reporting Points E of Longitude 103° 51.1'E	
Reporting Point	Position
Airway Lighted Buoy	1°17.7'N, 104°01.2'E.
Forward Lighted Bouy	1°16.1'N, 103°56.0'E.
Approach Lighted Buoy	1°17.0'N, 103°53.9'E.
NE Corridor Lighted Beacon	1°15.4'N, 103°53.8'E.
Sirdhana Lighted Buoy	1°14.7'N, 103°52.7'E.
Outer Shoal Lighted Buoy	1°15.0'N, 103°51.8'E.
Ro Ro Lighted Buoy	1°15.9'N, 103°51.4'E
Tembakul Lighted Beacon	1°13.3'N, 103°51.8'E.

Reporting Points W of Longitude 103° 51.1'E	
Reporting Point	Position
Rimau Lighted Beacon	1°15.6'N, 103°48.4'E.
West Panjong Lighted Buoy	1°16.2'N, 103°47.1'E.
Selegi Lighted Beacon	1°13.6'N, 103°49.6'E.
Sisters Lighted Buoy	1°13.0'N, 103°48.3'E.
Sebarok Lighted Buoy	1°11.8'N, 103°48.3'E.
East Cyrene Lighted Buoy	1°15.6'N, 103°45.9'E.
Pusing Lighted Buoy	1°17.2'N, 103°44.2'E.
Sawa Lighted Buoy	1°15.4'N, 103°44.0'E.
Serebut Lighted Beacon	1°14.8'N, 103°42.1'E.
Salu Lighted Buoy	1°12.5'N, 103°40.6'E.
Triton Lighted Beacon	1°16.4'N, 103°39.4'E.

(BA NM 45/01) 1/02

**PUB 195 6 Ed 1999 LAST NM 50/01**

Page 99—Lines 3 to 4/L; read:

from Ratan to Ranefjarden, then E to the Finnish frontier.

(NIMA) 1/02

Page 99—Lines 9 to 13/L; read:

The coast of Sweden between Ratan and Tomsvarten (64°58'N., 21°23'E.), about 67 miles NNE, is fronted by numerous islands, rocks, and shoals. Although soundings off this part of the coast are very irregular, vessels should remain in depths of not less than 50m to ensure that they stay a safe distance from all off-lying dangers.

Between Pitea (65°19'N., 21°29'E.) and the Finnish frontier, shoals lie as far as 20 miles seaward of the outermost islets. Consequently, when vessels are in the vicinity of these dangers, the coast will be visible only in very clear weather. The depths are irregular. In a few places soundings give good warning of approach to dangers. However, for the most part, the shoals are steep-to.

In thick weather, the greatest care should be taken when approaching the land. Off this coast, the water is very muddy, especially during and just after freshets in the rivers, making it impossible to detect dangers by discoloration.

**Pilotage.**—See paragraph 1.1, paragraph 5.1, and Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for general information on pilotage.

The main pilot stations along this part of the coast are situated at Skelleftehamn and Lulea. All requests for pilotage must be made through the VTS station at Lulea.

The pilotage area for Skelleftehamn lies between a line bearing 152° from position 65°24'N, 21°49'E and latitude 64°03'N. The pilotage area for Lulea lies between a line extending 152° from position 65°24'N, 21°49'E and the Finnish border. See paragraphs 9.8 and 9.15.

**Regulations.**—See paragraph 1.1 and Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for regulations

## PUB 195 (Continued)

pertaining to vessels in Swedish waters, including restricted areas and semi-restricted areas.

(BA NP 20; BA NP 286) 1/02

Page 99—Lines 28 to 51/L; read:

**9.2 Rata Storgrund** (63°59'N., 21°07'E.), with a least depth of 2.7m, lies about 6 miles E of the mainland coast. This shoal area consists of rock and shingle, and is marked on its W side by a buoy. A main light is shown from a prominent tower, 17m high, standing on the S and shallowest part of the shoal.

Rickleagrunnen, a group of shoals, lies centered about 5.5 miles N of Rata Storgrund Light. The group has a least depth of 2.9m and is marked by a buoy moored at the W side.

**Rataskar Light** (64°00'N., 20°54'E.) is shown from a tower on a building, 8m high, standing on the W side of a wooded island of the same name lying close off the coast, 5.5 miles W of Rata Storgrund Light.

Ratan Sodra Light is shown from a tower standing on the mainland 0.2 mile W of the S extremity of Rataskar.

**Ratan** (64°24'N., 20°54'E.) is a small natural harbor situated on the mainland. It lies abreast the middle of the sound between the coast and the island of Rataskar, close E.

The harbor can be approached from the SSE or the NE via channels, which are available to vessels with drafts up to 2m. The main quay is 95m long and has a depth of 4.5m alongside.

It is reported that the harbor is no longer open to commercial shipping and is used only by recreational craft.

Rataskar Beacon, octagonal shaped with a high pointed roof, is conspicuous. The prominent yellow lookout tower of the former pilot station is situated close S of this beacon. A number of knobby mountain tops are visible in clear weather behind the beacon; however, at close range, these mountain tops are obscured by the coastal land.

A large white spot on Norrklubb, the N part of Rataskar, is conspicuous. It is painted on a cliff and partially obscured by bushes. Norrklubb Beacon, a round-topped cairn 4m high, stands on the N extremity of Rataskar and is prominent.

Dodmanskar, an islet overgrown with brush, lies about 1 mile NNE of Norrklubb. A conspicuous large and dark rock, with a flat top, is located at the E side of this islet.

Soderklubb Beacon, a round-topped cairn 4m high, stands on an islet lying close S of Rataskar.

Vessels with local knowledge can anchor in the N roadstead between the mainland and Norrklubb, the N part of Rataskar. This anchorage has depths of 10 to 13m, clay, but is exposed to N winds.

(BA NP 20; Lloyds Ports) 1/02

Page 99—Lines 1 to 52/R; strike out.

(NIMA) 1/02

Page 100—Lines 1 to 52/L; strike out.

(NIMA) 1/02

Page 100—Lines 55 to 57/L; read:

**9.3 Prastskar Anchorage** (64°02'N., 20°55'E.) (World Port Index No. 26960) lies about 2 miles NNE of Rataskar.

It is the loading place for Dalkarlsa, which stands 3 miles NW. The roadstead has a depth of 7m, sand, and is suitable for vessels with drafts up to 5m. It is exposed to SE and E winds. The anchorage can be approached from the SE, but local knowledge is required.

**Sikea** (64°09'N., 20°59'E.), a very small natural harbor, is situated near the head of Sikeaffjarden, about 10 miles N of Ratan. The fairway leading to the harbor passes N of Rickleagrunnen shoals and is authorized for vessels with drafts up to 4.6m. There is a pier, 93m long, with a depth of 3m alongside. The harbor is no longer open to commercial shipping and is only used by recreational craft.

**Vanskaren Light** (64°10'N., 21°08'E.) is shown from a tower, 11m high, standing on the outermost of a group of treeless islets situated about 4 miles E of Sikea.

**9.4 Gumboda** (64°14'N., 21°06'E.) is a small natural harbor situated within Gumbodafjarden, 3.5 miles NNW of Vanskaren Light. Approach channels lead from the S, passing W of Vanskaren Light, and from the E, passing N of the light. The S fairway is available to vessels with drafts up to 6.5m. The E fairway is available to vessels with drafts up to 4.9m. Local knowledge is required.

The harbor is closed to commercial shipping and used only by recreational craft. It is reported that tugs towing timber occasionally find refuge here.

Gumbodahamn affords anchorage to vessels with local knowledge inside Sparren shoal, in depths of 6 to 10m, sand and clay. Vessels can also anchor in depths of 16 to 24m, clay, about 0.2 mile W of Lilla Vanskaren, which lies 0.6 mile WNW of Vanskaren Light.

Bodbergen, 58m high, stands 1 mile NNE of the  
(BA NP 20; Lloyds Ports) 1/02

Page 100—Lines 1 to 55/R; strike out.

(NIMA) 1/02

Page 101—Lines 1 to 14/L; strike out.

(NIMA) 1/02

Page 101—Lines 20 to 56/L; read:

**9.5 Lovsele** (64°18'N., 21°15'E.) is a loading place within Lovselefjarden, which is entered about 8 miles NNE of Vanskaren Light.

Knavrigen, with a least depth of 7.9m, lies about 2 miles S of Blekeudden, the E entrance point of the fjord. Kallan, a rock awash, lies close N of Knavrigen. A main channel leads from S and passes W of Kallan. Local knowledge is required. The fairway is available to vessels with drafts up to 4.9m. There is a quay, 150m long, with a depth of 4.8m alongside, but only 50m of berthage along the central part is available.

The harbor is closed to commercial shipping and used only by recreational craft.

Anchorage can be obtained by vessels with  
(BA NP 20; Lloyds Ports) 1/02

Page 101—Lines 1 to 3/R; strike out.

(NIMA) 1/02

## PUB 195 (Continued)

Page 101—Lines 6 to 28/R; read:

Varberget is a bare, conspicuous summit, 46m high, rising close to the shore, 2.7 miles NE of the W entrance point. Storklubben, an islet, lies about 0.2 mile SSE of the W entrance point and can be easily recognized.

**9.6 Sorkallen** (64°14'N., 21°28'E.), with a least depth of 6.2m, lies about 5 miles offshore, 10 miles NE of Vannskaren Light.

**Trindkallen** (64°16'N., 21°31'E.), with a least depth of 4.3m, lies about 2.5 miles NNE of Sorkallen. These shoals form the outermost dangers in this vicinity.

**Kallviken** (64°20'N., 21°22'E.), a loading place, is entered 3.5 miles NE of Lovsele. The main approach route to the roadstead leads from S. Vessels can use the fairways passing either E of Kallviksklubben (64°18'N., 21°23'E.) or W of Laskar (64°18.2'N., 21°21.4'E.). The least depth in these entrance channels is 3.9m.

The roadstead has depths of 3 to 4.5m, clay and sand. It is very confined and can only accommodate a few small vessels. Vessels can also anchor in a depth of 9m near the mouth of the fjord.

Viksberget (64°21'N., 21°22'E.), a narrow rocky  
(BA NP 20; Lloyds Ports) 1/02

Page 101—Lines 38 to 55/R; read:

**9.7** The coast between Kallviken and Bjuroklubb, 11 miles NNE, is wooded and fronted by numerous shoals, which extend up to 3 miles offshore in places.

**Blackkallen Light** (64°20'N., 21°31'E.) is shown from a prominent tower, 13m high, standing on a rock fronted by shoals about 1.5 miles offshore, 3.5 miles ENE of Kallviken.

**Grundskaten** (64°26'N., 21°37'E.), the SE extremity of Bjuron, a wooded peninsula, is located 6.5 miles NNE of Blackkallen Light. This point is fronted by a reef, which extends 0.5 mile seaward and is marked by a buoy. Shoals with depths of less than 10m front the coast between the light and Grundskaten and extend up to about 3 miles offshore in places.

**Bjuroklubb** (64°29'N., 21°35'E.) is a steep point, 43m high, which forms the end of a narrow promontory extending 1.5 miles NNW from the N side of Bjuron. A main light is shown from a prominent stone tower, 8m high, standing on the point. A house is situated close to the light. A light is also shown from a structure situated on the NE extremity of the point.

An area of shoals lies centered about 1.5 miles E of Bjuroklubb Light and is marked at its W side by a buoy.

Hokmarksberget, located 8 miles WSW of Bjuroklubb Light, consists of two hills, which lie in a N and S direction. The W side is steep and shows up well from seaward, especially when N of Bjuroklubb.

Kulberget, standing about 4 miles SW of the N extremity of Bjuroklubb, has several summits. The SW most summit, 65m high, is the tallest and a prominent radio mast is situated 1 mile E of it.

**9.8 Gardfjarden** (64°28'N., 21°43'E.), an inlet, lies on the N side of Bjuron, about 0.7 mile SSW of Bjuroklubb Light. Vessels can anchor in depths of 9 to 14m, clay and

sand, within this inlet, but winds between N and NNE raise some sea.

The roadstead within the inlet can be approached through two channels. Local knowledge is required. An inshore fairway leading from SE passes between the E side of Bjuron and the off-lying shoals. Another fairway leads from NE. Vessels with drafts up to 6.8m can reach the anchorage.

Bjuroklubb Harbor, a small oil depot, is situated at the SE end of Gardfjarden. There is a quay, 70m long, with depths of 5 to 6.2m alongside. The channel leading to the quay is available to vessels with drafts up to 4.8m.

Ice is an obstruction to navigation in this area from the end of November to the beginning of May.

Anchorage may also be obtained by vessels with local knowledge in depths of 7 to 12m, clay and sand, within Brattasfjarden, an inlet lying close W of Gardfjarden. The fairway leading to this anchorage is available to vessels with drafts up to 6.1m.

**Caution.**—A magnetic anomaly is reported to exist off Bjuroklubb.

**9.9 Vanoren** (64°32'N., 21°33'E.), the E extremity of a low wooded peninsula, lies on the N side of Gardfjarden, 2.5 miles NNW of Bjuroklubb Light. It is fronted on the NE side by shoals, which extend about 1 mile seaward and are marked by a buoy.

**Skotgronnan** (64°36'N., 21°30'E.), fronted by shoals, is a low, sandy island with a knoll on its SW end lying about 7.5 miles NNW of Bjuroklubb Light and 1.3 miles off the coast. A beacon, fitted with a radar reflector, stands near its N end.

**Skelleftebukten** (64°41'N., 21°15'E.), a bay 5 miles long, lies at the mouth of the Skelleftealv, the principal river along this part of the coast. It is encumbered by numerous islets, rocks, and shoals, which may best be seen on the chart.

The bay is entered between Korsoren, a small peninsula lying 3 miles W of Skotgronnan, and Skelleftenaset, a large peninsula located about 5 miles NNW.

**Burea** (64°37'N., 21°14'E.), a former small port, is situated in the SW part of Skelleftenbukten. A conspicuous church, with a red roof and black spire, stands in the town. The harbor is now only used by recreational craft.

(BA NP 20) 1/02

Page 102—Lines 1 to 54/L; strike out.

(NIMA) 1/02

## COAST PILOT CORRECTIONS

**COAST PILOT 1            32 Ed 2001            Change No. 6  
LAST NM 51/01**

Page 23—Paragraphs 521 to 526; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

NOAA SRSAT Beacon Registration  
E/SP3, Room 3320, FB-4  
5200 Auth Road  
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01) 1/02

Page 136—Paragraph 56, lines 1 to 3; read:

**Eastern Route.**—The eastern limit of the route is about 7.4 miles southeastward of Schoodic Point in about 44°14.9'N., 67°56.3'W. Vessels are requested to begin and end their transit ...

(CL 412/01) 1/02

Page 136—Paragraph 57, lines 1 to 3; read:

**Southern Route.**—The southern limit of the route is about 4.6 miles E of Great Duck Island in about 44°09.06'N., 68°08.2'W. Vessels are requested to begin and end ...

(CL 412/01) 1/02

Page 136—Paragraph 73, lines 6 to 8; read:

207-374-2217; or Penobscot Bay and River Pilots Association, telephone 207-338-6600. Pilots board vessels in the vicinity of Egg Rock Bell Buoy 4 and Lighted Buoy FB. The Penobscot Bay and River Pilots will board vessels arriving from the E in about 44°18.6'N., 68°05.2'W., and vessels arriving from the S at 44°17.6'N., 68°07.8'W. The pilot boats monitor ...

(CL 412/01) 1/02

Page 160—Paragraph 120, line 14 to Paragraph 122; read: estimated time of arrival, and any special needs.

Pilot pickup stations are: for the eastern entrance to the bay, at 43°49.0'N., 68°50.0'W., about 2 miles northeast of Matinicus Rock Light; for the western entrance, Manana Island Lighted Whistle Buoy 14M (43°45.3'N., 69°22.5'W.)

Pilotage, in the waters of Penobscot Bay, is available from, but not limited to:

**Down East Pilots, Inc.** (d.b.a. Pen-Bay Pilots), Station Avenue, P.O. Box 680, Searsport, ME 04974; telephone 207-338-1640; fax 207-374-2455; cable PEN-BAY PILOTS. Down East Pilots offer pilotage for the waters previously mentioned. The office and station monitor VHF-FM channels 10 and 16; the station works channels 10 and 11. The pilot boat, a fishing boat with a red and black hull, monitors

VHF-FM channels 10 and 16 one hour before ETA; works channels 10 and 11. The pilot boat displays International Code flag H by day and a white light over red light at night.  
(CL 1020/01) 1/02

Page 160—Paragraph 124, lines 3 to 4; read:  
ME 04814; telephone 207-374-2217, fax 207-374-2455.  
(CL 1020/01) 1/02

Page 160—Paragraph 129, lines 2 to 4; read:  
pilotage for the entire area. The office address is: 48-2 Marshall Wharf, Belfast, ME 04915; telephone 207-338-6600, fax 207-338-2605.  
(CL 412/01) 1/02

Page 160—Paragraph 137, lines 9 to 11; read:  
is 60,000 DWT. Maximum draft at docks at MLW is 35 feet. The maximum exposed profile ...  
(CL 412/01) 1/02

Page 175—Paragraph 447, line 1; read:  
**Towage.**—Three modern tugs up to 1,800 hp are available at ...  
(CL 412/01) 1/02

Page 175—Paragraph 457, lines 1 to 2; read:  
**Prominent features.**—Three steam cranes, oil tanks on Mack Point, and ...  
(CL 412/01) 1/02

Page 176—Paragraph 464, line 2; read:  
at Searsport. Three modern tugs up to 1,800 hp are available at Belfast.  
(CL 412/01) 1/02

Page 176—Paragraph 469, line 3; read:  
of berthing space on the east side with a depth of 34 ...  
(CL 412/01) 1/02

Page 177—Paragraph 509, line 5; read:  
entrance. The deepest draft ordinarily trading to Bangor is about 16 feet.  
(CL 412/01) 1/02

Page 179—Paragraph 536, line 1; read:  
**Wharves.**—There is one deep-draft facility at ...  
(CL 412/01) 1/02

Page 179—Paragraph 538, lines 3 to 4; read:  
former railway wharf and provides a 700-foot berth with depths of 35 feet alongside.  
(CL 412/01) 1/02

Page 179—Paragraph 556, lines 1 to 3; read:  
**Wharves.**—Bangor has three oil wharves and an asphalt wharf with depths of 7 to 14 feet reported alongside. One coal wharf is in operation for storage, ...  
(CL 1020/01) 1/02

**COAST PILOT 1 (Continued)**

Page 206—Paragraph 500, lines 3 to 7; read:  
crossed by State Route 24 highway bridge, which has a fixed span with a clearance of 10 feet. The passage is difficult because of strong currents and unmarked ...

(CL 1254/01) 1/02

**COAST PILOT 4            33 Ed 2001            Change No. 11  
LAST NM 51/01**

Page 23—Paragraphs 521 to 526; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

NOAA SARSAT Beacon Registration  
E/SP3, Room 3320, FB-4  
5200 Auth Road  
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01) 1/02

Page 313—Paragraph 115, line 10; read:

keys. An overhead cable crosses the channel with a least clearance of 25 feet. The channel north of the highway bridges is unmarked and difficult ...

(CL 1214/01) 1/02

Page 325—Paragraph 137, line 2; read:  
crosses the waterway.

At **Mile 355.5**, a fixed bridge with a clearance of 65 feet crosses the waterway.

(CL 1927/01) 1/02

Page 331—Paragraph 268, line 9; read:

waterway at **Mile 824.9** has a fixed span with a clearance of 65 feet.

Twin fixed bridges cross the waterway at **Mile 829.1** with a clearance of 65 feet.

(CL 1297/98; CL 1505/98) 1/02

Page 331—Paragraph 269, line 3 to Paragraph 270, line 4; read:

yacht facilities, and marine supplies can be obtained.

Main Street Bridge at **Mile 829.7** has a bascule span with a clearance of 22 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) Broadway Bridge has a fixed span that crosses the waterway at **Mile 830.1** with a clearance of 65 feet. Memorial Bridge at **Mile 830.6** ...

(CL 1915/01) 1/02

**COAST PILOT 5            29 Ed 2002            Change No. 2  
LAST NM 51/01**

Page 23—Paragraphs 523 to 528; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

NOAA SARSAT Beacon Registration  
E/SP3, Room 3320, FB-4  
5200 Auth Road  
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01) 1/02

**COAST PILOT 6            31 Ed 2001            Change No. 14  
LAST NM 47/01**

Page 8—Paragraph 166 to Page 10—Paragraph 171; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

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(32/01 CG11; CL 1875/01) 1/02

**COAST PILOT 6            31 Ed 2001            Change No. 15**

Page 166—Paragraph 202, lines 6 to 8; read:

channel limits are marked by buoys. In April 2001, the controlling depths were 9.7 feet (15.4 feet at midchannel) from deep water in the lake to just inside the outer piers, except for shoaling to 5.3 feet in the right outside quarter just N of the outer end of the W pier, thence 7.7 feet (9.1 feet at ..

(BPs 174732-33; CL 1232/01) 1/02

Page 166—Paragraph 203, lines 5 to 10; read:

by lights. In April 2001, the controlling depths were 7.1 feet, gradually shoaling to 4.0 feet at the S end, in the access channel along the E side of the Municipal Pier, thence 5.0 feet in the channel just S of the E breakwater except for lesser depths along the N edge, thence 6.0 feet in the access channel along the W side of the Municipal Pier and 5.0 feet in the channel ...

(BP 174732; CL 1232/01) 1/02

**COAST PILOT 6 (Continued)**

Page 232—Paragraph 103, lines 6 to 9; read:  
is marked by buoys and a private **113.5°** lighted range. In June 2001, the controlling depths were 2.6 feet (6.1 feet at midchannel) in the entrance channel and through the river to ...  
(DDs 2128-29) 1/02

Page 275—Paragraph 347, lines 4 to 8; read:  
In July 2001, the controlling depths were 13.2 feet at mid-channel in the approach channel and between the piers, thence 12 feet to the South Haven Municipal Marina, thence 4.5 feet to the head of the project just below the Dyckman Avenue ...  
(DDs 2134-35) 1/02

Page 363—Paragraph 163, lines 9 to 10; read:  
In April-August 2000, the midchannel controlling depth in the dredged channel was 22.7 feet.  
(DDs 1508-20) 1/02

Page 363—Paragraph 173, lines 4 to 5; read:  
Portage Lake. In April-August 2000, the controlling depth was 17.6 feet (22.7 feet at midchannel) in the entrance and through ...  
(DDs 1508-20) 1/02

**COAST PILOT 6            31 Ed 2001            Change No. 16**

Page 140—Paragraph 159, lines 1 to 4; read:  
In April 2001, the controlling depths were 19.7 feet (20.2 feet at midchannel) to the lower turning basin, with 14.4 to 19.7 feet in the basin. The channel under the swing bridge just below the turning basin has depths of 14.6 feet under the E draw and 21 feet under the W draw, thence 17.3 feet (19.6 feet at midchannel) to the upper turning basin, with 17 to 20 feet in the upper turning basin, thence 11.4 feet (12.5 feet at midchannel) to the ...  
(BPs 174410-11; CL 983/01) 1/02

Page 335—Note 3; read:  
Note 3.—Advance notice of 24 hours is required for bridge opening; telephone, 715-344-1910.  
(NOS/01) 1/02

Page 389—Paragraph 61, line 3; read:  
shore. The ends of the breakwater are marked by lights. The breakwater has been reported to become submerged during periods of high water; mariners are advised to use caution when transiting the area. The controlling ...  
(CL 187/01) 1/02

**COAST PILOT 7            33 Ed 2001            Change No. 2  
LAST NM 47/01**

Page 23—Paragraphs 522 to 527; read:  
All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-

7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

NOAA SARSAT Beacon Registration  
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5200 Auth Road  
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01) 1/02

**COAST PILOT 7            33 Ed 2001            Change No. 3**

Page 42—Paragraph 170, line 5; read:  
Islands shall not be included.

*Motorized personal watercraft* means a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner or sitting or standing inside the vessel.

(FR 9/10/01) 1/02

Page 42—Paragraph 189, line 6; read:  
and the Department of Defense.

(7) Operation of motorized personal watercraft, except for the operation of motorized personal watercraft for emergency search and rescue mission or law enforcement operations (other than routine training activities) carried out by National Park Service, U.S. Coast Guard, Fire or Police Departments or other Federal, State or local jurisdictions.

(FR 9/10/01) 1/02

Page 89—Paragraph 1695 to Page 90—Paragraph 1698; read:

**§117.899 Youngs Bay and Lewis and Clark River.**

(a) The draw of the US101 (New Youngs Bay) highway bridge, mile 0.7, across Youngs Bay at Smith Point shall open on signal for the passage of vessels if at least one half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times at least a four-hour notice by telephone is required. The opening signal shall be two prolonged blasts followed by one short blast.

(b) The draw of the Oregon State (Old Youngs Bay) highway bridge, mile 2.4, across Youngs Bay foot of Fifth Street, shall open on signal for the passage of vessels if at least one half-hour notice is given to the drawtender at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. Saturday and Sunday. At all other times at least a four-hour notice is required. The opening signal is two prolonged blasts followed by one short blast.

(c) The draw of the Oregon State (Lewis and Clark River) highway bridge, mile 1.0, across the Lewis and Clark River, shall open on signal for the passage of vessels if at least one half-hour notice is given by marine radio, telephone, or other

## COAST PILOT 7 (Continued)

suitable means from 6 a.m. to 6 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times at least a four-hour notice is required. The opening signal is one prolonged blast followed by four short blasts.

(CL 1709/01) 1/02

Page 182—Paragraph 115, lines 4 to 5; read:  
S extension. The S extension has a light and fog signal at the seaward end; a light is at the outer end of the N extension. Inside the common entrance ...

(41/01 CG11; LL/01) 1/02

Page 182—Paragraph 115, lines 12 to 14; read:  
Oceanside Harbor entrance channel is marked by buoys and a light on the N side, and by a daybeacon and a light on the S side.

(41/01 CG11; LL/01) 1/02

Page 184—Paragraph 153, lines 5 to 6; read:  
contamination.

(LL/01; NOS 18754) 1/02

Page 206—Paragraph 80, lines 3 to 4; read:  
a light is on the E side of the island and a lighted bell buoy is about 1.3 ...

(46/01 CG11; LL/01) 1/02

Page 237—Paragraph 361, line 12; read:  
**Oyster Point Channel**, marked by private lights, has depths of ...

(32/01 CG11; LL/01) 1/02

Page 256—Paragraph 515, line 6; read:  
the E end. In June 2001, shoaling to 14 feet was in the NW corner of Naval ...

(BP 174802) 1/02

Page 277—Paragraph 183, lines 2 to 3; read:  
above the entrance. The pier of a pulp company is here.

(CL 1615/01) 1/02

Page 286—Paragraph 58, lines 1 to 3; read:  
In September 2001, depths alongside the E side of the wharf ranged from 10 feet at the N end to 14 feet at the S end. Gasoline, diesel fuel, and water are piped to the ...

(BP 175403) 1/02

## COAST PILOT 7      33 Ed 2001      Change No. 4

Page 293—Paragraph 212, line 8; read:  
In August 2001, the controlling depth was 7 feet. Gasoline, ...

(BP 175393) 1/02

Page 304—Paragraph 106, line 5 to Paragraph 107; read:  
lights. The channel is marked by lights and daybeacons. The entrance usually has swells and is subject to continual

change; the channel should be navigated only at high water with local knowledge. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The rest of Baker Bay is covered with shoals and abandoned fish traps.

(NOS 18521) 1/02

Page 304—Paragraph 110, lines 1 to 3; read:

A boat basin is at **Hammond**. Its ...  
(CL 1390/01) 1/02

Page 304—Paragraph 111; read:

A packing plant wharf is about 0.5 mile SE of the boat basin at Hammond.  
(CL 1390/01) 1/02

Page 306—Paragraph 156, lines 8 to 9; read:  
2000, the controlling depth was 1 foot along the SE edge of the entrance channel (shoaling to bare across the remainder of the entrance) and in the channel bend off Skamokawa.

(BP 172853) 1/02

Page 323—Paragraph 62, lines 4 to 6; read:  
daybeacon is on the N side of the entrance. In December 2000, the controlling depths were 4.3 feet in the left half and 11.6 feet in the right half of the entrance channel to the basin; the basin had depths of 9 to 13 feet, except for lesser depths along the SW edge. Berths, ...

(BP 173233) 1/02

Page 328—Paragraph 178, lines 4 to 6; read:  
In February 2001, the controlling depths were 3.8 feet in the right half and 7.6 feet in the left half of the entrance channel to the basin; thence depths of 6.6 to 10 feet were in the basin with lesser depths along the E and S sides. The N and S sides of the entrance to ...

(BP 173816) 1/02

Page 365—Paragraph 50, lines 3 to 4; read:  
is marked by lights; in July 2000, the controlling depths were 11.3 feet in the entrance channel and 10 to 12 feet in the basins.

(BP 175624) 1/02

Page 366—Paragraph 66, lines 5 to 7; read:  
that operates to Port Townsend. In May 2001, the controlling depth in the dredged entrance channel was 19 feet, thence depths were 17 to 22 feet in the middle of the harbor basin with much lesser depths along the sides. A breakwater, ...

(BP 175071) 1/02

Page 386—Paragraph 282, lines 11 to 15; read:  
Harbor. The marina is protected on the S and W sides by breakwaters. A light on the end of the S and W breakwaters mark the marina entrance at its SW corner. Berthing, electricity, ...

(CL 1518/01; BP 175157) 1/02

## COAST PILOT 7 (Continued)

Page 437—Paragraph 630, line 1; read:

Charts 19357, 19369, 19366.—A low, flat plain, 3 to 5  
miles wide, ...  
(CL 1650/98)

1/02

Page 458—Paragraph 963, line 1; read:

Charts 19480, 19481, 19482.—Midway Islands, 1,150  
miles ...  
(CL 1650/98)

1/02

## WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 49/01

## 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										
11550	FORT DE FRANCE	MB	1436N	06104W *	147	25527	M	CN	G	N	N	N	Y	N	J	C	J	G	01	L	Y	Y	1/02
11625	GRAND CUL DE SAC BAY *	ST	1359N *	06101W *	147	25528	L	CN	G	N	N	N	Y	N		J	A	01	L	Y	*	1/02	
11630	CASTRIES	ST	1401N	06100W	147	25528	S	CN	G	N	N	N	Y	N	H	E	L	01	L	Y		1/02	
11640	KINGSTOWN	VC	1309N	06114W	147	25483	S	CN	F	N	N	N	Y	N		A	J	02	M	Y	Y	1/02	
11670	ST GEORGE'S *	GJ	1203N	06145W	147	25480	S	CN	F	N	N	N	Y	N	H	A	L	L	01	L	Y	*	1/02
11690	BRIDGETOWN	BB	1306N *	05938W *	147	25487	V	CB	F	N	N	N	Y	N		A	K	J	02	L	Y		1/02
*11715	CRONSTADT ISLAND	TD	1040N	06038W	148	24406	V	CN	F	N	N	N	Y	N		H		M	Y			1/02	
*11718	TEMBLADORA	TD	1041N	06135W	148	24406	V	CN	F	N	N	N	N	N	L	J		L	Y			1/02	

