

SECTION II
NAVIGATION PUBLICATIONS

NM 14/02

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 13/02

Page 143—Graphic; replace with below:
New graphic titled "**Plan 1**" from back of this Subsection.
(NIMA) 14/02

Page 145—Graphic; replace with below:
New graphic titled "**Plan 3**" from back of this Subsection.
(NIMA) 14/02

PUB 123 8 Ed 2001 LAST NM 1/02

Page 82—Lines 44 to 48/R; read:
Sand Hill, lies at the S end of a slight indentation. A pole mast, at an elevation of 50m and on which a light was previously displayed, can be seen in good visibility. Heavy breakers were observed (1971) about 5 mile NW of Mowe Point, and about 2.5 miles offshore.
The mouth of the Hoanib River is generally incon-
(SAN HO-22, Supp. 1/2001; US CH 57340;
US NM 34/57340/01) 14/02

Page 83—Lines 6 to 16/L; read:
Terrace Bay (19°59'S., 13°02'E.) lies about 17 miles SSE of Sand Table Hill. A visually and radar conspicuous mine dump lies 0.5 mile inland. Dune Point, a slight headland, lies about 2.5 miles SSE of Terrace Bay.
Caution.—Offshore oil and gas exploration has been reported (1993) in position 20°00'S, 11°40'E, about 80 miles W of Dune Point.
Swallow Rocks is a dangerous reef, with a depth of less than 2m, lying 4 miles SSE of Dune Point. This reef
(SAN HO-22, Supp. 1/2002; US CH 53740) 14/02

Page 83—Lines 43 to 46/L; strike out.
(SAN HO-22, Supp. 1/2001;
US NM 34/57340/01) 14/02

Page 83—Lines 11 to 13/R; read:
seaward end, off which a reef extends about 100m. A 21m high black tower, surmounted by a black diamond, stands on the cape.
(SAN HO-22, Supp. 1/2001;
US NM 34/57380/01) 14/02

Page 83—Line 27/R; read:
lies about 1.5 miles NE of Cape Cross.
(SAN HO-22, Supp. 1/2001;
US NM 34/57380/01) 14/02

Page 85—Line 18/L; read:
main wharf is maintained at a depth of 12.8m over a width of
(SAN HO-22, Supp. 1/2001) 14/02

Page 85—Line 24/L; read:
10.6m alongside. Vessels with a maximum length of 224m and a
(SAN HO-22, Supp. 1/2001; US NM 6/57381/01) 14/02

Page 85—Lines 32 to 34/L; strike out.
(SAN HO-22, Supp. 1/2001; US NM 6/57381/01) 14/02

Page 85—Line 43/L; read:
dredged to 6.5m over a width of 100m, leads to the basin N of the
(SAN HO-22, Supp. 1/2001; US NM 6/57381/01) 14/02

Page 85—Line 53/L; read:
Lighted Buoy is moored about 3 miles E of Pelican Point, 0.6
(SAN HO-22, Supp. 1/2001; US NM 6/57381/01) 14/02

Page 85—Line 57/L; read:
racon is situated at the light. Radar reflectors
(SAN HO-22, Supp. 1/2001;
US NM 45/57381/99) 14/02

Page 88—Line 12/R; insert after:
Luderitz Bay (26°39'S., 15°09'E.)

World Port Index No. 46650

5.22 Luderitz Bay is entered between North East Point (26°35'S., 15°09'E.) and Diaz Point, 4.5 miles SW. There are several anchorages in the bay, but they are exposed to the swell, which, being deflected by the contour of the land, enters the bay from NW. Seal Island, Penguin Island, and Shark Island lie off the E side of the bay, from N to S, respectively.

Robert Harbor is entered between Penguin Island and Shark Island. The latter island is connected to the mainland by a causeway. Menai Creek, in the S part of Robert Harbor, is shallow, but a dredged channel leads to the two jetties at the town of Luderitz, at the head of the creek.

Shearwater Bay, in the S part of Luderitz Bay, is entered between Diaz Point and Angra Point, 2 miles ENE; landing can be effected in it in three places.

Winds—Weather.—Strong SSW to SW winds are almost continuous for 10 months of the year. It is usually calm in the early morning. Morning fog often occurs outside the harbor area and is most frequent between January and April. At times, desert sand is blown about in large quantities, filling the air with minute particles which take a long time to subside.

Tides—Currents.—The tidal rise at Luderitz is 1.4m at MHWS and 1m at MHWN. Currents are negligible in Menai Creek, but a tidal current sometimes occurs during the flood,

PUB 123 (Continued)

running down the E side of Shark Island, and may cause difficulty to vessels berthing.

Depths—Limitations.—A channel, 60m wide, leading to the jetties off Luderitz, and a turning basin off the jetties, were dredged to 8.05m. The main jetty at Luderitz has a dredged depth of 6m alongside its W side for a distance of about 180m from its head, and alongside its E side for a distance of about 140m. Vessels with lengths of less than 105m and drafts of less than 6m can be accommodated at the main jetty.

The Timber Jetty, close E of the main jetty, is 168m long and has a depth of 3.5m alongside.

A new General Purpose Quay has been constructed in the harbor. The quay is 500m long. It has three berths, with depths alongside ranging from 4.6 to 8.6m.

A boat jetty extends into the S part of Robert Harbor, 0.6 mile NNE of the main jetty, in Menai Creek.

North Reef, 2.7m high, lies 0.2 mile SSW of North East Point. There is a depth of 3.7m about 0.2 mile S of North Reef.

A shoal, with a depth of 6.4m, extends 0.2 mile seaward between Diaz Point and the NW extremity of this peninsula.

Angra Rock lies on a reef which extends 0.5 mile N of Angra Point. The sea breaks between the rock and the point. A rock, awash, and a rock, with a depth of less than 1.8m, lie 0.3 mile and 0.4 mile, respectively, N of Angra Point. Vessels should not pass between Angra Point and the lighted buoy moored 0.6 mile NNW of the point.

Seal Island, 43m high, round-topped, and dark, lies about 0.5 mile S of North East Point. A mussel culture area extends 0.3 mile E of the E coast of Seal Island. Vessels should keep well-clear of the area due to the presence of unlit floating platforms and booms. A stranded wreck lies at the SE end of Seal Island.

Penguin Island, 49m high and rocky, lies 0.5 mile S of Seal Island. Penguin Island is fringed by a reef which extends 150m from its N, W, and S ends. Tiger Reef, awash, lies between the N end of Penguin Island and the mainland E. A lighted buoy is moored off the NE side of the reef. A rock, with a depth of less than 1.8m, lies 0.1 mile N of the N end of Shark Island.

Aspect.—**North East Point** (26°35'S., 15°09'E.), bold and rocky, lies about 3 miles S of Dagger Rock.

Nautilus Hill, 130m high, lies 0.7 mile E of the S end of Penguin Island and appears to be the highest land in the vicinity. A radio mast is situated 0.2 mile NW of the hill.

Diaz Point (26°38'S., 15°06'E.) is the N extremity of a rocky peninsula. A light is shown 0.2 mile S of the point; a signal mast stands close N of the light. A beacon, consisting of a marble cross, stands about 0.2 mile WNW of the light, but it is difficult to distinguish.

A beacon, consisting of white tripod with framework topmark, stands on the 38m high summit 0.2 mile SSE of Angra Point. A lighted buoy lies 0.6 mile NNW of Angra Point. Beacons are situated 0.1 mile ENE and 0.1 mile ESE of Angra Point Beacon. The area within 0.1 mile offshore between these beacons is foul.

Shark Island, 0.5 mile S of Penguin Island, is marked by a light near its center. A lighted buoy is moored 0.2 mile N of Shark Island. A conspicuous church spire, nearly 1 mile S of

Shark Island Light, is a useful mark in approaching the anchorage in Luderitz Bay.

Lights, in range 120°, about 0.6 mile E of the N end of Shark Island, lead into Robert Harbor. The dredged channel and turning basin in Menai Creek are marked by buoys.

Pilotage.—Pilotage is compulsory. Pilots board 1 mile NNW of Angra Point and are available between 0500 and 2100 hours. The pilot will board 0.7 mile NE of Angra Point in poor weather. In an emergency, vessels will be accepted at any time. A tug and launch operate as pilot vessels; both have black hulls and yellow funnels.

Regulations.—A Port Information Service is maintained at Luderitz Bay. Vessels equipped with VHF are requested to establish contact with the harbor master not less than 1 hour before arrival. Vessels arriving after hours should report their ETA by VHF to the signal station at Diaz Point Light.

Vessels in the outer anchorage should keep a listening watch on VHF channel 16.

Anchorage.—Luderitz Harbor is a narrow inlet E of Angra Point, but only the outer part is suitable for anchoring.

Shearwater Bay provides good shelter from all but N and NW winds, but vessels must be prepared to get underway at short notice due to sudden squalls. There is good anchorage between Angra Point and Shark Island. Anchorage can be taken, in 10.7m, with Shark Island Light bearing 136° and with Angra Point bearing 266°. Anchorage according to draft can be taken farther inside Luderitz Harbor.

The holding ground in Robert Harbor is poor in places, and vessels have dragged anchor there, but a berth reported safe for vessels, with a draft of up to 7.3m, good holding ground, clay, with a swinging radius of about 0.2 mile, lies on the range line, with Shark Island Light bearing 214°, distant about 0.5 mile.

Anchorage can also be taken on the range line, with Shark Island Light bearing 225°, distant 0.5 mile. Another anchorage lies 0.2 mile WSW of Angra Peguena Jetty, which is situated about 0.5 mile E of the S end of Penguin Island.

A considerable NW swell is felt at times. With a swell setting into the bay, anchorage at the N end of Robert Harbor is recommended. Shark Island Light is obscured in Robert Harbor.

North Harbor, entered N of Seal Island, provides anchorage, in 7m. Vessels of light draft can anchor leeward of Seal Island.

Directions.—Luderitz Bay may be entered without difficulty. Diaz Point can be rounded at a distance of 0.4 mile. Vessels must pass N of the lighted buoy moored off Angra Rock, and a course set for Robert Harbor or the anchorage in Luderitz Harbor. At night, Angra Rock and the reef off Penguin Island may be cleared by keeping in the white sector of Shark Island Light.

Vessels proceeding to the anchorage in Luderitz Harbor, after passing the lighted buoy moored off Angra Point, can steer to pass 0.5 mile NE of the point, and, when Angra Point beacon bears 246° in range with the beacon ENE of it, alter course to about 170°, and anchor when Angra Point beacon bears 290°, in range with the beacon ESE of it.

Vessels bound for Robert Harbor enter with the range lights in line, bearing 120°.

(NIMA; SAN HO-22, Supp. 1/2001)

14/02

PUB 123 (Continued)

Page 88—Line 19/R; insert after:

Caution.—Numerous mining vessels operate off the coast between Luderitz Bay and the Orange River. They moor with a spread of five anchors; unlit anchor buoys extend up to 1,500m from the vessels. The approximate positions of these vessels are broadcast daily over NAVTEX. These vessels, which should be given a wide berth, move constantly within their anchor spread.

(SAN HO-22, Supp. 1/2001) 14/02

Page 90—Line 24/R; insert after:

Caution.—Numerous mining vessels operate off the coast between the Orange River and Port Nolloth. They moor with a spread of five anchors; unlit anchor buoys extend up to 1,500m from the vessels. The approximate positions of these vessels are broadcast daily over NAVTEX. These vessels, which should be given a wide berth, move constantly within their anchor spread.

Between the Orange River and Port Nolloth are numerous prospecting trenches dug at right angles to the coast. There are also many fairly-high mine dumps and well-lit mine structures. In some places, the coastline has been pushed out to sea for a considerable distance by dikes; the enclosed area is then pumped out and the seabed is cleared to the bedrock to recover alluvial diamonds.

(SAN HO-22, Supp. 1/2001) 14/02

Page 90—Line 31/R; read:

depth of 6.7m, which seldom breaks, lies 0.5 mile WNW of
(SAN HO-22, Supp. 1/2001) 14/02

Page 90—Line 40/R; read:

16.7m, lies 3.5 miles WSW of Kaap Voltas. Peacock
(SAN HO-22, Supp. 1/2001) 14/02

Page 91—Line 12/L; read:

A reef, with a depth of 6.6m in its outer part and on which
(SAN HO-22, Supp. 1/2001) 14/02

Page 91—Line 26/R; read:

The Bar, a rocky shoal having a least depth of 3.1m. The sea
(SAN HO-22, Supp. 1/2001) 14/02

Page 91—Line 37/R; read:

3.6m, can be accommodated. It has been reported (1999) that there is less water than charted alongside the pier and the northernmost 25m of the pier is unusable.
(SAN HO-22, Supp. 1/2001) 14/02

Page 92—Lines 1/L to 2/R; read:

MacDougalls Bay.
(SAN HO-22, Supp. 1/2001) 14/02

Page 92—Lines 16 to 17/R; read:

Both hills are good landmarks. The headgear of a
(SAN HO-22, Supp. 1/2001) 14/02

Page 92—Line 55/L; insert after:

Caution.—Numerous mining vessels operate off the coast between Port Nolloth and Saldanha Bay. They moor with a spread of five anchors; unlit anchor buoys extend up to 1,500m from the vessels. The approximate positions of these vessels are broadcast daily over NAVTEX. These vessels, which should be given a wide berth, move constantly within their anchor spread.

(SAN HO-22, Supp. 1/2001) 14/02

Page 94—Line 55/L; read:

150m long, lies on the S side of the basin. It has been reported (1999) that there is less water than charted in the dredged channel and in Inner Harbor.

(SAN HO-22, Supp. 1/2001) 14/02

Page 94—Line 3/R; read:

dangerous submerged rock, over which the sea breaks heavily, lies 0.1 mile N of Ewartsklip; a depth of 4.2m

(SAN HO-22, Supp. 1/2001) 14/02

Page 94—Line 16/R; read:

of up to 4m can anchor, in 11m, about 250m N of the head of

(SAN HO-22, Supp. 1/2001) 14/02

Page 95—Line 10/L; read:

wharves at Laaiplek have been dredged to 3m, although lesser depths have been reported (1999). The tidal rise is 1.6m at MHWS.

(SAN HO-22, Supp. 1/2001) 14/02

Page 96—Line 6/L; read:

advised to pass N of Jim Crow Rock as a dangerous 8m rock pinnacle lies between Jim Crow Rock and the mainland SE.

(SAN HO-22, Supp. 1/2001) 14/02

Page 96—Line 36/R; read:

Caution.—Tooth Rock is the target point for a military missile and gunnery exercise range.

(SAN HO-22, Supp. 1/2001) 14/02

Page 97—Lines 33 to 36/L; read:

Multipurpose Terminal, 250m long, is situated on the W side of the breakwater, about 0.5 mile SW of a conspicuous control tower. It is approached through a buoyed channel, with a maintained depth of 14.9m over a width of 150m. The quay has a depth of 12m

(SAN HO-22, Supp. 1/2001) 14/02

Page 97—Line 42/L; read:

has been dredged to a depth of 14.9m. Severe surging can occur at

(SAN HO-22, Supp. 1/2001) 14/02

PUB 123 (Continued)

Page 97—Line 44/L; read:

Maintenance Terminal, 110m long, and Rock Quay, 85m long,
(SAN HO-22, Supp. 1/2001) 14/02

Page 100—Line 39/L; read:
island.

(SAN HO-22, Supp. 1/2001) 14/02

Page 100—Lines 20 to 21/R; read:

in fog, poor visibility, or heavy weather, vessels should pass W of the island, in an area which would be an extension of the Saldanha Bay and Cape Town TSS.

(SAN HO-22, Supp. 1/2001) 14/02

Page 101—Line 36/L; read:

Robbeneiland is radar
(SAN HO-22, Supp. 1/2001) 14/02

Page 101—Line 44/L; read:

Ship Rock, about 1.3 miles SSE of Robbeneiland, has a depth

(SAN HO-22, Supp. 1/2001) 14/02

Page 104—Lines 12 to 14/R; read:

depths in the authorized anchorage areas and clear of the disused cable

(SAN HO-22, Supp. 1/2001) 14/02

Page 105—Lines 4 to 25/L; read:

Directions.—Vessels from the N, after passing W of Dasseneiland, previously described in paragraph 5.52, should shape their course to pass at least 4 miles within the southbound lane of the TSS for Table Bay, on a course of 140°. When in the white sector of Milnerton Light, course should be altered to 090°, remaining within the correct traffic lane to the pilot boarding position

Transiting from the N by day should provide no problems provided that Whale Rock and the shoals W of Robbeneiland are given a wide berth. The passage between Robbeneiland and Bloubergstrand is not recommended for large vessels.

Vessels approaching from the S should pass **Slangkoppunt** (34°09'S., 18°19'E.) at a distance of 3.5 miles on a course of 000°. When Green Point Light bears 045°, vessels shall enter the northbound traffic lane of the TSS for Table Bay. When Milnerton Light bears 090°, alter course for the pilot boarding position.

Vessels approaching from the W should proceed to Table Bay, on a course with Milnerton Light bearing 095°, cross the southbound lane of the TSS for Table Bay as close to a right angle as possible, and proceed to the pilot boarding position. Care should be taken against confusing Green Point Light and Milnerton Light when approaching from the W, as several near disasters, as

(SAN HO-22, Supp. 1/2001) 14/02

Page 106—Line 4/L; read:

250m W of the rocky promontory. A dangerous submerged wreck lies 0.5

(SAN HO-22, Supp. 1/2001) 14/02

Page 106—Line 51/L; read:

miles E of Hangberg. A radio mast, 143m high, painted in red

(SAN HO-22, Supp. 1/2001) 14/02

Page 106—Line 55/R; insert after:

A wreck, with a depth of 12.8m, lies 1 mile W of the light.
(SAN HO-22, Supp. 1/2001) 14/02

Page 107—Lines 32 to 33/L; read:

three parts, which can be seen against the sandy beach inshore of the rocks, although the guano covering the wreck makes it appear to be a rock until studied closely.

Albatrosrots (Albatross Rocks), a
(SAN HO-22, Supp. 1/2001) 14/02

Page 135—Line 8/R; insert after:

LUDERITZ BAY 26 39S 15 09E 5.22
(NIMA) 14/02

Page 137—Line 37/R; read:

TERRACE BAY 19 59S 13 02E 5.7
(NIMA) 14/02

PUB 125 6 Ed 2000 LAST NM 46/01

Page 33—Line 41/L; insert after:

Regulations.—A Traffic Separation Scheme is located in the approaches to Talara Port.

(NIMA) 14/02

Page 33—Lines 4 to 5/R; read:

to avoid the offshore drilling rigs in the Talara area.

Numerous wrecks, best seen on the chart, lie in the approaches to Talara. Mariners are urged to use caution.

3.4 Punta Parinas (4°40'S., 81°20'W.) lies about 5 miles
(4(387)02 Taunton) 14/02

Page 34—Line 18/R; insert after:

Numerous wrecks, best seen on the chart, lie in the approaches and adjacent entrance channel to Paita. Mariners are urged to use caution.

(4(388)02 Taunton) 14/02

Page 37—Line 16/R; insert after:

Numerous wrecks lie in the approaches to Puerto Mala-brigo and adjacent to the entrance channel. They may best be seen on chart. Mariners are urged to use caution.

(4(391)02 Taunton) 14/02

PUB 125 (Continued)

Page 52—Line 52/R; insert after:

A group of six mooring buoys has been established off Corralitos, 450m N of Punta Cata Cata. No details of their function are available. A stranded wreck, the position of which is approximate, lies close NW of the mooring buoys.

(BA NM 3/02) 14/02

PUB 145 8 Ed 2000 LAST NM 52/01

Page 231—Line 14/L; insert after:

Notice of Proposed Revisions to Practices and Procedures.—Under agreement with the SLSDC, the SLSMC is proposing to amend the joint Practices and Procedures (regulations for SLSDC) to make compliance with applicable Great Lakes shipping industry codes for ballast water management practices a mandatory prerequisite for clearance of a commercial vessel for transit of the Seaway system. This measure is in support of assuring the continued control of the introduction of aquatic nuisance species (ANS) in the Great Lakes Seaway System, and is to be effective March 26, 2002.

The proposed change is contained in paragraph 2 on the section dealing with ballast water and trim.

Ballast Water and Trim

30.(1) Every ship shall be adequately ballasted, trimmed, and any ship that is not adequately ballasted and trimmed in the opinion of an officer, may be refused transit or may be delayed.

(2) Beginning in the 2002 navigation season, to obtain clearance to transit the Seaway after operating beyond the exclusive economic zone must agree to comply with the “Code of Best Practices for Ballast Water Management” of the Shipping Federation of Canada dated September 28, 2000, while operating anywhere within the Great Lakes and the Seaway; and every other ship entering the Seaway that operates within the Great Lakes and the Seaway must agree to comply with the “Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species Within the Great Lakes by U.S. and Canadian Domestic Shipping” of the Lake Carriers Association and Canadian Shipowners Association dated January 26, 2001, while operating anywhere within the Great Lakes and the Seaway.

A copy of the “Code of Best Practices for Ballast Water Management” and the “Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species Within the Great Lakes by U.S. and Canadian Domestic Shipping” can be found in the Information Section of the Seaway Handbook.

(PUBS 007/2002) 14/02

Page 249—Line 23/R; insert after:

Notice of Proposed Revisions to Practices and Procedures.—Under agreement with the SLSDC, the SLSMC is proposing to amend the joint Practices and Procedures (regulations for SLSDC) to make compliance with applicable Great Lakes shipping industry codes for ballast water management practices a mandatory prerequisite for clearance of a commercial vessel for transit of the Seaway system. This measure is in support of

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(PUBS 007/2002) 14/02

PUB 157 8 Ed 2000 LAST NM 13/02

Page 51—Line 4/L; insert after:

Asan Man (36°59'N., 126°49'E.) lies at the head of the narrow gulf which extends about 20 miles SE from P'ung Do, on the E side of Dong Sudo in the approach to Inchon. The islets and shoals extending E and SE from P'ung Do divide the gulf into two channels, the N one of which is the one generally used. The S passage, although greater in depth, requires local knowledge.

Imye Som (Ipp'a Do) (37°06'N., 126°32'E.), about 7 miles E of P'ung Do, is a good mark for the channel. Haksan So lies about mile NW of Imye Som. A shoal lies in mid-channel, with a depth of 7.6m, 1 mile NNE of Haksan So. Yuk To, the largest of the islets between P'ung Do and Imye Som, has a small group of trees on its summit; the tidal currents among these islets are very strong. A light is situated on Yuk To.

Songmun San, on the peninsula about 2 miles S of Imye Som, is a pointed peak. The summit of the peninsula, about 0.8 mile WNW, is wooded with pine trees.

Tangjin Hwaryok (37°03.5'N., 126°30.5'E.) is a berth 2.5 miles SW of Imye Som. The berth consists of a 400m jetty and a 350m head pier on the end of the jetty, and has an alongside depth of 18.5m.

There is a 5 mile long channel, with a least charted depth of 17.7m, leading SE to the berth. Approaches to this channel begin about 1 mile NW of Mallyuk To. An

PUB 157 (Continued)

anchorage has been established 0.6 mile NW of the berth with a radius of 450m.

Tori Do (37°07'N., 126°37'E.), on the NE side of the channel, lies at the W end of a drying shoal about 3 miles E of Imye Som; the W side of this islet is precipitous. A light is situated on Tori Do.

Pang Do, about 8.3 miles SE of Tori Do, consists of a group of rocks, above water, surrounded by shoals. The narrowest part of the channel lies between the shoal around Pang Do and the SE extremity of Chungang Ch'ont'oe. A depth of not more than about 7.3m can be carried through this very narrow passage.

Asan Myoji, to the SE of Pang Do, lies between Nae Do and the narrow peninsula terminating in Nomi Gak, about 2 miles ENE. Depths in the greater part vary between 12.8m and 18.3m, rock or sand bottom. The tidal currents are strong and sometimes attain a velocity of 3.5 knots. A shoal, with a depth of 4.5m, lies 0.75 mile SE of the highest rock of Pang Do.

Nae Do is marked by two orange range beacons and a red and white triangle about 183m WSW of the front range beacon. A conspicuous ancient fire beacon stands on the peak about 3 miles SW.

P'yongt'aek Hang (37°00'N., 126°44'E.), a developing port since 1986, with several land reclamation projects in progress, is situated approximately 30 miles SSE of Inchon.

Asan Man, with depths of 7.3 to 23m, extends about 8 miles WNW from **Nomi Gak** (37°00'N., 126°47'E.). Yong Am is a conspicuous pointed rock on the SW side of the channel in the vicinity of the naval base.

Tides—Currents.—About 2 miles N of a line between Pung Do and Imye Som the tidal currents run E and W, turning at about the times of high and LW at Inchon. The maximum velocity is 4 knots. The tidal currents from 1 to 4 miles E of Imye Som run SE and NW.

At Asan Myoji the tidal currents run ESE and WNW, turning at about the times of high and LW at Inchon. The maximum velocity is 3 knots. Within the harbor limits the tide ranges from 6.4m, neaps, to 8.6m, springs, on average.

Depths—Limitations.—There is a deep water oil berth, 300m long and marked by six yellow lights, that extends WSW from a position 0.5 mile NW of Nomi Gak. It can handle vessels up to 100,000 dwt. An LNG pier has been constructed close NW of the oil berth; the area was being dredged to a depth of 14m. Several jetties with dolphins extend from Nomi Gak with average depths of 14m. The berths are marked by yellow lights and fog signals are sounded from several of the berths.

The Republic of Korea has a naval base, which consists of an E and W harbor, at the E end of the channel. The W harbor is for small patrol craft, while the E harbor can accommodate larger naval vessels with a maximum length of about 140m and drafts up to 8m. The naval harbor is protected by a breakwater with a light on the seaward end. The E harbor consists of a turning basin, six floating piers which accommodate the large tidal range, and depths which range from 12 to 14m inside the breakwater.

Pilotage.—Pilotage is compulsory and is provided by Inchon pilots. The pilot boards in position 36°57'N, 126°01'E, and is available during daylight hours only.

Anchorage.—An anchorage for vessels less than 110,000 gross tons is situated 1.5 miles W of the oil berth.

Directions.—Vessels proceeding to Asan Man by the N channel should pass about 1 mile N of P'ung Do, and steer an E course to a position about 1 mile N of Haksan So; then alter course to 118° to a position about 1 mile S of Tori Do, when course is altered again to 135° for the 0.9m rock at the SW end of Pang Do. Pass midway between the NW end of Pang Do and the SE end of Chungang Ch'ont'oe and fairly close SW of the above 0.9m rock on a course of 144°. A sector light can be observed along this leg of the channel. Course can then be shaped for the pipeline berth, taking care to avoid the shoals 0.5 mile SSE and 1 mile SE of Pang Do.

The summit of Sungbong Do, with some large pine trees, is a good landmark when passing W of Bu Do (Pu Do); vessels should pass about midway between Bu Do and the small islet lying off the SE end of Sungbong Do. There is a rock, which has less than 9m, E of the small islet. The bottom between Bu Do and Baeg Am (Paek Am), about 5 miles NNE, is foul, making it dangerous for anchorage in fog.

When approaching Baeg Am from S, its light structure does not show up well by day because of the dark background. Care is also necessary when passing E of Baeg Am, because of the 7.3m shoal about 0.5 mile E.

When abreast the N end of Yong-hung Do (Yeongheung Do), course should be altered to the NE when the light structure on **Pukchangja So** (37°20'N., 126°29'E.) is in line with the light on Palmi Do (P'almido).

Between Yeongheung Do and Pukchangja So, vessels are liable to be set E by the tidal current during the rising tide, and W during the falling tide; the effects of the falling tide is the stronger of the two.

Caution.—Numerous fishing havens lie near the entrance to the channel leading to P'yongt'aek Hang.

(US CH 95068; PUBS 006/2002)

14/02

PUB 171 **7 Ed 2001**
Page 9—Line 14/L; insert after:

LAST NM 9/02

The rear beacon was destroyed by fire (2000) and may not be replaced.

(SAN HO-22, Supp. 1/2001)

14/02

Page 9—Lines 11 to 20/R; read:

Depths—Limitations.—The South African Naval Dockyard comprises the East Dockyard, consisting of the Outer Basin, the East Dockyard Basin, and the Inner Basin. These three basins are protected by breakwaters. The West Dockyard, 0.5 mile farther W, is a smaller, open dockyard.

The Outer Basin has an entrance 90m wide marked by lights. There are seven lettered berths in this basin, with alongside depths of 13.1 to 16.4m.

The East Dockyard Basin is entered from the SE corner of the Outer Basin through an entrance 88m wide. There are eleven lettered berths, with charted depths of 2.4 to 14.6m alongside.

PUB 171 (Continued)

The Inner Basin, which is entered from the S part of the Outer Basin, has an entrance 30m wide. The seven lettered berths have charted depths of 6.7m alongside.

(SAN HO-22, Supp. 1/2001) 14/02

PUB 172 9 Ed 2001 LAST NM 9/02

Page 177—Line 23/L; read:
Point. A dangerous wreck lies 1.5 miles S of the E extremity of the shoal.

(BA NM 5/02, Section IV) 14/02

PUB 173 6 Ed 2000 LAST NM 13/02

Page 25—Lines 40/L to 4/R; read:
low water.

Pipavav Port lies on the NW shore of the West Channel. It is being developed as an all season port, and imports and exports bulk cargoes including coal, cement and fertilizer, break-bulk, and LPG.

Chanch Island, the W extremity of which is located about 2.3 miles NNE of Shival Island, fronts the coast for about 4.5 miles. There is an extensive mangrove swamp close inland, which is submerged only at very high spring tides. A heavy swell occurs during the Southwest Monsoon.

Tides—Currents.—The mean spring tide range is about 2.7m. The mean neap tide range is only 1.2m.

The ebb current, which sets SW from S of Chanch Island, divides N of Bhensla Rock. One branch sets W through East Channel and then SW through West Channel, attaining a velocity of 2 knots at springs and 1 knot at neaps. The other branch sets toward Savai Bet Reef and then W along the coast at a velocity of 2 to 2.5 knots at springs and 1.5 knots at neaps.

The flood current sets across the S approach to West Channel and there divides. One branch sets N through the channel and then NE toward Chanch Island at a velocity of 1.5 to 2.5 knots at springs and about 1 knot at neaps. The other branch sets ENE past Savai Bet Reef, and then toward Bhensla Rock at a velocity of 3 knots at springs and 2 to 3 knots at neaps.

Strong eddies form in West Channel at HW and LW.

Depths—Limitations.—Only small vessels with local knowledge can proceed to Pipavav Bandar, as there is only a depth of 2.1m in the channel leading to it. The controlling depth for Pipavav Port is reported (2001) to be 9.5m. It was reported that a vessel 225m long was handled at Pipavav Port. The main jetty is 725m in length, with a depth of 9.5m alongside. It provide three berths.

A spur extends 300m, providing an LPG berth that can accommodate vessels up to 45,000 dwt.

A cement factory, situated 1.5 miles WSW of Chacuda Temple, is served by a jetty. The jetty is L-shaped, with a berth 400m in length and a charted depth of 11m alongside.

(BA NM 49/01) 14/02

Page 25—Lines 31 to 37/R; read:

Chachuda Temple, 24m high, is conspicuous on the mainland about 1.5 miles WSW of Shiyal Bet.

Pilotage.—Pilotage is compulsory. Vessels should send their ETA 72 hours, 48 hours, 24 hours, and 12 hours in

advance to the Harbormaster. Vessels should call Port Control for pilot boarding and anchoring information. The pilot boards at the anchorage in position 20°53'N, 71°30'E.

Anchorage.—There is good anchorage, sheltered from the Southwest Monsoon, in depths of 9m, mud and sand, between the N end of Shiyal Bet and The Spit. Vessels may also anchor with Chachuda Temple bearing 161°, distant 1.4 miles, in a depth of about 10m.

(BA NM 49/01) 14/02

PUB 174 8 Ed 2000 LAST NM 5/02

Page 10—Line 43/R; read:
34.7m 2 miles SW.

Caution.—A dangerous wreck, best seen on chart, lies 10 miles SW of Pulau Segantang.

(12(207)01 Malaysia) 14/02

PUB 175 7 Ed 2001 LAST NM 13/02

Page 112—Lines 28 to 29/R; read:

Nine anchor berths, each with a radius of 0.5 mile and marked QN, S1, and N1 through N7, are situated in Champion Bay.

(3(107)02 Wollongong) 14/02

PUB 191 9 Ed 2000 LAST NM 10/02

Page 25—Lines 14 to 15/R; read:

Vessels should send an ETA and request for pilotage 24 hours in advance to Portland, confirming 6 hours and 2 hours prior to arrival.

Pilots generally board vessels bound for Portland, as follows:

1. In 50°35.0'N, 2°22.3'W (about 1.6 miles E of "A" Head) for vessels 180m in length and over.

2. In 50°36.0'N, 2°24.0'W (about 1 mile NE of "A" Head) for vessels less than 180m in length.

(BA NP 286) 14/02

PUB 192 7 Ed 2000 LAST NM 13/02

Page 138—Lines 13 to 14/L; read:

Pilotage.—Pilotage is compulsory for all vessels over 60m in length entering Eemshaven and Delfzijl (including the outer and inner harbors). For more information, see Pilotage for the Ems (paragraph 8.6).

Regulations.—A Vessel Traffic Service (VTS) system operates in the approaches and main fairways of Eemshaven and Delfzijl. For more information, see regulations for Delfzijl (paragraph 8.12).

Vessels over 230m in length or over 10m

(BA NP 286) 14/02

Page 138—Lines 54 to 55/L; read:

and Eemshaven. See Pilotage for the Ems (paragraph 8.6).

Regulations.—A Vessel Traffic Service (VTS) system operates in the approaches and main fairways of Eemshaven and Delfzijl. It is mandatory for all seagoing and inland waterway vessels, except recreational craft. English and Dutch are the official languages. This system is managed by the Harbor Co-ordination Center (HCC), which has a direct

PUB 192 (Continued)

line of communication with Die Ems VTS (see paragraph 8.6).

All vessels within the VTS area sectors must keep a continuous listening watch on the appropriate VHF channel. Such VHF channels are displayed on sector notice boards along the fairways.

Seagoing vessels should send a report to the HCC at least 24 hours prior to arriving at the port entrance (at least 3 hours for inland vessels). The report must state the vessel's name, type, position, and destination. All vessels must report when passing each sector boundary, entering or leaving a harbor, crossing a fairway, leaving a berth, turning, or swinging.

Radar assistance is available on request. A general message for shipping is broadcast at 10 minutes past every even hour on VHF channel 14.

The following are extracts from the port
(BA NP 286) 14/02

PUB 193 8 Ed 2000 LAST NM 32/01

Page 13—Lines 56 to 58/R; strike out.
(NIMA) 14/02

Page 63—Lines 35 to 38/L; read:

Regulations.—In addition to participating in the Oslofjorden VTS system (see paragraph 4.3), all vessels inbound to the port must report to Horten Control on VHF when passing Molen Island (59°29'N., 10°30'E.). The VTS Control Center will then grant permission to proceed and provide traffic information. Vessels should also make a final report when berthed.

Vessels may be cleared to proceed in the inshore traffic zone on request. Inbound and outbound vessels generally reach agreement between themselves as to which one should pass through the narrow Svelvik channel first.

(BA NP 286; BA NM 12/01) 14/02

Page 135—Lines 38 to 51/R; strike out.
(NIMA) 14/02

Page 136—Lines 1 to 19/L; strike out.
(NIMA) 14/02

Page 136—Lines 23 to 43/L; read:

rising abruptly from the sea. A main light is shown from a prominent tower, 23m high, standing on the NW part of the promontory. Hjertebjerg, the summit of the promontory, is 67m high and rises about 2 miles SE of the light.

Shoal patches, with depths of 10m and 11m, lie about 3 miles WNW and 4 miles NE, respectively of the light.

Hanstholm Havn (57°08'N., 8°36'E.) (World Port Index No. 30455), a small commercial port, is entered about 1 mile NNW of Hanstholm Light. In addition to being a ferry terminal, the harbor, which is enclosed by piers, provides facilities for offshore oil and gas support vessels, fishing vessels, and general cargo vessels.

Tides—Currents.—The mean tidal range is 0.3m. The water level may be increased by up to about 1.3m during strong W winds and reduced by up to about 1.5m during strong E winds. The harbor is reported to be ice-free all year.

Off the harbor, winds from between S and W cause an E-going current and winds from between N and E cause a W-going current. The rate of these currents sometimes exceeds 2 knots.

Depths—Limitations.—The entrance channel and outer part of the harbor are dredged to a depth of 7.5m.

The harbor provides eight quayed basins. Basins Nos. 4, 5, 6, 7, and 8 have depths of 3.9 to 5.9m and are used only by fishing vessels.

Basins Nos. 1, 2, and 3 provide nine berths, 30 to 221m long, with depths of 7 to 7.5m alongside, which are used mostly by commercial vessels. A ferry terminal and ro-ro ramp are located in Basin No. 2.

The size of the largest vessel that can be accommodated depends upon wind, current, sea conditions, and water level at the time of entry. Under favorable conditions, the harbor can accommodate vessels up to 130m in length, 25m beam, and 6.5m draft.

Aspect.—The entrance channel is indicated by a lighted range. A fairway lighted buoy is moored about 0.6 mile NW of the harbor entrance.

Pilotage.—Pilotage is compulsory, with certain exceptions, for vessels of 450 grt and over or more than 49m in length. It is recommended for all other vessels without local knowledge.

Vessels should send a request for pilotage and an ETA 6 hours and 1 hour prior to arrival by VHF or through Skagen Radio (OXF). Pilots can be contacted by VHF and board in position 57°08.2'N, 8°35.0'E.

Regulations.—Regulations for navigation in Danish inner waters are in force, except inbound vessels have precedence over outbound vessels.

The maximum speed inside the inner moles is 3 knots.

Caution.—Depths in the outer harbor may be reduced by silting, especially after gales.

7.03 Vigso Bugt (57°09'N., 9°00'E.) extends 13 miles E between Hanstholm and Bulbjerg. Prominent along the shore of the bay are Vigo Beacon (57°06'N., 8°45'E.), Hjordemal Church (57°03'N., 8°48'E.), and Lild Church (57°06'N., 9°00'E.). The bay is fringed by two sand ridges and sometimes a third ridge forms in the W part. Off Sandnaeshage, 2 miles W of Bulbjerg, there are no sand ridges and the bottom is composed of medium-sized stones.

Roshage Mole (57°08'N., 8°37'E.), a breakwater, extends N from the shore, about 1 mile ENE of Hanstholm. It protects a beach landing place for boats. This breakwater is 310m long and 2.2m high at its outer end. It stands in a depth of 3.5m and is marked by a light. There is no landing place on the breakwater and it should be given a wide berth.

(BA NP 55; BA NP 286; Lloyds Ports) 14/02

Page 136—Lines 1 to 39/R; strike out.
(NIMA) 14/02

PUB 193 (Continued)

Page 137—Lines 1 to 8/L; strike out.

(NIMA)

14/02

Page 163—Lines 23 to 51/R; read:

No. 30290), a small commercial port and ferry terminal, is situated close S of Fornaes and is open all year round. It is also used by offshore exploration support vessels.

Tides—Currents.—The tidal currents in the vicinity change regularly every 6 hours during good weather. The N setting current is predominant with the S setting current being usually weak. With gale force winds from between NW and NE, a strong E current usually sets across the harbor entrance.

The mean range of the tide is about 0.3m. The water level may be increased by up to 1.1m during NW to N gales and reduced by up to 1.2m during E to S gales.

Depths—Limitations.—The main harbor is protected by two breakwaters, 400m and 550m long, which form an entrance facing NNE. An approach channel, 100m wide, leads WSW between the outer dangers from a position about 2.5 miles E of Fornaes Light. The entrance channel leads SW between the breakwater heads. The least depth in the entrance channel and outer part of the harbor is 10m.

The harbor is divided by a detached mole into two parts known as Nordhavn and Sydhavn. Basin Nos. 1 and 2 are situated in Sydhavn and have depths of 4.5m.

Basins Nos. 3, 4, and 5 form the commercial harbor and are situated in Nordhavn. Basin No. 3 has 320m of quayside and provides four berths, with depths of 6.5m alongside. There is also an oil and gas jetty, 140m long, which provides two berths, with depths of 6.5m alongside.

Basin No. 4 has 570m of quayside and provides five berths, with depths of 7 to 7.1m alongside. Basin No. 5 has one berth, 210m long, with a depth of 10m alongside.

The port has facilities for fishing boats, ro-ro ferries, offshore exploration support, tanker, general cargo, bulk, and container vessels. Tankers up to 110m in length and 6.2m draft can be accommodated. Cargo vessels up to 165m in length and 9.5m draft can be accommodated.

A small craft harbor, with depths of 2 to 3m, is situated close S of the commercial port and protected by two moles.

Aspect.—Two directional sector lights indicate the approach channel. An outer approach lighted buoy is moored about 1.2 miles S of Fornaes Light. Another directional sector light indicates the entrance channel, which leads SW between the breakwater heads.

A conspicuous church stands in the town, about 1.8 miles W of the harbor, and a prominent windmill is situated 0.5 mile NW of it. Another prominent church stands at Hammelev, 2.3 miles NNW of Grenaa.

Pilotage.—Pilotage is not compulsory except for laden tankers with hazardous liquid chemicals or tankers with uncleaned tanks, which have carried hazardous liquid chemicals. Vessels should send a request for pilotage and an ETA 24 hours and 12 hours in advance. The message must state the vessel's destination, draft, speed, and required boarding position.

The station also provides deep-sea pilots for Great Belt (Store Bælt), as far as Spodsberg (54°56'N., 10°50'E.), and for other Danish ports.

Pilots can be contacted by VHF and board (for Grenaa) about 2.7 miles ENE of the harbor entrance and (for Route A) in the vicinity of No. 4 Lighted Buoy (56°24'N., 11°06'E.).

Caution.—A number of shallow shoals lie in the approaches to the port and may best be seen on the chart. Vessels should be aware of Kalkgrunden, a limestone reef, which has a least depth of 1m and extends about 0.6 mile E from a position close outside the harbor.

Vessels with drafts over 4m should not approach the E breakwater head from SE within a distance of 80m.

(BA NP 18; BA NP 286; Lloyds Ports)

14/02

Page 164—Lines 1 to 22/L; strike out.

(NIMA)

14/02

Page 165—Lines 48 to 57/R; read:

A tongue of the coastal bank, with depths of less than 6m, extends about 1.4 miles SSW from Skodshoved. A detached patch, with a least depth of 6.2m, lies about 1.5 miles SW of Skodshoved and is marked by a buoy.

Ryes Flak, an area of shoal ground, lies centered about 2.7 miles WSW of Skodshoved and has a least depth of 2.8m.

A shoal bank, with depths of less than 3m, fronts the shore between Skodshoved and Ohoved, 2.5 miles NE, and extends up to 1 mile seaward.

Anchorage.—Anchorage, with good holding ground, can be taken throughout most of Kalvo Vig except in its innermost part. Small vessels can also anchor in depths of 11 to 17m in the middle of Knebel Vig and in depths of 5 to 6m in the middle of Egens Vig. These two small bays provide shelter from all winds, but their entrances are narrow and local knowledge or a local pilot are required.

Studstrup Havn (56°16'N., 10°20'E.) (World Port Index No. 30285) is situated on the W side of the bay, about 4 miles N of Skodshoved. The facilities consist of a dredged basin and a quay, 495m long. They are private and are used only by vessels supplying the power station.

The entrance channel has a least depth of 11.3m. Vessels up to 245m in length, 33m beam, and 11m draft (10m for tankers) can be handled alongside.

Pilotage is compulsory. Pilots are provided by the station at Grenaa (see paragraph 8.18). Vessels should send an ETA 6 hours in advance. Pilots can be contacted by VHF and board about 1.5 miles E of Aarhus.

A conspicuous chimney, 190m high, stands at the power station. The entrance channel is indicated by a lighted range. An approach lighted buoy is moored about 0.7 mile SE of the berth. A yacht harbor lies 0.5 mile S of the berth.

Regulations.—A prohibited area, in which explosives are dumped, lies centered 1.2 miles NW of Skodshoved. This area, which is marked by buoys, extends across the greater part of the entrance to Kalvo Vig and may best be seen on the chart. Small craft can enter Kalvo Vig on either side of this area but the depths are only 3m or less. A channel for commercial vessels proceeding to Studstrup Havn leads through the E part of the area. Vessels must receive permission from the harbor authorities prior to transiting this

PUB 193 (Continued)

channel. It is reported (2001) that vessels over 5,000 dwt may pass through the area only during daylight and all vessels must have an underkeel clearance of at least 2m.

(BA NP 286; BA NP 18; Lloyds Ports) 14/02

Page 166—Lines 1 to 33/L; strike out.

(NIMA) 14/02

PUB 194 8 Ed 2000 LAST NM 11/02

Page 110—Lines 54 to 57/R; read:

1. Vessels over 90m in length or 5.2m draft in 54°05.0'N, 11°26.7'E (near Wismar Landfall lighted buoy).

2. Vessels of 90m in length or 5.2m draft and less in 54°02.6'N, 11°25.2'E (off Timmendorf pilot station).

3. Vessels of 3.1m draft and less near the Offentief Landfall Lighted Buoy (54°02.2'N., 11°17.4'E.).

(BA NP 286) 14/02

Page 111—Lines 1 to 2/L; strike out.

(NIMA) 14/02

Page 112—Lines 36 to 37/L; read:

Depths—Limitations.—The approach channel and main entrance fairway (Seekanal) are dredged to a minimum depth of 13m.

(BA NP 18) 14/02

Page 113—Lines 3 to 5/L; read:

1. Vessels with drafts over 11.58m in 54°17'N, 12°00'E, about 7 miles NNW of the river entrance.

2. Vessels with drafts over 6.5m in 54°14.5'N, 12°02.3'E (near Lighted Buoy No. 5), about 4 miles NW of the river entrance.

3. Vessels with drafts of 6.5m and less in 54°12.43'N, 12°03.90'E (near Lighted Buoy No. 11 and Lighted Buoy No. 13), about 1.7 miles

(BA NP 286) 14/02

Page 113—Lines 34 to 35/L; read:

a. Thirty minutes before entering the fairway for Rostock.

(BA NP 286) 14/02

Page 113—Lines 41 to 47/L; read:

b. When leaving the fairway and after mooring.

c. When turning in the Uberseehafen Turning Basin (beginning and completion of the turning maneuver).

d. When passing Lighted Buoys Nos. 1 and 2 or when entering the Rostock fairway.

e. When passing the moles (54°11.1'N., 12°05.4'E.); Berth No. 60 Warnowpier (54°08.3'N., 12°05.8'E.); and

(BA NP 286) 14/02

Page 113—Line 6/R; read:

to winds from W through N to NE. The E section of this anchorage is for general vessels and the W section is for

tankers and vessels with dangerous cargoes.

(Fairplay Ports; BA NP 18) 14/02

Page 131—Lines 27 to 29/L; read:

Pilots can be contacted by VHF and board in the vicinity of the outer approach lighted buoy. Generally, vessels should send an ETA and request for pilotage 12 hours and 3 hours in advance. Vessels should then contact the port on VHF 1 hour prior to arrival and 15 minutes prior to arrival. Radar assistance for entering is available from the pilot station. The port can be contacted by E-mail at havn@roenne havn.dk.

(BA NP 286) 14/02



