

SECTION II
NAVIGATION PUBLICATIONS

NM 19/02

SAILING DIRECTIONS CORRECTIONS

PUB 123 8 Ed 2001 LAST NM 18/02

Page 29—Line 57/R; insert after:

Mobil Jetty (Bonny River LNG Terminal) is a T-headed facility located on Peter Point. There is an alongside depth of 12.5m. Vessels of 20,000 to 120,000 dwt can be accommodated. The facility is surrounded by an Entry Restricted zone.

The Nigeria LNG Terminal (NLNG Terminal), a T-headed facility, stands about 1 mile NE of the Mobil Jetty. The terminal normally accommodates vessels of 30,000 to 60,000 dwt, but partially-loaded vessels up to 100,000 dwt can be handled. The facility is surrounded by an Entry Restricted zone.

The NPG Jetty, a T-headed pier, is currently (2002) under construction between these two jetties.

Shell Jetty, about 1 mile NE of the Nigeria LNG Terminal, is closed to shipping.

(46(4557)01 Taunton; Lloyd's Ports; Fairplay) 19/02

Page 30—Line 4/L; read:

depths of 17 to 19m, about 4 miles W of Fairway Buoy. When

(BA NP 42/01, Section IV) 19/02

Page 60—Line 37/R; read:

is secured to an SBM which is moored in a depth of 30.5m.

(PUBS 011-2002) 19/02

Page 67—Line 37/R; read:

platforms and an SBM which is moored in a depth of 36.5m.

(PUBS 011-2002) 19/02

PUB 124 8 Ed 2001 LAST NM 17/02

Page 11—Lines 46 to 49/L; read:

daylight hours only. The pilot should be requested 48 hours in advance. Pilots board in the vicinity of Lighted Buoy KO. Ships awaiting a berth can anchor N of the sea buoy or S of Iles du Salut.

1.29 Pariacabo (5°08'N., 52°39'W.) is the port for the
(BA NP 286(5)) 19/02

Page 159—Lines 28/L to 22/R; read:

be good. A disused oil terminal, marked by a beacon, is located about 0.7 mile NNE of Punta Pando. Anchorage can be obtained about 1 mile SSW of Punta Novales, in a depth of 12.8m.

Numerous structures of a petroleum facility stand on Punta Pando. On Cerro Loma Blanca, on the W side of the cove, there is a conspicuous white conical shape structure.

Southeastern storms are dangerous and vessels may have to get underway.

Caleta Olivares (45°46'S., 67°21'W.) lies between Punta Pando and Cabo San Jorge, 1.5 miles SSW. Drying reefs, bordered by kelp, fringe Cabo San Jorge to distances of up to 0.7 mile. The coasts surrounding the cove are high and sheer except to the SW, where there is a small beach.

Petrolera Caleta Cordova Terminal (45°46'S., 67°19'W.), an SBM used to load oil tankers, lies about 2 miles ESE of Punta Pando. Pilotage is compulsory. The terminal requires an ETA 12 hours prior to arrival. The terminal is located within a restricted area; instructions, regulations, and signals used when loading are obtained from the terminal. An anchorage for loading tankers is located 4 miles SE of Punta Pando. Another anchorage, in a depth of 12.8m, lies about 1 mile SE of Punta Pando, but caution is necessary when using this anchorage as overalls occur on a bank lying about 0.5 mile ESE of the anchorage.

(BA NM 37/01, Section IV; BA CH 552) 19/02

Page 160—Line 24/R to Page 161—Line 33/L; read:

beach. Tres Picos, about 8 miles NW and 5 miles inland, is conspicuous.

An SBM, at which tankers can load, is situated 1.5 miles NE of Olivia Light. Submarine pipelines are laid between the SBM and the shore. There is a depth of 35m at the SBM. Vessels up to 100,000 dwt can be accommodated.

Caleta Paula (46°28'S., 67°30'W.) lies about 2 miles S of Caleta Olivia. A pier, which is 453m long with an alongside depth of 10.5m, can accommodate ocean-going vessels up to 140m long. A second pier, 170m long, can accommodate fishing vessels or other small craft up to 70m long.

(7(651)92 Taunton; Lloyd's Ports) 19/02

PUB 154 8 Ed 2002 LAST NM 17/02

Page 5—Line 35/R; read:

1.3 Port San Juan (48°33'N., 124°26'W.) (World Port Index No. 18705), an inlet, is
(NIMA) 19/02

Page 35—Line 12/R; read:

Fraser Mills (49°13'N., 122°52'W.) (World Port Index No. 18110), located on the N bank
(NIMA) 19/02

Page 47—Line 49/R; read:

Snug Cove (49°23'N., 123°20'W.) (World Port Index No. 18190) lies 3 miles NNE of Point
(NIMA) 19/02

Page 80—Line 48/R; read:

Lund (49°59'N., 124°46'W.) (World Port Index No. 18350), a settlement, stands 1.3 miles
(NIMA) 19/02

PUB 154 (Continued)

- Page 81—Line 51/R; read:
Cortes Bay (50°04'N., 124°56'W.) (World Port Index No. 18355) indents the S coast of Cortes Island, 1.3 miles W (NIMA) 19/02
- Page 101—Line 8/R; read:
Kelsey Bay (50°24'N., 125°58'W.) (World Port Index No. 18422) lies on the NW side of the entrance to Salmon (NIMA) 19/02
- Page 103—Line 30/R; read:
Beaver Cove (50°33'N., 126°51'W.) (World Port Index No. 18871) lies on the S side of the (NIMA) 19/02
- Page 104—Line 37/L; read:
Alert Bay (50°35'N., 126°56'W.) (World Port Index No. 18860), lying on the S side of (NIMA) 19/02
- Page 130—Line 47/L; read:
9.4 Bamfield Inlet (48°50'N., 125°08'W.) (World Port Index No. 18710), lying on the E (NIMA) 19/02
- Page 137—Line 10/R; read:
Ucluelet (48°57'N., 125°33'W.) (World Port Index No. 18760), a village, is situated on the (NIMA) 19/02
- Page 138—Line 18/L; read:
Clayoquot (49°09'N., 125°55'W.) (World Port Index No. 18780), a resort village, is (NIMA) 19/02
- Page 138—Line 30/L; read:
9.27 Tofino (49°09'N., 125°54'W.) (World Port Index No. 18770), a village, stands on the (NIMA) 19/02
- Page 141—Line 25/L; read:
Ahousat (49°17'N., 126°04'W.) (World Port Index No. 18790), a settlement, stands on the (NIMA) 19/02
- Page 147—Line 36/R; read:
Ceepeecee (49°52'N., 126°43'W.) (World Port Index No. 18810), the site of a former (NIMA) 19/02
- Page 157—Line 19/L; read:
Bergh Cove (50°32'N., 127°37'W.) (World Port Index No. 18818) is entered between (NIMA) 19/02
- Page 157—Line 27/L; read:
Quatsino (50°32'N., 127°37'W.) (World Port Index No. 18830), a settlement, is situated on (NIMA) 19/02
- Page 159—Line 46/L; read:
Coal Harbor (50°36'N., 127°35'W.) (World Port Index No. 18835), entered 1.7 miles NW (NIMA) 19/02
- Page 167—Line 43/L; read:
11.8 Takush Harbor (51°17'N., 127°37'W.) (World Port Index No. 18880), entered by (NIMA) 19/02
- Page 169—Line 17/R; read:
11.15 Namu Harbor (51°52'N., 127°54'W.) (World Port Index No. 18885), lying on the E (NIMA) 19/02
- Page 170—Line 34/R; read:
Bella Coola (53°23'N., 126°46'W.) (World Port Index No. 18890), a settlement, stands on (NIMA) 19/02
- Page 187—Line 23/R; read:
Butedale (53°10'N., 128°41'W.) (World Port Index No. 18920), a settlement fronted by a (NIMA) 19/02
- Page 253—Line 18/R; read:
15.35 Sandspit (53°15'N., 131°49'W.) (World Port Index 19060), situated on the E (NIMA) 19/02
- Page 253—Line 42/R; read:
15.36 Skidegate Harbor (53°15'N., 132°01'W.) (World Port Index No. 19040) is entered (NIMA) 19/02
- Page 254—Line 26/L; read:
15.37 Alliford Bay (53°12'N., 131°59'W.) (World Port Index No. 19055) lies on the S side (NIMA) 19/02
- Page 277—Line 5/L; read:
17.10 Naden Harbor (54°00'N., 132°37'W.) (World Port Index No. 18990), lying close S (NIMA) 19/02
- Page 279—Line 7/L; read:
17.15 Port Clements (53°41'N., 132°11'W.) (World Port Index No. 19030), situated on a (NIMA) 19/02

PUB 172 9 Ed 2001 LAST NM 18/02

Page 3—Lines 43 to 53/R; read:

The maximum permitted beam is 77.49m. Vessels in ballast, with a maximum beam of 74.72m and drafts up to 9.75m forward and 10.97m aft, will be permitted to transit in favorable weather conditions and with wind speeds of not more than 10 knots. Ballasted vessels with a beam exceeding 74.72m must have prior approval of the Suez Canal Authority to transit the canal.

(PUBS 012-2002)

19/02

Page 4—Lines 17/L to 1/R; read:

Drafts for vessels in ballast transiting N or S are, as follows:

Beam (up to)	Draft	
	Forward	Aft
74.72m	9.75m	10.97m

The maximum draft for loaded vessels transiting N or S is dependant on the vessel's beam, as given in the Suez Canal Beam and Draft Table II (Amended), from which the following values have been extracted:

Beam (up to)	Draft
49.98m	18.90m
50.80m	18.59m
51.66m	18.29m
52.52m	17.98m
53.44m	17.68m
54.38m	17.37m
55.34m	17.07m
56.33m	16.76m
57.37m	16.46m
58.47m	16.15m
59.58m	15.85m
60.75m	15.54m
61.97m	15.24m
63.24m	14.93m
64.46m	14.65m
65.83m	14.33m
67.38m	14.02m
68.88m	13.72m
70.43m	13.41m
72.08m	13.11m
73.78m	12.80m
75.59m	12.50m
77.49m	12.19m

Plans were in effect to increase the width of the canal by (PUBS 012-2002) 19/02

Page 185—Lines 50 to 52/L; read:

headland, together with all islands and islets off the N end of Ru us al Jibal, have been undermined by sea action.

Fakk al Asad (Bab Musandam) is a deep-water strait, about

(NIMA)

19/02

Page 185—Lines 50 to 52/R; strike out.

(NIMA)

19/02

Page 232—Line 5/R; insert after:

The charted range, located close W of the ASRY Shipyard and in range bearing 106°53', marking the outbound channel from the Deep Water Jetty, is located close to the waterline and has been reported (2002) to be difficult to discern from a distance.

(US CH 62453; PUBS 013-2002)

19/02

Page 244—Lines 2 to 15/R; read:

Berth No. 1 is no longer in service. The buoys marking the berth have been removed.

The existing submarine pipeline terminating at the old Berth No. 2 has been extended to another tanker mooring buoy located 1.8 miles further ENE; the old berth will not be used unless the new berth is damaged or under repair. There is a depth of 19.6m at the new Berth No. 2. Vessels of 80,000 to 400,000 dwt, with a minimum loa of 240m and a maximum loa of 370m, can be accommodated. The maximum arrival draft may not exceed 13m, while the maximum departure draft may not exceed 17m. A minimum underkeel clearance of 2m must be maintained. The local port authority should be contacted for further information.

(PUBS 014-2002; US CH 62515)

19/02

Page 245—Lines 32 to 39/L; read:

Depths—Limitations.—Vessels up to 70,000 dwt, with a maximum length of 290m, can be accommodated.

(US NM 17/62540/02)

19/02

Page 245—Line 46/L; read:

as pilots, board tankers about 2.5 miles ESE of the storage tanker

(US NM 16/62540/02)

19/02

Page 258—Line 18/R; read:

Vessels should not use VHF channels 10, 12, 16, and 77 for

(NIMA)

19/02

Page 259—Line 18/R; read:

Iranian Offshore Oil Company (IOOC), acting in the capacity of pilot, will board

(BA NP 286(3))

19/02

PUB 174 **8 Ed 2000** **LAST NM 14/02**

Page 122—Line 19/R to Page 125—Line 3/L; read:

The channel between Pulau Anaksambu and Pulau Sambu is suitable only for small craft.

Temasek Fairway—Due to the reclamation of land, Temasek Fairway must be traversed to access West Jurong Channel. The fairway lies between Sulton Shoal Light on the W and Jurong Island on the E.

West Jurong Channel

9.11 Tanjung Gul (1°17.7'N., 103°39.9'E.) is a fairly high bluff, steep-to from seaward, and generally sloping gradually toward the interior. It is covered with timber, though there has been some attempt at clearing on the E slope. Two radio towers stand about 4 miles N of the point.

Long Shoal (1°17'N., 103°39'E.) lies on the N side of West Jurong Fairway about 0.4 mile SW of Tanjung Gul. A least depth of 1m lies over an obstruction located on the shoal. The shoal is marked close NE by a lighted buoy.

From Tanjung Gul, the coast extending E to **Sungi Pandan** (1°18'N., 103°45'E.), a distance of about 6 miles, consists of mangrove swamps, backed by hills 30 to 61m high and fronted by reefs, on which lies Pulau Samulun and Pulau Damar Laut, both of which are described later.

Gul Channel (1°18'N., 103°40'E.), a basin with general depths of 4.3 to 6m, lies close ENE of Tanjung Gul. Repair berths, with alongside depths of 7 to 10m, occupy the NE side of the basin. There are also two drydocks, the largest of which can accommodate vessels up to 300,000 dwt.

Benoï Basin (1°18'N., 103°41'E.), whose depths are best seen on the chart, lies close E of Gul Channel.

The Mobil Oil Singapore oil depot is close E of Benoi Basin. The tidal rise at the oil depot is 3.4m at springs and 0.6m at neaps. The currents parallel the pier faces with the ebb flowing E and the flood flowing W.

Depths—Limitations.—The T-head pier provides four berths while an L-head pier provides two berths, the locations of which can best be seen on the chart, as follows:

- Berth No. 1 is about 305m long, with an alongside depth of 14.2m. It can accommodate vessels up to 120,000 dwt.
- Berth No. 2 is 250m long, with an alongside depth of about 13.1m. It can accommodate vessels up to 50,000 dwt.
- Berth No. 3 is 200m long, with an alongside depth of 14.6m. It can accommodate vessels of 50,000 to 30,000 dwt.
- Berth No. 4 is 150m long, with an alongside depth of 9.4m, although caution is necessary as an obstruction, with a charted depth of 7.4m, lies close N of the berth. The berth can accommodate vessels up to 5,000 dwt.
- Berth No. 5 is located on the NE extremity of Pulau Pesak, on the S side of Selat Jurong. The berth is 250m long; it has an alongside depth of 14.8m and can accommodate vessels up to 50,000 dwt.
- Berth No. 6 is 116m long, with an alongside depth of 7.8m.
- Berth No. 7 is located about 0.4 mile W of Berth No. 6, with an alongside depth of 14.7m.

9.12 Pulau Samulum (1°18'N., 103°42'E.), 21m high, lies E of the Mobil Oil Singapore oil depot. A shipyard is located at the S end of Pulau Samulum. The facilities include a drydock 270m long and 40m wide that will accommodate vessels up to 90,000 dwt, and a newer drydock that will accommodate vessels up to 300,000 dwt. There is also a floating drydock of 2,000 tons lifting capacity.

East Jurong Channel

9.13 Pulau Damar Laut (1°18'N., 103°43'E.), 17m high and lies about 1 mile E of Pulau Samulum. A causeway joins Pulau Damar Laut with Jurong Island separating West Jurong from East Jurong Channels. A prominent chimney, which sometimes shows a flare, stands about 2 miles WNW of Pulau Damar Laut; another chimney, marked by obstruction lights, stands 0.8 mile NNW of the same island.

The S side of Pulau Damar Laut is composed of a continuous quay, consisting of six berths, each with a depth of 18m alongside. A directional light stands close to the E of the easternmost berth.

Port Jurong (1°18'N., 103°44'E.), abreast the NE side of Pulau Damar Laut, has a total berthing length of 1,517m, with alongside depths of 6.4 to 13m.

Sungai Jurong (1°18'N., 103°44'E.), entered close E of Port Jurong, is the designated fishing harbor, and has a least depth of about 3.4m in the fairway. Many oil pipelines, best seen on the chart, lie in Selat Jurong.

The GATX Terminal, a T-head wharf, lies SE of the entrance to Sungai Jurong. Berth 1, with an alongside depth of 14m, can accommodate a vessel up to 85,000 dwt, with a maximum length of 320m. Berth 2, with an alongside depth of 13.2m, can accommodate a vessel up to 5,000 dwt, with a maximum length of 116m.

The Caltex Asia Terminal, which consists of five sets of breasting dolphins, with a total of seven berths, is close SE of the GATX Terminal. Berth 1, with an alongside depth of 13.6m, can accommodate vessels up to 100,000 dwt, with a maximum length of 335m. Berth 2, with an alongside depth of 13.3m can accommodate vessels up to 32,000 dwt, with a maximum length of 183m. The remaining berths are best seen on the chart.

Sungai Pandan (1°18'N., 103°45'E.) is entered close E of Tanjung Penura. The coast for 2 miles S and E of Sungai Pandan is fronted by drying sandbanks, and sometimes marked by pile beacons, extending up to 1 mile offshore.

Eastward of these sandbanks, the coast trends 2 miles SE to **Tanjung Berlayar** (1°16'N., 103°48'E.).

9.14 Pasir Paluang Terminal (1°17'N., 103°47'E.) has 1,321m of berthing space, with alongside depths of 7 to 10.6m. The controlling depth of the fairway approaching the berths is 11.5m.

A tower stands about 0.2 mile NW of **Tanjung Berlayar** (1°15'48"N., 103°48'24"E.).

Jurong Island

Jurong Island is formed by reclaimed land. At one time it consisted of six islands (Pulau Pesak, Pulau Ayer Chawan, Pulau Merlimau, Pulau Seraya, Pulau Ayer Merbau, and

PUB 174 (Continued)

Pulau Sakra). A causeway now bisects Selat Jurong connecting Jurong Island with Singapore, forming West Jurong Channel and East Jurong Channel.

The oil wharf located on the N side of Jurong Island W of Pesek Basin is part of the Mobil complex and has been previously described in Benoi Basin. Another T-headed pier, with an alongside depth of 14.7m, extends NW close W of the Mobil piers.

Three T-headed jetties are located on the NE corner of Pesek Basin, with 10 to 15m alongside.

The Esso Refinery, a bunkering terminal, is located on the S side of Pesek Basin. The tidal range at the terminal is 2.1m at springs and 0.9m at neaps.

A jetty provides five berths at T-head projections. Each berth is capable of stern loading to conventional service.

The berths are numbered from S to N; limiting dimensions are given below:

- Berth No. 1, with a length of 91m and a depth alongside of 9.4m, accommodates vessels up to 35,000 dwt.
- Berth No. 2, with a length of 198m and a depth alongside of 12.7m, accommodates vessels up to 25,000 dwt.
- Berth No. 3, with a length of 244m and a depth alongside of 12.4m, accommodates vessels up to 48,000 dwt.
- Berth No. 4, with a length of 305m and a depth alongside of 15.8m, accommodates vessels up to 80,000 dwt.
- Berth No. 5, with a length of 305m and a depth alongside of 15.8m, accommodates vessels up to 90,000 dwt.

The Singapore Petroleum Company Pier, located at the head of East Jurong Channel and the N side of Jurong Island, is a T-headed pier extending about 0.3 mile N. Berth 1 and Berth 2 have alongside depths of 15.7 and 15.4m, respectively, and can each accommodate a vessel with a maximum length of 290m.

Berth 5 has a depth of 10.7m alongside and can accommodate a vessel with a maximum length of 115m.

The Seraya Power Pier, a T-headed oil pier, extends about 0.2 mile NE, from the NE side of the island. The Oil Tanking Ltd Pier lies close SE of the power company pier. The Seraya Chemical Pier is located on the SE side of the E most point of Jurong Island. Berthing information is given in the accompanying table.

Berthing Facilities (2001)			
Berth	Length	Depth	Remarks
Seraya Power Pier			
1	260m	14.8m	Maximum vessel length of 250m.
2	200m	12.6m	Maximum vessel length of 250m.
Oil Tanking Ltd Pier			
MJ1	140m	15.4m	
MJ2	384m	15.4m	

Berthing Facilities (2001)			
Berth	Length	Depth	Remarks
MJ3	124m	14.5m	
MJ4	312m	14.8m	
MJ5	140m	13.4m	
MJ6	180m	12.5m	
Seraya Chemical Pier			
1	162m	13.8m	Maximum vessel length of 162m.
2	216m	12.6m	Maximum vessel length of 216m.
Van Ommeran Terminal			
2		12.6m	Four jetties allowing 800 to 150,000 dwt.
Sempec Terminal			
1		13.6m	WSW of Van Ommeran, has a T-head pier.

9.15 Sakra Basin (1°16'N., 103°43'E.) has been established on the S coast of the island; berthing facilities are described below:

- Berth No. 1 has a depth alongside of 2.5m and is used by barges.
- Berth No. 2, with an alongside depth of 9.5m, can accommodate vessels up to 165m long.
- Berth No. 3, used by tankers, has an alongside depth of 8.6m and can accommodate vessels up to 130m long.
- Berth No. 4 and Berth No. 5 are used by tankers. They each have a depth alongside of 11.8m and can accommodate vessels up to 130m long.

Selat Sinki

9.16 Selat Sinki (1°15'N., 103°44'E.) is the deep channel by which Keppel Harbor (1°16'N., 103°51'E.) is approached from the Strait of Malacca; it is bounded on either side by islands and reefs.

Between Sultan Shoal and Cryene Reef the channel is about 7 miles long, at its E and narrowest part, it is about 0.5 mile wide, with irregular depths of 12.8 to 29.3m.

Vessels going both to and from Europe now use Selat Sinki as the direct route. The channel is available at all times, but night navigation requires local knowledge.

The maximum velocity of the current is 3 knots; the flood current sets W and the ebb current sets E.

Pilotage is compulsory; see paragraph 9.2 for further information.

9.17 Sultan Shoal (1°14'N., 103°39'E.), circular and about 0.7 mile in diameter, lies on the N side of the W entrance to Selat Sinki; a short pier extends NE from the light-house that stands on the shoal. Close W of the shoal are depths of 5.5 to 7.3m, but the E side of the shoal is steep-to.

PUB 174 (Continued)

A light, which is equipped with a racon, is shown from a tower rising from a small dwelling. A wreck, with a depth of 9.3m, lies about 0.3 mile SE of Sultan Shoal.

The N shore of Selat Sinki is formed by Jurong Island.

Terumbu Serebut (1°15'N., 103°42'E.), a drying reef, lies about 0.6 mile S of the S side of Jurong Island. The S side of the reef is marked by a lighted beacon.

Cyrene Reefs (1°15'30"N., 103°45'00"E.) lie 0.9 miles SE of Jurong Island. The reefs are about 1 mile in extent, consisting of four patches partly drying at LW, with deep water around them. Shoal depths within and in the vicinity of the reef may best be seen on the chart.

Esso/Mobil SBM (1°14'N., 103°41'E.), a spherical lighted buoy, 12m in diameter, is connected to the SW side of Jurong Island by a pipeline extending about 3.2 miles SSW from the island. The controlling depth in the approach is 21m. Vessels up to 285,000 dwt can be accommodated.

(BA CH 2570; BA NP 44, Supp. 5/99) 19/02

Page 128—Lines 42/L to 21/R; read:
curve in some places.

The following special purpose anchorages are located W and SW of Singapore:

1. Western Anchorage—General purpose.
2. Western Petroleum Anchorage A—For vessels of 10,000 gross tons or less loaded with petroleum and non gas-free vessels.
3. Western Petroleum Anchorage B—For vessels of over 10,000 gross tons loaded with petroleum and non gas-free vessels. Tankers exceeding 50,000 gross tons shall use Eastern Petroleum Anchorage A.
4. Western Quarantine and Immigration Anchorage—For vessels seeking quarantine and immigration clearance.
5. Pasir Panjang Holding Anchorage—For vessels as directed by the Port Master.
6. Selat Pauh Anchorage—For vessels under arrest, laid-up vessels, and other vessels with permission of the Port Master.
7. Raffles Reserved Anchorage—For LASH vessel operations, damaged vessels, vessels requiring emergency repairs, or as directed by the Port Master.
8. Tuas Petroleum Holding Anchorage—For tankers waiting to service vessels at anchorages in the Jurong Sector, waiting for berthing facilities in the West Jurong Fairway and Pesek Basin, or as directed by the Port Master.
9. West Jurong Anchorage—For vessels awaiting a berth, vessels under repair, or special vessels.
10. LPG/LNG/Chemical Gas Carriers Anchorage—For non gas-free LPG, LNG, and chemical carriers.
11. Very Large Crude Carrier Anchorage—Temporary anchorage for loaded VLCCs.
12. Sudong Holding Anchorage—Temporary holding anchorage used with prior permission of the Port Master.
13. Sudong Special Purposes Anchorage—Temporary holding anchorage for VLCCs with prior permission of the Port Master.

14. Sudong Explosive Anchorage—Replaces the Tuas Explosive Anchorage and the Tuas Explosive Lighter Anchorage. This anchorage is used for vessels and small craft loading or discharging explosives and Group 1 dangerous goods or vessels in transit with such cargo on board. The maximum height of vessels permitted at this anchorage is 47m.

The following special purpose anchorages are located SE of Singapore:

1. Changi General Purpose Anchorage—For vessels over 20,000 grt wishing to remain in port for not more than 8 hours for the purpose of exchanging crew or loading ship's stores, upon prior permission of the Port Master.

(4(9)02 Singapore) 19/02

PUB 194 8 Ed 2000 LAST NM 18/02
Page 4—Lines 53 to 57/R; read:

1.2 The Swedish coast between Kullen (56°18'N., 12°27'E.) and Viken, a fishing village located about 10 miles SSE, is low and sparsely wooded. From Viken to Helsingborg, 7.5 miles farther SSE, the land becomes higher. There are no large coastal indentations. The port of Hoganas is situated about 7 miles SSE of Kullen and several small fishing harbors lie along the stretch between Kullen and Helsingborg.

The range of tide along this part of the coast is negligible, the water level change depending mainly on the wind and the current. The shore is fringed by a coastal bank and all dangers, with the exception of some wrecks, lie inside the 20m curve.

Kullen Light (56°18'N., 12°27'E.) is shown from a prominent tower, 15m high with an adjacent house, standing 0.2 mile SE of the NW extremity of the promontory. Hogkull, 188m high, rises 2.7 miles ESE of the light and is the tallest peak in this area.

Molle (56°17'N., 12°30'E.), a small fishing harbor, is situated 2 miles SE of Kullen Light. It is protected by breakwaters and has an entrance facing WNW.

Krapperrup Manor House, a prominent building, stands about 1.5 miles SE of Molle.

Lerhamn (56°15'N., 12°31'E.), a small harbor, is situated 2 miles SSE of Molle and is used only by small craft.

Nyhamnslage (56°15'N., 12°32'E.), a small fishing harbor, is situated 0.8 mile SSE of Lerhamn and has an entrance facing SSW.

1.3 Hoganas (56°12'N., 12°33'E.) (World Port Index No. 24100), a small port, is situated about 7 miles SE of Kullen Light. It is protected by a mole on the W side and the entrance faces SSE.

(BA NP 18) 19/02

Page 5—Lines 1 to 22/L; strike out.

(NIMA) 19/02

Page 5—Lines 1 to 10/R; strike out.

(NIMA) 19/02

PUB 194 (Continued)

Page 6—Lines 1 to 16/L; strike out.
(NIMA)

19/02

Page 6—Lines 23 to 54/L; read:

Depths—Limitations.—The approach channel leads E through the coastal dangers and is dredged to a depth of 8.2m over a bottom width of 40m. The harbor has a depth of 8.2m. The W quay is 370m long and the loading pier, on the E side of the harbor, is 125m long. Vessels up to 130m in length and 7.4m draft can be accommodated.

Aspect.—An outer approach lighted buoy is moored about 1.6 miles W of the harbor entrance. The approach channel is indicated by a lighted range and marked by buoys at its inner end.

A prominent church stands in the town, 0.9 mile E of the harbor, and another church, with a prominent spire, is situated at Vasby, about 1.5 miles E of the harbor.

Pilotage.—Pilotage is compulsory. Pilots are provided by the station at Helsingborg and board in the vicinity of the outer approach lighted buoy.

Regulations.—Vessels with drafts over 6.7m must use the services of a tug or the pilot launch when turning within the harbor.

Caution.—The daymarks for the approach range are reported to be difficult to distinguish against the trees behind them.

Lerberget (56°11'N., 12°34'E.), a small harbor, is situated 1.4 miles S of Hoganäs. It is protected by breakwaters and has an entrance facing WSW. This harbor is used only by fishing boats and pleasure craft.

Viken (56°09'N., 12°35'E.), a small harbor, is situated 3.4 miles S of Hoganäs. The town is a resort and the harbor is used almost entirely by yachts.

A prominent church, white with a red roof and a pointed tower, stands in Viken and Kulla Gunnarstorp manor house, a conspicuous building, is situated 3 miles SE of it.

Svinbadan Light (56°09'N., 12°32'E.) is shown from a prominent tower, 25m high and floodlit, standing about 1 mile offshore, 1.4 miles NW of Viken.

Domsten, a yacht harbor, is situated 1.5 miles SSE of Viken and is marked by a light.

A prominent castle stands 1 mile E of Sofiero, about 1.2 miles SSE of Kulla Gunnarstorp manor house.

Anchorage.—Anchorage can be taken, in a depth of 20m, blue clay, about 1 mile W of Viken, but this roadstead is exposed to winds from NW through W to S.

(BA NP 286; BA NP 18)

19/02

Page 6—Lines 1 to 2/R; strike out.
(NIMA)

19/02

COAST PILOT CORRECTIONS

COAST PILOT 4 **33 Ed 2001** **Change No. 22**
LAST NM 18/02

Page 92—Paragraph 1685, line 2; read:
provisions of the Navigation Rules, International-Inland,

Commandant Instruction M16672.2 (series).
(CL 1112/00; FR 06/29/00; 33 CFR 162.65)

19/02

Page 93—Paragraph 1699, line 3; read:
Navigation Rules, International-Inland, Commandant In-
struction M16672.2 (series). Rafts shall ...
(CL 1112/00; FR 6/29/00)

19/02

Page 104—Paragraph 2128, line 3; read:
connecting waters, from Bogue Sound-New River Daybea-
con 58 (LLNR ...
(CL 1112/00; FR 06/29/00;
33 CFR 165.514; LL/02)

19/02

Page 104—Paragraph 2128, line 7; read:
34°33'08"N., 77°20'34"W. All coordinates reference Datum:
...
(LL/02)

19/02

Page 104—Paragraph 2134, line 5; read:
325-4956.
(CL 1112/00; FR 06/29/00)

19/02

Page 203—Paragraph 202, line 8; read:
marked by lights, daybeacons, and a buoy.
(04/02 CG5; LL/02)

19/02

Page 216—Paragraph 76, lines 3 to 4; read:
Route 17 highway bridge at Jacksonville. In February 2002,
the midchannel controlling depth was 2.8 feet to Light 17,
thence 8.1 feet to Light 23; thence 5 feet at midchannel in
1993-January 2001. In 1982, shoaling to 3 ...
(BPs 176727-28; NOS 11542)

19/02

Page 295—Paragraph 235, line 7; read:
18 feet. An overhead power cable at the bridge has a clear-
ance of 38 feet. Boynton Inlet is dangerous and particularly
hazardous to ...
(CL 984/95; NOS 11467)

19/02

Page 323—Paragraph 95, lines 9 to 15; read:
to the beach. The channels are well marked. In August 2001,
the controlling depth was 3.1 feet in Causeway Channel,
thence 3.3 feet in Money Island Channel between the junc-
tion light at the entrance and Light 5. There are several piers
at the ...
(BPs 175234-35)

19/02

COAST PILOT 4 **33 Ed 2001** **Change No. 23**

Page 203—Paragraph 195, lines 4 to 5; read:
westward. In May 2001, the reported controlling depth
through The Haulover was 13 feet. A light is at each end of
the cut. Local vessels ...
(CL 1313/01)

19/02

COAST PILOT 7 (Continued)

northeasterly to

32°40'55.0"N., 117°09'27.0"W. (Point C); thence running southeasterly to

32°40'43.0"N., 117°09'09.0"W. (Point D); thence running southerly to

32°40'39.0"N., 117°09'08.0"W. (Point E); thence running southwesterly to

32°40'30.0"N., 117°09'12.9"W. (Point F); thence running a short distance to

32°40'29.0"N., 117°09'14.0"W. (Point G); thence running southwesterly to

32°40'26.0"N., 117°09'17.0"W. (Point H); thence running northwesterly to the shoreline to

32°40'31.0"N., 117°09'22.5"W. (Point I), thence running along the shoreline to the beginning point.

(b) *Regulations.* In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commander, Navy Region Southwest.

(c) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1121 Security Zone: Fleet Supply Center Industrial Pier, San Diego, CA.

(a) *Location.* The following area is a security zone; the waters of San Diego Bay extending approximately 100 feet from the north, west, and south sides of the Fleet Industrial Supply Center enclosed by lines connecting the following points: Beginning at

32°42'50"N., 117°10'25"W. (Point A); to

32°42'50"N., 117°10'38"W. (Point B); to

32°42'54"N., 117°10'38"W. (Point C); to

32°42'54"N., 117°10'25"W. (Point D).

(b) *Regulations.* In accordance with the general regulations in §165.33, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commander, Navy Region Southwest. Section 165.33 also contains other general requirements.

(c) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

§165.1131 Security Zone: Wilson Cove, San Clemente

...

(33 CFR 165; FR 1/31/02) 19/02

Page 178—Paragraph 23, line 2; read:

side of the bay entrance, is Naval Base Coronado.

(FR 1/31/02) 19/02

Page 178—Paragraph 25, lines 1 to 3; read:

Security zones are adjacent to the W and NE sides of North Island. (See **165.1 through 165.8, 165.30, 165.33, 165.1104, and 165.1105**, chapter 2, for limits and ...

(FR 1/31/02; 33 CFR 165; NOS 18773; CL 318/02) 19/02

Page 178—Paragraph 26, lines 6 to 7; read:

fog signal. Three piers of the Navy submarine facility are just NNW of Ballast Point. A fog signal is on the middle pier.

(NOS 18773) 19/02

Page 178—Paragraph 27, line 4; read:

165.1 through 165.13 and 165.1107, chapter 2, for limits and ...

(33 CFR 165; NOS 18773; CL 318/02) 19/02

Page 178—Paragraph 32, line 2 to Paragraph 33; read:

Diego Bay immediately N of Ballast Point, about 1 mile N of the Point, and on the E side of North San Diego Bay at the Navy Pier. (See **165.1 through 165.8, 165.30, 165.33, 165.1102, 165.1103, and 165.1121**, chapter 2, for limits and regulations.)

A **safety zone** is E of Harbor Island on the N side of the bay. (See **165.1 through 165.8, 165.20 through 165.23, and 165.1106**, chapter 2, for limits and regulations.)

(33 CFR 165; NOS 18773; CL 318/02; FR 1/31/02) 19/02

Page 180—Paragraph 62; read:

A **security zone** is along the E side piers in South San Diego Bay, starting with **Chollas Creek** and extending S to Pier 14. (See **165.1 through 165.8, 165.30, 165.33, and 165.1101**, chapter 2, for limits and regulations.)

(FR 1/31/02; 33 CFR 165; NOS 18773; CL 318/02) 19/02

COAST PILOT 7 33 Ed 2001 Change No. 12

Page 2—Paragraph 27, line 7; read:

address, <http://www.navcen.uscg.gov/inm>.

(11/02 CG5) 19/02

Page 181—Paragraph 86, line 3; read:

for limits and regulations.)

A **security zone** is also outside the SE limit of the channel into Glorietta Bay, within the restricted area off the Naval Amphibious Base. (See **165.1 through 165.8, 165.30, 165.33, and 165.1120**, chapter 2, for limits and regulations.)

(FR 1/31/02; NOS 18773) 19/02

Page 186—Paragraph 199, line 4; read:

Pilots on VHF-FM channels 12 or 74. All stations monitor VHF-FM ...

(CL 414/02) 19/02

Page 191—Paragraph 304, lines 9 to 10; read:

by telephone (562-432-0664), fax (562-432-3597) and VHF-FM channels 12 and 74. The ...

(CL 414/02) 19/02

Page 364—Paragraph 35, line 6; read:

harbor and is easily entered, however, mariners are warned to be aware of strong side currents that exist in Admiralty Inlet.

COAST PILOT 7 (Continued)

The prevailing winds in summer are ...
(CL 413/2002)

19/02

Page 364—Paragraph 38, line 2; read:

NW from Marrowstone Point about 2 miles toward Point Wilson. The bank has several submerged obstructions and large boulders on the bottom. Due to the nature of the bottom and the existence of cross currents from Admiralty Inlet, the bank is unsuitable for safe anchorage.

(CL 413/2002)

19/02

Page 380—Paragraph 227, lines 4 to 5; read:

leads across the flats to a turning basin. In March 2001, the controlling depth was 12.4 feet in the dredged channel.

(BP 176168; CL 2011/01)

19/02

Page 380—Paragraph 229, lines 3 to 4; read:

Kenmore channel. In March 2001, the controlling depth was 2.8 feet in the N half with shoaling to bare in the S half. About 0.3 mile above the mouth of ...

(BP 176168)

19/02

Page 459—Paragraphs 964 to 969; read:

The Midway Islands, not part of the State of Hawaii, are under the administration of the Department of the Interior **Midway Atoll National Wildlife Refuge**. Copies of the Executive Order directing the **Management and General Public Use** of the National Wildlife Refuge System can be obtained from Refuge Manager, Hawaiian/Pacific Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Boulevard, P.O. Box 50167, Honolulu, HI 96850.

(CL 272/02; TXT 7-473/01)

19/02

COAST PILOT 7 33 Ed 2001 Change No. 13

Page 103—Paragraph 2181, line 7 to Page 104—Paragraph 2244; read:

protection, or national security.

§160.207 [Suspended]**§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning January 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling

COAST PILOT 7 (Continued)

unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

§160.209 [Reserved]**§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of

contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(ii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required informa-

COAST PILOT 7 (Continued)

tion.

§160.213 [Suspended]

§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

- (1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;
- (2) Estimated date and time of arrival at each port or place;
- (3) Name of the vessel;
- (4) Country of registry of the vessel;
- (5) Call sign of the vessel;
- (6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;
- (7) Name of the registered owner of the vessel;
- (8) Name of the operator of the vessel;
- (9) Name of the classification society of the vessel;
- (10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;
- (11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;
- (12) Location or position of the vessel at the time of the report;
- (13) Name of each of the certain dangerous cargoes carried;
- (14) Amount of each of the certain dangerous cargoes carried;
- (15) Stowage location of each of the certain dangerous cargoes carried;
- (16) General description of cargo other than dangerous cargoes, onboard the vessel;
- (17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality;
- (iv) Passport number or mariners document number; and
- (v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01;

FR 11/19/01; FR 1/18/02)

19/02

COAST PILOT 8

24 Ed 2002

**Change No. 6
LAST NM 17/02**

Page 44—Paragraph 308, line 1; read:

(2) ISM Code notice beginning January 1, 2002, if your vessel ...

(FR 1/18/02)

19/02

