



No. 37

14 SEPTEMBER 2002



UNITED STATES OF AMERICA

# NOTICE TO MARINERS



Published Weekly by the  
National Imagery and Mapping Agency

Prepared Jointly with the  
National Ocean Service and U.S. Coast Guard

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Visit the Maritime Safety Information Division website at  
<http://pollux.nss.nima.mil/>



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## IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Transportation), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Safety Information Division	301-227-5006	287-5006	301-227-5745
World-Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Fleet Liaison Officer	301-227-3120	287-3120	301-227-4211
Maritime Safety Information Website	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3, 4, 5	301-227-3146	287-3146	301-227-3175
Notice to Mariners: Regions 6 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3183	287-3183	301-227-3174
Navigation Science Publications	301-227-3120	287-3120	301-227-3731
Distribution Issues	301-227-7652	287-7652	301-227-4211

The Maritime Safety Information Website can be accessed via the NIMA Homepage ([www.nima.mil](http://www.nima.mil)) under the Safety of Navigation icon or directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use [NavNotices@nima.mil](mailto:NavNotices@nima.mil), for information affecting Sailing Directions and all other navigational publications use [SDPUBS@nima.mil](mailto:SDPUBS@nima.mil), for information concerning the Maritime Safety Information Website, use [webmaster\\_nss@nima.mil](mailto:webmaster_nss@nima.mil).

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated. Marine Information Report and Suggestion sheets received during the past week were submitted by the following observers:

<u>Observer</u>	<u>Ship/Organization</u>
Second Officer Larry Fosgate	USNS PECOS
Second Officer V. Kamyanoy	M/V CSL CABO

**Cover Photo:** The guided missile destroyer **USS HOPPER (DDG-70)** is the 20th of 38 *Arleigh Burke*-class ships authorized by Congress. These multi-mission destroyers are equipped with the Navy's Aegis combat weapons system, which combines space-age communication, radar and weapons technologies in a single platform for unlimited flexibility while operating "Forward...From the Sea". The **HOPPER** is equipped to carry *Tomahawk* cruise missiles and standard surface-to-air missiles fired from forward and aft launching systems, *Harpoon* anti-ship missiles, two triple torpedo tubes, one five-inch gun and electronic warfare systems. The ship is named for Rear Admiral Grace Murray Hopper, whose pioneering spirit in the field of computer technology led the Navy into the age of computers. She brought her mathematical abilities to the nation when, in 1943, she entered the Naval Reserve commissioned as a Lieutenant. She retired from the Reserve in January 1967 only to be recalled to active duty in August 1967 by President Johnson. Rear Admiral Hopper retired a second time in August 1986. This is the first time since World War II and only the second time in Naval history, that a warship has been named for a woman from the Navy's own ranks. The **HOPPER** was built at Bath Iron Works in Bath, Maine and was commissioned in San Francisco on 06 September 1997. She is 505 feet in length, has a beam of 67 feet and displaces 8,500 tons fully loaded. She carries a crew of 302 Sailors, 24 Chief Petty Officers and 23 Officers.

INFORMATION  
OF  
SPECIAL INTEREST  
OR  
IMPORTANCE  
TO  
MARINERS

NM 37/02

# HYDROGRAM

**National Imagery and Mapping Agency  
Bethesda, MD 20816-5003**

SPECIAL  
ANNOUNCEMENTS  
\_\_\_\_\_  
NEW PRODUCTS  
OR SERVICES  
\_\_\_\_\_  
IMPORTANT  
CHANGES

**14 September 2002**

## **DISCONTINUANCE OF 121.5 AND 243 MHZ FOR SATELLITE DISTRESS ALERTS TO BEGIN**

THE INTERNATIONAL COSPAS-SARSAT PROGRAM HAS ANNOUNCED PLANS TO TERMINATE SATELLITE PROCESSING OF DISTRESS SIGNALS FROM 121.5 AND 243 MHZ EMERGENCY BEACONS. SEE SECTION III.

## EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

**Section I-1** contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

- ★ indicates that it is based upon original U.S. source information.
  - T indicates that it is temporary in nature.
  - P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.
- The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter M is not a part of the chart number.
- The letter N preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.
- Courses and bearings are given in degrees true.
- Light sectors are expressed in degrees true from the vessel TOWARD the light.
- The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.
- The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.
- Section I-2\*** contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.
- Section I-3** lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

**Section II-1** is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

**Section II-2\*** contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

**Section II-3\*** lists weekly updates to the USCG Light Lists.

**Section II-4\*** lists weekly updates to the NIMA List of Lights.

**Section II-5** lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

**Section III-1** lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

**Section III-2** contains miscellaneous information of particular interest to the maritime community.

\*The left-hand pages of these sections are intentionally blank.

**SECTION I  
CHART CORRECTIONS**

<b>530</b>	30Ed. 3/23/02 LAST NM 26/02 Change Visibility (range) of light to 20M Fog signal of buoy "2SG" to WHIS (31/02 CG11)	37/02 35°10'N 120°46'W 41°50'N 124°23'W	<b>★11315</b> 30Ed. 6/02 NEW EDITION (NOS)	37/02
<b>1116A</b>	Ed. 6/9/01 LAST NM 36/02 Delete Dangerous wreck (PA) Danger circle "Obstn" (PA)	37/02 28°51.0'N 94°25.0'W 28°48.0'N 93°49.0'W	<b>11316</b> 38Ed. 7/28/01 LAST NM 36/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
Add	Submarine pipeline [L40.1] between (NOS)	27°29.4'N 92°23.1'W 27°32.7'N 92°26.6'W	<b>★11317</b> 29Ed. 2/16/02 LAST NM 25/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
<b>1117A</b>	Ed. 4/6/02 LAST NM 31/02 Delete (NOS) Dangerous wreck (PA)	37/02 28°51.0'N 94°25.0'W	<b>★11322</b> 27Ed. 9/1/01 LAST NM 36/02 <b>(Side B)</b> Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
<b>11004</b>	7Ed. 10/29/94 LAST NM 31/02 Delete Dangerous wreck (PA) Submerged well	37/02 28°51.0'N 94°25.0'W 27°36.1'N 92°25.4'W	<b>11323</b> 59Ed. 3/30/02 LAST NM 33/02 Change Legend to "Well (cov 139m)" Legend to "Well (cov 709m)"	37/02 29°20'56"N 94°43'42"W
Change	Legend to "Well (cov 139m)" Legend to "Well (cov 709m)"	27°57.2'N 92°19.5'W 27°36.7'N 92°08.0'W	Add Tabulation of controlling depths from Subsection I-2 (NOS)	
Add	Platform [L10] Note: 678 meter obstruction (PA) remains	27°37.4'N 92°11.5'W	<b>★11324</b> 32Ed. 3/16/02 LAST NM 33/02 Change Legend to "33 FT MAY 2002"	37/02 29°21'00"N 94°43'42"W
	Platform [L10]	27°50.5'N 91°59.3'W	Add Tabulation of controlling depths from Subsection I-2 (NOS)	
	Platform [L10]	27°52.5'N 91°59.2'W	<b>★11325</b> 34Ed. 2/16/02 LAST NM 35/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
	Platform [L10]	27°52.6'N 91°52.5'W		
	Platform [L10]	27°58.8'N 91°55.2'W		
	Platform [L10]	27°57.5'N 92°21.3'W		
	Submarine pipeline [L40.1] between	27°29.4'N 92°23.1'W 27°32.7'N 92°26.6'W	<b>11326</b> 30Ed. 11/18/00 LAST NM 36/02 <b>(Page A)</b>	37/02
	Submarine pipeline [L40.1] joining	27°22.7'N 92°27.6'W 27°31.1'N 92°27.6'W 27°35.0'N 92°25.4'W 27°39.7'N 92°20.4'W 27°50.2'N 92°17.7'W 27°53.4'N 92°18.0'W 28°00.0'N 92°15.6'W	Add Legend to "34 FT 2002"	29°36'56"N 94°57'31"W
	Submarine pipeline [L40.1] joining	27°39.7'N 92°20.4'W 27°44.5'N 92°17.5'W 27°45.2'N 92°05.4'W 27°48.5'N 92°02.9'W 27°51.4'N 91°58.7'W 27°54.2'N 92°00.0'W 27°55.1'N 91°56.9'W 27°57.3'N 91°55.3'W 28°00.0'N 92°55.3'W	Change <b>(Page A, Inset 1)</b> Legend to "31 FT MAY 2002"	29°41'03"N 94°59'06"W
	Submarine pipeline [L40.1] joining	27°50.2'N 92°17.7'W 27°51.0'N 92°11.7'W 27°52.2'N 92°03.5'W 27°54.2'N 92°00.0'W	Legend to "31 FT FOR A WIDTH OF 300 FT MAY 2002" (See 21/02-11326)	29°40'58"N 94°59'33"W
	Submarine pipeline [L40.1] between (NOS; US CH 11340)	26°51.0'N 92°24.3'W 28°00.0'N 92°24.3'W	Change <b>(Page C)</b> Legend to "33 FT MAY 2002" (Supersedes 8/02-11326) (NOS)	29°20'58"N 94°43'43"W
<b>11300</b>	38Ed. 4/6/02 LAST NM 31/02 Delete (NOS) Dangerous wreck (PA)	37/02 28°51.0'N 94°25.0'W	<b>★11327</b> 30Ed. 5/26/01 LAST NM 28/02 Change Legend to "34 FT 2002"	37/02 29°36'54"N 94°57'33"W
<b>★11301</b>	23Ed. 9/8/01 LAST NM 21/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	<b>★11328</b> 22Ed. 6/2/01 LAST NM 36/02 Change Legend to "31 FT MAY 2002"	37/02 29°41'04"N 94°59'05"W
<b>★11302</b>	29Ed. 6/02 LAST NM 34/02 <b>(Side B)</b> Change Note to "BROWNSVILLE FISHING HARBOR The controlling depth was 13 feet in the entrance channel, 14½ feet in the east and middle basins and 14½ feet in the west basin. Mar. 2002" 25°59'03"N 97°20'40"W	37/02	Legend to "31 FT FOR A WIDTH OF 300 FT MAY 2002" (See 21/02-11328)	29°40'57"N 94°59'38"W
Add	Tabulation of controlling depths from Subsection I-2 (NOS)		<b>★11329</b> 34Ed. 1/12/02 LAST NM 36/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
<b>★11330</b>	Delete Dangerous wreck (PA) Danger circle "Obstn" (PA)		<b>★11330</b> 13Ed. 4/21/01 LAST NM 36/02 Delete Dangerous wreck (PA) Danger circle "Obstn" (PA)	37/02 28°51.0'N 94°25.0'W 28°48.0'N 93°49.0'W

## SECTION I

★11332	27Ed. 4/3/99 LAST NM 36/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	★11357	35Ed. 6/02 LAST NM 36/02 Change Note to “NOTE C HOUMA NAVIGATION CANAL The controlling depth was 13 feet through Cat Island Pass; thence 7 feet from the entrance of the improved channel in Terrebonne Bay (29°06'00"N 90°34'30"W), with shoaling to 5 feet in the right outside quarter, to Bayou Petit Caillou; thence 14 feet to Bayou Grand Caillou; thence 11 feet to Bayou Pelton; thence 9 feet to the junction with the Intracoastal Waterway. Jan.-Jun. 2002” 29°19'15"N 90°47'39"W	37/02
★11340	66Ed. 6/9/01 LAST NM 36/02 Delete Dangerous wreck (PA) 28°51.0'N 94°25.0'W Danger circle “Obstn” (PA) 28°48.0'N 93°49.0'W	37/02			
Add Submarine pipeline [L40.1] between 27°29.4'N 92°23.1'W 27°32.7'N 92°26.6'W (NOS)					
11341	38Ed. 3/10/01 LAST NM 36/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	(NOS)		
★11342	51Ed. 9/30/00 LAST NM 30/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	★11364	38Ed. 7/21/01 LAST NM 35/02 Add Submarine pipeline [L40.1] between 29°40'50"N 89°23'24"W 29°40'43"N 89°23'23"W (NOS)	37/02
★11343	36Ed. 9/15/01 LAST NM 23/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	11373	42Ed. 6/02 LAST NM 33/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
★11351	37Ed. 5/12/01 LAST NM 36/02 Change Legend to “14 FT BY 400 FT JUN 2002” 29°18'24"N 91°26'18"W (See 27/02-11351) (NOS)	37/02	11374	30Ed. 3/24/01 LAST NM 31/02 <b>(Side B)</b> Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
11352	35Ed. 10/27/01 LAST NM 27/02 Change Note to “NOTE D HOUMA NAVIGATION CANAL The controlling depth was 13 feet through Cat Island Pass; thence 7 feet from the entrance of the improved channel in Terrebonne Bay (29°06.0'N 90°34.5'W), with shoaling to 5 feet in the right outside quarter, to Bayou Petit Caillou; thence 14 feet to Bayou Grand Caillou; thence 11 feet to Bayou Pelton; thence 9 feet to the junction with the Intracoastal Waterway. Jan.-Jun. 2002” 29°21.2'N 90°49.8'W	37/02	★11375	34Ed. 3/10/01 LAST NM 31/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
	Legend to “14 FT BY 400 FT JUN 2002” 29°16.1'N 91°28.7'W (See 17, 27/02-11352) (NOS)		11389	32Ed. 10/13/01 LAST NM 33/02 Add Legend “RANGE A” along range line 30°09'18"N 85°40'59"W (NOS)	37/02
11354	23Ed. 9/22/01 LAST NM 33/02 <b>(Side A)</b> Change Legend to “14 FT BY 400 FT JUN 2002” 29°18'28"N 91°26'13"W (See 27/02-11354) (NOS)	37/02	11390	22Ed. 3/30/02 LAST NM 34/02 <b>(Side A)</b> Add Legend “RANGE A” along range line 30°09'05"N 85°41'09"W (NOS)	37/02
★11355	24Ed. 6/02 NEW EDITION <b>(Side B)</b> Add Legend “Shoaling 8ft rep (2002) (PA)” 29°42'14"N 91°12'59"W (Previously published 28/02)	37/02	★11491	33Ed. 3/24/01 LAST NM 34/02 <b>(Side A)</b> Add Tabulation of controlling depths from Subsection I-2 <b>(Side B)</b> Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
Change	Note in right upper margin of chart to “NOTE C HOUMA NAVIGATION CANAL The controlling depth was 13 feet through Cat Island Pass; thence 7 feet from the entrance of the improved channel in Terrebonne Bay (29°06'00"N 90°34'30"W), with shoaling to 5 feet in the right outside quarter, to Bayou Petit Caillou; thence 14 feet to Bayou Grand Caillou; thence 11 feet to Bayou Pelton; thence 9 feet to the junction with the Intracoastal Waterway. Jan.-Jun. 2002” (NOS)		★11514	26Ed. 7/02 NEW EDITION (NOS)	37/02
			★11516	29Ed. 11/17/01 LAST NM 24/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02
			★11527	16Ed. 1/13/01 LAST NM 12/02 Add “Pipeline Area” [L40.2] bound by shore and purple dashed line joining 33°00'33.9"N 79°53'58.7"W 33°00'29.7"N 79°54'06.5"W 33°00'23.7"N 79°53'55.9"W 33°00'16.9"N 79°54'08.5"W (NOS)	37/02
			★11532	20Ed. 2/2/02 LAST NM 15/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02

## SECTION I

**NM 37/02**

<b>11545</b>	59Ed. 11/25/00 LAST NM 30/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	<b>★12354</b> 39Ed. 12/15/01 LAST NM 33/02 Relocate Buoy "S" from 41°02'15"N 72°03'06"W to 41°02'11"N 72°03'05"W Buoy "1" from 41°03'08"N 72°14'07"W to 41°03'09"N 72°14'01"W Buoy "3" from 41°02'51"N 72°15'10"W to 41°02'49"N 72°15'11"W Buoy "17" from 41°01'28"N 72°22'47"W to 41°01'29"N 72°22'54"W Buoy "22" from 40°58'36"N 72°25'47"W to 40°58'34"N 72°25'46"W Buoy "1" from 40°59'14"N 72°26'56"W to 40°59'12"N 72°26'55"W (31/02 CG1)	37/02
<b>★11547</b>	35Ed. 3/30/02 LAST NM 30/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	<b>12358</b> 18Ed. 4/2/94 LAST NM 14/02 Relocate Buoy "1" from 41°03'08"N 72°14'05"W to 41°03'09"N 72°14'01"W Buoy "3" from 41°02'50"N 72°15'10"W to 41°02'49"N 72°15'11"W (31/02 CG1)	37/02
<b>★12205</b>	27Ed. 7/02 NEW EDITION (NOS)	37/02	<b>★12261</b> 28Ed. 7/02 NEW EDITION (NOS)	37/02
<b>★12274</b>	33Ed. 7/02 NEW EDITION (NOS)	37/02	<b>★12280</b> 3Ed. 7/02 NEW EDITION Add Depth 32 feet Obstn [K41] 37°07.9'N 76°10.4'W Depth 31 feet Obstn [K41] 37°08.7'N 76°11.5'W (Previously published 34/02)	37/02
	Change Range light, front to Iso 6s 18ft, Fl 4s 18ft 39°07.2'N 76°16.7'W Range light, rear to F 52ft, FR 30ft, F 52ft 39°07.8'N 76°16.2'W (Previously published 36/02) (NOS)			
<b>12300</b>	42Ed. 2/17/01 LAST NM 29/02 Change Designation of buoy "BB" to "44018" 41°15.5'N 69°17.6'W (32/02 CG1)	37/02	<b>13003</b> 45Ed. 10/28/00 LAST NM 36/02 Change Designation of buoy "BB" to "44018" 41°15.5'N 69°17.3'W (32/02 CG1)	37/02
<b>12301</b>	21Ed. 9/15/01 LAST NM N29/02 Change Designation of buoy "BB" to "44018" 41°15.5'N 69°17.5'W (32/02 CG1)	N37/02	<b>13006</b> 29Ed. 3/22/97 LAST NM 36/02 Change Designation of buoy "BB" to "44018" 41°15.5'N 69°17.6'W (32/02 CG1)	37/02
<b>12316</b>	28Ed. 8/25/01 LAST NM 27/02 <b>(Side B)</b> Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	<b>13009</b> 29Ed. 7/14/01 LAST NM 25/02 Change Designation of buoy "BB" to "44018" 41°15.5'N 69°17.6'W (32/02 CG1)	37/02
<b>★12317</b>	31Ed. 2/9/02 LAST NM 26/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	<b>13200</b> 33Ed. 1/19/02 LAST NM 25/02 Change Designation of buoy "BB" to "44018" 41°15.5'N 69°17.6'W (32/02 CG1)	37/02
<b>★12327</b>	95Ed. 2/23/02 LAST NM 35/02 Add Tabulation of controlling depths from Subsection I-2 (NOS)	37/02	<b>13201</b> 10Ed. 8/10/96 LAST NM N25/02 Change Designation of buoy "BB" to "44018" 41°15.4'N 69°17.6'W (32/02 CG1)	N37/02
<b>★12343</b>	18Ed. 6/02 NEW EDITION Add Buoy "A" W Or (Priv) 41°16'08"N 73°57'29"W Buoy "B" W Or, Fl 4s (Priv) 41°16'12"N 73°57'35"W Buoy "C" W Or, Fl 4s (Priv) 41°16'17"N 73°57'26"W Buoy "D" W Or, Fl 4s (Priv) 41°16'20"N 73°57'22"W Buoy "E" W Or, Fl 4s (Priv) 41°16'24"N 73°57'19"W Buoy "F" W Or, Fl 4s (Priv) 41°16'27"N 73°57'14"W Buoy "G" W Or (Priv) 41°16'23"N 73°57'11"W (Previously published 35/02)	37/02	<b>★13203</b> 12Ed. 8/14/99 LAST NM 52/01 Change Designation of buoy "BB" to "44018" 41°15.4'N 69°17.7'W (32/02 CG1)	37/02
	Change Legend (depth contour value) to "30" 41°05'26.5"N 73°52'45.0"W (NOS)		<b>13205</b> 36Ed. 4/14/01 LAST NM 12/02 Relocate Buoy "S" from 41°02'15"N 72°03'05"W to 41°02'11"N 72°03'05"W (31/02 CG1)	37/02
<b>★12350</b>	56Ed. 1/6/01 LAST NM 34/02 Relocate Buoy "20" from 40°34'11.4"N 73°53'51.9'W to 40°34'11.3"N 73°53'54.7'W Buoy "N" from 40°34'41.7"N 73°52'10.2'W to 40°34'39.9"N 73°52'10.5'W Buoy "1" from 40°34'55.8"N 73°51'42.1'W to 40°34'55.9"N 73°51'40.0'W Buoy "26" from 40°38'30.1"N 73°51'17.1'W to 40°38'28.4"N 73°51'17.2'W (31/02 CG1)	37/02	<b>★13209</b> 23Ed. 10/30/99 LAST NM 14/02 Relocate Buoy "4" from 41°10'26"N 72°10'40"W to 41°10'24"N 72°10'39"W Buoy "1" from 41°03'08"N 72°14'04"W to 41°03'09"N 72°14'01"W Buoy "3" from 41°02'50"N 72°15'11"W to 41°02'49"N 72°15'11"W (31/02 CG1)	37/02
			<b>14151</b> 2Ed. 6/3/95 LAST NM 8/01 Change Buoy to "NC1" G, QG (10(4403)01 Ottawa)	37/02
<b>14340</b>	25Ed. 11/4/95 LAST NM 33/02 Change Light to Fl R 6s (Can LL)	37/02	<b>14340</b> 25Ed. 11/4/95 LAST NM 33/02 Change Light to Fl R 6s (Can LL)	46°57.4'N 55°14.1'W
<b>14344</b>	2Ed. 6/3/95 LAST NM 39/98 Delete Buoy "PBC"	37/02	<b>14344</b> 2Ed. 6/3/95 LAST NM 39/98 Delete Buoy "PBC"	46°57'44"N 55°11'27"W
	Change Light to Fl R 6s 85ft (10(4624)01 Ottawa; Can LL)			46°57'16"N 55°14'02"W

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<b>14345</b>	5Ed. 4/15/95 LAST NM 10/99 Delete Buoy "PBC"	37/02 46°57'44"N 55°11'26"W	<b>★16061</b> 8Ed. 1/26/02 LAST NM 27/02 Delete Beacons (4) in vicinity (31/02 CG17)	37/02 70°24'40"N 148°31'48"W
	Change Light to Fl R 6s 85ft (10/4624)01 Ottawa; Can LL)	46°57'17"N 55°14'04"W		
<b>14838</b>	2Ed. 12/4/99 LAST NM 35/02 Add Position circle "MICRO TR 436ft" (10/2120)01 Ottawa)	37/02 42°46.9'N 80°14.6'W	<b>16440</b> 13Ed. 11/24/90 LAST NM 37/01 Delete Position circle "TOWER" (NOS)	37/02 52°01.1'N 177°32.4'E
<b>★14839</b>	35Ed. 1/29/00 LAST NM 24/02 Change Legend to "16 FEET MAY 2002" (See 44/01-14839)	37/02 41°28'38"N 81°40'15"W	<b>★16441</b> 7Ed. 10/20/90 LAST NM 7/91 Delete Position circle "TOWER" Wreck Wreck (NOS)	37/02 52°01'01"N 177°32'27"E 51°57'09"N 177°34'12"E 51°58'01"N 177°32'05"E 52°08'48"N 177°36'57"E
	Add Tabulation of controlling depths from Subsection I-2 (NOS)		Add Chartlet, depicting changes in hydrography, from Subsection I-2 (NOS)	
<b>★14852</b>	44Ed. 12/1/01 LAST NM 26/02 Change Characteristic of light to Iso R 2s (20/02 CG9)	37/02 42°44'06"N 82°28'44"W	<b>16442</b> 6Ed. 9/12/92 LAST NM 3/02 Delete Legend "Wreck" (NOS)	37/02 51°57'08"N 177°34'16"E
<b>14853</b>	13Ed. 12/1/01 LAST NM 31/02 <b>(Page 44)</b> Change Characteristic of light to Iso R 2s (20/02 CG9)	37/02 42°44'05"N 82°28'44"W	<b>★16606</b> 11Ed. 6/02 NEW EDITION (NOS)	37/02
<b>★14864</b>	26Ed. 8/11/01 LAST NM 24/02 <b>(Inset Alpena Harbor)</b> Substitute Depth 12 feet for 13 feet	37/02 45°04'01.7"N 83°26'06.3"W	<b>★16681</b> 10Ed. 7/02 NEW EDITION (NOS)	37/02
	Change Legend to "16 FT FOR WIDTH OF 200 FT OCT 1997-NOV 2001"	45°03'07"N 83°24'27"W	<b>★16707</b> 10Ed. 9/29/01 LAST NM 34/02 Relocate Buoy from 61°05'23"N 146°25'20"W to 61°05'24"N 146°25'14"W (See 34/02-16707)	37/02
	Legend to "14 FT NOV 2001"	45°03'40"N 83°25'34"W	Add Buoy "A" Fl Y 4s Buoy "B" Fl Y 6s	61°06'30"N 146°26'20"W 61°06'30"N 146°21'15"W
	Legend to "13 FT 2001"	45°03'57"N 83°26'04"W	<b>(Inset Valdez...Terminal)</b> Relocate Buoy from 61°05'23.4"N 146°25'19.8"W to 61°05'23.8"N 146°25'14.0"W	
<b>14905</b>	29Ed. 4/7/01 LAST NM 35/02 Change Characteristic of light to Fl G 4s (20/02 CG9)	37/02 41°53'14"N 87°35'32"W	Add Buoy "B" Fl Y 6s (31/02 CG17)	61°06'30"N 146°21'15"W
<b>14926</b>	9Ed. 4/28/01 LAST NM 35/02 <b>(Page 7)</b> Change Light to Fl G 4s 27ft 6 St M	37/02 41°53'15"N 87°35'26"W	<b>16708</b> 25Ed. 10/6/01 LAST NM 52/01 Add Buoy "A" Fl Y 4s Buoy "B" Fl Y 6s (31/02 CG17)	37/02 61°06'30"N 146°26'20"W 61°06'30"N 146°21'15"W
	<b>(Page 29)</b> Change Light to Fl G 4s 27ft 6 St M (20/02 CG9)	41°53'17"N 87°35'26"W		
<b>14927</b>	24Ed. 2/2/02 LAST NM 35/02 Change Light to Fl G 4s 27ft 6 St M (20/02 CG9)	37/02 41°53'15"N 87°35'26"W	<b>★17303</b> 9Ed. 7/4/98 LAST NM 15/02 <b>(Inset Pelican Harbor)</b> Substitute Depth 2 3/4 fathoms for 3 1/4 fathoms (NOS)	37/02 57°57'27.0"N 136°13'43.8"W
<b>★14928</b>	20Ed. 3/11/95 LAST NM 31/02 Change Light to Fl G 4s 27ft 6 St M (20/02 CG9)	37/02 41°53'15"N 87°35'26"W	<b>17420</b> 26Ed. 9/22/01 LAST NM 36/02 Add Obscured sector 180°-305° to light (NOS)	37/02 55°35.9'N 132°12.2'W
<b>★14933</b>	24Ed. 5/02 LAST NM 35/02 Delete Depth 11 feet	37/02 43°03'59"N 86°14'05"W	<b>★17426</b> 13Ed. 7/11/92 LAST NM 52/98 Add Obscured sector 180°-305° to light (NOS)	37/02 55°35'56"N 132°12'12"W
	Substitute Depth 19 feet for 18 feet Depth 8 feet for 12 feet Depth 11 feet for 12 feet Depth 11 feet for 14 feet	43°03'24.4"N 86°15'24.4"W 43°04'02.5"N 86°14'06.1"W 43°04'00.6"N 86°14'05.5"W 43°03'58.6"N 86°14'05.1"W	<b>18007</b> 31Ed. 3/31/01 LAST NM 34/02 Change Fog signal of buoy "2SG" to WHIS (31/02 CG11)	37/02 41°50.2'N 124°23.2'W
	Change Legend to "21 1/2 FT MAY 2002"	43°03'28"N 86°15'19"W	<b>18008</b> 7Ed. 10/12/96 LAST NM N34/02 Change Fog signal of buoy "2SG" to WHIS (31/02 CG11)	N37/02 41°50.2'N 124°23.2'W
	Legend to "16 FT FOR MID-WIDTH OF 150 FT MAY-JUN 2002"	43°03'37"N 86°14'34"W		
	Legend to "13 1/2 FT FOR MID-WIDTH OF 150 FT MAY 2002"	43°04'39"N 86°13'44"W		
	Legend to "18 FT MAY 2002"	43°04'37"N 86°13'20"W	<b>18010</b> 20Ed. 2/10/01 LAST NM 34/02 Change Fog signal of buoy "2SG" to WHIS (31/02 CG11)	37/02 41°50.2'N 124°23.2'W
	Legend to "9 1/2 FEET 2002" (See 42/01-14933)	43°04'34"N 86°13'21"W		
Add (NOS)	Depth 9 feet	43°04'00.9"N 86°14'03.8"W	<b>18020</b> 36Ed. 1/27/01 LAST NM 34/02 Change Visibility (range) of light to 20M (31/02 CG11)	37/02 35°09.5'N 120°45.8'W

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NM 37/02

<b>18022</b>	33Ed. 1/26/02 LAST NM 34/02 Delete Racon from buoy "2ES"	37/02 33°55.0'N 118°27.5'W	<b>(Inset)</b> Change Light to "6" QR 15ft 4M (31/02 CG14)	21°19'19.1"N 158°07'16.1"W
<b>18600</b>	14Ed. 1/26/02 LAST NM 33/02 Change Fog signal of buoy "2SG" to WHIS (31/02 CG11)	37/02 41°50.2'N 124°23.2'W	<b>19360</b> 1Ed. 6/7/80 LAST NM N48/00 Add Light "6" QR 15ft 4M (31/02 CG14)	N37/02 21°19'19.1"N 158°07'16.1"W
<b>★18603</b>	15Ed. 2/13/88 LAST NM 23/99 Change Fog signal of buoy "2SG" to WHIS (31/02 CG11)	37/02 41°50'14"N 124°23'11"W	<b>23150</b> 10Ed. 9/6/97 LAST NM 20/02 Add Dangerous wreck [K28] (PA) (30(3185)02 Taunton)	37/02 51°34.5'S 57°38.8'W
<b>★18626</b>	15Ed. 9/16/00 LAST NM 50/00 <b>(Inset Fort...Anchorage)</b> Delete Range line between	37/02 39°25'38.2"N 123°48'27.0"W 39°25'37.1"N 123°48'20.0"W	<b>23152</b> 3Ed. 10/12/96 LAST NM 45/97 Add Dangerous wreck [K28] (PA) (30(3185)02 Taunton)	37/02 51°34'27"S 57°38'50"W
	Change Range light, front "6" to F WRG 15ft with sectors red 100°-103.5°, white-106.5°, green-110° and delete designation	39°25'38.2"N 123°48'27.0"W	<b>24052</b> 15Ed. 9/13/97 LAST NM 31/02 Add Submarine pipeline [L40.1] with legend "Gas" joining	37/02 34°49'13"S 57°58'02"W 34°44'32"S 57°55'46"W 34°42'20"S 57°54'20"W 34°39'58"S 57°52'02"W 34°36'27"S 57°48'00"W
	Light to "10" Fl R 2.5s 24ft	39°25'37.1"N 123°48'20.0"W		"Fishing Prohibited Area" bound by purple composite line 1.2 miles wide centered on above pipeline (10(67)02 Buenos Aires)
<b>18700</b>	21Ed. 7/29/00 LAST NM 36/02 Change Visibility (range) of light to 20M (31/02 CG11)	37/02 35°09.6'N 120°45.6'W	<b>24055</b> 6Ed. 10/4/97 LAST NM 18/01 Add Submarine pipeline [L40.1] with legend "Gas" joining	37/02 34°47.2'S 57°57.0'W 34°44.5'S 57°55.8'W 34°42.3'S 57°54.3'W 34°39.9'S 57°52.0'W 34°26.8'S 57°36.9'W 34°25.6'S 57°36.8'W
<b>18703</b>	24Ed. 1/26/02 LAST NM 36/02 Change Visibility (range) of light to 20M (31/02 CG11)	37/02 35°09'37"N 120°45'38"W		"Fishing Prohibited Area" bound by purple composite line 1.2 miles wide centered on above pipeline (10(67)02 Buenos Aires)
<b>★18704</b>	12Ed. 5/26/90 LAST NM 49/96 Change Visibility (range) of light to 20M (31/02 CG11)	37/02 35°09'37"N 120°45'38"W	<b>24058</b> 2Ed. 11/20/93 LAST NM 32/02 Delete Position circle and legend "Sem" (10(66)02 Buenos Aires)	37/02 34°11'06"S 58°15'12"W
<b>18740</b>	39Ed. 7/28/01 LAST NM 34/02 Delete Racon from buoy "2ES" (31/02 CG11)	37/02 33°54.7'N 118°27.6'W	<b>24101</b> 3Ed. 10/12/96 LAST NM 22/97 Substitute Light "87" Fl R 5s 2M for buoy "4" Light "88" Fl G 5s 5M for buoy "2" Light "94" Fl G 5s 5M for buoy "4"	37/02 30°24'00"S 51°03'39"W 30°24'00"S 51°03'46"W 30°22'40"S 51°03'43"W
<b>★18744</b>	30Ed. 5/9/98 LAST NM 24/01 Delete Racon from buoy "2ES" (31/02 CG11)	37/02 33°54'42"N 118°27'34"W		Designation of buoy "1" to "85" 30°24'32"S 51°03'39"W Designation of buoy "4" to "90" 30°23'25"S 51°03'45"W Designation of buoy "5" to "89" 30°23'16"S 51°03'38"W Buoy "2" to "91" R, Fl R 5s 30°23'00"S 51°03'38"W Buoy "2" to "92" G, Fl G 5s 30°23'00"S 51°03'44"W Designation of buoy "3" to "93" 30°22'13"S 51°03'37"W Designation of buoy "6" to "96" 30°22'12"S 51°03'43"W (10(68)02 Rio de Janeiro; Brz LL)
<b>19002</b>	9Ed. 3/1/97 LAST NM N25/02 Relocate Buoy (FAD) "TT" from 19°04.6'N 155°57.4'W to Buoy (FAD) "UU" from 19°16.8'N 155°55.6'W to (31/02 CG14)	N37/02 19°05.3'N 155°59.2'W 19°16.7'N 155°57.1'W		30°24'00"S 51°03'39"W 30°24'00"S 51°03'46"W 30°22'40"S 51°03'43"W
<b>19004</b>	36Ed. 8/25/01 LAST NM 35/02 Relocate Buoy (FAD) "TT" from 19°04.6'N 155°57.4'W to Buoy (FAD) "UU" from 19°16.8'N 155°55.6'W to (31/02 CG14)	37/02 19°05.3'N 155°59.2'W 19°16.7'N 155°57.1'W		30°24'32"S 51°03'39"W 30°23'25"S 51°03'45"W 30°23'16"S 51°03'38"W 30°23'00"S 51°03'38"W 30°23'00"S 51°03'44"W 30°22'13"S 51°03'37"W 30°22'12"S 51°03'43"W (10(68)02 Rio de Janeiro; Brz LL)
<b>19010</b>	16Ed. 4/26/97 LAST NM 25/02 Relocate Buoy (FAD) "TT" from 19°04.6'N 155°57.4'W to Buoy (FAD) "UU" from 19°16.8'N 155°55.6'W to (31/02 CG14)	37/02 19°05.3'N 155°59.2'W 19°16.7'N 155°57.1'W	<b>24102</b> 3Ed. 10/26/96 LAST NM 22/97 Substitute Light "94" Fl G 5s 5M for buoy "4"	37/02 30°22'40"S 51°03'43"W
<b>★19320</b>	16Ed. 12/14/96 LAST NM 35/02 Relocate Buoy (FAD) "TT" from 19°04.6'N 155°57.4'W to Buoy (FAD) "UU" from 19°16.8'N 155°55.6'W to (31/02 CG14)	37/02 19°05.3'N 155°59.2'W 19°16.7'N 155°57.1'W		30°23'25"S 51°03'45"W 30°23'16"S 51°03'38"W 30°23'00"S 51°03'38"W 30°23'00"S 51°03'44"W 30°22'13"S 51°03'37"W 30°22'12"S 51°03'43"W (10(68)02 Rio de Janeiro; Brz LL)
<b>★19357</b>	21Ed. 9/18/99 LAST NM 22/02 Change Light to "6" QR	37/02 21°19'19"N 158°07'16"W		30°24'00"S 51°03'39"W 30°24'00"S 51°03'46"W

<b>28221</b>	18Ed. 2/21/98 LAST NM 33/02 <b>(Plan A)</b>	37/02	<b>44360</b>	9Ed. 10/12/96 LAST NM 34/02 Submarine cable [L30.1] joining	37/02
Change	Range light, rear to Fl(2) 10s 22m 10M (Mex LL)	20°12'21.8"N 91°57'43.0"W	Add	Submarine cable [L30.1] joining	60°03.6'N 26°19.0"E 60°05.0'N 26°26.7"E 60°15.4'N 26°49.9"E 60°22.0'N 26°53.9"E 60°25.3'N 26°53.9"E
<b>28260</b>	30Ed. 1/30/99 LAST NM 35/02 Change Visibility (range) of light to 12M	37/02	(11-12(202)02 Helsinki)		
	Visibility (range) of light to 12M	18°38.7'N 91°50.6'W	<b>44367</b>	2Ed. 2/5/94 LAST NM 35/02 Submarine cable [L30.1] joining	37/02
	Visibility (range) of light to 12M	19°21.6'N 90°43.4'W	Add	Submarine cable [L30.1] joining	60°13'57"N 26°48'29"E 60°14'36"N 26°49'38"E 60°17'11"N 26°50'24"E 60°21'58"N 26°53'54"E 60°24'12"N 26°54'16"E 60°24'57"N 26°53'46"E 60°25'19"N 26°53'51"E
	Visibility (range) of light to 18M	19°40.6'N 90°42.2'W			
	Range light, front to Fl 3s 16m 10M	19°48.4'N 90°36.0'W	<b>(Plan A)</b>		
	Range light, rear to Iso 2s 26m 10M	19°48.3'N 90°36.0'W	Add	Submarine cable [L30.1] joining	60°24'48.0"N 26°53'50.5"E 60°24'56.8"N 26°53'45.8"E 60°25'19.3"N 26°53'51.0"E
	Visibility (range) of light to 6M	19°49.0'N 90°35.6'W			
	Visibility (range) of light to 18M	19°49.0'N 90°35.0'W			
	Range light, rear to Fl(2) 10s 22m 10M (Mex LL)	20°12.7'N 91°58.0'W			
<b>28263</b>	3Ed. 10/22/94 LAST NM 35/02 Change Visibility (range) of light to 12M	37/02			
	Visibility (range) of light to 12M	18°38'39"N 91°50'39"W	<b>51017</b>	31Ed. 8/10/96 LAST NM 46/01 Add Wreck [K29] (15(280)02 Cadiz)	37/02
	Visibility (range) of light to 5M	18°30'43"N 91°47'15"W			27°43.0'N 15°43.1'W
	Visibility (range) of light to 6M	18°37'32"N 91°17'14"W	<b>51022</b>	11Ed. 8/10/96 LAST NM 46/01 Add Wreck [K29] (15(280)02 Cadiz)	37/02
	Range light, front to Fl 3s 12m 8M (Mex LL)	18°47'15"N 91°29'41"W			27°43.1'N 15°43.1'W
<b>28264</b>	3Ed. 10/29/94 LAST NM 35/02 Change Visibility (range) of light to 12M	37/02	<b>51260</b>	4Ed. 8/10/96 LAST NM 46/01 Add Wreck [K29] (15(280)02 Cadiz)	37/02
	Visibility (range) of light to 12M	18°38'39.4"N 91°50'39.0"W			27°43.0'N 15°43.1'W
(Mex LL)			<b>53105</b>	20Ed. 5/27/00 LAST NM 47/00 Delete Depth 10.8 meters (1(1)02 Genova)	37/02
<b>28265</b>	3Ed. 7/4/98 LAST NM 39/98 Change Visibility (range) of light to 6M	37/02			44°04'33.0"N 9°52'40.0"E
	Visibility (range) of light to 6M	19°49'02.0"N 90°35'36.1"W	<b>53162</b>	6Ed. 6/8/91 LAST NM 33/02 <b>(Plan A)</b> Delete Buoy	37/02
	Range light, front to Fl 3s 16m 10M	19°48'22.8"N 90°36'02.8"W			40°47'17.4"N 14°05'22.0"E
	Range light, rear to Iso 2s 26m 10M	19°48'18.2"N 90°35'57.6"W	Add Beacon tower [Q110] R, pillar, square topmark		40°47'17.4"N 14°05'21.6"E
	Visibility (range) of light to 18M	19°49'02.4"N 90°34'58.6"W			
(Mex LL)			<b>(Plan B)</b>		
			Add Depth 6.6 meters		40°49'18.9"N 14°18'31.9"E
			Add Depth 6.2 meters		40°49'19.6"N 14°18'32.7"E
			(18(6)01, 2(7)02 Genova)		
<b>44340</b>	11Ed. 8/10/96 LAST NM 21/02 Add Submarine cable [L30.1] joining	37/02	<b>53164</b>	9Ed. 11/23/96 LAST NM 20/02 Add Depth 6.6 meters Depth 6.2 meters (18(6)01 Genova)	37/02
					40°49'18.9"N 14°18'31.9"E 40°49'19.6"N 14°18'32.7"E
			<b>53263</b>	1Ed. 1/24/98 LAST NM 18/98 Add Light Fl R 4s 8m 6M (2(5)02 Genova)	37/02
					38°55'39"N 8°43'16"E
			<b>54040</b>	3Ed. 6/18/83 LAST NM 46/01 Add Danger circle "Marine Farm" marked by buoy Y, pillar, "X" topmark, Fl Y 3s centered (1(4)02 Genova)	37/02
					39°37.4'N 16°43.1'E
			<b>54060</b>	5Ed. 2/24/96 LAST NM 18/02 Add Danger circle "Marine Farm" marked by buoy Y, pillar, "X" topmark, Fl Y 3s centered (1(4)02 Genova)	37/02
					39°37.4'N 16°43.1'E
			<b>54105</b>	2Ed. 3/14/98 LAST NM 21/02 Substitute Submerged well [L21.1] for platform "MORMORA1-4" (1(5)02 Genova)	37/02
					43°16.0'N 13°50.5'E
(11-12(202)02 Helsinki; BA LL)					
<b>44342</b>	8Ed. 4/27/96 LAST NM 13/02 Delete Light	37/02			
		60°09'15.0"N 24°59'31.0"E			
	Change Light to VQ(3) Y 3s 10m 2M	60°06'06.0"N 24°51'26.0"E			
	Add Submarine cable [L30.1] joining	60°08'44.4"N 24°58'37.7"E			
		60°08'36.5"N 24°58'38.6"E			
		60°08'26.6"N 24°58'47.9"E			
		60°07'28.7"N 24°59'55.9"E			
		60°07'00.7"N 25°00'36.7"E			
		60°06'56.3"N 25°00'59.8"E			
		60°06'44.9"N 25°03'10.6"E			
(11-12(202)02 Helsinki; BA LL)					

## SECTION I

**NM 37/02**

<b>54115</b>	2Ed. 3/14/98 LAST NM 19/02 Substitute Submerged well [L21.1] for platform “MORMORA1-4” (15)02 Genova)	37/02 43°16.0'N 13°50.5'E	<b>55048</b>	12Ed. 9/9/00 LAST NM 36/02 <b>(Panel A)</b> Add Racon [S3.1] at light (14(81)01 Istanbul)	37/02 41°13'02.9"N 29°09'06.8"E
<b>54120</b>	5Ed. 9/19/92 LAST NM 20/02 Substitute Submerged well [L21.1] for platform “MORMORA1-4” (15)02 Genova)	37/02 43°16.0'N 13°50.5'E	<b>55060</b>	7Ed. 2/15/97 LAST NM 20/02 Relocate Buoy from 44°06'08.0"N 28°40'28.0"E to 44°06'09.6"N 28°40'31.2"E and add light Fl R 3.5s	37/02 44°06'09.6"N 28°40'31.2"E
<b>54125</b>	2Ed. 3/14/98 LAST NM 33/02 Add “FISH PROHIBIT” [N21] area bound by shore and purple composite line joining (17)02 Genova)	37/02 45°46.8'N 13°34.8'E 45°45.1'N 13°35.2'E 45°44.3'N 13°37.2'E 45°41.0'N 13°42.8'E 45°41.0'N 13°40.0'E 45°39.5'N 13°40.0"E 45°37.3'N 13°39.2'E 45°35.7'N 13°43.4'E		Buoy from 44°06'22.0"N 28°40'24.0"E to 44°06'26.4"N 28°40'16.2"E and add light Fl G 3.5s	37/02 44°06'26.4"N 28°40'16.2"E
<b>54165</b>	2Ed. 4/10/99 LAST NM 33/02 Add “FISHING PROHIBITED” [N21] area bound by shore, chart border and purple composite line between (17)02 Genova)	37/02 45°35'53.2"N 13°42'50.0"E 45°35'41.0"N 13°43'27.3"E		Buoy from 44°07'11.5"N 28°41'53.0"E to 44°07'10.8"N 28°41'57.6"E and change period to 6s	37/02 44°07'10.8"N 28°41'57.6"E
<b>54168</b>	1Ed. 1/15/94 LAST NM 16/00 Delete Depth 19.8 meters and depth contour (NTM0011/2002; 17)02 Genova)	37/02 45°35'49.0"N 13°40'33.0"E		Change Period of buoy to 3.5s Period of buoy to 6s Period of buoy to 12s Period of buoy to 3.5s Period of buoy to 3.5s Period of buoy to 6s Period of buoy to 6s Period of buoy to 3s Period of buoy to 3s	37/02 44°06'20.5"N 28°42'28.0"E 44°06'57.0"N 28°41'39.5"E 44°07'27.0"N 28°41'40.0"E 44°07'44.0"N 28°41'05.0"E 44°07'51.0"N 28°41'12.0"E 44°08'05.0"N 28°40'37.0"E 44°08'09.0"N 28°40'48.0"E 44°08'23.0"N 28°40'15.0"E 44°08'32.0"N 28°40'22.8"E
<b>54169</b>	3Ed. 11/27/99 LAST NM 16/02 Add “FISHING PROHIBITED” [N21] area bound by shore and purple composite line joining (17)02 Genova)	37/02 45°42'00.0"N 13°40'02.0"E 45°41'01.2" N 13°42'48.0"E 45°41'01.2" N 13°40'00.0"E 45°39'32.4" N 13°40'00.0"E 45°37'17.4" N 13°39'12.0"E 45°35'40.0" N 13°43'22.0"E		Add Light Fl G 3.5s to buoy Light Fl R 3s to buoy Light Fl R 12s to buoy	37/02 44°06'38.0"N 28°40'02.0"E 44°06'18.0"N 28°41'42.0"E 44°07'18.0"N 28°41'32.0"E
<b>54423</b>	4Ed. 5/18/96 LAST NM 2/02 Change Visibility (range) of light to 14M (39(201)01 Istanbul)	37/02 36°35'48"N 30°35'18"E		<b>(Plan)</b> Relocate Buoy from 44°06'07.0"N 28°40'27.8"E to 44°06'09.6"N 28°40'31.2"E and add light Fl R 3.5s	37/02 44°06'09.6"N 28°40'31.2"E
<b>54430</b>	1Ed. 8/21/93 LAST NM 28/02 Change Visibility (range) of light to 14M (39(201)01 Istanbul)	37/02 36°35.8'N 30°35.3'E		Buoy from 44°06'20.4"N 28°40'23.0"E to 44°06'26.4"N 28°40'16.2"E and add light Fl G 3.5s	37/02 44°06'26.4"N 28°40'16.2"E
<b>55001</b> (INT 310)	4Ed. 1/21/95 LAST NM 36/02 Add Racon [S3.1] at light (14(81)01 Istanbul)	37/02 41°13.0'N 29°09.1'E		Buoy from 44°06'36.8"N 28°40'01.7"E to 44°06'39.6"N 28°39'58.2"E and add light Fl G 3.5s	37/02 44°06'39.6"N 28°39'58.2"E
<b>55043</b>	2Ed. 10/19/96 LAST NM 28/02 <b>(Plan D)</b> Change Visibility (range) of light to 6M (14(83)01 Istanbul)	37/02 40°33'30"N 28°33'00"E		Change Buoy from 44°08'08.2"N 28°40'47.5"E to 44°08'10.2"N 28°40'46.8"E and change period to 6s	37/02 44°08'10.2"N 28°40'46.8"E
<b>55046</b>	4Ed. 11/30/96 LAST NM 31/02 Change Visibility (range) of light to 6M (14(83)01 Istanbul)	37/02 40°33'30"N 28°33'00"E		Add Buoy from 44°08'31.0"N 28°40'21.6"E to 44°08'30.6"N 28°40'22.8"E and change period to 3s	37/02 44°08'30.6"N 28°40'22.8"E
				Buoy from 44°08'32.9"N 28°39'45.8"E to 44°08'34.2"N 28°39'44.4"E and change period to 3s	
				Change Buoy from 44°08'03.9"N 28°40'36.2"E to 44°08'22.1"N 28°40'14.2"E	
				Add Light Fl R 3s to buoy Light Fl G 3.5s to buoy	
				Buoy from 44°06'16.5"N 28°41'40.5"E to 44°06'41.5"N 28°38'55.8"E	
				Buoy BRB, spar, double ball topmark [Q130.4] 44°07'21.6"N 28°39'16.8"E	
				Buoy G, spar, cone topmark 44°07'49.2"N 28°39'07.8"E	
				Buoy G, spar, cone topmark 44°08'07.2"N 28°39'10.2"E	

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<b>55060</b>	(Continued)			
	Buoy G, spar, cone topmark	44°08'22.2"N 28°39'10.8"E	Add	Buoy RW, pillar, ball topmark [Q130.5]
	Buoy R, spar, can topmark	44°08'21.6"N 28°39'09.0"E		26°22'50"N 50°23'05"E (30(3163)02 Taunton)
	Pilot station symbol [T1.2] with legend "Danube Pilots"	44°06'18.0"N 28°38'37.0"E		
	(8(97)96 Constanta; BA CH 2284)			
<b>55064</b>	3Ed. 5/18/96 LAST NM 23/02	37/02		
Add	Racon [S3.1] at light	41°13'02.9"N 29°09'06.8"E		
	(14(81)01 Istanbul)			
<b>55100</b>	8Ed. 1/23/99 LAST NM 36/02	37/02		
Add	Racon [S3.1] at light	41°13.0'N 29°09.1'E		
	(14(81)01 Istanbul)			
<b>55110</b>	2Ed. 8/31/96 LAST NM 29/02	37/02		
Add	Racon [S3.1] at light	41°13.0'N 29°09.1'E		
	(14(81)01 Istanbul)			
<b>55129</b>	7Ed. 6/15/96 LAST NM 36/02	37/02		
Add	Solid line (mole) joining	44°40'10"N 37°39'13"E 44°40'03"N 37°39'13"E 44°40'04"N 37°39'22"E		
	Light Fl(2) R 3s 2M	44°40'04"N 37°39'22"E		
	Buoy G, pillar, cone topmark, Fl G 3s	44°40'02"N 37°39'28"E		
	(21(3022)02 St. Petersburg; BA LL)			
<b>55150</b>	2Ed. 6/15/96 LAST NM 29/02	37/02		
Change	Light to Fl(2) 5s 203m 10M	41°54.5'N 32°59.1'E		
	(BA LL)			
<b>62225</b>	3Ed. 2/9/02 LAST NM 17/02	37/02		
Add	Legend "CAUTION NO 5"	29°29'24.0"N 34°54'44.0"E		
	Legend "CAUTION NO 5"	29°31'21.0"N 34°57'26.0"E		
	Caution No. 5 to CAUTIONS note "5. Numerous buoys, not conforming to the IALA-Region A system, are used in Israeli waters to mark such features as Restricted Areas, fish farms and the international boundaries between Israel, Jordan, and Egypt. Not all of these buoys are charted."	29°22'24.0"N 35°00'02.0"E		
	(29(3059)02 Taunton)			
<b>62270</b>	4Ed. 8/7/99 LAST NM 49/01	37/02		
Delete	Buoy "N8"	17°18.5'N 41°40.9"E		
	Buoy "N9"	17°13.4'N 41°48.7"E		
	(32(3393)02 Taunton)			
<b>62271</b>	5Ed. 8/27/88 LAST NM 20/01	37/02		
Delete	Buoy "N8"	17°18'36"N 41°40'59"E		
	Buoy "N9"	17°13'28"N 41°48'45"E		
	(32(3393)02 Taunton)			
<b>62290</b>	3Ed. 2/23/91 LAST NM 26/02	37/02		
Delete	Buoy "N8"	17°19.1'N 41°40.9"E		
	Buoy "N9"	17°13.7'N 41°48.7"E		
	(32(3393)02 Taunton)			
<b>62393</b>	7Ed. 8/26/95 LAST NM 34/02	37/02		
Add	Buoy YB, pillar, double cone topmark points downward, Q(6) + L Fl 15s [Q130.3]	27°08'16"N 56°14'05"E		
	(30(3165)02 Taunton)			
<b>62394</b>	10Ed. 4/15/95 LAST NM 34/02	37/02		
Add	Buoy YB, pillar, double cone topmark points downward, Q(6) + L Fl 15s [Q130.3]	27°08'15.6"N 56°14'04.8"E		
	(30(3165)02 Taunton)			
<b>62420</b>	5Ed. 5/4/96 LAST NM 33/02	37/02		
Delete	Beacon "5"	26°22'48"N 50°22'58"E		
<b>62431</b>	8Ed. 3/16/02 LAST NM 27/02	37/02		
Delete	Dangerous wreck and buoy in vicinity	29°12'54"N 50°22'42"E		
	(See 26/02-62431) (NTM0016/2002)			
<b>62480</b>	1Ed. 8/15/98 LAST NM 33/02	37/02		
Add	Platform SPM [L12]	(32(3396)02 Taunton)		27°31.5'N 52°31.6'E
<b>62520</b>	5Ed. 2/21/98 LAST NM 31/02	37/02		
Add	Platform SPM [L12]	(32(3396)02 Taunton)		27°31.5'N 52°31.6'E
<b>62521</b>	3Ed. 2/21/98 LAST NM N31/02	N37/02		
Add	Platform SPM [L12]	(32(3396)02 Taunton)		27°31.5'N 52°31.6'E
<b>71018</b>	10Ed. 3/23/96 LAST NM 35/02	37/02		
Add	Submarine cable [L30.1] joining	(25(173)00 Jakarta)		6°04.3'S 105°53.1'E 6°03.3'S 105°51.4'E 5°59.0'S 105°44.5'E 5°58.0'S 105°42.7'E 5°57.3'S 105°41.7'E 5°53.5'S 105°35.6'E 5°47.0'S 105°33.4'E 5°44.1'S 105°34.6'E 5°44.0'S 105°35.4'E
<b>71033</b>	31Ed. 2/3/96 LAST NM 23/02	37/02		
Add	Submarine cable [L30.1] joining	(25(173)00 Jakarta)		6°04.3'S 105°53.1'E 5°53.5'S 105°35.6'E 5°47.0'S 105°33.4'E 5°44.0'S 105°35.4'E
<b>71180</b>	29Ed. 2/3/96 LAST NM 33/02	37/02		
Add	Submarine cable [L30.1] joining	(25(173)00 Jakarta)		6°04.3'S 105°53.1'E 6°03.3'S 105°51.4'E 5°59.0'S 105°44.5'E 5°58.5'S 105°43.7'E 5°57.3'S 105°41.7'E 5°53.5'S 105°35.6'E 5°47.0'S 105°33.4'E 5°44.1'S 105°34.6'E 5°44.0'S 105°35.4'E
<b>74004</b>	2Ed. 2/11/95 LAST NM 35/02	37/02		
Delete	Dangerous wreck	(15(470)02 Wollongong)		17°34.0'S 146°10.0'E
	Depth 16.2 meters Wk [K26]			17°33.8'S 146°09.7'E
<b>74012</b>	10Ed. 5/27/95 LAST NM 26/02	37/02		
Delete	Depth 192 meters	(15(474)02 Wollongong)		12°02.9'S 123°00.4'E
	Depth 286 meters			12°03.4'S 123°00.2'E
<b>74017</b>	4Ed. 10/21/95 LAST NM 18/02	37/02		
Delete	Purple composite line between	(20°23'22.2"S 116°44'35.0"E 20°21'10.5"S 116°42'16.5"E)		
	Purple composite line between	(20°22'27.0"S 116°45'03.6"E 20°20'44.0"S 116°43'19.0"E)		
	Anchor berths "AA", "AB", "A1", "A2", "A3", "A4", "A5", "A6", "A7", "A8", "A9" and "A10" in vicinity	(20°24'00.0"S 116°40'00.0"E)		
	Anchor berths "B7", "B6", "B5", "B4", "T2" and "T3" between	(20°26'24.0"S 116°45'14.0"E 20°32'34.0"S 116°44'14.0"E)		

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**NM 37/02**

<b>74017</b>	(Continued)			
	Anchor berth "T1" centered	20°20'18.5"S 116°46'22.0"E		37/02
	Anchor berth "A11" centered	20°20'31.5"S 116°38'41.5"E		
Add	Purple composite line (anchoring prohibited limit) joining	20°23'22.2"S 116°44'35.0"E 20°23'22.2"S 116°41'22.2"E 20°21'06.0"S 116°41'22.2"E 20°19'50.4"S 116°45'03.6"E 20°22'27.0"S 116°45'03.6"E		
	"Western Anchorage" area bound by purple dashed line joining	20°24'55.2"S 116°37'02.0"E 20°24'55.2"S 116°41'22.2"E 20°21'06.0"S 116°41'22.2"E 20°22'36.0"S 116°37'02.0"E		
	Note: Area extends beyond chart border			
	"Eastern Anchorage" area bound by purple dashed line joining	20°18'13.3"S 116°50'04.2"E 20°20'24.0"S 116°50'04.2"E 20°21'55.2"S 116°45'03.6"E 20°19'50.4"S 116°45'03.6"E 20°18'13.3"S 116°49'47.5"E		
	"Supply Vessel and Small Craft Anchorage" area bound by purple dashed line joining	20°35'55.2"S 116°45'04.2"E 20°35'55.2"S 116°44'04.2"E 20°34'55.2"S 116°44'04.2"E 20°34'55.2"S 116°45'04.2"E		
	(See 21/96-74017) (15(476)02 Wollongong; Aus CH 58)			
<b>74020</b>	4Ed. 2/10/96 LAST NM 33/02			37/02
Delete	Purple composite line between	20°23'22"S 116°44'35"E 20°21'24"S 116°42'28"E		
	Purple composite line between	20°22'27"S 116°45'04"E 20°20'58"S 116°43'30"E		
Add	Purple composite line (anchoring prohibited limit) joining	20°23'22"S 116°44'35"E 20°23'22"S 116°41'22"E 20°21'06"S 116°41'22"E 20°19'50"S 116°45'04"E 20°22'27"S 116°45'04"E		
	"Western Anchorage" area bound by purple dashed line joining	20°24'55"S 116°41'22"E 20°21'06"S 116°41'22"E 20°22'55"S 116°36'04"E 20°24'55"S 116°36'04"E		
	"Eastern Anchorage" area bound by purple dashed line joining	20°19'50"S 116°45'04"E 20°21'55"S 116°45'04"E 20°20'24"S 116°50'04"E 20°18'07"S 116°50'04"E		
	Depth 1.4 meters	20°26'53"S 116°50'15"E		
	Islet [K10]	20°26'43"S 116°58'46"E		
	Rock which covers and uncovers [K11]	20°26'40"S 116°58'30"E		
	Note from Subsection I-2	20°46'30"S 117°02'30"E		
	"Marine Farm (see Note)" area bound by dashed line joining	20°37'16"S 117°01'57"E 20°35'59"S 117°04'36"E 20°36'31"S 117°04'52"E 20°37'48"S 117°02'13"E		
	(22(616)01, 15(475, 476)02 Wollongong; Aus CH 58)			
<b>74181</b>	8Ed. 7/26/97 LAST NM 35/02			37/02
Substitute	Foul ground symbol [K31] for depth 1.8 meters Wk (Supersedes 23/02-74181)	27°01'04"S 153°17'03"E		
(15(467)02 Wollongong)				
<b>74182</b>	12Ed. 2/13/99 LAST NM 35/02			37/02
Substitute	Foul ground symbol [K31] for depth 1.8 meters Wk (Supersedes 23/02-74182)	27°01'04"S 153°17'03"E		
(15(467)02 Wollongong)				
<b>74184</b>	10Ed. 11/28/98 LAST NM 35/02			37/02
Substitute	Foul ground symbol [K31] for depth 1.8 meters Wk (Supersedes 23/02-74184)	27°01'04"S 153°17'03"E		
(15(467)02 Wollongong)				
<b>74190</b>	7Ed. 6/14/97 LAST NM 36/02			37/02
Substitute	Foul ground symbol [K31] for depth 1.8 meters Wk (See 23/02-74190)	27°01.1'S 153°17.1'E		
(15(467)02 Wollongong)				
<b>74200</b>	8Ed. 8/3/96 LAST NM 28/02			37/02
Delete	Buoy (mooring)	23°27.1'S 151°53.5"E		
Add	Position circle "R Mast (G Lt)"	23°26.5'S 151°54.6"E		
(15(468)02 Wollongong)				
<b>74204</b>	5Ed. 8/23/97 LAST NM 27/02			37/02
Delete	Buoy (mooring)	23°27'06"S 151°53'18"E		
Change	Legend "(conspic)" to "(Fl G 1.5s)" at radio mast	23°26'30"S 151°54'38"E		
(15(468)02 Wollongong)				
<b>74229</b>	2Ed. 9/19/98 LAST NM 33/02			37/02
Relocate	Buoy from 21°16'18"S 149°18'42"E to 21°16'08"S 149°18'50"E			
	<b>(Plan)</b>			
Relocate	Buoy from 21°16'18.0"S 149°18'42.0"E to 21°16'08.4"S 149°18'49.8"E			
(15(469)02 Wollongong)				
<b>74251</b>	8Ed. 5/3/97 LAST NM 34/02			37/02
Delete	Dangerous wreck Depth 16.4 meters	17°33'31"S 146°09'46"E 17°33'25"S 146°09'52"E		
Add	Depth 16.2 meters Wk [K26]	17°33'40"S 146°09'41"E		
(15(470)02 Wollongong)				
<b>74460</b>	4Ed. 5/17/97 LAST NM 26/02			37/02
Delete	Depth 192 meters	12°02.9'S 123°00.4"E		
Add	Depth 286 meters	12°03.4'S 123°00.2"E		
(15(474)02 Wollongong)				
<b>74510</b>	2Ed. 9/13/97 LAST NM 35/02			37/02
Add	Depth 1.4 meters Islet [K10]	20°26.9'S 116°50.3"E 20°26.7'S 116°58.8"E		
(15(476)02 Wollongong)				
<b>75191</b>	6Ed. 6/10/95 LAST NM 25/02			37/02
Delete	Beacons (7) in vicinity Note: Beacon "Tel Bn" close E remains	43°09'48"S 146°58'54"E		
(15(480)02 Wollongong; Aus CH 173, 174)				
<b>75264</b>	17Ed. 10/3/98 LAST NM 34/02			37/02
Add	Light FG 2M	33°51'12.1"S 151°11'50.8"E		
	Range beacon, front Fl(4) Y 10s	33°51'51.8"S 151°11'24.6"E		
	Range beacon, rear L Fl Y 10s	33°51'56.1"S 151°11'26.9"E		
	Range line extending in 335°24' direction from above rear beacon dashed for 400 meters			
	Legend "155°24'" along above range line	33°51'48.0"S 151°11'24.0"E		
(15(461)02 Wollongong)				
<b>94004</b>	6Ed. 9/2/95 LAST NM 33/02			37/02
Delete	"Restricted Area" bound by purple composite line joining	24°00.5'N 119°37.9"E 24°00.5'N 119°43.3"E 23°57.9'N 119°43.3"E 23°57.9'N 119°37.9"E		
(Supersedes 30/02-94004)				

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<b>94004</b>	(Continued)				
Add	"Restricted Area" [N2.1] bound by purple composite line joining	24°01.9'N 119°34.5'E 24°01.9'N 119°46.5'E 23°53.9'N 119°46.5'E 23°53.9'N 119°34.5'E		<b>95152</b>	5Ed. 7/23/94 LAST NM 10/01
	(42/02 Tso-ying)			Add	Purple dashed line (anchorage limit) joining
<b>94040</b>	13Ed. 10/4/97 LAST NM 30/02	37/02			35°04'35.0"N 129°01'29.0"E 35°04'35.0"N 129°01'52.0"E 35°03'54.0"N 129°01'52.0"E 35°03'54.0"N 129°01'15.0"E
Delete	"Restricted Area" bound by purple composite line joining	24°00.5'N 119°40.0'E 24°00.5'N 119°37.9'E 23°57.9'N 119°37.9'E 23°57.9'N 119°40.0'E			Legend "QUARANTINE ANCHORAGE" 35°04'16.0"N 129°01'32.0"E
	(Supersedes 30/02-94040)				Purple dashed line (anchorage limit) joining
Add	"Restricted Area" [N2.1] bound by purple composite line joining	24°01.9'N 119°40.0'E 24°01.9'N 119°34.5'E 23°53.9'N 119°34.5'E 23°53.9'N 119°40.0'E			35°02'13.0"N 129°02'37.0"E 35°02'19.0"N 129°02'29.0"E 35°02'23.8"N 129°02'24.0"E 35°02'31.5"N 129°02'18.4"E 35°02'39.8"N 129°02'13.0"E
	(42/02 Tso-ying)				Purple dashed line (anchorage limit) joining
<b>94060</b>	10Ed. 5/18/96 LAST NM 33/02	37/02			35°03'24.1"N 129°02'15.5"E 35°03'33.0"N 129°02'21.0"E 35°03'40.4"N 129°02'28.4"E 35°03'47.0"N 129°02'37.0"E
Delete	"Restricted Area" bound by purple composite line joining	24°00.5'N 119°37.9'E 24°00.5'N 119°43.3'E 23°57.9'N 119°43.3'E 23°57.9'N 119°37.9'E			Legend "QUARANTINE ANCHORAGE" 35°03'18.0"N 129°02'30.0"E
	(Supersedes 30/02-94060)				(ROK CH 228; 35(365)99 Inchon)
Add	"Restricted Area" [N2.1] bound by purple composite line joining	24°01.9'N 119°34.5'E 24°01.9'N 119°46.5'E 23°53.9'N 119°46.5'E 23°53.9'N 119°34.5'E		<b>95153</b>	2Ed. 4/23/94 LAST NM 36/02
	(42/02 Tso-ying)			Change	Legend "RESTRICTED AREA ANCHORING AND FISHING PROHIBITED" to "QUARANTINE ANCHORAGE"
<b>95149</b>	9Ed. 6/12/99 LAST NM 36/02	37/02			35°05'31.0"N 129°08'24.0"E
Add	Purple dashed line (anchorage limit) joining	35°04'34"N 129°08'18"E 35°04'44"N 129°07'13"E 35°05'29"N 129°07'39"E 35°06'28"N 129°08'02"E		Add	Purple dashed line (anchorage limit) joining
	Purple dashed-line lesser arc of a circle, radius 1.05 miles, centered	35°05'29"N 129°07'39"E			35°05'11.0"N 129°07'28.0"E 35°05'29.0"N 129°07'39.0"E 35°06'28.0"N 129°08'02.2"E
	arc between	35°06'28"N 129°08'02"E 35°04'34"N 129°08'18"E			Purple dashed-line lesser arc of a circle, radius 1.05 miles, centered
	Legend "QUARANTINE ANCHORAGE"	35°05'09"N 129°08'12"E			35°05'29.0"N 129°07'39.0"E
	Purple dashed-line lesser arcs of a circle (2), radius 1 mile, centered	35°02'58"N 129°03'22"E			arc between
	arc between	35°03'13"N 129°02'11"E 35°03'56"N 129°03'56"E			35°06'28.0"N 129°08'02.2"E 35°05'11.0"N 129°08'52.5"E
	arc between	35°02'40"N 129°02'13"E 35°03'36"N 129°04'24"E			(ROK CH 228; 35(365)99 Inchon)
	Legend "QUARANTINE ANCHORAGE"	35°02'50"N 129°03'22"E		<b>97120</b>	6Ed. 8/9/97 LAST NM 31/02
	(ROK CH 228; 35(365)99 Inchon)			Add	Fish haven symbol [K46.1]
<b>95151</b>	17Ed. 11/28/98 LAST NM 36/02	37/02			35°18.2'N 139°23.2'E
Delete	Purple dashed line joining	35°06'28.0"N 129°04'02.5"E 35°06'08.0"N 129°04'34.0"E 35°06'13.0"N 129°04'39.0"E		<b>97140</b>	17Ed. 6/28/97 LAST NM 33/02
	Quarantine anchorage symbol	35°06'11.0"N 129°04'32.0"E		Add	Fish haven symbol [K46.1]
Add	Purple dashed line joining	35°04'35.2"N 129°07'51.9"E 35°04'42.0"N 129°07'10.0"E 35°05'29.0"N 129°07'39.0"E 35°06'03.0"N 129°07'51.9"E			35°11.3'N 139°08.5"E 35°11.9'N 139°08.7"E 35°17.5'N 139°18.6"E 35°17.6'N 139°17.2"E 35°18.2'N 139°23.2'E
	Legend "QUARANTINE ANCHORAGE"	35°05'05.0"N 129°07'40.5"E			(31(1057)02 Tokyo)
	Legend "QUARANTINE ANCHORAGE"	35°04'23.5"N 129°01'37.0"E		<b>97152</b>	8Ed. 10/26/85 LAST NM 49/99
	(ROK CH 201; 35(365)99 Inchon)			Delete	Buoy
					35°28'45.0"N 140°00'25.0"E
				Add	Submarine pipeline (water) [L41.1] between
					35°28'23.0"N 140°00'05.3"E 35°28'18.2"N 140°00'06.7"E
					Buoy Y, conical, (Y Lt)
					35°28'23.0"N 140°00'05.3"E
					(19(666), 38(1470)01 Tokyo)
<b>97155</b>	14Ed. 12/27/97 LAST NM 36/02	37/02		<b>97155</b>	14Ed. 12/27/97 LAST NM 36/02
Delete	Depth 5.6 meters	35°34'33.2"N 139°46'33.2"E			35°34'33.2"N 139°46'33.2"E
	Depth 5.6 meters	35°34'30.6"N 139°46'48.3"E			35°34'30.6"N 139°46'48.3"E
	Depth 5.4 meters	35°34'31.2"N 139°47'01.3"E			35°34'31.2"N 139°47'01.3"E
	Depth 6.9 meters	35°34'22.6"N 139°47'06.1"E			35°34'22.6"N 139°47'06.1"E
	Position circle "Y Lt"	35°35'33.8"N 139°47'36.9"E			35°35'33.8"N 139°47'36.9"E
	Dashed line joining	35°35'45.8"N 139°47'22.0"E			35°35'45.8"N 139°47'22.0"E
		35°35'50.5"N 139°47'22.0"E			35°35'50.5"N 139°47'22.0"E
		35°35'51.8"N 139°47'23.0"E			35°35'51.8"N 139°47'23.0"E
		35°35'49.0"N 139°47'28.3"E			35°35'49.0"N 139°47'28.3"E
		Depth 6.7 meters			35°34'55.0"N 139°47'07.0"E
		Depth 12.5 meters			35°34'50.2"N 139°47'18.0"E
		"Tr (ruins)" in vicinity			35°34'51.7"N 139°47'16.0"E
		"Tr (ruins)" (3) in vicinity			35°34'46.0"N 139°47'15.0"E

(continued on next page)

# SECTION I

**NM 37/02**

**97155** (Continued)  
Buoy

35°38'09.0"N 139°46'40.0"E

Dashed line joining

35°37'09.1"N 139°49'37.0"E  
35°37'09.0"N 139°49'35.2"E  
35°37'12.0"N 139°49'36.2"E  
35°37'17.9"N 139°49'35.8"E  
35°37'19.5"N 139°49'38.0"E

Berth designation "1"

35°36'16.5"N 139°47'06.2"E  
Depth 2.8 meters  
35°36'11.0"N 139°47'08.0"E  
Depth 1.5 meters  
35°36'08.0"N 139°47'10.8"E  
Depth 2.6 meters  
35°36'03.8"N 139°47'11.8"E  
"Tr (ruins)" in vicinity  
35°36'06.0"N 139°47'13.0"E  
Depth 5.5 meters  
35°36'19.0"N 139°47'25.0"E  
Berth designation "3"

Relocate Buoy "2" from 35°35'49.0"N 139°47'20.5"E  
to 35°35'45.8"N 139°47'22.0"E

Substitute Depth 5.8 meters for 5.1 meters

35°34'32.3"N 139°46'24.0"E  
Depth 4.9 meters for 3.4 meters

35°34'29.2"N 139°46'33.0"E

Solid line for dashed line in vicinity

35°35'48.5"N 139°48'03.8"E

and delete legend "Under Construction"

Solid line for dashed line in vicinity

35°35'46.0"N 139°47'26.5"E

Solid line for dashed line in vicinity

35°36'00.0"N 139°47'36.5"E

and delete legend "Under Construction"

Depth 1.2 meters for 8.7 meters

35°34'50.5"N 139°47'15.0"E

Depth 8.1 meters for 4.7 meters

35°37'11.0"N 139°49'38.0"E

Depth 16 meters for 12.6 meters

35°36'02.0"N 139°47'10.0"E

Berth designation "A2" [F19] for "3"

35°36'25.8"N 139°46'59.0"E

Add

Depth 7.6 meters

35°34'33.5"N 139°46'32.0"E

Depth 5.9 meters

35°34'29.0"N 139°46'45.2"E

Depth 7.9 meters

35°34'30.0"N 139°47'01.3"E

Depth 5.2 meters

35°34'27.0"N 139°47'08.0"E

Depth 5.7 meters

35°34'24.0"N 139°47'09.3"E

Position circle "Chy" [E22]

35°34'28.0"N 139°46'13.0"E

Buoy R, pillar, (R Lt)

35°36'02.7"N 139°47'31.0"E

Dashed line between

35°35'45.8"N 139°47'22.0"E

35°35'49.0"N 139°47'28.3"E

Depth 0.2 meter

35°34'56.0"N 139°47'07.0"E

Depth 0.1 meter

35°34'54.0"N 139°47'09.0"E

Position circle "Bn (Y Lt)" [Q80]

35°34'37.0"N 139°47'02.0"E

Position circle "Bn (Y Lt)" [Q80]

35°34'37.0"N 139°47'08.8"E

Position circle "Bn (Y Lt)" [Q80]

35°34'41.0"N 139°47'13.5"E

Position circle "Bn (Y Lt)" [Q80]

35°34'45.6"N 139°47'17.8"E

Position circle "Bn (Y Lt)" [Q80]

35°34'50.7"N 139°47'18.5"E

Double solid line with land tint (pier) [F14]

between 35°39'11.3"N 139°47'03.9"E

35°39'09.8"N 139°47'01.7"E

Double solid line with land tint (pier) [F14]

between 35°39'08.1"N 139°47'07.0"E

35°39'06.7"N 139°47'04.9"E

Buoy Y, spar, (Y Lt)

35°35'20.6"N 139°49'57.0"E

Buoy Y, spar, (Y Lt)

35°35'21.4"N 139°49'59.0"E

Depth 4.7 meters

35°37'10.3"N 139°49'41.0"E

Berth designation "A1" [F19]

35°36'18.0"N 139°47'05.3"E

Land tint to area bound by shore and solid line

joining 35°36'12.0"N 139°47'08.0"E

35°36'06.7"N 139°47'12.0"E

35°36'07.6"N 139°47'13.3"E

Berth designation "A0" [F19]

35°36'10.0"N 139°47'11.0"E

Depth 12.4 meters

35°36'05.0"N 139°47'11.0"E

Depth 12.1 meters

35°36'09.0"N 139°47'09.2"E

Berth designation "A3" [F19] 35°36'34.8"N 139°46'50.9"E  
Berth designation "A4" [F19] 35°36'44.9"N 139°46'42.7"E

Land tint to area bound by shore and solid line  
joining 35°35'33.0"N 139°47'38.1"E  
35°35'31.6"N 139°47'37.1"E  
35°35'30.1"N 139°47'39.7"E  
35°35'31.3"N 139°47'41.0"E

Position circle "(Y Lt)" 35°35'02.4"N 139°46'57.7"E  
Position circle "(Y Lt)" 35°35'00.8"N 139°47'00.0"E  
Position circle "(Y Lt)" 35°35'31.6"N 139°47'37.1"E  
Position circle "(Y Lt)" 35°35'30.1"N 139°47'39.7"E  
Position circle "(Y Lt)" 35°35'31.4"N 139°47'40.8"E

Pilot station symbol [T1.2] with legend  
"Tokyo Pilot" 35°33'12.0"N 139°50'36.0"E  
(46(1643)00, 11(368, 369), 21(744), 25(932)01, 2(35,  
42), 23(798), 27(938)02 Tokyo; Jpn CH W1065)

**97156** 6Ed. 10/10/98 LAST NM 21/02

37/02  
**(Plan A)**

Add Buoy G, conical, (G Lt) 35°09'25.6"N 139°36'43.1"E  
Buoy G, conical, (G Lt) 35°09'35.6"N 139°36'51.2"E  
(31(1056)02 Tokyo)

**97157** 1Ed. 9/8/84 LAST NM 35/02

37/02

Delete Position circle "Pile" and drying height  
0.2 meter 35°37'09.0"N 139°54'40.0"E

Depth 5.1 meters 35°37'04.0"N 139°54'50.0"E  
Depth 1.8 meters 35°40'18.6"N 139°56'58.0"E  
Depth 2.9 meters 35°40'09.8"N 139°57'09.0"E  
Depth 7.6 meters 35°40'04.7"N 139°57'03.0"E  
Depth 5.4 meters 35°40'03.0"N 139°57'06.5"E  
(See 5/91-97157)

Relocate Buoy "(No 18)" from  
35°40'16.0"N 139°56'51.5"E to  
35°40'19.0"N 139°56'47.0"E

Buoy "(No 16)" from  
35°40'15.0"N 139°57'01.5"E to  
35°40'17.0"N 139°56'58.3"E

Substitute Depth 1.2 meters for 2.9 meters

35°40'12.0"N 139°57'07.0"E

Add Depth 2.2 meters Obstn "Pile" [K43.1]

35°37'09.0"N 139°54'40.0"E

Buoy "No 1" Y, conical 35°37'23.0"N 139°54'37.0"E

Buoy "No 2" Y, conical 35°37'27.0"N 139°54'32.0"E

Buoy "No 2" G, conical, (G Lt) 35°37'24.0"N 139°54'25.0"E

Depth 0.4 meter 35°37'26.0"N 139°54'21.0"E

35°37'24.0"N 139°54'22.5"E

Depth 6.2 meters 35°37'21.0"N 139°54'26.0"E

Depth 6 meters 35°37'14.5"N 139°54'34.0"E

Depth 0.8 meter 35°37'12.3"N 139°54'37.5"E

Depth 1 meter 35°37'07.0"N 139°54'33.0"E

Depth 2.2 meters 35°37'05.0"N 139°54'35.0"E

Depth 3.2 meters 35°37'06.0"N 139°54'38.0"E

Depth 7.1 meters 35°37'05.0"N 139°54'47.0"E

Depth 8.2 meters 35°37'07.0"N 139°54'52.0"E

Depth 0.9 meter 35°40'19.3"N 139°56'59.0"E

Depth 0.9 meter 35°40'09.5"N 139°57'11.0"E

Depth 3.7 meters 35°40'04.5"N 139°57'06.0"E

Buoy R, conical, (R Lt) 35°40'06.3"N 139°57'11.5"E

(51(2007)99, 29(1118), 37(1448), 48(1802)01 Tokyo; Jpn CH W1088)

**97220** 3Ed. 12/30/95 LAST NM 31/02

37/02

Delete Depth 18.6 meters 34°26'44.0"N 135°14'50.0"E  
Depth 17.4 meters 34°26'34.0"N 135°14'49.0"E  
Depth 19.1 meters 34°26'34.0"N 135°14'09.0"E  
Depth 18.6 meters 34°26'22.0"N 135°14'18.0"E  
Depth 17.9 meters 34°26'09.0"N 135°14'12.0"E  
Depth 19.7 meters 34°25'52.0"N 135°12'39.0"E  
Depth 15.7 meters 34°25'56.0"N 135°13'56.0"E  
Depth 4 meters 34°25'53.0"N 135°13'57.0"E  
Depth 16.2 meters 34°25'52.0"N 135°13'50.0"E  
Depth 4.4 meters 34°25'48.0"N 135°13'48.0"E  
Depth 15.5 meters 34°25'46.0"N 135°13'44.0"E

(continued on next page)

## SECTION I

<b>97220</b>	(Continued)		
Add	Solid line joining	34°25'46.0"N 135°13'51.0"E 34°25'50.0"N 135°13'48.0"E 34°25'50.5"N 135°13'44.0"E 34°25'45.0"N 135°13'34.0"E 34°26'00.0"N 135°13'19.0"E 34°25'50.0"N 135°13'05.0"E	34°27'05"N 135°14'15"E 34°27'15"N 135°14'18"E 34°27'23"N 135°14'30"E 34°27'05"N 135°14'45"E 34°27'05"N 135°15'00"E
Dashed line between		34°25'50.0"N 135°13'05.0"E 34°25'33.0"N 135°12'40.0"E	Dashed line between 34°27'05"N 135°15'00"E 34°26'45"N 135°15'09"E
Solid line joining		34°25'33.0"N 135°12'40.0"E 34°25'22.0"N 135°12'23.0"E 34°25'40.5"N 135°12'05.5"E 34°25'49.5"N 135°12'18.0"E 34°25'53.5"N 135°12'31.0"E 34°27'02.0"N 135°14'09.0"E 34°27'11.5"N 135°14'18.0"E 34°27'20.0"N 135°14'30.0"E 34°27'04.0"N 135°14'44.0"E 34°27'04.0"N 135°14'58.0"E	Solid line joining 34°26'45"N 135°15'09"E 34°26'00"N 135°13'58"E 34°25'57"N 135°14'00"E
Dashed line between		34°27'04.0"N 135°14'58.0"E 34°26'51.0"N 135°15'09.0"E	Legend "Being Reclaimed" (31(1051)02 Tokyo) 34°26'08"N 135°13'30"E
Solid line joining		34°26'51.0"N 135°15'09.0"E 34°26'00.0"N 135°13'57.0"E 34°25'57.0"N 135°13'56.0"E 34°25'52.5"N 135°13'59.5"E	Depth contour (10 meter) and blue tint between 34°25'45"N 135°14'10"E 34°25'41"N 135°14'00"E
Solid line (breakwater) [F4.1] between		34°25'22.0"N 135°12'23.0"E 34°25'12.0"N 135°12'33.0"E	(See 8/00-97225)
Legend "Being Reclaimed"		34°26'42.0"N 135°14'18.0"E	
Beacon "A" Y, "X" topmark, Fl Y 3s 7M		34°25'59.5"N 135°12'44.0"E	
Beacon "B" Y, "X" topmark, Fl Y 3s 9M		34°24'49.9"N 135°12'29.6"E	
Beacon "C" Y, "X" topmark, Fl Y 3s 7M		34°25'04.0"N 135°12'15.5"E	
Beacon "D" Y, "X" topmark, Fl Y 3s 7M		34°25'16.5"N 135°12'02.0"E	
Beacon "E" Y, "X" topmark, Fl Y 3s 7M		34°25'31.0"N 135°11'48.0"E	
Beacon "F" Y, "X" topmark, Fl Y 3s 9M		34°25'43.5"N 135°11'37.2"E	
Beacon "G" Y, "X" topmark, Fl Y 3s 8M		34°25'52.0"N 135°11'50.0"E	
Beacon "H" Y, "X" topmark, Fl Y 3s 7M		34°26'09.0"N 135°12'16.0"E	
Beacon "I" Y, "X" topmark, Fl Y 3s 7M		34°26'26.0"N 135°12'42.0"E	
Beacon "J" Y, "X" topmark, Fl Y 3s 7M		34°26'44.0"N 135°13'08.0"E	
Beacon "K" Y, "X" topmark, Fl Y 3s 7M		34°27'00.0"N 135°13'32.5"E	
Beacon "L" Y, "X" topmark, Fl Y 3s 7M		34°27'17.5"N 135°13'56.5"E	
Beacon "M" Y, "X" topmark, Fl Y 3s 9M		34°27'34.9"N 135°14'23.1"E	
Beacon "N" Y, "X" topmark, Fl Y 3s 7M		34°27'33.0"N 135°14'54.0"E	
Beacon "O" Y, "X" topmark, Fl Y 3s 9M		34°27'34.2"N 135°15'11.3"E	
Beacon "P" Y, "X" topmark, Fl Y 3s 7M		34°27'18.0"N 135°15'27.0"E	
Beacon "Q" Y, "X" topmark, Fl Y 3s 9M		34°27'04.5"N 135°15'40.3"E	
(See 40/01-97220)			
(31(1051)02 Tokyo; Jpn LL)			
<b>97221</b>	20Ed. 1/17/98 LAST NM 31/02	37/02	
Delete	Depth 19.4 meters	34°25'50"N 135°12'45"E	
Add	Solid line joining	34°25'50"N 135°13'53"E 34°25'54"N 135°13'48"E 34°25'45"N 135°13'33"E 34°26'00"N 135°13'20"E 34°25'53"N 135°13'00"E	
Dashed line between		34°25'53"N 135°13'00"E 34°25'38"N 135°12'45"E	
Solid line joining		34°25'38"N 135°12'45"E 34°25'28"N 135°12'20"E 34°25'45"N 135°12'08"E 34°25'56"N 135°12'20"E 34°25'58"N 135°12'32"E	
<b>97225</b>	31Ed. 1/21/95 LAST NM 24/02	37/02	
Delete	Depth 19 meters	34°27'03"N 135°14'36"E	
	Depth 18.3 meters	34°26'45"N 135°15'10"E	
	Depth 16.4 meters	34°26'30"N 135°14'54"E	
	Depth 19.4 meters	34°26'24"N 135°13'46"E	
	Depth 19.4 meters	34°25'39"N 135°13'07"E	
Dashed line between		Depth contour (10 meter) and blue tint between 34°25'45"N 135°14'10"E 34°25'41"N 135°14'00"E	
Solid line joining		(See 8/00-97225)	
Add	Solid line joining	34°25'36"N 135°14'01"E 34°25'38"N 135°14'00"E 34°25'41"N 135°13'57"E 34°25'32"N 135°13'46"E 34°25'48"N 135°13'30"E 34°25'38"N 135°13'18"E	
Dashed line between		34°25'38"N 135°13'18"E 34°25'24"N 135°12'55"E	
Solid line joining		34°25'24"N 135°12'55"E 34°25'13"N 135°12'37"E 34°25'33"N 135°12'18"E 34°25'42"N 135°12'32"E 34°25'45"N 135°12'44"E 34°26'52"N 135°14'23"E 34°27'02"N 135°14'30"E 34°27'08"N 135°14'43"E 34°26'53"N 135°14'54"E 34°26'53"N 135°15'11"E	
Dashed line between		34°26'53"N 135°15'11"E 34°26'41"N 135°15'21"E	
Solid line joining		34°26'41"N 135°15'21"E 34°25'48"N 135°14'10"E 34°25'47"N 135°14'09"E 34°25'45"N 135°14'12"E	
Solid line (breakwater) between		34°25'13"N 135°12'37"E 34°25'02"N 135°12'46"E	
Legend "Being Reclaimed"		34°26'36"N 135°14'24"E	
Beacon "B" Y, "X" topmark, Fl Y 3s 9M		34°24'38"N 135°12'40"E	
Beacon "F" Y, "X" topmark, Fl Y 3s 9M		34°25'32"N 135°11'47"E	
Beacon "M" Y, "X" topmark, Fl Y 3s 9M		34°27'23"N 135°14'33"E	
Beacon "O" Y, "X" topmark, Fl Y 3s 9M		34°27'22"N 135°15'21"E	
Beacon "Q" Y, "X" topmark, Fl Y 3s 9M		34°26'53"N 135°15'50"E	
(See 40/01-97225)			
(31(1051)02 Tokyo)			
<b>97266</b>	5Ed. 7/5/97 LAST NM 17/02	37/02	
Add	Fish haven symbol [K46.1]	33°51'44"N 132°01'28"E	
(31(1061)02 Tokyo)			
<b>97271</b>	12Ed. 11/29/97 LAST NM 29/02	37/02	
Add	Fish haven symbol [K46.1]	33°53'41"N 132°02'16"E	
	Fish haven symbol [K46.1]	33°52'11"N 132°01'11"E	
	Fish haven symbol [K46.1]	33°51'44"N 132°01'28"E	
(31(1061)02 Tokyo)			

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**NM 37/02**

**805647**    2Ed. 8/4/90 LAST NM N19/01  
Change Light to "6" QR 4M  
(31/02 CG14)

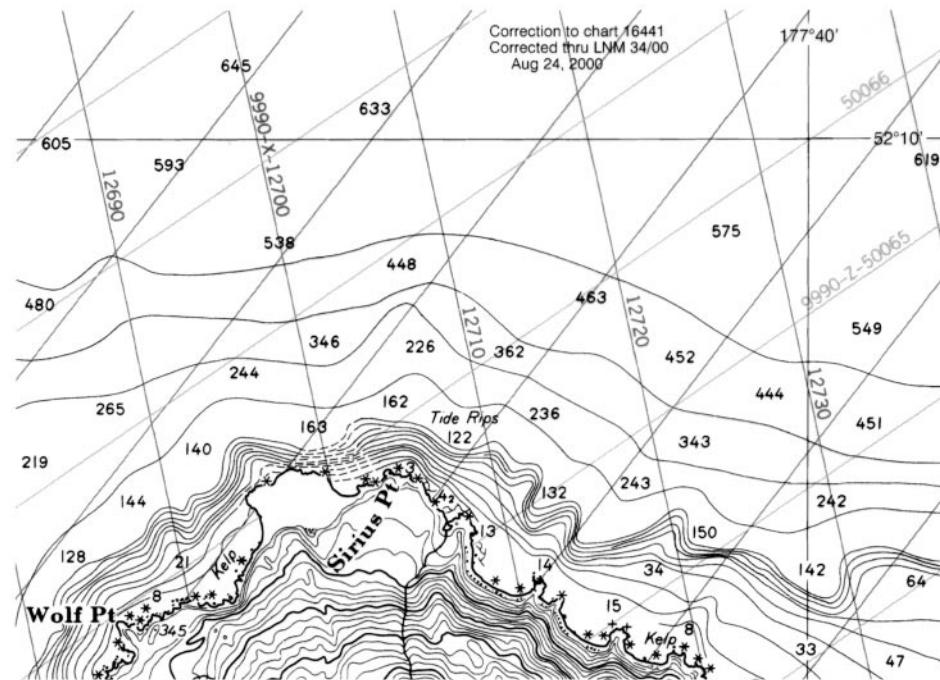
N37/02  
21°19'19"N 158°07'16"W

# SECTION I

NM 37/02

Chart 16441

NM 37/02



## SECTION I

NM 37/02

Chart 11301

NM 37/02

BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
BRAZOS SANTIAGO PASS:						
ENTRANCE CHANNEL	40.0	40.0	37.0	5-02	300	1.7 44
LAGUNA MADRE CHANNEL	36.0	41.0	35.0	4-02	250	2.5 42
BROWNSVILLE SHIP CHANNEL:						
JUNCTION BASIN TO BOCA						
CHICA PASSING BASIN	39.0	40.0	40.0	12-01	250	3.5 42
BOCA CHICA PASSING						
BASIN TO GOOSE I.						
PASSING BASIN	39.0	41.0	38.0	12-01	250	4.7 42
GOOSE I. PASSING						
BASIN TO BROWNSVILLE						
TURNING BASIN	42.0	43.0	42.0	12-01	300	2.4 42
BROWNSVILLE TURNING BASIN	31.0	36.0	35.0	12-01	500-1200	1.7 42-36
PORT ISABEL CHANNEL:						
JUNCTION TO TURNING BASIN						
(INCLUDING WIDENER AT JUNCTION)	36.0	36.0	34.0	2-02	200	1.0 36
PORT ISABEL TURNING BASIN	35.0	35.0	34.0	2-02	1000	0.2 36
CUT OFF CHANNEL	36.0	36.0	36.0	2-02	200	0.9 36
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

Chart 11302 (Side B)

NM 37/02

BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
BRAZOS SANTIAGO PASS:						
ENTRANCE CHANNEL	40.0	40.0	37.0	5-02	300	1.7 44
LAGUNA MADRE CHANNEL	36.0	41.0	35.0	4-02	250	2.5 42
BROWNSVILLE SHIP CHANNEL:						
JUNCTION BASIN TO BOCA						
CHICA PASSING BASIN	39.0	40.0	40.0	12-01	250	3.5 42
BOCA CHICA PASSING						
BASIN TO GOOSE I.						
PASSING BASIN	39.0	41.0	38.0	12-01	250	4.7 42
GOOSE I. PASSING						
BASIN TO BROWNSVILLE						
TURNING BASIN	42.0	43.0	42.0	12-01	300	2.4 42
BROWNSVILLE TURNING BASIN	31.0	36.0	35.0	12-01	500-1200	1.7 42-36
PORT ISABEL CHANNEL:						
JUNCTION TO TURNING BASIN						
(INCLUDING WIDENER AT JUNCTION)	36.0	36.0	34.0	2-02	200	1.0 36
PORT ISABEL TURNING BASIN	35.0	35.0	34.0	2-02	1000	0.2 36
CUT OFF CHANNEL	36.0	36.0	36.0	2-02	200	0.9 36
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

## SECTION I

NM 37/02

Chart 11316

NM 37/02

MATAGORDA SHIP CHANNEL						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
SEA BAR AND JETTY CHANNEL	41.0	41.0	41.0	10-01	300	3.21 38
THENCE TO LIGHT 48	35.0	36.0	34.0	3-02	300-200	10.84 36
THENCE TO LIGHT 76	38.0	38.0	38.0	3-02	200	7.42 36
THENCE TO POINT						
COMFORT TURNING BASIN	38.0	38.0	38.0	3-02	200-399	0.98 36
TURNING BASIN	38.0	38.0	38.0	10-01	1000	0.17 36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11317

NM 37/02

MATAGORDA SHIP CHANNEL						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
SEA BAR AND JETTY CHANNEL	41.0	41.0	41.0	10-01	300	3.21 38
THENCE TO LIGHT 48	35.0	36.0	34.0	3-02	300-200	10.84 36
THENCE TO LIGHT 76	38.0	38.0	38.0	3-02	200	7.42 36
THENCE TO POINT						
COMFORT TURNING BASIN	38.0	38.0	38.0	3-02	200-399	0.98 36
TURNING BASIN	38.0	38.0	38.0	10-01	1000	0.17 36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11322 (Side B)

NM 37/02

FREEPORT HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
CHANNEL FROM DEEP WATER						
TO SEAWARD END OF JETTY	40.0	42.0	40.0	6-02	400	3.7 47
JETTY CHANNEL	42.0	43.0	39.0	6-02	400	1.2 45
LOWER TURNING BASIN	41.0	43.0	37.0	6-02	750	0.9 45
THENCE TO BRAZOSPORT						
TURNING BASIN	45.0	49.0	46.0	6-02	400-600	0.4 45
BRAZOSPORT TURNING BASIN	46.0	48.0	44.0	6-02	500-1000	0.2 45
CHANNEL TO UPPER						
TURNING BASIN	48.0	49.0	48.0	6-02	280-470	0.9 45
BRAZOS HARBOR APPROACH CHANNEL	37.0	38.0	39.0	6-02	200-650	0.5 36
BRAZOS HARBOR TURNING BASIN	36.0	37.0	38.0	6-02	750	0.1 36
UPPER TURNING BASIN	47.0	48.0	49.0	4-02	600-1190	0.2 45
CHANNEL TO STAUFFER						
TURNING BASIN	17.0	19.0	17.5	11-88	200	1.0 25
STAUFFER TURNING BASIN	18.0	18.0	16.0	11-88	500	0.1 25

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 37/02

Chart 11323

NM 37/02

GALVESTON BAY ENTRANCE - CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
ENTRANCE CHANNEL	42.0	47.0	45.0	38.0	5-02	800-1000	7.5 45
OUTER BAR CHANNEL	40.0	46.0	47.0	47.0	5-02	800	1.5 45
INNER BAR CHANNEL	39.0	43.0	40.0	35.0	5-02	800	2.9 45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11324

NM 37/02

GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
GALVESTON HARBOR:							
ENTRANCE CHANNEL	42.0	47.0	45.0	38.0	5-02	800-1000	7.5 45
OUTER BAR CHANNEL	40.0	46.0	47.0	47.0	5-02	800	1.5 45
INNER BAR CHANNEL	39.0	43.0	40.0	35.0	5-02	800	2.9 45
BOLIVAR ROADS CHANNEL	47.0	48.0	46.0	40.0	5-02	800	0.7 45
HOUSTON SHIP CHANNEL:							
BOLIVAR ROADS TO LOWER END OF MORGAN PT.	28.0	36.0	40.0	28.0	10-01	400-530	23.4 40
GALVESTON CHANNEL	26.0	32.0	34.0	25.0	4-02	1125-1075	3.5 40
TEXAS CITY CHANNEL	38.0	43.0	44.0	42.0	1-02	400	5.9 40
TEXAS CITY TURNING BASIN	38.0	39.0	40.0	39.0	4-02	1200	0.5 40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 37/02

Chart 11325

NM 37/02

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
HOUSTON SHIP CHANNEL: EXXON OIL CO. SLIP								
TO CARPENTER'S BAYOU (A)	32.0	39.0	41.0	33.0	3-02	400-525	4.90	40
THENCE TO GREENS BAYOU (B)	38.0	39.0	36.0	31.0	6-02	400-300	4.70	40
GREENS BAYOU CHANNEL (TO FIRST BEND)	39.0	42.0	44.0	42.0	4-02	500-175	0.34	36
THENCE TO HUNTING BAYOU (UPPER BEND)	38.0	41.0	42.0	40.0	6-02	300	1.91	40
TURNING POINT AT HUNTING BAYOU	43.0	42.0	42.0	41.0	6-02	600	0.17	40
THENCE TO SOUTHERN PACIFIC SLIP	38.0	41.0	41.0	37.0	6-02	300	3.04	40
TURNING POINT AT SIMS BAYOU	43.0	44.0	42.0	42.0	6-02	700	0.26	40
THENCE TO HOUSTON TURNING BASIN 15	41.0	41.0	41.0	37.0	6-02	300	2.69	36
TURNING POINT AT BRADY ISLAND	22.0	33.0	40.0	39.0	5-02	422	0.17	36
HOUSTON TURNING BASIN	36.0	37.0	37.0	35.0	11-01	250-1000	0.70	36
UPPER TURNING BASIN	35.0	37.0	37.0	38.0	11-01	150	0.23	36

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.  
 B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11329

NM 37/02

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
LOWER END OF MORGAN PT. TO EXXON OIL CO. SLIP	36.0	40.0	39.0	33.0	3-02	400-525	4.20	40
EXXON OIL CO. SLIP								
TO CARPENTER'S BAYOU (A)	32.0	39.0	41.0	33.0	3-02	400-525	4.90	40
THENCE TO GREENS BAYOU (B)	38.0	39.0	36.0	31.0	6-02	400-300	4.70	40

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.  
 B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11332

NM 37/02

SABINE PASS CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SABINE BANK CHANNEL	39	42	43	35	3-02	800	12.8	42
OUTER BAR CHANNEL	36	40	39	37	6-02	800	3.0	42
JETTY CHANNEL	37	41	40	30	3-02	800-500	3.5	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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NM 37/02

Chart 11341

NM 37/02

SABINE PASS CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW FEET)
SABINE BANK CHANNEL	39	42	43	35	3-02	800	12.8	42
OUTER BAR CHANNEL	36	40	39	37	6-02	800	3.0	42
JETTY CHANNEL	37	41	40	30	3-02	800-500	3.5	40
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

Chart 11342

NM 37/02

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW FEET)
SABINE PASS:								
OUTER BAR CHANNEL	36	40	39	37	6-02	800	3.0	42
JETTY CHANNEL	37	41	40	30	3-02	800-500	3.5	40
PASS CHANNEL	34	40	40	36	4-02	500-1150	4.9	40
ANCHORAGE BASIN	33	19	13	6	4-02	1500	0.5	40
PORT ARTHUR SHIP CANAL	34	39	37	31	11-01	500	4.8	40
JUNCTION PORT ARTHUR-								
SABINE-NECHES CANALS	21	31	26	25	11-01	400-1200	1.1	40
ENTRANCE TO PORT ARTHUR								
TURNING BASINS	40	40	40	40	5-02	282-735	0.2	40
EAST TURNING BASIN	40	40	40	40	5-02	370-547	0.3	40
WEST TURNING BASIN	40	40	40	40	5-02	350-735	0.3	40
CHANNEL CONNECTING								
WEST BASIN AND								
TAYLOR BAYOU TURNING BASIN	40	40	40	36	6-02	200-350	0.5	40
TAYLOR BAYOU TURNING BASIN	24	40	40	37	6-02	90-1233	0.6	40
SABINE-NECHES CANAL:								
PORT ARTHUR TO NECHES RIVER	20	33	31	20	6-02	400	9.6	40
NECHES RIVER TO SABINE RIVER	26	28	27	26	10-01	200	3.9	30
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

## SECTION I

NM 37/02

Chart 11343

NM 37/02

SABINE AND NECHES RIVERS CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JULY 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) PROJECT DIMENSIONS							
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
SABINE-NECHES CANAL :							
PORT ARTHUR TO NECHES RIVER	20	33	31	20	5-02	400	9.6 40
NECHES RIVER TO SABINE RIVER	26	28	27	26	10-01	200	3.9 30
NECHES RIVER:							
MOUTH TO SMITH BLUFF	24	29	33	31	5-02	400	8.3 40
TURNING BASIN AT DEER BAYOU	37	36	34	34	5-02	700	0.2 40
TURNING BASIN AT SMITHS BLUFF	37	37	35	33	5-02	1400-400	0.2 40
SMITH BLUFF TO BEAUMONT	29	39	38	31	5-02	400	7.5 40
TURNING BASIN (30°02'12"N, 94°01'58"W)	31	39	40	37	5-02	400-1306	0.2 40
CHANNEL EXTENSION	33	35	32	28	5-02	350	0.2 36
MANEUVERING AREA (30°04'44"N, 94°05'05"W)	29	39	39	33	5-02	400-1000	0.6 40
BEAUMONT TURNING BASIN	37	37	38	37	5-02	400-535	0.2 34
TURNING BASIN EXTENSION	32	35	32	27	5-02	300	0.2 34
THENCE TO TRINITY INDUSTRIES	17	23	20	15	5-02	200	0.6 30
SABINE RIVER:							
MOUTH TO ORANGE MUNICIPAL SLIP	26	29	30	26	11-01	200	6.6 30
ORANGE TURNING BASIN	26	26	29	28	11-01	200-1400	0.6 30
ORANGE MUNICIPAL SLIP	26	30	24	23	11-01	150-200	0.5 30
ORANGE MUNICIPAL SLIP TO OLD HIGHWAY BRIDGE SITE	26	29	30	29	11-01	200	2.2 30
CHANNEL AROUND ORANGE HARBOR ISLAND	13	16	20	18	11-01	150-200	1.6 25
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

Chart 11373

NM 37/02

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2002 AND SURVEYS TO JUN 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) PROJECT DIMENSIONS							
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
HORN ISLAND PASS CHANNEL	40.7	40.3	33.2	8-00	450	4.4	40
PASCAGOULA CHANNEL	32.3	34.2	35.7	11-01; 1-6-02	350	10.8	38
TURNING BASIN	36.2	38.0	38.0	1-02	950	0.4	38
BAYOU CASOTTE CHANNEL	39.9	42.4	39.8	6-02	350	3.3	42
TURNING BASIN	43.6	43.4	44.2	6-02	1000	0.3	42
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

Chart 11374 (Side B)

NM 37/02

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2002 AND SURVEYS TO JUN 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) PROJECT DIMENSIONS							
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
HORN ISLAND PASS CHANNEL	40.7	40.3	33.2	8-00	450	4.4	40
PASCAGOULA CHANNEL	32.3	34.2	35.7	11-01; 1-6-02	350	10.8	38
TURNING BASIN	36.2	38.0	38.0	1-02	950	0.4	38
BAYOU CASOTTE CHANNEL	39.9	42.4	39.8	6-02	350	3.3	42
TURNING BASIN	43.6	43.4	44.2	6-02	1000	0.3	42
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

# SECTION I

NM 37/02

Chart 11375

NM 37/02

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2002 AND SURVEYS TO JUN 2002					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (NAUT. FEET) LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
HORN ISLAND PASS CHANNEL	40.7	40.3	33.2	8-00	450 4.4 40.0
PASCAGOULA CHANNEL	32.3	34.2	35.7	11-01; 1,6-02	350 10.8 38.0
TURNING BASIN	36.2	38.0	38.0	1-02	950 0.4 38.0
BAYOU CASOTTE CHANNEL	39.9	42.4	39.8	6-02	350 3.3 42.0
TURNING BASIN	43.6	43.4	44.2	6-02	1000 0.3 42.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11491 (Side A)

NM 37/02

ST. JOHNS RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2002 AND SURVEYS TO MAY 2002					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
ST. JOHNS BAR CUT RANGE, EAST SECTION	37.6	38.0	41.1	36.0	11-00
ST. JOHNS BAR CUT RANGE, WEST SECTION	32.6	37.5	37.1	31.9	11-00
PILOT TOWN CUT RANGE	26.0	39.0	39.1	35.7	11-00
MAYPORT CUT RANGE	37.5	39.1	39.2	36.4	11-00
SHERMAN CUT RANGE	38.4	39.9	38.7	33.4	11-00
MILE POINT LOWER RANGE AND TURN	38.2	37.6	35.9	28.4	11-00
TRAINING WALL REACH	38.3	37.9	38.3	35.8	11-00
SHORT CUT TURN	34.4	40.0	41.3	40.7	11-00
WHITE SHELLS CUT RANGE	34.5	37.5	38.9	40.4	11-00
ST. JOHNS BLUFF REACH	36.4	37.3	36.5	34.5	11-00
DAMES PT-FULTON CUTOFF	36.2	38.2	38.1	32.7	3-01
DAMES PT. TURN	37.8	32.2	38.0	36.0	8-01
QUARANTINE I. UPPER RANGE	38.4	38.6	38.8	37.7	8-01
BRILLS CUT RANGE	38.8	39.5	38.9	36.3	8-01
BROWARD POINT TURN	31.5	39.1	39.0	38.7	8-01
BLOUNT ISLAND CHANNEL	32.5	31.8	28.7	26.6	5-02

NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11491 (Side B)

NM 37/02

ST. JOHNS RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2002 AND SURVEYS TO APR 2002					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
QUARANTINE I. UPPER RANGE	38.4	38.6	36.8	37.7	8-01
BRILLS CUT RANGE	38.8	39.5	38.9	36.3	8-01
BROWARD POINT TURN	31.5	39.1	39.0	38.7	8-01
DRUMMOND CREEK RANGE	38.3	39.2	39.4	37.1	8-01
TROUT RIVER CUT RANGE	38.7	39.5	41.3	38.9	4-02
CHASEVILLE TURN	36.9	40.4	39.8	38.2	4-02
LONG BRANCH RANGE	36.6	40.4	41.6	38.2	4-02
TERMINAL CHANNEL	25.0	30.0	23.2	21.6	11-01;2-02

NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 37/02

Chart 11516

NM 37/02

PORT ROYAL SOUND AND BEAUFORT RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2002 AND SURVEYS TO MAY 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
ENTRANCE CHANNEL	25.2	25.7	25.7	14.8	5-02	500	4.2 27
BAYPOINT REACH	24.6	27.0	27.0	27.6	5-02	500	6.3 27
FORT FREMONT REACH	25.4	25.9	25.9	25.4	5-02	300-500	3.3 24
COWEN REACH	25.7	26.1	26.1	24.3	5-02	300	1.8 24
CAT ISLAND REACH	25.2	25.6	25.6	23.5	5-02	300	1.4 24
PORT ROYAL REACH	23.4	24.8	24.8	24.6	5-02	300	0.98 24
TURNING BASIN	24.0	24.5	24.5	22.9	5-02	600	0.2 27

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11532

NM 37/02

WINYAH BAY AND GEORGETOWN HARBOR							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2000 AND SURVEYS TO JUL 2002						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
ENTRANCE CHANNEL	29.0	27.6	28.1	28.2	7-02	600	2.0 28
RANGE B	28.1	30.1	29.7	25.3	7-02	600	0.9 28
SOUTH ISLAND BEND	30.4	30.6	28.4	23.4	7-02	600	1.2 29
RANGE C	23.6	25.5	24.5	29.2	7-02	400	1.4 28
RANGE D	26.3	28.1	28.1	28.2	7-02	300	1.5 27
RANGE E	25.7	27.1	27.1	24.6	7-02	300	4.6 27
FRAZIER PT. BEND	27.8	28.5	27.5	28.7	9,11-98; 7-02	300-700	1.0 27
RABBIT ISLAND CHANNEL	28.6	28.0	27.0	25.4	9,11-98; 4-00	300-500	1.8 27
SAMPIT PT. CHANNEL	18.6	21.1	21.1	21.6	6-00	300-700	0.7 27

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11545

NM 37/02

MOREHEAD CITY HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2002						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
BEAUFORT INLET CHANNEL FROM 2000 FT NORTH OF LTD. BUOY "8"	18.7	43.6	43.2	25.9	6,7-02	450-800	2.26 47
CUTOFF CHANNEL	49.1	49.5	45.9	27.7	7-02	600	0.38 42
MOREHEAD CITY CHANNEL TURNING BASIN	39.8	44.5	45.2	39.7	8-01	400	1.10 40
EAST LEG	40.2	39.4	39.6	38.4	7-01	400-870	0.78 40
WEST LEG	36.2	35.1	38.1	39.1	4-02, 6-02	800-3000	0.59 35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**SECTION I**

NM 37/02

Chart 11547

NM 37/02

MOREHEAD CITY HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET) MLLW
BEAUFORT INLET CHANNEL FROM 2000 FT NORTH OF LTD. BUOY '8'	18.7	43.8	43.2	25.9	6-7-02	450-800	2.26 47
CUTOFF CHANNEL	49.1	49.5	45.9	27.7	7-02	600	0.38 42
MOREHEAD CITY CHANNEL TURNING BASIN	39.8	44.5	45.2	39.7	8-01	400	1.10 40
EAST LEG	40.2	39.4	39.6	38.4	7-01	400-870	0.78 40
WEST LEG	36.2	35.1	38.1	39.1	4-02, 6-02	800-3000	0.59 35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12316 (Side B)

NM 37/02

CAPE MAY CANAL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2000 AND SURVEYS TO MAY 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET) MLLW
FROM CANAL ENTRANCE TO CAPE ISLAND CREEK	12.2	11.1	8.9	5-01	100	0.35	12
FROM CAPE ISLAND CREEK TO INNER END OF FERRY BASIN	5.8	7.8	7.0	3-01	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	10.6	8.0	5.2	5-02	100-150	0.44	12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12317

NM 37/02

CAPE MAY CANAL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2000 AND SURVEYS TO MAY 2002							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET) MLLW
FROM CANAL ENTRANCE TO CAPE ISLAND CREEK	12.2	11.1	8.9	5-01	100	0.35	12
FROM CAPE ISLAND CREEK TO INNER END OF FERRY BASIN	5.8	7.8	7.0	3-01	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	10.6	8.0	5.2	5-02	100-150	0.44	12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 37/02

Chart 12327

NM 37/02

NEW YORK HARBOR - LOWER BAY - CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2002 AND SURVEYS TO MAY 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
AMBROSE CHANNEL	40.3	44.7	44.9	26.4	9-95	2000 9.2 45
SANDY HOOK CHAN. (EAST) A	38.3	39.3	37.8	31.4	6,7-01	800 3.5 35
SANDY HOOK CHANNEL	20.3	39.8	36.0	33.1	6,7-01	800 2.4 35
CHAPEL HILL:						
SOUTH CHANNEL	29.0	30.1	30.2	26.7	3,4-01	1000 2.7 30
NORTH CHANNEL	28.4	29.0	29.1	26.3	3,4-01	1000 1.8 30
TERMINAL CHANNEL	44.2	45.7	46.0	44.0	2-97	400 0.8 35
KEYPORT HARBOR CHANNEL	5.0	6.7	6.5	5.8	5-02	100-200 0.9 8
RARITAN BAY EAST REACH	33.3	37.2	35.5	33.1	4-01	600 4.0 35
RARITAN BAY WEST REACH	33.4	39.1	39.2	33.9	4,9-01	600 2.4 35
SEGUINE POINT BEND	28.5	35.1	38.4	29.7	9-01	600-800 1.2 35
RED BANK REACH	34.0	40.3	40.5	34.2	9-01	600 1.2 35
WARD POINT BEND (EAST)	31.5	38.7	36.9	27.6	9,12-01	600-800 1.1 35
WARD POINT BEND (WEST)	35.0	35.0	35.0	33.8	9,12-01	600-800 0.8 35
RARITAN RIVER CUT OFF	16.7	19.3	19.3	11.6	3-99	600-1100 1.0 20
WARD POINT SECONDARY CHANNEL	23.6	22.7	22.5	21.9	3-93	400 0.9 30
GREAT BEDS REACH	24.6	25.7	25.3	25.2	6-01	300 0.6 25
SOUTH AMBOY REACH	24.4	23.1	22.8	23.6	6-01	300 1.2 25

A. THE NAVAL FACILITIES ENGINEERING COMMAND MAINTAINS A 45 FOOT PROJECT FOR A WIDTH OF 600 FEET IN SANDY HOOK (EAST) TO THE TURNING BASIN.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12377

NM 37/02

CONNECTICUT RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 1998 AND SURVEYS TO MARCH 2002						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH MLLW (FEET)
BROCKWAY BAR CHANNEL	10.4	10.9	11.5	3-99	150	0.4 15
POTASH BAR CHANNEL	10.9	11.1	11.1	3-99	150	0.4 15
EDDY ROCK SHOAL CHANNEL	13.2	12.1	12.0	3-99	200-150	0.4 15
WARNERS QUARRY BAR CHANNEL	13.6	12.6	11.9	3-02	200-150	0.5 15
HADDAM ISLAND BAR CHANNEL	15.5	14.5	10.4	3-02	150	0.3 15
ROCK LANDING BAR CHANNEL	10.8	9.0	8.9	3-02	150	0.6 15
HIGGANUM CREEK SHOAL CHANNEL	12.6	11.8	11.3	3-02	150	0.3 15
SCOVILL ROCK BAR CHANNEL	10.3	11.1	11.7	3-02	150	0.4 15
SEARS SHOAL CHANNEL	6.7	10.2	10.9	3-02	150	0.5 15
SEARS UPPER BAR CHANNEL	12.7	12.9	13.5	12-97, 3-02	150	0.5 15
COBALT SHOAL CHANNEL	16.3	13.8	5.2	3-02	150	0.9 15
PAPER ROCK SHOAL CHANNEL	12.5	12.7	11.9	3-02	150	0.5 15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 37/02

Chart 14839

NM 37/02

CLEVELAND HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2002 AND REPORTS TO MAY 2002								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
LAKE APPROACH CHANNEL	28.4	31.8	30.4	27.3	5-02	600-750	0.22	29
ENTRANCE CHANNEL	27.4	29.1	29.1	25.5	5-02	225-750	0.22	28
CUYAHOGA RIVER								
PIER RANGE	A18.0	25.5	27.0	18.3	3,4-02	230	0.30	27
THENCE TO LORAIN								
CARNegie VIADUCT BRIDGE	B12.3	21.1	23.5	12.5	3,4-02	100-700	2.69	23
THENCE TO END OF PROJECT	C10.5	D19.3	E19.3	F11.4	3,4-02	110-400	3.11	23
OLD RIVER								
FROM CUYAHOGA RIVER								
TO END OF PROJECT	16.3	22.2	22.1	G17.6	3,4-02	125-200	1.10	27
EAST BASIN								
AIRPORT RANGE	H20.0	23.6	23.5	20.3	8,9-01	500	3.11	25
TURNING BASIN	22.8	22.9	23.3	22.3	8,9-01	400-1600	0.33	25
EASTERN SECTION	22.6	23.2	22.4	17.3	8,9-01;5-02	1250-1540	0.72	27
WESTERN SECTION	26.1	28.3	23.7	21.0	5-02	1300-1540	0.28	28
WEST BASIN	I24.3	J25.2	K24.1	L20.2	9-01;5-02	1150-1570	0.91	28
A. EXCEPT FOR SHOALING TO 13.0 FEET AT 41°30'00.2"N 081°42'31.0"W UNDER RAILROAD BRIDGE. B. EXCEPT FOR SHOALING TO 11.4 FEET AT 41°29'22.5"N 081°41'36.2"W. C. EXCEPT FOR SHOALING TO 5.7 FEET AT 41°28'22.3"N 081°41'00.3"W. D. EXCEPT FOR SHOALING TO 12.5 FEET AT 41°27'53.2"N 081°40'35.6"W. E. EXCEPT FOR SHOALING TO 11.6 FEET IN LAST 625 FEET OF QUARTER. F. EXCEPT FOR SHOALING TO 4.3 FEET IN LAST 800 FEET OF QUARTER AND 1.5 FT AT 41°29'10.0"N 081°40'46.8"W. G. EXCEPT FOR SHOALING TO 8.3 FEET AT 41°29'51.2"N 081°42'43.9"W. H. EXCEPT FOR SHOALING TO 18.7 FEET AT 41°31'08.3"N 081°41'19.1"W AND 19.4 FEET AT 41°31'52.3"N 081°41'01.6"W. I. EXCEPT FOR SHOALING TO 20.5 FEET IN WESTERN 450 FEET OF PROJECT. J. EXCEPT FOR SHOALING TO 18.4 FEET IN WESTERN 550 FEET OF PROJECT. K. EXCEPT FOR SHOALING TO 16.1 FEET IN WESTERN 900 FEET OF PROJECT. L. EXCEPT FOR SHOALING TO 15.6 FEET IN WESTERN 500 FEET OF PROJECT. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

Chart 74020

NM 37/02

## MARINE FARMS

Marine Farms, which may be floating or fixed structures, and their associated moorings should be avoided. The farms are generally marked by buoys or beacons, which may be lit.

**CHARTS AFFECTED BY NOTICE TO MARINERS**  
**NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
 \* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	
11	2	34,38/01	11302	29	34*,37/02	11360	39	33,34,41,47/01;5,6,7,10, 12,13,14,16,17,18,22,23,	11452	21	1,31/02*	
12	1	34/01	11304	12	43/01;10/02	11361	69	24,28,29,31,33,36/02	11460	38	36/02*	
14	4	34/01	11305	1	N32,N36,N44,N46/01; N6,N7,N11,N21,N26, N29,N36/02	11362	4	13*,16,17,19,22,24,25, 26,27,31,34,36/02	11461	5	42/01;5,28/02	
21	4	34/01	11307	36	48/01*;9,13,28,31/02	11363	38	11462	24	22*,28/02		
50	5	5,8,17/02	11308	21	28,36,43,46/01;4,6,18, 26/02	11364	38	11463	16	36/01		
51	1	7/02	11309	36	13*,14,21,26,28,36/02	11365	16	11464	16	28/02		
52	1	14,18/02	11310	1	N32,N43,N44/01;N4,N7, N8,N21/02	11366	6	11465	35	35/01;15,22,26/02		
53	2	5,17/02	11311	23	15*,21/02	11367	31	11466	35	45,50/01;4,5,8,12,15,24, 26,27,28,29,30,35/02		
71	4	43/01	11312	3	2*,4,7,8,21,26,28,36/02	11368	21	11467	36	45,48,50/01;5,12,15,22, 24,26,27,28,35/02		
103	5	34,44/01	11313	22	45/01;4,31/02	11369	48	11468	38	35/01;15,22,24,26/02		
104	5	34/01	11314	21	43/01;4,8,14/02	11370	23	11469	5	34*,45,46/01;4,5,8,15,24, 27,35/02		
125	7	34,44/01	11315	30	37/02*	11371	35	11470	35	2*,4,24,27/02		
126	39	34,44/01	11316	38	41*,45/01;4,11,13,14,16, 21,25,36,37/02	11372	29	11472	30	39/01;16,26,27,28,29, 30/02		
145	16	38/01	11317	29	20*,21,25,37/02	11373	42	11474	10	43/01;16/02		
203	2	34/01	11318	1	N8,N32,N33,N36, N46/01;N6,N7,N12,N21, N29/02	11374	30	11475	16	40,50/01;16,27/02		
211	5	47,48/01	11319	30	34*,45/01;11,13,25/02	11375	34	11476	19	29*,35/01;16/02		
301	1	37/01	11320	1	N46/01;N8,N9,N28/02	11376	43	11477	6	N35,N43,N46/01;N2, N16/02		
302	1	37,41,42/01	11321	29	12*,22,28/02	11377	23	11478	19	29*,33,35,43/01;2,4,15, 16,31/02		
310	20	37,58,42/01	11322	27	46*,48/01;21,22,24,36, 37/02	11378	31	11479	4	N43,N50/01;N5,N8,N12, N15,N24,N27,N28,N29, N35/02		
400	3	35,38/01;23,26,31,32,33, 35/02	11323	59	26*,28,33,37/02	11379	29	11480	37	49/01;6,32,35/02		
401	5	35,42/01;22,23,26,31,33, 35/02	11324	32	22*,24,25,31,33,37/02	11380	48	11481	3	31,33,35,43/01;2,4,15,16, 31/02		
411	48	30*,36,41,42/01;1,11,13, 16,22,23,26,31,32,33, 35/02	11325	34	19*,21,24,35,37/02	11381	32	11482	21	29*,35/01;15,16/02		
500	7	43/01;5/02	11326	30	33,34,36,41,43,44,46/01; 4,5,6,7,8,9,10,11,15,16, 21,22,24,25,31,33,36, 37/02	11382	38	11483	32	48/01*;15,34/02		
501	11	6,8,10,34/02	11327	30	34*,36,37,41,46/01;5,7, 10,11,16,21,22,24,28, 37/02	11383	49	11484	14	33/01		
508	2	42/01;15,24/02	11328	22	33*,36,37,46/01;6,7,9,10, 21,36,37/02	11384	32	11485	19	9/02*		
509	4	14/02	11329	34	12*,21,24,36,37/02	11385	25	11486	24	29/01*		
513	6	40,45,48/01;5,17/02	11330	13	31,35,38,40,41,42,43,44, 45,47,48,49/01;4,6,7,8,9, 10,11,12,15,16,17,19,22, 23,24,25,26,28,29,30,31, 33,34,36,37/02	11386	16	11487	17	34*,46/01;2/02		
514	6	40/01	11331	18	44/01*;11,17,23/02	11387	48	11488	33	30,46/01;2,18,22,28,29, 30,34,37/02		
520	127	5,8,20/02	11332	27	31,32,35,37,38,42,43,45, 48/01*;6,8,11,12,21,22,23, 28,30,31,34,36,37/02	11388	32	11489	17	34*,46/01;11,24/02		
521	11	5,17/02	11333	1	N46/01;N28/02	11389	32	11490	17	30,46/01;2,18,22,28,29, 30,34,37/02		
522	87	14,18/02	11334	66	37*,38,42,44,45,46,47, 48,49/01;4,5,6,7,8,9,10, 11,12,13,14,15,16,17,19, 21,22,23,24,25,26,27,28,29, 30,31,32,33,34,35,36, 37/02	11390	22	11491	33	11492	19	9/02*
523	8	5,17/02	11335	38	32,37,44,45,48/01;6,7,9, 10,11,12,16,18,21,22,23, 24,28,30,31,34,36,37/02	11391	22	11493	9	N29*,N32,N44/01;N11, N12,N24/02		
524	12	14,18/02	11336	51	32,37,40,41,42,43,44, 45,47,48,49/01;4,6,7,8,9, 10,11,12,15,16,17,19,22, 23,24,25,26,28,29,30,31, 33,34,36,37/02	11392	6	11494	8	N29*,N32,N44/01;N11, N12,N24/02		
525	3	14,18/02	11337	27	31,32,35,37,38,42,43,45, 48/01*;6,8,11,12,21,22,23, 28,30,31,34,36,37/02	11393	20	11495	16	19/02*		
526	10	28,39/01;7,9,12,18/02	11338	51	32,37,40,41,42,43,44, 45,47,48,49/01;4,6,7,8,9, 10,11,12,15,16,17,19,22, 23,24,25,26,28,29,30,31, 33,34,36,37/02	11394	34	11496	9	N33,N44,N49/01;N6, N32,N35/02		
530	30	22*,26,37/02	11339	18	44/01*;11,17,23/02	11395	34	11497	16	19/02*		
531	21	18/02*	11340	66	29*,32,34,37,38,42,43,45, 46,47,48,49/01;4,5,6,7,8,9, 10,11,12,15,16,17,19,22, 23,24,25,26,28,29,30,31, 33,34,36,37/02	11396	28	11498	16	19/02*		
532	17	40,44/01;5,17/02	11341	38	32,37,44,45,48/01;6,7,9, 10,11,12,16,18,21,22,23, 24,28,30,31,34,36,37/02	11397	22	11499	28	33*,44,49/01;11/02		
540	16	42/01	11342	51	32,37,40,41;7,11,12,14,17, 18,21,23,24,30,37/02	11400	34	11500	28	33*,44,49/01;11,12,18, 26,28,31,34/02		
550	7	42/01;18,24/02	11343	36	47/01*;7,17,21,23,37/02	11401	29	11501	18	37,41,50/01;4,11,16,18, 26,28,31,34/02		
600	5	29/01	11344	34	45*,47,51/01;5,7,10,12, 13,16,17,19,22,30,31,32,33,34, 35,36,37/02	11402	21	11502	39	30,37,40,46/01;5,12,18, 25,32,35/02		
601	4	14/02	11345	30	10,12,16/02	11403	20	11503	38	49/01*;1,24,34/02		
602	6	28/01;12/02	11346	32	30,32,35,37,47,48,51/01; 6,7,10,11,12,16,17,23,24, 30/02	11404	21	11504	15	29/01*		
604	5	28,39/01;12,18/02	11347	32	30,32,35,37,47,48,51/01; 6,7,10,11,12,16,17,23,24, 30/02	11405	28	11505	1	37,41,50/01;4,11,16,18, 26,28,31,34/02		
605	4	39/01,9,12/02	11348	19	46*,48/01;23/02	11406	34	11506	39	30,37,40,46/01;5,12,18, 25,32,35/02		
606	1	28,39/01;9,0/2	11349	39	41,42,49/01;3,6,10,16,18, 22,24,30,34,36/02	11407	18	11507	30	49/01*;1,24,34/02		
607	1	28,39,42/01;7,0/2	11350	24	15/02*	11408	27	11508	27	12*,20/02		
621	5	28,39,42/01;7,22/02	11351	37	29*,32,35,37,40,45/01;5, 6,8,9,10,11,12,15,16,19, 22,27,28,30,33,36,37/02	11409	38	11509	18	42/01*;34/02		
622	9	29,39/01;9,12,14,20/02	11352	35	2*,5,6,7,8,12,14,16,17, 22,24,26,27,37/02	11410	13	11510	18	12*,20/02		
623	9	14/02	11353	2	21*,24,25,26,35/02	11411	13	11511	16	12/02*		
624	3	29/01;22/02	11354	23	47/01*;5,6,8,12,15,16,19, 22,27,28,33,37/02	11412	40	11512	58	10,15,16,18,20,26,28,31, 34/02		
632	8	15,24/02	11355	24	37/02*	11413	13	11513	23	38,49/01;4,18,32/02		
703	4	41/01	11356	34	42*,45/01;9,11,12,13,28, 29/02	11414	24	11514	26	37/02*		
705	3	41/01;12/02	11357	35	36*,37/02	11415	4	11515	17	10/02*		
706	4	41,43,44/01	11358	51	23*,24,26,27,31/02	11416	20	11516	29	7*,18,24,37/02		
800	4	40/01;17/02	11359	24	37/02*	11417	39	11517	17	46*,49/01;32/02		
803	1	8,17/02	11360	30	10,12,16/02	11418	7	11518	32	36,39/01;6,15,16,32, 35/02		
1113A	30/01;1,5,20/02	11361	32	30,32,35,37,47,48,51/01; 6,7,10,11,12,16,17,23,24, 30/02	11419	17	11519	27	31/02*			
1114A	9*,11,23/02	11362	32	30,32,35,37,47,48,51/01; 6,7,10,11,12,16,17,23,24, 30/02	11420	33	11520	40	31/02*			
1115A	33,34,41,47/01;5,6,7,10, 12,13,14,16,17,18,22,23, 24,28,29,31,33,36/02	11363	19	46*,48/01;23/02	11421	26	11521	26	15*,17,32,35/02			
1116A	37*,38,42,44,45,46,47, 48,49/01;4,5,6,7,8,9,10, 11,12,13,14,15,16,17,19, 22,23,24,25,26,27,28,29, 30,31,32,33,34,35,36,37/02	11364	39	41,42,49/01;3,6,10,16,18, 22,24,30,34,36/02	11422	35	11522	19	45/01*			
1117A	28*,30,31,37/02	11365	24	15/02*	11423	38	11523	21	15*,17,32,35/02			
11004	7	28,31,34,35,37,38,41,42, 43,49/01;4,7,8,9,10,11, 12,13,15,16,18,22,26,28, 31,37/02	11366	37	29*,32,35,37,40,45/01;5, 6,8,9,10,11,12,15,16,19, 22,27,28,30,33,36,37/02	11424	20	11524	45	13*,16,21,32,35/02		
11006	30	28*,36/02	11367	24	37/02*	11425	12	11525	6	N29,N38,N43,N45, N48/01;N2,N12,N14, N17,N19,N23/02		
11009	36	2*,5,12,19,23,24,32, 35/02	11368	23	47/01*;5,6,8,12,15,16,19, 22,27,28,33,37/02	11426	35	11526	16	37,47/01;12,37/02		
11013	44	18*,20,35/02	11369	35	36*,37/02	11427	38	11527	21	31/02*		
11300	38	26*,28,30,31,37/02	11370	51	23*,24,26,27,31/02	11428	11	11528	20	15*,37/02		
11301	23	47/01*;7,10,14,21,37/02	11371	11	22*,26/02	11429	39	11529	31	2*,9,13,14,32/02		

## SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 28/01 THROUGH NM 37/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
11541	32	34*,35,48/01;1,2,8,13,18,20,21,30/02	12323	23	43,48,50/01;19/02	13250	8	50/01*	14242	13	34/02
11542	15	28/01*	12324	29	48,50/01;1,18/02	13253	17	41/01;20,26/02	14243	8	39/01;19,34/02
11543	22	37*,45/01;13,18,29/02	12326	48	1,12,17,18,27,28/02	13260	38	28*,36/02	14244	5	19/02
11544	37	36/02*	12327	95	19*,20,21,22,28,30,33,35,37/02	13263	7	N34,N36,N37,N38,N41, N42,N43,N44,N45,N47, N48,N52/01;N2,N8,N11, N20,N21,N25,N27, N36/02	14259	3	39/01
11545	59	29,32,35,37,43,45/01;1,8,13,18,20,21,25,29,30,37/02	12331	29	40,41,43/01;4,15,22/02	13264	103	37/01;5,21,36/02	14260	47	35/02
11547	35	22*,25,29,30,37/02	12332	21	40,43/01;15,22/02	13267	30	6*,12,17,19,27/02	14263	15	39,48/01
11548	37	45/01;2/02	12333	31	40,41,43/01;2,3,4,9,15, 20,21,22,28,30,33,35/02	13270	59	37*,44,49/01;2,3,5,9,17, 19,33,34/02	14264	4	39/01
11552	18	45/01	12334	64	40,43/01;3,22,27,30, 33/02	13272	47	41/01;3,11,19,28/02	14280	37	35/02
11554	16	47/01*	12335	39	6/02*	13274	24	28*,47,49/01;3,5,17,19, 27/02	14328	6	39/01
11555	38	36/02*	12337	22	8,15,20,28,31/02	13275	27	41,44,47,49/01;2,5,17,19, 27/02	14340	25	16,17,26,33,37/02
12200	46	37,41,42/01;2,14,15,17, 19,23/02	12339	43	5/02	13276	21	19,27/02	14344	2	37/02
12201	25	N35,N41,N42/01;N14, N15,N17,N19,N23/02	12341	25	22/02*	13277	59	37*,44,49/01;2,3,5,9,17, 19,33,34/02	14345	5	37/02
12204	34	13,20/02	12343	18	37/02*	13278	40	41,44,47,49/01;2,5,17,19, 27/02	14349	7	16/02
12205	27	37/02*	12346	10	33/01	13280	28	41,44,47,49/01;2,5,17,19, 27/02	14358	N17,N36/02	
12206	29	31*,33/02	12347	29	43/01;25/02	13281	17	41/01	14360	36	16,26,33,36/02
12207	20	35,38/01;2,11,23/02	12348	33	25/02	13283	18	49/01;11/02	14386	3	36/02
12208	8	12*,18,23/02	12350	56	34,37/02	13285	10	49/01;11/02	14415	4	33/02
12210	35	22*,28/02	12352	29	9*,12,14,22,28,33,37/02	13286	28	48/01;2,20/02	14415		
12211	40	15*,27,28/02	12354	39	9*,12,14,22,28,33,37/02	13287	11	41/01	14456		
12214	43	43/01;5,11,12,23,26, 27/02	12358	18	41/01;14,37/02	13288	40	41,44/01;2,9,11,15*,20, 23,29,36/02	14456		
12216	26	29/01*/11,23/02	12363	39	30,41/01;2,3,14,18,28/02	13290	34	44,45/01;2,10,20,36/02	14476	28	41/01**
12221	72	47/01*/1,2,5,7,11,23,31, 33,34/02	12366	27	3,14/02	13292	36	20*,36/02	14476	30	41/01**
12222	42	13*,27,30,33,34/02	12367	23	18/02	13293	33	26*,29/02	14476	30	41/01**
12224	22	37/01;34/02	12368	25	2,14/02	13295	10	42/01	14476	19	41/01**
12225	53	28*,30,31/02	12369	25	31/02*	13296	25	37/01*	14476	19	35/01**
12226	16	2*,22,30/02	12370	17	50/01;3,28/02	13297	10	30/01*	14476	N31/02*	
12228	28	40/01;30,31/02	12371	22	40/01;28/02	13298	10	30/01*	14477	17	1*,15/02
12230	58	37*,40/01;5,10,14,21,23, 31,35/02	12372	30	38,41,42/01;2,8,9,12,21, 22,23,32/02	13301	20	41/01;1,9,25,33/02	14477	16	15,19/02
12231	26	9*,14,31,35/02	12373	14	50/01*	13302	21	3*,8,9,20,25/02	14477	N31/02*	
12233	34	37*,40/01	12374	13	37/01	13303	11	28,34,36,41,42/01;1,8,9, 20,25/02	14477	N31/02*	
12235	29	12*,30,31/02	12375	21	22/02	13305	28	1,8,25/02	14478	24	21,22/02
12237	26	14,27/02	12377	14	22,25,37/02	13307	10	52/01*	14478	16	22/02
12238	36	1,14,16,31,34/02	12401	7	31/02*	13308	11	14/02	14478	13	5*,24/02
12241	21	9*,14,16,34/02	12402	8	31*,33/02	13309	27	40,41/01	14480	9	40/01;19,23/02
12243	13	5/02	13000		N37,N38,N41,N42, N52/01;N8,N11,N12, N13,N21,N25/02	13312	20	31,37,40/01;5,21,36/02	14480	30	40,47/01
12245	60	12*,14,15,27,30,33/02	12404	8	31*,33/02	13313	19	31,37,40/01;21,25/02	14480	24	20/02*
12248	39	18*,30,33/02	13003	45	37*,41,42,43,44,47,52/01; 2,8,11,12,13,19,21,23,25, 36,37/02	13315	11	19/02*	14480	23	40/01
12251	23	30/01*/10,35/02	13006	29	37*,38,41,42,43,44,47,48, 50,52/01;2,8,11,13,18,21, 25,36,37/02	13318	17	40/01;36/02	14480	23	40/01
12252	23	30*,45/01;5,33,34/02	13009	29	37*,43,44,48,52/01;2,11, 13,20,21,25,37/02	13321	8	40/01	14481	4	40/01;19/02
12253	42	9*,33/02	13200	33	13*,25,37/02	13322	9	19/02*	14481	16	47/01
12254	42	42,45/01;2,5,7,11/02	13201	10	N38,N42,N43,N44,N47, N52/01;N13,N25,N37/02	13324	13	5/02	14481	3	19/02
12255	15	13/02*	13203	12	52/01;37/02	13325	14	5/02	14481	20	24/02
12256	13	19*,33/02	13204	12	13/02	13394	2	32,41/01	14481	22	28,47/01
12261	28	37/02*	13205	36	38,41,44,51/01;9,12, 37/02	13396	4	13/02*	14481	23	40/01
12263	50	42/01*/3,5,8,14,21,23,27, 30,36/02	13209	23	34,36,41,44/01;14,37/02	13398	3	19*,36/02	14482	18	31*,35/02
12264	27	36/01;2,5,14,21,23/02	13211	13	9,21,23/02	14002	57	32,41/01;21/02	14482	30	40/01
12266	27	30/02	13212	34	34,36,38/01;9,12,21, 23/02	14003	6	37,41,42/01;11,12,13,16, 25/02	14482	25	24/02
12268	10	22/02*	13213	39	38,42/01;8/02	14024	5	33,36/02	14482	26	46/01;21/02
12270	31	50/01*/3,5,8,14,21,27, 36/02	13214	27	34/02*	14061	27	32,41/01	14482	5	46/01;21/02
12272	29	26*,27,36/02	13215	17	34,44,51/01;9,14/02	14090	3	45/01	14483	29	35*,37,41/01;18,23/02
12273	53	26*,31,36/02	13216	1	N34/01;N12/02	14091	5	38/01;21,35/02	14483	33	35,41/01;7,20,24,26/02
12274	33	37/02*	13217	14	46/01;14/02	14091	19	41/01	14483	25	32/01;7,20,26/02
12277	31	26/02*	13218	38	39,42/01;11,29/02	14105	2	29,41/01	14483	31	43/01
12278	72	26*,36/02	13219	12	49/01*/14/02	14115	2	29,41/01	14483	26	8,32/02
12280	3	37/02*	13221	53	41/01*/2,4,15,29/02	14128	6	39/41/01	14483	27	26/02*
12281	49	34,35,50/01;15/02	13223	36	2*,15/02	14130	2	29/01	14483	2	35,37/02
12282	33	31/02*	13224	36	7/02*	14144	29	28/01;21/02	14483	35	32,35,44/01;7,21,24,
12283	24	3,5/02	13226	5	42/01;2,4,5/02	14146	2	31/01	14484	12	41/01*;4,18,23/02
12285	34	35*,40/01;27/02	13227	13	42/01;2,4,5/02	14151	2	37/02	14484	31	32,37/01;4,18/02
12286	28	40/01;2/02	13229	27	43/01*/11,17/02	14167	N31,N32/01		14484	26	4,18/02
12287	17	2/02	13230	45	39/01;11/02	14168	N31,N39/01		14484	11	30*,37,42/01;18,23,
12288	19	40/01;2,27/02	13232	4	35/01*/11/02	14180	38	28,38,40,41/01;21/02	14484	30	24/02
12289	47	40/01	13233	16	39,42,49/01;17/02	14181	3	40/01	14484	28	26/02*
12300	42	43,44,50,52/01;17,18,19, 28,29,37/02	13235	5	17/02	14184	N38,N40/01		14486	30	5*,10,24/02
12301	21	N20*,N28,N29,N37/02	13236	29	35,36/01	14185	2	3/02	14486	26	45*,46/01;24,37/02
12304	42	28/02*	13237	38	42,49,51/01;2,4,17/02	14189	2	38/01	14486	16	43/01
12311	41	46/01*/2,4,15,18,28, 31/02	13238	14	42,49/01	14190	2	31,39/01	14487	25	6,32/02
12312	51	45/01*/4,5,8,9,18,21,27, 31,33/02	13240	15	21*,34/02	14200	2	32,39/01	14487	26	9/02*
12313	48	46/01*/5,9,14,18,21,27, 31,33/02	13242	17	29/01*	14203	12	19/02	14487	2	21/02
12314	29	2,5,6,10/02	13244	39	22/02*	14204	21	19/02	14487	3	21/02
12316	28	44/01*/11,26,27,37/02	13246	36	41,45/01;11,26,27/02	14206	20	19/02	14487	2	35/02
12317	31	15*,26,37/02				14240	6	39,48/01;16,34/02	144880	30	33/02
12318	40	43/01;19/02									

## SECTION I

NM 37/02

**CHARTS AFFECTED BY NOTICE TO MARINERS**  
**NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
 \* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	
14881	31	28*,33/02	16442	6	3,37/02	17445	2	42/01;12,16/02	18453	23	32,42,48,50/01;28/02	
14883	42	6,17,23/02	16460	15	33*,45/01	17460		N12/02	18454	4	N41/01	
14884	38	32/01	16471	11	45/01	17471		N15/02	18455	2	N38,N42,N46,N49/01;N17,N22/02	
14885	20	41/01*	16475	9	45/01	17480	4	8,15/02	18456	19	42/01;12/02	
14886	10	8/02	16500	9	36/01	17485	4	16/02	18457	9	12,15/02	
14901	13	32/01;17,24,31/02	16521	5	27/02	17489	19	8/02	18458	14	38,40,42,49/01;1,6,7,17,22,32/02	
14902	28	24,25,31/02	16531	7	18/02*	17491	3	8/02	18459	5	N38,N40,N42/01;N1,N7,N17,N22,N32/02	
14903	22	32,41/01;8,23,32/02	16540	11	36/01	17495	2	8/02	18460	10	15,28/02	
14904	25	41/01;5,17,31,32/02	16549	14	36/01	17503	4	11/02	18464	22	37/01;9,32/02	
14905	29	43,47/01;31,35,37/02	16551	8	36/01	17506		N8/02	18465	34	38,40,41*;26/02	
14907	25	2*,13,17/02	16566	10	17/02	17513		N42,N46/01;N8,N11/02	18468	17	38/01	
14908	17	41/01;13/02	16580	11	42/01*	17515	7	42,46,47/01;8,11,12/02	18471	8	13*,32/02	
14909	19	32/01	16593	10	36/01	17517	8	42,44,46,47,48/01;4/02	18473	6	35,36,40,49/01;4,6,8,12,22/02	
14910	22	25,31/02	16594	13	36/01	17518	7	36,38,42,43,44,45,47, 48/01;6/02	18474	6	41,42,48,50/01;15,17, 33/02	
14911	20	41/01*	16595	14	30*,36/01	17519	13	47,48/01;4/02	18476	4	38,40,42,49/01;1,6,7,12, 17,22,32/02	
14912	16	43,46/01	16597	8	47/01;16/02	17520	2	N42,N46,N47/01;N4/02	18477	5	46/01*,4,12/02	
14916	9	42/01	16599	6	47/01;16/02	17521		N8/02	18480	28	28/02*	
14917	23	17/02	16604	11	22/02*	17525		N8/02	18484	10	52/01;28/02	
14918	26	37,42/01;25/02	16606	11	37/02*	17528		N8/02	18485	14	52/01;15,28/02	
14919	27	28,50/01;10,24/02	16640	24	47*,48/01	17541	3	8/02	18486	28	19*,22,32/02	
14922	19	26/02*	16645	18	13/02*	17543	17	9,11,13/02	18487	84	30*,32/02	
14924	27	28*,32/02	16646	12	5/02*	17545	13	9/02	18489	64	47,48/01;18/02	
14926	9	37*,43,47/01;18,31,32, 35,37/02	16647	3	33*,43,48/01	17546	22	9,13/02	18490	24	42/01;10,33/02	
14927	24	21*,31,32,35,37/02	16660	28	46/01*,7,13,22,25,29/02	17548	28	43,45/01	18491	53	49/01*,3,7,10,12,15,25, 26,33/02	
14928	20	47/01;31,37/02	16661	6	40/01*	17549	6	43/01;13/02	18492	33	18*,26,31,33/02	
14929	23	35/01;18,31,32/02	16662	6	41/01*,3,22,29/02	17550	4	15/02	18493	35	39,45/01/4,7,11,14, 15,28,31,33/02	
14930	24	46/01	16663	6	29*,43/01;3,7,13,22,25, 29/02	18000	8	1,8/02	18494	33	30*,48/01;4,7,11,15,16, 28,31,33/02	
14931	24	35/02*	16701	18	21/02*	18007	31	32,42,46,47/01;6,10,14, 20,26,33,34,37/02	18495	33	35*,39,45/01/4,7,11,14, 15,28,31,33/02	
14932	22	42/01;32/02	16665	7	43/01;7,13,22,25,29/02	18008	7	N32,N42,N46,N47/01;	18496	55	30*,48/01;4,7,11,15,16, 28,31,33/02	
14933	24	35*,37/02	16680	10	47/01;6/02	18009	2	N31,N32,N34/01;N6,N8, N20,N34/02	18497	21	42/01;16,31/02	
14934	26	4,6/02	16681	10	37/02*	18010	20	32,34,42,46,47,48/01;6, 33,34,37/02	18498	9	44,48/01;31/02	
14935	21	43/01;17/02	16682	14	47/01;6/02	18020	36	31,32,34/01;1,6,8,20,34, 37/02	18499	20	7*,11,26,31,34/02	
14937	23	42/01;13,17/02	16700	27	21/02*	18022	33	13*,23,34,37/02	18500	8	21/02*	
14938	23	43/01	16701	18	21/02*	18040	12	5/02	18501	37	19/02*	
14942	25	35/02	16702	10	8/02	18041	12	47,48/01	18502	11	42,43,45,52/01;10,33/02	
14961	11	39/01	16704	13	52/01*	18045	12	47,48/01	18504	21	49/01*,10,26,33/02	
14962	19	47/01	16705	19	5/02*	18046	5	44,47,48/01;5/02	18505	16	35,38,42,43,45,49,52/01;	
14964	20	35/01	16707	10	1*,34,37/02	18047	5	47,48/01;4,8/02	18506	14	43,33,37/02	
14965	20	43/01	16708	25	52/01*,37/02	18048	4	47,48/01	18507	38	31,42,43,48/01;32,33/02	
14967	22	10/02	16709	22	15/02*	18049	8	44,47/01;11/02	18508	47	45*,48/01;7,30/02	
14970	25	6/02	16711	2	15/02*	18050	12	47,48/01	18509	68	46/01*,7,11,14,25,30, 33/02	
14972	25	35,41,45/01;21/02	16713	2	13/02*	18051	20	32,34,42,46,47,48/01;6, 11,15/02	18510	36	30,42,43,48/01;32,33/02	
14973	26	32/01	16741	9	47/01	18052	36	31,32,34/01;1,6,8,20,34, 37/02	18511	14	15*,33,37/02	
14974	24	40/01;32/02	16760	10	43/01	18053	13	6/02	18512	11	37,43,49/01;26,33,30/02	
14975	32	33,43/01;21,24/02	16762	9	26/02*	18054	1	13/02*	18513	23	35/02*	
14984	9	18/02*	17003	4	8,9/02	18055	1	13/02*	18514	24	32/01;13,15,24/02	
14999	14	41/01**	17005	10	38/01;8,9,11/02	18056	1	13/02*	18515	25	32/01;13,15,24/02	
15661		N36/01*	17008	12	8,13/02	18057	1	13/02*	18516	26	32/01;13,15,24/02	
15710		N35/01*	17300	29	1/02*	18058	1	13/02*	18517	27	32/01;13,15,24/02	
15744		N30/02	17302	18	21/02*	18059	1	13/02*	18518	28	32/01;13,15,24/02	
15926		N9/02	17303	9	15,37/02	18060	1	13/02*	18519	29	32/01;13,15,24/02	
16003	16	18/02*	17316	20	28/02*	18061	1	13/02*	18520	30	32/01;13,15,24/02	
16004	11	52/01;9/02	17317	19	33,35/01	18062	1	13/02*	18521	31	32/01;13,15,24/02	
16005	9	52/01	17318	5	28/01	18063	1	13/02*	18522	32	32/01;13,15,24/02	
16006	33	40,47/01	17320	15	15/02	18064	1	13/02*	18523	33	32/01;13,15,24/02	
16011	35	36/01;5/02	17323	10	49/01	18065	1	13/02*	18524	34	32/01;13,15,24/02	
16012	21	37,45/01	17324	13	49/01	18066	1	13/02*	18525	35	32/01;13,15,24/02	
16013	28	28,44/01;17,22,29/02	17326	13	49/01	18067	1	13/02*	18526	36	32/01;13,15,24/02	
16016	19	43/01	17327	20	49/01;1/02	18068	6	10/02	18527	37	32/01;13,15,24/02	
16041	8	13/02*	17330	7	15/02	18069	44	20*,26/02	18528	38	32/01;13,15,24/02	
16042	6	52/01	17331	7	46/01	18070	32	36,37,39,40,43,47/01;4,5, 6,7,8,9,15,17,26,32/02	18529	45	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36/02	
16043	7	52/01	17339	11	33/01	18071	1	13/02*	18530	46	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36/02	
16044	7	52/01	17360	32	47/01*	18072	21	35/02*	18531	47	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36/02	
16045	7	52/01	17372	10	2/02	18073	18428	9	19/02*	18532	48	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36/02
16046	6	52/01	17375	20	37,45/01	18074	18429	8	36,40/01;4/02	18533	49	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36/02
16061	8	19*,27,37/02	17379	1	15*,20/02	18075	18430	7	28/02*	18534	50	42*,43,45,52/01;3,8,11, 12,15,19,20,23,33,36/02
16062	7	52/01	17381	10	13/02*	18076	18431	5	30/02*	18535	51	28*,33/02
16063	7	52/01	17383	1	31/02*	18077	18432	4	40,42/01;15/02	18536	51	37/01*,12/02
16064	6	52/01	17384	7	50/01	18078	18433	4	5,15/02	18537	51	2*,8,11,18,19,20,23,26,
16065	6	52/01	17386	3	29*,35/01	18079	18434	4	36,39,43/01;15,26/02	18538	52	27,30,33/02
16066	6	52/01	17400	16	33*,47/01;14,15,36/02	18080	18440	25	35,36,38,40,42,47,49, 50/01;1,4,6,7,8,12,15,17,	18539	53	31,33,35,43,45,46/01;3,8, 11,15,19,36/02
16067	7	52/01	17403	13	52/01*	18081	18441	42	30*,32/02	18540	42	28/02*
16081	6	52/01	17412	2	12/02	18082	18443	15	7,8,17/02	18541	58	10*,19/02
16082	6	52/01	17413	2	42/01;13,14/02	18083	18444	15	7,8,17/02	18542	52	34,36,38,39,41,42/01;1,
16101	6	1/02*	17416	3	13/02	18084	18445	29	35*,36,38,40,42,48,49, 50/01;1,4,6,7,8,12,15,17,	18543	29	36/01;23,26,27/02
16206	7	45/01;2/02	17420	26	47/01*,14,36,37/02	18085	18446	15	36/01;4,6,8/02	18544	29	36/01;23,26,27/02
16220	5	30/01;6/02	17421	1	14/02	18086	18447	26	4,11,27/02	18545	14	39/01;1,2,6,30/02
16322	7											

## SECTION I

**CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
18700	21	31/01;8,34,36,37/02	21601	4	14/02	22418	2	28,46/01;24,36/02	24211	7	24/02
18703	24	13*,36,37/02	21602	1	37/01;28/02	22420	2	34,46/01	24220	14	27,28/02
18704	12	37/02	21603	9	37/01	22421	4	N30/01;N4,N7,N11/02	24222	3	27/02
18720	31	32,34,45,47/01;1,8,23, 35/02	21604	25	37/01	22425	2	39/01;7,11/02	24223	33	18/02
18721	11	8,35/02	21605	7	19/02	22427	1	N30/01;N4/02	24230	20	48/01;10,18,30/02
18722	3	8/02	21661	12	28/01	22429	6	N28,N45,N46/01;N24/02	24233	15	36/02
18723	3	8/02	22004	38	28,31,39,52/01;18,20,23, 30,32,34,36/02	22430	6	35,37,44/01	24234	3	30/02
18725	26	32,41,45,47/01;4,8,23, 35/02	22008	35	31,37,38,45,52/01;1,4,13, 18,30,34,36/02	22433	3	37,41/01	24240	5	40,47,51/01;30/02
18740	39	42*,51/01;1,8,16,20,23, 34,37/02	22012	31	4,14,16,30,34/02	22481	35	45/01	24250	5	40,47,51/01;30/02
18741	18	N34,N41,N51/01;N1, N25/02	22032	20	34,46/01	22521	3	34/01	24260	5	40,47,51/01;30/02
18744	30	37/02	22036	28	35/01;18/02	22523	3	34/01	24270	3	24,27/02
18746	34	7*,20,23,34/02	22050	4	19/02	23000	5	33,48/01;18/02	24271	14	33/01
18749	38	7*,10,16,18,20,23,25, 27/02	22051	18	28/02	23010	4	34/01;27/02	24274	2	33/01
18751	42	7*,10,16,20,25,27/02	22052	6	28/02	23020	4	34,35/01	24290	3	44,46/01;36/02
18754	16	44/01;36/02	22080	3	28,52/01;20,32/02	23023	4	34,35/01;27/02	24291	4	36/02
18755	10	1/02	22082	4	4,17,19/02	23030	6	34,40,42,51/01;27/02	24292	4	44/01;36/02
18758	6	35/02*	22083	5	19/02	23051	9	47/01	24293	6	6,32,36/02
18760	6	N41,N43,N51/01;N1,N8, N16,N23,N34,N35/02	22087	2	34/01	23071	3	37/01	24294	22	6,36/02
18761	2	N41/01;N20/02	22090	2	34,38/01;30,32/02	23101	5	34/01	24311	4	27/02
18762	15	41/01;20/02	22100	3	28,36,52/01;20,32/02	23102	6	34,50/01	24312	4	27/02
18763	9	41/01;20/02	22101	19	28,36,52/01;16,20,32/02	23115	3	35/01;27/02	24319	1	46/01
18765	15	18*,25/02	22111	4	34/01;32/02	23121	7	48/01;30/02	24320	4	46/01;27,28,34/02
18766	7	34,41,51/01;25/02	22120	3	46/01*;8,18,23,30,34, 36/02	23122	8	23,30,33/02	24322	6	28,34/02
18768	4	N34,N41,N51/01;N25/02	22121	9	39,43/01;1,6,8,17,23,30, 34,36/02	23127	4	N24/02*	24375	2	32/01;34/02
18769	2	N41/01;N1,N20/02	22124	2	32,46,52/01;17,34/02	23128	4	N24/02*	24376	1	32,52/01
18772	46	41/01;20,25/02	22125	1	40/01;18,36/02	23129	2	N24/02*	24380	2	35/02
18773	38	42/01*;4,8,18,20,23, 25/02	22126	1	36/02	23131	7	50/01;26,31/02	24388	2	35/02
18774	10	35/02*	22130	2	1/02	23141	7	35/01;34/02	24404	8	14,21,26,35/02
18775	2	N41/01;N20/02	22138	2	31,52/01;8,18/02	23145	3	35,40,42/01	24406	30	20,26/02
19002	9	N42,N44/01;N23,N25, N37/02	22140	2	32,37,52/01;1,4,30,34, 36/02	23150	10	48/01;1,20,37/02	24408	21	4,14,36/02
19004	36	46/01*;23,25,35,37/02	22142	2	32,37,38,52/01;1/02	23153	8	52/01;20,31/02	24423	2	6,8/02
19007	16	42/01	22143	3	39,52/01;6,8,17/02	24000	39	51/01;27,29/02	24430	5	35/01
19008	4	42/01	22160	2	37/01;4,30,34/02	24004	36	40,46/01;5,7,29,30/02	24444	2	6/02
19009	4	42/01	22170	3	13*,30/02	24008	42	40/01;7,02	24450	3	31,34,36/01;6/02
19010	16	42/01;23,25,37/02	22172	7	32,37,41/01;8,10,17,27, 30/02	24012	40	6/02	24452	7	31,34,36/01;16,26/02
19013	16	44/01;25/02	22173	35	32,37,45,52/01;8,17, 30/02	24016	53	48,51/01;30/02	24460	4	15,17/02
19320	16	23,27,35,37/02	22178	2	30/02	24020	47	46/01;27/02	24462	5	15/02
19324	22	27,35/02	22180	2	30,34/02	24024	46	34/01	24463	6	24/02
19327	10	23/02	22181	16	36/01;17,27/02	24028	6	42/01*;23/02	24465	6	15,23,33/02
19330	9	6/02*	22182	6	7,8,30,34/02	24050	11	34,37,38,42,51/01;27,31, 34/02	24469	1	20/02
19339	1	N25,N35/02	22183	3	39/01;20/02	24052	15	48,50/01;31,37/02	24471	8	28/02
19340	26	25,35/02	22190	2	30/02	24053	16	48,50/01;24/02	24480	1	38/01;14,17,25,27/02
19341	9	7/02*	22205	2	14,16/02	24055	6	37/02	24482	2	24/02
19347	17	25/02	22221	20	42,45/01;20/02	24057	4	34/01;31/02	24483	2	48/01;20,24/02
19350	11	27/02	22222	1	45/01	24058	2	35/01;31,32,37/02	24484	3	24/02
19351	9	25/02	22259	4	40/01;20/02	24060	2	37,51/01;34/02	24490	3	52/01;24,31/02
19357	21	22,37/02	22262	3	46/01	24080	5	29/02	24491	3	31/02
19360	1	N37/02	22263	1	45/01	24091	6	43/01;26/02	24492	20	31/02
19366	36	13*,31/02	22264	2	40,45/01;20/02	24092	14	26/02	24501	3	52/01;14,17,27/02
19367	37	22,31/02	22275	3	40,45/01;20/02	24100	5	27,29/02	24504	7	38,52/01;17/02
19369	5	22,31/02	22282	17	19/02	24101	3	37/02	24508	2	38,52/01;18,19/02
19379	1	N44/01;N25/02	22283	3	N19/02	24102	3	37/02	24509	2	31,37,52/01;17/02
19380	14	44/01;25/02	22290	4	40,45/01;20/02	24110	3	27,29/02	24510	2	38,52/01;17,18,19/02
19381	8	25/02	22293	15	31,40,45/01;20/02	24120	9	47/01	24512	3	38/01;25,29/02
19385	7	20/02*	22294	15	31/01	24121	10	47/01	24517	2	18,19/02
19387	9	N25/02	22331	2	N30,N39/01	24130	14	40,47,48/01;24,29/02	25001	7	42/01*;9,12,17,19/02
21014	72	38,45/01	22335	4	30/01	24131	8	48/01	25017	5	35,41/01;9,12/02
21017	50	28/01;23/02	22341	9	1,19/02	24132	13	10/02	25018	9	9,42*,46/01;9,12/02
21020	42	31/01;23/02	22342	9	19/02	24140	18	46/01;4,32/02	25400	1	23,26,35/02
21023	41	28,38/01;5,34/02	22343	1	N45/01;N1,N19/02	24149	1	32/02	25480	1	47/01;20/02
21026	47	29,38/01;5,13/02	22347	5	N19/02	24150	27	40,46/01;6,27,29,30, 32/02	25481	25	47/01;4,26/02
21033	46	28,52/01;14,20,32/02	22351	1	N28,N30,N45/01	24151	4	29,32/02	25482	16	47/01
21141	23	38/01	22352	6	28,30,39/01	24152	2	30/02	25483	20	52/01
21182	34	1/02	22360	2	30/01	24153	6	10,30/02	25484	23	11/02*
21301	13	1/02	22361	2	N30/01;N7/02	24154	12	10/02	25485	45	23,26/02
21384	3	31/01;23/02	22370	2	30/01	24156	2	22/02	25524	43	49,51/01;11,33/02
21401	20	40/01	22371	5	46/01;7,02	24159	1	27/02	25526	2	49,51/01;11,19,33/02
21441	27	47/01;1,34/02	22375	1	N19/02	24160	21	40,43/01;6,27,28/02	25527	31	51/01;11,33/02
21483	1	51/01	22379	1	N46/01	24161	11	33,35,36,48,49/01;11,	25528	5	21/02
21489	1	13/02	22381	1	N19/02	24162	9	27/02	25550	2	17,19,24/02
21500	1	5/02	22395	2	4,19/02	24162	9	33,35,36,39,48/01;1,4,11, 22/02	25563	50	17,33/02
21510	1	29/01;13/02	22405	6	30/01	24166	6	10,27/02	25565	7	33/02
21520	1	5/02	22406	1	N1/02	24171	19	35,43/01	25566	27	17/02
21521	14	5/02	22407	1	N30/01;N1/02	24172	4	35/01	25567	16	19/02
21524	3	31/01	22409	4	N30,N45/01	24172	15	36,48/01	25570	3	52/01;19,31/02
21529	1	14/02	22410	32	30,34/01;4,7,11/02	24180	15	36,48/01	25575	4	52/01;4,31/02
21540	36	5/02	22411	1	N46/01**	24200	14	6/02	25600	47	35,38/01;24/02
21563	3	37/01	22412	2	34/01;7/02						

## SECTION I

NM 37/02

**CHARTS AFFECTED BY NOTICE TO MARINERS**  
**NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
 \* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
25601	34	10,17,19,20/02	27080	4	46/01*;1,5,20/02	35167	3	35/02	37110	11	29,37/01;6,12,13,15,17, 18,19,24,27,28,29/02
25607	4	24/02	27081	6	37/01	35169	2	35/02	37115	2	29,37/01;6,12,13,15,17, 18,19,27,28,29,33/02
25608	21	10,17/02	27082	6	38/01;9,18/02	35170	4	33/01	37119	2	36/01
25609	5	46/01;30/02	27083	39	52/01	35180	6	37,38/01	37120	2	28,37,48,49/01;1,12,13, 15,19,24,27,29/02
25611	22	46/01	27084	4	30/01	35205	3	33/01	37121	11	37/01;12,13,15,24,27,29, 31/02
25613	2	5,14,30/02	27085	65	30/01	35210	3	40/01;29/02	37122	12	36,37,40/01
25640	40	28/02*	27087	3	35/01*	35230	3	40/01;29/02	37123	9	19/02
25641	26	5*,30/02	27100	2	30/01;31/02	35236	2	7/02	37125	15	15,19,24/02
25644	12	38/01	27120	4	40,44,47/01	35295	3	27/02	37126	8	37/01;15/02
25645	17	15/02*	27130	2	33/01	35298	7	27/02	37127	11	28/01
25646	7	N38/01	27141	5	30,33,37/01	35299	9	8,12/02	37129	6	28/01
25649	18	41,45/01;18,30,35/02	27142	5	37,43/01	35300	17	12/02	37139	8	18,23/02
25650	33	22*,30/02	27146	2	33/01	35301	6	48/01;12/02	37140	33	36,37,38,48,49/01;1,15, 17,19,21,22,24,27,29,31, 35/02
25663	27	19/02*	27160	2	33/01	35308	5	8,12/02	37141	29	37,38,48/01;20,21,23, 36/02
25668	18	15*,16/02	27161	4	33/01	35310	2	12,22/02	37147	15	37,38,48/01;13,21,35, 36/02
25670	41	26/02	27163	21	37/01;9/02	35330	2	4,12,22/02	37148	13	37,48/01;17,21,35/02
25673	15	28/02	27183	8	30/01;5/02	35350	2	7/02	37150	8	38,48/01;13,16,21,22, 31/02
25677	19	4,21/02	27186	8	5/02	35390	2	12/02	37161	14	38,48/01;13,18,21,22,31, 34/02
25681	15	41/01;4/02	27206	18	30/01	35400	11	8,12,30/02	37162	12	11,12,15,16,17,18,26/02
25683	17	32,37,45/01;30/02	27222	11	31/01	35402	3	50/01	37163	19	11,13/02
25687	11	12,15,35/02	28004	1	30,33,47/01;5,20,23/02	35405	2	50/01;8/02	37164	4	15/02
25689	9	39/01*	28006	1	37/01	35420	13	12,24,30/02	37165	2	28,37,47,48,49/01;1,5,8, 9,15,17,18,20,21,34, 36/02
25700	3	8,12/02	28050	3	12,28,34/02	35421	14	31/02	37166	2	37,38/01;8,11,12,15,16, 17,18,26/02
25710	2	8,12/02	28051	2	38/01	35423	6	31/02	37170	11	48/01
25720	3	8,12,33/02	28110	2	15/02*	35424	3	30/02	37180	20	48/01;21/02
25723	40	8/02	28120	1	46/01	36005	2	6,7,12,13,14,15,17,24,27, 28,34,36/02	37182	14	48/01;35/02
25724	3	8/02	28130	1	46/01	36010	27	1,8,12,16,19,20,22,24/02	37183	9	48/01
25800	3	24,36/02	28140	1	28/01	36015	2	13,17,24,27,36/02	37200	15	39,40/01;18/02
25803	16	12/02	28150	3	28/01	36040	16	12,19,30/02	37202	2	13,18/02
25841	9	8,10,24,36/02	28154	2	28/01	36060	17	8,12,16,19,31/02	37205	2	39/01
25842	10	8/02	28162	29	44,47/01;28/02	36081	16	12/02	37221	13	37,47,48,49/01;1,5,8,9, 11,12,15,16,17,18,20,21, 24,25,27,28,34,36/02
25845	9	8/02	28164	17	47/01;28/02	36106	12	28/01;13,21,22,24,36/02	37222	13	37/01;15,27,28/02
25848	25	8/02	28165	19	47/01	36142	6	24/02	37223	14	37/01;20,21,22,23,24, 27/02
25849	13	8/02	28170	1	38/01;4/02	36143	4	18,34/02	37224	15	37/01;15,16,17/02
26001	4	30,37,38/01	28190	2	44,47/01	36160	10	47/01;13,20,24,34/02	37230	14	37/01;26/02
26050	1	47/01;13,34/02	28196	4	44/01	36162	10	47/01;13,20,35/02	37234	11	47/01;15/02
26060	1	37/01	28197	4	44/01	36163	13	47/01;20,31,34,35/02	37235	11	15/02
26066	12	37/01	28210	2	33,35/02	36164	7	40/01;18/02	37241	17	13,16,17,18,26/02
26068	11	30*,31,33,35,37/01	28220	2	35/02	36165	6	1,17,18,20,22,24,28, 36/02	37242	10	13,15,20/02
26070	2	46/01	28221	18	33,37/02	36167	2	1,24/02	37244	11	28,49/01;1,8,11,16,17,18, 26/02
26083	14	29/02	28223	4	38,42/01;35/02	36180	23	13,17,20,21,22,36/02	37255	11	15/02
26100	4	30/01	28260	30	40/01;35,37/02	36181	18	17,20,21,22,36/02	37261	10	15,28/02
26122	29	46/01	28261	10	43/01	36182	6	13,20,36/02	37264	3	30/02
26125	3	47/01	28263	3	35,37/02	37000	22	11,23,28/02	37265	3	18,24/02
26127	21	47/01;5/02	28264	3	35,37/02	37005	16	17,18,23/02	37266	3	29/01
26128	50	5/02	28265	3	37/02	37010	23	37,38,48/01;15,16,17, 18,23,26/02	37267	15	30/02
26129	11	4,26/02	28281	32	40/01;36/02	37032	2	9,12/02	37274	17	13,16,17,18,26/02
26130	20	47/01	28282	2	35/02	37034	2	43/01	37275	18	38,48,49/01;9,12,15,20, 30/02
26140	2	8/02	28300	1	47/01;23/02	37041	15	17,20,27/02	37276	12	12,15,16,21/02
26142	10	8,24,33/02	28302	16	51/01;31,33/02	37042	5	17/02	37277	13	28,38,47,49/01;1,9,12,15, 20/02
26143	10	8/02	28310	2	23,31,33,35/02	37043	17	13,17,20/02	37278	14	37,38/01;5,8,13,21,24, 27/02
26145	10	8/02	28320	6	47/01;33/02	37044	16	31,32/01;14/02	37279	15	37/01;15,16,17/02
26147	31	8,10,13/02	28321	36	29/02	37045	11	31,32/01	37280	14	37,47/01;6,18,24,25/02
26148	4	8,13/02	28323	2	47/01;27,29/02	37046	8	31/01;21,31/02	37281	18	38,48,49/01;1,9,12,15, 21,25,28,30/02
26150	1	47/01	28325	2	47/01;27,29/02	37047	6	31,32/01;14/02	37282	11	15/02
26190	2	30/01	28330	2	28/01;27/02	37048	11	31,32/01	37284	17	13,16,17,18,26/02
26210	2	24,36/02	29015	5	2,22/02	37049	8	31/01;21,31/02	37285	4	15/02
26219	5	30/01	29040	3	52/01	37049	6	31,32/01;14/02	37286	10	15,28/02
26220	6	47/01	29104	4	47/01	37050	9	31,37,43/01;18,26/02	37287	14	37,49/01;1,8,11,16,17,18, 26/02
26224	32	31/01	29121	5	33/01;32/02	37060	3	13,17,21,31/02	37288	15	37/01;15,16,17/02
26229	11	17/02	29122	5	31/01;32/02	37061	15	36/02	37289	15	30/02
26230	12	43/01;17/02	29124	1	31/01	37063	21	7,16,21,28,36/02	37290	16	29,31,37/01;12,18,26,27, 28/02
26237	3	30/01	29127	4	31/01	37064	8	17/02*	37292	4	15/02
26240	7	30/01;23/02	29128	4	33/01	37065	7	19/02*	37293	8	14,18,34/02
26244	3	30/01	35000	26	11,13,23,24/02	37070	3	7,21,31/02	37294	2	37/01;11,12,34/02
26245	16	31,43/01	35008	21	43/01	37070	5	22/02	37295	2	37/01;11,12,34/02
26259	2	44/01	35009	19	15/02	37070	30,33,34/02	37296	3	29/01	
26260	5	12,24/02	35011	2	N33/01;11/02	37070	23	18,20,21,28/02	37297	15	30/02
26280	7	8,23/02	35016	17	33/01;12,29/02	37070	9	13,28/02	37298	4	15/02
26282	6	31/01;8,02	35031	3	12,22/02	37070	8	20,22/02	37299	10	15,28/02
26284	3	8/02	35032	16	12/02	37075	3	7,21,31/02	37300	3	29/01
26290	1	8/02	35036	21	28/01;1,13,17,19,24,30, 36/02	37079	5	22/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26300	6	31/01	35040	18	50/01;21/02	37081	23	18,20,21,28/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26303	4	13/02**	35041	8	21,35/02	37082	9	13,28/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26305	4	13/02**	35042	9	21,27/02	37083	8	20,22/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26306	14	31/01;8/02	35044	9	48/01	37084	9	49/01;20,22/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26308	4	31/01;8,15/02	35047	5	13,35/02	37089	12	21,28/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26309	26	31,35/01;8,17/02	35060	14	18,22/02	37090	8	37,48,49/01;7,14,27, 32/02	37300	16	29,31,37/01;12,18,26,27, 28/02
26320	5	31,42,43,50/01;5,8,12,15, 24,27,28,29,35/02	35080	16	18,22/02	37095	3	29,37,43/01;13,14,15,17, 18,19,24,27,29/02	37300	16	29,31,37/01;12,18,26,

## SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 28/01 THROUGH NM 37/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
37363	8	11/02	44048	11	39,40,43/01;8/02	44367	2	15,16,18,20,22,25,26,29,	53011	2	37,49/01
37380	2	29,31,36,37/01;12,15,17, 34/02	44049	9	38,39/01;18/02			35,37/02	53031	1	42/01;12,13,17,18,19,21, 22,27,28,30/02
37400	10	36/01;9,15,28,34/02	44050	21	38,39/01;8,18/02	44400	4	36,37,38,39,43/01	53060	14	37,43/01;12,14,15,17,18, 19,21,22,27,28,30,32/02
37401	9	48/01;9,28,32/02	44051	1	32,43/01	44401	7	13/02*	53061	10	43,49/01;14,19,28,30/02
37402	7	29,48/01;28,32/02	44053	1	36/01	44410	4	38,39/01	53064	6	33/02
37403	23	43,49/01;12,24/02	44057	5	38,48,49/01;8,13,21, 25/02	44420	6	39,43/01;5,36/02	53065	2	48,49/01;33/02
37420	1	43/01;9,12,34/02	44061	21	39,49/01;8,18,21/02	44430	2	32,33,43,51/01;4,6,16,17, 28/02	53066	2	12,33/02
37421	8	43/01	44062	8	8/02	44444	6	31/02	53081	8	29/01;15,21,30/02
37441	4	43/01;9,12,15/02	44063	8	49/01;13,21/02	44461	10	33,39,51/01;4,6,8,12,16, 17,19,28/02	53082	13	36/01
37443	2	29/01;9,12/02	44064	19	39/01;8/02	44462	4	39/01;4,6,8,19/02	53083	8	40/01;18,19/02
37445	1	12/02	44065	7	48/01;5,11,15,16,20,25, 30/02	44463	9	30,33,36,39/01;4/02	53084	6	48/01;17,18,24/02
37461	9	44/01	44066	10	16,20,27/02	44465	2	33,39/01;4,6,8,12,16,17, 19,28/02	53085	6	17,24/02
37463	6	41,44/01	44067	22	39,49/01;5,8,11,16,21,25, 29/02	44481	2	39/01;6,26,28,31/02	53086	8	20/02
38030	1	9,10,20,21/02	44068	11	36,P49/01;11,13,17,18, 20,24,26/02	51002	7	13/02*	53088	7	33/02
38031	6	37/01	44069	16	36,47,P49/01;1,5,9,11, 13,16,18,20,21,24,29, 31/02	51007	22	34,44/01	53093	2	20/02
38105	N12/02		44070	7	49/01;9/02	51013	4	34,44/01	53100	16	40,43/01;13,18,19,21,24, 28,33/02
38106	5	12/02	44071	4	9/02	51017	31	46/01;37/02	53101	7	33/02
38107	1	12/02	44072	4	5,21/02	51022	11	46/01;37/02	53104	2	20,35/02
38108	N12/02		44073	2	5,21/02	51041	3	30/01	53105	20	37/02
38109	N12/02		44075	4	47/01;5,9,11,16,17,21,29, 31/02	51081	10	30/01	53106	6	19*,20,24/02
38110	N12/02		44076	3	18,25/02	51100	7	33,42,43,44/01	53107	16	35/02
38111	7	37/01;18/02	44077	4	9/02	51103	10	29*,33/02	53110	1	29/02
38112	2	N18/02	44078	4	5,21/02	51104	1	29*,33/02	53111	2	31/02
38113	6	37,38/01;18/02	44079	4	47/01;5,9,11,16,17,21,29, 31/02	51109	5	33,44/01	53120	14	13,18,20,21,27,28/02
38114	4	37/01	44080	9	38,47,49/01;8,15,16,17, 20,24,25/02	51115	1	38,44/01	53122	3	20,29/02
38115	6	37/01	44082	11	37,39,48,49/01;6,11,15, 16,17,18,21,24,25/02	51142	2	34,36,38/01	53125	2	36/01
38116	4	N37/01	44083	8	33,39,41/01;10,15,21/02	51143	4	14/02*	53130	1	27/02
38117	8	12/02	44084	1	33,39,41/01;6/02	51144	3	14/02*	53133	3	6/02*
38118	2	36/01;4,17,21/02	44085	2	37,49/01;21,25/02	51145	2	34,38/01	53135	2	20/02
38119	2	36/01	44100	7	36,37,40,48,49,P49/01;1, 11,13,15,16,17,18,24,25, 26/02	51146	3	38,40/01	53141	5	42/01;20,24,34/02
38120	1	20/02	44105	2	35,37/01	51150	1	34,36,38/01	53147	3	42/01;36/02
38121	2	9/02	44120	7	37,48,49/01;6,11,15,16, 17,18,21,26,27,28,29, 31/02	51155	1	34,38/01	53149	2	31/02
38122	3	9/02	44120	7	36,37,40,48,49,P49/01;1, 11,13,15,16,17,18,24,25, 26/02	51160	20	34,38,43,44/01	53160	14	20/02
38123	2	10/02	44120	7	35,37/01	51164	18	42/01	53161	8	37,47/01
41000	2	33/01	44120	7	37,48,49/01;6,11,15,16, 17,18,21,26,27,28,29, 31/02	51165	8	42,43/01;25/02	53162	6	32,40,41,47/01;15,20,33, 37/02
41060	3	34/02	44120	7	37,48,49/01;6,11,15,16, 17,18,21,26,27,28,29, 31/02	51166	3	N25/02	53164	9	32,40/01;20,37/02
42141	3	32/01	44140	8	30,33,39/01;4,6,16,26,27, 28,29,31/02	51167	6	42,43/01	53166	1	37,47/01
42580	5	28/01	44140	8	30,33,39/01;4,6,16,26,27, 28,29,31/02	51220	8	33/02	53180	10	37,43/01;2,33,34/02
42620	5	12/02	44160	7	32,37/01	51225	3	51/01;27/02	53181	4	42/01;2,34/02
42740	5	2,12,34/02	44161	2	30,37/01;29/02	51240	2	33/02	53182	4	36/02
42742	3	2/02	44163	1	43/01	51260	4	33,46/01;37/02	53183	13	19*,35/02
42760	5	2,12/02	44165	1	32/01	51263	23	37/01	53184	5	39/01;1,32,35/02
42762	3	N12/02	44178	2	21/02	51300	4	27/02	53200	6	46,49/01;2,3,33,36/02
43030	24	35,39,40,47,48,49/01;1, 11,25,28/02	44179	2	30/01	51320	3	47/01;12/02	53201	6	35,45/01
43040	6	2/02	44180	6	32,35,37/01;18,20,24,29, 34/02	51341	23	41,42,44,46/01	53203	11	3/02
43140	4	17/02	44181	5	37/01	51344	2	46/01	53204	10	3/02
43145	4	17/02	44182	4	30/01;21/02	52039	3	46/01	53206	6	17/02
43150	2	N17/02	44183	6	32,44/01	52043	21	33/01	53220	6	37,46,49/01;2,36/02
43160	6	17/02	44184	9	37/01;21/02	52045	6	33/01;36/02	53225	5	37/01;29/02
43161	2	17/02	44185	7	37/01	52046	21	46/01	53226	2	36,49/01;15/02
43164	3	17/02	44186	2	43/01;21/02	52051	1	41/01	53242	12	36/01;2/02
43220	3	43/01	44187	2	32,35/01;21/02	52052	1	41/01	53244	2	2/02
43225	4	17/02	44192	1	30/01;21,29/02	52060	16	32/01	53262	7	22/02
43281	6	20/02*	44193	1	30/01;26/02	52061	2	32,46/01	53263	1	37/02
43284	4	16/02	44200	9	35/01;20,24,29,34/02	52062	7	42/01	53268	4	22/02
43285	5	15,16/02	44203	1	35/01;20,24,33/02	52080	14	32,42,44/01	53269	5	19/02
43300	5	15/02	44204	1	5/02	52082	3	41/01	53279	3	32/01;9/02
43301	4	15/02	44220	5	43/01	52084	2	41/01	53281	4	31/02
43321	6	30/02	44221	1	43/01	52085	3	41/01	53282	8	35,37/01
43323	4	30/02	44243	2	36/01;25/02	52086	2	32,32/01	53283	4	33/02
43324	4	30/02	44260	7	36/01;29/02	52088	2	34/01	53284	4	33/02
43360	21	39,47/01;17,28/02	44280	9	29,34/02	52120	12	32/02	53285	4	32/01;35/02
43371	13	22/02	44286	1	32/01	52121	8	41/01	53287	6	32,37/01;20,27,35/02
43372	4	22/02	44310	5	20,29/02	52122	14	41/01*	53290	1	35/02
43374	1	22/02	44313	1	27/02	52125	1	41/01*	53301	4	27/02
43384	1	37/01	44319	2	38,43/01;21/02	52140	6	33,42,43,44,46/01	53303	6	49/01
43385	1	35,43/01;5,27/02	44320	4	35,36,37,38,43/01;13,23, 29/02	52141	5	44,46/01	53306	2	21/02
44000	16	39/01	44321	6	13,19,22,23,29,32/02	52142	2	42,43/01	54040	3	43,46/01;37/02
44001	2	32,38,39,43/01	44340	11	36,45/01;13,16,20,21, 37/02	52144	5	41/01	54041	7	40,43,47/01;18,35/02
44015	8	32,38,39,43/01;28,31/02	44341	7	33/01;13,25,37/02	52160	7	36,42/01	54043	2	40/01;15,17,18,29/02
44030	7	20/02	44342	8	6,13,37/02	52161	14	42/01	54060	5	36,43/01;18,37/02
44036	5	28/02	44343	8	13,25,37/02	52164	2	32,34/01	54061	11	36,41/01
44037	5	40/01	44344	2	33,36,43/01	52165	2	32,34/01	54080	5	8/02**
44038	5	36/01;18/02	44352	2	33,36,43/01	52170	3	36,37,50/01;3/02	54081	3	13/02
44040	23	35,38,40/01;28/02	44360	9	33,45,50/01;8,16,20,21, 34,37/02	52172	2	31,11/02	54083	4	19/02
44041	7	43/01	44361	6	50/01;21,27/02	52180	14	37,42,43,50/01;2,21, 24/02	54085	2	42,46/01;18,19/02
44042	7	30,32,35,43/01;21/02	44361	6	50/01;21,27/02	52183	9	35/01	54090	2	28,33,36,43/01;18,19,20, 34/02
44045	6	35,40/01	44365	1	47/01	52184	3	35/01	54095	2	28,34,36,41,43,46/01;7,8, 10,18,19,21,34/02
44046	10	36,38/01;18/02	44366	1	34/02	52186	3	3/02	54100	4	8/02**
44047	22	40/01;8,26/02		</							

## SECTION I

NM 37/02

**CHARTS AFFECTED BY NOTICE TO MARINERS**  
**NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
 \* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	
54105	2	34,35,36,41,43,46/01;1,8, 10,16,17,18,19,20,21, 37/02	54404	4	19/02	56195	3	22/02*	62032	15	33,36,37,38,40,41,43,45, 51/01;13,16,18,23,29,32, 33/02	
54115	2	35,36,41,42,43,46,50/01; 10,11,16,17,19,37/02	54407	4	42/01;32/02	56220	4	42/01	62033	2	N33,N36,N37,N38,N40, N41,N43,N45,N51/01; N13,N16,N18,N23,N29, N32,N33/02	
54120	5	35,36,41,42,43/01;1,15, 16,17,18,19,20,37/02	54413	3	31/02	57029	9	34,40/01	62040	5	13/02	
54125	2	28,30,31,32,35,36,41,42, 43,50/01;7,8,15,16,17,18, 33,37/02	54416	5	7/02	57035	10	46/01	62046	2	13/02	
54131	2	28,31,32,37,42,44,46/01	54418	4	42/01;32/02	57143	6	33/01	62050	6	18/02	
54140	7	30,31,33,35,36,41,42, 50/01;15,16,17,18/02	54421	6	32,40/01;6,7,28/02	57161	4	31/02	62080	5	40/01	
54151	1	38/01/7,14,15/02	54422	4	19/02*	57170	1	33/01	62090	7	40/01;2/02	
54160	14	8/02**	54424	1	40/01*	57180	6	33/01	62092	7	2/02	
54161	12	16,17,19/02	54425	1	29/01*	57380	3	34,40/01	62093	7	2,16/02	
54165	2	45/01;33,37/02	54430	1	35,42/01;26,28,37/02	57381	12	34/01	62095	2	2,3,16/02	
54167	2	17,19/02	54440	4	41,42,43,44/01;7,30/02	57400	4	35/01	62097	5	46/01*	
54168	1	37/02	54441	6	41/01;30/02	57460	4	35,40/01	62098	6	41/01*	
54169	3	42/01;8,16,37/02	54443	5	40/01;14/02	57471	3	34/01	62100	6	38,40,41,44/01;2,4,12/02	
54180	6	28,30,33,34,35,42,46/01; 7,8,10,19/02	54464	5	7/02	57480	8	40,46/01	62110	9	30,51/01;2,4/02	
54195	2	47/01;11/02	54480	8	35,41,49/01;22,30,36/02	57482	12	34,40/01	62120	6	46/01;11/02	
54200	4	34,46/01;7,8,10,11,13, 21/02	54481	8	41,43,49/01;22,30,36/02	57484	19	46/01	62121	9	31/01;11/02	
54201	6	31,34,47/01;13,21/02	55001	4	6,18,29,36,37/02	61000	20	33,46,51/01	62130	2	46/01	
54220	5	47/01;7,10,13/02	55040	4	35,42,43/01;13,15,18,23, 27,28,31,32/02	61015	8	17/02	62140	1	34/02	
54222	4	28,29,30/01;21/02	55041	7	42,43/01;15,22,32/02	61018	4	45/01;18,24/02	62142	10	24,28/02	
54223	2	31/01;13,21/02	55042	1	35,41,43,48/01;18,21,27, 28/02	61020	2	17,28/02	62143	3	32,43,48/01;24,28/02	
54224	2	28,31,40/01;13,21/02	55043	2	41,42,43/01;21,23,27,28, 37/02	61021	3	45/01;18/02	62144	3	43/01;24/02	
54225	2	28,29,30/01;21/02	55044	5	28,41,43/01;22,23/02	61036	8	8,27/02	62162	2	39,44/01	
54226	2	33,46,47/01;7/02	55045	2	41,42/01;18,21,23/02	61040	6	51/01	62172	3	31/01	
54227	2	46,47/01;7/02	55046	4	28,41,43/01;14,21,22,23, 26,27,30,31,37/02	61050	4	33,51/01	62177	3	42/01	
54240	11	8/02**	55047	8	45/01;22,23,26,27/02	61111	12	51/01;12/02	62188	3	52/01	
54260	3	8/02**	55048	12	35,41,42/01;6,23,27,32, 36,37/02	61112	10	14,17/02	62191	14	47,52/01;22,29/02	
54266	2	29,33/01	55049	6	34,45,49/01;22,27,30/02	611120	4	12,28/02	62193	17	17*,19,31/02	
54279	3	N33,N39,N43/01;N20/02	55050	3	34,41/01;4,23,37/02	61130	3	12,28/02	62194	8	17*,18,19,31,36/02	
54280	10	11,14,15,20/02	55051	8	34,41/01;29,36,37/02	61140	5	12,27/02	62195	6	43/01;22,36/02	
54281	6	39,43/01;20/02	55052	3	48/01;24/02	61150	4	46/01;12/02	62220	8	47/01;8/02	
54283	5	37/01;8,19,20/02	55053	2	42,48/01;9,12,24,29/02	61150	2	13/02	62222	4	44/01	
54286	4	14,19/02	55054	2	9/02	61150	3	43/01;12/02	62225	3	17*,37/02	
54287	7	7,9/02	55055	7	48/01;6,9,12,18,29,36/02	61170	5	13,27/02	62230	2	39,44,48,52/01	
54288	5	9/02	55056	7	34,41/01;4,7,23,24,29, 37/02	61171	10	13/02	62241	10	40/01	
54289	8	36/01;7,9,19/02	55057	2	34,41/01;4,7,23,24,29, 37/02	61172	6	13/02	62250	4	32,43,48/01;34/02	
54300	12	43/01;8,11,13,14,31/02	55058	2	48/01;36/02	61180	4	20,27/02	62270	4	28,32,43,48,49/01;37/02	
54301	4	43/01	55059	2	32/01	61182	2	13/02	62271	5	37/02	
54302	1	8,11,13,14,31/02	55060	7	19,20,36,37/02	61191	8	12,13/02	62285	2	42/01;26/02	
54303	4	8/02	55061	2	45,6,9,26,33,36/02	61200	7	17,21/02	62288	2	49/01	
54314	2	47/01;13/02	55062	7	6,9,33,36,37/02	61210	6	17/02	62290	3	30,36,38,40,42,48,49, 51/01;2,11,26,37/02	
54318	3	38,45,47/01;5,19,02	55063	2	30,32/01;13,27/02	61220	5	17/02	62292	2	42/01;24/02	
54320	4	31,35,38/01;7,13,20/02	55064	1	32/01;27,36/02	61240	7	18/02	62295	3	30,42,51/01;2/02	
54322	7	38,49/01;5,13,19,20/02	55065	4	34,46/01	61250	4	18/02	62302	2	44/01	
54324	8	38,45/01;19/02	55066	2	30/01	61310	2	33/02	62310	2	6,27/02	
54327	4	36/01;20,31/02	55067	2	49/01;4,6,7,24,28,29, 37/02	61311	5	17,33/02	62313	4	17*,27/02	
54329	4	37/01;5/02	55068	2	6,18,24,28,29/02	61312	3	17,33/02	62330	2	31/01;14/02	
54330	2	46/01;5/02	55069	1	7,29/02	61400	2	27/02	62340	3	30,31,33,34,46/01	
54332	3	31/01	55070	2	41,44,48/01;9,12,18,29, 31,36/02	61410	2	14/02	62343	3	28,51/01	
54333	3	5/02	55071	1	49/01;24,28/02	61420	2	14/02	62350	3	28/01	
54334	3	35,46/01;7/02	55072	2	32/01	61430	1	14/02	62355	6	28,51/01	
54335	3	36/01	55073	1	49/01;24,28/02	61433	1	14/02	62360	5	36,37/01;18/02	
54337	3	36/01;19,31/02	55074	2	30/01;9,33/02	61440	2	14/02	62361	2	N36,N37/01;N18/02	
54338	2	36/01	55075	2	30/01;12,27/02	61450	2	46/01;14,17,27/02	62366	3	37/01	
54339	8	37/01;7,17,31/02	55076	1	37/01	61450	2	15/02	62387	2	40/01	
54340	8	31,36/01;19/02	55077	1	41,42/01;1/02	61451	8	4/02	62388	2	40/01	
54341	4	32/01	55078	4	29,40/01	61452	6	4/02	62391	4	40/01	
54343	10	36/01;14,19/02	55079	6	40,41/01;22/02	61453	2	38/01	62392	7	14*,18/02	
54344	6	36/01;14,19/02	55080	6	22/02	61454	8	4/02	62393	7	34,37/02	
54346	8	14,19/02	55081	3	38,43/01;22/02	61455	2	17/02	62394	10	34,37/02	
54351	7	32/01	55082	2	29,40,41/01	61456	2	15/02	62395	2	34/02	
54352	3	31,35/01	55083	8	42/01;33/02	61457	1	38/01;15/02	62400	17	36,37,39,41,42,47,49/01; 23,24,33/02	
54360	12	35,43/01;15,19,20/02	55084	1	2,14,21/02	61458	5	14,18/02	62401	9	33/01;11/02	
54363	3	35/01;15,19,20/02	55085	6	41/01;14/02	61459	4	14,18/02	62402	9	2,5,6,15,17,20/02	
54365	6	32/01;15,19,36/02	55086	3	40,41,42/01;33/02	61460	2	15/02	62403	5	37,41,49/01	
54366	3	15/02	55087	2	40/01;33/02	61461	5	14,18/02	62404	3	33/01	
54367	3	15/02	55088	19	40/01	61462	4	28/02	62406	2	38/01;8,24,33/02	
54368	4	20/02	55089	16	36,40/01	61463	11	28/02	62408	7	11,15/02	
54369	4	35,43/01;13,15/02	55090	2	7,31/02	61464	4	28/02	62409	6	2/02	
54372	2	20/02	55091	13	35,42,47/01;P1/02	61465	3	17/02	62413	11	33/02	
54380	6	31,35,41,42,01;5,19, 26/02	55092	56103	6	18,30/02	62000	20	44/01;18/02	62416	14	36/01
54382	9	35,41,42,43,45/01;26/02	55093	56104	2	42,47/01;P1/02	62001	4	28,30,32,40,48,51,52/01;	62419	6	33/02
54386	10	35,36,43/01;7/02	55094	56120	12	42,44,48/01;1/02	62024	13	30,31,46/01;13,14/02	62420	5	51/01;33,37/02
54387	7	35,41,42,43,48,50/01;6, 23/02	55095	56141	6	45/01	62028	15	28,30,31,40,46/01;5,8,12, 18/02	62421	9	39,45/01;17,27/02
54389	8	6/02	55096	56160	6	35/01	62431	8	26*,27,37/02	62422	15	40/01;4,25,31,34/02
54400	8	42,49/01;1,5,7,20,32/02	55097	56161	2	N42/01	62433	12	15,30,31,34/02	62434	9	12/02*
54403	4	42/01;6,22/02	55098	56160	3	28,42/01	62435	9	32/02	62440	7	33,41/01;5,15,17,20/02
54403	4	42/01;6,22/02	55099	56191	2	28,42/01;18/02	62441	10	28,34/01;16,36/02			

## SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 28/01 THROUGH NM 37/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
62442	6	45/01	63111	9	31,32,36,38,43,51/01;17,25/02	71265	2	36,38,49/01;1,7,18,20,21,23/02	73552	4	9,25,34/02
62444	2	37,41,42,49/01;1/02	63120	2	32,41,47/01	71271	10	46/01;23,25,30,34/02	73570	7	34/02
62446	3	47/01	63121	5	41,47/01	71272	10	23,30,34/02	73581	4	16/02
62448	2	45/01;2,23/02	63150	1	14,15,25,31/02	71273	2	14/02	73590	6	16,31/02
62449	4	15/02	63200	5	41,43/01	71275	3	43,48,49/01;13,23,35/02	73601	3	12,15,17,24,26,31,34,35/02
62451	7	45/01;2,21,23/02	63201	9	43,48/01	71285	3	46/01;2,7,23,25,30,34/02	73610	4	26,31/02
62453	3	25,33/02	63205	2	41,43/01	71295	2	46/01;25,26,30,34/02	73631	4	36/02
62455	7	39,45,51/01;17,27/02	63220	5	46/01*;26/02	71305	2	28,30,32,48/01;9,14,31,34/02	73640	5	23,36/02
62456	1	39/01;27/02	63230	6	17/02*			34,36/02	74000	6	45/01;10,12,24,36/02
62457	5	37,51,52/01;5,6,17,20,21,24,36/02	63231	8	31/02	71312	5	45/01	74002	2	36/01;2,13,14,18,25,27,28,35/02
62459	2	33/01	63233	15	31/02	71313	8	45,51/01	74003	5	2,22,25,28/02
62460	4	6,24,31,33/02	63240	4	36/01*	71314	5	45/01	74004	2	28/01;12,13,18,35,37/02
62462	1	41,49/01;1/02	63250	6	14*,29/02	71315	2	30,44/01;14,27,31,34/02	74005	2	32/01;9,13,18,19,31,34,35/02
62463	1	41,49/01;1/02	63252	1	48/01	71320	1	28,45/01;35/02			
62464	2	15*,31/02	63260	5	41,43/01	71325	8	28/01	74006	2	26,31/02
62480	1	33,36,37,38,41,43/01;13,15,18,23,30,31,33,37/02	63270	7	31,42,43/01	71330	13	35/02	74007	1	36/02
62490	1	28,34,40,43,45,51,52/01;2,4,12,16,18,25,29,31,32,33/02	63271	8	41,42,49/01;19/02	71340	11	34/01;18,19,22/02	74008	6	32/01;9,15/02
62498	4	12*,23,25,27,31/02	63280	3	52/01	71348	3	36/01;18,35/02	74009	10	3,9,20,22,25/02
62499	4	15*,25,27,31/02	63290	7	38,43,47,52/01;19,31,32/02	71350	8	31,34/01;15,18,20/02	74012	10	52/01;17,20,22,26,37/02
62510	2	36,37/01;6,23,31,33,34/02	63291	9	38,43,47,48/01;19,33/02	71400	5	11/02	74015	10	52/01;20/02
62512	2	N36,N37/01;N6,N23,N31,N33,N34/02	63320	8	38,40,42,44,45,51/01;30/02	71402	1	18/02	74017	4	3,12,17,18,37/02
62515	2	14,26/02	63321	6	38,40,42,44,45/01;30/02	71410	1	41,45/01;11/02	74020	4	16,17,33,37/02
62520	5	33,38,41/01;5,6,7,13,15,17,20,30,31,37/02	63322	2	45,49/01;30/02	71420	1	46,47,48/01	74021	7	10,13,14,20,33,35/02
62521	3	N33,N38,N41/01;N5,N6,N7,N13,N15,N17,N20,N30,N31,N37/02	63324	1	6/02	71425	1	47/01	74024	7	31/02
62530	5	43,51/01;7,31,33/02	63330	9	27/02	71430	2	18/02	74030	6	10,28/02
62531	3	N43,N51/01;N7,N31,N33/02	63337	15	27,31/02	71440	1	22,25/02	74042	1	28/01;6/02
62540	6	17*,18,21,23,25,26,29,31,32/02	63383	5	44,48/01	71460	1	15,20,25/02	74053	2	10,28/02
62541	3	N17*,N18,N21,N23,N25,N26,N29,N31,N32,N34/02	63388	5	44,48/01	71465	1	20/02	74054	2	28/02
62550	2	33,41/01;7,13,30/02	71005	1	28,32,43,46,48,49,50/01;7,9,34/02	71470	2	15/02	74071	4	12/02
62560	3	45,48/01;2,21,23,25,29/02	71006	5	32/01;8/02	72000	8	40,41/01;4,31,32,35/02	74151	9	4,10,20,24,27,36/02
62570	4	17*,21,23,25,26,31,32,33,34,36/02	71009	3	50/01;9/02	72007	10	41,49,51/01;6,30,36/02	74152	11	14,36/02
62580	3	40,45/01;2,4,14,23,26,32,33/02	71012	3	44,45,46,48/01;19,33/02	72014	10	45/01;12/02	74153	2	4,14,36/02
62590	2	28,34,40/01;4,9,12,16,28,29,36/02	71015	4	48/01	72021	8	31,36/02	74162	4	10,36/02
62591	3	N28,N34,N40/01;N4,N9,N12,N16,N28,N29,N36/02	71018	10	52/01;2,5,9,10,15,33,35,37/02	72028	7	46,01;4,5,15,31,34/02	74171	4	33,36/02
63000	13	33,40,42,44,49/01;5,12,27,28/02	71036	8	40,41,46/01;9,11,35/02	72035	8	41,44,48/01;16,31/02	74172	5	2,36/02
63005	18	31,36,38,40,41,42,44/01;4,15,25,31/02	71040	5	44,47/01;27,34/02	72040	3	11/02	74181	8	52/01;2,11,13,23,28,33,35,37/02
63010	14	41/01;26,29,31/02	71042	1	44/01;34/02	72050	4	48/01	74182	12	52/01;1,3,5,11,13,23,24,25,26,28,33,35,37/02
63015	11	31,41,43/01;31/02	71043	2	25/02*	72060	8	43,46/01;32/02	74183	11	28/01;11/02
63020	15	44/01;27,31/02	71044	1	44/01;27/02	72070	4	46,01;8,11,32/02	74184	10	10,13,23,24,28,33,35,37/02
63040	2	12/02*	71045	2	32/01	72075	2	8,20/02	74186	7	28/01;11,18,34/02
63050	2	40,41/01;5,12,17/02	71046	2	23,36/02	72080	7	8,20/02	74190	7	2,13,22,23,26,35,36,37/02
63053	4	12*,14/02	71071	5	45/01;15/02	72085	2	6,8,30/02	74191	2	19,22,24,26,35/02
63054	3	19*,31/02	71081	3	32/01;16/02	72094	2	51/01;29/02	74192	3	5,24,26,28,35/02
63055	2	51/01*;5,14,29/02	71140	6	45/01;33/02	72100	7	35/01;29/02	74200	8	36/01;1,5,14,18,21,27,28,37/02
63060	7	41,48/01;5,12,25,28,32/02	71180	29	51,52/01;2,8,10,33,37/02	72101	6	45/01	74201	9	27/02
63062	7	31,32,41,44,47,48,49/01;5,18,28,29/02	71182	2	51/01	72103	2	35/01;29/02	74202	3	14,16,21,24/02
63063	9	31,32,40,41,49/01;5,27,29/02	71183	13	32/01;32/02	72105	2	51/01;36/02	74204	5	36/01;1,13,14,21,24,27,37/02
63065	6	18/02	71185	24	34/01;5,8,13/02	72107	2	35/01;12,15,27,29/02	74205	2	16,24,25/02
63070	3	40/01;20,27,28,29/02	71186	2	34,36/01;5,8,13/02	72110	9	12,15/02	74206	2	8,24,34/02
63080	5	33,42,48,49/01;1,26,27,28,31/02	71210	18	36,45,46/01	72201	8	48,49/01;5,9/02	74210	7	36/01;12,25/02
63090	8	41,42,44,46/01;25,31/02	71211	4	45,46/01	72203	2	29,37,41,46,48/01;16/02	74220	8	36/01;1,6,11,13,17,23,25,26,35/02
63091	4	33,41,42,44,48,51/01;26,27,32/02	71212	1	46/01;18/02	72211	6	37,41/01	74221	2	36/01;11,13,35/02
63092	4	41,51/01	71220	3	45,48/01	72223	8	44,45,48/01	74229	2	5,6,11,17,22,23,33,37/02
63100	2	31,40/01;4,15/02	71223	8	47/01;17/02	72231	8	52/01;31/02	74230	7	11,13,28/02
63101	15	40,41,42,44,46/01;14,17,19/02	71247	18	28,32,52/01;20,21/02	72234	2	43,52/01	74231	7	39/01;1,5,6,19,23,35/02
63102	19	32,40,41,45,46,52/01;14,17,19,26/02	71248	1	N18*,N20,N35/02	73000	9	52/01;26/02	74232	9	2,9,15/02
63103	17	32,40,41,43,45,52/01;14,17,26,29/02	71249	2	35/02	73004	4	24,30/02	74234	1	2/02
63104	4	32,36,38/01	71251	11	20,35/02	73020	9	29/01;3,25/02	74240	8	4,9,15,34/02
63105	2	37,43/01;9/02	71253	10	14,21,35/02	73022	4	13/02	74251	8	4,15,17,23,25,26,31,32,34,37/02
63106	5	37,43/01;9/02	71255	5	37,43/01;9/02	73030	4	4,20/02	74252	9	19/02
63107	2	37,38,43/01;4,8,9,15,18,21,23,28/02	71257	2	37,38,43/01;4,8,9,15,18,21,23,28/02	73032	4	47/01;4,25/02	74253	6	4,11,15,17,19,23,25,27,32/02
63108	5	37,38,43/01;4,8,9,15,18,21,23,28/02	71258	2	28,43/01;4,9,15,18,20,21,28,35/02	73034	2	5,13/02	74256	9	32/01;15,25/02
63109	4	32,36,38/01	71261	8	2,13,35/02	73036	3	45/01	74261	9	32/01;15,17,18,19,28/02
63110	4	32,36,38/01	71261	8	2,13,35/02	73037	4	29/01	74265	2	32/01;4,11,15,17,18,19,25,31/02
63111	4	32,36,38/01	71261	8	2,13,35/02	73040	4	29/01	74270	3	28/01;1,9,18,19,26,31/02
63112	4	32,36,38/01	71261	8	2,13,35/02	73041	2	51/01;18/02	74271	9	28/01;9,19,28/02
63113	4	32,36,38/01	71261	8	2,13,35/02	73042	7	26,32/02	74272	7	26,32/02
63114	4	32,36,38/01	71261	8	2,13,35/02	73043	5	32/01;1,18,19,31/02	74273	5	32/01;1,18,19,31/02
63115	2	31,34,35/02	71261	8	2,13,35/02	73044	2	31,34,35/02	74285	2	31,34,35/02
63116	5	32,36,38/01	71261	8	2,13,35/02	73045	4	15,22,24/02	74286	2	15,22,24/02
63117	15	40,41,42,44,46/01;14,17,19/02	71261	8	2,13,35/02	73046	1	27,34/02	74287	2	27,34/02
63118	19	32,40,41,45,46,52/01;14,17,19,26/02	71261	8	2,13,35/02	73047	5	13,18,26/02	74289	5	13,18,26/02
63119	17	32,40,41,43,45,52/01;14,17,19,26/02	71261	8	2,13,35/02						

**CHARTS AFFECTED BY NOTICE TO MARINERS**  
**NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
 \* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
74295	3	18,22/02	76030	9	9,12,24/02	91010	6	29/02	92420	4	35,39/01;11/02
74296	4	27,34/02	76041	2	28/01;2/02	91020	5	35,37,38,39,40,43,45, 48/01;10,19,21,22/02	92440	4	35,39,40,47/01
74310	2	9/02	76050	8	38/01;24/02	91025	8	40,41,47/01;7,10,21, 22/02	92450	3	38,40/01;7,21/02
74320	3	32/01;35/02	76052	8	35,44,52/01;1,8,12,15, 21/02	91030	3	32,34,35,38,40,41,43, 47/01;7,10,11,21/02	92460	1	38/01;11/02
74330	3	15/02	76054	5	9/02	91040	1	32,43,48/01;10,11/02	92470	3	39,40,47/01;19,21/02
74340	3	15,27/02	76056	3	38/01	91080	4	38,48/01;11,21/02	92490	2	45,47/01
74350	4	25/02	76070	9	35,38,42/01;4,9,12,23, 35/02	91081	1	38/01	92520	2	28,45,47/01
74380	4	2,3,9,22,32/02	76071	9	38/01;4,23,35/02	91096	1	48/01;21/02	92529	3	28,47/01
74391	3	15/02	76080	8	42/01;3/02	91120	3	41/01	92550	1	40,45/01
74392	7	16,22,25/02	76081	7	38/01;9,12/02	91140	4	41/01	92560	4	45,51/01
74393	9	12,16,18,19,25,28,31/02	76083	3	40,42/01	91160	3	36,41/01	93006	2	41/01;21/02
74394	2	3,12,18,19,28,31/02	76090	6	2,9/02	91170	2	28,30,31,41,48/01	93010	6	48/01;15,17,22,27/02
74410	3	16,20,25/02	76110	5	23/02	91175	2	36,41/01	93018	8	30,48/01;9,27/02
74440	3	32/02	76120	6	6,22,23,25/02	91180	1	22/02	93020	2	42/01;15,24/02
74450	3	21,22,26/02	76121	8	4,9/02	91240	5	41,44,45,47/01;7,10/02	93022	4	6,18/02
74455	3	9,19,21,23/02	76140	7	2/02	91247	5	41,45/01	93030	6	42/01;6,18/02
74460	4	21,22,26,37/02	76141	8	36/01;4,14,19/02	91280	7	29,32,37,39,42,45/01;19, 22/02	93032	3	46/01
74465	2	9/02	76146	1	2,8/02	91286	10	13,20/02	93046	1	9/02
74485	3	16/02	76147	1	2/02	91289	19	13,19,20/02	93047	2	31/01
74491	4	6/02	76150	6	35/02	91292	4	42/01	93048	1	28/01;35/02
74492	7	6,16/02	76151	7	5,22/02	91294	8	29,32,34,37,39,42/01;10, 14/02	93101	2	N24,N34/02
74493	3	6,16/02	76161	10	9/02	91297	9	29,32,34,39,42/01;10, 14/02	93110	2	41/01*,22,24/02
74494	2	5/01	76170	7	29/02	91300	3	29,37,38,40,48/01;10,21, 22/02	93113	2	30/01;19/02
74510	2	14,16,17,33,35,37/02	76171	10	39/01;9/02	91309	4	29/01;13/02	93117	2	19/02
74515	4	10,13,14,20,28,33,35/02	76180	1	2,4,6,18,22,23/02	91314	3	40/01	93160	4	15*,27,34/02
74517	3	10,13,18,20,21/02	81001	1	47/01	91326	2	40/01	93180	7	27,34/02
74521	3	28/02	81002	6	18/02	91330	1	40,44/01	93200	4	44/01;9,26,27/02
74527	2	28/02	81023	5	18/02	91331	3	37,38,39,40,48/01;10,11, 21/02	93220	6	44,47/01;17,27,34/02
74530	2	28/02	81048	8	36/01;14/02	91338	2	39,40/01	93240	11	44/01;17,34/02
74535	2	31/02	81054	12	44/01;14,29/02	91340	3	32,35,40,43,45,47/01;11, 19,21/02	93243	6	48/01
74545	3	28/02	81063	5	2/02	91340	3	32,35,40,43,45,47/01;11, 19,21/02	93245	6	44/01
74555	3	10,34/02	81077	5	45/01	91360	2	32,35,38,41,48/01;11/02	93247	4	26/02
74560	10	14,23,28,32/02	81080	13	22/02	91380	2	32,34,41,43/01	93260	8	44/01;27,31/02
74581	9	9,13,20,26,32,34,36/02	81327	4	45/01	91380	2	32,34,41,43/01	93261	5	44/01;31/02
74582	9	3,9,13,18,26,28/02	81345	3	45/01	91390	4	29/01;13/02	93385	6	6,18/02
74583	15	26,32,34/02	81711	6	23/02	91400	2	32,43/01;10/02	93404	6	6/02
74584	5	4,18,22,25,32,34/02	81715	4	23/02	91407	2	43/01;10/02	93420	4	18/02
74590	2	10,28/02	81717	1	35/02	92010	3	34,40,45/01;19/02	93440	4	18/02
74591	7	10/02	82015	13	22/02	92020	2	45,47/01;19/02	93460	7	6/02
74595	2	28/02	82020	7	22/02	92025	3	32,34,37,39,40,41,43, 47/01;10,11,13,21/02	93610	3	28,29,46/01
75001	3	9,23/02	82030	8	39/01;12,18/02	92030	4	32,34,35,37,38,39,40,41, 47/01;7,10,11,19,21/02	93650	2	30,46/01;19/02
75010	7	16,18/02	82071	6	36/01	92033	5	28,37,45,52/01	93710	3	39,41,42,43,46/01;14, 26/02
75025	9	14,22,23,36/02	82200	2	49/01	92040	2	40/01	93721	5	29,42,48/01;1,5,8,9,20, 22,26,32/02
75035	18	10,21,24,36/02	82242	1	35/02	92050	1	32,43/01	93725	6	20/02
75051	6	13,16/02	82244	5	35/02	92060	3	40,47/01;21/02	93726	4	29,47/01;26/02
75052	2	13,16/02	82253	7	49/01;35/02	92061	3	40,41/01;21/02	93730	3	33,34,46/01;6,21/02
75120	2	16/02	82304	5	31/01	92070	3	41,43,47/01	93733	13	33,42,43/01;1,5,6,17,21, 22,26,32/02
75130	16	7,16,18,21,27,31,34/02	82374	9	22/02	92090	2	32,41,48/01	93734	11	33,42,43/01;1,6,17,22,26, 32/02
75131	7	18,20,28/02	82377	2	22/02	92110	3	48/01	94016	2	40/01;12,23,33,35/02
75132	11	31/02	82580	2	19/02	92115	1	34/01;13,15/02	94028	7	31,33,37,41/01;7,8,9,13, 14,23,25/02
75134	3	7,23,27,33/02	82646	2	48/01;19,33/02	92120	3	43/01;5/02	94033	5	47,51/01
75142	5	4,8,15,21,28,36/02	82649	5	42,48/01;3,18,20,33/02	92200	3	45/01;10,19/02	94040	13	29,30,33,48/01;30,37/02
75143	4	4,12,15,20,28,32,33, 36/02	82683	4	45,48/01;6,18,33/02	92210	3	18*,19/02	94042	9	30,32/01
75144	3	20,31,33,36/02	82689	3	5,6,18/02	92214	4	45/01;3,19/02	94060	10	28,29,39,42/01;2,5,27,29, 30,33,37/02
75150	5	13,16/02	82690	10	6,18,19,20/02	92216	3	23/02*	94061	5	30,31,34,42/01;1,2,5,19, 33,35/02
75160	6	6,22,23,24/02	83020	8	7/02	92230	3	45/01	94063	4	32,41/01;29,33/02
75171	22	32,52/01;5,8,10,12,14,17, 18,22,27,31,32,33,36/02	83021	1	25,27/02	92240	3	45/01	94067	10	30,43,48/01;33/02
75173	9	32,52/01;8,10,12,14,17, 20,25,31,32,33,36/02	83024	2	42/01	92242	2	45/01;3/02	94080	7	28,30,31,33,35,40,41,48, 51/01;14,15,27,29,30, 33/02
75175	9	36,52/01;5,16,18,31, 33/02	83026	32	18/02	92260	2	45/01	94082	8	30,32,35,40,43,51/01;5, 13,14,25,27,30/02
75176	9	5,7,14,17,27/02	83034	1	39/01;12/02	92280	2	45/01	94083	12	51/01;5,13,17,25/02
75177	7	5,12,18,27/02	83039	11	9,12/02	92290	3	43/01;7,11/02	94084	1	28/01;5,6,13,23,25/02
75180	2	3/02	83252	8	18/02	92296	3	43/01	94084	1	28/01;5,6,13,23,25/02
75185	2	22/02	83253	2	18/02	92302	2	35/01	94120	6	35,51/01;12,19,21,33/02
75190	2	11,23/02	83255	2	42/01	92307	4	47/01	94122	7	31,32,34,51/01;19,30/02
75191	6	3,22,25,37/02	83382	9	48/01;20,25,27/02	92307	3	48/01	94123	9	32/01;12,21,33/02
75193	6	22/02	83383	2	48/01;20,25,27/02	92310	4	34,39,43,48/01;5,11, 13/02	94124	13	31,32/01
75207	2	36/02	83385	19	20,27/02	92320	4	41,43,48/01;7,10/02	94127	2	31/01;21,33/02
75208	2	14,26/02	83392	5	31/02	92330	3	32,41,43/01	94160	7	29,33,35,41,42,47/01;2,
75213	2	36/02	83393	2	N31/02	92350	4	47/01	94164	2	29,35/01;2,26,27/02
75215	2	1,36/02	83397	6	8,18/02	92356	2	47/01	94165	4	29,30,34/01;14,20,26/02
75220	12	10,14,36/02	83425	6	3,20,35/02	92360	3	48/01			
75222	8	1,18,22,35/02	83484	10	1/02*	92370	2	32,34,48/01			
75240	4	14,36/02	83495	7	42/01	92380	3	37,41,48/01;7,10,11/02			
75241	6	34,36/02	83500	1	9,12/02	92383	7	37,44,48/01			
75251	5	23,33/02	83560	3	9/02	92385	4	37,44,48/01;7,10,11/02			
75261	6	13,17,21,23,24,33,36/02	83570	2	39/01;5,24/02	92400	3	35,39,47/01			
75262	6	12/02	83572	1	24/02	92410	3	32,35,39,41,47/01;10,11, 14/02			
75263	9	17,32/02	83574	2	39/01;5,02						
75264	17	1,16,17,19,33,34,37/02	83580	2	12,24/02						
75265	2	13,17,20,21,24/02	83633	4	40/01						

## SECTION I

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 28/01 THROUGH NM 37/02

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;

\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
94180	9	34,39,42,46,47,48/01;26,32/02	95264	8	6/02	97060	8	33/01;9/02	97243	8	31,33,46/01;21,28,29,31,33/02
94187	3	32/02	95267	5	32,52/01;11,17/02	97061	3	33/01	97245	11	40,43/01;7,17,28,36/02
94188	2	34/01	95270	4	33,35,38/01;8/02	97062	12	44/01;8,9,27/02	97261	15	29,32,33,35,39,49/01;10,17,18/02
94201	1	34/01	95273	2	34/01	97063	1	45/01	97262	10	29,31,32,33,34,46/01;21,29,34/02
94203	10	28,46,47,48/01;22,26/02	95276	3	21/02*	97064	2	44/01;8,9/02	97263	10	33,46/01
94206	3	46/01;22,26/02	95280	9	36,51/01;2,17/02	97082	5	24/02	97266	5	29,31,32,33,35,39,46,49/01;10,17,37/02
94207	5	N28,N42,N46,N47/01;N26/02	95300	5	33/01;2,16/02	97083	3	9,24/02	97267	16	32,33,34/01;17,18,25,29/02
94208	6	N28,N42/01	95320	15	32,33/01;8,35/02	97100	4	29,36,51/01;20,28/02	97269	11	20/02
94216	6	31,40,41/01;27/02	95341	8	32,34,43/01;8,10,11,18,19/02	97101	1	36/01;28/02	97270	6	34/01;36/02
94217	4	30/02	95342	16	30/02	97104	4	51/01;8,10,20/02	97271	12	32,33,34,35,45/01;17,18,25,29,37/02
94218	3	35/01;30,36/02	96000	5	6,8/02	97105	3	51/01;8,10,20/02	97272	11	33,34,35,36,45/01;19/02
94219	1	34/01	96004	14	16,17/02	97120	6	29,33,36,39/01;2,15,22,28,31,37/02	97273	10	33,35/01;19,27,34/02
94220	4	46/01;22,26/02	96012	16	7,8,11/02	97140	17	36,39/01;2,10,15,22,33,37/02	97274	19	35,43/01;19,27,31,34/02
94280	5	32,41/01	96016	7	36,51/01;11,12/02	97141	5	13*,19,21/02	97276	1	27,29/02
94282	9	31,32,41/01	96020	4	6,7/02	97143	11	36,41/01;2,1,21,31/02	97277	11	33,34,39/01;10,17,27/02
94287	2	31/01	96024	3	6,7,8/02	97144	13	41/01;21,27,31,36/02	97279	9	34/01;27/02
94290	2	32/01	96028	5	33/01;6,7,8/02	97145	1	39,52/01;2,15,22/02	97285	6	34,42,43,44/01;10,19,23,27,31,34/02
94322	14	42,46/01	96032	3	40,48/01	97146	9	4/01	97286	6	42,43,44/01;10,11,21,23,25,27,31,34,35,36/02
94360	6	48/01;18,32/02	96039	7	16,17,30/02	97148	9	21*,23/02	97287	5	34,43/01;11,34/02
94361	13	41,43/01;18,32/02	96041	11	48,51/01;16,17,30/02	97149	20	41,45/01;25,34,35/02	97300	6	12/02
94363	4	31,41,42,46/01;32/02	96042	11	47,52/01;1,16/02	97150	13	41/01;34/02	97303	3	33,47,51/01;18,25/02
94420	3	31,47/01;5/02	96043	8	51/01;16/02	97151	16	41/01;31,35/02	97320	6	52/01;33/02
94421	10	31/01;15/02	96044	10	49,51,52/01;1,8,29,30/02	97152	8	37/02	97340	8	28/01;27,33/02
94423	12	19/02	96060	7	46/01	97153	7	31/02	97341	9	35/01;2,27,34/02
94427	2	N32/02	96080	6	46/01	97154	2	36/02	97342	14	28/01;27/02
95016	8	43,44/01;9,12/02	96100	2	46/01	97155	14	2,20,31,35,36,37/02	97343	12	37,38/01;27/02
95040	8	4/02	96120	6	46/01;30/02	97156	6	45/01;2,21,37/02	97345	2	28/01
95060	13	44,51/01;4,10,14,15,16/02	96130	2	46,09/02	97157	1	29/01;35,37/02	97360	6	39/01;20,23,27/02
95065	5	51/01;4,14/02	96140	5	46,49/01;30/02	97158	4	39/01	97380	7	39/01;21/02
95066	11	30,34,36,41,44,48,51/01;4,10,13,14,15,16,18,19,20/02	96141	4	32/01;9/02	97159	6	35,39/01;33/02	97381	7	34,39,49/01;27/02
95067	13	36,41,48,51/01;18/02	96181	5	32/01;9/02	97163	14	39/01;23/02	97383	16	28,32,33,34,49/01;31/02
95068	1	30,34,45,51/01	96200	5	36/01;8,9/02	97164	1	39/01	97384	4	35/01
95080	13	33,35,37,39,41/01;8,10,13,16,18,25,27,30,33/02	96240	4	36,51/01;8,11/02	97166	1	33/02	97385	10	28,32,34/01;31/02
95082	9	33,35,37,39,51/01;10,13,19,21,25,27,30,33/02	96300	4	11,12/02	97167	2	23,33/02	97387	2	28,33/01
95083	8	37,39/01;21,25,33/02	96320	4	12/02	97180	6	29,34,39,40,42,52/01;8,9,11,22,31,34/02	97389	1	45/01
95084	7	41/01;15,16,18/02	96340	4	52/01;12/02	97181	20	29,32,34,35,36,39,40,42,46,51,52/01;8,9,11,18,22,25,31,34/02	97390	5	28,33,34/01;7,31/02
95085	4	41/01;15/02	96441	1	43/01	97182	13	32,34,40,50,52/01;11,18,21,23,31,34/02	97391	26	31/02
95086	5	15/02	96460	2	30,45/01	97183	9	29,34,39,46/01;25/02	97392	5	39,49,52/01;21/02
95087	3	43,51/01;4,19,21,25,33/02	96480	3	33/01;6,7,8/02	97184	15	46/01;25,28/02	97396	14	51,52/01;7,18,21,36/02
95100	12	31,41,46/01;7,8,9,10,13,14,15,16,18/02	96500	6	33/01;6,8/02	97187	3	39,46/01	97397	7	32,52/01;3,8,18,25/02
95101	8	31/01;8,13,14,15/02	96521	3	N19/02*	97188	2	39,46/01;25,28/02	97398	3	51/01;21,25/02
95102	8	46/01;8,10,13/02	96600	4	33/01	97190	2	40,42/01;8,9,22,34/02	97400	3	25,26/02
95103	8	35/01;8,13/02	96621	5	33/01	97200	9	34,52/01;11/02	97410	8	33,44,45,49,52/01;11,21/02
95120	7	37/01;6,13,17,20,21/02	96640	5	30/01;6/02	97204	9	34,39,40/01;2,10,28,29/02	97420	17	29,32,33,34,35,36,38,40,43,46,51/01;8,9,21,34/02
95138	8	37,45/01	96645	1	26/02	97206	2	34/01;10,12/02	97421	13	36,45/01;20,35,36/02
95140	15	29,33,46/01;7,8,10,14,15,18,22/02	96760	4	33/01;5,7,29,35/02	97207	3	11/02	97423	2	45/01;20,35,36/02
95141	8	39,44/01;7,14/02	96763	7	52/01;29/02	97218	3	10,21/02	97425	6	32,33,34,35,36,38,40,43,46,52/01;10,34/02
95142	9	15*,18,19/02	96764	2	5,19/02	97219	4	51,52/01;1,10,12,21,25,31/02	97440	8	28,29/01;20,23,27/02
95143	11	36,37,39,45,51/01;4,15,18/02	96780	4	4,11/02	97220	3	33,35,36,39,40,42,43,46,47,50,51/01;2,7,8,21,24,31,37/02	97441	5	29,34/01;20/02
95144	9	33,37,45/01;8,10,19/02	96800	4	19/02*	97221	20	32,33,35,38,39,40,43,51/01;1,2,7,8,10,11,21,24,24,31,37/02	97446	7	29,40/01
95146	14	33,45,46,51/01;7,10,19,36/02	96840	3	6,19/02	97222	12	35,38,40/01;11,25,28/02	97461	9	33,40,42,43,49/01;4,5,21/02
95147	13	33,46,51/01;7/02	96860	3	6/02	97223	3	34,40/01;8/02	97465	9	31,33,36,38,40,42,43,49/01;5,21/02
95149	9	39/01;15,18,22,34,36,37/02	96880	4	51/01;7,8/02	97224	6	11,18,25,27/02	97466	2	31,42,46/01;5,25/02
95151	17	31,39,43,45/01;13,15,18,34,36,37/02	96900	4	5,7/02	97225	31	33,35,39,40,42,43,46,51/01;2,7,8,11,21,24,37/02	97469	10	36,40,42,43,52/01;7,26/02
95152	5	37/02	96901	3	5,7,19,27/02	97226	7	39/01;17/02	97471	5	N36,N42,N43,N52/01;N7,N31/02
95153	2	15,22,34,36,37/02	96902	2	30/01;5,7/02	97227	11	43,50/01;21,24/02	97472	8	42,43/01;6,7,34/02
95160	13	29,31,32,35,39,40/01;4,7,8,9,15,27/02	96904	2	5,27/02	97228	15	32,43,50/01;2,21,28,30/02	97473	7	5/02
95161	16	48*,51/01;4,27,31/02	96910	1	33/01;6,7,8/02	97229	12	35,36,37,38,41,47,51/01;2,7,8,18,24,27,31,36/02	97474	7	43/01;21/02
95162	2	33,39/01;20/02	96938	4	9/02	97230	18	35,36,39,40,41/01;2,29,36/02	97478	6	32/01;10/02
95163	2	44,46/01;27/02	96939	3	41/01	97231	11	10,21/02	97483	7	36,39/01
95167	10	46/01	96942	9	41/01	97232	8	31,32,35,39,47,51/01;4,15,20,25/02	97521	6	28/01;19/02
95169	2	4/02	96943	15	36/01	97233	11	31,32,36,46/01;31,33/02	800669	8	N41/01;N20/02
95171	1	37/01	96948	8	33/01	97234	17	32,46/01;29/02	800744	1	N22/02
95172	1	37/01	96949	21	31/01	97235	1	46/01	800778	2	N48/01
95173	1	15,16,17/02	96960	3	9/02	97236	20	46/01;31/02	801217	1	N36,N42,N43/01;N5,N6,N7,N21/02
95174	1	17/02	96962	4	34,36/01;19,30,35/02	97237	1	46/01	801885	3	N28/02
95176	2	39/01;16,20,31/02	97005	9	33,51/01	97238	1	46/01	801959	2	N46/01;N10/02
95177	1	44/01;18/02	97015	10	51/01	97239	11	31,32,36,46/01;31,33/02	802184	4	N38/01
95180	11	43/01;9,15,17,18,27/02	97021	7	31/01;2,16/02	97240	10	46/01;31,33/02	802202	8	N14,N23,N31,N35/02
95185	2	33,39/01;20,31/02	97026	10	23/02	97241	6	39,50/01	802260	5	N20/02
95258	4	36/01;12/02	97029	3	19/02						
95258	3	45/01	97043	2	33,46/01;17,23/02						

**SECTION I****NM 37/02****CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 28/01 THROUGH NM 37/02**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.			
802266	1	N47/01*			
803321	1	N45/01			
803404	2	N26/02			
804037	1	N28/02			
804059	2	N20/02			
804567	4	N17/02			
805647	2	N37/02			
807861	2	N27/02			
808528	1	N25/02			
809055	7	N33/01			
809310	9	N13,N18/02			
809679	2	N25/02			
809789	2	N48/01			

## SECTION II

NM 37/02

## NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS

Note: Underlining indicates that column in which a correction has been made or new information added.				Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date				
REGION 1								
11XHA11315 (7642014010221)	Espirito Santo Bay to Carlos Bay including San Antonio Bay and Victoria Barge Canal (New edition due to numerous general changes)	40,000	<u>30</u>	<u>6/02</u>	NOS	1-92	37/02	
11XHA11355 (7642014010227)	Catahoula Bay to Wax Lake Outlet including the Houma Navigational Canal (Not shown on index) (New edition due to numerous Notice to Mariners corrections and general changes)	40,000	<u>24</u>	<u>6/02</u>	NOS	1-92	37/02	
11XHA11514 (7642014010268)	Savannah River to Brier Creek  (Not shown on index) (New edition due to numerous general changes)	20,000	<u>26</u>	<u>7/02</u>	NOS	1-92	37/02	
12XHA12205 (7642014010357)	Cape Henry to Pamlico Sound including Albemarle Sound  Inset: Rudee Inlet (Not shown on index) (New edition due to numerous Notice to Mariners corrections and changes in hydrography)	80,000	<u>27</u>	<u>7/02</u>	NOS	1-92	37/02	
12AHA12261 (7642014010321)	Honga, Nanticoke, Wicomico Rivers and Fishing Bay with continuations (Continuations not shown on index) (New edition due to numerous Notice to Mariners corrections)	40,000	<u>28</u>	<u>7/02</u>	NOS	1-92	37/02	
12AHA12274 (7642014010323)	Head of Chesapeake Bay  Continuation of Bird River (Continuation not shown on index) (New edition due to numerous Notice to Mariners corrections)	40,000	<u>33</u>	<u>7/02</u>	NOS	1-92	37/02	
12ACO12280 (7642014386360)	Chesapeake Bay (LORAN-C)  (New edition due to numerous Notice to Mariners corrections and changes in hydrography)	200,000	<u>3</u>	<u>7/02</u>	NOS	1-92	37/02	
12XHA12343 (7642014010381)	<u>Hudson River-New York to Wappinger Creek</u>  <u>Continuation: Hudson River</u> (New edition due to changes in hydrography)	40,000	<u>18</u>	<u>6/02</u>	NOS	1-22,93	37/02	
16BCO16606 (7642014011290)	Barren Islands (LORAN-C)  (New edition due to various general changes)	77,062	<u>11</u>	<u>6/02</u>	NOS	1-95	37/02	
16BCO16681 (7642014011291)	<u>Seal Rocks to Gore Point (LORAN-C)</u>  (New edition due to numerous general changes and changes in hydrography)	83,074	<u>10</u>	<u>7/02</u>	NOS	1-60,95	37/02	

Price Categories effective 1 October 2001

A	17.50	E	8.75	G	4.25	I	25.75
D	10.50	F	8.75	H	2.25	R	2.25

CHS Canadian Hydrographic Service

DS Distribution Limited

GPO Government Printing Office

NOS National Ocean Service

\* Not for sale or reproduction outside U.S.A.

To locate the nearest NOS Sales Agents in your area, go to - <http://acc.nos.noaa.gov/Naut/NautAgents.html>

Note: New editions cancel former editions. They include corrections published in the Notice to Mariners prior to the effective date of the new editions and/or important corrections from other sources. Mariners are warned against the use of obsolete charts and publications as new editions contain information essential to safe navigation; however, such new editions are not valid until their availability is announced in the weekly Notice to Mariners.

## NAVIGATION PUBLICATIONS

**SAILING DIRECTIONS CORRECTIONS**

<b>PUB 120</b>	<b>2 Ed 2001</b>	<b>LAST NM 35/02</b>
Page 3—Line 12/L; insert after:		
<b>Submarine Operating Areas</b> (NIMA)	<b>29</b>	<b>37/02</b>

Page 24—Line 44/R; insert after:

**Quarantine**

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS Seaports web site.

**Austalian Quarantine and Inspection Service**

<http://www.aqis.gov.au/shipping>

The QPAR details the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival. Vessels that do not submit a QPAR will not be given formal quarantine clearance to enter port.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

(Aus Annual Notice No. 9 of 2002) 37/02

Page 29—Line 14/R; insert after:

**Submarine Operating Areas**

Australian submarines may be encountered by day or at night while operating in any of the waters off the Australian coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

Australian escort vessels fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are exercising in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged in an exercise area at a depth too great to show the periscope may show the following pyrotechnic or smoke candle signals:

1. White smoke candles (with flame), yellow smoke candles, or yellow and green pyro flares indicate the submarine's position in response to a request from a ship or aircraft or as required.

2. Red pyro flares (may be accompanied by smoke candles repeated as often as possible) indicate that the submarine is carrying out emergency surfacing procedure. Vessels should keep clear and must not stop their propellers. Vessels must also standby to render assistance. If the red pyro flare signal is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted.

White smoke candles burn for up to 15 minutes; they emit white smoke and flame and can be seen day and night. Caution is necessary as they can be easily confused with the smoke and flame of aircraft marine markers and floats.

Yellow smoke candles burn for about 5 minutes; they emit yellow smoke. They can be seen more easily in rough weather than the white smoke candles, but they cannot be seen at night.

**Navigation Lights**

Australian submarines have their masthead and side lights placed well forward and very low over the water in proportion to their length and tonnage. In particular, some submarines can only show a forward masthead light in calm confined waters. Other submarines may have the forward masthead light situated lower than the side lights. In addition, the main masthead light may be situated well forward of the midpoint of the submarine's length.

The stern light may be placed very low, and may, at times, be partially obscured by spray and wash. In some cases, the stern light will be well forward of the aft part of the submarine and will not give a true indication of the submarine's length. The stern lights are invariably situated lower than the side lights.

The aft anchor light of a nuclear submarine is mounted on the upper rudder which is some distance astern of the hull's surface waterline. Hence, care must be taken to avoid confusing the submarine with two separate vessels of less than 50m in length.

The overall arrangement of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface and the fact that some submarines are nuclear powered dictates particular caution when approaching such vessels.

Nearly all Australian submarines are fitted with an amber quick-flashing light situated 1 to 2m above the main steaming light. This additional light is for use as an aid to identification in narrow waters and areas of dense traffic. Australian submarines will normally exhibit this identification light under the above conditions and when entering or leaving a harbor at night.

Collins class submarines exhibit a very quick flashing yellow identification light (120 flashes per minute). This identification light should not be confused with an air-cushioned vessel operating in a non-displacement mode, which displays the same light.

**PUB 120 (Continued)****Sunken Submarine**

A submarine which is bottomed and unable to surface will try to indicate its position by firing candles giving off yellow or white smoke, either on the approach of surface vessels or at regular intervals. Yellow candles will be used as much as possible by day.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may have only a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which might appear to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste many valuable hours in investigating these false contacts.

Some Australian submarine pyrotechnics can be fitted with message carriers. If a message has been attached, the pyrotechnic will be fitted with a dye marker, giving off a yellowish-green color on the surface. Such a pyrotechnic should be recovered as soon as it has finished burning.

Collins class submarines are fitted with a Submarine Launched EPIRB (SERB), which will be described later in this section.

In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action. The sighting of any beacon should at once be reported by the quickest available means to the Rescue Coordination Centre Australia, the Navy, or the police. However, if vessels are unable to establish communications without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident. Every effort should be made to include in the report the serial number of the beacon; this number is affixed on top of the SERB.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping, as follows:

1. Until rescue vessels are known to be standing by.
2. Conditions inside the submarine deteriorate to such an extent that an escape must be attempted.

It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. Any ship finding a SERBN should not therefore leave the position but stand by well-clear ready to pick up survivors.

On arrival at the surface, crewmembers may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crewmembers may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crewmembers in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be safe.

If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

**Submarine Emergency Radio Beacon (SERB)**

The SERB is made of aluminum, colored orange, and is cylindrical in shape, with two whip aerials. The beacon is fitted with an automated transmitting unit, with a battery life of 48 hours, and operating on the following frequencies:

- a. 406.025 MHz—Cospas/Sarsat.
- b. 243 MHz—Military Air Guard.
- c. 121.5 MHz—Civil Air Guard.

**Submarine Launched Expendable Communications Buoy (ECB)**

This buoy is used for tactical communications between submarines and other warships/aircraft. It can, however, be fired in an emergency default mode, in which case it will transmit a SABRE tone on 243MHz Military Air Guard.

(Aus Annual Notice No. 8 of 2002) 37/02

**PUB 127 6 Ed 2000 LAST NM 34/02**

Page 115—Lines 31 to 34/R; read:

**Pilotage.**—Pilotage is compulsory; vessels are met about 4.5 miles E of South Head. The pilot vessel is equipped with a radiotelephone. Vessels should order pilots well in advance, radioing their ETA at least 24 hours in advance.

(25(2551)02 Wollongong) 37/02

**PUB 131 9 Ed 2000 LAST NM 33/02**

Page 107—Line 42/R; read:

river mouth, but it is liable to silt.

(25(29)99 Brest) 37/02

Page 107—Lines 43 to 45/R; strike out.

(25(29)99 Brest) 37/02

Page 109—Lines 49 to 51/R; strike out.

(16(17)01 Brest) 37/02

Page 127—Lines 3 to 4/L; strike out.

(BA NP 286) 37/02

Page 130—Line 23/L; insert after:

Entry prohibited areas, best seen on the chart, extend seaward from the breakwaters at Port de la Condamine. These

**PUB 131 (Continued)**

areas mark works in progress (2002). An anchorage prohibited area, shown on the chart, extends E from the entry prohibited areas. Two lighted mooring buoys are located at the SE limit of the area.

(14(18)00, 19(13)01 Brest) 37/02

Page 137—Line 26/L; insert after:

An area of works in progress (2000) is located between Banchina Nord and Pontile San Raffaele.

(15(1)00 Genova) 37/02

Page 138—Line 42/L; insert after:

The site of a historic wreck and its circular prohibited area is located 0.7 mile SE of Punta dell'Aspera.

(15(1)00 Genova) 37/02

Page 142—Line 16/R; insert after:

A marine farm, marked by buoys, is located 0.5 mile SSE of Lavagna.

(5(6)01 Genova) 37/02

Page 146—Line 7/L; insert after:

An area being reclaimed (2001), enclosed by a prohibited area, is located outside the E breakwater as shown on the chart.

(22(8)01 Genova) 37/02

Page 161—Line 48/L; read:

the islet. It is marked by a lighted beacon.

(28(15)99 Brest) 37/02

Page 162—Line 25/R; read:

group, is marked by a main light with racon. It is bordered to the NW by

(2(6)02 Genova) 37/02

Page 174—Line 29/L; read:

SE part. A main light, with racon, is shown from a prominent tower, 12m

(2(6)02 Genova) 37/02

**PUB 174 8 Ed 2000 LAST NM 33/02**

Page 48—Lines 17 to 20/R; read:

The wharf is flanked by two large mooring dolphins; the outer dolphins are detached but the inner dolphins are connected to the loading platform by catwalks.

**Pilotage.**—The harbor pilot boards in the anchorage area.  
(BA NM 25/02) 37/02

Page 53—Lines 15 to 19/L; read:

Pilotage is compulsory. Pilots board at the Fairway Lighted Buoy and should be requested, via the agent, 48 hours in advance. The vessel's ETA should be confirmed 72, 48, 24, and 12 hours before arrival.

A General Purpose Anchorage has been established 5 miles NW of Tanjung Keling. The depth was reported to be 19.1m (2001).

**Tanjung Keling** (2°13'N., 102°09'E.), the NW limit of  
(24(2431)02 Taunton) 37/02

Page 117—Lines 33 to 41/L; read:

Numerous small vessels and tugs cross the TSS at other than a right angle.

**Pilotage**

**9.2** Requests for pilotage service should be placed directly with the pilot service provider giving a minimum of 12 hours notice; the vessel's ETA at its pilot boarding area should be confirmed 2 to 3 hours in advance on VHF channel 20 (3 hours in advance if boarding at the East Johor Strait Boarding Ground). The following information should be stated:

- a. Vessel's name and call sign.
- b. ETA and pilot boarding location.
- c. Direction of approach - "arriving from the East" or "arriving from the West."

The Pilotage District, within the limits of the port of  
(BA NM 27/02, Section VI) 37/02

**PUB 175 7 Ed 2001 LAST NM 27/02**

Page 93—Lines 27 to 31/R; read:

A Service Wharf is located about 0.5 mile E of the Parker Point Ore Jetty. The approach to the wharf is marked by a range and has depths of 7.0m. The wharf is 70m in length and can accommodate vessels up to 175m in length, with drafts up to 7.2m.

(24(2449)02 Wollongong) 37/02

Page 122—Lines 1 to 5/L; read:

The Kwinana Bulk Terminal, situated about 0.75 mile NE of James Point, is approached by Stirling Channel. The North Jetty (Kwinana Bulk Berth 1) has a length of 195m, with a depth of 11m alongside. This berth is not currently in use (2002). The South Jetty (Kwinana Bulk Berth 2) has a length of 268m, with a depth of 12.2m alongside, and is an operating berth.

(25(2561)02 Taunton) 37/02

Page 122—Lines 1 to 6/R; read:

The Kwinana Bulk Jetty is situated about 0.5 mile S of the Kwinana Oil Refinery Jetty and has a jetty head of 480m, and a depth of 13.4m alongside. It has two berths. Kwinana Bulk Berth 3 is the N berth. The other berth is Kwinana Bulk Berth 4.

Kwinana Grain Jetty is situated about 1 mile SW of the Kwinana Bulk Jetty. The jetty head is 291m in length and dredged to a depth of 16.8m alongside.

(25(2561)02 Taunton) 37/02

**PUB 175 (Continued)**

Page 124:

Delete caption "**Fremantle—Outer Harbor—BHP Steel-works Jetties**" in top photograph and replace with caption "**Fremantle—Outer Harbor—Kwinana Bulk Terminal.**"  
 (25(2561)02 Taunton) 37/02

Page 174—Paragraph 413, lines 3 to 6; read:  
 entrance, and by buoys and Curtis Island Light. The inner harbor, westward of Eaton Point, had depths of about 8 to 10 feet in the middle and lesser depths along the edges. **North-east Passage**, with a depth of ...  
 (BP 174982) 37/02

Page 125:

Delete caption "**Fremantle—Outer Harbor—Bulk Car-go Jetty**" in top photograph and replace with caption "**Fremantle—Outer Harbor—Kwinana Bulk Jetty.**"  
 (25(2561)02 Taunton) 37/02

Page 188—Paragraph 104, lines 3 to 5; read:  
 and Johns Bay. In July-November 2001, the controlling depth in the approaches to the bridge was 4.1 feet, except for shoaling to less than one foot on the south side of the channel, west of the bridge. A submerged rock ledge is reported on ...

(CL 2014/01; BP 176171) 37/02

Page 126:

Replace caption of photograph with "**Fremantle—East side of Cockburn Sound-Piers in vicinity of James Point—Kwinana Oil Refining Jetty (foreground), Kwinana Bulk Terminal (center), and Alumina Refining Jetty (rear).**"  
 (25(2541)02 Taunton) 37/02

Page 197—Paragraph 310, line 5; read:  
 Using the chart and care, the project depth could be ...  
 (CL 969/02; BPs 177765-66) 37/02

Page 213—Lines 17 to 18/L; read:  
 the port and is fitted with radar.

**Winds—Weather**

(BA NM 24/02, Section VI) 37/02

Page 229—Paragraph 272, lines 11 to 13; read:  
 anchorage area is on the south side of the harbor. In March 2001, the controlling depth in the channel was 9.7 feet to the marina, thence depths of 7 to 10 feet were in the eastern half and 3 to 5 feet were in the western half of the harbor's anchorage area. A limited anchorage only for ...

(CL 735/01; BP 173988) 37/02

**PUB 192      7 Ed 2000      LAST NM 36/02**

Page 46—Line 26/R; read:  
**BID Dowsing Platform** ( $53^{\circ}34'N.$ ,  $0^{\circ}53'E.$ ), equipped  
 with a racon  
 (BA LL) 37/02

Page 235—Paragraph 405; strike out.  
 (CL 164/02; BP 176391) 37/02

**COAST PILOT CORRECTIONS****COAST PILOT 1      32 Ed 2001      Change No. 12      LAST NM 33/02**

Page 127—Paragraph 124, lines 3 to 4; read:  
 harbor bare at low water. Depths of 1.5 feet at the south edge to 9 feet near the center were available in the anchorage basin in the middle of the harbor.  
 (BP 176389) 37/02

Page 235—Paragraph 407, lines 3 to 4; read:  
 entrance. In 1998-October 2001, the controlling depth was 6.9 feet in the bar channel; thence 7.5 feet in the marked channel ...  
 (CL 536/02; BP 177065) 37/02

Page 137—Paragraph 84, lines 7 to 11; read:

and pleasure craft. An anchorage in the middle of Inner Winter Harbor had depths of about 8 feet. The Winter Harbor town pier and float landing, with approximately 8 feet alongside, are on the west of Guptill Point, just inside the entrance; water and electricity are available. A lobster pier with depths of about 7.8 feet alongside its ...  
 (BP 177660) 37/02

Page 239—Paragraph 497, lines 4 to 6; read:  
 Harbor at the north end of Gloucester Harbor. In September 2001, the controlling depth was 6.5 feet in the dredged section across the bar from Ipswich Bay to Wigwam Point, thence in 1997, greater depths in the ...  
 (CL 173/02; BP 176403) 37/02

Page 262—Paragraph 186, lines 1 to 2; read:  
 In October 2001, the midchannel controlling depth in the dredged channel was 35 feet to within 200 feet of the Malden Bridges, ...  
 (BPs 177517-18; CL 746/02) 37/02

Page 272—Paragraph 118, lines 5 to 6; read:  
 2001, the controlling depths were 3.7 feet in the east half and shoaling to bare in the west half of the channel in about ...  
 (CL 1654/01; BP 175428) 37/02

**COAST PILOT 1      32 Ed 2001      Change No. 13**

Page 16—Paragraph 413, lines 1 to 5; read:  
**CAUTION: DO NOT USE A NEW CHART OR PUB-**



COAST PILOT 2	31 Ed 2001	Change No. 15			
Page 129—Paragraph 17, line 1; read:			tower, ... (21/02 CG1; LL/01)		37/02
<b>Highland Light</b> (42°02'22"N., 70°03'39"W.), 170 feet above ... (21/02 CG1; LL/01)		37/02			
Page 130—Paragraph 26, lines 3 to 4; read:			Page 148—Paragraph 94, line 1; read: <b>Cuttyhunk Light</b> (41°24'52"N., 70°56'58"W.), 63 feet ... (21/02 CG1; LL/01)		37/02
west side of <b>Chatham Harbor</b> . <b>Chatham Light</b> (41°40'17"N., 69°57'01"W.), 80 feet above the water, is shown from a white conical ... (21/02 CG1; LL/01)		37/02	Page 152—Paragraph 156, line 2; read: (41°37'51"N., 70°41'39"W.), 74 feet above the water, is shown from ... (21/02 CG1; LL/01)		37/02
Page 133—Paragraph 88, line 1; read:			Page 152—Paragraph 156, line 2; read: <b>Canal Breakwater Light 6</b> (41°46'47"N., 70°29'23"W.), 43 ... (21/02 CG1; LL/01)		37/02
<b>Stage Harbor Light</b> (41°39'30"N., 69°59'04"W.), 42 feet ... (21/02 CG1; LL/01)		37/02	Page 158—Paragraph 288, lines 1 to 3; read: The bar and entrance channels are marked by buoys. The entrance channel is narrow and crooked. In June 2000, the bar and entrance channels had controlling depths of 7.1 feet over the bar and 5.5 feet (6.9 feet at midchannel) in the entrance. Depths over the bar ... (BP 173852; BPs 173855-56)		37/02
Page 138—Paragraph 167, line 3; read:			Page 179—Paragraph 69, lines 6 to 8; read: to Montauk Point. (LL/96; NOS/02)		37/02
<b>Sankaty Head Light</b> (41°17'01"N., 69°57'54"W.), 158 feet ... (21/02 CG1; LL/01)		37/02	Page 180—Paragraph 94; read: <b>Montauk Point Light</b> (41°04'15"N., 71°51'26"W.), 168 feet above the water, is shown from a white octagonal, pyramidal tower with a brown band midway of its height and a covered way to a gray dwelling. A fog signal is at the light. (21/02 CG1; LL/01)		37/02
Page 139—Paragraph 179, line 1; read:			Page 180—Paragraph 103; strike out. (18/02 CG1)		37/02
<b>Brant Point Light</b> (41°17'24"N., 70°05'25"W.), 26 feet ... (20/02 CG1)		37/02	Page 193—Paragraph 29, lines 4 to 5; read: Haven. The pilot boat OLYMPIC, has a white hull, red superstructure, and displays the word PILOT in ... (18/02 CG1)		37/02
Page 140—Paragraph 208, lines 3 to 4; read:			Page 196—Paragraph 57, lines 5 to 10; read: Haven. The pilot boat OLYMPIC, has a white hull, red superstructure, and displays the word PILOT in black letters. The boat monitors channel 16 and works on channel 11. Among other locations, the LISSPA pilot will meet a ship 3 miles south of Watch Hill, RI, in about 41°15'00"N., 71°51'30"W. (18/02 CG1)		37/02
distance to be a small island. <b>Cape Poge Light</b> (41°25'10"N., 70°27'08"W.), 65 feet above the water, is shown from a white conical ... (21/02 CG1; LL/01)		37/02	Page 211—Paragraph 300, lines 5 to 10; read: Haven. The pilot boat OLYMPIC, has a white hull, red		
Page 141—Paragraph 213, lines 1 to 2; read:					
<b>Prominent Features.—Edgartown Harbor Light</b> (41°23'27"N., 70°30'11"W.), 45 feet above the water, is shown from a white conical ... (21/02 CG1; LL/01)		37/02			
Page 143—Paragraph 12, line 1; read:					
<b>West Chop Light</b> (41°28'51"N., 70°35'59"W.), 84 feet ... (21/02 CG1; LL/01)		37/02			
Page 143—Paragraph 14, line 1; read:					
<b>East Chop Light</b> (41°28'13"N., 70°34'03"W.), 79 feet above ... (21/02 CG1; LL/01)		37/02			
Page 145—Paragraph 37, lines 2 to 3; read:					
Point, is a bluff with <b>Nobska Point Light</b> (41°30'57"N., 70°39'18"W.), 87 feet above the water, shown from a white					

**COAST PILOT 2 (Continued)**

superstructure, and displays the word PILOT in black letters. The boat monitors channel 16 and works on channel 11. Among other locations, the LISSPA pilot will meet a ship 3 miles south of Watch Hill, RI, in about 41°15'00"N., 71°51'30"W.

(18/02 CG1)

37/02

Page 212—Paragraph 326, lines 2 to 3; read:

the east side of the entrance of the Gulf. A reef extends 0.2 mile southward from the point and is marked by a buoy. Several scattered rocks extend a southeasterly direction for about 0.5 mile from the buoy.

(CL 834/02)

37/02

Page 222—Paragraph 45, lines 5 to 10; read:

Haven. The pilot boat OLYMPIC, has a white hull, red superstructure, and displays the word PILOT in black letters. The boat monitors channel 16 and works on channel 11. Among other locations, the LISSPA pilot will meet a ship 3 miles south of Watch Hill, RI, in about 41°15'00"N., 71°51'30"W.

(18/02 CG1)

37/02

Page 239—Paragraph 283, lines 1 to 2; read:

See Pilotage, Long Island Sound (indexed as such), chapter 8, and Pilotage, New York Harbor and Approaches (indexed ...

(NOS/02)

37/02

Page 249—Paragraph 447, line 4; read:

suspension span with a clearance of 138 feet. In June 2002, the bridge was under reconstruction; fixed workmen scaffolding has temporarily reduced the vertical clearance about 3 feet.

(20/02 CG1)

37/02

**COAST PILOT 2      31 Ed 2001      Change No. 17**

Page 268—Paragraph 130, line 3 to Paragraph 131; read:

chapter 1.)

**Coast Guard.**—A Coast Guard station is at Rosebank on Staten Island. A **Captain of the Port** office and **Marine Inspection Office** are at **Fort Wadsworth**, Staten Island.

(CL 40/02)

37/02

Page 271—Paragraph 164; strike out.

(CL 40/02)

37/02

Page 274—Paragraph 196, line 1; read:

Coast Guard Station New York, numerous deep-draft piers, and ...

(CL 40/02)

37/02

**COAST PILOT 3      35 Ed 2002      Change No. 15  
LAST NM 33/02**

Page 155—Paragraph 153, lines 1 to 3; read:

In February-March 2002, the controlling depths were 3.7 feet off the entrance to the jetties, thence 6.0 feet through the

jetties, thence 3.6 feet to the Misplillion River Buoy 2; thence in 1988, the centerline ..

(BPs 177491-94)

37/02

Page 156—Paragraph 158, line 3; read:

March 2002, the controlling depth was 3.0 feet in the dredged entrance ...

(BP 177487)

37/02

**COAST PILOT 5      29 Ed 2002      Change No. 18  
LAST NM 34/02**

Page 37—Paragraph 71, lines 1 to 4; read:

The purpose of the regulations in this Subpart and in Subparts F through R is to implement the designations of the thirteen National Marine Sanctuaries for which site specific regulations appear in Subparts F through R, respectively, by regulating ...

(15 CFR 922)

37/02

Page 37—Paragraph 73; read:

The boundary for each of the thirteen National Marine Sanctuaries covered by this part is described in Subparts F through R, respectively.

(15 CFR 922)

37/02

Page 37—Paragraph 75, lines 3 to 5; read:

regulated in Subparts F through R, subject to any emergency regulations promulgated pursuant to §§922.44, 922.111(c), 922.165, 922.186, or 922.196, subject to all prohibitions, regulations, restrictions, and ...

(15 CFR 922)

37/02

Page 37—Paragraph 75, line 9; read:

312 of the National Marine Sanctuaries Act (NMSA), (16 U.S.C. 1431 *et seq.*). The Assistant Administrator may only directly ...

(15 CFR 922)

37/02

Page 37—Paragraph 77, line 1; read:

Subparts F through R set forth site-specific regulations ...

(15 CFR 922)

37/02

Page 38—Paragraph 87, lines 1 to 2; read:

(b) The prohibitions listed in Subparts F through P, and Subpart R do not apply to any activity authorized by a valid lease, permit, ...

(15 CFR 922)

37/02

Page 38—Paragraph 89, line 2 to Paragraph 90; read:

Subparts F through O, if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and Subparts F through O, as appropriate. For the Florida Keys National Marine Sanctuary, a person may conduct an activity prohibited by Subpart P if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under §922.166. For the Thunder Bay National Marine Sanctuary and Underwater Preserve, a person may conduct an activity prohibited by

**COAST PILOT 5 (Continued)**

Subpart R in accordance with the scope, purpose, terms and conditions of a permit issued under §922.195.

(b) Applications for permits to conduct activities otherwise prohibited by Subparts F through O should be addressed to the Director and sent to the address specified in Subparts F through O, or Subpart R, as appropriate. An application must include:

(15 CFR 922) 37/02

Page 38—Paragraph 97, line 4; read:

criteria found in Subparts F through O, or Subpart R, as appropriate. The Director shall further ...

(15 CFR 922) 37/02

Page 38—Paragraph 99, line 6; read:

regulations set forth in the section or Subparts F through O, Subpart R or for other ...

(15 CFR 922) 37/02

Page 38—Paragraph 101, line 2; read:

Subparts L through P, or Subpart R, if such activity is specifically authorized ...

(15 CFR 922) 37/02

Page 39—Paragraph 106, lines 4 to 5; read:

intended to be made is prohibited by Subparts L through P, or Subpart R, as appropriate.

(15 CFR 922) 37/02

Page 39—Paragraph 107, line 3; read:

at the address specified in Subparts L and P, or Subpart R, as appropriate. A ...

(15 CFR 922) 37/02

Page 39—Paragraph 111, line 2 to Paragraph 112; read:

§922.49 may be extended by the Director for good cause.

(h) The applicant may appeal any objection by, or terms or conditions imposed by, the Director to the Assistant Administrator or designee in accordance with the provisions of §922.50.

(15 CFR 922) 37/02

Page 39—Paragraph 114, line 8; read:

in Subparts L through P and Subpart R, an applicant for a lease, permit, license or ...

(15 CFR 922) 37/02

Page 39—Paragraph 117, lines 1 to 2; read:

(iii) For those Sanctuaries described in Subparts L through P and Subpart R, the objection to issuance of or the imposition of terms and...

(15 CFR 922) 37/02

Page 39—Paragraph 118, lines 3 to 4; read:

same actions described in §922.50(a)(1)(i) and (ii). For appeals arising from actions taken with respect to ...

(15 CFR 922) 37/02

**COAST PILOT 5****29 Ed 2002****Change No. 19**

Page 211—Paragraph 201; read:

**Hurricane Pass**, 1.5 miles N from Big Marco Pass, was reported in March 2002 to have a swift current and not recommended for small craft passage due to shoaling.

(CL 1487/02; CL 341/02) 37/02

Page 217—Paragraph 310, lines 3 to 4; read:

daybeacons. In March 2002, the reported midchannel controlling depth was 5.9 feet; thence in 1982-1986, 6 to 8 feet in the turning basin. A ...

(CL 1231/02) 37/02

Page 217—Paragraph 314, line 5; read:

engine repairs. In March 2002, there was reported to be 3.8 feet ...

(CL 1231/02) 37/02

Page 235—Paragraph 237, lines 4 to 9; read:

and **Bayboro Harbor**. In March 2002, the controlling depth was 18.7 feet (20.0 feet at midchannel) in the two dredged channels leading N to the entrance, thence 19.0 feet in the entrance channel to the Port of St. Petersburg with 22.4 feet in the basin except for shoaling to 17.0 feet along the E side, thence 15.0 feet to the basin at Bayboro Harbor with 10.8 to 12.0 feet available in the basin.

(CL 510/02; BPs 176928-44) 37/02

Page 236—Paragraph 269, lines 5 to 7; read:

Intracoastal Waterway. In January 2002, the controlling depth in the entrance channel was 10.0 feet to the bridge over the pass, thence 8.0 feet to Daybeacon 8, thence 5.1 feet (5.4 feet at ...

(CL 293/02; BPs 176506-12) 37/02

Page 242—Paragraph 369, lines 2 to 3; read:

Point, is reached through a small-boat channel. In August 2001, the controlling depth was 1.7 feet (2.8 feet at midchannel). The approach is marked by ...

(CL 1670/01; BPs 175538-42) 37/02

Page 252—Paragraph 205, lines 10 to 12; read:

attempted in rough weather. Local knowledge is advised. In August-December 2001, the controlling depth was 5.5 feet (6.1 feet at midchannel) from Buoy CB to the bridge; thence in May 2001, 9.9 feet through North Channel to the ...

(CL 149/02) 37/02

Page 257—Paragraph 287, lines 10 to 12; read:

Escambia River. In November 2001-June 2002, the controlling depth was 7.1 feet (10.0 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet (5.2 feet at midchannel) to the head of the Federal ..

(CL 1482/02; CL 151/02) 37/02

Page 258—Paragraph 299, lines 13 to 15; read:

pass. In June 2002, the controlling depths were 3.8 feet in the

**COAST PILOT 5 (Continued)**

	<b>COAST PILOT 5</b>	<b>29 Ed 2002</b>	<b>Change No. 20</b>
entrance channel to the fork at the bridge, thence 9 feet in the west channel leading to ... (CL 1486/02)	37/02	Page 227—Paragraph 79, line 9; read: boarded inside Egmont Key.	
Page 263—Paragraph 69, lines 3 to 8; read: and the mainland. In January 2002, the controlling depth was 7.8 feet (9.4 feet at midchannel) in the channel about 0.3 mile above the turning basin; thence in 1983, 1.5 feet to the causeway. (CL 482/02; 05/99 CG8; LL/99)	37/02	A 2-hour minimum advanced notice of arrival or departure every Sunday is essential for vessels constrained by draft in Tampa Bay due to the arrival and departure of the cruise ship SENSATION. The Tampa Bay Vessel Traffic Advisory System (VTAS-Call Sign WHX 362), monitors VHF-FM channel 12. (CL 1383/01)	37/02
Page 271—Paragraph 238, lines 5 to 6; read: Route 90 highway bridge. In November 2001, the controlling depth was 8.5 feet (9.8 feet at midchannel). The channel is marked by lights, buoys, ... (CL 338/02)	37/02	Page 240—Paragraph 327, lines 4 to 5; read: about 11 miles above the mouth. In July 2002, the controlling depth was 3.1 feet (5.1 feet at midchannel) to Daybeacon 46; ... (CL 1451/02; BPs 178259-71)	37/02
Page 271—Paragraph 238, lines 10 to 11; read: point about 1 mile SE of U.S. Route 90 highway bridge. In November 2001, the controlling depth was 7.6 feet (8.3 feet at midchannel) to Light 18; thence in 2000, the controlling depth was 7.8 feet to Light 27; thence in ... (CL 487/02; BPs 176904-05)	37/02	Page 262—Paragraph 60, lines 9 to 10; read: 1.2 miles W from the head of the turning basin. In July 2001, the controlling depth was 7.2 feet (11.8 feet at midchannel). Overhead power and telephone cables ... (CL 1751/01)	37/02
Page 273—Paragraph 271, lines 9 to 11; read: Rivers Road. In November 2001, the controlling depth was 9.9 feet (12.0 feet at midchannel) to Light 5, thence 4.7 feet (10.1 feet at midchannel) to Light 13, thence 3.1 feet (7.3 feet at midchannel) to the end ... (CL 340/02)	37/02	Page 262—Paragraph 68, lines 4 to 6; read: January 2002, the controlling depth was 11.8 feet (14.4 feet at midchannel) in the channel with 11.2 to 12.5 feet in the turning basin. The channel is marked by a <b>289.3°</b> lighted range, lights, buoys and ... (CL 483/02; LL/02)	37/02
Page 274—Paragraph 285, lines 4 to 5; read: small-craft harbor. In November 2001, the controlling depth was 8 feet in the channel with 6 to 8 feet in the basin. The channel is marked by ... (CL 150/02)	37/02	Page 267—Paragraph 154, lines 4 to 7; read: Dauphin Island village. In January 2002, the controlling depth in the entrance channel was 5.1 feet (7.0 feet at midchannel), thence 3.5 to 5.1 feet in the basin. The channel is marked with lights ... (CL 484/02)	37/02
Page 318—Paragraph 202, lines 3 to 4; read: side of the river about 4 miles above the mouth. In May 2002, the controlling depth was 8 feet (9 feet at midchannel). (DDs 3018-20)	37/02	Page 314—Paragraph 124, line 4; read: several lighted and unlighted buoys. In January-July 2002, the controlling ... (DDs 2638-39; DD 3238)	37/02
Page 318—Paragraph 203, lines 2 to 3; read: and become part of the Intracoastal Waterway. In May 2002, the controlling depth was 9 feet (11 feet at midchannel) from the cutoff to the ... (DDs 3016-17)	37/02	Page 314—Paragraph 125, line 6; read: Corps of Engineers. In January-July 2002, the controlling depth ... (DDs 3235-38; DDs 2626-33)	37/02
Page 384—Paragraph 116, lines 5 to 7; read: W of the creek. The channels are privately marked. In March 2002, the channel leading N had a reported depth of 5.7 feet; and in 1982, the channel leading W had a reported depth of 4 feet. Water, ice, marine supplies, and open and covered berths ... (CL 1323/02; NOS 11411)	37/02	Page 405—Paragraph 167, lines 3 to 6; read: of Puerto Arecibo. In March 2002, depths of 25 feet were available in the entrance channel and 8.1 to 18.2 feet in the basin off the wharf. (CL 535/02)	37/02
Page 433—Paragraph 123, line 8; read: channel 16. Vessels to be boarded should contact the pilot boat ... (CL 552/02)	37/02	Page 433—Paragraph 123, line 8; read: channel 16. Vessels to be boarded should contact the pilot boat ... (CL 552/02)	37/02

**COAST PILOT 5****29 Ed 2002****Change No. 21**

Page 272—Paragraph 259, lines 4 to 5; read:

Industrial Seaway. In May-June 2002, the controlling depth was 8.7 feet (10.1 feet at midchannel) from State Route 90 highway bridge to State Route 110 highway bridge, thence, 11.8 feet to Popps Ferry Road highway bridge; thence in November 2001, 8.2 feet (12.0 feet at midchannel) to the seaway. The channel is ...

(CL 1487/02; BPs 178237-41; CL 341/02) 37/02

Page 386—Paragraph 173, line 3; read:

fixed span over the waterway has a clearance of 50 feet. In May 2001, a replacement fixed highway bridge was under construction with a design clearance of 65 feet. The fixed ...

(CL 951/01; 18/01 CG8) 37/02

**COAST PILOT 7****33 Ed 2001****Change No. 27  
LAST NM 34/02**

Page 283—Paragraph 8, lines 12 to 14; read:

height and are considered hazardous for small boats. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the N end of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(CL 1417/02) 37/02

Page 285—Paragraph 34, line 11; read:

are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the S side of the Coast Guard lifeboat station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(CL 1417/02) 37/02

Page 290—Paragraph 152, lines 11 to 12; read:

conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the N side of the Coast Guard lookout tower at the Umpqua River entrance and is visible to mariners from both direc-

tions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

**Umpqua River Coast Guard Station** is in East Basin about 2.3 miles from the entrance.

(CL 1417/02) 37/02

Page 291—Paragraph 167, line 11; read:

guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the SW corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(CL 1417/02) 37/02

Page 293—Paragraph 197, line 11; read:

guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the western corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(CL 1417/02) 37/02

Page 294—Paragraph 227, line 11; read:

flashing, it is no guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located approximately 50 yards north of the bridge across the entrance to Depoe Bay, on the west side of Highway 101 to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source

**COAST PILOT 7 (Continued)**

of government provided weather information.  
(CL 1417/02)

37/02

Page 325—Paragraph 103, lines 10 to 11; read:

boats. Boaters are cautioned, however, that if the light is not flashing, it is no guarantee that sea conditions are favorable.

The Coast Guard displays **heavy weather warning flags**, square RED flags with square BLACK centers, at two locations in Grays Harbor; one flag is on the Coast Guard lookout tower 70 feet above the water on the S side of Point Chehalis and the other is on the NW side of the Coast Guard station boat house 50 feet above the water. These displays will be based on current weather warnings issued in the following National Weather Service forecast areas; Cape Flattery to Cape Shoalwater. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

(CL 1417/02) 37/02

**COAST PILOT 7      33 Ed 2001      Change No. 28**

Page 219—Paragraph 199, line 2; read:

protected by jetties; a light and fog signal are at the ...  
(NOS/02) 37/02

Page 258—Paragraph 542, lines 5 to 6; read:

dredged channel, the river channel had a reported depth of 6.3 feet in July 2001, from the mouth to **Suisun City**, 12 miles above the entrance. The mean range ...

(CL 1164/02; BP 178080) 37/02

Page 261—Paragraph 609; strike out.

(NOS 18661) 37/02

Page 263—Paragraph 643, line 3; read:

above Rio Vista has a clearance of 18 feet down and 144 feet up at ...

(CL 1208/85; NOS 18661) 37/02

Page 290—Paragraph 148, line 6; read:

**086E** lighted range and a buoy mark the entrance ...  
(LL/01) 37/02

Page 342—Paragraph 214, line 4; read:

the W side to a height of 1,080 feet. In most places the shores are ...

(NOS 18433) 37/02

Page 344—Paragraph 229, line 4; read:

1.5 fathoms, is about 350 yards E.  
(NOS 18433) 37/02

Page 423—Paragraph 336, line 10; read:  
fathoms is in the center of the bay; shoals with 3.75 and 4 .75 fathoms ...  
(NOS 19350) 37/02

Page 441—Paragraph 714, lines 2 to 4; read:  
about 0.9 mile N of Heeia, is open to the public. In 1999, the controlling depth in the harbor was 6.5 feet. The fuel pier has a reported depth of 12 feet alongside. Gasoline, diesel fuel, berths, water, ice, and launching ramps are available. Anchorage in the harbor is by permit only.

(CL 1260/02) 37/02

Page 474—Paragraph 433; strike out.  
(NOS 18661) 37/02

**COAST PILOT 7      33 Ed 2001      Change No. 29**

Page 42—Paragraph 188, line 2 to Paragraph 189; read:  
resource.

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

(b) All activities currently carried out by the Department of Defense within the Sanctuary are essential for the national defense and, therefore, not subject to the prohibitions in this section. The exemption of additional activities having significant impacts shall be determined in consultation between the Director and the Department of Defense.

(15 CFR 922) 37/02

Page 212—Paragraph 21, lines 3 to 4; read:  
Point San Luis; a fog signal is at the light. **San Luis Hill**, 0.5 mile NW of the ...  
(NOS/02) 37/02

Page 262—Paragraph 617, lines 1 to 6; read:

The swing bridge crossing Georgiana Slough about 3.5 miles above the junction with Mokelumne River, has a clearance of 13 feet when closed and unlimited clearance when open. The bridgetender monitors VHF-FM channel 16, and works channel 9; call sign: WHU-246, Tyler Island Bridge. The highway swing bridge near Walnut Grove has a clearance of 17 feet when closed and unlimited clearance when open. The bridgetender monitors VHF-FM ...  
(NOS 18661) 37/02

Page 273—Paragraph 84, lines 19 to 20; read:  
channel is marked by lights, a buoy, and a directional light  
**Dolphin Cove** is about 0.5 mile above Noyo Basin. Overhead ...  
(31/02 CG13; LL/02) 37/02

**COAST PILOT 7 (Continued)**

Page 281—Paragraph 284; read:

**St. George Reef Lighted Whistle Buoy 2SG** ( $41^{\circ}50' 14''N.$ ,  $124^{\circ}23'11''W.$ ), is about mile W of **Northwest Seal Rock** and Little Black Rock, the outermost rocks of St. George Reef.

(31/02 CG13; NOS 18603) 37/02

Page 286—Paragraph 58, lines 1 to 3; read:

In May 2002, depths alongside the E side of the wharf ranged from 9 feet at the S end to 2 feet at the N end. Gasoline, diesel fuel, and water are piped to the ...

(BP 177909) 37/02

Page 431—Paragraph 490, line 4 to Paragraph 491, line 1; read:

harbor is about 600 feet wide by 1,500 feet long and is open to the S. In December 2000, the harbor basin had a controlling depth of 19 feet, except for shoaling to 11 feet in the E corner. In July 2002, the harbor basin had a reported depth of 24 feet. Channel markers include lighted and unlighted buoys and a **034°** lighted range.

The State-owned wharf, lit by floodlights at night, ...  
(CL 1378/02; DD 3189; LL/01) 37/02

**COAST PILOT 7      33 Ed 2001      Change No. 30**

Page 255—Paragraph 498, lines 2 to 7; read:

to the mouth of the Petaluma River. In February 2002, the controlling depths were 5.4 feet (7.5 feet at midchannel) in the dredged channel to the mouth of the river, except for shoaling to 2.6 feet in the right outside quarter just NW of channel Light 14; thence in 1996, 5.5 feet at midchannel to Schultz Slough; thence in February 2002, 3.2 feet at mid-channel to McNear Canal, thence 0.7 feet in the right half with shoaling to bare in the left half of the channel to the turning basin at Petaluma, thence depths of 3 to 4 feet were available in the turning basin. With local knowledge, greater depths can be had in the dredged river channel.

(BPs 177119-26) 37/02

Page 283—Paragraph 6, lines 14 to 21; read:

a **030°** lighted range. A light is on the outer end of the W jetty and a fog signal is on the inner end of the E jetty. In June 2002, the controlling depths were 8 feet for a mid-width of 100 feet in the entrance channel to the turning basin, thence 7 to 10 feet in the basin, thence 6 feet in the entrance to the lower small-craft basin; thence 7 to 9 feet in the barge slip.

(BP 177919; 19/02 CG13; LL/01) 37/02

Page 284—Paragraph 32; read:

A dredged channel continues ENE further upriver, then turns sharply SSE from the river and leads between two jetties to a boat basin at the port of Gold Beach. The channel is subject to severe shoaling and is marked by uncharted seasonal private buoys. In February 2002, the controlling depths were 7 feet in the left half and 6 feet in the right half

of the dredged channel.

(BP 177270) 37/02

Page 290—Paragraph 142, lines 1 to 3; read:

In March-April 2002, depths of 4 to 5 feet were available in Coos River through Marshfield Channel to Graveyard Point; thence in 1990, the controlling depth was 2 feet to the lift bridge about 0.9 mile above Graveyard Point, thence 5 feet to the confluence of the ...

(BPs 177624-26) 37/02

Page 328—Paragraph 178, lines 3 to 6; read:

The channel to the basin is marked by a light and seasonal buoys. Buoys are not charted because they are frequently shifted in position; local knowledge is advised. In March 2002, depths of 7 to 10 feet were in the basin, except for lesser depths along the W jetty and in the NW corner. The N and S sides of the entrance to ...

(BPs 178135-36; NOS 18480; LL/01) 37/02

**COAST PILOT 8      24 Ed 2002      Change No. 9  
LAST NM 33/02**

Page 180—Paragraph 30, line 4; read:  
Ruth Island is shoal, but may be used by small vessels. A mooring buoy is about 400 feet W of the S tip of the island.  
(CL 1747/01) 37/02

**COAST PILOT 9      20 Ed 2002      Change No. 5  
LAST NM 33/02**

Page 134—Paragraph 870, line 4; read:  
Inside ....  
(CL 1141/02) 37/02

## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*11794	- Channel Buoy 38B				Red nun.		Private aid.  37/02
Allerton Harbor							
Aids maintained from May 1 to Nov. 15.							
12125	- Buoy 1				Green can.		Maintained from May 1 to Sep. 30. Private aid.  *
						*	37/02
12130	- Buoy 2				Red nun.		*
						*	37/02
12135	- Buoy 3				Green can.		*
						*	37/02
12140	- Buoy 4				Red nun.		*
						*	37/02
12145	- Buoy 5				Green can.		Maintained from May 15 to Sep. 30. Private aid.  *
						*	37/02
12150	- Buoy 6				Red nun.		*
						*	37/02
*12151	- Buoy 7				Green can.		
							37/02
*12152	- Buoy 8				Red nun.		
							37/02
*12153	- Buoy 9				Green can.		
							37/02
*12154	- Buoy 10				Red nun.		
							37/02
<b>*Add Heading: *West Island Channel</b>							
*16963	Buzzards Bay Environmental Monitoring Buoy	41 33 35 N 70 49 44 W	F1 Y 4s		Yellow.		Marked: ENVIRONMENTAL MONITORING MODULE.  37/02
<b>*Add Headings: *New Bedford Harbor *New Bedford Southeast Approach</b>							
16965	- Buoy 4SE				Red nun.		
							37/02

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added.  
Denotes a new entry when preceding the station number.

## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
39240	Hills Shoal Buoy 1	44 49 43 N 73 19 16 W				Green can.	*

37/02

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
4845	- Daybeacon 7A	38 21 15 N 75 05 24 W				SG on pile.	*
							37/02
4850	- Daybeacon 8	38 21 16 N 75 05 21 W				TR on pile.	*
							37/02
4865	- Daybeacon 12	38 21 54 N 75 05 20 W				TR on piles.	*
							37/02
12948	- South Channel Daybeacon 1						Remove from list.
							*
12952	- South Channel Daybeacon 3						Remove from list.
							*
*12957	- South Channel Daybeacon 7					SG on pile.	
							37/02
13530	- ENTRANCE LIGHT 7		Fl G 4s	19	4	SG on multi-pile structure.	*
							37/02
13535	- ENTRANCE LIGHT 8	37 15 36 N 76 25 12 W	Fl R 4s	19	3	TR on multi-pile structure.	*
							37/02
14195	- LIGHT 9		Fl G 4s	15	4	SG on pile.	*
							37/02
14530	- Channel Daybeacon 2					TR on pile.	*
							37/02
14545	- Channel Daybeacon 4A					TR on pile..	*
							37/02
<b>Milford Haven</b>							
14765	- LIGHT 1	37 29 32 N 76 19 04 W	Fl G 4s	15	5	SG on pile.	*
				*	*	*	*
							37/02

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
17695	- Junction Daybeacon BP				JG on pile.	*	
		*				*	37/02
28700	- South Ferry Terminal Buoy 2SF				Red nun.	*	
		*		*	*	*	37/02
28705	- South Ferry Terminal Buoy 4	35 11 27 N 75 46 19 W			Red nun.	*	
		*		*	*	*	37/02
28710	- SOUTH FERRY TERMINAL LIGHT 5					Remove from list.	
						*	37/02
28786	- Buoy 24A				Red nun.		
		*					37/02
37860	- LIGHT 12	35 54 54 N 76 00 13 W	Fl R 4s	18	3	TR-TY on pile.	
					*		37/02
40255	- LIGHT 51A		Fl G 4s	15	4	SG-SY on pile.	
					*		37/02

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1875	- RANGE A FRONT LIGHT	33 11 34 N 79 10 05 W	Q W (Day) Q W (Night)	15 14		On skeleton tower on piles.	Visible 0.5° each side of range line (Day). Visible 10° each side of range line (Night).
					*		*
							37/02
1880	- RANGE A REAR LIGHT 849 yards, 270° from front light.		Iso W 6s (Day) Iso W 6s (Night)	43 40		On skeleton tower on piles.	Visible 0.5° each side of range line (Day). Visible 10° each side of range line (Night).
					*		*
							37/02
4585	- FRONT LIGHT	32 02 30 N 80 49 42 W	Fl W 2.5s (Day) Fl W 2.5s (Night)	15 13		On square skeleton tower on piles.	Visible 0.5° each side of range line (Day). Visible 10° each side of range line (Night).
					*		*
							37/02
4590	- REAR LIGHT 2,000 yards, 322.3° from front light.		Iso W 6s (Day) Iso W 6s (Night)	52 55		On square skeleton tower on piles.	Visible 0.5° each side of range line (Day). Visible 10° each side of range line (Night).
					*		*
							37/02

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>*Delete Heading: *St. Lucie Inlet</b>							
10121	- Buoy 4A						Remove from list.
				*			37/02
<b>*Add Heading: *St. Lucie Inlet</b>							
10125	- Buoy 5	27 09 59 N 80 09 00 W				Green can.	
							37/02
10135.5	- Buoy 7A						Remove from list.
				*			37/02
15460	- Middle Ground Daybeacon On east side of shoal.	24 38 51 N 82 52 14 W				JR on pile.	
		*					37/02
23435	- NORTH RANGE FRONT LIGHT	27 54 24 N 82 26 18 W	Iso G 2s	25		KRW on skeleton tower on piles. Visible 2° each side of rangeline.	
		*					37/02
*30745.5	- RANGE FRONT PASSING LIGHT	18 27 25 N 66 07 42 W	Fl W 2.5s	27	5	On same structure as Bahia De San Juan Range Front Light.	
							37/02
*30750.5	- RANGE REAR PASSING LIGHT	18 27 18 N 66 07 43 W	Fl W 2.5s	15	5	On same structure as Bahia De San Juan Range Rear Light.	
							37/02
36730	- Daybeacon 158A	31 28 52 N 81 19 12 W				TR-TY on pile.	
		*					37/02

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>18455 33550</b> BERWICK BAY BRIDGES WARNING LIGHTS (2)							
		29 41 33 N 91 12 45 W	Q W	64 69		On top of lift span of Railroad Bridge with 2 orange balls as day signals.	Displayed only when Special Navigation orders are in effect. Private aids.
		*			*		37/02
20555	- RANGE A FRONT LIGHT	29 46 47 N 93 20 49 W	Fl R 2.5s	45		KRW on skeleton tower on piles. Lighted throughout 24 hours.	
					*		37/02
20560	- RANGE A REAR LIGHT 710 yards, 351.8° from front light.		F R	90		KRW on skeleton tower on piles. Lighted throughout 24 hours.	
					*		37/02

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Denotes a new entry when preceding the station number.

## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
24015	UPPER RED LIGHT BEND OUTBOUND RANGE FRONT LIGHT	29 42 18 N 95 01 12 W	Q G	25	4	KRW on skeleton tower on piles.	Visible all around; higher intensity on rangeline.  *
24020	UPPER RED LIGHT BEND OUTBOUND RANGE REAR LIGHT 215 yards, 180° from front light.		Iso G 6s	40		KRW on skeleton tower on piles. On same structure as Lower Red Light Bend Inbound Range Front Light.	*
33550 18455	BERWICK BAY BRIDGES WARNING LIGHTS (2)	29 41 33 N 91 12 45 W	Q W	64 69		On top of lift span of Railroad Bridge with 2 orange balls as day signals.	Displayed only when special Navigation Orders are in effect. Private aids.  *

\* 37/02

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII LIGHT LIST, 2002

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*14666	Marquett Harbor Buoy 7	46 32 32 N 87 23 09 W				Green can.	

37/02

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## SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2002 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2124 -Corbin Harbor, Long Point, H 0362 harbor entrance, N. side.		46° 57.0' N 55° 14.0' W	Fl.R. period 6s	85 26		White square tower; 14.	
			*				37/02
15528 Lagunda de Terminos, Tio J 4378 Campo, S. end.		18° 30.7' N 91° 47.2' W	Fl.W. period 6s fl. 1s, ec. 5s	33 10	5	Truncated conical tower; 30.	
			*				37/02
15532 -Boca de los Pargos. J 4385		18° 37.5' N 91° 17.2' W	Fl.W. period 6s fl. 1s, ec. 5s	26 8	6	White concrete tower; 23.	*
			*				37/02
15536 Isla Aguada, on Punta del J 4384 Tigre, entrance Range, front.		18° 47.3' N 91° 29.7' W	Fl.W. period 3s fl. 1s, ec. 2s	39 12	8	White round concrete tower; 25.	
			*	*			
15544 Sabancuy. J 4386		19° 00.0' N 91° 11.0' W	Fl.(3)W. period 12s fl. 1s, ec. 2s fl. 1s, ec. 2s fl. 1s, ec. 5s	59 18	10	White round concrete tower, red bands; 33.	
			*				37/02
15548 Rio Champoton. J 4388		19° 21.6' N 90° 43.3' W	Fl.W. period 5s	82 25	12	White square concrete tower; 72.	Visible 045°-180°.
			*				37/02
15552 Punta Morro. J 4392		19° 40.6' N 90° 42.2' W	Fl.(3)W. period 6s	177 54	18	White octagonal concrete tower;	Visible 000°-197°. 52.
			*				37/02
15556 Lerma Range, front. J 4396		19° 48.4' N 90° 36.0' W	Fl.W. period 3s fl. 1s, ec. 2s	52 16	10	Truncated pyramidal metal tower; 48.	
			*	*			
15562 -Wharf, head. J 4395		19° 49.0' N 90° 35.6' W	Iso.W. period 2s	30 9	6	White round tower; 20.	
			*				37/02
15562.1 -Pier, Lerma No. "2". J 4397.2		19° 48.8' N 90° 35.9' W	Iso.G. period 2s	20 6	4	Round concrete tower; 13.	
			*				37/02
15562.2 -No. "1". J 4397		19° 48.8' N 90° 35.9' W	Iso.R. period 2s	20 6	4	Round concrete tower; 13.	
			*				37/02
15562.4 -No. "2". J 4395.2		19° 49.1' N 90° 35.7' W	Iso.G. period 2s	30 9	6	Green pipe; 20.	
			*	*			
							37/02

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added.  
 Denotes a new entry when preceding the station number.

## SECTION II

### CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
15564 J 4400	San Bartolo Hill.	19° 49.0' N 90° 35.0' W	Fl.(2)W. period 12s	256 78	18 39.	White square concrete tower;	
					*		37/02
15572 J 4358.1	-Rear, 80 meters 107° from front.	20° 12.3' N 91° 57.7' W	Fl.(2)W. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	72 22	10	White round concrete tower, dwelling; 66.	
				*	*	*	*
							37/02
<b>*Add Heading: *CANAL DE ITAPUA</b>							
*18945.2	-No."87".	30° 24.0' S 51° 03.6' W	Fl.R. period 5s fl. 0.5s, ec. 4.5s		2	Red metal framework structure.	
							37/02
*18945.4	-No."88".	30° 24.0' S 51° 03.8' W	Fl.G. period 5s fl. 0.5s, ec. 4.5s		5	Green metal framework structure.	
							37/02

### CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*6289	-Pier, SE. end.	33° 51.2' S 151° 11.8' E	F.G.		2		
							37/02

### CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2001 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16728 F 4356	-Yong Do.	35° 03.1' N 129° 05.5' E	Fl.(3)W. period 18s	180 55	24 36.	White round concrete structure;	Visible 205°-045°. Signal station (day only). <b>Siren:</b> 5 bl. ev. 45s. <b>Radiobeacon:</b> <b>DGPS Station:</b>
				*			37/02
29710	Sirah Buoy	26° 10.3' N 50° 42.9' E	V.Q.(6)+L.Fl.W. period 10s			S. CARDINAL YB, pillar, topmark.	
	RACON		X(- - -)			(3 & 10cm)	
				*			37/02

### CORRECTIONS TO PUB 112, DIFFERENTIAL GPS STATIONS, 2001 EDITION

(1) No.	(2) Name	(3) Position	(4) Station ID	(5) Range	(6) Frequency	(7) Transfer Rate	(8) Remarks
*12	Yong Do.	35° 03.1' N 129° 05.5' E	T 660 R 720 R 721	100	300	100	Message Types: 9. 24 hours continuously.

37/02

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

## SECTION II

### CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2001 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>*Add Heading: *PORTO DI TEULADA</b>							
*8445 -Outer mole, head. E 1073		38° 55.6' N 8° 43.3' E	FL.R. period 4s fl. 1s, ec. 3s	26 8	6	Red post; 7.	
							37/02
*8446 -Inner mole, head. E 1073.1		38° 55.6' N 8° 43.2' E	FL.G. period 4s fl. 1s, ec. 3s	26 8	6	Green post; 16.	
							37/02
*11138 -Mandracchio, head. E 2315.1		42° 21.4' N 14° 24.6' E	F.R.				
							37/02
17196 --Degirmen Burnu. E 4899.9		40° 33.5' N 28° 33.0' E	FL.R. period 3s fl. 0.3s, ec. 2.7s	82 25	6	Stone tower; 16.	
					*		
17508 -Anadolu, Black Sea entrance, E 4958 E. side.		41° 13.0' N 29° 09.1' E	L.FI.W. period 20s fl. 2s, ec. 18s	246 75	20	White stone tower and dwelling; Signal station. 66.	
<b>-RACON</b>							
			<b>B(- · ·)</b>				
	*	*	*		*		37/02
*18978 Mole, head. E 5634		44° 40.1' N 37° 39.4' E	FL.(2)R. period 3s fl. 0.5s, ec. 0.5s fl. 0.5s, ec. 1.5s		2		
							37/02
19560 Kopekkayasi Burnu. E 5816.5		41° 54.5' N 32° 59.1' E	FL.(2)W. period 5s fl. 0.5s, ec. 1s fl. 0.5s, ec. 3s	666 203	10	Concrete tower; 23.	
			*	*	*		
19568 -Sheltered breakwater, head. E 5816.6		41° 54.1' N 32° 59.0' E	FL.G. period 5s fl. 0.3s, ec. 4.7s	30 9	8	Concrete tower; 30.	
			*	*	*		
20628 Av Burnu. E 5854.4		36° 35.8' N 30° 35.3' E	FL.W. period 10s fl. 1s, ec. 9s	460 140	14	Metal framework tower; 23.	
				*			37/02

### CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>14416 -Trutkubbsklackarna Rysakivi. C 5154.4</b>							
		60° 06.1' N 24° 51.5' E	V.Q.(3)Y. period 3s	33 10	2	Black steel pole, white bands.	
				*			37/02

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added.  
Denotes a new entry when preceding the station number.

## SECTION II

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### CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2002 EDITION

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(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14576	-Lonna Range, front. <i>C 5204</i>						<i>Remove from list.</i>
14580	-Rear, 261° from front. <i>C 5204.1</i>						<i>Remove from list.</i>

\* 37/02

\* 37/02

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added.

Denotes a new entry when preceding the station number.

## SECTION II

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS  
THROUGH NM 37/02

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.			
<b>NIMA HYDRO CATALOG CATP2V01U</b>											
Region 1	2000	34*,35,37,38,40,41, 42,43,45,46,47,50, 51/00;1,2,3,4,5,6,7, 8,9,10,11,12,13,14, 16,17,18,19,20,21, 22,23,24,25,26,28, 29,30,33,34,35,36, 37,39,40,41,42,43, 44,45,46,47,48,49, 50,52/01;1,2,3,5,6,7, 8,9,10,12,13,15,18, 19,20,21,22,23,26, 28,30,31,34,35,36, 37/02	SDPUB123	2001	45*,47,48/01;1,14, 17,18,19/02	SDPUB181	1998	44*,45,49/98;3,5,6, 11,30/99;6,7,51/00; 6,7/01			
Region 2	2000	34*,40,43/00;4,23, 30,35,39,42,45, 46/01;5,11,13,15,19, 22,24,26,28/02	SDPUB124	2001	18*,44,45,47,48,49, 52/01;17,19,20,21, 29,30,31,34/02	SDPUB182	2001	8*,10,12/02			
Region 3	2000	34*,44,48/00;21, 40/01;17,19/02	SDPUB125	2000	6*,9,10,20,21,40/00; 36,37,45,46/01;14, 17,33,35/02	SDPUB183	2001	27/01*;13,15,16/02			
Region 4	2000	34/00*:3/01;13, 20/02	SDPUB126	1996	10*,15,16,17,19,20, 29,37,38,39,41,45, 49,50/96;3,5,9,14, 19,29,30,31,38,44, 45,46/97;1,6,7,11, 12,14,15,16,18,19, 23,32,35/98;9/99; 19,22,37,39/00;31, 36,45,48,51/01;1,26, 29,30/02	SDPUB191	2000	5*,7,8,9,10,11,12, 13,14,15,16,17,18, 19,20,22,23,27,28, 29,30,31,33,34,36, 44,45,47,48/01;10, 14,15,16,17/02			
Region 5	2000	34*,37,40,42,47/00; 2,3,4,17,20,21,29, 40,41,45/01;6,8,13, 14,19,22,29/02	SDPUB127	2000	37*,38/00;18,33,40, 44,45,48,49,52/01;1, 11,13,17,18,27,33, 34,37/02	SDPUB192	2000	14*,16,17,18,24,26, 31,36,38,39,46/00;4, 14,17,21,22,23,25, 26,28,30,31,32/01; 11,12,13,14,15,16, 22,23,27,36,37/02			
Region 6	2000	34*,35,45,52/00;2, 14,29,36,41,46, 51/01;12,14,15,17, 19,26/02	SDPUB131	2000	13*,18,21,25,29,30, 33,37,51/00;4,15,19, 28,49,52/01;22,23, 24,25,26,27,32,33, 37/02	SDPUB193	2000	27*,38,49/00;9,26, 27,31,32/01;14,15, 26/02			
Region 7	2000	34/00*:2,10,35, 41/01;18,25/02	SDPUB132	2000	39*,45/00;16,17,31, 35/01;1,12,21,25, 26/02	SDPUB194	2000	51/00*;9,11,24,26, 29,32,34,35/01;11, 14,18,19,20,22,23, 24,25,26,27,29,30, 33/02			
Region 8	2000	34/00*:1/02	SDPUB140	2001	21*,48,49,51/01;8, 17,23,32/02	SDPUB195	2002	33/02*			
Region 9	2000	34/00*:23,41,48/01; 13,15,18,19,21, 23/02	SDPUB141	2001	21*,38/01	SDPUB200	1997	42*,46/97;1,7,30, 43/98;3,7/99;1/01; 13/02			
Miscellaneous Charts and Publications	2000	34*,35,36,37,39,40, 44,45,46,47,49,50, 51,52,53/00;1,2,3,4, 5,6,7,8,9,11,12,14, 15,16,17,18,19,20, 21,22,23,26,27,28, 29,30,31,32,34,35, 36,37,38,39,40,41, 42,43,44,45,46,47, 48,49,50,51,52/01;1, 2,3,4,5,8,9,12,13,14, 16,17,18,19,20,22, 23,24,26,27,28,29, 30,31,32,33,34,35, 36/02	SDPUB142	2000	49/00*:3,31,35/01; 1,15/02	<b>USCG LIGHT LIST VOLUMES I - VII</b>					
<b>NIMA LIST OF LIGHTS</b>											
LLPUB110	2002	8*,12,13,14,15,16, 17,18,19,20,21,23, 24,26,27,29,30,31, 32,33,34,35,36, 37/02	SDPUB143	2000	8*,10,19,29/00;16, 26/01;1,25/02	COMDTM165021	2002	30*,32,33,34,35,36, 37/02			
LLPUB111	2002	35*,36,37/02	SDPUB144	2000	13*,14,18,19,22,26, 32,37,38,46,47,51, 53/00;1,4,5,7,10,12, 28,29,35,52/01;14, 27/02	COMDTM165022	2002	16*,17,18,19,20,21, 22,23,25,26,27,28, 29,30,31,32,33,34, 35,36,37/02			
LLPUB112	2001	5*,7,8,9,10,11,12, 13,14,15,16,17,18, 19,20,21,22,23,24, 25,26,27,28,29,30, 31,32,33,34,35,36, 37/02	SDPUB145	2000	21*,28,32,33,38,45, 46,48,51/00;2,5,10, 27,28,29,31,38/01; 15,29/02	COMDTM165023	2002	35*,36,37/02			
LLPUB113	2001	51/01*:1,2,3,4,5,6,7, 8,9,11,12,13,14,15, 16,18,19,20,21,22, 23,24,26,27,28,29, 30,31,32,33,34,35, 36,37/02	SDPUB146	2001	35/01*:21,22,23, 24/02	COMDTM165024	2002	30*,31,32,33,34,35, 36,37/02			
LLPUB114	2002	13*,15,16,17,19,20, 21,22,23,24,31,32, 34,35,36/02	SDPUB147	2001	48/01*:23,24/02	COMDTM165025	2002	16/02*			
LLPUB115	2001	39*,43,48,50/01;2,4, 15,16,21,22,23,29, 30,34/02	SDPUB148	2001	6/01*:28,30/02	COMDTM165026	2002	35*,36/02			
LLPUB116	2002	18*,20,21,22,24,25, 26,27,29,31,34, 37/02	SDPUB149	2002	17*,19,31/02	COMDTM165027	2002	16*,17,18,19,20,21, 22,23,25,27,29,30, 32,33,34,36,37/02			
<b>SAILING DIRECTIONS</b>											
SDPUB120	2001	12*,18,48,49,51/01; 8,13,14,21,22,24,29, 33,35,37/02	SDPUB150	2000	31*,48/01;10/02	<b>FLEET GUIDES</b>					
<b>NOS MISCELLANEOUS PUBLICATIONS</b>											
<b>ALMANACS</b>											
<b>COAST PILOT</b>											
<b>NOSPCP1</b>											
<b>NOSPCP2</b>											
<b>NOSPCP3</b>											
<b>NOSPCP4</b>											
<b>NOSPCP5</b>											
<b>NOSPCP6</b>											
<b>NOSPCP7</b>											
<b>NOSPCP8</b>											
<b>NOSPCP9</b>											

## SECTION II

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS  
THROUGH NM 37/02**

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.		
<b>RADIO NAVIGATIONAL AIDS</b> RAPUB117	2001	11*,12,13,14,15,16, 17,18,19,20,21,22, 23,24,25,26,27,28, 29,30,31,36,37,38, 39,40,42,44,47,48, 49,50/01		
<b>AMERICAN PRACTICAL NAVIGATOR</b> NVPUB9	2002	36/02*		
<b>INTERNATIONAL CODE OF SIGNALS</b> NVPUB102	1999	46/99*,52/01		
<b>WORLD PORT INDEX</b> NVPUB150	2000	50/00*,14,15,16,20, 21,41,42,43,44,45, 46,47,48,49,51, 52/01;1,2,5,6,10,11, 12,16,19,21,22,27, 31,32,33,36/02		
<b>DISTANCES BETWEEN PORTS</b> NVPUB151	2001	4/02*		
<b>RADAR NAVIGATION AND MANEUVERING BOARD MANUAL</b> CDPUBNV1310	2001	51/01*		
<b>SIGHT REDUCTION TABLES (MARINE)</b> SRPUB229V1	1970	11/71*		
SRPUB229V2	1970	11/71*		
SRPUB229V3	1970	7/71*		
SRPUB229V4	1970	3/71*		
SRPUB229V5	1970	3/71*		
SRPUB229V6	1970	23/70*		
<b>SIGHT REDUCTION TABLES (AIR)</b> SRPUB249V1	2000	4/01*		
SRPUB249V2	1952	46/52*		
SRPUB249V3	1952	46/52*		
<b>CHART NO. 1</b> WOBZC1	1997	18/98*		
<b>CHART NO. 4</b> WOBZC4	1988	N20/89*		
<b>ATLAS OF PILOT CHARTS</b> NVPUB107	1998	30/99*		
<b>USCG NAVIGATION RULES</b> COMDTM166722D	1999	44/99*,52/00		
<b>NOS TIDE TABLES</b> NOSPBTTCWPACIN2	2002	N52/01*		
NOSPBTTECSTNSA2	2002	N52/01*		
NOSPBTTEURAFR2	2002	N52/01*		
NOSPBTTWCSTNSA2	2002	N52/01*		
<b>TIDAL CURRENT TABLES</b> NOSPBTCTATCSTN2	2002	N52/01*,N9/02		
NOSPBTCTPACAS2	2002	N52/01*		

## SECTION III

NM 37/02

### BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

#### NAVAREA IV

Messages in force 281200Z August 2002:

2001 series	215(11,26)	276(11)	306(14)	310(GEN)	314(14)
393(GEN)	219(GEN)	295(GEN)	307(25)	311(11,26)	315(12,13)
2002 series	261(11)	300(11,26)	308(38)	312(14)	316(GEN)
160(26)	274(GEN)	305(38)	309(24)	313(14)	317(14)

The summary of all NAVAREA IV messages in force as of 13 December 2001 is given in Section III of NM 52/01. Warnings issued during the subsequent quarters are issued in NM 13/02 and 26/02.

#### NAVAREA IV WARNINGS issued from 221200Z to 281200Z August 2002.

309/02(24). NORTH ATLANTIC. ROCKETS.

1. HAZARDOUS OPERATIONS 2000Z TO 0215Z COMMENCING DAILY  
27 AUG THRU 28 SEP IN AREAS:
  - A. WITHIN 12 MILES OF COASTLINE BETWEEN  
05-19N 052-47W AND 05-04N 052-30W.
  - B. BOUND BY 05-22N 047-16W, 04-51N 047-17W,  
04-53N 048-18W, 05-24N 048-17W.
  - C. BOUND BY 05-04N 045-48W, 04-48N 045-49W,  
04-53N 047-20W, 05-09N 047-19W.
2. CANCEL THIS MSG 290315Z SEP.

(230640Z AUG 2002)

310/02(GEN).

1. NAVAREA IV MESSAGES IN FORCE 231000Z AUG 2002. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2002 SERIES: 261(11), 274(GEN), 276(11), 278(12,13),  
295(GEN), 300(11,26), 301(11), 303(14), 304(27),  
305(38), 306(14), 307(25), 308(38), 309(24).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL NAVAREA IV 289/02, 299/02.

(231010Z AUG 2002)

311/02(11,26). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS:
  - A. 26 AUG THRU 01 SEP IN AREA BOUND BY 30-45N 080-54W,  
30-45N 080-11W, 30-36N 080-11W, 30-34N 080-33W.
  - B. 26 AUG THRU 01 SEP IN AREA BETWEEN  
29-20N 29-10N AND 079-50W 079-40W.
  - C. 1300Z TO 0500Z COMMENCING DAILY 27 THRU 30 AUG IN AREA BETWEEN 29-50N 30-00N AND 080-50W 081-00W.
  - D. 290030Z TO 290330Z AUG IN AREA BOUND BY  
30-35N 081-21W, 30-35N 081-00W,  
30-00N 081-02W, 30-00N 081-15W.
2. CANCEL THIS MSG 02 SEP.

(231703Z AUG 2002)

312/02(14). NORTH ATLANTIC. ICE.

1. ICEBERGS REPORTED IN:
  - A. 51-58.8N 050-05.2W AT 230000Z AUG.
  - B. 51-59.4N 051-01.3W AT 231800Z AUG.
2. CANCEL THIS MSG 31 AUG.

(240207Z AUG 2002)

313/02(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET REPORTED IN 51-58.8N 051-19.9W AT 231800Z AUG.
2. CANCEL THIS MSG 31 AUG.

(240255Z AUG 2002)

314/02(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET REPORTED IN 51-50N 049-40W AT 241327Z AUG.
2. CANCEL THIS MSG 31 AUG.

(241724Z AUG 2002)

### SECTION III

315/02(12,13). NORTH ATLANTIC.

1. CABLE LAYING OPERATIONS 30 AUG UNTIL FURTHER NOTICE BY CABLESHIP ILE DE BATZ VICINITY OF TRACKLINE JOINING 38-26.5N 064-10.0W, 38-24.5N 064-21.2W, 38-22.2N 066-06.2W, 38-22.0N 066-30.5W, 38-22.6N 066-47.3W, 38-24.5N 066-54.2W, 38-26.8N 066-57.8W, 38-33.0N 067-02.9W, 38-36.1N 067-07.4W, 38-34.0N 068-36.4W, 39-07.1N 069-11.7W, 39-12.8N 070-07.2W, 39-26.3N 070-46.2W, 39-27.4N 071-23.5W, 39-38.1N 071-32.6W, 39-44.3N 071-39.3W, 39-49.1N 071-43.5W, 40-11.0N 072-13.3W, 40-22.2N 072-29.0W, 40-31.5N 072-41.7W, 40-34.2N 072-42.2W, 40-39.0N 072-45.2W, 40-43.2N 072-49.8W.
2. CANCEL NAVAREA IV 278/02.

(270050Z AUG 2002)

316/02(GEN). GPS SATELLITE SYSTEM.

1. PRN 24 UNUSABLE 300745Z TO 301945Z AUG.
2. CANCEL THIS MSG 302045Z AUG.

(271445Z AUG 2002)

317/02(14). NORTH ATLANTIC. ICE.

1. ICEBERGS REPORTED IN:
  - A. 51-57.7N 050-19.3W AT 260001Z AUG.
  - B. 51-59.4N 051-48.4W AT 260600Z AUG.
2. CANCEL THIS MSG 03 SEP.

(271713Z AUG 2002)

### SECTION III

#### HYDROLANTS

Messages in force 281200Z August 2002:

1999 series	2066(37)	1066(37)	1708(GEN)	1848(56)	1883(14)
1350(37)	2659(GEN)	1070(24)	1710(37)	1854(52,53)	1885(35)
2000 series	2700(37)	1159(51)	1712(GEN)	1855(23)	1891(24)
1166(35,37,43)	2706(37)	1191(37)	1715(57)	1856(38)	1892(53)
1569(36)	2864(53)	1290(53)	1744(36)	1860(36,37)	1893(55)
2353(36)	2916(37)	1480(37,43)	1757(53)	1863(24)	1894(23)
2937(38)	2948(36)	1485(24)	1780(53)	1864(37)	1895(23)
2970(51)	3161(44)	1561(57)	1790(GEN)	1865(GEN)	1896(52)
3589(37)	2002 series	1585(GEN)	1797(55)	1867(36,37)	1897(52)
3762(43)	11(54)	1605(37)	1798(43)	1868(55)	1900(36,37)
4265(44)	134(37)	1628(57)	1801(35)	1870(52)	1901(GEN)
2001 series	245(GEN)	1637(53)	1805(24)	1873(14)	1902(14)
470(53)	246(GEN)	1644(52,53)	1813(37)	1874(14)	1903(24)
611(44)	321(52)	1645(52,53)	1817(56)	1876(24)	1904(24)
1116(36)	349(54)	1649(55)	1823(24)	1877(54)	
1240(53)	383(53)	1656(GEN)	1825(GEN)	1878(24)	
1584(54)	689(36)	1665(35)	1835(55)	1879(24)	
1798(37)	946(53)	1691(53)	1845(38)	1880(24)	
1885(44)	1065(53)	1706(55)	1847(56)	1881(24)	

The summary of all HYDROLANTS in force as of 13 December 2001 is given in Section III of NM 52/01.  
Warnings issued during the subsequent quarters are issued in NM 13/02 and 26/02.

#### **HYDROLANT WARNINGS issued from 221200Z to 281200Z August 2002.**

1858/02 and 1859/02. CANCELED.

1860/02(36,37). BRISTOL CHANNEL.

UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE  
BY M/V ELINOR IN AREA BETWEEN 51-08N 51-15N AND  
004-20W 004-38W. WIDE BERTH REQUESTED.

(221351Z AUG 2002)

1861/02 and 1862/02. CANCELED.

1863/02(24). NORTH ATLANTIC. ROCKETS.

1. HAZARDOUS OPERATIONS 2000Z TO 0215Z COMMENCING DAILY  
27 AUG THRU 28 SEP IN AREAS:
  - A. WITHIN 12 MILES OF COASTLINE BETWEEN  
05-19N 052-47W AND 05-04N 052-30W.
  - B. BOUND BY 05-22N 047-16W, 04-51N 047-17W,  
04-53N 048-18W, 05-24N 048-17W.
  - C. BOUND BY 05-04N 045-48W, 04-48N 045-49W,  
04-53N 047-20W, 05-09N 047-19W.
2. CANCEL THIS MSG 290315Z SEP.

(230650Z AUG 2002)

1864/02(37). CELTIC SEA. BAY OF BISCAY.

1. SURVEY OPERATIONS 26 AUG THRU 19 SEP BY M/V THALASSA  
VICINITY OF TRACKLINES BETWEEN:
  - A. 48-30N 005-00W AND 48-00N 004-20W.
  - B. 47-30N 006-30W AND 46-00N 004-00W.
  - C. 48-30N 005-00W AND 47-00N 002-30W.
2. WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 20 SEP.

(230710Z AUG 2002)

## SECTION III

1865/02(GEN).

1. HYDROLANT MESSAGES IN FORCE 231000Z AUG 2002. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2002 SERIES: 1561(57), 1585(GEN), 1599(35,38), 1605(37), 1620(35,43), 1628(57), 1637(53), 1644(52,53), 1645(52,53), 1649(55), 1656(GEN), 1665(35), 1691(53), 1692(24), 1695(53), 1706(55), 1708(GEN), 1710(37), 1712(GEN), 1715(57), 1744(36), 1757(53), 1780(53), 1790(GEN), 1797(55), 1798(43), 1801(35), 1802(GEN), 1805(24), 1810(55), 1813(37), 1817(56), 1818(23,29), 1819(24), 1820(24), 1821(24), 1822(24), 1823(24), 1825(GEN), 1832(36,37), 1833(36,37), 1835(55), 1837(24), 1841(36,37), 1843(14), 1845(38), 1846(56), 1847(56), 1848(56), 1849(55), 1850(36), 1851(37), 1853(35), 1854(52,53), 1855(23), 1856(38), 1858(53), 1859(55), 1860(36,37), 1862(53,54), 1863(24), 1864(37).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL HYDROLANT 1497/02, 1811/02, 1861/02.

(231015Z AUG 2002)

1866/02. CANCELED.

1867/02(36,37). NORTH ATLANTIC. BAY OF BISCAY.

SIX METER M/V LE REQUIN, WHITE HULL WITH RED STRIPE, THREE PERSONS ON BOARD, OVERDUE TO LES SABLES D'OLONNE. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC ETEL, TELEX: 42950519, PHONE: 332 9755 3535, FAX: 332 9755 4934.

(231301Z AUG 2002)

1868/02(55). BLACK SEA. MISSILES.

1. HAZARDOUS OPERATIONS 280600Z TO 281300Z AUG IN AREA BOUND BY 45-00.0N 035-50.3E, 45-00.0N 036-17.4E, 44-56.2N 036-17.4E, 44-45.0N 036-24.0E, 44-29.4N 036-17.5E, 44-35.4N 035-23.0E, 44-42.8N 035-14.4E, 44-49.9N 035-13.8E, 45-01.3N 035-33.8E.
2. CANCEL THIS MSG 281400Z AUG.

(231335Z AUG 2002)

1869/02. CANCELED.

1870/02(52). TUNISIA-NORTH COAST. GUNNERY.

1. GUNNERY EXERCISES 26 AUG THRU 06 SEP IN AREA BETWEEN 37-25N 37-19N AND 009-39E 009-49E.
2. CANCEL THIS MSG 07 SEP.

(231416Z AUG 2002)

1871/02 and 1872/02. CANCELED.

1873/02(14). NORTH ATLANTIC. ICE.

1. ICEBERGS REPORTED IN:
  - A. 51-58.8N 050-05.2W AT 230000Z AUG.
  - B. 51-59.4N 051-01.3W AT 231800Z AUG.
2. CANCEL THIS MSG 31 AUG.

(240226Z AUG 2002)

1874/02(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET REPORTED IN 51-58.8N 051-19.9W AT 231800Z AUG.
2. CANCEL THIS MSG 31 AUG.

(240305Z AUG 2002)

1875/02. CANCELED.

1876/02(24). BRAZIL-EAST COAST. ROCKETS.

1. HAZARDOUS OPERATIONS 281200Z TO 282000Z AUG IN AREA BOUND BY 05-54S 035-11W, 05-56S 035-11W, 06-04S 034-57W, 05-47S 034-56W.
2. CANCEL THIS MSG 282100Z AUG.

(240850Z AUG 2002)

1877/02(54). IONIAN SEA. EASTERN MEDITERRANEAN SEA. GUNNERY.

1. GUNNERY EXERCISES 0600Z TO 0730Z DAILY:
  - A. 28 AUG WITHIN TEN MILES OF 36-50N 019-19E.
  - B. 29 AUG VICINITY 34-21N 025-30E.
2. CANCEL HYDROLANT 1841/02(36,37), OPERATIONS CANCELED.
3. CANCEL THIS MSG 290830Z AUG.

(241150Z AUG 2002)

### SECTION III

NM 37/02

1878/02(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290259Z AUG BY  
M/V VERITAS VIKING II TOWING SIX 6500 METER  
LONG CABLES IN AREA BOUND BY 25-39.0S 045-13.3W,  
25-52.0S 044-58.0W, 24-52.0S 045-19.0W,  
25-39.0S 045-32.0W. SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290359Z AUG.

(241338Z AUG 2002)

1879/02(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290259Z AUG BY  
M/V CGG ALIZE TOWING EIGHT 7000 METER LONG  
CABLES IN AREA BETWEEN 26-15S 26-40S AND  
044-40W 045-35W. FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290359Z AUG.

(241401Z AUG 2002)

1880/02(24). BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290259Z AUG BY  
M/V VERITAS VIKING I TOWING SIX 6500 METER  
LONG CABLES IN AREA BOUND BY 21-10.0S 040-32.1W,  
21-10.1S 040-26.0W, 21-30.1S 040-26.1W,  
21-32.4S 040-27.5W, 21-32.3S 040-41.4W,  
21-30.5S 040-44.5W. SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290359Z AUG.

(241411Z AUG 2002)

1881/02(24). BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290259Z AUG BY  
M/V CGG HARMATTAN TOWING EIGHT 6000 METER  
LONG CABLES IN AREA BETWEEN 22-16S 21-58S AND  
040-08W 039-48W. FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290359Z AUG.

(241426Z AUG 2002)

1882/02. CANCELED.

1883/02(14). NORTH ATLANTIC. ICE.

1. RADAR TARGET REPORTED IN 51-50N 049-40W AT 241327Z AUG.
2. CANCEL THIS MSG 31 AUG.

(241715Z AUG 2002)

1884/02. CANCELED.

1885/02(35). SCOTLAND-WEST COAST.

CHART 35260 (11TH ED).  
BARRA HEAD LIGHT 56-47.1N 007-39.2W UNRELIABLE.

(250150Z AUG 2002)

1886/02 thru 1890/02. CANCELED.

1891/02(24). BRAZIL-NORTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 02 SEP BY  
M/V RAMFORM EXPLORER TOWING EIGHT 6853 METER  
LONG CABLES IN AREA BOUND BY 00-30S 044-22W,  
00-00 043-48W, 00-27S 043-33W, 00-53S 044-02W.  
FIVE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 03 SEP.

(260650Z AUG 2002)

1892/02(53). SARDEGNA-NORTHEAST COAST.

1. UNDERWATER CABLE OPERATIONS IN PROGRESS UNTIL 31 AUG  
BY M/V RAYMOND CROZE ALONG TRACKLINE  
BETWEEN 41-11.1N 009-59.0E AND 41-11.9N 010-05.6E.
2. CANCEL HYDROLANT 1695/02, AID RESTORED.
3. CANCEL THIS MSG 01 SEP.

(261349Z AUG 2002)

1893/02(55). BLACK SEA. GUNNERY.

1. GUNNERY EXERCISES 290600Z TO 291300Z AUG IN AREA BOUND BY  
44-31.2N 033-08.9E, 44-00.0N 032-44.5E,  
44-24.0N 032-24.0E, 44-41.4N 032-56.0E.
2. CANCEL THIS MSG 291400Z AUG.

(261416Z AUG 2002)

## SECTION III

1894/02(23). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED:

- A. IN AREA BETWEEN 43-02.0S 43-32.0S AND 029-31.0W 031-02.0W.
- B. IN AREA BETWEEN 49-37.0S 50-31.0S AND 031-40.0W 035-31.0W.
- C. 15 BY 60 MILES, IN 48-09.6S 033-37.7W.

2. CANCEL THIS MSG 02 SEP.

(261630Z AUG 2002)

1895/02(23). ARGENTINA.

CHART 23010 (4TH ED).

BAHIA SAN GREGORIO LIGHT 45-01.5S 065-37.8W UNLIT.

(261640Z AUG 2002)

1896/02(52). ALGERIA.

CHART 52200 (8TH ED).

CAP ROSA LIGHT 36-56.8N 008-14.4E UNLIT.

(261815Z AUG 2002)

1897/02(52). MOROCCO-NORTH COAST.

CHART 52040 (17TH ED).

MORRO NUEVO LIGHT 35-15.7N 003-55.7W UNLIT.

(262100Z AUG 2002)

1898/02 and 1899/02. CANCELED.

1900/02(36,37). CELTIC SEA.

- 1. CABLE OPERATIONS IN PROGRESS UNTIL 28 AUG  
BY CABLESHIP OCEAN COMMANDER TOWING  
SUBMERSIBLE ALONG TRACKLINE BETWEEN  
48-00N 008-43W AND 48-07N 008-38W.  
WIDE BERTH REQUESTED.
- 2. CANCEL HYDROLANT 1851/02.
- 3. CANCEL THIS MSG 29 AUG.

(271356Z AUG 2002)

1901/02(GEN). GPS SATELLITE SYSTEM.

- 1. PRN 24 UNUSABLE 300745Z TO 301945Z AUG.
- 2. CANCEL THIS MSG 302045Z AUG.

(271450Z AUG 2002)

1902/02(14). NORTH ATLANTIC. ICE.

1. ICEBERGS REPORTED IN:

- A. 51-57.7N 050-19.3W AT 260001Z AUG.
- B. 51-59.4N 051-48.4W AT 260600Z AUG.

2. CANCEL THIS MSG 03 SEP.

(271730Z AUG 2002)

1903/02(24). BRAZIL-NORTH COAST.

- 1. SEISMIC SURVEY IN PROGRESS UNTIL 21 SEP BY  
M/V BULLDOG IN AREA BOUND BY 04-40S 036-55W,  
04-42S 036-50W, 04-39S 036-46W,  
04-38S 036-49W. WIDE BERTH REQUESTED.
- 2. CANCEL HYDROLANT 1456/02(23), 1895/02 REFERS.
- 3. CANCEL HYDROLANT 1890/02.
- 4. CANCEL THIS MSG 22 SEP.

(280510Z AUG 2002)

1904/02(24). BRAZIL-NORTH COAST.

- 1. OCEANOGRAPHIC OPERATIONS IN PROGRESS UNTIL 30 AUG  
BY M/V ALMIRANTE CAMARA IN AREA BOUND BY  
03-12S 038-05W, 03-25S 036-43W,  
04-52S 036-43W, 03-48S 038-05W.  
WIDE BERTH REQUESTED.
- 2. CANCEL HYDROLANT 1837/02.
- 3. CANCEL THIS MSG 31 AUG.

(280910Z AUG 2002)

**SECTION III****NAVAREA XII**

Messages in force 281200Z August 2002:

2001 series 298(GEN)	2002 series 178(GEN)	201(19) 225(GEN)	233(GEN) 240(18)	241(21,22) 242(GEN)	245(19) 246(GEN)
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The summary of all NAVAREA XII messages in force as of 13 December 2001 is given in Section III of NM 52/01. Warnings issued during the subsequent quarters are issued in NM 13/02 and 26/02.

**NAVAREA XII WARNINGS issued from 221200Z to 281200Z August 2002.**

241/02(21,22). NORTH PACIFIC. ROCKETS.

1. HAZARDOUS OPERATIONS 2000Z TO 0215Z COMMENCING DAILY  
27 AUG THRU 28 SEP IN AREA BOUND BY 06-30N 084-08W,  
04-57N 084-15W, 06-00N 101-01W, 07-33N 101-56W.
2. CANCEL THIS MSG 290315Z SEP.

(230655Z AUG 2002)

242/02(19).

1. NAVAREA XII MESSAGES IN FORCE 231000Z AUG 2002. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2002 SERIES: 224(19), 225(GEN), 233(GEN), 240(18), 241(21,22).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL NAVAREA XII 235/02.

(231020Z AUG 2002)

243/02 and 244/02. CANCELED.

245/02(19). NORTH PACIFIC. HAWAII. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2400Z DAILY MONDAY THRU SUNDAY IN THE PACIFIC MISSILE RANGE FACILITY, HAWAIIAN AREA, BARKING SANDS, KAUAI. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1600Z TO 0400Z DAILY MONDAY THRU FRIDAY. THE PACIFIC MISSILE RANGE FACILITY HAWAIIAN AREA (W188) IS BOUND BY:
  - A. 22-00.0N 159-51.0W.
  - B. 22-00.0N 160-00.0W THENCE CCW THREE MILES FROM NIIHUA/LEHUA.
  - C. 22-02.7N 160-09.1W.
  - D. 22-03.0N 160-21.0W.
  - E. 22-05.0N 161-35.0W THENCE CW 100 MILES FROM BARKING SANDS TACAN.
  - F. 22-02.4N 159-47.3W.
  - G. 22-45.0N 161-25.0W.
  - H. 22-56.0N 161-49.0W THENCE CW 125 MILES FROM BARKING SANDS TACAN.
  - I. 22-02.4N 159-47.3W.
  - J. 23-57.0N 160-41.0W.
  - K. 25-41.0N 161-36.0W THENCE CW 240 MILES FROM BARKING SANDS TACAN.
  - L. 22-02.4N 159-47.3W.
  - M. 25-47.0N 158-15.0W.
  - N. 23-54.0N 158-15.0W.
  - O. 22-20.0N 159-09.0W THENCE CCW 25 MILES FROM LIHUE VORTAC.
  - P. 21-58.1N 159-20.5W.
  - Q. 22-13.0N 159-42.0W THENCE CCW THREE MILES AND PARALLEL TO THE SHORELINE OF KAUAI.
  - R. 22-00.0N 159-51.0W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT "MISSILE RANGE BARKING SANDS" ON 2182 KHZ, 4491 USB OR 156.8 MHZ (CHANNEL 16) BEFORE ENTERING THE ABOVE BOUNDARIES. IF UNABLE TO CONTACT THE PACIFIC MISSILE RANGE FACILITY PRIOR TO ENTERING OR WHILE IN THE WARNING AREA, RELAY MESSAGES THROUGH U.S. COAST GUARD HONOLULU.
3. VESSELS INBOUND AND OUTBOUND FOR HAWAIIAN PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS AS WELL AS ENHANCE THE VESSEL'S SAFETY BY PASSING SOUTH OF THE ISLANDS OF KAUAI AND NIIHUA DURING SPECIFIED TIMES.
4. CANCEL NAVAREA XII 224/02.

(270920Z AUG 2002)

246/02(19). GPS SATELLITE SYSTEM.

1. PRN 24 UNUSABLE 300745Z TO 301945Z AUG.
2. CANCEL THIS MSG 302045Z AUG.

(271502Z AUG 2002)

### SECTION III

NM 37/02

#### HYDROPACS

Messages in force 281200Z August 2002:

2000 series	206(GEN)	1305(96,97)	1375(97)	1441(93)	1528(94,97)
144(73)	207(93)	1306(93)	1376(95)	1442(75)	1529(GEN)
597(73)	352(73)	1307(91)	1377(71)	1447(92)	1530(62)
1557(94)	403(72,73)	1310(97)	1378(62)	1457(62)	1532(63)
2001 series	412(62)	1311(61)	1384(81)	1466(97)	1533(81,97)
114(74)	495(62)	1312(94,97)	1385(95)	1467(GEN)	1535(76)
117(73,74)	496(75)	1315(62)	1386(95)	1468(22)	1537(22)
182(74)	637(75)	1318(97)	1388(81)	1472(81)	1542(74)
725(74)	735(93)	1320(81)	1389(81,97)	1473(95,96)	1546(GEN)
1513(97)	753(62)	1322(71,93)	1393(92)	1477(95)	1548(GEN)
1556(71)	787(71)	1335(91,92)	1394(93)	1485(63)	1549(63,71)
1636(96)	828(62)	1336(62)	1396(62)	1495(97)	1550(94)
1647(GEN)	882(62)	1337(75)	1400(72,74)	1496(95,97)	1551(63)
1687(97)	970(94)	1345(83)	1403(91)	1507(61)	1552(94,97)
1929(76)	1078(72)	1347(93)	1407(91)	1508(63)	1553(GEN)
1976(62)	1147(92)	1350(91,94)	1410(91)	1509(83)	1554(GEN)
2062(61)	1148(62)	1351(81)	1415(81)	1513(76)	1555(94)
2078(94)	1160(94,97)	1360(97)	1422(81)	1515(62)	1556(94,95)
2105(71)	1234(96)	1364(22)	1431(93)	1516(63)	1557(94,95)
2002 series	1248(94)	1370(94,95)	1433(91)	1517(94)	1558(94,95)
146(62)	1249(22)	1371(94,95)	1434(GEN)	1521(94,95)	1559(71)
196(61)	1299(93)	1372(94,95)	1435(81)	1523(74,75)	1560(71)
205(GEN)	1302(81,97)	1373(GEN)	1439(81)	1525(63,71)	

The summary of all HYDROPACS in force as of 13 December 2001 is given in Section III of NM 52/01.  
Warnings issued during the subsequent quarters are issued in NM 13/02 and 26/02.

#### HYDROPAC WARNINGS issued from 221200Z to 281200Z August 2002.

1521/02(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 270100Z TO 270250Z AND 270430Z TO 270830Z AUG,  
ALTERNATE 0100Z TO 0250Z AND 0430Z TO 0830Z DAILY 28 THRU 30 AUG  
IN AREA BOUND BY 36-41N 126-10E, 36-38N 126-00E,  
35-01N 125-43E, 34-58N 126-03E, 36-34N 126-18E.
2. CANCEL HYDROPAC 1401/02(94,95), OPERATIONS COMPLETED.
3. CANCEL HYDROPAC 1519/02(74), VESSEL LOCATED.
4. CANCEL THIS MSG 300930Z AUG.

(221140Z AUG 2002)

1522/02. CANCELED.

1523/02(74,75). AUSTRALIA-SOUTHEAST COAST. ORDNANCE.

- UNEXPLODED ORDNANCE WITHIN 250 METERS OF:  
A. 35-07.9S 150-47.7E  
B. 36-06.0S 150-47.2E.

(221425Z AUG 2002)

1524/02. CANCELED.

1525/02(63,71). BAY OF BENGAL.

1. SEISMIC SURVEY 23 AUG THRU 22 SEP BY M/V C-EXPLORER  
TOWING 6500 METER LONG CABLE IN AREA BOUND BY  
04-00N 088-00E, 10-00N 086-50E,  
10-00N 092-00E, 06-50N 093-00E.
2. CANCEL THIS MSG 23 SEP.

(221505Z AUG 2002)

1526/02 and 1527/02. CANCELED.

1528/02(94,97). EAST CHINA SEA.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 24-31-55N 122-19-22E  
AT 222158Z AUG. VESSELS IN VICINITY REQUESTED TO  
KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.  
REPORTS TO JAPAN COAST GUARD.

(230450Z AUG 2002)

## SECTION III

1529/02(62).

1. HYDROPAC MESSAGES IN FORCE 231000Z AUG 2002. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2002 SERIES: 1299(93), 1302(81,97), 1305(96,97), 1306(93), 1307(91), 1310(97), 1311(61), 1312(94,97), 1315(62), 1318(97), 1320(81), 1322(71,93), 1335(91,92), 1336(62), 1337(75), 1345(83), 1347(93), 1350(91,94), 1351(81), 1360(97), 1364(22), 1370(94,95), 1371(94,95), 1372(94,95), 1373(62), 1375(97), 1376(95), 1377(71), 1378(62), 1384(81), 1385(95), 1386(95), 1388(81), 1389(81,97), 1393(92), 1394(93), 1396(62), 1400(72,74), 1403(91), 1407(91), 1410(91), 1415(81), 1422(81), 1431(93), 1433(91), 1434(62), 1435(81), 1439(81), 1441(93), 1442(75), 1447(92), 1457(62), 1466(97), 1467(62), 1468(22), 1469(62), 1472(81), 1473(95,96), 1477(95), 1485(63), 1489(23,29), 1490(23,29), 1495(97), 1496(95,97), 1498(62), 1504(96), 1505(62), 1507(61), 1508(63), 1509(83), 1513(76), 1514(62), 1515(62), 1516(63), 1517(94), 1521(94,95), 1523(74,75), 1524(63), 1525(63,71), 1528(94,97).

2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 13 DEC 2001 IS GIVEN IN SEC III OF NM 52/01. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/02 AND 26/02.
3. CANCEL HYDROPAC 1272/02, 1273/02, 1277/02, 1286/02, 1289/02, 1481/02, 1522/02, 1526/02.

(231025Z AUG 2002)

1530/02(62). GULF OF ADEN. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 1000Z TO 2359Z DAILY 23 AUG THRU 10 SEP IN AREA BETWEEN 12-02N 12-07N AND 043-44E 043-49E.
2. CANCEL THIS MSG 110059Z SEP.

(231140Z AUG 2002)

1531/02. CANCELED.

1532/02(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0330Z TO 1530Z DAILY 27 AND 30 AUG IN AREA BOUND BY 09-57.6N 075-59.5E, 09-57.7N 076-14.2E, 09-40.0N 076-14.5E, 09-42.5N 076-09.5E.
2. CANCEL THIS MSG 301630Z AUG.

(231445Z AUG 2002)

1533/02(81,97). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM F/V O-YANG  
IN 24-48-46N 133-29-24E AT 231020Z AUG.  
VESSELS IN VICINITY REQUESTED TO KEEP  
A SHARP LOOKOUT, ASSIST IF POSSIBLE.  
REPORTS TO JAPAN COAST GUARD.

(231615Z AUG 2002)

1534/02. CANCELED.

1535/02(76). NEW ZEALAND. SOUTH ISLAND-NORTH COAST.

1. DERELICT 35 METER BARGE PARTIALLY SUBMERGED AND ADRIFT VICINITY 40-21.8S 173-12.2E.
2. CANCEL THIS MSG 31 AUG.

(240550Z AUG 2002)

1536/02. CANCELED.

1537/02(22). SOUTH PACIFIC. PERU.

1. SIX METER F/V APOLLO, WHITE HULL, FOUR PERSONS ON BOARD, UNREPORTED VICINITY 04-14-53S 081-29-20W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO ANY COASTAL RADIO STATION.
2. CANCEL HYDROPAC 1534/02.

(241110Z AUG 2002)

1538/02 thru 1541/02. CANCELED.

1542/02(74). TASMAN SEA.

1. FOUR CONTAINERS ADRIFT IN 33-14S 164-19E.
2. CANCEL THIS MSG 01 SEP.

(250800Z AUG 2002)

1543/02 thru 1545/02. CANCELED.

### SECTION III

NM 37/02

1546/02(GEN). TAIWAN TO NORTH PACIFIC.

80 FOOT F/V HSING LUNG, WHITE HULL, UNREPORTED SU-AO TO NORTH PACIFIC. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC HONOLULU, TELEX: 392401, PHONE: 808 541 2500, FAX: 808 541 2123.

(260215Z AUG 2002)

1547/02. CANCELED.

1548/02(GEN). SOUTH CHINA SEA.

1. 29 METER F/V FUNG CHING FUK SUNK IN 09-30N 112-30E AT 110700Z AUG. 25 PERSONS REMAIN MISSING AND BELIEVED TO BE IN TWO FOUR METER RED DINGHIES IN AREAS BETWEEN:  
A. 07-56N 09-00N AND 115-57E 117-01E.  
B. 12-00N 17-20N AND 114-30E 119-00E.  
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC HONG KONG, TELEX: 80282952.  
2. CANCEL HYDROFAC 1544/02.

(260940Z AUG 2002)

1549/02(63,71). BAY OF BENGAL. ANDAMAN SEA.

17 FOOT M/V, BLACK HULL, TWO PERSONS ON BOARD, UNREPORTED FROM HUTBAY, LITTLE ANDAMAN. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC COLOMBO, PHONE: 31 923 2681, FAX: 31 923 5612.

(261010Z AUG 2002)

1550/02(94). YELLOW SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 31 OCT IN AREA BOUND BY  
37-57.8N 121-21.7E, 37-39.6N 122-00.2E, 37-37.7N 123-06.6E,  
37-09.2N 123-06.8E, 37-08.5N 123-45.4E, 37-40.0N 124-00.0E,  
39-27.1N 124-00.0E, 39-25.1N 123-19.8E, 39-06.1N 123-06.9E,  
39-05.4N 122-25.4E, 38-38.4N 121-21.9E.  
2. CANCEL THIS MSG 01 NOV.

(261459Z AUG 2002)

1551/02(63). INDIAN OCEAN. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS IN PROGRESS UNTIL 062359Z SEP  
IN AREA BETWEEN 09-00S 13-00S AND 070-00E 073-00E.  
2. CANCEL THIS MSG 070059Z SEP.

(270910Z AUG 2002)

1552/02(94,97). EAST CHINA SEA.

1. CABLE REPAIR OPERATIONS IN PROGRESS UNTIL 30 AUG  
BY VESSEL VICINITY 29-46N 125-00E.  
2. CANCEL HYDROFAC 927/01(91), AID RESTORED.  
3. CANCEL HYDROFAC 1547/02(75), OPERATIONS COMPLETED.  
4. CANCEL THIS MSG 31 AUG.

(271250Z AUG 2002)

1553/02(GEN). GPS SATELLITE SYSTEM.

1. PRN 24 UNUSABLE 300745Z TO 301945Z AUG.  
2. CANCEL THIS MSG 302045Z AUG.

(271508Z AUG 2002)

1554/02(GEN). PACIFIC OCEAN.

VESSEL HUKUNA MATATA UNREPORTED FROM TAHITI. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC HONOLULU.

(280250Z AUG 2002)

1555/02(94). EAST CHINA SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 30 SEP BY  
VESSEL TOWING 4500 METER LONG CABLE IN AREA  
BETWEEN 26-30N 27-20N AND 121-10E 122-20E.  
2. CANCEL THIS MSG 01 OCT.

(280650Z AUG 2002)

1556/02(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 02 THRU 07,  
09 THRU 14, 16 THRU 21, 23 THRU 28 AND 30 SEP IN  
AREA BETWEEN 35-00N 35-25N AND 124-50E 125-48E.  
2. CANCEL THIS MSG 301100Z SEP.

(280920Z AUG 2002)

**SECTION III**

1557/02(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 02 THRU 07,  
09 THRU 14, 16 THRU 21, 23 THRU 28 AND 30 SEP IN  
AREA BETWEEN 36-04N 36-34N AND 124-50E 125-48E.
2. CANCEL THIS MSG 301100Z SEP.

(280940Z AUG 2002)

1558/02(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 02 THRU 07,  
09 THRU 14, 16 THRU 21, 23 THRU 28 AND 30 SEP IN  
AREA BOUND BY 36-42.2N 125-41.9E, 36-42.2N 124-49.9E,  
37-06.2N 124-49.9E, 37-11.2N 125-41.9E.
2. CANCEL THIS MSG 301100Z SEP.

(280950Z AUG 2002)

1559/02(71). STRAIT OF MALACCA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 1601Z DAILY 02 THRU 07,  
09 THRU 14, 16 THRU 21, 23 THRU 28 AND  
30 SEP IN AREA BOUND BY 04-33N 099-48E,  
04-12N 100-17E, 04-52N 100-06E.
2. CANCEL THIS MSG 301701Z SEP.

(280955Z AUG 2002)

1560/02(71). SOUTH CHINA SEA.

SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY  
M/V VERITAS SEARCHER TOWING 3.5 MILE LONG CABLE  
IN AREA BETWEEN 02-27N 04-17N AND 109-55E 111-32E.

(281010Z AUG 2002)

**MARAD ADVISORIES**

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website ([http://164.214.12.145/warn/warn\\_j\\_query.html](http://164.214.12.145/warn/warn_j_query.html)), by referring to Section I (paragraph 50) of US Notice to Mariners 1/02 for those in-force as of 19 December 2001, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room 2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426 (MARAD DOT WSH).

MARAD ADVISORIES in force 28 August 2002: 00-7, 01-1, 01-5, 01-6, 01-7, 02-2 and 02-5.

**SPECIAL WARNINGS**

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website ([http://164.214.12.145/warn/warn\\_j\\_query.html](http://164.214.12.145/warn/warn_j_query.html)) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/02 for those in-force as of 19 December 2001.

SPECIAL WARNINGS in force 28 August 2002: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119 and 120.

**MARINE INFORMATION****DISCONTINUANCE OF 121.5 AND 243 MHZ FOR SATELLITE DISTRESS ALERTS**

The Cospas-Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons. No effective date has been set for this action, however, it is expected to occur far enough into the future to avoid a crisis for mariners, aviators and other users of the system. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas-Sarsat program to discontinue use is driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon need to be aware and take the Cospas-Sarsat decision into account. For further information contact United States Coast Guard Headquarters at: Phone (202) 267-1586 or email: [psteward@comdt.uscg.mil](mailto:psteward@comdt.uscg.mil)

## MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

**Observer:** name(s) of person(s) making observation and rank, rate or title.

**Ship/Organization:** name of vessel or organization.

**Address:** complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

**Date of Observation:** day, month and year at which the observation was made.

**Time of Observation:** local time at which the observation was made.

**Latitude/Longitude:** exact position of the observation expressed as accurately as possible.

**Datum:** horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

**Navigation System:** method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

**Verified by Navigator:** indicate whether observation was verified by navigator.

**Product(s) Affected:** product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

**Edition:** edition number and/or year of affected product.

**Latest correction applied:** the latest Notice to Mariners to which your copy of affected product has been corrected.

**Sounding sensor or method used:** equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

**Soundings corrected for draft:** indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

**Details of Information Reported:** use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

**User Feedback:** use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).

## **MARINE INFORMATION REPORT AND SUGGESTION SHEET**

Observer \_\_\_\_\_ Ship/Organization \_\_\_\_\_

**Address.** \_\_\_\_\_

Date of Observation \_\_\_\_\_ Time of Observation (Local)\_\_\_\_\_

Latitude \_\_\_\_\_ Longitude \_\_\_\_\_ Datum \_\_\_\_\_

Navigation System \_\_\_\_\_ Verified by Navigator: Yes \_\_\_\_\_ No \_\_\_\_\_

Product(s) Affected \_\_\_\_\_ Edition \_\_\_\_\_

Latest correction applied: N.M. \_\_\_\_\_

Latest correction applied: N.M. \_\_\_\_\_

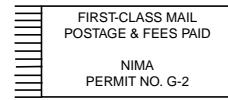
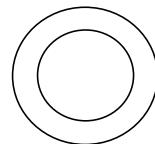
Sounding sensor or method used \_\_\_\_\_ Sounding(s) corrected for draft: Yes  No

Details of Information Reported (continue on additional sheets as necessary) \_\_\_\_\_

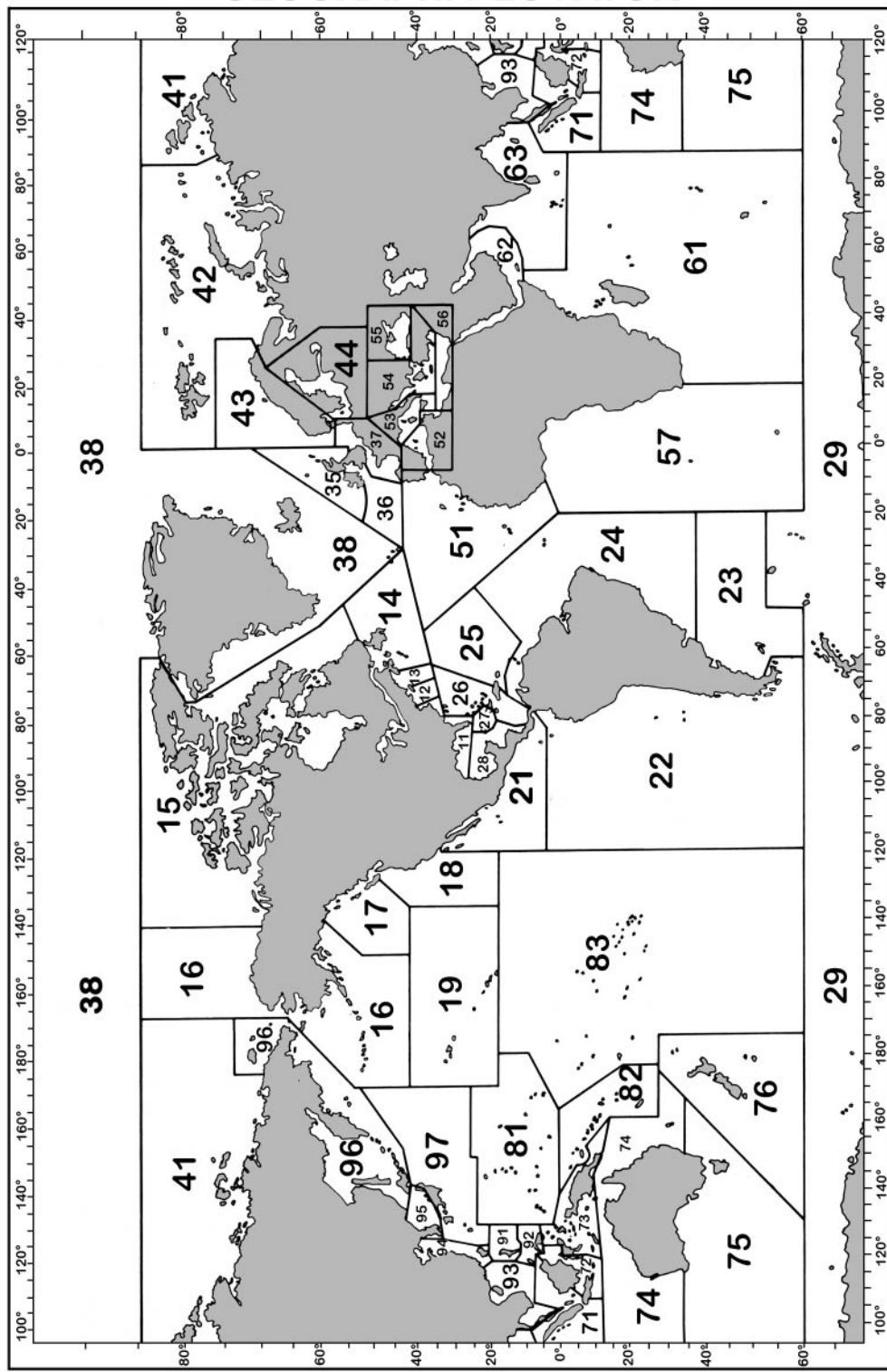


**MARITIME SAFETY INFORMATION DIVISION  
ST D44  
NATIONAL IMAGERY AND MAPPING AGENCY  
4600 SANGAMORE ROAD  
BETHESDA MD 20816-5003**

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## GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Part 2-Hydrographic Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Subregion number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

AFTER 5 DAYS RETURN TO

DEFENSE SUPPLY CENTER RICHMOND

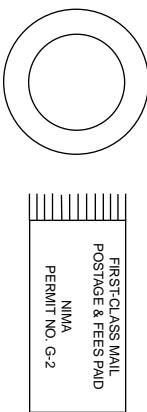
ATTN: JNAH

8000 JEFFERSON DAVIS HIGHWAY  
RICHMOND, VIRGINIA 23297-5338

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE \$500

FIRST CLASS



**IMPORTANT  
NAVIGATIONAL INFORMATION  
TIME-DATED**



**NOTICE TO  
MARINERS**

**PLEASE EXPEDITE DELIVERY**