NIMA HYDRO CATALOG CORRECTIONS

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12 Ed 2002 NEW EDITION
(DLIS) 1/03

SAILING DIRECTIONS CORRECTIONS

PUB 153 9 Ed 2000 LAST NM 52/02
Page 78—Line 42/R; read:

Two sets of range lights lead through the harbor entrance. The first set is in line bearing 047˚; it has been reported (2002) that the sensitivity of the range is such that it is difficult to determine if the vessel is right or left of the range. The second set is in line bearing 037˚, although it has been reported (2002) that the rear structure is obscured by buildings and vegetation.
(PUBS 033/02; PUBS 041/02) 1/03

PUB 172 9 Ed 2001 LAST NM 24/02
Page 250—Line 29/L; read:
should be used with caution. A recent survey suggests a controlling depth of 7.0m may be more appropriate. The deep center portion of the channel is approximately 9.0m but is just 50-75m wide.
(NTM 044/2002) 1/03

PUB 195 7 Ed 2002 LAST NM 52/02
Page 24—Line 49/L; read:

Pilotage.—Pilotage is provided by Helsinki, see paragraph 2.9.

Regulations.—Vessels should send the following information to the port (Fortum Harbour) 72 hours prior to arrival:

1. Vessel's name and nationality.
2. Master's name.
3. Owner or operator of vessel.
4. Telex, fax, and telephone number of vessel.
5. Draft fore and aft.
6. Port of departure.
7. Confirmed ETA.
8. Quantity, type, IMO class, and UN number of cargo.
9. Quantity, type, and IMO class of cargo to be loaded.
10. Three previous cargoes.
11. If cargo tanks are inerted and confirmation that oxygen content is below 8 per cent.
12. Thrusters, bow or stern (number and effect).
13. All equipment functioning well.
14. Quality and quantity of contained ballast water or mixtures containing oil or chemicals to be discharged.
15. Quality and quantity of waste to be discharged.
16. Quality and quantity of bunkers to be loaded.
17. Any measures subject to permission.
18. List of equipment relating to navigation, safety, or cargo handling not in working order.
19. If vessel is ready to load or discharge upon arrival.

Vessels should confirm the ETA 24 hours in advance and state the vessel's name and nationality, nrt, draft fore and aft, ETA at pilot boarding position, and date and time of the notice.

Any change to the ETA must be forwarded immediately.
(BA NP 286) 1/03

Page 55—Line 19/L; read:
best be seen on the chart.

It is reported (2002) that less depths than charted exist within the main entrance channel leading from seaward into Oregrunds Skargard through Jossans Inlopp. The local authorities should be contacted for the latest information concerning maximum authorized drafts.
(BA NP 20) 1/03

Page 55—Line 39/R; read:

Caution.—It is reported (2002) that less depths than charted exist within the entrance channel leading to Kallero and the local authorities should be contacted for the latest information concerning maximum authorized drafts.

A restricted area extends SE from the harbor at
(BA NP 20) 1/03

Page 69—Line 40/R; read:
12m, mud, SW of Skarnas Terminal.

Caution.—It is reported (2002) that less depths than charted exist within the entrance channel leading to Skarnas Terminal and the local authorities should be contacted for the latest information concerning maximum authorized drafts.
(BA NP 20) 1/03

Page 114—Line 15/R; read:
spring freshets.

It is reported (2002) that less depths than charted exist within the entrance channels leading to Pitea and the local authorities should be contacted for the latest information concerning maximum authorized drafts.
(BA NP 20) 1/03

COAST PILOT CORRECTIONS

COAST PILOT 7 34 Ed 2002 NEW EDITION
(NOS) 1/03