

SECTION II
NAVIGATION PUBLICATIONS

NM 5/03

SAILING DIRECTIONS CORRECTIONS

PUB 127 **6 Ed 2000** **LAST NM 51/02**

Page 6—Line 15/L; insert after:

Mariners are advised that depths at and along the river entrance are constantly changing. Dredging is carried out periodically. Less than charted depths may exist and local knowledge is required to enter the port.

(13(382)99 Wollongong) 5/03

PUB 161 **8 Ed 2002** **LAST NM 48/02**

Page 18—Lines 20 to 29/L; read:

Anchorage.—Tai Pang Wan (Dapeng Wan) (Mirs Bay) (22°32'N., 114°23'E.) is a large, sheltered body of water whose regular E shoreline contrasts sharply with the W shore, which is composed of extensive inlets and islet-sheltered anchorages. Vessels seeking shelter from winds of the Northeast Monsoon season anchor in 12.8m, within Ping Chau Hoi, a roadstead encumbered by fishing stakes, which lies between the mainland and Ping Chau, a hilly, well-populated island. Several designated anchorage areas, best seen on chart, have been established in Tai Pang Wan. Anchorage No. 2 lies on the E side of the bay, while Anchorages Nos. 3, 4, and 5 lie in the NE, N, and NW ends of the bay, respectively. There are general depths of 18m throughout the bay. Anchorage No. 5 is also the pilotage anchorage.

(US CH 93730; 17(326, 327, 328, 329)02 Tianjin) 5/03

Page 21—Lines 33 to 34/L; strike out.

(BA NM 18/02) 5/03

Page 61—Line 13/R; insert after:

In June of 2002, the Qiongzhou Haixia VTS commenced operations. Vessels maintain a continuous watch on VHF channels 8 and 16, and use VHF channel 25 for business communications. Reports must be made to Qiongzhou Haixia VTC on VHF channel 8 when crossing the following reporting lines:

1. East Approaches—connecting the following points:
 - a. 20°25.7'N, 110°31.0'E.
 - b. 20°25.7'N, 111°04.3'E.
 - c. 20°01.0'N, 111°04.3'E.
 - d. 20°01.0'N, 110°55.7'E.
2. West Approaches—connecting the following points:
 - a. 20°00.6'N, 109°42.7'E.
 - b. 20°13.5'N, 109°55.2'E.
3. Haikou—connecting the following points:
 - a. 20°06.8'N, 110°02.8'E.
 - b. 20°06.8'N, 110°20.0'E.
4. Hainan Gang—connecting the following points:
 - a. 20°12.1'N, 110°05.4'E.
 - b. 20°14.8'N, 110°16.9'E.

(Cna NM 26/02; BA NM 36/02) 5/03

PUB 162 **5 Ed 2001** **LAST NM 51/01**

Page 230—Line 55/R; insert after:

Regulations.—A coastal reporting station, operated by the Philippine Navy, applies to all vessels, including pleasure craft and seaplanes on the water transiting the Basilan Strait around Zamboanga.

Vessels should report the following information:

1. Vessel name.
2. Call sign.
3. Course and speed.
4. Port of registry and nationality.
5. Type of vessel.
6. Type of cargo on board.
7. Port of destination and ETA.
8. Last port of call.
9. Number of crew on board.
10. Master's name.

(BA NP 286(4)) 5/03

Page 301—Line 56/R; insert after:

Regulations.—A coastal reporting station, operated by the Philippine Navy, applies to all vessels, including pleasure craft and seaplanes on the water transiting the Basilan Strait around Zamboanga.

Vessels should report the following information:

1. Vessel name.
2. Call sign.
3. Course and speed.
4. Port of registry and nationality.
5. Type of vessel.
6. Type of cargo on board.
7. Port of destination and ETA.
8. Last port of call.
9. Number of crew on board.
10. Master's name.

(BA NP 286(4)) 5/03

PUB 192 **7 Ed 2000** **LAST NM 4/03**

Page 137—Lines 21 to 42/L; read:

8.10 Regulations.—Extraordinarily Large Vessels on the Ems are defined as those exceeding 290m in length, 45m beam, and 13.72m draft inbound, or 13.41m outbound, transiting from sea to Dukegat; those exceeding 260m in length, 40m beam, and 10.67m draft inbound, or 10.36m outbound, transiting between Dukegat and Emden; those exceeding 160m in length, 21m beam, and 5.9m draft inbound, or 5.5m outbound, transiting between Emden and Leerort; and those exceeding 120m in length, 18m beam, and 5.9m draft inbound, or 5.5m outbound, transiting between Leerort and Papenburg.

Such vessels are tide dependent and entry is allowed only if the maintained projected depths exist.

All Extraordinarily Large Vessels, high speed vessels, air cushion vehicles, and unusually large tug formations must obtain permission from the Water Police Authority at Emden 24 hours in advance of arrival at the pilot boarding position.

PUB 192 (Continued)

Oil, gas, and chemical tankers (including towed units), which are carrying hazardous goods in bulk or have done so but are not certified gas-free, are permitted to enter the Ems only when the visibility is 1,000m or more and navigate the river only when the visibility is 500m or more. Such vessels may enter with permission of the Ems VTS.

Below are extracts from the German river special regulations concerning navigation of liquid gas tankers in the Ems.

An escort by the Water Police is required by the following liquid gas tankers:

1. Vessels with load capacity between 5,000 and 20,000 cubic meters from No. 44 Lighted Buoy to Emden.
2. Tide dependent vessels with cargo exceeding 20,000 cubic meters from No. 26 Lighted Buoy to Emden.

The following rules apply to liquid gas tankers exceeding a load capacity of 2,500 cubic meters:

1. Vessels must enter and depart through Westerems Channel.
2. Two VHF radios must be operable and capable of communications with Ems radar stations and other ships.
3. Vessels with the right-of-way and oil, gas, and chemical tankers proceeding in the same direction must not enter a safety zone extending 2 miles ahead or astern of the liquid gas tanker.

The following rules apply to liquid gas tankers exceeding a load capacity of 30,000 cubic meters:

1. Two pilots must be employed and the vessel must accept radar assistance from the radar stations.
2. In addition to the two VHF radios previously mentioned, the vessel must be equipped with two radars, one electric log, and one engine revolution indicator, which are all serviceable.
3. Between Nos. 1 and 30 Lighted Buoys, speed is limited to a maximum of 14 knots; then to No. 57 Lighted Buoy, speed is limited to a maximum of 12 knots.
4. A minimum of two tugs must be secured for the passage between No. 57 Lighted Buoy and Emden.
5. Entry into Emden is prohibited during the first 3 hours and 30 minutes of the incoming tidal current.

The following additional rules apply to liquid gas tankers loaded with a cargo exceeding 30,000 cubic meters:

1. The draft must not exceed 10.22m.
2. Tugs must be secured at No. 29 Lighted Buoy.
3. A vessel inbound must have passed No. 57 Lighted Buoy at least 1 hour before HW at Emden.

(BA NP 55)

5/03

Page 148—Line 27/R; read:

Weser Traffic 2 hours before entering the mouth of the Hunte.

Regulations—General.—Extraordinarily Large Vessels on the Weser are defined as those exceeding 350m in length and 14.5m fresh water draft transiting from sea to Bremer-

haven; those exceeding 270m in length and 13m fresh water draft transiting between Bremerhaven and Nordenham; those exceeding 270m in length and 11.9m fresh water draft inbound, or 11.6m outbound, transiting between Nordenham and Brake; and those exceeding 190m in length or 6.05m fresh water draft transiting between Brake and Bremen. Such vessels are tide dependent and entry is allowed only if the maintained projected depths exist.

All Extraordinarily Large Vessels, high speed vessels, air cushion vehicles, and unusually large tug formations must obtain permission from the Water Police Authority at Bremerhaven immediately prior to entering the Weser.

Oil, gas, and chemical tankers (including towed units), which are carrying hazardous goods in bulk or have done so but are not certified gas-free, are permitted to enter the Weser only when the visibility is 1,000m or more. In special circumstances, when the visibility is 500m to 1,000m, such vessels may enter with permission of the Weser VTS.

(BA NP 55)

5/03