

**SAILING DIRECTIONS CORRECTIONS**

**PUB 120            2 Ed 2001            LAST NM 7/03**

Page 32—Line 4/R; insert after:

It has been reported (2002) that communications can be established between the offshore oil structures/rigs/platforms and passing vessels on VHF channel 6.  
(BA NP 286(4)) 8/03

Page 32—Line 6/R; read:

The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.  
(BA NP 282) 8/03

Page 69—Line 14/R; insert after:

**ETA Message**

Vessels should send their ETA 7 days, 72 hours, 48 hours, and 24 hours in advance to SINOAGENT (China Marine Shipping Agency) (name of port). Vessels departing from a port within a 24-hour sailing time should send their ETA upon departure. The 24-hour report should include the vessel's draft fore and aft.

If the vessel is carrying Grade 1 highly hazardous cargo, the vessel should apply for an endorsement, giving technical details, 3 days prior to ETA.  
(BA NP 282(4)) 8/03

Page 69—Lines 31 to 32/R; read:

China covers several Time Zones, but Time Zone description HOTEL (-8) is kept for the whole country. Daylight Savings Time is not observed.  
(BA NP 282) 8/03

Page 87—Line 10/L; read:

**Regulations** **88**  
(NIMA) 8/03

Page 88—Lines 26 to 36/R; read:

**Regulations**

Vessels carrying bulk liquid hydrocarbons, vessels carrying dangerous cargo, and vessels over 120m in length are required to maintain a continuous listening watch on VHF channel 6 when navigating within the territorial waters.

These same vessels, when bound for a port or roadstead in the Society Islands, must report the following information to the Captain of the Port, Papeete, at least 3 days prior to arriving at the pilot station:

Designator	Required information
ALFA	Vessel name and nationality
BRAVO	Tonnage
CHARLIE	Length overall and beam

Designator	Required information
DELTA	Maximum arrival draft
ECHO	Destination
FOXTROT	Date and time (Zone Description WHISKEY) of arrival at the pilot station
GOLF	Type and quantity of cargo
HOTEL	Type and quantity of bunkers
INDIA	State of propulsion equipment
JULIETT	State of steering equipment
KILO	State of anchoring equipment
LIMA	State of navigational equipment
MIKE	State of radio equipment

**Time Zone**

The Time Zone description for the Tuamotu Archipelago, the Society Islands, and the Austral Islands is WHISKEY (+10). Daylight Savings Time is not observed.

The standard time of the Marquesas Islands is UT (GMT) +9 hours 30 minutes. Daylight Savings Time is not observed.  
(BA NP 286(4); BA NP 282) 8/03

Page 112—Lines 31 to 45/R; read:

Huge Vessels; vessels of 25,000 grt and over carrying liquefied gas; and vessels towing or pushing, as described above, shall make initial reports by noon of the day before entering the traffic route. Other vessels should make this report 3 hours prior to entering the traffic route.

Subsequent amending reports should be made at least 3 hours in advance of entering the traffic route. If the amendments occur less than 3 hours before entering the traffic zone, the report should be sent immediately.

Reports should be sent to the appropriate Japanese Coast Guard (JCG) station, as given in the accompanying table. If contact with the appropriate station is unable to be established, the report can be sent to any of the stations listed in the table or to Naha, Moji, Kagoshima, Shiogama, or Kuroshiro.

Traffic Route (TR)	Designated JCG Station
Kurushima Kaikyo TR, Naikai	Hiroshima or Kamobe
Bisan Seto TR, Naikai	Hiroshima or Kobe
Uko TR, Naikai	Hiroshima or Kobe
Akashi Kaikyo TR, Naikai	Hiroshima or Kobe
Mizushima TR, Naikai	Hiroshima or Kobe
Irigo Suido TR, Ise Wan	Nagoya
Uruga Suido TR, Tokyo Wan	Yokohama

## PUB 120 (Continued)

Traffic Route (TR)	Designated JCG Station
Naka-no-se TR, Tokyo Wan	Yokohama

(BA NP 286(4))

8/03

Page 113—Lines 23 to 56/L; read:

At least 3 hours prior to entering a port, the following information should be sent to the appropriate Captain of the Port:

1. Vessel name.
2. Gross tonnage and maximum draft on entering.
3. Port and date of departure.
4. ETA at port limits.
5. Reason for entering.

Inbound vessels carrying dangerous cargo should first obtain instructions from the Captain of the Port prior to crossing the port limit.

A vessel having entered a specified port shall submit without delay to the Captain of the Port an entrance report that includes the following:

1. Name, type, nationality, and registry of the vessel.
2. Gross tonnage, length, draft, and speed of vessel.
3. Name and address of owner (operator, if chartered).
4. Port of departure and last port of call.
5. Time and purpose of entrance.
6. Description and quantity of cargo.
7. Unusual events during voyage and safety information.
8. ETD, next port of call, and destination, if known when entering.

Departing vessels should report the following the details of the ETD, next port of call, and destination were not included on the entering report:

1. Name, type, nationality, and registry of the vessel.
2. Gross tonnage, length, draft, and speed of vessel.
3. Name and address of owner (operator, if chartered).
4. Description and quantity of cargo.
5. ETD, next port of call, and destination, if known when entering.

In addition, vessels should contact the appropriate Captain of the Port, as follows:

1. When entering or leaving port in an emergency.
2. For designation of anchorage.
3. When shifting in an emergency.
4. If required to comply with traffic control.
5. To report on measures to prevent danger caused by an accident in the port or near the port limit.
6. Sightings of hazards to navigation or anything unusual in the aids to navigation.

(BA NP 286(4))

8/03

Page 115—Line 21/R; read:

The Time Zone description is INDIA (-9). Daylight Savings Time is not observed.

(BA NP 282)

8/03

Page 125—Line 57/L; insert after:

It has been reported (2002) that communications can be established between the offshore oil structures/rigs/platforms off Sabah and Sarawak and passing vessels on VHF channel 6.

(BA NP 286(4))

8/03

Page 126—Line 2/L; read:

The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.

(BA NP 282)

8/03

Page 134—Lines 31 to 32/R; read:

sent 6 hours in advance to Head of Marine (CMN), prefixed SURNAV-NOUMEA, followed by:

(BA NP 286(4))

8/03

Page 135—Lines 3 to 4/R; read:

Send details to Head of Marine (CMN), prefixed SURNAV-AVARIES, followed by:

(BA NP 286(4))

8/03

Page 135—Line 23/R; read:

to Head of Marine (CMN), prefixed SURNAV-AVARIES,

(BA NP 286(4))

8/03

Page 136—Line 2/R; read:

The Time Zone description is LIMA (-11). Daylight Savings Time is not observed.

(BA NP 282)

8/03

Page 230—Lines 33/L to 12/R; strike out.

(NIMA)

8/03

Page 230—Line 19/R; insert after:

The pilotage request can be made on VHF channel 16.

(BA NP 286(4))

8/03

Page 230—Line 25/R; read:

when in contact with the authorities. Permission should be obtained from the Ministry of Communication and Transport, Maritime Legislation Division at least 7 days in advance. The arrival should be reconfirmed at least 24 hours before entering Vietnamese territorial waters.

(BA NP 286(4))

8/03

Page 230—Line 35/R; insert after:

Unless otherwise stated, vessels should send their ETA to the port 48 hours in advance, giving details of the vessel and the cargo on board. The ETA should be confirmed 4 hours in advance.

(BA NP 282(4))

8/03

Page 230—Line 37/R; read:

The Time Zone description is GOLF (-7). Daylight Savings Time is not observed.

(BA NP 282)

8/03

PUB 140

2 Ed 2001

LAST NM 7/03

Page 73—Table; replace with below:

Temporary Explosives Dumping Areas		
Deposit Zone Locality	Area radius	Centered on (approx.)
Le Havre	200m	49°28.7'N, 0°02.0'E.
Trouville	200m	49°24.0'N, 0°01.2'E.
Dives-sur-Mer	200m	49°20.8'N, 0°09.3'W.
Ouistreham	200m	49°20.8'N, 0°09.3'W.
Courselles-sur-Mer	200m	49°22.3'N, 0°26.9'W.
Port-en-Bessin	200m	49°22.8'N, 0°45.8'W.
Grandcamp-Maisy	200m	49°25.4'N, 1°02.6'W.
Saint-Vaast-la-Hougue and Barfleur	200m	49°31.1'N, 1°12.8'W.
Cherbourg (heavy devices)	200m	49°41.6'N, 1°38.1'W.
Cherbourg (light devices)	200m	49°40.1'N, 1°37.0'W.
Granville	200m	48°48.9'N, 1°37.1'W.
Cancale	200m	48°43.0'N, 1°47.9'W.
Saint Malo	200m	48°42.6'N, 1°58.7'W.
Saint Jacut-Saint Cast	200m	48°40.5'N, 2°14.8'W.
Cap Frehel	200m	48°39.9'N, 2°24.5'W.
Erquy-Saint Brieuc	200m	48°38.8'N, 2°36.0'W.
Saint Quay-Portrieux	200m	48°43.7'N, 2°38.4'W.
Paimpol	200m	48°50.0'N, 2°50.0'W.
Treguier	200m	48°54.3'N, 3°08.8'W.
Perros Guirec	200m	48°51.4'N, 3°24.0'W.
Lannion	200m	48°45.1'N, 3°37.1'W.
Morlaix-Roscoff	200m	48°44.1'N, 3°55.0'W.
Ile de Batz	200m	48°45.3'N, 4°03.2'W.
Kerlouan	200m	48°40.9'N, 4°26.4'W.
Aber Wrac'h	200m	48°38.2'N, 4°36.8'W.
Aber Benoit	200m	48°35.5'N, 4°40.6'W.
Portsall	200m	48°33.6'N, 4°45.6'W.
Ile de Molene	500m	48°24.4'N, 4°55.7'W.
Le Conquet	300m	48°22.8'N, 4°47.6'W.
Brest	Position on Banc du Corbeau as designated by competent authority.	

Temporary Explosives Dumping Areas		
Deposit Zone Locality	Area radius	Centered on (approx.)
Camaret	An area 500m in width bordering the coast of Presqle de Queler, between Pointe des Capucins and Pointedu Diable.	
Anse de Dinan	500m	48°14.5'N, 4°35.3'W.
Morgat-Douarnenez	500m	48°11.0'N, 4°21.0'W.
Ile de Sein	200m	48°03.1'N, 4°50.1'W.
Audierne	500m	47°59.1'N, 4°32.0'W.

(25(09)02 Brest; 26(16)02 Brest)

8/03

Page 197—Line 31/R; insert after:

All single-hull tankers carrying heavy fuel, tar, asphaltic bitumen, or heavy crude oil are not permitted to enter Spanish ports, terminals, and anchorage areas. This prohibition also includes all ports, terminals, and anchorage areas in the Canary Islands.

(BA NM 4/03, Section IV)

8/03

**PUB 153** 9 Ed 2000 LAST NM 4/03

Page 97—Lines 35 to 40/R; read:

Panama and Colombia.

The intervening coast between Bahia Pina and Isla Mono (NIMA)

8/03

**PUB 160** 2 Ed 2002 LAST NM 6/03

Page 97—Line 13/L; read:

The Time Zone description is FOXTROT (-6). Daylight Savings

(PUBS 003-03)

8/03

**PUB 164** 7 Ed 2000 LAST NM 36/01

Page 122—Lines 47 to 51/R; read:

**Daru Island** (9°06'S., 143°12'E.), close NW of Bristow Island, is about 3 miles long on its N side and about 27m high. An aeronautical radiobeacon is located on the N side of Daru Island, and there is an airstrip here. Daru Island is the administrative center for the W part of Papua New Guinea and has a population of approximately 8,000 people. (Wollongong 26(829)02)

8/03

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

Page 165—Lines 35 to 37/R; read:

serves an extensive oil installation. It is reported (2001) that this terminal is no longer in use.

(BA NP 55)

8/03

**PUB 194** 9 Ed 2002 LAST NM 6/03

Page 127—Line 18/L; read:

**4.54 Tejn** (55°15'N., 14°50'E.) (World Port Index No.

**PUB 194 (Continued)**

29040), a sheltered harbor, is  
(NIMA)

8/03