

SECTION II
NAVIGATION PUBLICATIONS

NM 12/03

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 11/03

Page 36—Lines 53/L to 23/R; read:

Sea Areas—Strait of Juan de Fuca

Area SJDF (Chartlet 1)

Sub-surface operations—An area bounded, as follows:

1. To the W—124°40'W.
2. To the N—Vancouver Island.
3. To the E—123°35'E.
4. To the S—Washington State.

WA (Esquimalt, B.C.) (Chartlet 2)

Pyrotechnics exercises and general air and surface operations—Area enclosed by a line joining the following positions:

- a. 48°20'36"N, 123°31'34"W.
- b. 48°23'15"N, 123°28'36"W.
- c. 48°25'50"N, 123°26'45"W.
- d. 48°24'25"N, 123°23'15"W.
- e. 48°15'21"N, 123°23'15"W.
- f. 48°13'36"N, 123°31'48"W.
- g. 48°20'00"N, 123°34'30"W.

WB (Esquimalt, B.C.) (Chartlet 2)

Pyrotechnics exercises and general air and surface operations—Area enclosed by a line joining the following positions:

- a. 48°24'25"N, 123°23'15"W.
- b. 48°23'47"N, 123°18'12"W.
- c. 48°24'45"N, 123°16'00"W.
- d. 48°18'30"N, 123°13'28"W.
- e. 48°17'03"N, 123°14'48"W.
- f. 48°15'21"N, 123°23'15"W.

WQ (Race Rocks, B.C.) (Chartlet 2)

Bentinck Island Demolition Range—A circle with radius 1 mile centered on position 48°18'42"N, 123°32'36"W.

CYD102 (Esquimalt, B.C.)

Airspace associated with Sea Areas WA, WB, and WQ; Land Areas WK and WL.—Area enclosed by a line joining the following positions:

- a. 48°23'48"N, 123°18'30"W.
- b. 48°18'34"N, 123°13'40"W.
- c. 48°13'36"N, 123°31'48"W.
- d. 48°20'00"N, 123°34'30"W.
- e. 48°20'36"N, 123°31'34"W.
- f. 48°23'21"N, 123°28'36"W.
- g. 48°25'50"N, 123°26'45"W.
- h. 48°24'25"N, 123°23'15"W.

WH/CYD109 (Juan de Fuca Strait) (Chartlet 3)

Surface firing exercises—Area enclosed by a line joining the following positions:

- a. 48°22'00"N, 123°55'00"W.

- b. 48°16'51"N, 123°55'00"W.
- c. 48°17'54"N, 124°01'00"W.
- d. 48°22'30"N, 124°17'30"W.
- e. 48°28'18"N, 124°17'30"W.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 36—Line 23/R; insert after:

New graphics (three) from back of this Subsection.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 36—Lines 24 to 53/R; read:

Sea Areas—Strait of Georgia

Area SOG (Chartlet 4)

Sub-surface operations—An area bounded, as follows:

1. To the W—Vancouver Island.
2. To the N—50°10'N.
3. To the E—British Columbia mainland.
4. To the S—49°00'N.

WC (Haro Strait, B.C.) (Chartlet 5)

General subsurface operations and torpedo firing exercises—Area enclosed by a line joining the following positions:

- a. 48°35'25"N, 123°22'18"W.
- b. 48°35'25"N, 123°21'48"W.
- c. 48°31'57"N, 123°19'42"W.
- d. 48°31'57"N, 123°21'59"W.

WD (Saanich Inlet, B.C.) (Chartlet 6)

General surface and subsurface operations—Area enclosed by a line joining the following positions:

- a. 48°38'48"N, 123°30'45"W.
- b. 48°38'48"N, 123°29'15"W.
- c. 48°37'48"N, 123°29'15"W.
- d. 48°37'48"N, 123°30'45"W.

WE (Strait of Georgia, B.C.) (Chartlet 7)

General subsurface operations—Area enclosed by a line joining the following positions:

- a. 49°11'00"N, 123°24'00"W.
- b. 49°17'00"N, 123°43'00"W.
- c. 49°21'00"N, 123°38'00"W.
- d. 49°16'00"N, 123°20'00"W.

WF (Strait of Georgia, B.C.) (Chartlet 7)

General air, surface, and subsurface operations—Area enclosed by a line joining the following positions:

- a. 49°19'18"N, 123°43'30"W.
- b. 49°21'18"N, 124°08'00"W.
- c. 49°28'42"N, 124°08'00"W.
- d. 49°24'18"N, 123°43'30"W.

WG (Strait of Georgia, B.C.) (Chartlet 7)

General air, surface, and subsurface operations and torpedo firing exercises—Area enclosed by a line joining the following positions:

PUB 120 (Continued)

- a. 49°21'28"N, 124°09'30"W.
- b. 49°21'00"N, 123°48'24"W.
- c. 49°14'50"N, 123°48'24"W.
- d. 49°18'02"N, 124°09'30"W.

Active Area Coordinates of Sea Area WG

- a. 49°21'25"N, 124°07'45"W.
- b. 49°21'00"N, 123°48'24"W.
- c. 49°14'50"N, 123°48'24"W.
- d. 49°16'44"N, 124°00'48"W.
- e. 49°19'21"N, 124°07'45"W.

The portion of Sea Area WG enclosed by pecked lines, as shown in Chartlet 7, is an active area within which torpedo firings are conducted from 0700 to 1730 Monday to Saturday; during these times vessels will be required to clear the area on demand.

Sea Area WG constitutes a defense establishment as defined in the National Defense Act to which the Defense Controlled Access Area Regulations apply.

The following additional information is available:

1. VHF channel 21B (listen only).
2. Comox Coast Guard or Winchelsea Island Control on VHF channel 16 or Vancouver Traffic on VHF channel 11.

CYD107 (Strait of Georgia)

Airspace associated with Sea Area WG—Area enclosed by a line joining the following positions:

- a. 49°17'18"N, 124°05'00"W.
- b. 49°15'54"N, 123°56'00"W.
- c. 49°19'30"N, 123°51'00"W.
- d. 49°25'30"N, 124°12'00"W.
- e. 49°20'30"N, 124°12'00"W.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 37—Lines 1/L to 23/R; read:

WN (Jervis Inlet, B.C.) (Chartlet 8)

General surface and subsurface operations—Area enclosed by a line joining the following positions:

- a. 49°50'06"N, 124°02'12"W.
- b. 49°48'21"N, 124°05'06"W.
- c. 49°47'51"N, 124°05'26"W.
- d. 49°46'40"N, 124°03'16"W.
- e. 49°46'41"N, 123°59'50"W.
- f. 49°46'54"N, 123°59'32"W.
- g. 49°47'22"N, 123°58'54"W.
- h. 49°48'30"N, 123°57'30"W.
- i. 49°49'23"N, 124°00'03"W.

WI/CYD124 (Texada Island, B.C.) (Chartlet 9)

Air and sub-surface exercises—Area enclosed by a line joining the following positions:

- a. 49°46'30"N, 124°50'00"W.
- b. 49°46'30"N, 124°40'00"W.
- c. 49°43'30"N, 124°40'00"W.
- d. 49°31'30"N, 124°16'00"W.
- e. 49°33'00"N, 124°28'00"W.

Sea Areas—Queen Charlotte Island**DIXON (Chartlet 10)**

Subsurface operations—Area enclosed by a line joining the following positions:

- a. 54°25'N, 134°00'W.
- b. 54°25'N, 130°00'W.
- c. 54°00'N, 130°00'W.
- d. 54°00'N, 132°30'W.
- e. 54°30'N, 132°30'W.
- f. 54°30'N, 134°00'W.

HECATE (Chartlet 10)

Subsurface operations—Area enclosed by a line joining the following positions:

- a. 54°00'N, 130°00'W.
- b. 54°00'N, 132°30'W.
- c. 53°30'N, 132°30'W.
- d. 52°00'N, 131°00'W.
- e. 51°30'N, 130°00'W.
- f. 51°30'N, 127°20'W.

MORESBY (Chartlet 10)

Subsurface operations—Area enclosed by a line joining the following positions:

- a. 52°00'N, 132°30'W.
- b. 52°00'N, 131°00'W.
- c. 51°30'N, 130°00'W.
- d. 51°30'N, 129°20'W.
- e. 50°15'N, 129°20'W.
- f. 51°00'N, 130°00'W.

GRAHAM (Chartlet 10)

Subsurface operations—Area enclosed by a line joining the following positions:

- a. 53°30'N, 134°00'W.
- b. 53°30'N, 132°30'W.
- c. 52°00'N, 131°00'W.
- d. 52°00'N, 132°30'W.

Canadian Land Forces Exercise Areas**WK (William Head—Esquimalt, B.C.)**

Area enclosed by a line joining the following positions:

- a. 48°20'42"N, 123°32'42"W.
- b. 48°19'36"N, 123°21'54"W.
- c. 48°23'00"N, 123°22'42"W.
- d. 48°24'12"N, 123°26'45"W.

WL (Albert Head—Esquimalt, B.C.)

Area enclosed by a line joining the following positions:

- a. 48°23'21"N, 123°29'30"W to
- b. 48°23'33"N, 123°16'24"W.

then along the arc of a circle centered on

- c. 48°23'06"N, 123°28'54"W to
- d. 48°15'12"N, 123°32'18"W to
- e. 48°18'53"N, 123°30'45"W to
- f. 48°22'00"N, 123°30'45"W.

then to point of commencement.

PUB 120 (Continued)**Vancouver Island—West Coast Firing Areas (WCFA)****WCFA North**

Area enclosed by a line joining the following positions:

- a. 49°30'00"N, 127°40'00"W.
- a. 49°15'00"N, 127°40'00"W.
- a. 49°15'00"N, 127°02'30"W.
- a. 49°24'36"N, 127°10'12"W.
- a. 49°27'42"N, 127°11'00"W.
- a. 49°30'00"N, 127°14'00"W.

WCFA South

Area enclosed by a line joining the following positions:

- a. 49°15'00"N, 127°40'00"W.
- a. 49°00'00"N, 127°40'00"W.
- a. 49°00'00"N, 127°00'00"W.
- a. 49°12'18"N, 127°00'00"W.
- a. 49°15'00"N, 127°02'30"W.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 37—Graphic; replace with below:

New graphics (four) from back of this Subsection.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 38—Graphic; replace with below:

New graphics (three) from back of this Subsection.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 39 to Page 42—Graphics; strike out.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

Page 43—Lines 1/L to 8/R; strike out.

(Can Annual Notice No. 35 of 2002; PUBS 006-03) 12/03

PUB 140 2 Ed 2001 LAST NM 11/03

Page 59—Lines 16 to 17/R; read:

the VTS are to provide pilot service, deep sea pilotage, ice-breaker service, radar traffic control, and (presently under development) VTS service.

(BA NP 286(3)) 12/03

Page 59—Line 26/R; insert after:

Estonia Pilots Home Page
<http://www.laevaljk.ee>

(BA NM 8/03, Section VI) 12/03

PUB 161 8 Ed 2002 LAST NM 5/03

Page 32—Lines 8 to 11/L; read:

This channel has depths exceeding 18.3m and even though narrow, may be used by local traffic if the vessels do not exceed 10m in length, as it is the shorter route leading to the passage between the N of Tai Yue Shan and the mainland. Vessels greater than 10m in length can only proceed in a SE

direction, since Kap Shui Mun is designated a special area.

(BA NM 2/03) 12/03

PUB 162 5 Ed 2001 LAST NM 5/03

Page 140—Lines 34 to 36/R; read:

Pilotage.—Pilotage is compulsory for vessels of 100 grt or more. The pilot boarding area is approximately 4 miles NE of Legazpi

(BA NM 6/03) 12/03

PUB 172 9 Ed 2001 LAST NM 11/03

Page 10—Lines 7 to 55/L; read:

message must contain the following information:

1. Vessel type, nationality, and name.
2. Draft on day of transit.
3. Suez Canal Gross Tonnage and dwt.

Notice of cancellation or alteration of passage must be given at least 24 hours ahead or a fine will be levied. Vessels arriving without booking ahead will join the convoy if traffic in the canal allows or they may join the next convoy.

Information required in advance of arrival.—The following information should be sent to the SCA through "SUQ" preferably, or through the vessel's agent, at least 48 hours and 24 hours prior to arrival:

1. Type of vessel, nationality, and name (with former name, if any).
2. Suez Canal Gross Tonnage, dwt, draft, and beam.
3. Whether vessel intends to transit canal or stop in the harbors, including the duration of stay in harbor.
4. ETA Port Said (Southbound) or Port Suez (Northbound).
5. Quantity and IMO class of any dangerous cargo.

Information to be passed to the SCA on arrival.—The harbor office should be contacted on VHF when the vessel is:

1. About 15 miles from Fairway Lighted Buoy off Port Said (31°21.3'N., 32°20.7'E.)—Port Said Harbor Office on VHF channel 16.
2. About 5 miles from Separation Zone Lighted Buoy No. 1 in the Suez Bay approach (29°40'N., 32°32'E.)—Port of Suez Harbor Office on VHF channel 14.

The following information should be passed at that time:

1. Position (latitude and longitude).
2. Vessel's name.
3. Call sign.
4. Suez Canal Identification Number (SCID).
5. Suez Canal Gross Tonnage and dwt.
6. Draft.
7. Whether vessel is loaded or in ballast.
8. Nature of cargo.
9. Any defects affecting the safety of navigation.

In addition, vessels transiting the canal for the first time should state:

1. Date of building.
2. Whether Suez Canal Tonnage Certificate is held and, if so, its date of issue.
3. Call sign or SCID.
4. Length overall.
5. Beam.

PUB 172 (Continued)

6. Type of engines.

7. Whether vessel intends to transit canal or only stop in the harbor.

It has been reported (2003) that information concerning the location and condition of the vessel's anchors and the required searchlights (see paragraph 1.5), as well as the vessel's last port of call and next port of call, were requested.

(BA NP 286(3); PUBS 007-03;

BA NM 37/02, Section VI) 12/03

Page 131—Line 40/L; insert after:

Salalah Port Services Home Page

<http://www.salalahport.com>

(NIMA) 12/03

Page 131—Line 14/R; read:

A container quay, 1,228m long,
(Fairplay, 2003-2004)

12/03

Page 169—Line 59/R; read:

Shinas. It has been reported (2003) that the first phase of the project, consisting of two tanker berths, with a total length of 850m and a depth alongside of 17m, has been completed.

(PUBS 004-03) 12/03

Page 187—Line 20/L; insert after:

Caution.—It has been reported (2003) that facilities for cruise ships, as well as for container and general cargo vessels, are under construction.

(PUBS 004-03) 12/03

Page 231—Line 30/L; read:

dust and haze that curtails visibility in the entire area and navigational aids may be obscured. It has been reported (2003) that visual and radar navigation do not provide acceptable accuracy until in the vicinity of Approach Lighted Buoy No. 14.

(PUBS 005-03) 12/03

Page 232—Line 13/L; read:

15.4m, sand and shells. It has been reported that ships using this anchorage

(PUBS 005-03) 12/03

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 has a depth of about 9.0m, but is only 50 to 75m wide.

(NTM 044-02) 12/03

PUB 191 9 Ed 2000**LAST NM 9/03**

Page 42—Line 43/L; read:

(VTS) 2 hours before commencement of their passage.

Note.—A new IMO-adopted Traffic Separation Scheme (TSS), which will go into effect on 1 May 2003, has been established NW of Ile d'Ouessant (Ushant) and may best be seen on the chart.

The new TSS consists of the following:

1. An inshore traffic zone.
2. A two-way traffic route, 2 miles wide, centered 10.5 miles NW of Creac'h Point Light (48°28'N., 5°08'W.).
3. A northeastbound traffic lane, 5 miles wide, centered 26 miles NW of Creac'h Point Light.
4. A southwestbound traffic lane, 5 miles wide, centered 37 miles NW of Creac'h Point Light.

The above routes and traffic lanes are bordered by separation zones which may best be seen on the chart.

The two-way route may be used only by the following vessels:

1. Passenger ships operating on regular schedules to or from a Channel port situated W of the meridian 1°W.
2. Vessels sailing between ports situated between Cape de la Hague (49°44'N., 1°56'W.) and Cape Finisterre (42°53'N., 9°16'W.), except for the following:
 - a. Vessels transporting oils as listed in Annex I, Appendix I, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).
 - b. Vessels carrying substances in bulk classed in categories A and B listed in Annex II, Appendices I and II, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

(BA NP 286) 12/03

COAST PILOT CORRECTIONS**COAST PILOT 3 35 Ed 2002 Change No. 25
LAST NM 10/03**

Page 186—Paragraph 100; read:

Newport News Middle Ground Light (36°56'43"N., 76°23'29"W.), 52 feet above the water, is shown from a red conical tower on a red cylindrical pier in 15 feet of water near the western end of the shoal.

(48/02 CG5; LL/02) 12/03

Page 218—Paragraph 176, line 5; read:

water; use of the pier is restricted ...

(49/02 CG5; LL/02) 12/03

Page 224—Paragraph 76, lines 4 to 6; read:

at the head of the south fork. In July 2002, the reported controlling depth was 6.1 feet to the anchorage basin; thence in 1999, 4.9 feet in the channel in south fork. Depths of 4.5 to 5 feet were in the anchorage basin.

(CL 1904/02; BPs 175829-30) 12/03

COAST PILOT 3 (Continued)

Page 261—Paragraph 121, lines 6 to 8; read:
(chart 12278) had a controlling depth of 23 feet in 1983. In July 2002, the westerly channel had a reported midchannel depth of 36 feet.
(CL 2186/02) 12/03

COAST PILOT 4 34 Ed 2002 Change No. 2
LAST NM 51/02

Page 15—Paragraph 398, line 3 to Paragraph 399, line 3; read:
bathymetric map are referred. The tidal datum of **Mean Lower Low Water** has been used as Chart Datum along the east, west and Gulf coasts, including the coasts of Alaska, Hawaii, the West Indies and other United States and United Nations islands of the Pacific.
Mean Lower Low Water is defined as the arithmetic mean
...
(CL 68/03; NOS/03) 12/03

Page 78—Paragraphs 1275 to 1276; read:

§117.829 Northeast Cape Fear River.

(a) The draw of the Isabel S. Holmes Bridge, at mile 1.0, at Wilmington, North Carolina will operate as follows:

(1) The draw will be closed to pleasure craft from 6 a.m. to 6 p.m. every day except at 10 a.m. and 2 p.m. when the draw will open for all waiting vessels.

(2) The draw will open on signal for Government and commercial vessels at all times.

(3) The draw will open for all vessels on signal from 6 p.m. to 6 a.m.

(b) The draw of the Seaboard System Railroad Bridge across the Northeast Cape Fear River, mile 27.0, at Castle Hayne, North Carolina shall open on signal if at a least 4 hours notice is given.
(CL 2324/02; FR 11/25/02) 12/03

Page 83—Paragraph 1459, line 2; read:
elemental when carried in bulk.

Charterer means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers”.
(FR 08/19/02) 12/03

Page 83—Paragraph 1469, line 4; read:

country and that is not engaged in commercial service.

Time charterer means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

Voyage charterer means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.
(FR 08/19/02) 12/03

Page 84—Paragraph 1509; read:

(iv) Passport number; and

(16) Name of the vessel’s charterer.
(FR 08/19/02) 12/03

Page 136—Paragraph 3198; read:

(ix) *Gulf red snapper*. For a person aboard a vessel for which a commercial vessel permit for Gulf reef fish has been issued to retain red snapper under the trip limits specified in §622.44(d)(1) or (2), a Class 1 or Class 2 Gulf red snapper license must have been issued to the vessel and must be on board. See paragraph (p) of this section regarding initial issue of red snapper licenses.

(x) *South Atlantic golden crab*. For a person aboard a vessel to fish for golden crab in the South Atlantic EEZ, possess golden crab in or from the South Atlantic EEZ, off-load golden crab from the South Atlantic EEZ, or sell golden crab in or from the South Atlantic EEZ, a commercial vessel permit for golden crab must be issued to the vessel and must be on board. It is a rebuttable presumption that a golden crab on board a vessel in the South Atlantic or off-loaded from a vessel in a port adjoining the South Atlantic was harvested from the South Atlantic EEZ. See §622.17 for limitations on the use, transfer, and renewal of a commercial vessel permit for golden crab.

(xi) *Gulf Shrimp*. For a person aboard a vessel to fish for shrimp in the Gulf EEZ or possess shrimp in or from the Gulf EEZ, a valid commercial vessel permit for Gulf shrimp must have been issued to the vessel and must be on board.
(50 CFR 622.4; FR 08/07/02) 12/03

Page 143—Paragraph 3359, lines 2 to 4; read:

number. A vessel for which a permit has been issued under §622.4 must display its official number—
(FR 08/07/02) 12/03

Page 153—Paragraph 3591, line 5; read:
evidence of violation of this section.

(k) *Traps for royal red shrimp in the Gulf EEZ and transfer at sea*. A trap may not be used to fish for royal red shrimp in the Gulf EEZ. Possession of a trap and royal red shrimp on board a vessel is prohibited. A trap used to fish for royal red shrimp in the Gulf EEZ may be disposed of in any appropriate manner by the Assistant Administration or an authorized officer. In addition, royal red shrimp cannot be transferred in the Gulf EEZ, and royal red shrimp taken in the Gulf EEZ cannot be transferred at sea regardless of where the transfer takes place.
(FR 08/07/02) 12/03

Page 206—Paragraph 165; read:

A fixed highway bridge across Croatan Sound about 2.75 miles southward of the U.S. Routes 64/264 fixed highway bridge has a clearance 66 feet.
(01/03 CG5; CL 2315/02) 12/03

Page 255—Paragraph 94, lines 1 to 2; read:

Prominent features.—Tybee Light (32°01'20"N., 80°50'44"W.), 144 feet above the water, is shown from an octagonal ...
(03/03 CG7; LL/02) 12/03

COAST PILOT 5 (Continued)

Page 76—Paragraph 1125, line 4; read:

Federal holidays from 6:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 6 p.m.

(CL 318/03) 12/03

Page 76—Paragraph 1131; read:

The draw of the SR661 bridge across the Houma Navigation Canal, mile 36.0, at Houma, shall open on signal; except that, the draw need not open for the passage of vessels Monday through Friday except Federal holidays from 6:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 6 p.m.

(CL 319/03) 12/03

Page 115—Paragraph 2490, line 5; read:

broadcast Notice to Mariners.

§165.757 Safety Zones; Ports of Ponce, Tallaboa, and Guayanilla, Puerto Rico and Limetree Bay, St. Croix, U.S.V.I.

(a) *Location.* The following areas are established as a safety zones during the specified conditions:

(1) *Port of Ponce, Puerto Rico.* A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels with product aboard while transiting north of Latitude 17°57.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Ponce, Puerto Rico (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(2) *Port of Tallaboa, Puerto Rico.* A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels with product aboard while transiting north of Latitude 17°56.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Tallaboa, Puerto Rico (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(3) *Port of Guayanilla, Puerto Rico.* A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels around with product aboard while transiting north of Latitude 17°57.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Guayanilla, Puerto Rico (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(4) *Port of Limetree Bay, St. Croix, U.S.V.I.* A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels with product aboard while transiting north of Latitude 17°39.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Limetree Bay, U.S.V.I. (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(b) *Regulations.* In accordance with the general regulations in §165.23 of this part, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port. The Marine Safety Office San Juan will notify the maritime community of periods during which these safety zones will be in effect by providing advance notice of scheduled arrivals and departures on LHG carriers via a broadcast notice to mariners on VHF Marine

Band Radio, Channel 16 (156.8 MHz).

§165.758 Security Zone; San Juan, Puerto Rico.

(a) *Location.* Moving and fixed security zones are established 50 yards around all cruise ships entering, departing, moored or anchored in the Port of San Juan, Puerto Rico. The security zone for a cruise ship entering port is activated when the vessel is one mile north of Buoy 3, at approximate position 18°28'17"N., 66°07'37.5"W. The security zone for a vessel is deactivated when the vessel passes this buoy on its departure from the port.

(b) *Regulations.* (1) Under general regulations in §165.33 of this part, entering, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port of San Juan.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at the Greater Antilles Section Operations Center at 787-289-2041 or via VHF radio on Channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his designated representative.

(3) The Marine Safety Office San Juan will attempt to notify the maritime community of periods during which these security zones will be in effect by providing advance notice of scheduled arrivals and departures of cruise ships via a broadcast notice to mariners.

(c) *Definition.* As used in this section, *cruise ship* means a passenger vessel greater than 100 feet in length that is authorized to carry more than 150 passengers for hire, except for a ferry.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(FR 09/27/02; CL 97/03; FR 12/16/02) 12/03

Page 324—Paragraph 179, line 1; read:

Oyster Bayou Light (29°12'54"N., 91°07'43"W.), 30 feet

... (02/03 CG8; LL/02) 12/03

Page 373—Paragraph 141, lines 5 to 6; read:

of the key. The N channel had a reported depth of 1 foot in May 2002. A hump-backed highway bridge crossing the channel from ...

(CL 299/03) 12/03

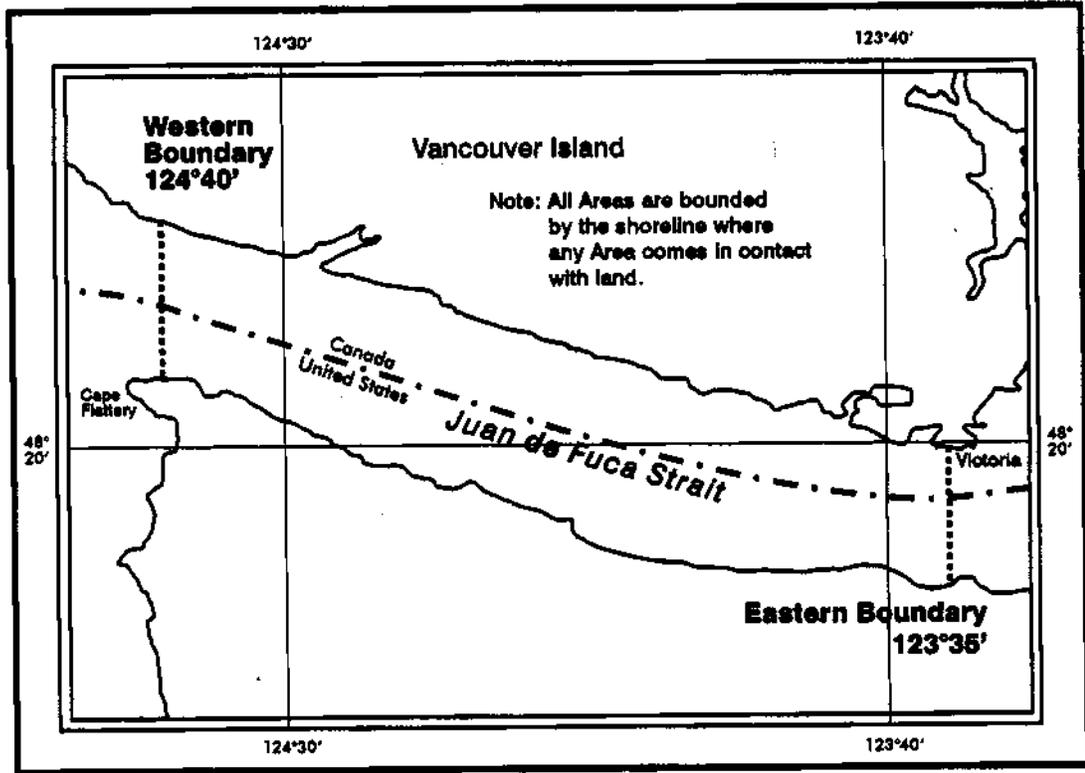
Page 384—Paragraph 17; strike out.

(CL 1642/02) 12/03

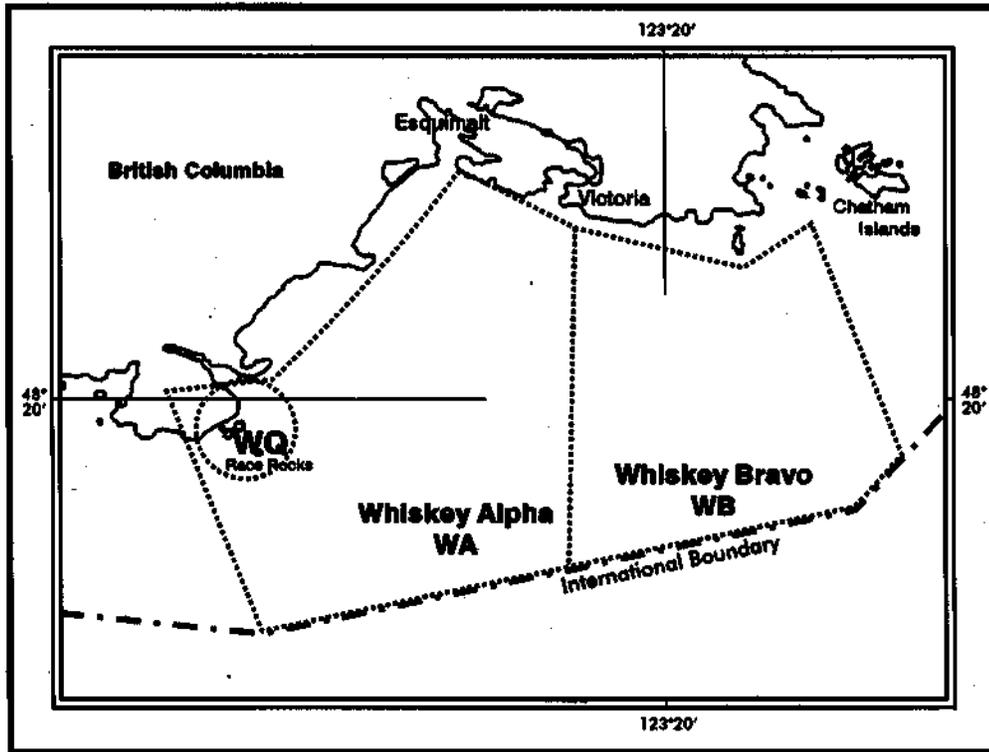
Page 452—Paragraph 28; read:

Distances Between United States Ports (available on the internet only at <http://chartmaker.ncd.noaa.gov/nsd/ports.html>.)

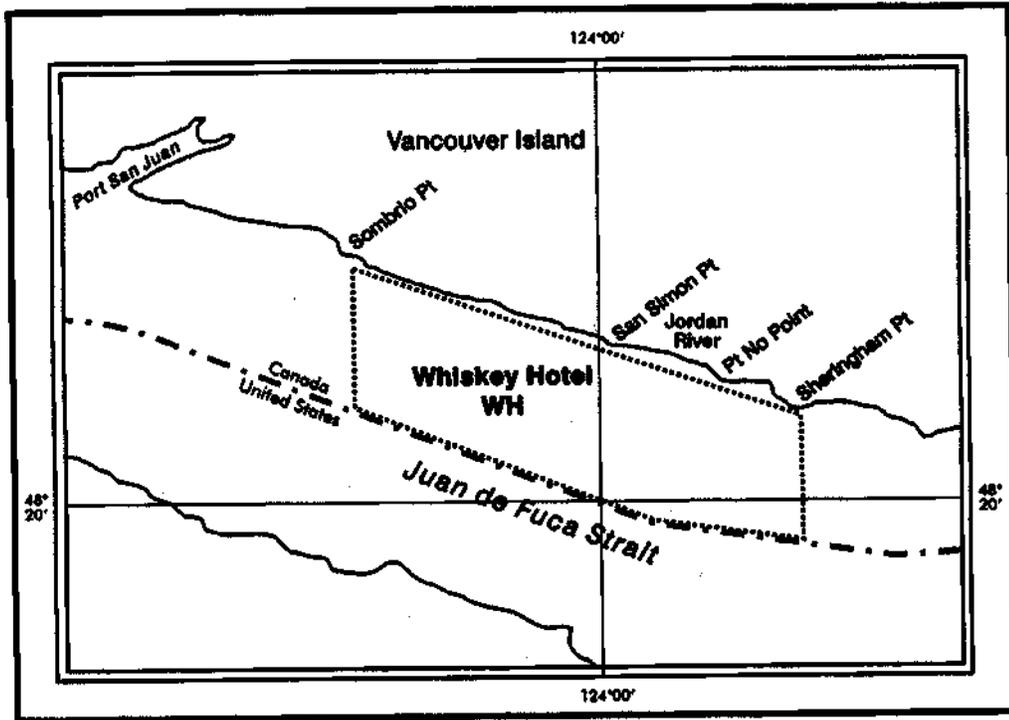
(01/03 CG7) 12/03



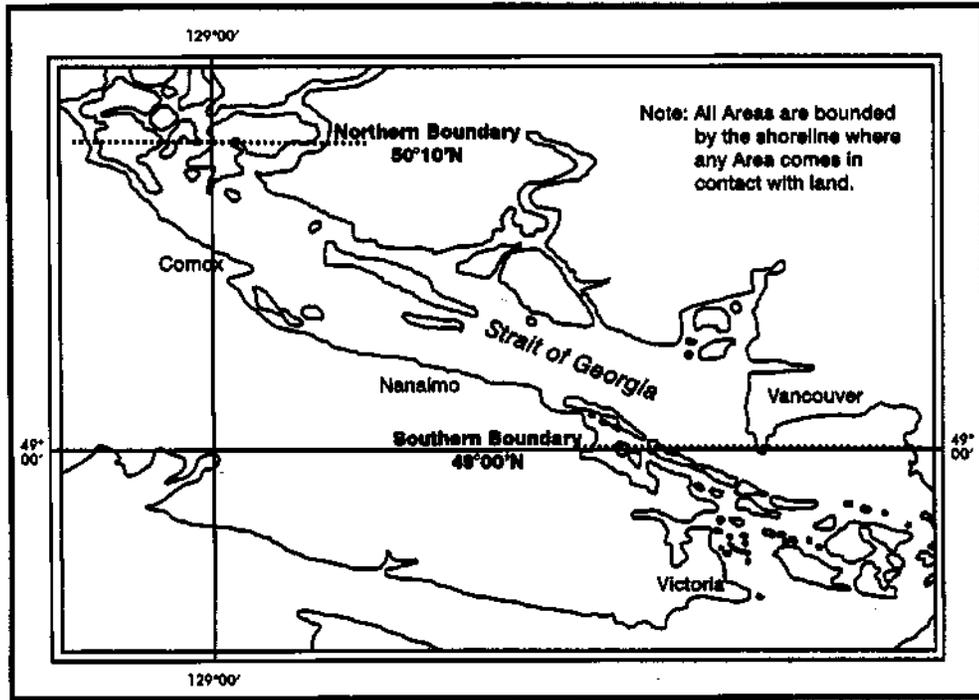
PUB 120



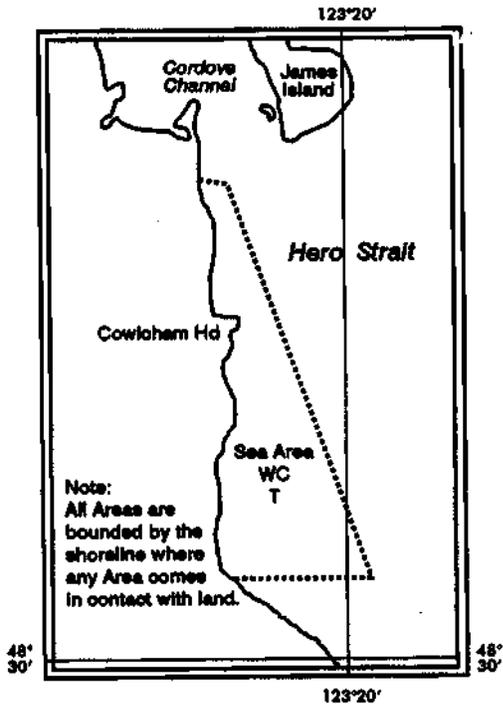
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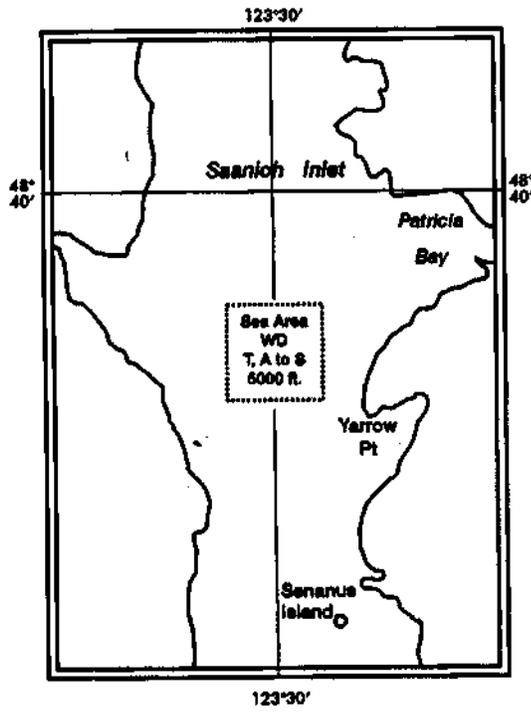


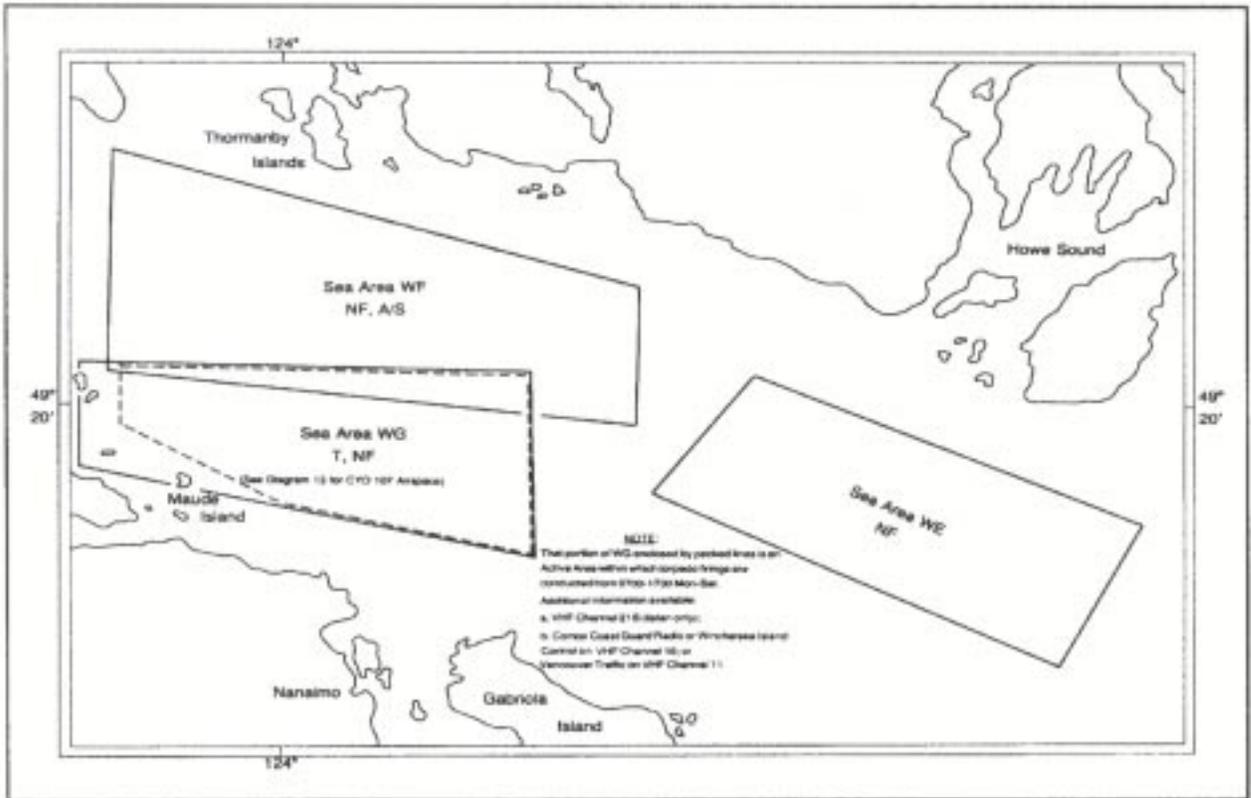
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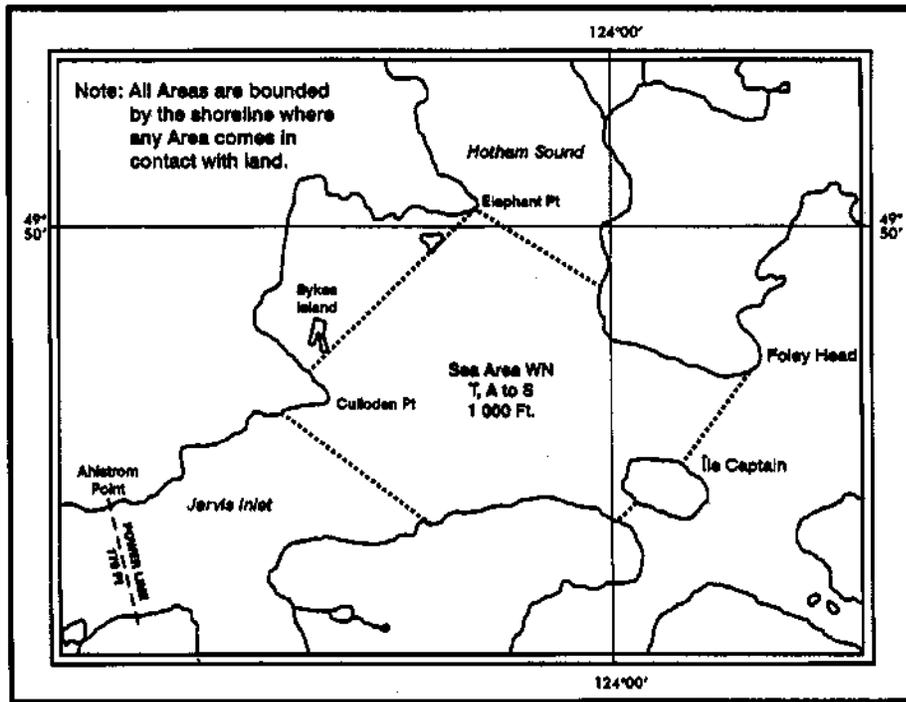


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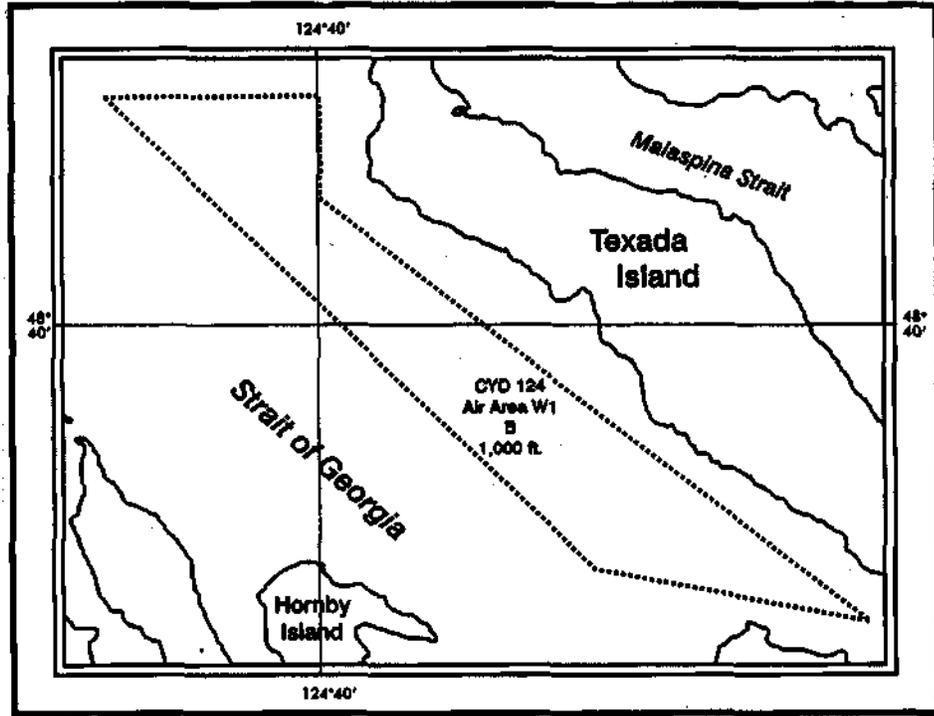








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