

**SAILING DIRECTIONS CORRECTIONS**

**PUB 153            9 Ed 2000            LAST NM 8/03**

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 forward marker is located above a highway and may be obscured. The second set is in line bearing 037°, although it has been reported (2002) that the rear structure is obscured by buildings and vegetation; the rear structure may also be difficult to discern due to a similar-colored roof in its vicinity.

(PUBS 009-03; PUBS 041-02; PUBS 033-02)            13/03

**PUB 163            8 Ed 2002            LAST NM 51/02**

Page 173—Line 14/R; insert after:

**Indonesia Port Corporation IV**  
<http://www.portina4.go.id/mksr.htm>

(NIMA)            13/03

Page 178—Line 40/R; insert after:

**Port of Parepare**  
<http://www.portina4.go.id/pare2.htm>

(NIMA)            13/03

Page 181—Line 29/R; insert after:

**Port of Pantoloan**  
<http://www.portina4.go.id/pantol.htm>

(NIMA)            13/03

Page 193—Line 58/L; insert after:

**Port of Bitung**  
<http://www.portina4.go.id/bitung.htm>

(NIMA)            13/03

Page 195—Line 16/R; insert after:

**Port of Gorontalo**  
<http://www.portina4.go.id/gortal.htm>

(NIMA)            13/03

Page 209—Line 54/L; insert after:

**Port of Kendari**  
<http://www.portina4.go.id/kndri.htm>

(NIMA)            13/03

Page 239—Line 2/R; insert after:

**Port of Balikpapan**  
<http://www.portina4.go.id/bpapan.htm>

(NIMA)            13/03

Page 243—Line 17/L; insert after:

**Port of Samarinda**  
<http://www.portina4.go.id/smrnd.htm>

(NIMA)            13/03

Page 254—Line 52/R; insert after:

**Port of Tarakan**  
<http://www.portina4.go.id/tarkan.htm>

(NIMA)            13/03

**PUB 172            9 Ed 2001            LAST NM 12/03**

Page 120—Line 38/R; read:

A wreck, with a depth of 4.5m, lies about 1 mile W of Ras  
(Fr NM 46/02, Section 4.2)            13/03

Page 165—Lines 42 to 47/L; read:

**Qalhat LNG Terminal** (22°41'N., 59°24'E.) (World Port Index No. 48240) is situated about 1.4 miles SE of the village. The terminal consists of two T-shaped jetties extending about 0.2 mile from shore in a semi-protected bay open to the sea.

**Winds—Weather.**—The terminal is sheltered, by the mountains to the S, from the strong winds of the Southwest Monsoon during the summer (June to September). During the remainder of the year, the terminal is exposed to the Northeast Monsoon.

## PUB 172 (Continued)

**Depths—Limitations.**—The LNG Jetty can accommodate vessels up to 125,845 dwt, with a maximum length of 310m and a maximum draft of 12.1m.

The MOF Condensate Jetty can accommodate vessels up to 13,000 dwt, with a maximum length of 140m and a maximum draft of 7.7m. An underkeel clearance of 2m is required to be maintained at all times.

**Aspect.**—A conspicuous flare, 106m in height, is located in the terminal.

**Pilotage.**—Pilotage is compulsory for all vessels using the terminal. The pilot boards in position 22°43.0'N, 59°27.5'E. Berthing and unberthing can be done 24 hours.

**Regulations.**—Vessels must send their ETA via fax when departing their previous port. The ETA should also be sent 96 hours, 48 hours, 24 hours, and 5 hours prior to arrival. Any significant change greater than 12 hours should also be sent.

**Anchorage.**—Anchorage can be obtained about 2 miles E of the LNG Jetty, in a bottom of mud, sand, and shingle. Permission from the terminal is required to anchor.

**Caution.**—Fishing activity, mainly during the hours of darkness, occurs in the approaches to the terminal. Drift nets in excess of 1,000m long are used; both the nets and the fishing boats setting them are poorly lit. Because of this, approaching and departing the terminal should be made with caution, preferably maintaining a NE or SW course, as appropriate, until well clear of the coast.

(US NM 10/62350/03; US NM 6/02, Section II) 13/03

Page 199—Line 43/R; insert after:

**Balal Oil Field** (26°18'N., 52°33'E.), a lighted platform, stands about 9 miles SSE of Shah Allum Shoal. A submarine pipeline extends NE from the platform to Jazireh-ye Lavan.

(US NM 10/62480/03) 13/03

Page 221—Lines 44 to 45/L; read:

pilot boards about 1 mile NE of the Umm Said Approach Lighted Buoy.

**Regulations.**—A Vessel Traffic Control Service (VTCS) operates in the

(BA NM 45/02, Section VI; US CH 62402) 13/03

Page 221—Lines 52/L to 3/R; read:

All vessels bound for Umm Said are required to call Musay'id Traffic Control 6 hours before arrival at Mishut Lighted Buoy. Vessels are also required to report their status when within 5 miles of Mishut Lighted Buoy. In addition, a vessel should contact the VTCS when transiting inbound or outbound on passing the following:

1. Mishut Lighted Buoy.
2. Hull Lighted Buoy (Mesaieed West Channel).
3. Lighted Buoy E-02/Lighted Buoy E-03 (Mesaieed East Channel).
4. Lighted Buoy E-15 (Mesaieed East Channel).
5. SE Arif Lighted Buoy.
6. No. 1 Inner Lighted Buoy.
7. Turning Lighted Buoy.
8. Fairway Lighted Buoy.

(BA NM 45/02, Section VI; BA NP 286(3)) 13/03

Page 232—Line 3/R; insert after:

It has been reported (2003) that the intense background lighting in the port makes the lighted navigational aids difficult to distinguish at night.

(PUBS 008-03) 13/03

**PUB 180 3 Ed 2002 LAST NM 6/03**

Page 82—Lines 11 to 28/R; read:

These five areas are contiguous to each other and have been designated, as follows:

1. **END202**—An area bounded by lines joining the following positions:

- a. 60°09'58"N, 4°04'54"E.
- b. 60°09'58"N, 4°34'54"E.
- c. 59°54'58"N, 4°34'54"E.
- d. 59°54'58"N, 4°04'54"E.
- e. 60°09'58"N, 4°04'54"E.

2. **END203**—An area bounded by lines joining the following positions:

- a. 60°09'58"N, 4°34'54"E.
- b. 60°09'58"N, 4°56'54"E.
- c. 59°54'58"N, 4°56'54"E.
- d. 59°54'58"N, 4°34'54"E.
- e. 60°54'58"N, 4°34'54"E.

3. **END204**—An area bounded by lines joining the following positions:

- a. 59°52'58"N, 4°26'54"E.
- b. 59°52'58"N, 4°56'54"E.
- c. 59°39'58"N, 4°56'54"E.
- d. 59°39'58"N, 4°26'54"E.
- e. 59°52'58"N, 4°26'54"E.

4. **END259**—An area bounded by lines joining the following positions:

- a. 59°54'58"N, 4°26'54"E.
- b. 59°54'58"N, 5°04'54"E.
- c. 59°50'58"N, 5°04'54"E.
- d. 59°48'58"N, 4°56'54"E.
- e. 59°52'58"N, 4°56'54"E.
- f. 59°52'58"N, 4°26'54"E.
- g. 59°54'58"N, 4°26'54"E.

5. **Stolmen**—An area bounded by lines joining the following positions:

- a. 60°01.3'N, 5°01.3'E.
- b. 60°02.9'N, 5°01.3'E.
- c. 60°05.0'N, 4°57.0'E.
- d. 59°59.0'N, 4°57.0'E.

(3(171)03 Stavanger) 13/03

**PUB 192 7 Ed 2000 LAST NM 8/03**

Page 102—Lines 38 to 47/L; read:

**Regulations.**—The following rules apply within the Precautionary Area situated in Rede van Vlissingen (see Directions):

(Belg NM 5/03) 13/03

Page 102—Lines 10 to 17/R; read:

**Directions.**—A Precautionary Area is situated within Rede van Vlissingen (Flushing Road) and comprises the

## PUB 192 (Continued)

main channel and its approaches. Scheur, the main deep-water approach channel, leads into the W side of this area and Oostgat, the NW, leads into its N part.

A new Traffic Separation Scheme (TSS) has been established within the Precautionary Area and may best be seen on the chart. This scheme became effective on 1 March 2003 but has not been adopted by the IMO.

The separation zone is centered about 0.7 mile SSE of Vlissingen (Flushing) main light (51°26.3'N., 3°34.5'E.). The westbound traffic lane is situated to the N of the separation zone and the eastbound lane is situated to the S of it.

**Anchorage.**—Wielingen North Anchorage Area is situated N of the fairway, about 3.6 miles WSW of Vlissingen. It is about 1.5 miles wide, marked by buoys, and may best be seen on the chart. This area is generally used by vessels carrying dangerous goods.

Wielingen South Anchorage Area is situated S of the fairway and centered about 3 miles SW of Vlissingen. It is marked by buoys and may best be seen on the chart.

(Belg NM 5/03) 13/03

## COAST PILOT CORRECTIONS

**COAST PILOT 2            31 Ed 2001            Change No. 29  
LAST NM 11/03**

Page 213—Paragraph 344, line 1; read:

**Stratford Point Light** (41°09'07"N., 73°06'12"W.), 52 feet ...  
(49/02 CG1; LL/02) 13/03

Page 214—Paragraph 353, line 4; read:

(41°03'35"N., 73°06'05"W.), 60 feet above the water and shown ...  
(49/02 CG1; LL/02) 13/03

Page 223—Paragraph 73, line 8; read:

rocks awash, and is marked by a buoy.  
(51/02 CG1; LL/02) 13/03

Page 225—Paragraph 102, line 1; read:

**Greens Ledge Light** (41°02'30"N., 73°26'38"W.), 62 feet ...  
(49/02 CG1; LL/02) 13/03

Page 237—Paragraph 223, line 1; read:

**Execution Rocks Light** (40°52'41"N., 73°44'16"W.), 62 feet ...  
(48/02 CG1; LL/02) 13/03

Page 239—Paragraph 287, line 1; read:

**Eatons Neck Light** (40°57'14"N., 73°23'43"W.), 144 feet ...  
(49/02 CG1; LL/02) 13/03

Page 240—Paragraph 310, line 5; read:

**Huntington Harbor Light** (40°54'39"N., 73°25'52"W.), 42 feet ...  
(50/02 CG1; LL/02) 13/03

Page 243—Paragraph 377, line 1; read:

**Stepping Stones Light** (40°49'28"N., 73°46'29"W.), 46 feet ...  
(48/02 CG1; LL/02) 13/03

Page 247—Paragraph 397, line 3; read:

and a tall tank. **Throgs Neck Light** (40°48'16"N., 73°47'26"W.), 60 ...  
(48/02 CG1; LL/02) 13/03

**COAST PILOT 3            35 Ed 2002            Change No. 26  
LAST NM 12/03**

Page 60—Paragraph 910, line 3; read:

accordance with international law.

*Fuel oil* means any oil used as fuel for machinery in the vessel in which it is carried.

(CL 1981/01) 13/03

Page 60—Paragraph 923, line 2; read:

tons without cargo, fuel oil, lubricating oil, ballast water, fresh ...

(CL 1981/01) 13/03

Page 60—Paragraph 928, line 2 to Paragraph 929; read:

new vessel, as determined by the Commandant (G-MOC).

*MARPOL 73/78* means the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating to that Convention. A copy of MARPOL 73/78 is available from the International Maritime Organization, 4 Albert Embankment, London, SE1 7SR, England.

(CL 1981/01) 13/03

Page 60—Paragraph 950, line 4 to Paragraph 951; read:

carbons as well as animal and vegetable oils.

*Oil cargo residue* means any residue of oil cargo whether in solid, semi-solid, emulsified, or liquid form from cargo tanks and cargo pump room bilges, including but not limited to, drainages, leakages, exhausted oil, muck, clingage, sludge, bottoms, paraffin (wax), and any constituent component of oil. The term "oil cargo residue" is also known as "cargo oil residue".

*Oil residue* means—

(1) Oil cargo residue; and

(2) Other residue of oil whether in solid, semi-solid, emulsified, or liquid form, resulting from drainages, leakages, exhausted oil, and other similar occurrences from machinery spaces.

(CL 1981/01) 13/03

Page 61—Paragraph 954; read:

*Oil mixture* means a mixture, in any form, with any oil content. "Oily mixture" includes, but is not limited to—

(1) Slops from bilges;

(2) Slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse);

(3) Oil residue; and

**COAST PILOT 3 (Continued)**

(4) Oily ballast water from cargo or fuel oil tanks, including any oil cargo residue.  
(CL 1981/01) 13/03

Page 142—Paragraph 72; strike out.  
(NOS 12324) 13/03

Page 61—Paragraph 957; read:

*Petroleum Oil* means petroleum in any form, including but not limited to, crude oil, fuel oil, sludge, oil residue, and refined products.  
(CL 1981/01) 13/03

Page 61—Paragraph 960, lines 2 to 3; read:

into a tank that is completely separated from the cargo oil and fuel oil system and that is permanently allocated to the carriage of ...  
(CL 1981/01) 13/03

Page 61—Paragraph 961, line 2; read:

collection of cargo drainings, washings, and other oily mixtures.  
(CL 1981/01) 13/03

Page 63—Paragraph 1055, line 1; read:

(2) Carries petroleum oil in bulk as cargo or oil cargo residue; ...  
(CL 1981/01) 13/03

Page 108—Paragraph 2568, line 8; read:

Marine VHF radio (Channel 16) or by telephone 540-653-8531.  
(CL 1424/02) 13/03

Page 114—Paragraph 6, lines 2 to 5; read:

section of the coast covered by this Coast Pilot. Fog signals are at most of the principal light stations. Many coastal and harbor buoys are ...  
(NOS/03) 13/03

Page 128—Paragraph 31, lines 3 to 4; read:

at the south jetty light. Give the jetties a good berth to avoid any loose rocks.  
(NOS/03) 13/03

Page 134—Paragraph 71, lines 4 to 5; read:

ends. A fog signal is at the west jetty light. A 327° lighted range marks the channel between ...  
(NOS/03) 13/03

Page 140—Paragraph 28, lines 3 to 4; read:

at the south jetty light. Give the jetties a good berth to avoid any loose rocks.  
(NOS/03) 13/03

Page 141—Paragraph 64, lines 5 to 7; read:

reported to be 4½ feet. The river forks into three branches about halfway ...  
(NOS 12324) 13/03

**RADIO NAVIGATIONAL AIDS CORRECTIONS**

**PUB 117 Ed 2002 LAST NM 50/02**

Page 3-15—Lines 2/L to 7/R; read:

**INTERNATIONAL ICE PATROL:** In February or March, the International Ice Patrol (IIP) will commence its annual service of providing maritime safety information on ice conditions in the vicinity of the Grand Banks of Newfoundland. Reports of ice in this area will originate from various sources, including passing ships and IIP reconnaissance flights. Pending ice severity, the IIP will broadcast the southeastern, southern, and southwestern limits of all known ice in two message bulletins each day and a daily graphical chart containing ice information, to inform ships of the extent of the estimated limits of all known ice. The IIP continually monitors ice conditions in the vicinity of the Grand Banks and will commence iceberg warning information when appropriate; however, regardless of ice density, the IIP will begin broadcasting at least weekly (Friday) updates beginning on the Friday nearest 15 February at 1200UTC.  
(PUBS 0007/2003) 13/03

## PUB 117 (Continued)

Page 4-89 to Page 4-90; LIST OF COMMERCIAL STATIONS (HF RADIOTELEX/NBDP); replace with below:

## COMMERCIAL STATIONS (HF RADIOTELEX/NBDP)

Location	Station (Call Sign)	ITU Channel	Frequencies (kHz)	
			Shore	Ship
Mobile, Alabama, U.S.A.	Mobile (WLO) Selcall: 1090 MMSI: 003660003 Hours of watch: 24 hr.	406	4213	4175
		606	6317	6265.5
		806	8419	8379
		810	8421	8381
		815	8423.5	8383.5
		1205	12581.5	12479
		1211	12584.5	12482
		1605	16809	16685.5
		1615	16814	16690.5
		1810	19685.5	18875
		2215	22383.5	22291.5
		2515	26108	25180
		Republic, Washington, U.S.A.	Republic (KKL) Selcall: 1150 Hours of watch: 1700-0100 GMT	824
4016.4	4016.4			
8183.4	8183.4			
8429.4	8389.4			
12104.4	12104.4			
16345.4	16345.4			
19685.4	18874.9			
26105.4	25177.4			

- Notes:
- (1) Station WLO is part of the ShipCom RadioNetwork. Frequencies listed are assigned.
  - (2) Radiotelex frequencies listed for Station KKL are ARQ carrier center frequency. When calling KKL ARQ, call for at least 60 seconds. KKL uses scanning transceivers on all frequencies except 2522.0 kHz. Each channel is scanned for approximately 10 seconds.
  - (3) AMVER messages may be sent free of charge through any of the above coast radio stations.

## PUB 117 (Continued)

Page 4-90; LIST OF COMMERCIAL STATIONS (HF RADIOTELEPHONE); replace with below:

## COMMERCIAL STATIONS (HF RADIOTELEPHONE)

Location	Station (Call Sign)	ITU Channel	SSB (carrier) Frequencies (in kHz)	
			Shore	Ship
Marina del Ray, California, U.S.A.	Marina del Ray (KNN) Hours of watch: 24 hr.	416	4402	4110
		814	8758	8234
		1203	13083	12236
		1616	17287	16405
		2214	22735	22039
Mobile, Alabama, U.S.A.	Mobile (WLO) Hours of watch: 24 hr.	405	4369	4077
		414	4396	4104
		607	6519	6218
		824	8788	8264
		830	8806	8282
		1212	13110	12263
		1226	13152	12305
		1607	17260	16378
		1641	17362	16480
		1807	19773	18798
		2237	22804	22108
2503	26151	25076		
Mobile, Alabama, U.S.A.	Mobile (WCL) Hours of watch: 24 hr.	403	4363	4071
		802	8722	8198
		1206	13092	12245
		1601	17242	16360
		2243	22822	22126
Republic, Washington, U.S.A.	Republic (KKL) Hours of watch: 1700-0100 GMT	421	4417	4125
		606	6516	6215
		821	8779	8255
		1221	13137	12290
		1621	17302	16420
		1806	19770	18795

- Notes: (1) Stations KNN and WCL are part of the ShipCom RadioNetwork, operated remotely from Mobile (WLO).  
(2) AMVER messages may be sent free of charge through any ShipCom RadioNetwork station.

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Type	(4) Position		(5) Frequency	(6) Range	(7) Procedure	(8) Remarks
			Rx	Tx				

## UNITED KINGDOM

The VHF direction finding stations of the United Kingdom are for emergency use only. Except for Guernsey and Jersey, all are remotely controlled by a HM Coast Guard Maritime Rescue Coordination Center or Sub-Center (MRCC/MRSC). The following details of operation are common to all of these stations:

- A. Ch.16.
- B. Ch.16 (distress only).  
Ch.67. Ch.82 (Jersey only).
- C. Ch.16 (distress only).  
Ch.67. Ch.82 (Jersey only).

*1098.3 Portnaguran. 2-0001	RDF	58 14 49 N 6 09 44 W					MRSC Stornoway.	
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13/03

1110 Sandwick. 2-0001							Remove from list.	
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\* 13/03

## INDIA

1188.1 Calcutta (VWC). 2-2200							Remove from list.	
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\* 13/03

(1) No.	(2) Name	(3) Hours of Transmission	(4) System	(5) Frequency
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## INDIA

2475 Calcutta (VWC). 2-3070				Remove from list.
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\* 13/03

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Address	(4) Name of Coast Station	(5) Remarks
5020	Argentina	CONSULTA RADIO-MEDICA; name of coast station. In urgent cases the prefix "XXX" or "PAN" may be used.	Any coast radio station.	<p>Message must be in Spanish. It should include the following information:</p> <p>(a) patient's sex; (b) age; (c) medical history; (d) symptoms; (e) probable cause of the illness or circumstances leading to the accident; (f) any additional information that may aid diagnosis and treatment such as pulse rate, temperature (°C), and cause and severity of the wound.</p> <p>Message must be signed by the Master. This service, provided by Servicio de Asistencia Medica de Emergencia (SAME) (Emergency Medical Assistance Service), assumes no liability for information given in medical consultations.</p>
		*	*	* 13/03
5165	Croatia	RADIOMEDICAL; name of coast station.	Any coast radio station.	<p>Message must be in English or Croatian. It should include:</p> <p>(a) symptoms noted and those experienced by patient; (b) patient's age and sex; (c) date of the accident or onset of illness; (d) temperature, pulse, general condition, and position of the patient; (e) medical equipment carried by the ship.</p> <p>Message must be signed by the Master.</p> <p>Stations provide medical advice to ships of all nationalities. The radiomedical service is free of charge.</p>
		*	*	* 13/03
5820	Sweden	(No specific format).	MRCC Goteborg.	<p>MRCC Goteborg can be contacted by: telephone: 46 31 699050 fax: 46 31 648010 telex: 54 62190 (62190 MRCC S) email: radiomedical@amrcc.sjofartsverket.se</p> <p>If possible, try to contact MRCC Goteborg by phone first when sending e-mail.</p>
		*	*	* 13/03
5860	United States (Atlantic and Gulf)	DH MEDICO; station call sign; group count (number of words in message).	<p>Massachusetts: Boston (NMF), USCG.</p> <p>Virginia: CAMSLANT Chesapeake (Portsmouth) (NMN), USCG.</p> <p>Florida: Miami (NMA), USCG.</p> <p>Louisiana: New Orleans (NMG), USCG.</p>	<p>Telephone calls from ships to doctors or hospitals are handled as regular phone calls in accordance with legally applicable tariffs. Ships requesting medical advice with no specific telephone number will be connected by the USCG. No charge is made for the call when the ship states it is an emergency involving the safety of life or property at sea. Message must be signed by the Master.</p> <p>Messages transmitted to a USCG station are routed to the nearest medical facility. This service (inquiry and reply) is free of charge.</p> <p>Numerous USCG stations continuously guard 2182 kHz (USB) and 156.8 MHz (VHF-FM) and will facilitate the provision of medical advice through their associated Rescue Coordination Center (RCC).</p> <p>The use of the signal "CQ" from the International Code (NVPUB 102) for medical messages is discouraged.</p>
		*	*	* 13/03

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Address	(4) Name of Coast Station	(5) Remarks
5862	United States (Pacific)	DH MEDICO; station call sign; group count (number of words in message).	Alaska: Kodiak (NOJ), USCG.  California: CAMSPAC Point Reyes (San Francisco) (NMC), USCG.  Hawaii: Honolulu (NMO), USCG.  Mariana Islands: Guam (NRV), USCG.	Telephone calls from ships to doctors or hospitals are handled as regular phone calls in accordance with legally applicable tariffs. Ships requesting medical advice with no specific telephone number will be connected by the USCG. No charge is made for the call when the ship states it is an emergency involving the safety of life or property at sea. Message must be signed by the Master.  Messages transmitted to a USCG station are routed to the nearest medical facility. This service (inquiry and reply) is free of charge.  Numerous USCG stations continuously guard 2182 kHz (USB) and 156.8 MHz (VHF-FM) and will facilitate the provision of medical advice through their associated Rescue Coordination Center (RCC).  The use of the signal "CQ" from the International Code (NVPUB 102) for medical messages is discouraged.

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13/03