



No. 20

17 MAY 2003



UNITED STATES OF AMERICA

NOTICE TO MARINERS



Published Weekly by the
National Imagery and Mapping Agency

Prepared Jointly with the
National Ocean Service and U.S. Coast Guard

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**Visit the Maritime Safety Information Division website at
<http://pollux.nss.nima.mil/>**



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IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Transportation), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Safety Information Division	301-227-5006	287-5006	301-227-5745
World-Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Fleet Liaison Officer	301-227-3120	287-3120	301-227-4211
Maritime Safety Information Website	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3, 4, 5	301-227-3146	287-3146	301-227-3175
Notice to Mariners: Regions 6 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3183	287-3183	301-227-3174
Navigation Science Publications	301-227-3120	287-3120	301-227-3731
Distribution Issues	301-227-7652	287-7652	301-227-4211

The Maritime Safety Information Website can be accessed via the NIMA Homepage (www.nima.mil) under the Safety of Navigation link or directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use NavNotices@nima.mil, for information affecting Sailing Directions and all other navigational publications use SDPUBS@nima.mil, for information concerning the Maritime Safety Information Website, use webmaster_nss@nima.mil.

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated. Marine Information Report and Suggestion sheets received during the past week were submitted by the following observers:

Observer	Ship/Organization
Chris Tucu	M/V SULPHUR ENTERPRISE

Cover Photo: The **USS HUE CITY (CG-66)** the first United States Ship to bear this name and only ship named after a battle in the Vietnam War, is the twentieth in the *TICONDEROGA* class of Aegis guided missile cruisers and the fourteenth to be built by Ingalls Shipbuilding in Pascagoula, Mississippi. Her mission is to conduct prompt and sustained combat operations at sea in support of a carrier battle group or amphibious assault group. **HUE CITY** was designed to defend against coordinated saturation attacks involving enemy surface ships, submarines, aircraft and missiles. Additionally, **HUE CITY** is able to engage in offensive actions against the enemy through employment of long-range anti-ship missiles, land attack missiles and gunfire. Commissioned 14 September 1991, the **HUE CITY** has a displacement of 9600 tons fully loaded, is 567 feet long, has a beam of 55 feet and a draft of 34 feet. She carries a crew of 340 Sailors, 27 Chief Petty Officers and 33 Officers. The homeport of the **USS HUE CITY** is Mayport, Florida.

INFORMATION
OF
SPECIAL INTEREST
OR
IMPORTANCE
TO
MARINERS

NM 20/03

HYDROGRAM

**National Imagery and Mapping Agency
Bethesda, MD 20816-5003**

SPECIAL
ANNOUNCEMENTS

NEW PRODUCTS
OR SERVICES

IMPORTANT
CHANGES

17 May 2003

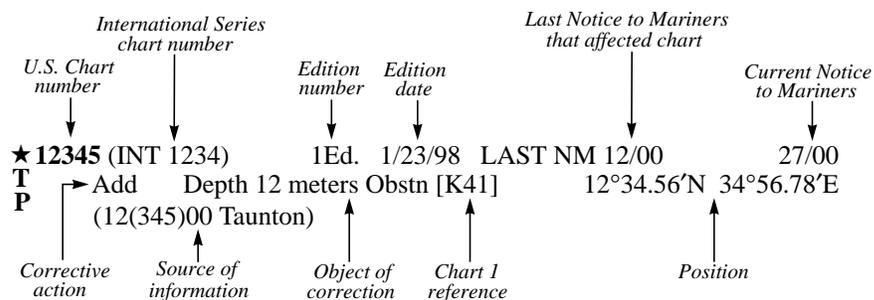
INTERNATIONAL CODE OF SIGNALS

PUB. 102, INTERNATIONAL CODE OF SIGNALS FOR VISUAL, SOUND AND RADIO COMMUNICATIONS, UNITED STATES EDITION 1969 (REVISED 2003) IS READY FOR ISSUE. THIS EDITION IS PRODUCED BY NIMA IN DIGITAL FORMAT ONLY. SEE SECTIONS II AND III.

EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

Section I-1 contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

★ indicates that it is based upon original U.S. source information.

T indicates that it is temporary in nature.

P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.

The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter N is not a part of the chart number.

The letter N preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.

Courses and bearings are given in degrees true.

Light sectors are expressed in degrees true from the vessel TOWARD the light.

The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.

The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.

Section I-2* contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.

Section I-3 lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

Section II-1 is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

Section II-2* contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

Section II-3* lists weekly updates to the USCG Light Lists.

Section II-4* lists weekly updates to the NIMA List of Lights.

Section II-5 lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

Section III-1 lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

Section III-2 contains miscellaneous information of particular interest to the maritime community.

*The left-hand pages of these sections are intentionally blank.

**SECTION I
CHART CORRECTIONS**

NM 20/03

<p>★1113A Ed. 3/03 NEW EDITION 20/03 (NOS)</p> <p>1117A Ed. 4/6/02 LAST NM 19/03 20/03 Delete Platform 27°57.4'N 96°21.2'W (3/03 CG8)</p> <p>★11300 38Ed. 4/6/02 LAST NM 19/03 20/03 Delete Platform 27°57.4'N 96°21.2'W (3/03 CG8)</p> <p>11317 29Ed. 2/16/02 LAST NM 19/03 20/03 Relocate Light "A8" from 28°33'22"N 96°29'27"W to 28°33'21"N 96°29'27"W</p> <p>Change Visibility (range) of light "J" to 6M 28°31'38"N 96°13'39"W (5/03 CG8)</p> <p>11319 31Ed. 2/03 LAST NM 19/03 20/03 (Side B) Change Visibility (range) of light "J" to 6M 28°31'38.1"N 96°13'39.3"W (5/03 CG8)</p> <p>★11322 28Ed. 3/03 LAST NM 19/03 20/03 (Side B) Add Tabulation of controlling depths from Subsection I-2 (NOS)</p> <p>★11323 59Ed. 3/30/02 LAST NM 9/03 20/03 Relocate Light "6A" from 29°20'45"N 94°40'42"W to 29°20'42"N 94°40'34"W and delete legend "PA"</p> <p>Add Platform [L10] 29°18'17"N 94°00'32"W (5/03 CG8)</p> <p>★11324 32Ed. 3/16/02 LAST NM 16/03 20/03 Relocate Light "6A" from 29°20'44.4"N 94°40'41.2"W to 29°20'42.3"N 94°40'34.1"W and delete legend "PA"</p> <p>Change Height of light "3" to 17ft 29°19'48.1"N 94°46'28.7"W</p> <p>Add Tabulation of controlling depths from Subsection I-2 (NOS; 5/03 CG8)</p> <p>11326 31Ed. 10/02 LAST NM 16/03 20/03 (Page A) Change Height of range light, rear to 50ft 29°40'37"N 94°58'37"W</p> <p>Change (Page A, Inset 1) Height of range light, rear to 50ft 29°40'36.9"N 94°58'36.2"W Height of range light, rear to 65ft 29°41'30.9"N 94°59'08.0"W</p> <p>Relocate (Page C) Light "6A" from 29°20'46"N 94°40'41"W to 29°20'42"N 94°40'34"W and delete legend "PA" (3, 5/03 CG8)</p> <p>11327 30Ed. 5/26/01 LAST NM 19/03 20/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p> <p>★11328 22Ed. 6/2/01 LAST NM 16/03 20/03 Change Height of range light, rear to 50ft 29°40'36.9"N 94°58'36.2"W Height of range light, rear to 65ft 29°41'30.6"N 94°59'07.8"W</p> <p>Add Tabulation of controlling depths from Subsection I-2 (NOS; 3, 5/03 CG8)</p>	<p>11330 14Ed. 11/02 LAST NM 19/03 20/03 Relocate Light "6A" from 29°20.8'N 94°40.7'W to 29°20.7'N 94°40.6'W and delete legend "PA" (5/03 CG8)</p> <p>11332 28Ed. 8/02 LAST NM 19/03 20/03 Add Platform [L10] 29°18'17"N 94°00'32"W (5/03 CG8)</p> <p>★11342 51Ed. 9/30/00 LAST NM 17/03 20/03 Change Visibility (range) of light "43" to 6M 29°46'31.6"N 93°56'28.1"W (See 23/02-11342)</p> <p>Add Tabulation of controlling depths from Subsection I-2 (NOS; 3/03 CG8)</p> <p>★11343 36Ed. 9/15/01 LAST NM 19/03 20/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p> <p>★11347 33Ed. 7/02 LAST NM 19/03 20/03 (Side A) Change Height of range light, rear to 40ft 30°05'12.7"N 93°19'49.5"W</p> <p>Change (Side B) Height of range light, rear to 40ft 30°05'12.7"N 93°19'49.8"W (3/03 CG8)</p> <p>11348 19Ed. 8/25/01 LAST NM 7/03 20/03 (Side A) Change Height of range light, rear to 40ft 30°05'12.2"N 93°19'49.5"W (3/03 CG8)</p> <p>★11351 38Ed. 3/03 NEW EDITION 20/03 Change Legend to "17 FT BY 400 FT FEB 2003" 29°23'48"N 91°21'51"W (NOS)</p> <p>11352 36Ed. 11/02 LAST NM 9/03 20/03 Change Legend to "17 FT FEB 2003" between 29°23.2'N 91°22.0'W 29°25.4'N 91°20.0'W</p> <p>Legend to "16 FT BY 400 FT JAN 2003" 29°16.2'N 91°28.7'W (See 8/03-11352) (NOS)</p> <p>★11353 2Ed. 3/16/02 LAST NM 18/03 20/03 Add Platform [L10] 29°19'51.3"N 89°03'13.8"W (5/03 CG8)</p> <p>11354 23Ed. 9/22/01 LAST NM 8/03 20/03 (Side A) Delete Legend "PA" 29°35'48"N 91°15'05"W</p> <p>Change Legend to "17 FT BY 400 FT FEB 2003" 29°23'36"N 91°22'00"W Legend to "16 FT BY 400 FT JAN 2003" 29°18'28"N 91°26'13"W (See 51/02, 8/03-11354) (NOS; 3/03 CG8)</p> <p>11361 69Ed. 1/5/02 LAST NM 19/03 20/03 Add Platform [L10] 29°19'51"N 89°03'14"W (5/03 CG8)</p> <p>★11363 38Ed. 3/30/02 LAST NM 19/03 20/03 Add Platform [L10] 29°19'51"N 89°03'14"W Platform [L10] 29°34'50"N 88°43'58"W (5/03 CG8)</p>
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17436	(Continued)				
	Depth 0 fathom 3 feet for 1 fathom 3 feet	55°27'36"N 132°11'43"W			
	Depth 8 fathoms 1 foot for 10 fathoms 4 feet	55°27'38"N 132°12'21"W			
	Depth 5 fathoms for 7 fathoms 4 feet	55°27'08"N 132°17'06"W			
Add	Depth 6 fathoms 1 foot	55°27'04"N 132°09'01"W			
	Depth 9 fathoms 1 foot	55°27'17"N 132°09'01"W			
	Depth 9 fathoms 1 foot	55°27'45"N 132°12'35"W			
(NOS)					
17518	7Ed. 1/7/95 LAST NM 16/03				20/03
Change	Visibility (range) of light to 17M	48°52'24"N 123°17'29"W			
(Can LL)					
18403	21Ed. 4/8/95 LAST NM 6/03				20/03
Change	Visibility (range) of range light, front to 17M	49°09'56.3"N 123°55'48.1"W			
	Visibility (range) of range light, rear to 18M	49°09'55.0"N 123°55'53.0"W			
	(See 33/99-18403)				
(Can LL)					
18411	Ed. 1/30/98 LAST NM N42/01				N20/03
Change	Light to Fl G 4s 5m 5M	49°07'30"N 123°41'21"W			
(Can LL)					
18412	10Ed. 7/16/88 LAST NM 45/01				20/03
	(Plan C)				
Change	Visibility (range) of light to 17M	48°52'24"N 123°17'25"W			
	Light to QR 6m 5M, F WR 3m 9M	48°50'42"N 123°20'48"W			
	Note: Sectors remain unchanged				
(Can LL)					
18413	15Ed. 6/10/95 LAST NM 43/01				20/03
Change	Visibility (range) of light to 17M	48°52'24"N 123°17'30"W			
	Light to Fl R 4s 6m 5M	48°56'22"N 123°36'10"W			
	Light to QR 6m 5M, F WR 3m 9M	48°50'42"N 123°20'54"W			
	Note: Sectors remain unchanged				
	(See 24/98-18413)				
Add	Visibility (range) 5M to light	48°50'12"N 123°27'13"W			
(Can LL)					
18414	9Ed. 7/15/95 LAST NM 8/02				20/03
	(Plan A)				
Add	Visibility (range) 5M to light	48°50'14"N 123°27'34"W			
(Can LL)					
18421	45Ed. 12/02 LAST NM 2/03				20/03
Change	Visibility (range) of light to 17M	48°52'24"N 123°17'24"W			
(Can LL)					
22259	4Ed. 9/5/92 LAST NM 20/02				20/03
Change	Light to Fl 3s 12m 19M,				
	Fl 5s 9m 2M with visible sectors				
	Fl 3s 138°-125°, Fl 5s 175°-077°	33°01'55.0"S 71°37'14.5"W			
	(9(134)02 Valparaiso)				
22264	2Ed. 9/21/96 LAST NM 18/03				20/03
Change	Light to Fl 3s 12m 19M,				
	Fl 5s 9m 2M	33°01'54"S 71°37'15"W			
	(9(134)02 Valparaiso)				
23121	7Ed. 12/30/95 LAST NM 17/03				20/03
Add	Danger circle "Foul" [K31]	39°05'33"S 61°47'08"W			
	(18(170)02 Buenos Aires)				
23124	3Ed. 1/1/84 LAST NM N17/03				N20/03
Add	Danger circle "Foul" [K31]	39°05'31"S 61°47'09"W			
	(18(170)02 Buenos Aires)				
24050	11Ed. 10/18/97 LAST NM 49/02				20/03
Add	Green dashed line [M4] with legend "Alternate High Speed Vessel Route" joining	34°52.7'S 55°17.4'W 34°51.5'S 55°42.5'W 34°56.5'S 56°00.0'W 34°57.8'S 56°09.5'W			
	(18(168)02 Buenos Aires)				
24057	4Ed. 6/29/96 LAST NM 49/02				20/03
Add	Green dashed line [M4] with legend "Alternate High Speed Vessel Route" joining	34°53'36"S 55°49'30"W 34°56'31"S 56°00'00"W 34°57'54"S 56°09'29"W			
	(18(168)02 Buenos Aires)				
25524	43Ed. 6/10/95 LAST NM 5/03				20/03
Add	Buoy "GC" Y, conical, Fl(5) Y 20s	14°27'22"N 60°55'22"W			
	"Fishing Prohibited Area" [N21] bound by shore and purple composite line joining	14°27'52"N 60°55'40"W 14°27'22"N 60°55'22"W 14°26'48"N 60°54'08"W 14°26'53"N 60°53'56"W			
	(Plan)				
Add	"Fishing Prohibited Area" [N21] bound by shore and purple composite line joining	14°26'52.5"N 60°53'56.3"W 14°26'47.5"N 60°54'08.0"W 14°26'57.0"N 60°54'30.0"W			
	Note: Area extends beyond plan border				
	(33(40)00 Brest)				
★25644	13Ed. 3/03 NEW EDITION				20/03
(NOS)					
★25659	9Ed. 3/03 NEW EDITION				20/03
(NOS)					
★25670	41Ed. 4/13/02 LAST NM 13/03				20/03
Change	Buoy to "A" Y, Fl Y 2.5s	18°27'01"N 66°06'59"W			
	(2/03 CG7)				
★25675	9Ed. 3/03 NEW EDITION				20/03
(NOS)					
★25679	10Ed. 3/03 NEW EDITION				20/03
(NOS)					
★25683	17Ed. 11/11/00 LAST NM 5/03				20/03
Delete	Buoy "4"	17°56'40.3"N 66°37'43.2"W			
Change	Buoy "6" to R, nun	17°57'47.6"N 66°37'20.1"W			
Add	Buoy "4" R, Fl R 2.5s	17°56'36.0"N 66°37'42.6"W			
	(9/03 CG7)				
35083	8Ed. 5/30/98 LAST NM 18/00				20/03
Delete	Buoy (mooring) "3"	56°00'38.1"N 3°28'56.0"W			
	(19(1903)01 Taunton)				
36010	27Ed. 10/4/97 LAST NM 16/03				20/03
Add	Superbuoy ODAS [Q58] "25" Fl(5) Y 20s	53°28.8'N 5°25.5'W			
	(24(2357)01 Taunton)				
36060	17Ed. 8/23/97 LAST NM 8/03				20/03
Add	Superbuoy ODAS [Q58] "25" Fl(5) Y 20s	53°28.8'N 5°25.5'W			
	(24(2357)01 Taunton)				
36061	5Ed. 10/4/97 LAST NM 46/02				20/03
Add	Superbuoy ODAS [Q58] "25" Fl(5) Y 20s	53°28'48"N 5°25'30"W			
	(24(2357)01 Taunton)				

SECTION I

NM 20/03

37080	3Ed. 12/28/96 LAST NM 18/03	20/03		
	Add Foul ground symbol [K31] (PD)	48°39.9'N 2°02.1'W		
	(43(19)02 Brest)			
37095	3Ed. 10/26/96 LAST NM 16/03	20/03		
	Add Foul ground symbol [K31] (PA)	49°32.9'N 0°02.9'E		
	(39(25)02 Brest)			
37110	11Ed. 4/24/99 LAST NM 47/02	20/03		
	Add Foul ground symbol [K31] (PA)	49°32.9'N 0°02.9'E		
	(39(25)02 Brest)			
37123	9Ed. 8/8/98 LAST NM 6/03	20/03		
	Add Depth 7.3 meters Obstr [K41]	51°03'59"N 2°23'29"E		
	(39(22)02 Brest)			
37125	15Ed. 8/24/96 LAST NM 9/03	20/03		
	Add Depth 7.3 meters Obstr [K41]	51°03'59"N 2°23'29"E		
	(39(22)02 Brest)			
37127	11Ed. 1/18/86 LAST NM 6/03	20/03		
	Add Depth 7.3 meters Obstr [K41]	51°04.00'N 2°23.56'E		
	(39(22)02 Brest)			
37129	6Ed. 5/31/97 LAST NM 6/03	20/03		
	Add Depth 7.3 meters Obstr [K41]	51°03'59.4"N 2°23'28.8"E		
	(39(22)02 Brest)			
37261	10Ed. 6/21/97 LAST NM 11/03	20/03		
	Add Foul ground symbol [K31] (PA)	49°32'56.4"N 0°02'55.2"E		
	(39(25)02 Brest)			
37400	(INT 1803) 10Ed. 3/12/88 LAST NM 10/03	20/03		
	Add Depth 36 meters Wk [K26]	46°23.8'N 2°00.6'W		
	(44(19)02 Brest)			
37461	9Ed. 7/8/00 LAST NM 6/03	20/03		
	Add Submarine pipeline [L41.1] between	43°23'46"N 3°13'41"W		
		43°24'20"N 3°13'25"W		
	(7(118)03 Cadiz)			
37501	3Ed. 2/8/97 LAST NM 8/03	20/03		
	Add Light Fl(2) R 4M	43°22'41"N 8°13'00"W		
	(6(98)03 Cadiz)			
37506	4Ed. 6/24/00 LAST NM 8/03	20/03		
	Change Legend to "Lights in line 085°10"	43°27'31.0"N 8°18'25.0"W		
	Add Light Fl(2) R 7s 7m 4M	43°22'41.0"N 8°13'00.3"W		
	(15(201)00, 6(98)03 Cadiz; Spn LL)			
38528	4Ed. 4/1/86 LAST NM N37/01	N20/03		
	Add Depth 4.7 meters	65°36'48"N 52°48'41"W		
	(12(82)03 Kobenhavn)			
43058	3Ed. 2/7/98 LAST NM 34/99	20/03		
	Change Characteristic of light to Fl G 3s	70°58'28"N 26°01'20"E		
	Characteristic of light to Fl R 3s	70°58'27"N 26°01'12"E		
	Period of light (Iso G) to 4s	70°58'41"N 26°01'13"E		
	(3(134, 135)99 Stavanger; Nor LL)			
43059	3Ed. 9/6/97 LAST NM 44/02	20/03		
	Change Characteristic of light to Fl G 3s	70°58'29"N 26°01'24"E		
	Characteristic of light to Fl R 3s	70°58'30"N 26°01'16"E		
	Period of light (Iso G) to 4s	70°58'40"N 26°01'16"E		
	Add Light 2 FR (Priv)	70°58'45"N 26°00'58"E		
	(3(134, 135)99 Stavanger; Nor LL)			
43127	5Ed. 8/3/96 LAST NM 15/99	20/03		
	(Plan)			
	Add Range line extending in 174°30' direction from			
	rear range light	69°15'14.8"N 17°57'49.3"E		
	dashed for 400 meters, thence			
	solid for 800 meters			
	Legend "Lights in line 354°30"	69°14'45.5"N 17°57'57.8"E		
	(3(132)99 Stavanger; Nor LL)			
43360	21Ed. 1/4/97 LAST NM 17/03	20/03		
	Add Danger circle "Foul"	57°54.4'N 11°25.3'E		
	(4(144)00 Norrkoping)			
43373	8Ed. 6/22/96 LAST NM 17/03	20/03		
	Delete Anchorage symbol	58°56'21"N 11°09'51"E		
	Add Beacon	58°56'05"N 11°09'53"E		
	Solid line (breakwater) between	58°56'05"N 11°09'53"E		
		58°56'05"N 11°10'11"E		
	(20(620)99, 15-16(323)01 Norrkoping)			
43385	1Ed. 8/22/92 LAST NM 13/03	20/03		
	Add Danger circle "Foul"	57°54'24"N 11°25'18"E		
	(4(144)00 Norrkoping)			
P 44001	2Ed. 10/19/96 LAST NM 14/03	20/03		
	Delete Traffic separation scheme in vicinity	59°32.0'N 22°43.0'E		
	Purple heavy dashed line (outside limit of			
	traffic lane) between	59°41.5'N 24°14.5'E		
		59°43.0'N 24°30.0'E		
	Add Purple heavy dashed line (outside limit of			
	traffic lane) between	59°47.8'N 24°29.0'E		
		59°47.9'N 24°30.4'E		
	Purple heavy dashed line (outside limit of			
	traffic lane) between	59°42.0'N 24°14.0'E		
		59°44.0'N 24°32.0'E		
	Purple tint area (traffic separation zone) bound			
	by limit joining	59°46.0'N 24°29.0'E		
		59°46.5'N 24°31.0'E		
		59°45.6'N 24°31.5'E		
		59°45.4'N 24°29.5'E		
	Purple heavy dashed line (outside limit of			
	precautionary area) joining	59°45.8'N 24°50.5'E		
		59°44.0'N 24°32.0'E		
		59°47.9'N 24°30.4'E		
		59°49.8'N 24°50.5'E		
	Precautionary area symbol [M16]	59°47.0'N 24°42.0'E		
	Purple heavy dashed line (outside limit of			
	traffic lane) joining	59°34.5'N 22°42.0'E		
		59°33.0'N 22°30.0'E		
		59°28.0'N 22°18.0'E		
	Purple heavy dashed line (outside limit of			
	traffic lane) joining	59°25.0'N 22°48.0'E		
		59°23.8'N 22°39.0'E		
		59°20.2'N 22°31.0'E		
	Purple tint area (traffic separation zone) bound			
	by limit joining	59°25.2'N 22°23.2'E		
		59°29.0'N 22°32.8'E		
		59°31.0'N 22°44.2'E		
		59°28.8'N 22°45.8'E		
		59°27.2'N 22°35.2'E		
		59°23.8'N 22°26.0'E		
	Open-outlined arrow indicating flow of traffic			
	[M10] oriented 257°	59°31.5'N 22°36.0'E		
	Open-outlined arrow indicating flow of traffic			
	[M10] oriented 077°	59°27.0'N 22°45.0'E		
	Open-outlined arrow indicating flow of traffic			
	[M10] oriented 230°	59°27.5'N 22°25.0'E		

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P 44001 (Continued)
 Open-outlined arrow indicating flow of traffic
 [M10] oriented 050° 59°25.0'N 22°35.0'E
 Note: The above Traffic Separation Scheme
 Amendments have been adopted by the IMO
 and will become effective at 0001 GMT hours
 on 1 July 2003
 (NTM0041/02)

44036 5Ed. 8/31/96 LAST NM 17/03 20/03
 Delete Depth 24 meters 57°28'36"N 11°24'30"E
 Depth 18 meters 57°27'45"N 11°25'12"E
 Depth 23 meters 57°27'20"N 11°24'20"E

Add Depth 21.5 meters 57°27'22"N 11°24'42"E
 Depth 20 meters 57°27'59"N 11°25'14"E
 Depth 21.5 meters 57°28'24"N 11°24'35"E
 Danger circle "Foul" 57°54'24"N 11°25'18"E

"DANGER AREA CAUTION NO 2" bound by
 purple dashed line joining 57°29'13"N 11°10'58"E
 57°29'30"N 11°13'56"E
 57°29'10"N 11°14'12"E
 57°28'47"N 11°11'17"E
 (12(74, 75)03 Kobenhavn; 4(144)00 Norrkoping)

44040 23Ed. 7/20/96 LAST NM 17/03 20/03
 Delete Depth 24 meters 57°28.7'N 11°24.5'E
 Depth 7.5 meters 57°27.8'N 11°25.6'E

Substitute Depth 21.5 meters for 23 meters 57°27.4'N 11°24.7'E

Add "CAUTION NO 1" area bound by purple
 composite line joining 57°29.2'N 11°11.0'E
 57°29.5'N 11°13.9'E
 57°29.2'N 11°14.2'E
 57°28.8'N 11°11.3'E

Depth 20 meters 57°28.0'N 11°25.2'E
 Depth 21.5 meters 57°28.4'N 11°24.6'E
 Danger circle "Foul" 57°54.4'N 11°25.3'E
 (12(74, 75)03 Kobenhavn; 4(144)00 Norrkoping)

44041 7Ed. 4/3/93 LAST NM 16/03 20/03
 Delete Depth 18 meters 57°27'48"N 11°25'10"E

Relocate Buoy from 57°27'56"N 11°24'50"E to
 57°28'00"N 11°25'00"E

Substitute Depth 21.5 meters for 22 meters 57°28'24"N 11°24'35"E

Add Depth 20 meters 57°27'59"N 11°25'14"E
 Danger circle "Foul" 57°54'24"N 11°25'18"E

Purple dashed line with legend "Route T"
 joining 57°27'30"N 11°25'21"E
 57°28'00"N 11°25'00"E
 57°28'59"N 11°23'00"E
 (12(75)03 Kobenhavn; Dan CH 101; 4(144)00 Norrkoping)

44042 7Ed. 8/22/92 LAST NM 19/03 20/03
 Delete Buoy 57°41'20.7"N 11°50'00.0"E

Add Position circle (dolphin) [F22] 57°41'21.5"N 11°49'58.5"E
 Position circle "dols" [F22] 57°41'21.3"N 11°50'00.9"E
 (3(128)00 Norrkoping)

44050 21Ed. 10/28/95 LAST NM 18/02 20/03
 Add "Works in Progress (2002) (marked by buoys)"
 area bound by shore and dashed line joining
 55°40'44.4"N 12°38'26.4"E
 55°40'45.5"N 12°38'46.9"E
 55°40'31.1"N 12°39'02.5"E
 55°40'02.1"N 12°38'44.3"E
 55°39'59.6"N 12°38'10.4"E
 55°40'11.8"N 12°38'01.5"E
 55°40'16.2"N 12°38'55.3"E
 (31(226)02, 12(79)03 Kobenhavn)

44120 7Ed. 2/22/97 LAST NM 19/03 20/03
 Change Range light, rear to Iso R 6s 37m 16M 56°10.2'N 15°36.1'E

Add Range light, front Iso R 3s 22m 16M 56°09.5'N 15°35.8'E

Range line extending in 192°30' direction from
 above rear range light
 solid for 2 miles
 (50(1310)99 Norrkoping; Swd LL)

44160 7Ed. 4/5/97 LAST NM 15/03 20/03
 Change Characteristic of light to Q 58°36.2'N 17°19.1'E
 (49(1288)99 Norrkoping)

44165 1Ed. 10/6/90 LAST NM 11/03 20/03
 Change Characteristic of light to Q 58°36'11"N 17°19'08"E
 (49(1288)99 Norrkoping)

44180 6Ed. 7/6/91 LAST NM 9/03 20/03
 Add Light Q 14M 58°36.2'N 17°19.1'E
 (49(1288)99 Norrkoping)

44181 5Ed. 4/6/96 LAST NM 13/03 20/03
 Delete Bridge 59°17'10.2"N 18°32'55.0"E

Change Vertical clearance symbol [D20] to 2.7 meters
 59°17'16.0"N 18°32'49.0"E
 Horizontal clearance symbol [D21] to 8 meters
 59°17'14.0"N 18°32'49.0"E

Add Double solid line with land tint (opening
 bridge) [D23.1] centered 59°17'10.2"N 18°32'52.5"E

Dangerous submerged rock [K13]
 59°14'01.8"N 18°36'42.0"E
 (17(522), 50(1309)99 Norrkoping)

44183 6Ed. 4/19/97 LAST NM 19/03 20/03
 Add Double solid line with land tint (bridge) [D22]
 between 59°23'28"N 18°06'15"E
 59°23'24"N 18°06'15"E
 (49(1125)99 Norrkoping)

44184 9Ed. 5/11/96 LAST NM 13/03 20/03
 Delete Bridge 59°17'10.2"N 18°32'55.0"E

Substitute Rock (islet) [K10] for rock awash
 59°19'18.6"N 18°49'31.2"E

Change Horizontal clearance symbol [D21] to 8 meters
 59°17'14.0"N 18°32'49.0"E

Add Double solid line with land tint (opening
 bridge) [D23.1] centered 59°17'10.2"N 18°32'52.5"E
 (17(522)99 Norrkoping)

44224 1Ed. 8/22/92 LAST NM 5/03 20/03
 Add Legend "Oil jetty" 63°16'37.8"N 18°44'33.6"E
 (50(1306)99 Norrkoping)

P 44319 2Ed. 2/15/97 LAST NM 10/03 20/03
 Delete Traffic separation scheme in vicinity 59°32.0'N 22°43.0'E

Add Purple heavy dashed line (outside limit of
 traffic lane) between 59°50.0'N 24°52.1'E
 59°50.5'N 24°59.3'E

Purple heavy dashed line (outside limit of
 traffic lane) between 59°46.2'N 24°53.1'E
 59°46.6'N 24°59.8'E

Purple heavy dashed line (outside limit of
 traffic lane) between 59°47.8'N 24°29.0'E
 59°47.9'N 24°30.4'E

Purple heavy dashed line (outside limit of
 traffic lane) between 59°43.2'N 24°30.0'E
 59°44.0'N 24°32.0'E

Purple tint area (traffic separation zone) bound
 by limit joining 59°48.8'N 24°52.2'E
 59°49.3'N 24°59.2'E
 59°47.8'N 25°00.0'E
 59°47.2'N 24°52.5'E

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SECTION I

NM 20/03

P 44319	(Continued)				
	Purple tint area (traffic separation zone) bound by limit joining	59°46.2'N 24°29.0'E 59°46.5'N 24°31.0'E 59°45.0'N 24°31.5'E 59°44.8'N 24°29.5'E			
	Purple heavy dashed line (outside limit of precautionary area) joining	59°44.0'N 24°32.0'E 59°46.2'N 24°53.1'E 59°50.0'N 24°52.1'E 59°47.9'N 24°30.4'E			
	Precautionary area symbol [M16]	59°47.0'N 24°42.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 263°	59°49.5'N 24°55.7'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 083°	59°47.0'N 25°00.0'E			
	Purple heavy dashed line (outside limit of traffic lane) joining	59°34.5'N 22°42.0'E 59°33.0'N 22°30.0'E 59°28.0'N 22°18.0'E			
	Purple heavy dashed line (outside limit of traffic lane) joining	59°25.0'N 22°48.0'E 59°23.8'N 22°39.0'E 59°20.2'N 22°31.0'E			
	Purple tint area (traffic separation zone) bound by limit joining	59°25.2'N 22°23.2'E 59°29.0'N 22°32.8'E 59°31.0'N 22°44.2'E 59°28.8'N 22°45.8'E 59°27.2'N 22°35.2'E 59°23.8'N 22°26.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 257°	59°31.5'N 22°36.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 077°	59°27.0'N 22°46.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 230°	59°27.5'N 22°25.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 050°	59°25.0'N 22°37.0'E			
	Note: The above Traffic Separation Scheme Amendments have been adopted by the IMO and will become effective at 0001 GMT hours on 1 July 2003				
	(NTM0041/02)				
P 44320	4Ed. 9/21/96 LAST NM 15/03				20/03
	Delete Traffic separation scheme in vicinity	59°32.0'N 22°43.0'E			
	Add Purple heavy dashed line (outside limit of traffic lane) joining	59°34.5'N 22°42.0'E 59°33.0'N 22°30.0'E 59°28.0'N 22°18.0'E			
	Purple heavy dashed line (outside limit of traffic lane) joining	59°25.0'N 22°48.0'E 59°23.8'N 22°39.0'E 59°20.2'N 22°31.0'E			
	Purple tint area (traffic separation zone) bound by limit joining	59°25.2'N 22°23.2'E 59°29.6'N 22°32.8'E 59°31.2'N 22°44.6'E 59°28.8'N 22°45.8'E 59°27.6'N 22°35.2'E 59°23.8'N 22°26.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 257°	59°31.5'N 22°36.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 077°	59°27.0'N 22°46.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 230°	59°27.5'N 22°25.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 050°	59°25.0'N 22°37.0'E			
	Note: The above Traffic Separation Scheme Amendments have been adopted by the IMO and will become effective at 0001 GMT hours on 1 July 2003				
	(NTM0041/02)				
P 44340	11Ed. 8/10/96 LAST NM 17/03				20/03
	Delete Traffic separation scheme in vicinity	59°33.0'N 22°53.0'E			
	Add Purple heavy dashed line (outside limit of traffic lane) between	59°50.0'N 24°52.1'E 59°50.5'N 24°59.3'E			
	Purple heavy dashed line (outside limit of traffic lane) between	59°46.2'N 24°53.1'E 59°46.6'N 24°59.8'E			
	Purple heavy dashed line (outside limit of traffic lane) between	59°47.8'N 24°29.0'E 59°47.9'N 24°30.4'E			
	Purple heavy dashed line (outside limit of traffic lane) between	59°43.2'N 24°30.0'E 59°43.5'N 24°32.0'E			
	Purple tint area (traffic separation zone) bound by limit joining	59°48.8'N 24°52.2'E 59°49.3'N 24°59.2'E 59°48.2'N 25°00.0'E 59°47.2'N 24°52.5'E			
	Purple tint area (traffic separation zone) bound by limit joining	59°46.2'N 24°29.0'E 59°46.4'N 24°31.0'E 59°45.4'N 24°31.5'E 59°44.8'N 24°29.5'E			
	Purple heavy dashed line (outside limit of precautionary area) joining	59°43.5'N 24°32.0'E 59°46.2'N 24°53.1'E 59°50.0'N 24°52.1'E 59°47.9'N 24°30.4'E			
	Precautionary area symbol [M16] Legend "Precautionary Area"	59°47.0'N 24°42.0'E 59°50.0'N 24°42.0'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 263°	59°49.5'N 24°55.7'E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 083°	59°47.0'N 25°00.0'E			
	Note: The above Traffic Separation Scheme Amendments have been adopted by the IMO and will become effective at 0001 GMT hours on 1 July 2003				
	(NTM0041/02)				
P 44341	7Ed. 10/17/98 LAST NM 9/03				20/03
	Add Purple heavy dashed line (outside limit of traffic lane) between	59°50'03"N 24°52'05"E 59°50'30"N 24°59'15"E			
	Purple heavy dashed line (outside limit of precautionary area) joining	59°49'05"N 24°41'57"E 59°50'03"N 24°52'05"E 59°48'59"N 24°52'17"E			
	Precautionary area symbol [M16]	59°49'15"N 24°49'25"E			
	Open-outlined arrow indicating flow of traffic [M10] oriented 263°	59°49'30"N 24°55'45"E			
	Note: The above Traffic Separation Scheme Amendments have been adopted by the IMO and will become effective at 0001 GMT hours on 1 July 2003				
	(NTM0041/02)				
44360	9Ed. 10/12/96 LAST NM 10/03				20/03
	Add Depth 11.5 meters (3(197)03 St. Petersburg)	59°42.4'N 28°23.9'E			
51500	6Ed. 4/12/97 LAST NM 21/97				20/03
	Change Period of light to 12s	16°54.7'N 25°00.7'W			
	(Plan)				
	Change Period of light to 12s (BA LL)	16°54'39.0"N 25°00'42.0"W			
51600	12Ed. 9/10/94 LAST NM 44/00				20/03
	Change Height of light to 19m (BA LL)	8°30.2'N 13°17.8'W			
51620	10Ed. 8/10/96 LAST NM 44/00				20/03
	Change Height of light to 19m (BA LL)	8°30.2'N 13°17.7'W			

51621 9Ed. 6/15/96 LAST NM 44/00 20/03
 (Plan)
 Delete Period 10s from light 8°29'37.7"N 13°12'37.0"W
 Change Height of light to 19m 8°29'54.1"N 13°17'47.0"W
 (BA LL)

P 52060 16Ed. 9/26/87 LAST NM 12/03 20/03
 Add Purple heavy dashed line (outside limit of traffic lane) joining
 37°34.2'N 0°28.8'W
 37°32.4'N 0°30.1'W
 37°31.1'N 0°32.4'W

Purple tint area (traffic separation zone) bound by limit joining
 37°31.9'N 0°33.6'W
 37°33.4'N 0°31.5'W
 37°34.8'N 0°30.4'W
 37°35.1'N 0°31.5'W
 37°34.3'N 0°32.3'W
 37°32.7'N 0°34.7'W

Purple composite line (inshore traffic zone limit) joining
 37°33.2'N 0°55.2'W
 37°33.7'N 0°35.8'W
 37°34.9'N 0°33.9'W
 37°35.6'N 0°33.5'W
 37°46.0'N 0°38.9'W

Open-outlined arrow indicating flow of traffic [M10] oriented 212° 37°34.9'N 0°32.9'W
 Open-outlined arrow indicating flow of traffic [M10] oriented 232° 37°33.5'N 0°34.8'W
 Open-outlined arrow indicating flow of traffic [M10] oriented 052° 37°32.0'N 0°32.2'W
 Open-outlined arrow indicating flow of traffic [M10] oriented 032° 37°33.8'N 0°30.2'W

Legend "INSHORE TRAFFIC ZONE" 37°35.0'N 0°38.0'W
 Note: The above Traffic Separation Scheme has been adopted by the IMO and will become effective at 0000 GMT on 1 July 2003
 (NTM0041/2002)

52061 2Ed. 3/2/96 LAST NM 12/03 20/03
 Add Buoy YBY, spar, double cone topmark points together, Q(9) 15s 37°47'20"N 0°41'04"W
 Buoy YBY, spar, double cone topmark points together, Q(9) 15s 37°49'01"N 0°42'01"W

Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'04"N 0°39'44"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'04"N 0°40'23"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'05"N 0°41'02"W

"Marine Farm" area bound by dashed line joining
 37°49'20"N 0°39'44"W
 37°49'04"N 0°39'44"W
 37°49'05"N 0°41'02"W
 37°49'20"N 0°41'02"W

Note: Area extends beyond chart border
 (6(106)03 Cadiz)

P 52061 2Ed. 3/2/96 LAST NM 12/03 20/03
 Add Purple heavy dashed line (outside limit of traffic lane) joining
 37°34'14"N 0°28'46"W
 37°32'26"N 0°30'04"W
 37°31'08"N 0°32'22"W

Purple tint area (traffic separation zone) bound by limit joining
 37°31'56"N 0°33'34"W
 37°33'26"N 0°31'28"W
 37°34'47"N 0°30'22"W
 37°35'08"N 0°31'28"W
 37°34'20"N 0°32'16"W
 37°32'44"N 0°34'40"W

Purple composite line (inshore traffic zone limit) joining
 37°33'14"N 0°55'12"W
 37°33'41"N 0°35'49"W
 37°34'56"N 0°33'52"W
 37°35'38"N 0°33'28"W
 37°49'20"N 0°40'25"W

Open-outlined arrow indicating flow of traffic [M10] oriented 212° 37°35'10"N 0°32'30"W
 Open-outlined arrow indicating flow of traffic [M10] oriented 232° 37°33'47"N 0°34'15"W
 Open-outlined arrow indicating flow of traffic [M10] oriented 052° 37°32'03"N 0°32'00"W

Open-outlined arrow indicating flow of traffic [M10] oriented 032° 37°33'48"N 0°29'50"W

Legend "INSHORE TRAFFIC ZONE" 37°36'12"N 0°37'30"W

Note: The above Traffic Separation Scheme has been adopted by the IMO and will become effective at 0000 GMT on 1 July 2003

(NTM0041/2002)

52080 14Ed. 2/8/97 LAST NM 14/03 20/03
 Add Danger circle [K40] "Obstn (Marine farm) (Buoyed)" 37°49.4'N 0°40.3'W
 (6(106)03 Cadiz)

P 52080 14Ed. 2/8/97 LAST NM 14/03 20/03
 Add Purple heavy dashed line (outside limit of traffic lane) between 38°41.3'N 0°28.7'E
 38°37.6'N 0°26.1'E

Purple tint area (traffic separation zone) bound by limit joining
 38°37.8'N 0°23.2'E
 38°42.1'N 0°26.9'E
 38°42.9'N 0°25.1'E
 38°37.8'N 0°20.7'E

Purple composite line (inshore traffic zone limit) joining
 38°37.8'N 0°05.2'E
 38°37.8'N 0°13.6'E
 38°40.9'N 0°20.3'E
 38°43.9'N 0°22.7'E
 38°48.4'N 0°12.1'E

Purple composite line (inshore traffic zone limit) between 37°37.0'N 0°34.3'W
 37°54.7'N 0°43.3'W

Open-outlined arrow indicating flow of traffic [M10] oriented 032° 38°39.5'N 0°26.3'E
 Open-outlined arrow indicating flow of traffic [M10] oriented 212° 38°40.7'N 0°21.8'E

Legend "INSHORE TRAFFIC ZONE" 38°41.7'N 0°17.3'E
 Legend "INSHORE TRAFFIC ZONE" 37°47.4'N 0°40.8'W

Note: The above Traffic Separation Schemes have been adopted by the IMO and will become effective at 0000 GMT on 1 July 2003

(NTM0041/2002)

52082 3Ed. 9/16/00 LAST NM 12/03 20/03
 Add Buoy YBY, spar, double cone topmark points together, Q(9) 15s 37°47'20"N 0°41'04"W
 Buoy YBY, spar, double cone topmark points together, Q(9) 15s 37°49'01"N 0°42'01"W
 Buoy BY, spar, double cone topmark points upward, Q 37°49'57"N 0°41'08"W

Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'04"N 0°39'44"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'04"N 0°40'23"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'05"N 0°41'02"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'31"N 0°41'01"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'57"N 0°41'00"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'46"N 0°40'21"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'56"N 0°39'43"W
 Buoy Y, spar, "X" topmark, Fl Y 2s 37°49'29"N 0°39'43"W

"Marine Farm" area bound by dashed line joining
 37°49'04"N 0°39'44"W
 37°49'05"N 0°41'02"W
 37°49'57"N 0°41'00"W
 37°49'46"N 0°40'21"W
 37°49'29"N 0°39'43"W

(6(106)03 Cadiz)

P 52082 3Ed. 9/16/00 LAST NM 12/03 20/03
 Add Purple composite line (inshore traffic zone limit) between 37°37'30"N 0°34'24"W
 37°54'38"N 0°43'13"W

Legend "INSHORE TRAFFIC ZONE" 37°45'37"N 0°40'52"W

Note: The above Traffic Separation Scheme has been adopted by the IMO and will become effective at 0000 GMT on 1 July 2003

(NTM0041/2002)

SECTION I

NM 20/03

P 52088	2Ed. 3/30/96	LAST NM 18/03	20/03		
Add	Purple tint area (traffic separation zone) bound by limit joining		38°37'50"N 0°22'00"E 38°37'50"N 0°20'40"E 38°39'30"N 0°22'00"E		
	Note: Area extends beyond chart border				
	Purple composite line (inshore traffic zone limit) joining		38°37'50"N 0°05'00"E 38°37'50"N 0°13'34"E 38°40'56"N 0°20'16"E 38°43'07"N 0°22'00"E		
	Open-outlined arrow indicating flow of traffic [M10] oriented 212°		38°40'52"N 0°21'30"E		
	Legend "INSHORE TRAFFIC ZONE"		38°41'48"N 0°16'00"E		
	Note: The above Traffic Separation Scheme has been adopted by the IMO and will become effective at 0000 GMT on 1 July 2003 (NTM0041/2002)				
53064	6Ed. 1/28/95	LAST NM 10/03	20/03		
Add	Dangerous wreck [K28]		43°25'02.4"N 3°50'19.2"E		
	(1(6)03 Brest)				
53066	2Ed. 7/16/94	LAST NM 33/02	20/03		
Add	Dangerous wreck [K28]		43°25'02.4"N 3°50'19.2"E		
	(1(6)03 Brest)				
53100	16Ed. 11/18/89	LAST NM 18/03	20/03		
Add	Buoy (wavemeter) Y, spherical, "X" topmark, Fl(5) Y 20s		43°55.7'N 9°49.4'E		
	(20(4)02 Genova)				
53104	2Ed. 6/3/95	LAST NM 42/02	20/03		
Relocate	Light from 44°24'24.0"N 8°55'12.0"E to 44°24'22.8"N 8°55'10.8"E				
	and delete period (20(1)02 Genova)				
53147	3Ed. 4/13/96	LAST NM 17/03	20/03		
Change	Characteristic of buoy to Fl(5) Y 20s		42°00'02"N 11°46'35"E		
	(See 13/03-53147) (20(6)02 Genova)				
53180	10Ed. 1/21/95	LAST NM 18/03	20/03		
Change	Visibility (range) of light to 22M		38°11.6'N 15°34.5'E		
Add	Buoy (wavemeter) Y, spherical, "X" topmark, Fl(5) Y 20s		39°27.3'N 15°55.1'E		
	(20(7, 8)02 Genova)				
53183	13Ed. 3/17/01	LAST NM 35/02	20/03		
Change	Visibility (range) of light to 22M		38°11'37"N 15°34'28"E		
	(20(8)02 Genova)				
53184	5Ed. 3/23/96	LAST NM 18/03	20/03		
Change	Visibility (range) of light to 22M		38°11'36.8"N 15°34'28.0"E		
	(20(8)02 Genova)				
53200	6Ed. 12/18/93	LAST NM 16/03	20/03		
Change	Visibility (range) of light to 22M		38°11.6'N 15°34.5'E		
	(20(8)02 Genova)				
54040	3Ed. 6/18/83	LAST NM 10/03	20/03		
Add	Buoy (wavemeter) Y, spherical, "X" topmark, Fl Y		39°01.5'N 17°13.1'E		
	(20(9)02 Genova)				
54161	12Ed. 11/5/94	LAST NM 10/03	20/03		
Add	Light F WRG 30m 6M with sectors green 285°-287°, white-288°, red-290°		45°20'23.4"N 12°18'41.4"E		
	(20(14)02 Genova; BA LL)				
54167	2Ed. 4/12/97	LAST NM 19/02	20/03		
Add	Light F WRG 30m 6M with sectors green 285°-287°, white-288°, red-290°		45°20'23.4"N 12°18'41.4"E		
	(20(14)02 Genova; BA LL)				
54222	4Ed. 11/26/94	LAST NM 43/02	20/03		
Delete	"Anchorage area" joining		42°40'03.6"N 18°03'48.0"E 42°40'18.6"N 18°03'18.0"E 42°39'54.6"N 18°03'06.0"E 42°39'59.1"N 18°02'48.0"E 42°39'31.6"N 18°02'48.0"E 42°40'36.0"N 18°02'53.3"E 42°40'36.0"N 18°02'54.9"E 42°40'09.6"N 18°03'54.0"E		
Add	"Anchorage area" [N12.1] bound by dashed line joining		42°40'03.6"N 18°03'48.0"E 42°40'18.6"N 18°03'18.0"E 42°39'54.6"N 18°03'06.0"E 42°39'59.1"N 18°02'48.0"E 42°40'31.6"N 18°02'48.0"E 42°40'36.0"N 18°02'53.3"E 42°40'36.0"N 18°02'54.9"E 42°40'09.6"N 18°03'54.0"E		
	Note: Area extends beyond chart border (5(11)97 Split; BA CH 683)				
54360	12Ed. 9/22/90	LAST NM 52/02	20/03		
Change	Visibility (range) of light to 15M		39°54'56"N 26°09'00"E		
	(BA LL)				
54369	4Ed. 4/6/96	LAST NM 52/02	20/03		
Change	Visibility (range) of light to 15M		39°54'56"N 26°09'00"E		
	(BA LL)				
55040	4Ed. 7/31/99	LAST NM 16/03	20/03		
Change	Visibility (range) of light to 14M		40°33.6'N 26°44.9'E		
	Visibility (range) of light to 15M		39°54.9'N 26°09.0'E		
	(BA LL)				
55048	12Ed. 9/9/00	LAST NM 48/02	20/03		
Add	Chartlet, depicting changes in hydrography, from Subsection I-2		41°09'08.0"N 29°04'22.0"E		
	(36(185)01 Istanbul)				
55103	2Ed. 4/6/96	LAST NM 19/03	20/03		
Substitute	Depth 2 meters Rk [K14.2] for dangerous submerged rock		44°36'32.4"N 33°26'59.2"E		
	Depth 8.5 meters Rk [K14.2] for 8.9 meters Rk		44°36'02.9"N 33°25'28.4"E		
	Depth 2.1 meters Rk [K14.2] for 3 meters Rk		44°35'22.0"N 33°23'43.1"E		
	Depth 16 meters Obstn [K41] for 17 meters Obstn		44°37'15.1"N 33°30'42.0"E		
	Depth 14 meters Obstn [K41] for 14.8 meters Obstn		44°37'09.2"N 33°31'08.2"E		
	Depth 14.8 meters Obstn [K41] for 15.6 meters Obstn		44°37'02.8"N 33°32'45.3"E		
	Depth 5.8 meters Obstn [K41] for 6.4 meters Obstn		44°36'48.7"N 33°34'38.6"E		
	Depth 9.5 meters for 9.6 meters		44°37'06.9"N 33°33'38.6"E		
	Depth 7.8 meters for 8 meters		44°36'06.2"N 33°25'34.3"E		
Add	Depth 6.7 meters		44°36'29.0"N 33°26'21.1"E		
	Depth 6.7 meters Rk [K14.2]		44°36'36.8"N 33°26'58.4"E		
	Depth 8.1 meters Rk [K14.2]		44°36'40.9"N 33°27'04.0"E		
	Depth 5.6 meters Rk [K14.2]		44°36'45.5"N 33°27'26.3"E		
	Depth 16 meters Obstn [K41]		44°37'16.5"N 33°30'37.6"E		
	Depth 16.4 meters Obstn [K41]		44°37'14.6"N 33°30'46.4"E		
	Depth 15.8 meters		44°37'19.4"N 33°32'47.9"E		
	(53(8344, 8345)02, 3(238, 239)03 St. Petersburg)				
55190	2Ed. 10/5/96	LAST NM 6/03	20/03		
Substitute	Beacon R [Q80] for light		46°29.9'N 37°50.6'E		
	(3(248)03 St. Petersburg)				
55200	2Ed. 8/17/96	LAST NM 10/03	20/03		
Add	Danger circle "Obstn" [K40]		45°09.6'N 36°30.6'E		
	Danger circle "Obstn" [K40]		45°10.8'N 36°29.1'E		
	(53(8348)02 St. Petersburg)				

56067	3Ed. 8/17/02	LAST NM 48/02	20/03		
	(Panel A)				
Delete	Buoy "A"	31°50'00.5"N 34°38'10.9"E			
	Buoy "B"	31°50'05.9"N 34°38'17.0"E			
	Buoy "7"	31°50'19.1"N 34°38'15.5"E			
	Buoy "8"	31°50'12.2"N 34°38'16.1"E			
	(See 48/02-56067)				
Relocate	Buoy "1" from 31°50'05.8"N	34°38'07.6"E to			
		31°50'24.0"N 34°38'00.0"E			
	Buoy "2" from 31°50'12.8"N	34°38'05.5"E to			
		31°50'32.4"N 34°38'00.0"E			
	Buoy "3" from 31°50'19.9"N	34°38'05.2"E to			
		31°50'42.0"N 34°38'12.0"E			
	and change characteristic to Fl G 2s				
	Buoy "4" from 31°50'26.9"N	34°38'06.6"E to			
		31°50'30.6"N 34°38'15.0"E			
	Buoy "5" from 31°50'30.2"N	34°38'12.5"E to			
		31°50'18.0"N 34°38'18.0"E			
	and change characteristic to QG				
	Buoy "6" from 31°50'26.1"N	34°38'17.5"E to			
		31°50'09.0"N 34°38'18.0"E			
Change	Legend to "Works in Progress (2003)"	31°50'17.0"N 34°38'11.0"E			
	(1, 8/03 Haifa)				
★62520	6Ed. 3/15/03	NEW EDITION	20/03		
Add	Submarine pipeline [L40.1] with legend "SEE CAUTION" between		26°31.7'N 51°56.6'E		
			26°39.4'N 51°34.5'E		
	(Previously published 13/03)				
Add	Platform "SPD-5" with light flare symbol [L10]		26°45.4'N 52°06.4'E		
	Platform "SPD-6" with light flare symbol [L10]		26°50.8'N 52°07.6'E		
	(Previously published 18/03)				
Delete	Dashed-line circle centered		26°19.8'N 52°31.9'E		
	Submarine pipeline between		26°19.0'N 52°33.0'E		
			26°19.3'N 52°33.5'E		
	Dashed-line circle centered		25°57.9'N 52°41.0'E		
	(NIMA; BA CH 2523, 2886)				
★62521	4Ed. 3/15/03	NEW EDITION	N20/03		
Add	Submarine pipeline [L40.1] with legend "SEE CAUTION" between		26°31.9'N 51°56.6'E		
			26°39.3'N 51°34.5'E		
	(Previously published N13/03)				
Add	Platform "SPD-5" with light flare symbol [L10]		26°45.4'N 52°06.4'E		
	Platform "SPD-6" with light flare symbol [L10]		26°50.8'N 52°07.6'E		
	(Previously published N18/03)				
Delete	Dashed-line circle centered		26°19.8'N 52°31.9'E		
	Submarine pipeline between		26°19.0'N 52°33.0'E		
			26°19.3'N 52°33.5'E		
	Dashed-line circle centered		25°57.9'N 52°41.0'E		
	(NIMA; BA CH 2523, 2886)				
★62530	6Ed. 3/8/03	NEW EDITION	20/03		
Add	Submarine pipeline [L40.1] with legend "CAUTION NO 4" between		26°31.9'N 51°56.6'E		
			26°39.3'N 51°34.3'E		
	(Previously published 13/03)				
Add	Platform "SPD-5" with light flare symbol [L10]		26°45.4'N 52°06.4'E		
	Platform "SPD-6" with light flare symbol [L10]		26°50.8'N 52°07.6'E		
	(Previously published 18/03)				
	(NIMA)				
★62531	4Ed. 3/8/03	NEW EDITION	N20/03		
Add	Submarine pipeline [L40.1] with legend "CAUTION NO 4" between		26°31.9'N 51°56.6'E		
			26°39.3'N 51°34.3'E		
	(Previously published N13/03)				
Add	Platform "SPD-5" with light flare symbol [L10]		26°45.4'N 52°06.4'E		
	Platform "SPD-6" with light flare symbol [L10]		26°50.8'N 52°07.6'E		
	(Previously published N18/03)				
	(NIMA)				
63063	9Ed. 11/8/97	LAST NM 29/02	20/03		
Add	Buoy "2" G, conical, cone topmark		22°29'40.8"N 69°05'24.0"E		
	(7(168)03 Dehra Dun)				
63370	1Ed. 8/15/87	LAST NM 4/99	20/03		
Substitute	Depth 5.9 meters for 2.3 meters		13°00.6'N 92°43.5'E		
	Depth 12 meters for 9.8 meters		12°53.5'N 92°39.0'E		
	Depth 8.8 meters for 11 meters		12°35.9'N 92°39.5'E		
	Depth 13.5 meters for 12.8 meters		12°35.8'N 92°23.6'E		
	Depth 12.6 meters for 12.8 meters		12°33.8'N 92°23.6'E		
	Depth 8.8 meters for 9.1 meters		12°31.5'N 92°25.2'E		
	Depth 9.4 meters for 10 meters		12°28.2'N 92°25.0'E		
	(7(171)03 Dehra Dun)				
71241	10Ed. 9/12/98	LAST NM 16/03	20/03		
Change	Legend "Tiga" to "Pulau Pulutiga"		0°40'50"N 103°43'54"E		
	(19(149)01 Jakarta)				
71265	3Ed. 6/8/02	LAST NM 16/03	20/03		
Add	Legend "Pulau Malangtinggiri" to islet		0°58'24"N 104°40'48"E		
	Legend "Pulau Pulutiga" to islet		0°40'50"N 103°44'15"E		
	Legend "Pulau Labun" to islet		0°40'00"N 104°13'40"E		
	Legend "Pulau Cengom" to islet		0°59'00"N 104°40'15"E		
	(19(149, 150)01 Jakarta)				
71430	3Ed. 1/18/03	LAST NM 11/03	20/03		
Add	Legend "Pulau Malangtinggiri" to islet		0°58.4'N 104°40.8'E		
	Legend "Pulau Cengom" to islet		0°59.2'N 104°40.3'E		
	(19(149, 150)01 Jakarta)				
72000	8Ed. 8/5/95	LAST NM 2/03	20/03		
Add	Light symbol [P1]		5°46.2'S 112°50.6'E		
	(Plan)				
Add	Light Fl 5s 14m 11M		5°46'15"S 112°50'35"E		
	(29(223)01 Jakarta)				
72021	8Ed. 11/30/96	LAST NM 7/03	20/03		
Add	Light symbol [P1]		5°46.2'S 112°50.6'E		
	(29(223)01 Jakarta)				
73000	9Ed. 2/3/96	LAST NM 10/03	20/03		
Delete	Danger circle "Shoal"		11°38.0'S 125°02.9'E		
	(18(501)00 Wollongong)				
74012	10Ed. 5/27/95	LAST NM 19/03	20/03		
Delete	Danger circle "Mangola Shoal Rep (1929)"		11°38.0'S 125°02.9'E		
	Add Legend "Mangola Shoal"		11°39.0'S 125°09.0'E		
	(18(501)00 Wollongong)				
74151	9Ed. 3/11/95	LAST NM 2/03	20/03		
Substitute	Depth 45 meters Rk [K14.2] for 51 meters		33°35'47"S 151°25'06"E		
	Change Visibility (range) of light to 5/4M		32°42'37"S 152°09'43"E		
	(25(786, 787)02 Wollongong)				
74171	4Ed. 8/5/95	LAST NM 18/03	20/03		
Delete	Light		29°21'56"S 153°22'17"E		
	(See 33/02-74171)				

(continued on next page)

93736	(Continued)		
	Dashed line joining	22°18'19.5"N 114°05'54.8"E 22°18'51.0"N 114°05'48.0"E 22°19'03.5"N 114°06'08.0"E 22°19'09.0"N 114°06'27.0"E 22°19'13.0"N 114°06'42.0"E 22°19'12.0"N 114°06'57.0"E 22°19'10.3"N 114°07'01.2"E	
	Purple dashed line joining	22°18'24.5"N 114°06'30.9"E 22°18'15.0"N 114°06'12.0"E 22°18'15.0"N 114°05'55.0"E	
	Purple dashed line between	22°18'21.5"N 114°07'11.8"E 22°18'15.0"N 114°06'12.0"E	
Relocate	Buoy "Kellett West" from 22°18'51.0"N 114°05'58.0"E to 22°18'19.5"N 114°05'54.8"E		
	Buoy "Kellett North" from 22°19'04.5"N 114°06'07.8"E to 22°18'51.5"N 114°06'11.8"E		
	Buoy "WQ" from 22°19'10.5"N 114°06'26.8"E to 22°19'00.0"N 114°06'27.5"E		
	Buoy "Northern 4" from 22°19'13.0"N 114°06'57.5"E to 22°19'10.3"N 114°07'01.2"E		
Change	Legend to "Dredging and dumping in progress (2003)" 22°18'20.1"N 114°05'47.6"E		
	Legend to "Works in progress (2003)" 22°20'08.0"N 114°06'44.0"E		
Add	Depth 11.7 meters 22°17'08.4"N 114°05'08.5"E Depth 8.7 meters 22°17'16.7"N 114°15'51.8"E Depth 10.8 meters 22°17'05.4"N 114°15'36.2"E Depth 15.2 meters 22°19'19.9"N 114°07'02.3"E		
	Legend "Works in progress (2003)" 22°19'42.0"N 114°07'13.0"E		
	Dashed line (limit of Northern Fairway) joining 22°19'15.5"N 114°05'44.0"E 22°19'07.3"N 114°05'59.0"E 22°19'31.9"N 114°06'42.1"E		
	Dashed line (limit of Northern Fairway and Western Quarantine and Immigration Anchorage and Western Dangerous Goods Anchorage) joining 22°18'19.5"N 114°05'54.8"E 22°18'51.8"N 114°06'11.8"E 22°19'00.0"N 114°06'27.5"E 22°19'10.1"N 114°06'46.0"E 22°19'10.3"N 114°07'01.2"E		
	Purple dashed line (limit of Western Quarantine and Immigration Anchorage) between 22°18'24.5"N 114°06'30.9"E 22°17'49.5"N 114°05'57.8"E		
	Purple dashed line (limit of Western Dangerous Goods Anchorage) between 22°18'21.5"N 114°07'11.8"E 22°18'24.5"N 114°06'30.9"E		(6(16), 7(19), 8(23)03, 28, 30/03 Hong Kong)
95250	4Ed. 7/12/97 LAST NM 16/03		20/03
Change	Light to Fl G 4s 15m 7M Visibility (range) of light to 6M	41°33.8'N 140°26.0'E 40°50.1'N 140°45.0'E	
	(15(638)99, 13(449)03 Tokyo)		
95267	5Ed. 8/18/84 LAST NM 13/03		20/03
Change	Light to Fl R 3s 5M	37°22'27"N 136°48'14"E	
Add	Submarine cable [L30.1] joining	37°25'00"N 135°33'00"E 36°37'42"N 136°30'12"E 36°32'42"N 136°32'30"E	
	(15(636)99, 13(450)03 Tokyo)		
95270	4Ed. 11/9/91 LAST NM 13/03		20/03
Change	Light to Fl R 3s 5M Visibility (range) of light to 5M Visibility (range) of light to 5M	37°22.5'N 136°48.2'E 37°00.5'N 137°03.1'E 36°50.9'N 137°24.8'E	
	(13(450-452)03 Tokyo)		

95271	4Ed. 2/7/98 LAST NM 13/03		20/03
Change	Visibility (range) of light to 5M Visibility (range) of light to 5M	37°00'44.0"N 137°02'57.0"E 36°51'06.0"N 137°24'34.0"E	
	(13(451, 452)03 Tokyo)		
95280	9Ed. 7/28/84 LAST NM 8/03		20/03
Add	Submarine cable [L30.1] joining	35°39'06"N 134°57'00"E 35°41'30"N 134°54'24"E 35°46'18"N 134°53'30"E 35°50'54"N 134°57'18"E 35°54'30"N 134°56'54"E 35°56'48"N 134°54'12"E 35°58'54"N 134°47'12"E 36°04'06"N 134°17'48"E	
	(15(636)99 Tokyo)		
95282	7Ed. 7/14/90 LAST NM 19/03		20/03
Delete	Buoy (wavemeter) Submarine cable in vicinity	35°33'34.5"N 135°21'16.0"E 35°33'00.0"N 135°21'01.0"E	
	(11(349)02 Tokyo)		
95285	3Ed. 11/8/97 LAST NM 18/03		20/03
Delete	Buoy (wavemeter) Submarine cable in vicinity	35°33'34.5"N 135°21'16.0"E 35°33'00.0"N 135°21'01.0"E	
	(11(349)02 Tokyo)		
95320	15Ed. 6/28/97 LAST NM 38/02		20/03
Change	Light to Fl 5s 17m 6M	34°25'06"N 131°16'00"E	
	(11(441)99 Tokyo)		
95342	16Ed. 2/3/96 LAST NM 16/03		20/03
Delete	Depth 11.1 meters Depth 10.8 meters	33°56'56.0"N 130°51'35.0"E 33°56'54.0"N 130°51'36.0"E	
	(11(438)99 Tokyo)		
96943	15Ed. 12/9/95 LAST NM 12/03		20/03
Change	Light to Fl G 4s 15m 7M Visibility (range) of light to 6M	41°33'48"N 140°26'00"E 40°50'09"N 140°45'02"E	
	(15(638)99, 13(449)03 Tokyo)		
96944	6Ed. 7/25/98 LAST NM 13/03		20/03
Change	Visibility (range) of light to 6M	40°50'08.7"N 140°45'01.6"E	
	(Plan)		
Change	Visibility (range) of light to 6M	40°50'08.7"N 140°45'01.6"E	
	(15(638)99 Tokyo)		
96945	3Ed. 2/1/97 LAST NM 52/02		20/03
Delete	Light	42°10'36"N 139°31'14"E	
Change	Light to Fl G 4s 15m 7M	41°33'48"N 140°26'00"E	
Add	Light Fl G 3s 12m 7M	42°10'51"N 139°31'39"E	
	(13(444, 449)03 Tokyo)		
97042	7Ed. 6/6/98 LAST NM 14/03		20/03
Delete	Depth 20.2 meters Depth 48 meters R Depth 30 meters R Depth 17.5 meters Depth 24 meters	39°16'38.0"N 141°57'27.0"E 39°16'27.0"N 141°56'30.0"E 39°16'28.0"N 141°57'18.0"E 39°16'20.0"N 141°56'08.0"E 39°16'15.0"N 141°56'24.0"E	
Substitute	Depth 45 meters for 22 meters Depth 9.3 meters R for 9.4 meters Depth 7.8 meters R for 8.8 meters	39°16'32.0"N 141°56'50.0"E 39°16'24.0"N 141°56'56.0"E 39°16'14.0"N 141°56'20.0"E	
Add	Depth 60 meters Depth 10.6 meters Depth 48 meters Depth 23.5 meters Depth 17.8 meters Depth 42 meters	39°16'38.0"N 141°57'35.0"E 39°16'30.0"N 141°57'02.0"E 39°16'22.0"N 141°57'19.0"E 39°16'26.0"N 141°56'28.0"E 39°16'16.0"N 141°56'24.0"E 39°16'15.0"N 141°56'50.0"E	

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97181 20Ed. 3/26/94 LAST NM 18/03 20/03
 Add Depth 4.9 meters, blue tint and enclosing
 depth contour (5-meter) centered 34°43'18"N 137°00'48"E
 (13(448)03 Tokyo)

97182 13Ed. 1/1/94 LAST NM 18/03 20/03
 Add Depth 4.9 meters, blue tint and enclosing
 depth contour (5-meter) centered 34°43'18.0"N 137°00'48.0"E
 (13(448)03 Tokyo)

97188 2Ed. 6/25/94 LAST NM 17/03 20/03
 Add Depth 4.9 meters, blue tint and enclosing
 depth contour (5-meter) centered 34°43'06"N 137°00'59"E
 (13(448)03 Tokyo)

97202 15Ed. 8/23/97 LAST NM 52/02 20/03
 Delete Buoy 34°03'13.3"N 134°35'05.4"E
 (15(640)99 Tokyo)

97204 9Ed. 2/12/94 LAST NM 19/03 20/03
 Change Visibility (range) of light to 3M
 34°31'52.0"N 134°53'45.0"E
 (13(462)03 Tokyo)

97219 4Ed. 12/20/97 LAST NM 13/03 20/03
 Change Visibility (range) of light to 5M
 34°45'01.0"N 134°46'04.0"E
 (13(461)03 Tokyo)

97221 20Ed. 1/17/98 LAST NM 19/03 20/03
 Change Visibility (range) of light to 5M 34°45'01"N 134°46'04"E
 Visibility (range) of light to 3M 34°31'52"N 134°53'45"E
 (13(461, 462)03 Tokyo)

97228 15Ed. 1/24/98 LAST NM 18/03 20/03
 Add Position circle "Signal mast" 34°39'38.0"N 135°25'56.0"E
 (13(460)03 Tokyo)

97278 11Ed. 4/14/90 LAST NM 1/03 20/03
 Delete Legend "Bn" from light 33°06'36"N 132°01'48"E
 (11(438)99 Tokyo)

97287 5Ed. 10/11/97 LAST NM 34/02 20/03
 Delete Depth 10.8 meters 33°56'54.0"N 130°51'37.0"E
 (11(438)99 Tokyo)

97421 13Ed. 3/30/96 LAST NM 13/03 20/03
 Delete Buoy "E2" 33°38'12.0"N 130°21'36.0"E
 Buoy "E4" 33°38'25.3"N 130°22'08.3"E
 Buoy "E6" 33°38'50.0"N 130°23'09.6"E
 (See 19/01-97421)

Substitute Beacon "5" G, can topmark, Fl G 3s 8m 5M
 for buoy "5" 33°37'46.4"N 130°21'35.2"E
 Beacon "6" R, cone topmark, Fl R 3s 8m 5M
 for buoy "6" 33°37'40.4"N 130°21'31.9"E
 Beacon "7" G, can topmark, Fl G 3s 8m 5M
 for buoy "7" 33°37'12.1"N 130°22'58.1"E
 Beacon "E5" G, can topmark, Fl G 3s 8m 5M
 for buoy "E5" 33°38'56.0"N 130°23'06.4"E

Add Beacon "E2" R, cone topmark, Fl R 6s 8m 5M
 33°38'04.8"N 130°21'35.5"E
 Beacon "E4" R, cone topmark, Fl R 3s 8m 5M
 33°38'22.4"N 130°22'18.8"E
 Beacon "E6" R, cone topmark, Fl R 3s 8m 5M
 33°38'44.2"N 130°23'12.6"E
 (13(463)03 Tokyo)

97423 2Ed. 5/25/96 LAST NM 13/03 20/03
 Delete Buoy "E2" 33°38'12.0"N 130°21'36.0"E
 Buoy "E4" 33°38'25.3"N 130°22'08.3"E
 Buoy "E6" 33°38'50.0"N 130°23'09.6"E
 (See 19/01-97423)

Substitute Beacon "5" G, can topmark, Fl G 3s 8m 5M
 for buoy "5" 33°37'46.4"N 130°21'35.2"E
 Beacon "6" R, cone topmark, Fl R 3s 8m 5M
 for buoy "6" 33°37'40.4"N 130°21'31.9"E

Beacon "7" G, can topmark, Fl G 3s 8m 5M
 for buoy "7" 33°37'12.1"N 130°22'58.1"E
 Beacon "E5" G, can topmark, Fl G 3s 8m 5M
 for buoy "E5" 33°38'56.0"N 130°23'06.4"E

Add Beacon "E2" R, cone topmark, Fl R 6s 8m 5M
 33°38'04.8"N 130°21'35.5"E
 Beacon "E4" R, cone topmark, Fl R 3s 8m 5M
 33°38'22.4"N 130°22'18.8"E
 Beacon "E6" R, cone topmark, Fl R 3s 8m 5M
 33°38'44.2"N 130°23'12.6"E
 (13(463)03 Tokyo)

97465 9Ed. 2/3/96 LAST NM 19/03 20/03
 Delete Depth 25 meters 26°08'36"N 127°52'48"E

Substitute Depth 1 meter for 3.9 meters 26°10'18"N 127°54'11"E
 Depth 9 meters for 15.6 meters 26°10'14"N 127°53'45"E
 Depth 4.7 meters for 6.4 meters 26°10'08"N 127°53'39"E

Add Depth 18.6 meters 26°08'38"N 127°52'50"E
 (13(478)03 Tokyo)

97469 10Ed. 7/19/97 LAST NM 19/03 20/03
 Substitute Depth 1 meter for 3.9 meters 26°10'18.4"N 127°54'10.6"E
 Depth 4.7 meters for 6.4 meters 26°10'08.1"N 127°53'39.0"E

Add Depth 9 meters 26°10'14.5"N 127°53'44.7"E
 Depth 8.5 meters 26°09'51.4"N 127°53'03.5"E
 Depth 18.6 meters 26°08'37.7"N 127°52'49.8"E
 (13(478)03 Tokyo)

97481 6Ed. 2/8/97 LAST NM 18/03 20/03
 Change Visibility (range) of light to 5M 24°55'14"N 125°15'00"E
 (12(423)03 Tokyo)

97483 7Ed. 6/14/97 LAST NM 52/02 20/03
 Change Light to Fl G 3s 3M 24°20'39"N 124°08'41"E
 (12(424)03 Tokyo)

97521 6Ed. 3/14/98 LAST NM 18/03 20/03
 (Plan J)
 Delete Buoy 32°26'43"N 139°45'28"E
 (13(553)99 Tokyo)

801217 1Ed. 2/7/98 LAST NM N19/03 N20/03
 Substitute Depth 1 meter for 3.9 meters 26°10'04"N 127°54'18"E
 Depth 4.7 meters for 6.4 meters 26°09'55"N 127°53'47"E

Add Depth 9 meters 26°10'00"N 127°53'53"E
 Depth 8.5 meters 26°09'38"N 127°53'11"E
 Depth 18.6 meters 26°08'23"N 127°52'58"E
 (13(478)03 Tokyo)

Chart 55048 (Panel A)

NM 20/03

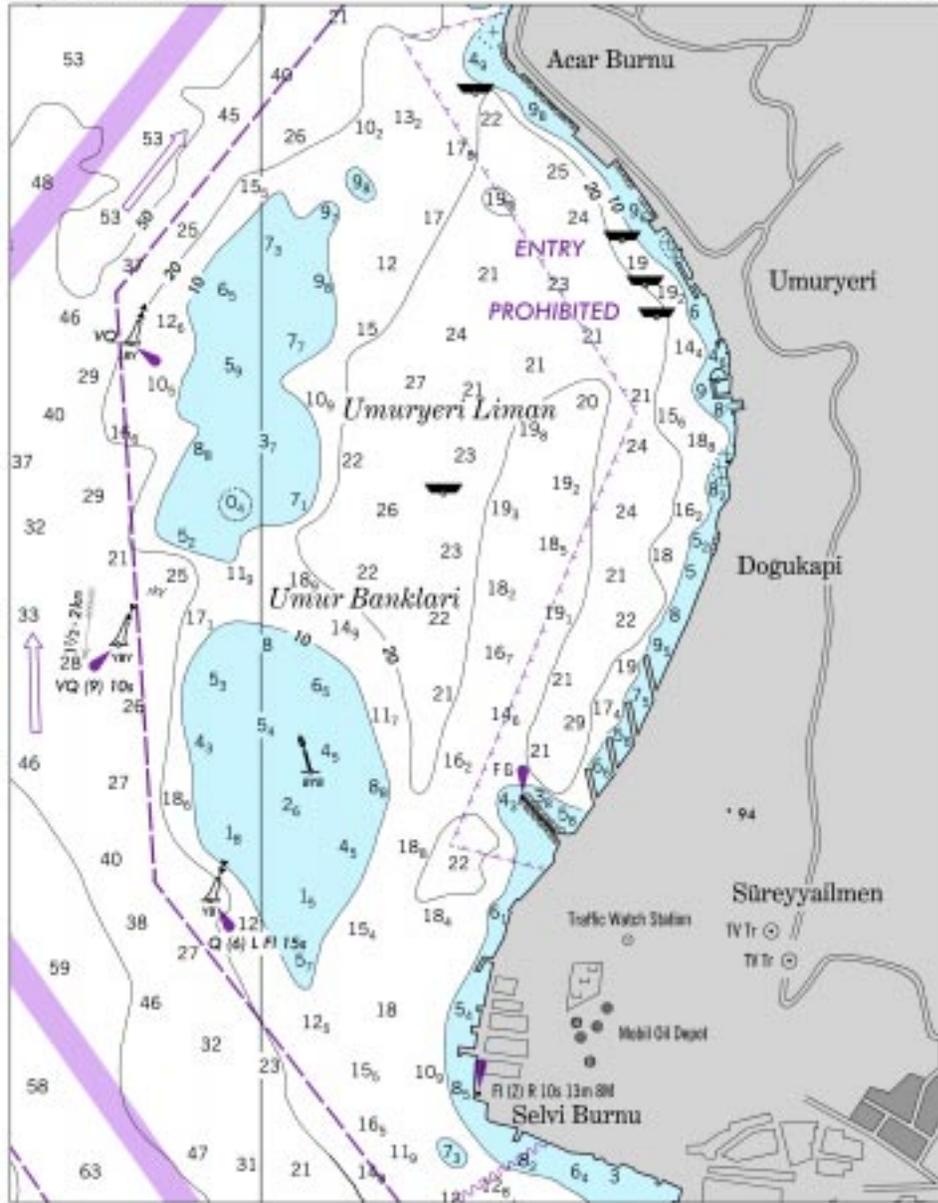


Chart 82244

(A)

NM 20/03

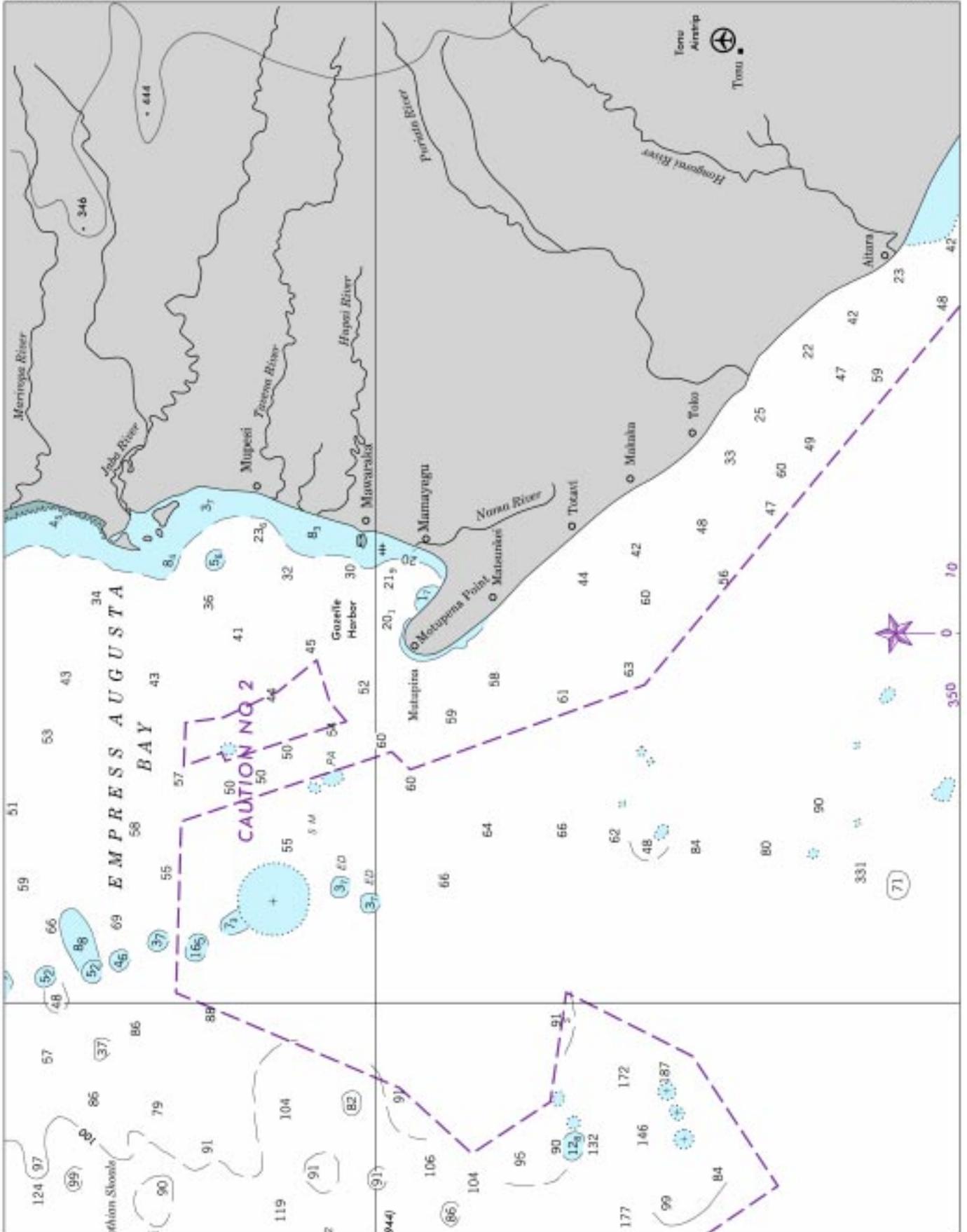


Chart 82244

(B)

NM 20/03

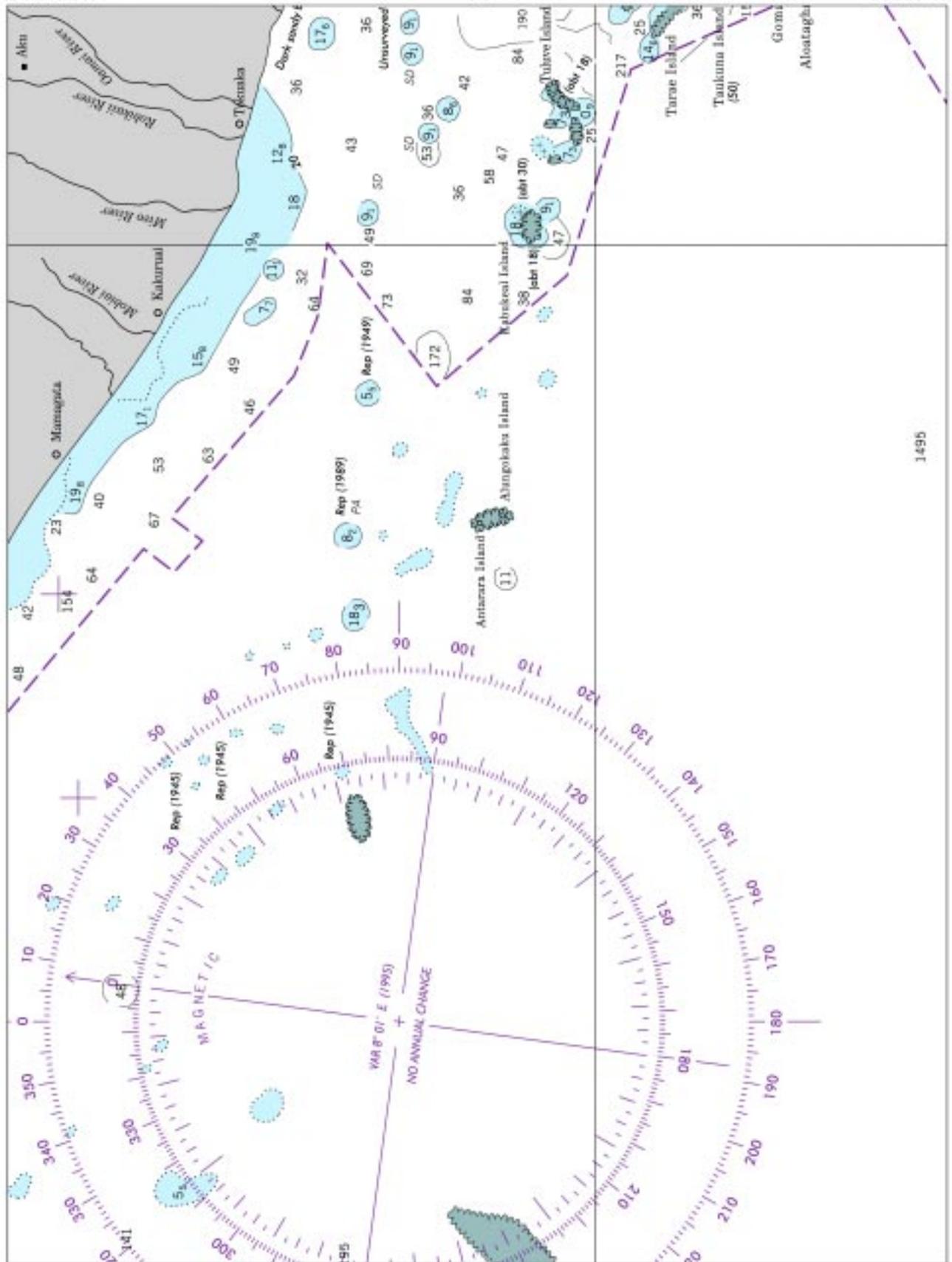


Chart 11322 (Side B)

NM 20/03

FREEPORT HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL FROM DEEP WATER TO SEAWARD END OF JETTY	46.0	48.0	43.0	9-02	400	3.7	47
JETTY CHANNEL	43.0	45.0	40.0	1-03	400	1.2	45
LOWER TURNING BASIN THENCE TO BRAZOSPORT	44.0	46.0	41.0	1-03	750	0.9	45
TURNING BASIN	46.0	48.0	46.0	1-03	400-600	0.4	45
BRAZOSPORT TURNING BASIN CHANNEL TO UPPER	45.0	48.0	47.0	1-03	500-1000	0.2	45
TURNING BASIN	45.0	48.0	47.0	1-03	280-470	0.9	45
BRAZOS HARBOR APPROACH CHANNEL	39.0	41.0	40.0	1-03	200-650	0.5	36
BRAZOS HARBOR TURNING BASIN	36.0	38.0	40.0	1-03	750	0.1	36
UPPER TURNING BASIN CHANNEL TO STAUFFER	46.0	48.0	48.0	1-03	600-1190	0.2	45
TURNING BASIN	17.0	19.0	17.5	11-88	200	1.0	25
STAUFFER TURNING BASIN	18.0	18.0	16.0	11-88	500	0.1	25

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11324

NM 20/03

GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	43.0	46.0	43.0	37.0	9-02	800-1000	7.5	45
OUTER BAR CHANNEL	39.0	45.0	47.0	48.0	9-02	800	1.5	45
INNER BAR CHANNEL	38.0	42.0	43.0	37.0	9-02	800	2.9	45
BOLIVAR ROADS CHANNEL	48.0	48.0	46.0	41.0	9-02	800	0.7	45
HOUSTON SHIP CHANNEL:								
BOLIVAR ROADS TO LOWER END OF MORGAN PT.	36.0	42.0	40.0	32.0	9-02	400-530	23.4	40
GALVESTON CHANNEL	25.0	31.0	34.0	24.0	7-02	1125-1075	3.5	40
TEXAS CITY CHANNEL	35.0	43.0	42.0	38.0	12-02	400	5.9	40
TEXAS CITY TURNING BASIN	38.0	38.0	38.0	38.0	12-02	1200	0.5	40

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11327

NM 20/03

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO LOWER END OF MORGAN POINT	36.0	42.0	40.0	32.0	9-02	400-530	23.4	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

NM 20/03

Chart 11328

NM 20/03

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO LOWER END OF MORGAN POINT	36.0	42.0	40.0	32.0	9-02	400-530	23.4	40
LOWER END OF MORGAN PT. TO EXXON OIL CO. SLIP	36.0	38.0	38.0	33.0	10-02	400-525	4.2	40
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

Chart 11342

NM 20/03

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SABINE PASS:								
OUTER BAR CHANNEL	38	42	42	42	8-02	800	3.0	42
JETTY CHANNEL	36	41	40	32	1-03	800-500	3.5	40
PASS CHANNEL	25	31	40	31	1-03	500-1150	4.9	40
ANCHORAGE BASIN	33	21	11	1	2-03	1500	0.5	40
PORT ARTHUR SHIP CANAL	36	40	40	36	1-03	500	4.8	40
JUNCTION PORT ARTHUR- SABINE NECHES CANALS	31	38	34	33	1-03	400-1200	1.1	40
ENTRANCE TO PORT ARTHUR TURNING BASINS	35	36	37	36	1-03	282-735	0.2	40
EAST TURNING BASIN	37	37	37	38	1-03	370-547	0.3	40
WEST TURNING BASIN	37	36	38	38	1-03	350-735	0.3	40
CHANNEL CONNECTING WEST BASIN AND TAYLOR BAYOU TURNING BASIN	37	40	39	38	1-03	200-350	0.5	40
TAYLOR BAYOU TURNING BASIN	30	40	40	36	1-03	90-1233	0.6	40
SABINE-NECHES CANAL:								
PORT ARTHUR TO NECHES RIVER	32	37	35	31	2-03	400	9.6	40
NECHES RIVER TO SABINE RIVER	25	25	23	21	12-02	200	3.9	30
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

SECTION I

NM 20/03

Chart 11343

NM 20/03

SABINE AND NECHES RIVERS CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SABINE-NECHES CANAL :								
PORT ARTHUR TO NECHES RIVER	32	37	35	31	2-03	400	9.6	40
NECHES RIVER TO SABINE RIVER	25	25	23	21	12-02	200	3.9	30
NECHES RIVER:								
MOUTH TO SMITH BLUFF	27	30	32	32	11-02	400	8.3	40
TURNING BASIN AT DEER BAYOU	37	35	32	32	11-02	700	0.2	40
TURNING BASIN AT SMITHS BLUFF	37	36	35	33	11-02	1400-400	0.2	40
SMITH BLUFF TO BEAUMONT	16	25	25	19	11-02	400	7.5	40
TURNING BASIN (30°02'12"N, 94°01'58"W)	34	39	40	37	11-02	400-1306	0.2	40
CHANNEL EXTENSION	35	35	32	28	11-02	350	0.2	36
MANEUVERING AREA (30°04'44"N, 94°05'05"W)	30	39	38	37	11-02	400-1000	0.6	40
BEAUMONT TURNING BASIN	37	37	38	37	11-02	400-535	0.2	34
TURNING BASIN EXTENSION	37	34	31	25	11-02	300	0.2	34
THENCE TO TRINITY INDUSTRIES	16	23	25	18	11-02	200	0.6	30
SABINE RIVER:								
MOUTH TO ORANGE MUNICIPAL SLIP	26	29	30	26	12-02	200	6.6	30
ORANGE TURNING BASIN	26	26	29	28	12-02	200 - 1400	0.6	30
ORANGE MUNICIPAL SLIP	24	30	26	20	9-02	150-200	0.5	30
ORANGE MUNICIPAL SLIP TO OLD HIGHWAY BRIDGE SITE	27	29	32	29	12-02	200	2.2	30
CHANNEL AROUND ORANGE HARBOR ISLAND	13	16	20	18	9-02	150-200	1.6	25
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12	1	45/02	11312	3	21,26,28,36,46/02;1,6,7/03	11378	32	11*,12,18,20/03	11502	28	14,17,20/03
20	3	18/03	11313	22	31/02	11382	39	46/02*;9/03	11503	39	38*,39,43/02;12,14,17,20/03
22	1	18/03	11314	22	17/03*	11383	49	19*,22,27,30,32/02;9,18/03	11504	15	12/03
50	5	17/02	11315	30	37/02*	11384	32	18,22,30,32/02;9/03	11505	1	16,18,26,28,31,34,40,49/02;1,4,5,11/03
52	1	18/02	11316	39	17/03*	11385	25	23/02*	11506	40	10*,19/03
53	2	17/02	11317	29	20*,21,25,37,40,49/02;16,19,20/03	11388	16	17/02	11507	31	9*,12,20/03
70	4	7/03	11318	1	N21,N29,N46/02;N6/03	11389	32	18,23,28,33,37/02;2,7/03	11508	21	10/03*
71	4	7/03	11319	31	17*,19,20/03	11390	22	23*,27,33,34,37/02;7/03	11509	27	20/02;1,11/03
72	4	7/03	11320	1	N28/02	11391	22	18,23,33,34/02;7/03	11510	18	34/02
101	3	48/02	11321	29	22,28,39,40,41,45/02	11392	6	34/02	11511	16	11/03
103	5	16/03	11322	28	19*,20/03	11393	20	18/02	11512	59	10*,11,15,20/03
108	9	32,35/02	11323	59	26*,28,33,37,39,45/02;1,6,7,9,20/03	11400	34	23,39/02;4,9,11,12,13/03	11513	23	18,32,49/02;1/03
124	10	18/03	11324	32	22*,24,25,31,33,37/02;1,6,7,9,10,16,20/03	11401	29	23/02	11514	26	37*,40,49/02;4,5,15/03
301	1	14/03	11325	34	19*,21,24,35,37,49/02;4,6,8,16/03	11402	21	15,23,50/02;9,19/03	11515	29	18,24,37,49/02
302	1	2/03	11326	31	7*,9,16,20/03	11403	11	9/03	11517	17	32/02
310	20	2,14/03	11327	30	16,21,22,24,28,37,49/02;1,16,19,20/03	11407	18	15/02*	11518	33	14*,19/03
400	3	23,26,31,32,33,35,45/02	11328	22	21,36,37,39,47,49/02;4,6,16,20/03	11408	28	3/03*	11520	40	31*,39,40,44,46,51/02;4,6,7,8,19/03
401	5	22,23,26,31,33,35,45/02;14/03	11329	34	21,24,36,37,39,47,49/02;1,4,8,10,16/03	11409	27	4,11/03	11521	26	15*,17,32,35/02;9,19/03
411	49	19/03*	11330	14	2*,4,6,7,8,17,19,20/03	11411	14	43*,45/02;7,20/03	11523	21	15*,17,32,35,52/02;5,9,19/03
501	12	9*,10,18/03	11331	18	17,23/02;8,19/03	11412	41	42*,45/02;1,6,7,11,12,13,14,20/03	11524	46	8*,11,12,13,15,17,19,20/03
502	2	52/02	11332	28	42*,43,49,51/02;6,17,19,20/03	11415	5	42*,45/02;1,2,7,14,20/03	11525	6	N17,N19,N23,N39,N40,N44,N46,N51/02;N4,N6,N8/03
507	2	45/02	11333	1	N28/02	11416	5	42,48/02;1,2,6,11,12,14,20/03	11526	10	20/03*
508	2	15,24,45/02	11334	35	9*,19/03	11424	18	14/03	11527	16	37/02;20/03
513	6	17,38/02	11335	31	9/03*	11425	34	46*,49/02;4/03	11531	21	31/02*;11/03
520	127	20,38/02	11336	33	42*,43,47,49/02;4,6,7,8,19,20/03	11426	35	31/02*	11532	20	15*,37/02
521	11	17/02	11337	39	14*,17/03	11427	33	2/03*	11533	32	17/03*
522	87	18/02	11338	51	17,21,23,24,30,37,43,49/02;4,8,17,20/03	11428	32	52/02*;6/03	11535	12	25,46/02
523	8	17/02	11339	36	17,21,23,37,40,49/02;4,8,17,19,20/03	11429	21	47/02*	11536	15	19*,40/02;4,7/03
524	12	18,47/02	11340	67	2*,5,6,7,8,9,14,17,18,19/03	11430	25	17/03*	11537	33	17,20,23,31,32,33,39,40,42,44,50/02;4,5,7,10,13,18/03
525	3	18/02	11341	39	14*,17/03	11431	12	31/02*	11539	18	39,44,51/02;6/03
526	10	18,47/02;6/03	11342	51	17,21,23,24,30,37,43,49/02;4,8,17,20/03	11434	24	21/02*;15/03	11541	33	8*,9,14/03
530	30	22*,26,37,38,40,52/02;6,10,18/03	11343	36	17,21,23,37,40,49/02;4,8,17,19,20/03	11435	13	N20/02;N8,N15/03	11542	15	39/02
531	21	18*,47,52/02	11344	35	9*,19/03	11439	25	15/02*;6,7,15/03	11543	22	18,29,39/02;8/03
532	17	17,38/02	11345	31	9/03*	11441	39	36/02;6,7,15,20/03	11544	37	36/02*;8/03
540	16	51/02;16/03	11346	33	42*,43,47,49/02;4,6,7,8,19,20/03	11442	33	6,7,15/03	11545	60	45*,47/02;6,8,14/03
541	2	6/03	11347	33	42*,43,47,49/02;4,6,7,8,19,20/03	11443	30	36/02;7,15,20/03	11547	35	22*,25,29,30,37,47/02;6,8,14/03
550	7	18,24,45/02;6/03	11348	19	23/02;6,7,20/03	11444	35	38/02*;20/03	11548	38	47/02*
601	4	6,8/03	11349	40	38*,42,51/02	11448	14	7/03	11550	28	17/03*
602	6	47/02;6/03	11350	24	15/02*	11449	16	7/03	11553	28	8/03*
603	6	47/02;10/03	11351	38	20/03*	11450	8	26*,28/02;15/03	11555	38	36/02*;7/03
604	5	18/02	11352	36	3*,7,8,9,20/03	11451	31	20/03*	12200	47	38*,42,52/02;7,12,18/03
605	4	6/03	11353	2	21*,24,25,26,35,38,43,45,49/02;4,5,7,18,20/03	11452	21	31/02*	12201	25	N15,N17,N19,N23,N42,N52/02;N7,N12,N18/03
606	1	17/03	11354	23	15,16,19,22,27,28,33,37,38,40,47,51/02;7,8,20/03	11453	16	7/03	12204	35	10/03*
607	1	17/03	11355	24	37*,40,51/02	11454	16	7/03	12205	27	37*,43,52/02;18/03
621	5	22/02	11356	34	28,29,39,40,42,45,47,51/02;6,7,19/03	11461	5	28/02;7,15/03	12206	29	31*,33,38,46/02;10/03
622	9	20,47/02;6/03	11357	35	36*,37,40,42,51/02;6,9,19/03	11462	24	22*,28/02	12207	20	23,50,52/02;18/03
623	9	47/02;19/03	11358	51	23*,24,26,27,31,39,42,51/02;7/03	11463	16	7/03	12211	41	10/03*
624	3	22/02	11359	11	22*,26,39/02	11464	16	28/02;7/03	12214	44	14*,19/03
632	8	15,24,45/02	11360	40	1*,2,5,6,8,19/03	11465	36	52/02*	12216	27	47/02*;19/03
702	5	7/03	11361	69	16,17,19,22,24,25,26,27,31,34,36,45,51/02;6,19,20/03	11466	35	15,24,26,27,28,29,30,35,50/02;7,9,12/03	12221	73	52/02*;1,4,6,7,18,19/03
703	4	46/02;7/03	11362	4	N16,N17,N18,N22,N23,N24,N28,N29,N31,N33,N36,N39,N40,N47/02;N2,N5,N6,N8,N19/03	11470	36	10*,12/03	12222	43	14*,18/03
705	3	46,52/02	11363	38	26*,29,35,38,40,43,49,51/02;4,5,7,18,19,20/03	11472	31	8/03*	12224	23	8/03*
709	2	50/02;19/03	11364	39	3*,4,5,8,9,18,19/03	11474	10	16/02;6,17/03	12225	53	28*,30,31,47/02;4,6,7,17/03
800	4	17/02	11365	17	52/02*;9/03	11475	16	16,27,51/02;13/03	12226	16	22,30/02;7/03
803	1	17/02	11366	7	48*,51/02;5,6,7,8,19/03	11476	19	16/02;6/03	12228	29	43/02*
1113A		20/03*	11367	31	16,17,25,33/02;19/03	11477	6	N16/02	12230	59	52/02*;1,7,14/03
1114A		23,39/02;4,9,11,12,13/03	11368	22	38/02*;19/03	11478	19	15,16,31,49/02;6,19/03	12231	26	31,35,46/02;7/03
1115A		1*,2,5,6,8,19/03	11369	44	9*,18,19/03	11479	4	N15,N24,N27,N28,N29,N35,N50/02;N6/03	12233	35	3*,4,5,6,14/03
1116A		2*,5,6,7,8,9,14,17,18,19/03	11370	23	17,31,33,40,51/02;9/03	11480	37	32,35/02;1,17,19/03	12235	29	30,31,47/02;4,6,7,17/03
1117A		28*,30,31,37,39,40,41,42,45,51/02;1,6,7,8,19,20/03	11371	35	7/03	11481	4	42*,49/02;6,12,13,19/03	12237	26	27,47/02;17/03
11004	7	15,16,18,22,26,28,31,37,39,40,42,43,45,47,51/02;5,6,7,8,9,14,18/03	11372	30	2*,7,8,10,19/03	11484	21	15,16/02	12238	37	46/02*;1,4,7,19/03
11006	30	28*,36,39,40/02;2,6,19/03	11373	42	31*,33,37,40,41,42,45,49/02;7,9,19,20/03	11485	32	15,34/02;13/03	12241	21	16,34,44/02;7/03
11009	36	19,23,24,32,35,44,51/02;6,12,19/03	11374	31	45*,49,50/02;1,2,7,8,9,19,20/03	11488	24	7,17/03	12245	61	14*,15,18/03
11013	44	18*,20,35,50/02;6,7,8,9,13,16/03	11375	35	1*,2,5,7,9,20/03	11489	34	8*,12,20/03	12248	39	18*,30,33,40,50/02;4,5,6,8,15/03
11300	38	26*,28,30,31,37,39,40,41,42,45,51/02;1,6,7,8,19,20/03	11376	48	15,16,21,22,23,25,27,29,31,40,43,50/02;2,7,19,20/03	11491	33	18,22,28,29,30,34,37,38/02;12/03	12251	23	35/02;4,6,7,15/03
11301	23	21,37/02;16/03	11377	4	26*,40,50/02;2,20/03	11493	9	N24,N39/02;N12,N20/03	12252	23	33,34/02;4,7,10,15,17/03
11302	29	34*,37/02;16/03				11494	8	N24,N39/02	12253	42	33,38,42,46,50/02;10,13/03
11305	1	N21,N26,N29,N36,N46/02;N1,N6,N7/03				11495	16	19/02*	12254	43	38*,43,44/02
11307	36	28,31/02				11496	9	N32,N35/02;N1,N17,N19/03	12255	15	44/02
11308	22	3*,7,10/03							12256	13	19*,33,44/02
11309	36	21,26,28,36,46/02;1,6,7/03							12261	28	37*,44/02;7,18/03
11310	1	N21,N46/02									
11311	23	15*,21,46/02									

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12263	51	38/02*;7,18,20/03	13212	35	9*,13/03	14088	10	41/02*	14867	25	32/02
12264	28	38/02*;7/03	13213	40	14/03*	14089	29	41/02*	14871	2	21/02
12266	27	30/02;20/03	13214	27	34*,45,48/02;5/03	14090	2	33/02	14872	3	21/02
12268	10	22/02*	13215	17	45,48/02;1,5/03	14091	6	41/02*	14873	2	35/02
12270	32	9*,18/03	13216	1	N48/02	14111	7	14/03	14880	30	33/02;4/03
12272	29	26*,27,36,45/02;13,16/03	13218	38	29,42,45,51/02;5/03	14144	29	21/02	14881	31	28*,33/02
12273	53	26*,31,36,45,50/02;5,15,17,19/03	13221	53	15,29,44,51/02;2,5,7/03	14151	2	37/02	14883	42	17,23/02
12274	33	37*,50/02;5,15,17/03	13223	36	15,52/02;2/03	14180	38	21/02	14885	20	51/02
12277	31	26*,50/02;8/03	13224	36	44/02;5/03	14203	12	19/02	14901	14	52/02*;5/03
12278	72	26*,36,45/02;19/03	13226	5	44/02;6,7/03	14204	21	19/02	14902	28	24,25,31/02;4/03
12280	3	37*,43,45,46,47,50,52/02;1,6,7,18/03	13227	13	7/03	14206	20	19/02	14903	22	23,32/02
12281	49	15/02;12,19/03	13228	11	51,52/02	14208	28	40/02	14904	25	17,31,32,46/02
12282	33	31*,44/02;7,8,18,19/03	13229	27	17,39,42,45,52/02;1,7,19/03	14221	26	40,46/02	14905	29	31,35,37/02;5/03
12283	24	8,18/03	13230	46	2*,7,19/03	14222	16	46/02	14906	23	5/03
12284	15	7/03	13232	4	39,42/02	14223	18	3,16/03	14907	25	17/02
12285	35	11*,14,19/03	13233	16	17/02;10/03	14225	17	38/02;16/03	14910	23	17/03*
12286	29	2*,4,6/03	13235	5	17/02	14226	32	40/02;6/03	14911	20	4/03
12288	19	27/02	13236	29	45/02;1,7,19/03	14227	28	40/02;6/03	14916	10	45/02*;17/03
12289	48	10*,19/03	13237	38	17,42,48/02;7,10,20/03	14228	11	40/02;6/03	14917	23	17/02;3/03
12300	43	19/03*	13241	15	21*,34,42/02	14240	6	16,34/02;1/03	14918	26	25/02;17/03
12301	21	N20*,N28,N29,N37,N39,N42,N45/02;N5,N17/03	13243	39	22*,48/02;7/03	14242	13	34/02	14919	27	24/02
12304	42	28*,42,52/02;19/03	13244	36	26,27/02;8/03	14243	8	19,34/02	14922	19	26*,51/02;9/03
12311	41	15,18,28,31,42,50,52/02;8/03	13253	18	3*,8/03	14244	5	19/02;16/03	14924	27	28*,32/02;5/03
12312	52	10*,15/03	13260	38	28*,36,43,48,49,50/02;1,7,9,18/03	14260	47	35/02	14926	9	18,31,32,35,37/02
12313	48	18,21,27,31,33,43,52/02	13263	7	N20,N21,N25,N27,N36,N43,N48,N49/02;N1,N7,N9,N18/03	14280	37	35/02	14927	24	21*,31,32,35,37/02
12314	30	46*,50/02;5/03	13264	103	21,36,49/02;9/03	14310	2	52/02;12/03	14928	21	4/03*
12316	29	2*,6/03	13267	30	17,19,27,52/02;1,7,9/03	14340	25	16,17,26,33,37,40,52/02;12/03	14929	24	14/03*
12317	31	15*,26,37,50/02	13270	59	17,19,33,34,40,43/02;1,2,7,12/03	14341	5	12/03	14930	24	45/02
12318	41	9/03*	13272	47	19,28,40/02;8/03	14342	20	52/02	14931	24	35/02*
12323	23	19,40/02;4/03	13274	24	17,19,27,45,52/02;1,2,16/03	14344	2	37,40/02	14932	22	32/02;9/03
12324	30	2*,8/03	13275	27	17,19,27,45,52/02;1,2,7,16/03	14345	5	37,40/02;12/03	14933	24	35*,37/02
12326	48	17,18,27,28/02;4,8,17,19/03	13276	21	19,27,52/02	14349	7	16/02	14934	27	17/03*
12327	96	1*,2,8,12,13,14,16,18,19/03	13278	25	1,9/03	14357		N52/02	14935	21	17/02
12331	30	8*,13,14,18/03	13279	30	20/03*	14358		N17,N36/02	14937	24	52/02*;2,17/03
12332	21	15,22,43,46/02;13,18/03	13282	10	12/03	14360	36	16,26,33,36/02	14942	25	35/02
12333	32	46*,47/02;5,12,16,18/03	13283	18	1,9/03	14415	4	33/02	14963	20	51/02
12334	65	10*,12,16,19/03	13285	10	20/03	14450	27	52/02*	14965	21	11/03*
12335	39	1,8/03	13286	29	39*,40,50/02;1,9/03	14769		N31/02*	14966	25	14/03*
12337	22	15,20,28,31,45/02;13,18/03	13288	40	15*,20,23,29,36,43,50,51/02	14772	17	15/02	14967	22	5/03
12341	25	22/02*	13290	34	20,36,40,43,50,51/02;7,16/03	14773	16	15,19/02	14970	25	40,46,51/02
12343	18	37/02*;7/03	13292	36	20*,36,40/02;7,16/03	14774	16	15/03	14972	25	21/02
12345	10	42/02*	13293	33	26*,29,43,51/02;14/03	14775		N31/02*	14973	27	15/03*
12347	29	25/02	13295	11	2*,14/03	14776		N31/02*	14974	24	32/02
12348	33	25/02	13296	25	43/02	14777		N31/02*	14975	33	52/02*
12350	57	39*,49/02	13298	10	43,52/02	14782	24	21,22/02	14984	9	18/02*
12352	29	34/02;17/03	13301	20	25,33,51/02	14785	16	22/02	14995	11	52/02*
12354	39	22,28,33,37,45/02;2,6,7,10/03	13302	21	20,25,41/02;2,7,9/03	14786	13	24/02	15313	1	15/03
12358	19	46*,49/02;1,7,10/03	13303	12	48/02*;7,9/03	14800	9	19,23/02	15562		N41/02;N16/03
12362	16	49/02	13305	28	25,40,41,49/02;2,7,9/03	14809	26	5/03	15585		N14/03
12363	39	18,28,44/02;6/03	13308	11	40/02	14804	24	20/02*;5/03	15744		N30/02
12364	34	20/03*	13309	28	42/02*;9/03	14812	3	19/02	15880		N41/02
12365	26	18/02;6/03	13312	21	10/03*	14813	4	19/02	15954		N47/02*
12366	27	51/02;20/03	13313	19	21,25,41,49,52/02;6,9/03	14818	21	2/03*	16003	16	18/02*;13/03
12367	23	18/02	13315	11	19*,49/02	14820	23	5/03	16004	11	13,17/03
12368	26	42/02*	13318	18	38*,41,52/02;5,6/03	14822	31	10/03*	16006	33	6/03
12369	25	31*,44/02	13321	9	20/03*	14823	30	1/03*	16011	35	38/02;8/03
12370	18	39/02*	13322	9	19/02*	14824	25	24/02	16012	21	38/02
12371	22	28,47/02;6,13/03	13323	7	5/03	14826	27	4/03*	16013	28	17,22,29,52/02
12372	31	45*,47,48/02;2,5,6/03	13324	13	41,52/02;2/03	14829	5	21/02	16042	7	39/02*
12373	14	2/03	13325	14	2/03	14830	29	18,23,39,51/02;2/03	16061	8	19*,27,37,49/02;13,17/03
12375	21	22/02	13326	12	41,43/02	14832	34	52/02*	16300	8	52/02;3,8/03
12377	14	22,25,37/02	13392	2	6/03	14833	25	20,26/02	16305	9	8/03
12378	14	2,13/03	13394	3	39/02*;9/03	14835	31	39/02	16322	7	8/03
12401	7	31*,47/02;2,13/03	13396	4	9,19/03	14836	27	42/02*	16363	12	38/02*
12402	8	31*,33,47/02;13/03	13398	3	19*,36/02	14837	27	26/02*;3/03	16380	13	17/02
13000		N21,N25,N48,N49/02	14002	57	21/02	14838	3	52/02*	16381	8	8/03
13003	46	9*,12,18/03	14003	6	16,25,48,49/02;5,9,12/03	14839	36	9/03*	16382	10	17/02
13006	30	39*,44,48,49,50/02;1,5,9,17,18/03	14008	76	21/02	14842	12	18,23,39/02;2,4/03	16435	5	27/02
13009	30	42*,48,49/02;1,9,18/03	14010	5	21,35/02	14843	22	23,39,51/02	16440	13	37/02
13200	33	25,37,48/02;7,9,18/03	14018	6	16/02	14844	31	18/02;4/03	16441	7	37/02
13201	10	N25,N37,N48/02;N9,N18/03	14024	5	33,36,39/02;12/03	14845	26	18/02;4/03	16442	6	37/02
13203	12	37/02	14044	44	6/03	14846	11	18,23,24,39,40/02;2/03	16480	10	38/02
13205	36	37,42,45,48/02;1,5/03	14061	27	6,9/03	14847	30	24,40/02	16500	9	9/03
13209	23	37/02	14066	19	6/03	14848	56	23,24,31/02;9,17/03	16520	21	2/03
13211	13	21,23,47/02	14067	11	6/03	14850	51	21*,23/02;7/03	16521	5	27/02
			14083	30	33/02	14852	45	19/03*	16528	16	9/03
			14087	58	33/02	14853	13	21*,23,24,25,26,31,37/02;7,9,17/03	16529	14	50/02;9/03
									16530	6	50/02
									16531	7	18/02*
									16535	12	2/03
									16549	14	4,16/03
									16553	3	17/03
									16556	4	8/03*
									16566	10	17/02
									16568	12	39/02*
									16575	1	39/02

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NM 15/02 THROUGH NM 20/03**

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16576	3	42/02;6/03	17489	19	43/02	18464	22	32/02;7,15/03	18751	42	16,20,25,27,40/02;5,6,16/03
16580	11	39/02	17495	2	43/02	18465	35	2*,15/03	18754	16	36/02
16590	10	38/02*	17503	4	43/02	18468	17	7/03	18757	10	13/03
16592	9	16/03	17513		N42,N43/02;N15/03	18471	8	32/02;7,15/03	18758	6	35/02*;16/03
16593	11	14/03*	17515	7	6,15,16/03	18473	7	4*,18,19/03	18760	6	N16,N23,N34,N35,N45,N50/02;N6/03
16594	13	2/03	17517	8	6,15,16/03	18474	7	45/02*;7,10,15/03	18761	2	N20/02
16595	14	2/03	17518	7	P44,48/02;16,18,20/03	18476	4	17,22,32,39/02;7,9/03	18762	15	20/02
16596	12	39/02*	17519	13	16/03	18477	5	7/03	18763	9	20/02
16597	8	16,43/02	17520	2	N6,N16/03	18480	29	2*,6,7/03	18765	15	18*,25,45,50/02;12/03
16598	9	43/02	17521		N15/03	18484	10	28,40/02;15/03	18766	7	25,45,50/02;12/03
16599	6	16,43/02	17522		N15/03	18485	15	2*,10/03	18768	4	N25,N45,N50/02;N12/03
16603	7	42/02;6/03	17523		N15/03	18500	28	19*,22,32,39/02;12/03	18769	2	N20/02
16604	11	22/02*	17524		N12,N15/03	18502	84	30*,32,39,42,49/02;9/03	18772	46	20,25,50/02;12/03
16606	11	37/02*	17525		N15/03	18504	65	19/03*	18773	38	18,20,23,25,50/02;10,12,13/03
16608	3	6/03	17526		N15/03	18520	24	33,39/02	18774	10	35/02*;10,16/03
16646	12	8/03	17528		N43/02;N6,N12/03	18521	69	34*,39,49/02;4,10,12/03	18775	2	N20/02
16660	28	22,25,29,42/02;6,16/03	17541	3	43/02	18523	53	15,25,26,33/02;4,12/03	19002	9	N23,N25,N37,N51/02;N16/03
16662	6	22,29/02	17542	6	47/02	18524	33	18*,26,28,31,33/02;4,6,10/03	19004	36	23,25,35,37,51/02
16663	6	22,25,29,42/02;6,16/03	17543	17	41/02	18525	33	15,28,31,33/02;4,9/03	19007	16	51/02;16/03
16665	7	22,25,29,42/02;6,16/03	17545	13	43,47/02	18526	55	15,16,28,31,33/02;4,18/03	19008	4	16/03
16680	10	6/03	17546	22	42,43,47/02	18527	21	16,31/02	19009	4	16/03
16681	10	37/02*	17548	28	16/03	18529	10	52/02*	19010	17	45*,51/02
16682	15	8*,17,19/03	17549	6	47/02;15/03	18531	20	26,31,34/02;9,10/03	19013	16	25,51/02
16683	9	3,6,17/03	17550	4	15,42,43,P44,45,47,48,52/02	18532	20	10/03	19320	16	23,27,35,37,51/02;5,16/03
16700	27	21*,49,52/02;9,16/03	18000	8	45/02;6,10/03	18541	8	21/02*	19324	22	27,35/02;5/03
16701	18	21*,52/02;9/03	18002	6	N45/02;N2,N6,N10/03	18548	5	8/03*	19327	10	23/02
16702	10	38,52/02;1,9,13/03	18003	18	26,33,38,39,40,P44,45,47,48,52/02	18558	37	19*,39/02	19339	1	N25,N35,N49,N51/02;N5,N13/03
16705	19	49/02;16/03	18005	4	N20,N34/02;N6,N10,N13/03	18561	11	33,39/02;10/03	19340	26	25,35,49,51/02;5,13/03
16707	10	34,37/02;16,20/03	18006	3	N6/03	18580	21	26,33,38,39/02	19347	17	25/02
16708	25	37,49/02;16,20/03	18007	31	20,26,33,34,37,38,39,40,47,52/02;18/03	18581	17	49/02*;4/03	19350	11	27/02
16709	22	15*,49/02	18008	7	N20,N26,N33,N34,N37,N38,N39,N40,N47,N52/02;N18/03	18583	38	31,33,42,49/02;12/03	19351	9	25/02
16711	2	15/02*	18009	2	N34/02;N6,N13/03	18584	47	30,39,49/02;4,6/03	19352	22	42*,49,51/02;5,13/03
16712	1	16/03	18010	20	33,34,37,38,39,40/02;6,13/03	18587	68	25,30,33,39,42/02;4,6,9,10/03	19357	20	28/02*
16713	2	49/02	18020	36	20,34,37,45/02;6,10,13/03	18600	14	15*,33,37,38,40/02	19358	10	12,16/03
16741	9	46/02	18022	33	23,34,37,45/02;6,10,13/03	18601	13	10/03	19359	10	12,16/03
16760	10	51/02	18400	43	2*,6,16,18/03	18602	11	26,32,33/02;10/03	19360	1	N37,N51/02
16762	9	26/02*	18403	21	6,20/03	18603	16	9*,10/03	19362	12	49/02
17003	4	47,52/02	18405	12	43/02;16/03	18606	23	35/02*	19366	36	31,49/02;5/03
17005	10	41,45,47,52/02	18406	5	16/03	18622	52	26,28,49/02	19367	37	22,31,49/02;10/03
17008	12	43/02	18411	10	N16,N20/03	18623	11	34/02	19369	5	22,31,49/02;10/03
17300	30	52/02*	18412	10	20/03	18626	15	37/02;10/03	19379	1	N25,N51/02;N5,N13/03
17302	18	21*,51/02	18413	15	20/03	18640	24	15,24/02	19380	14	25,51/02;5,13/03
17303	9	15,37/02	18414	9	20/03	18643	16	24,49/02	19381	8	25,49,51/02
17315	23	2*,16/03	18415	8	42/02;7/03	18645	24	15,19,50/02	19383	17	49/02;5/03
17316	20	28/02*;3/03	18416	6	P44,48/02	18647	15	2/03*	19385	7	20/02*
17320	15	15/02;13/03	18418	6	15/03	18649	62	15,19,20,23,33,36,38,41/02;4,6/03	19387	9	N25/02
17323	10	13/03	18419	11	47/02;12/03	18650	51	28*,33,38,41/02;4/03	19401	8	10/03*
17327	20	5/03	18421	45	2*,18,20/03	18651	42	15/03*	19402	6	9/03*
17330	7	15/02	18423	33	1*,5,7,9,15,18/03	18652	31	18,19,20,23,26,27,30,33,38,41,49/02;4,6,7,12,16/03	19421	7	8/03*
17360	32	44/02;1,6,8,11,12/03	18424	25	7/03	18653	9	15,19,36,38,41/02;4,6/03	19442	5	14/03*
17379	1	15*,20/02	18427	21	35/02*;7,19/03	18654	42	28*,38,49/02;12,16/03	19461	7	10/03*
17382	15	20/03*	18428	9	19/02*	18655	58	19,49/02;12,16/03	19483	6	11/03*
17383	1	31*,49/02;8/03	18429	9	3/03*	18656	53	19/03*	21005	5	45/02;2/03
17384	7	44/02	18430	7	28/02*;6,7/03	18657	18	19,26,27,30/02;4/03	21008	62	39,42,43,50/02;1,2/03
17385	14	14/03*	18431	6	2/03*	18658	29	23,26,27/02;4/03	21011	5	2/03
17400	16	15,36/02;10,12/03	18432	5	14/03*	18659	14	26,30,49/02;7,16/03	21014	72	42,50,52/02;2,3,4/03
17401	10	1/03	18433	5	2/03*	18660	1	30,49/02;7,16/03	21017	50	23,41,50/02;4,5,6,9/03
17402	10	46/02*	18434	4	15,26,P44,48/02;6,9/03	18661	27	15*,16/03	21020	42	23,41/02;5,6,7/03
17405	14	12/03	18440	26	3*,15,18/03	18662	20	30/02;7/03	21021	3	45/02;13/03
17409	10	39/02*	18441	42	30*,32,39/02;6,7,9,15,18/03	18663	5	14/03*	21023	41	34/02;7,8,9/03
17413	2	43,50/02;10/03	18443	15	17,39/02;6/03	18666	1	26/02	21033	46	20,32/02;1,16/03
17414	3	41/02	18444	15	17,39/02	18680	30	15/02;6,13/03	21036	7	1,16/03
17416	3	10,14/03	18445	29	15,17,22,28,32,33,39/02;6,7,9,10,15,18/03	18685	31	25/02;6,12/03	21120	27	47,50,51,52/02
17420	26	36,37,42,43,50/02;1,10,12,14,20/03	18446	15	6,7,9,10,15,18/03	18687	13	8/03*	21121	18	47/02
17422	8	52/02*	18447	26	27,52/02;6,7,10,18/03	18700	21	34,36,37/02;4,6,10,13/03	21122	5	47/02
17425	6	18/02*	18448	32	15,17,33/02;10,15/03	18703	24	36,37/02;4/03	21125	13	51,52/02
17426	13	37/02;1,16,20/03	18449	17	15,17/02;7/03	18704	12	37/02	21126	1	50/02
17427	7	16/02	18450	17	9/03*	18720	31	23,35/02;4,6,10,12/03	21140	1	45,50/02;12/03
17428	7	5/03	18452	16	17/02	18721	11	35/02;6,10/03	21141	23	48/02
17429	2	N38/02*	18453	24	14/03*	18723	3	6/03	21160	1	45/02
17430	10	5/03	18455	2	N17,N22,N39/02;N15/03	18725	26	23,35/02;4,6,12/03	21161	19	43,48/02
17434	11	5/03	18457	9	15/02	18740	39	16,20,23,34,37,45,50/02;5,6,12/03	21180	1	2,7/03
17436	6	20/03	18458	15	19/03*	18741	18	N25,N45,N50/02;N12/03	21182	34	39/02
17437	8	16/02	18459	5	N17,N22,N32,N39/02;N9,N15/03	18744	30	37/02	21200	1	2/03
17438	12	16,50/02;10,14,15/03	18460	11	2*,6,7/03	18746	34	20,23,34/02;5,13/03	21301	13	3,12/03
17441	7	10,15/03				18749	38	16,18,20,23,25,27,40/02;5,6,16/03	21342	28	41,44/02
17443	12	10/03							21384	3	23/02;6/03
17445	2	16/02;10,14/03							21401	20	7/03
17446		N10/03							21441	27	34,44/02
17460		N5/03							21478	3	9,16/03
17465	4	6,12/03							21510	1	9,16/03
17471		N15/02;N6/03							21563	3	45/02
17472	4	5,14/03									
17480	4	15,43/02;5,10/03									
17482		N7,N14/03									
17485	4	16/02									

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
21602	1	28/02	22381		N19,N43/02	24170	14	5,6/03	25570	3	19,31/02;16/03
21603	9	5/03	22395	2	19,42/02;15,19/03	24171	19	5,6/03	25575	4	31/02
21605	7	19/02	22403	1	N45/02	24172	4	5,6/03	25600	47	24/02
21661	12	6/03	22404	15	46/02	24180	15	8/03	25601	34	17,19,20/02
22004	38	18,20,23,30,32,34,36,39,41,43,52/02;16/03	22406	1	N1/03	24211	7	24/02	25607	4	24,39/02
22008	35	18,30,34,36,39,41,43,44,48,52/02;6,14,17/03	22407	1	N4,N11,N18/03	24220	14	27,28/02	25608	21	17/02;16/03
22012	31	16,30,34/02;6/03	22408	1	N10/03	24222	3	27/02	25609	5	30/02
22032	20	19/03	22409	4	N45/02;N10,N17/03	24223	33	18/02	25613	2	30/02
22036	28	18,47/02	22410	32	43,44,46/02;19/03	24230	20	18,30/02	25640	40	28/02*;15/03
22050	4	19/02;12/03	22413		N45/02	24233	15	36,43/02	25641	26	30/02
22051	18	28/02	22417	1	N10/03	24234	3	30/02	25644	13	20/03*
22052	6	28,46/02	22418	2	24,36,44,46/02;19/03	24240	5	30,39/02;7/03	25645	17	15/02*
22080	3	20,32/02	22420	2	4,11,15,19/03	24250	5	30,39/02;7/03	25646	7	N42/02
22082	4	17,19/02;13/03	22421	4	N43,N44,N46/02;N11/03	24251	23	24,34,43/02;6/03	25649	18	18,30,35/02;4/03
22083	5	19/02	22423	3	N11/03	24252	5	30,39,43/02;6/03	25650	33	22*,30/02
22084	4	42/02	22425	2	44,46/02	24260	5	34/02	25653	13	8/03*
22090	2	30,32,43/02;4,17/03	22427	1	N43,N44,N46,N50/02;N11/03	24270	3	24,27/02;17/03	25659	9	20/03*
22100	3	20,32/02;12/03	22429		N24,N46/02;N10,N14,N17,N19/03	24271	14	17/03	25663	27	19/02*;17/03
22101	19	16,20,32,43/02	22430	6	19/03	24274	2	17/03	25664	15	17/03
22102	19	17/03	22433	3	39,47/02;11,14/03	24290	3	36,43/02	25666	17	17/03
22109	3	17/03	22436	2	39/02;10,14/03	24291	4	36/02	25667	20	15/03
22111	4	32/02;17/03	22440	1	19/03	24292	4	36/02	25668	18	15*,16,48/02;13/03
22112	3	23,25,30,32,43/02;17/03	22471	31	18,44/02	24293	6	32,36/02	25670	41	26,38,48,49/02;4,5,13,20/03
22113	8	23,25,30/02;12,17/03	22481	35	43,44/02;19/03	24294	22	36/02	25671	17	15/03
22114	5	16,32,42,43/02;17/03	22482	16	44,50/02	24311	4	27/02	25673	15	28,42/02
22120	3	18,23,30,34,36,39,41,43,52/02	22521	3	12,17/03	24312	4	27/02	25675	9	20/03*
22121	9	17,23,30,34,36,44,52/02	22523	3	12,17/03	24320	4	27,28,34,43/02;6,17/03	25677	19	21,52/02
22124	2	17,34,52/02;6/03	22529	3	12,17/03	24322	6	28,34/02;6,17/03	25679	10	20/03*
22125	1	18,36/02	22531	2	12,17/03	24350	2	31,51/02;18/03	25681	15	4/03
22126	1	36/02	23000	5	18/02	24355	2	51/02	25683	17	30,49,52/02;5,20/03
22130	2	44/02;14,17/03	23010	4	27,38/02	24370	1	34/02	25687	11	15,35/02
22138	2	18,41,44,48/02;6/03	23023	4	27/02	24375	2	34/02	25700	3	15/03
22140	2	30,34,36,44/02	23030	6	27,38/02	24380	2	35/02	25720	3	33/02
22142	2	39,41,43/02	23115	3	27/02	24388	2	35/02	25800	3	24,36/02
22143	3	17,41,52/02;14/03	23121	7	30/02;17,20/03	24404	8	21,26,35,44,48/02	25841	9	24,36/02
22145	2	N41/02	23122	8	23,30,33/02	24405	10	26,35,36,44,48/02	25848	25	5,13,15/03
22160	2	30,34,39,41,48,52/02	23123	3	30/02	24406	30	20,26/02;2/03	25849	13	42/02;12/03
22170	3	30,39/02;6/03	23124	3	N30/02;N17,N20/03	24408	21	36,44,48/02	26001	4	9/03
22172	8	48/02*;4,6/03	23125	4	30/02;17/03	24410	2	21,44/02	26050	1	34/02
22173	36	48/02*;6,17/03	23126	6	N24/02*	24430	5	39/02;8,11/03	26060	1	49/02
22180	2	30,34/02	23127	4	N24/02*	24431	14	39/02	26068	11	18/03
22181	16	17,27,39,41/02	23128	4	N24/02*	24434	4	39/02	26081	8	46/02;16/03
22182	6	30,34/02;14/03	23129	2	N24/02*	24452	7	16,26/02	26083	14	29/02
22183	3	20/02	23131	7	26,31/02;12/03	24454	5	5/03	26122	29	13/03
22190	2	30/02	23141	7	34/02	24460	4	15,17,39,47/02;15/03	26127	21	49/02;5/03
22205	2	16/02;12,18/03	23142	10	8/03	24461	4	16/03	26128	50	49/02;5/03
22221	20	20/02	23150	10	20,37,52/02	24462	5	15,47/02;16/03	26129	11	26/02
22222	1	4/03	23151	3	12/03	24463	6	24,39/02;12,15/03	26142	10	24,33/02
22225	2	12,18/03	23152	3	37/02;12/03	24465	6	15,23,33,47/02	26210	2	24,36/02
22233	29	13,18/03	23153	8	20,31/02;12,13/03	24469	1	20,46,47/02;13/03	26229	11	17/02
22250	2	42/02;12,18/03	24000	39	27,29/02	24470	4	28,39,47/02	26230	12	17/02
22251	11	12/03	24004	36	29,30/02	24471	8	28,47/02	26240	7	23/02;9/03
22259	4	20/02;20/03	24016	53	30,39/02	24480	1	17,25,27,41,44,45,49/02	26244	3	9/03
22264	2	20,42/02;13,18,20/03	24020	47	27/02	24482	2	24,49/02	26245	16	51/02;15/03
22275	3	20,42/02;12,18/03	24024	46	18/03	24483	2	20,24,49/02	26259	2	51/02
22281	9	12,18/03	24028	6	23,48/02	24484	3	24,49/02	26260	5	24/02
22282	17	19/02;12/03	24050	11	27,31,34,38,49/02;20/03	24490	3	24,31/02	26261	27	8/03
22283	3	N19/02;N12/03	24052	15	31,37,38/02;14,19/03	24491	3	31/02	26262	3	8/03
22284	7	N10/03	24053	16	24/02;19/03	24492	20	31,46/02	26280	7	23/02
22290	4	20/02;18/03	24055	6	37,49/02;14,19/03	24501	3	17,27/02	26308	4	15/02
22293	15	20/02;18/03	24057	4	31,38,49/02;20/03	24502	6	46/02	26309	26	17/02;11/03
22294	15	12/03	24058	2	31,32,37,38/02;19/03	24504	7	17,41,45,46/02	26320	5	15,24,27,28,29,35/02;7,12/03
22305	2	18/03	24060	2	34/02;17/03	24508	2	18,19,41,45,46/02;15/03	26323	4	1/03
22311	19	8/03	24080	5	29/02;17/03	24509	2	17,45,50/02;15/03	26327	2	N41/02*;N17/03
22312	2	13/03	24091	6	26/02;6/03	24510	2	17,18,19,41,45,46,50/02	26328	2	15/02
22313	2	44/02;8,18/03	24092	14	26/02;6/03	24512	3	25,29,44,46/02	27005	4	6,8,9/03
22314	1	44/02	24100	5	27,29/02	24513	18	46/02	27040	5	9/03
22331	2	N10,N19/03	24101	3	37,41/02	24517	2	18,19,46,49/02	27041	4	50/02
22335	4	19/03	24102	3	37,41/02	25001	7	17,19/02;15/03	27080	4	20/02;15/03
22341	9	19,43/02;11/03	24110	3	27,29/02	25017	5	15/03	27081	6	49/02
22342	9	19/02	24130	14	24,29/02;5/03	25018	9	15/03	27082	6	18,49,51/02
22343	1	N19,N43/02;N10,N11/03	24140	18	32/02	25400	1	23,26,35,48/02	27084	4	13/03
22344	5	N42/02;N10/03	24141	4	5/03	25480	1	20,42,46/02	27100	2	31/02;8/03
22345	11	42/02	24142	43	5,6/03	25481	25	26/02	27120	4	41,43,44/02
22347	5	N19/02	24149	1	32/02	25485	45	23,26/02	27142	5	9/03
22351	1	N43/02;N12/03	24150	27	27,29,30,32/02	25487	2	23,26/02	27160	2	8,13/03
22352	6	12,19/03	24151	4	29,32/02	25524	43	33/02;1,5,20/03	27161	4	8,13/03
22360	2	19/03	24152	2	30/02	25525	17	1,5/03	27163	21	49/02;8/03
22361	2	N10/03	24153	6	30/02	25526	2	19,33/02	27183	8	1,9/03
22370	2	15,19/03	24156	2	22/02	25527	31	33/02	27186	8	1,9/03
22373	1	N50/02;N10/03	24159	1	27/02	25528	5	21,42/02	28004	1	20,23,45/02;8,9/03
22375	1	N19/02;N10,N15/03	24160	21	27,28/02	25550	2	17,19,24/02	28006	1	8/03
22377	1	N10,N13/03	24161	11	27,42/02;7/03	25563	50	17,33/02;14,18/03	28050	3	28,34/02
22379	1	N50/02;N10/03	24162	9	22,27,42/02;6,7/03	25565	7	33/02	28084	4	17/03**
			24164	6	27/02	25566	27	17/02;18/03	28110	2	15/02*
						25567	16	19/02			

SECTION I

NM 20/03

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
28150	3	8/03	35330	2	22,38,41/02	37085	8	38,40/02	37281	15	30/02;1,15/03
28162	29	28/02	35350	2	38,41/02	37086	8	38,50/02;4/03	37320	16	18,26,27,28,38,44/02;9,10,11,P12,15,17/03
28164	17	28/02	35400	11	30/02	37087	7	38,40/02	37325	8	18,34,39,47/02;15,18/03
28190	2	41,43,45,46/02;18/03	35402	3	38/02	37088	9	5/03	37326	2	34,47,51/02;15,18/03
28196	4	41,43,45/02;18/03	35420	13	24,30/02	37089	12	21,28/02;4,13/03	37328	2	18,42,44/02;11,15/03
28197	4	45/02;18/03	35421	14	31/02	37090	8	27,32,45,51/02;1,7,9,14,16/03	37330	2	22,24,26,30,32,34,38,40,46/02;9,13,14/03
28202	22	41,44/02	35423	6	31/02	37095	3	15,17,18,24,28,32/02;1,7,9,11,14,15,16,20/03	37342	3	17,32/02;2,11,15/03
28210	2	33,35,39,41/02	35424	3	30/02	37101	9	15,18,27/02	37343	10	45/02
28220	2	35,39/02	36005	2	15,17,24,27,28,34,36,38,45,46/02;P12,14,17/03	37103	9	15,27,29/02	37344	11	17,32,34/02
28221	18	33,37,39/02;5/03	36010	27	16,19,20,22,24,38/02;5,15,16,20/03	37104	3	41/02	37360	15	15,17,27,28,30,32,34,43/02;2,9,10,11,15,17/03
28223	4	35,39/02	36015	2	17,24,27,36,46/02	37110	11	15,17,18,19,24,27,28,29,47/02;20/03	37362	6	17,31,43,48,51/02;1,2,4,17/03
28260	30	35,37/02	36040	16	19,30/02;1,15/03	37112	1	47/02	37363	8	48/02;4,17/03
28263	3	35,37/02	36046	5	38/02	37115	2	15,17,18,19,27,28,29,33,47/02;7/03	37367	1	38,49/02
28264	3	35,37/02	36060	17	16,19,31,38/02;5,8,20/03	37119	2	43/02	37380	2	15,17,34,40,42,43,44,48,51/02;9,10,17/03
28265	3	37/02	36061	5	46/02;20/03	37120	2	15,19,24,27,29,39,42,49,51/02;4,6/03	37400	10	15,28,34,38,40,41,44,46/02;6,10,20/03
28281	32	36/02	36062	11	40*;46/02	37121	11	15,24,27,29,31/02	37401	9	28,32,44/02;4,6,13,14,16/03
28282	2	35/02	36098	6	5/03	37122	12	48/02;19/03	37402	7	28,32,41,42,44,50/02;4,13,14/03
28300	1	23,39,50/02	36102	6	13/03	37123	9	19,49/02;6,20/03	37403	23	24/02;10/03
28302	16	31,33,39,40/02;12/03	36103	9	13/03	37125	15	15,19,24,42,49/02;6,9,20/03	37420	1	34,43/02;1,7/03
28310	2	23,31,33,35,39/02	36104	6	13/03	37126	8	15,41/02	37421	8	14/03
28320	6	33/02	36106	7	18,47/02;5,13/03	37127	11	49/02;4,6,20/03	37423	5	14/03
28321	36	29/02	36117	6	18/02	37129	6	39,42,49/02;4,6,20/03	37425	4	15/02
28323	2	27,29/02	36118	3	5/03	37133	4	44/02	37441	4	15/02
28325	2	27,29/02;5/03	36120	9	16,19,20,22,31,46/02;5,8,16/03	37134	5	38/02	37445	1	48/02;1/03
28330	2	27/02	36122	12	16,19,21/02	37136	6	38,46,50,51/02	37446	2	1/03
29002	9	18/03	36123	25	16,19,21,46/02;11,16/03	37137	6	46,48/02	37461	9	51/02;6,20/03
29015	5	22/02;16/03	36124	18	16/03	37139	8	18,23/02;1/03	37463	6	1/03
29121	5	32/02	36125	7	4/03	37140	33	15,17,19,21,22,24,27,29,31,35,49,51/02;4,6,16/03	37481	7	47,48/02;6,7,14/03
29122	5	32/02	36137	4	38/02	37141	29	20,21,23,36,40,48,51/02;1,4,12,17,19/03	37501	3	46,47/02;7,8,20/03
29142	3	7/03	36138	3	39/02;4/03	37145	23	46,50/02;4/03	37502	2	46/02;7/03
35000	26	23,24,47,48/02;14/03	36139	4	4/03	37147	15	21,35,36,40/02;1,10,12,16,17,19/03	37506	4	45,46,47,51/02;8,20/03
35008	21	45,48,50/02;5/03	36140	12	21,22,24,36,41/02;4,10/03	37148	13	17,21,35,38/02;4,10,11/03	38030	1	20,21/02
35009	19	15,40,41,45/02;5,10,14/03	36141	7	4/03	37149	10	44/02	38460	7	18/02
35011	2	48/02;1/03	36142	6	24/02	37150	8	16,21,22,31/02;14,19/03	38462	2	N18/02
35016	17	29/02	36143	4	18,34/02;5/03	37151	14	18,21,22,31,34,43/02;1,14,19/03	38480	6	18/02
35031	3	22/02	36144	10	20,24,34,44,45,47,50/02;4,10,18/03	37162	12	15,16,17,26/02	38528	4	N20/03
35036	21	17,19,24,30,36/02;10,15/03	36161	10	20,35,45,47,50/02;4,18/03	37164	4	15/02	38580	8	18/03
35040	18	21,45/02;4,8,10,14/03	36162	10	20,35,45,47,50/02;4,18/03	37166	2	15,16,17,26/02	38585	4	18/03
35041	8	21,35/02;4/03	36163	13	20,31,34,35,38,44,45,47,50/02;4,18/03	37167	2	15,17,18,20,21,34,36/02;10,12,13,15/03	38603	2	17,21/02
35042	9	21,27,44/02;4,14/03	36165	6	17,18,20,22,24,28,36,44/02;10/03	37170	11	38/02;14,19/03	38610	1	20/02
35044	9	38/02	36167	2	24,40/02	37175	2	5/03	41000	2	15/03
35047	5	35/02	36173	1	40/02	37180	20	21,38/02	41060	3	34/02
35060	14	18,22,40,41/02;10,14/03	36180	23	17,20,21,22,36,40,50/02;4/03	37182	14	35,47,48/02	42160	3	7/03
35080	16	18,22,40/02	36181	18	17,20,21,22,36,40,50/02;4/03	37183	9	48,51/02;10/03	42600	5	14/03
35083	8	20/03	36182	6	20,36,40/02	37184	8	48/02;5/03	42620	5	14/03
35084	15	50/02	37000	22	23,28,47,48/02;14/03	37200	15	18/02	42740	5	34,41/02;6/03
35086	5	31/02	37005	16	17,18,23,41,45,47/02;5,12,13,15/03	37202	2	18/02	42742	3	6,8/03
35088	2	50/02	37010	23	15,16,17,18,23,26,41,45,47/02;10,12,13,15,19/03	37205	2	39/02	42760	5	8,19/03
35099	3	41/02	37025	26	38,51/02;1/03	37221	13	15,16,17,18,20,21,24,25,27,28,34,36/02;6,10,11,12,13,14,15/03	43000	4	9/03
35100	14	40,45/02;5/03	37032	2	1,6/03	37222	13	15,27,28/02	43015	12	9/03
35101	6	41/02	37033	2	47/02	37223	14	26,42/02	43030	24	25,28/02;2,9,10,11,12,13,15,17/03
35103	5	41/02	37034	2	8,14/03	37224	11	15/02	43058	3	20/03
35120	13	40,45,47/02;5/03	37041	15	17,20,27,50/02	37226	17	15,16,17,19,20,21,25,28,30,39/02;8,9,12,14,17/03	43059	3	44/02;20/03
35130	3	48,51/02;5/03	37042	5	17,41,45/02	37228	14	21,24,27/02;8,14/03	43060	4	44/02
35135	1	5/03	37043	17	17,20,43/02	37229	15	15,16,17/02;8/03	43079	2	41/02
35136	2	48,51/02	37044	16	45/02	37230	14	16,18,24,25,39/02	43082	5	41/02
35141	11	34/02	37045	11	45/02	37231	18	15,20,21,25,28,30/02;6,10,12,14/03	43101	3	46/02
35143	7	34/02	37050	9	18,26,42,46/02;10,12,17/03	37232	12	15,16,21/02	43102	4	46/02
35144	3	11/03	37060	3	17,21,31,46,50/02;9,13,18/03	37233	13	15,20/02;7,8/03	43104	4	46/02
35150	3	48/02	37061	15	36,38/02;5/03	37235	11	15/02;17/03	43106	6	44/02
35159	3	25/02	37063	21	16,21,28,36,50/02	37238	6	17/03	43127	5	20/03
35163	7	25,44/02	37064	8	17/02*	37241	17	16,17,26/02	43140	4	17,41,48,52/02;12/03
35166	4	35/02	37065	7	19/02*	37242	10	15,20/02	43141	5	52/02;12/03
35167	3	35/02	37075	3	21,31/02;5,18/03	37244	11	16,17,26/02	43142	4	52/02;12/03
35169	2	35/02	37079	5	22/02	37246	14	15/02	43143	4	12/03
35200	7	48,51/02;5/03	37080	3	17,24,27,30,33,34,38,40,42,44,45,46,51/02;1,4,7,9,14,15,18,20/03	37248	18	39/02	43144	4	17/02;6,12/03
35210	3	29/02	37081	23	18,20,21,28,38,43,50/02	37258	4	15/02;1,11/03	43145	4	17/02;12/03
35230	3	29/02	37082	9	28,44,50/02;11/03	37261	10	15,28/02;1,7,11,20/03	43146	2	48/02
35236	2	38,50/02	37083	8	20,22/02	37262	20	1,11/03	43150	2	N17/02
35246	2	38,43/02	37084	9	20,22,38,40,43/02	37264	3	30/02;1,15/03	43160	6	17/02
35247	4	50/02				37265	3	18,24/02;1,7,17/03	43161	2	17,41,44/02
35255	3	50/02;14/03							43163	3	44/02
35256	2	14/03							43164	3	17,48/02;6/03
35270	2	38,46/02							43180	5	9/03
35276	3	46/02							43182	4	47,52/02
35277	3	38,46/02							43223	4	41/02
35279	3	38/02							43225	4	17,52/02
35295	3	27/02							43240	4	50,51/02
35298	7	27/02							43242	4	52/02
35299	9	13/03									
35301	6	17/03									
35302	7	17/03									
35303	7	40/02;17/03									
35308	5	10/03									
35310	2	22/02									

CHARTS AFFECTED BY NOTICE TO MARINERS
 NM 15/02 THROUGH NM 20/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
 * indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
43243	4	50,51/02	44161	2	29,50/02;1,2,6,10/03	51100	7	1,6,7,8,9,14/03	52170	3	14,16/03
43248	3	9/03	44162	1	50/02;1/03	51103	10	29*,33,45/02	52172	2	40/02;1/03
43263	7	44/02	44163	1	48/02	51104	1	29*,33,45/02	52180	14	21,24,42,43,51/02;1,8,10,13,15,16/03
43265	2	44,52/02	44164	1	46,48/02;1,11,18/03	51120	6	6/03	52200	8	7,17/03
43270	2	44/02	44165	1	46/02;1,5,6,11,20/03	51142	2	6,13,15/03	53011	2	51/02
43280	5	44/02	44178	2	21/02;2,5,7,10,16/03	51143	4	6/03	53031	1	17,18,19,21,22,27,28,30,39,48/02;5,12,14/03
43281	6	20/02*	44179	2	10,16/03	51144	3	52/02;1,15/03	53058	2	4/03
43284	4	16,51/02	44180	6	18,20,24,29,34,45,46/02;1,2,5,7,8,9,20/03	51145	2	42/02;13/03	53060	14	15,17,18,19,21,22,27,28,30,32,51/02;4,5,9,10,12,14/03
43285	5	15,16,44/02	44181	5	5,10,13,20/03	51146	3	42,52/02;5/03	53061	10	19,28,30,44,47/02;12,16,17/03
43300	5	15,44,47,50/02	44182	4	21,48,49/02;1,2,15,18/03	51150	1	50,51/02;1,13,15/03	53062	13	1,14,16/03
43301	4	15,45,50/02	44183	6	48/02;1,6,8,9,10,19,20/03	51154	3	50,51/02;13,15/03	53063	8	19,28,44,47/02;4/03
43302	4	44,47,50/02	44184	9	21,45,49/02;2,10,13,20/03	51155	1	50,51/02;1,15/03	53064	6	33/02;10,20/03
43303	4	41,47,50,51/02	44185	7	45,49/02;1,2,10/03	51158	2	6/03	53065	2	33/02
43304	2	44,47,50/02	44186	2	21,45,46,48/02;1,2,5,8,9,10,15,16/03	51159	3	47/02	53066	2	33/02;20/03
43321	6	30,41,47/02	44187	2	21/02;5,6,9,13/03	51160	20	48,50,51/02;1,4,5,6,7,14,15/03	53081	8	15,21,30/02;4,5,11,16/03
43323	4	30/02	44192	1	21,29,46,48/02;1,18/03	51163	4	4/03	53082	13	40/02
43324	4	30/02	44193	1	26/02;1,7,15,18/03	51164	18	38,45,46,50/02;2,4,8/03	53083	8	18,19/02;9,10/03
43341	7	41/02;12/03	44200	9	20,24,29,34,52/02;4,9,12,13/03	51165	8	25,45,50/02;2,4,8,10,14,16/03	53084	6	17,18,24,51/02;14,16/03
43345	4	1/03	44203	1	20,24,33,48/02;2,5,15/03	51166	3	16/03	53085	6	17,24,51/02;14,16/03
43360	21	17,28/02;6,10,13,17,20/03	44204	1	48,52/02;2,4,5,7,12,13/03	51200	4	14/03	53086	8	20,46,48/02;17/03
43363	5	45/02	44205	2	48,52/02;2,5,7,12,15,19/03	51220	8	33/02;18/03	53087	9	48/02;17/03
43364	5	45,46/02	44206	1	46/02;4,5,13,16,17,19/03	51222	6	51/02;16/03	53088	7	33/02
43371	13	22/02	44207	1	4,5,17,19/03	51223	2	17,18/03	53090	1	41/02
43372	4	22/02	44220	5	46/02;4,5,13,16/03	51225	3	27/02	53093	2	20/02
43373	8	45/02;17,20/03	44221	1	19/03	51240	2	33/02	53100	16	18,19,21,24,28,33,39,42,51/02;6,10,13,18,20/03
43374	1	22/02	44222	1	19/03	51260	4	37,50/02;16,18/03	53101	7	33/02;8,13,16/03
43375	7	46/02;6,7,10,12,16,18/03	44223	1	6,13/03	51261	23	5,6,13,15,19/03	53104	2	20,35,42/02;20/03
43384	1	48/02;4,5,6,7,10,11,12,13,15,16,17,18/03	44224	1	49/02;5,20/03	51263	23	49/02;13,17/03	53105	20	37/02;8/03
43385	1	27,45,48/02;5,11,13,20/03	44240	8	49,50/02;4,7,13,14,15,16,19/03	51300	4	27/02	53106	6	19*,20,24/02
44001	2	48,49/02;1,6,7,8,9,11,13,14,P20/03	44242	2	25/02;5/03	51341	23	48/02;6,16/03	53107	16	35/02;6/03
44015	8	28,31,48,49/02;6,7,8,9,10,11,13,14/03	44243	2	25/02;5/03	51342	3	1/03	53110	1	29,40/02;10,15,17/03
44030	7	20,46/02;4,8,9,13,19/03	44260	7	29/02;2,5,6,13/03	51344	2	5,7,16,18/03	53111	3	31,44/02*
44036	5	28/02;13,16,17,20/03	44280	9	29,34,49,50/02;2,6,12,15,19/03	51380	5	47/02	53120	14	18,20,21,27,28,39,42/02;5,6,7,13,17/03
44037	5	16/03	44281	2	49/02;12,15,19/03	51500	6	20/03	53122	3	20,29,40/02;7,8,16/03
44038	5	18/02	44282	1	49,50/02;13,17,19/03	51559	3	41/02	53123	3	7/03
44040	23	28,44/02;6,10,13,16,17,20/03	44283	2	50/02;8/03	51600	12	20/03	53125	2	46,51/02;13/03
44041	7	48/02;1,9,10,13,16,20/03	44284	2	41/02;6/03	51620	10	20/03	53130	1	27,42,47/02;10,13,18/03
44042	7	21,44,45,49/02;4,7,9,10,11,17,19,20/03	44285	1	2,15/03	51621	9	20/03	53133	3	41,46/02;16/03
44043	8	44/02;1,6,9,10,11,13,16/03	44286	1	2/03	52031	1	6/03	53135	2	20,51/02;7/03
44044	6	6,10,13,16/03	44310	5	20,29,41,42/02;7/03	52039	4	5*,7,8,9,13,14,18/03	53141	5	20,24,34,51,52/02
44046	10	18/02	44313	1	27,41,47/02	52040	17	43,50/02;13,16,18/03	53147	3	36,39,42,51/02;6,7,10,13,17,20/03
44047	22	26,44/02;10,12/03	44319	2	21,41,42/02;4,6,9,10,P20/03	52045	6	36/02	53149	2	31/02
44048	11	5,12,18/03	44320	4	23,29/02;6,8,9,15,P20/03	52046	21	50/02;6,7,16,18/03	53160	14	20,51/02;3,6/03
44049	9	18,44,46,50/02;8,14/03	44321	6	19,22,23,29,32,40/02;6,8/03	52047	11	7,8/03	53161	8	51/02;3,8,13,18/03
44050	21	18/02;20/03	44340	11	16,20,21,37/02;4,6,8,9,15,17,P20/03	52048	3	8/03	53162	7	50/02*;15/03
44051	1	44,48,50/02;1,11,14/03	44341	7	25,37,41/02;7,9,P20/03	52051	1	43/02	53164	9	20,37,51/02
44057	5	21,25/02	44342	8	37,41/02;6/03	52052	1	43/02	53165	13	39/02;8/03
44061	21	18,21/02	44352	2	4,6,7,8,12,15,17,19/03	52054	1	14/03	53180	10	33,34,43,51/02;1,3,6,7,13,15,18,20/03
44063	8	21/02;17/03	44360	9	16,20,21,34,37,41,42/02;4,9,10,20/03	52055	1	14/03	53181	4	34/02;1,13/03
44065	7	15,16,20,25,30,42/02;16,17/03	44361	6	21,27/02;4,10,15/03	52056	16	43,50,51/02;7,12,P20/03	53182	4	36/02;15,16/03
44066	10	16,20,27,39/02	44365	1	7,8/03	52061	2	45,48,51/02;7,12,20,P20/03	53183	13	19*,35/02;20/03
44067	22	16,21,25,29/02;16,17/03	44366	1	34,41/02	52062	7	7,12/03	53184	5	32,35/02;1,6,13,18,20/03
44068	11	17,18,20,24,26,44/02;10,11,13/03	44367	2	15,16,18,20,22,25,26,29,35,37,40/02;6/03	52082	3	45,46,48/02;11,12,20,P20/03	53200	6	33,36,43/02;5,6,7,15,16,20/03
44069	16	16,18,20,21,24,29,31/02;11,13,17/03	44400	4	48/02;4,6,7,8,9,12,15,17,19/03	52083	2	45,46,51/02;1,16/03	53201	6	51/02;18/03
44072	4	21/02	44401	7	10,12,19/03	52084	2	45/02;4,10,11,12,14,18/03	53202	6	15,17/03
44073	2	21/02	44410	4	4,6,11,12,13,14,15/03	52085	3	50,51/02;4,11,16/03	53203	11	5/03
44075	4	16,17,21,29,31,42/02;13/03	44420	6	36,49/02;8,9,10,11,12,14,17/03	52086	2	45,50,51/02;1,4,9,11,14/03	53204	10	44/02;5/03
44076	3	18,25/02	44444	6	31/02;9,12/03	52087	1	51/02	53205	3	5/03
44081	9	15,16,17,20,24,25,39/02;9,13/03	44461	10	16,17,19,28/02;6,10/03	52088	2	45/02;4,10,11,12,14,18,P20/03	53206	6	17/02;5/03
44082	11	15,16,17,18,21,24,25/02;9/03	44462	4	19/02	52092	1	46,51/02;16/03	53220	6	36,43,51/02;5,16/03
44083	8	15,21/02;9,11/03	44465	2	16,17,19,28/02;6/03	52120	12	32,51/02;6,11,16,18/03	53223	5	29/02
44084	1	6,11/03	44481	2	26,28,31/02	52121	8	45,46/02;1,6,8,11,16/03	53226	3	3*,17,18/03
44085	2	21,25/02	51007	22	38/02;7/03	52122	14	45/02;11,14/03	53242	12	52/02;1,13/03
44100	7	15,16,17,18,24,25,26,44/02;2,9,11,12,13/03	51013	4	38/02;7/03	52124	1	51/02	53244	2	1/03
44105	2	49/02;5,6,8/03	51017	31	37/02	52125	1	45,46/02;8,11,16,18/03	53262	7	22,42/02
44120	7	15,16,17,18,21,26,27,28,29,31/02;2,9,10,15,19,20/03	51022	11	37/02	52140	6	48,50/02;3,12,18/03	53263	1	37/02;17/03
44140	8	16,26,27,28,29,31,50/02;1,6,19/03	51061	14	1,7,15,17,19/03	52141	5	48/02	53264	5	17/03
44160	7	46/02;1,4,5,6,11,13,14,15,20/03	51062	28	15,17,19/03	52142	2	12,18/03	53265	6	19,35,41,46,52/02;15,16/03
			51064	2	52/02;1,17/03	52143	8	18/03	53266	4	1,8,13,17/03
			51081	10	5,6,13,15,17/03	52144	5	50/02;3,7,8,10,14,16,18/03	53268	4	22,42/02;7/03
			51082	7	5,7,13,15,17/03	52161	14	6,11,14/03	53269	5	19/02;17/03
						52164	2	14/03	53279	3	7,15/03
									53281	4	31,40,52/02;15,18/03
									53282	8	40/02
									53283	4	33,52/02
									53284	4	33,40/02;7/03

SECTION I

NM 20/03

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
53285	4	35/02;7,15/03	54389	8	43,52/02	57029	9	12/03	61611	11	28/02
53287	6	20,27,35,42/02;1,5,7,8,10,15/03	54400	8	20,32,43/02;3,16/03	57035	10	10,12/03	61612	4	28/02
53290	1	35/02	54402	4	52/02	57063	5	40,41/02	61650	3	17/02;12/03
53301	4	27/02	54403	4	22,43,52/02	57064	3	41/02	62000	20	18,46/02
53302	4	51/02	54404	4	19/02	57101	18	41/02	62001	5	11/03*
53303	6	49,51/02	54407	4	32,43/02;3,7,16/03	57103	2	16/03	62024	13	38,40/02
53306	2	21,39/02	54409	2	23,32/02;7,8,12/03	57120	13	43/02	62028	15	18/02;10/03
53311	3	39/02	54413	3	31/02	57140	10	43/02	62032	16	11*,17/03
54040	3	37/02;6,10,20/03	54418	4	32,43/02;3,7,16/03	57141	14	43/02	62033	3	N11*,N17/03
54041	7	18,35/02;4,8,16,17/03	54419	2	3/03	57142	6	43/02	62046	3	19/03*
54043	2	15,17,18,29/02;17/03	54421	6	28,47/02	57160	10	43/02	62050	6	18,44/02
54060	5	18,37/02;16/03	54422	4	19/02*	57161	4	31/02	62092	7	41/02
54061	11	52/02	54423	5	48/02*;17/03	57162	7	43/02	62093	7	16,41,49/02
54063	3	1,13/03	54430	1	26,28,37,43/02	57164	2	43/02	62095	3	11/03*
54081	3	10/03	54440	4	30,41/02;17/03	57165	1	43/02	62140	1	34,40/02
54083	4	19/02	54441	6	30,42/02;2/03	57170	1	43/02	62142	10	24,28/02
54085	2	18,19,40/02;15/03	54462	5	17/03	57200	6	11/03	62143	3	24,28/02
54090	3	46/02*;11,15,19/03	54464	5	17/03	57220	4	11/03	62144	3	24/02
54095	3	46/02*;8,15/03	54480	8	22,30,36,41/02;2,17/03	57381	12	52/02;15,16/03	62170	2	38/02
54105	3	46/02*;8,13,17,19/03	54481	8	22,30,36/02	57400	4	12/03	62171	4	38,47/02
54115	3	46/02*;15/03	55001	4	18,29,36,37,42/02;14,15/03	57408	2	12/03	62191	15	11*,15/03
54120	5	15,16,17,18,19,20,37,39,41/02;15,17,19/03	55040	4	15,18,23,27,28,31,32,39,41/02;16,20/03	57420	3	12/03	62193	17	17*,19,31/02
54125	3	46/02*;15,17/03	55041	7	15,22,32/02	57460	4	10,12/03	62194	8	17*,18,19,31,36/02;4/03
54140	7	15,16,17,18,41/02;15/03	55042	1	18,21,27,28,42/02;17/03	57471	3	12,15/03	62195	7	19/03*
54151	1	15/02;3/03	55043	2	21,23,27,28,37,39,42/02	57472	2	12/03	62222	5	19/03*
54161	12	16,17,19/02;10,20/03	55044	5	22,23,41,43/02;16/03	57480	8	12,15/03	62225	3	17*,37/02;17/03
54165	2	33,37/02	55045	2	18,21,23,41/02	57484	19	15/03	62241	10	9/03
54166	3	10/03	55046	4	21,22,23,26,27,30,31,37,38,39,41,48/02;18,19/03	61000	20	10,15/03	62242	11	47/02;9/03
54167	2	17,19/02;20/03	55047	8	22,23,26,27/02	61015	8	17/02	62250	4	34,38/02
54168	1	37/02;10,17/03	55048	12	23,27,32,36,37,39,41,48/02;20/03	61018	4	18,24/02	62254	4	37,41/02
54169	3	16,37/02;17/03	55049	6	22,27,30,41,43/02	61020	2	17,28/02	62271	5	37,41/02;10/03
54180	6	19,41,43,50/02;5/03	55060	7	19,20,36,37/02	61021	3	18/02	62285	2	26/02
54195	2	5/03	55063	1	6/03	61036	8	27/02;7/03	62290	3	26,37,41/02;10/03
54200	4	21/02;5,8/03	55064	3	23,37,48/02;6/03	61040	6	10/03	62292	2	24/02
54201	6	21/02;8/03	55082	9	5/03	61050	4	10,15/03	62302	2	4/03
54222	4	21,43/02;20/03	55084	7	39/02	61051	7	15/03	62310	2	27/02
54223	2	21/02;8/03	55085	9	5/03	61060	5	12/03	62313	4	17*,27/02
54224	2	21/02;8/03	55100	8	29,36,37/02;6/03	61061	9	10,12,15/03	62330	2	38,40/02
54225	2	21/02	55101	4	7/03	61070	4	9/03	62340	3	38/02
54226	2	50/02	55102	3	24/02;4,5,15/03	61071	9	18/03	62343	3	8/03
54227	2	50/02	55103	2	24,29,48/02;1,4,5,7,15,19,20/03	61080	4	9/03	62350	3	10/03
54266	2	13/03	55104	2	48/02;4,5,7,14,19/03	61090	5	12/03	62355	6	8/03
54279	4	50/02*;2,15/03	55105	7	18,29,36,41,42/02;14,15/03	61091	5	12,18/03	62360	5	18,38/02;12/03
54280	10	15,20/02;5,15/03	55110	2	23,24,29,37/02;6/03	61092	13	18/03	62361	2	N18,N38/02;N12/03
54281	6	20/02	55120	2	36/02;6,14/03	61100	4	10,12/03	62366	3	38,40/02;2/03
54282	1	51/02	55127	2	10,14/03	61110	3	28/02	62392	7	18/02
54283	5	19,20,52/02	55128	2	26,33,36,38/02;1,4,5,8,14/03	61112	10	17/02	62393	7	34,37,50/02
54284	1	51/02;15/03	55129	7	33,36,37/02;6,15/03	61120	4	28/02	62394	10	34,37,50/02
54286	4	19/02	55130	2	27,45/02;5,14,19/03	61130	3	28/02	62395	2	34,50/02
54287	7	5,15/03	55131	1	27,36,45/02;6,19/03	61140	5	27/02	62400	17	23,24,33/02;4,9/03
54288	5	1/03	55133	3	5,14/03	61141	6	38/02	62401	9	6,10/03
54289	8	19/02;1/03	55139	5	41/02	61142	6	38/02;7/03	62402	10	10/03*
54300	12	31/02	55140	2	1,5,14/03	61170	5	27/02	62404	3	6/03
54302	1	31/02	55150	2	24,28,29,37/02;15/03	61180	4	20,27/02	62406	2	24,33/02
54318	3	19/02;1,14/03	55160	2	18,24,28,29,42/02	61190	4	39,41/02	62408	7	15/02;10/03
54320	4	20,48/02;1/03	55161	1	29/02;17/03	61200	7	17,21/02	62409	6	7/03
54322	7	19,20/02;1/03	55170	2	18,29,31,36,41/02	61204	5	13/03	62411	1	52/02
54324	8	19/02	55175	1	24,28/02	61210	6	17/02	62413	11	33/02
54327	4	20,31/02	55180	2	33/02;1,15/03	61220	5	17/02	62417	1	52/02
54329	4	5/03	55190	2	6,20/03	61240	7	18/02	62419	6	33/02;8/03
54334	3	5/03	55200	2	27/02;8,10,20/03	61250	4	18/02	62420	5	33,37,39/02;8/03
54337	3	19,31/02	56031	1	1,2,17/03	61300	2	7/03	62429	9	17,27,39,43/02
54339	8	17,31/02;12/03	56042	6	22/02	61310	2	33/02;7/03	62431	8	26*,27,37/02
54340	8	19,48,51/02;3,4/03	56043	6	22/02	61311	5	17,33/02	62432	16	13/03*
54343	10	19,48/02;4,5,11,12,13/03	56044	3	22,38/02	61312	3	17,33/02	62433	12	15,30,31,34,45/02;1/03
54344	6	19,48/02	56060	8	33/02;12,16/03	61331	4	7/03	62434	9	40,46,52/02;8,12,17,18/03
54346	8	19/02;11,12,13/03	56063	1	21/02;16/03	61400	2	27/02;7/03	62437	9	32,46/02
54347	4	51/02	56064	6	38/02;2,16/03	61410	2	7/03	62439	4	1/03
54350	4	51/02	56065	3	33,38/02;16/03	61430	2	7/03	62440	8	16/03*
54351	7	52/02	56067	3	48/02*;20/03	61433	1	7/03	62448	10	16,36/02
54352	3	52/02;1,3/03	56081	19	41/02	61434	2	7/03	62448	2	23/02
54360	12	15,19,20,52/02;20/03	56083	2	31/02	61440	2	15/02	62449	4	15/02
54362	3	52/02	56100	13	41,49,50/02;1/03	61450	2	17,27/02	62451	7	21,23/02
54363	3	15,19,20/02	56101	6	33/02;1/03	61470	2	15/02	62453	4	16/03*
54364	2	52/02	56103	23	1/03	61472	1	15,20/02	62455	7	17,27,39,43/02
54365	6	15,19,36/02;11/03	56105	6	18,30/02;1/03	61500	2	17/02	62456	1	27/02
54366	3	15/02	56106	2	41,49,50/02	61510	2	15/02	62457	6	11/03*
54367	3	15/02	56120	12	1/03	61520	2	15/02	62459	2	6/03
54368	4	20/02	56191	2	18/02	61538	1	15/02	62460	4	24,31,33/02;10/03
54369	4	15,52/02;20/03	56195	3	22/02*	61540	2	15,20/02	62464	2	15*,31,49,50/02;4/03
54372	2	20/02				61550	2	17/02	62480	2	16*,18/03
54380	6	19,26,42/02;3,16,18/03				61560	2	15/02;7/03	62490	2	16*,17,18/03
54382	9	26/02;16/03				61562	2	6/03	62498	4	23,25,27,31/02;4,9/03
54386	10	42/02;16,18/03				61581	5	18/02	62499	4	15*,25,27,31,49,50/02;4,9/03
54387	7	23,42/02;16,18/03				61582	4	18/02	62510	3	11*,12/03
						61610	7	28,29/02			

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
62512	3	N11*,N12/03	71033	31	15,23,37,38,49/02;3,12,14,15/03	72035	8	16,31/02;8/03	74182	12	23,24,25,26,28,33,35,37,38,39,41,42,44,51/02;6,10,17/03
62515	2	26,45/02	71036	8	35,44/02;12,14/03	72045	2	16/02;8/03	74183	11	38,39,42/02;4,6,17/03
62520	6	20/03*	71040	5	27,34,42/02;7/03	72060	8	32,50/02	74184	10	23,24,28,33,35,37,38,46,48/02;17/03
62521	4	N20/03*	71042	1	34/02	72070	4	32/02;2,9/03	74186	7	18,34/02;4,10,17/03
62530	6	20/03*	71043	2	25/02*	72075	2	20/02;9/03	74190	7	22,23,26,35,36,37,46/02;1,16/03
62531	4	N20/03*	71044	1	27/02	72080	7	20,51/02;2,9/03	74191	2	19,22,24,26,35,46,48/02;1,7,9/03
62540	6	17*,18,21,23,25,26,29,31,32,34,40,45,48,50,52/02;8,12,17,18/03	71058	2	23,36/02	72085	3	15/03*	74192	3	24,26,28,35,46/02;1/03
62541	3	N17*,N18,N21,N23,N25,N26,N29,N31,N32,N34,N40,N45,N48,N50,N52/02;N8,N12,N17,N18/03	71059	1	23,36/02	72094	2	29,38/02;7/03	74200	8	18,21,27,28,37,46/02;1,8/03
62550	3	16/03*	71061	15	23,36/02	72100	7	29/02;7,19/03	74201	9	27/02
62560	4	16*,18/03	71066	1	39/02;6,7,10/03	72101	2	29/02;4,6,7,19/03	74202	3	16,21,24/02;1,7/03
62570	4	17*,21,23,25,26,31,32,33,34,36,40,45,48/02;8,12,17,18/03	71071	5	15/02	72105	2	36,38/02;7,11,19/03	74204	5	21,24,27,37/02;1,7,8/03
62580	3	23,26,32,33,45/02;12/03	71081	3	16/02	72107	2	15,27,29/02;7,19/03	74205	2	16,24,25/02
62590	2	16,28,29,36,40,46,48/02;8,12,17,18/03	71091	4	1,2/03	72109	3	42,44/02	74206	2	24,34/02
62591	3	N16,N28,N29,N36,N46,N48/02;N8,N12,N17,N18/03	71140	6	33,39,46/02;1/03	72110	9	15/02	74210	7	25/02;7,17/03
63000	13	27,28,48/02	71180	29	33,37/02;7,12,13,15/03	72110	4	46/02	74220	8	17,23,25,26,35,47,51/02
63005	18	15,25,31/02;16/03	71183	13	32/02	72131	3	11/03	74221	2	35,51/02
63010	14	26,29,31,52/02	71185	24	7,13,15/03	72161	10	15/02;10/03	74229	2	17,22,23,33,37,43,47/02;18/03
63015	11	31,38,40,52/02;9/03	71186	2	7/03	72173	2	15/02	74230	7	28,39,42/02;5,7/03
63020	15	27,31/02;4,9,11/03	71210	18	44/02;3/03	72181	2	36/02;7,11/03	74231	7	19,23,35/02;3/03
63040	2	46/02	71211	4	38/02	72190	2	30/02;10/03	74232	9	15/02;5,7/03
63050	2	17,46/02	71212	1	18,38/02	72201	8	8/03	74234	1	8,17/03
63054	3	19*,31/02	71223	8	17/02	72203	2	16/02	74240	8	15,34,39,42/02;4,5,7,8,9/03
63055	2	29/02	71230	11	23,38/02;6/03	72211	6	43/02;5,8/03	74251	8	15,17,23,25,26,31,32,34,37,42,44,46,51/02;6,9,17/03
63060	7	25,28,32/02	71241	10	18/02;6,12,16,20/03	72212	8	31/02	74252	9	19,47/02;5,7,9/03
63062	7	18,28,29/02;7,16,18/03	71243	5	15/03*	72234	2	18,19/03	74253	6	15,17,19,23,25,27,32,47/02;8,9,16,20/03
63063	9	27,29/02;20/03	71245	18	20,21/02;5,6,8,14,17/03	72236	1	9,12/03	74261	9	15,25,41,49/02;4,10/03
63065	6	18/02	71248	2	N51/02*;N1/03	73000	9	26,40,52/02;10,20/03	74265	2	15,17,18,19,25,31,38,41,43,47,49/02;7,9,16/03
63070	3	20,27,28,29/02;16/03	71249	2	35/02	73002	4	18,24,30/02;5,11/03	74270	3	18,19,26,31,38/02;7/03
63080	5	26,27,28,31,48/02	71251	11	20,35,40/02;1,15/03	73004	4	26/02;10/03	74271	9	19,28,38,46/02;19/03
63090	8	25,31/02;15/03	71253	10	21,35,40,42/02;5,6,7,13,14,16,17/03	73006	2	26/02	74272	7	26,32/02;4,19/03
63091	4	26,27,32,39,48,52/02;9/03	71255	5	6,14/03	73008	8	16/02;11,13/03	74273	5	18,19,31,38,41,43/02;7,19/03
63100	2	15,44/02	71257	2	15,18,21,23,28/02;5,6,7,12,13,16/03	73012	6	11/03*	74281	7	3/03
63101	15	17,19/02;15/03	71258	2	15,18,20,21,28,35/02;5,6,7,13/03	73014	10	48,52/02	74283	2	46,49/02
63102	19	17,19,26/02;15/03	71259	3	15*,17,19/03	73016	4	15,44/02	74285	2	31,34,35,45/02;1,9,16/03
63103	17	17,26,29/02;15,16/03	71261	8	35/02;2,16/03	73020	9	25/02;9/03	74286	2	15,22,24/02
63110	4	40/02;16/03	71262	7	6/03	73024	3	39/02	74287	2	27,34,38,52/02;9/03
63111	9	17,25,48/02;9/03	71265	3	46*,49/02;7,13,15,16,20/03	73030	4	20/02	74289	5	18,26/02;9/03
63120	2	44,48,52/02;8/03	71271	10	23,25,30,34,52/02;19/03	73032	4	25/02;9/03	74290	11	25,34,39,45,46,48,49,51/02;1,7,9,10,16/03
63121	5	48/02;5,8/03	71272	10	23,30,34/02;19/03	73041	2	18/02;5/03	74292	8	27,34,38/02;9/03
63150	1	15,25,31/02	71275	3	23,35/02;2,6,16,19/03	73042	3	7/03	74293	7	25,34,45,48/02;9,16/03
63200	5	52/02	71281	7	51/02	73191	3	7/03	74294	3	25,34,45/02
63201	9	40/02	71285	3	23,25,30,34,52/02;13,19/03	73271	7	21/02;13/03	74295	3	18,22/02;4,9/03
63210	3	45,52/02;16/03	71295	2	25,26,30,34,39,40,52/02;12,19/03	73552	4	25,34,45/02;1,7,9,10/03	74296	4	27,34,38,49/02;9/03
63220	5	26,45,52/02	71305	2	31,34,36/02;2,13/03	73570	7	34,45/02;1,10/03	74300	2	35/02;8,18/03
63230	6	17*,45/02	71311	4	7/03	73580	4	52/02	74301	3	15/02
63231	8	31,45/02	71313	8	45/02	73581	4	16,52/02;3/03	74302	3	15,27/02;16/03
63232	3	45/02	71314	5	6,10/03	73590	6	16,31,47,52/02	74303	5	24,36,47/02;2,7,18/03
63233	15	31/02	71315	2	27,31,34/02	73601	3	15,17,24,26,31,34,35,47/02	74304	2	18,25,27,28,35,47/02
63240	4	19/03	71320	1	35/02;5,14/03	73610	4	26,31/02	74305	2	22,25,28,47/02;7,10/03
63250	6	29,40/02;11/03	71325	8	5/03	73631	4	36,46/02;1,17/03	74306	2	18,35,37,39,47/02;9/03
63271	8	19,52/02;8/03	71330	13	35/02;5/03	73640	5	23,36/02;16/03	74307	2	18,19,31,34,35,46,47,51/02;4,7,9,16/03
63290	7	19,31,32,38/02;10/03	71331	11	5,7,8/03	74000	6	24,36,47/02;2,7,18/03	74308	2	26,31/02
63291	9	19,33/02;16/03	71332	8	5/03	74002	5	18,25,27,28,35,47/02	74309	10	20,22,25,38,49/02;8,9/03
63310	5	11/03	71333	2	6,7/03	74003	2	22,25,28,47/02;7,10/03	74310	10	17,20,22,26,37,40,49/02;6,8,19,20/03
63320	8	30/02	71335	2	8/03	74004	2	18,35,37,39,47/02;9/03	74311	10	20,40/02
63321	6	30,42/02;9/03	71340	11	18,19,22,40,46/02;2,4,5,6,7/03	74005	2	18,19,31,34,35,46,47,51/02;4,7,9,16/03	74312	4	17,18,37,45/02;18/03
63322	2	30/02;9/03	71343	3	7/03	74007	2	26,31/02	74313	6	44/02
63330	9	27,39/02;4/03	71348	3	18,35/02;7/03	74008	6	15,51/02	74314	4	16,17,33,37,38,43/02;5,18/03
63337	15	27,31,39/02;4/03	71350	8	15,18,20/02;5,6,7,14/03	74009	10	20,22,25,38,49/02;8,9/03	74315	7	16,22,25,39/02
63370	1	20/03	71400	5	14/03	74012	10	17,20,22,26,37,40,49/02;6,8,19,20/03	74316	9	16,18,19,25,28,31,38,41,50/02;3/03
63400	1	39/02;8,11/03	71401	1	40,46,51/02;5/03	74015	10	20,40/02	74317	3	15/02
63410	6	39/02;8,9/03	71402	1	18,40,46/02;4,5,6/03	74017	4	17,18,37,45/02;18/03	74318	7	16,22,25,39/02
63413	5	39/02	71410	1	39/02;12/03	74018	6	44/02	74319	9	16,18,19,25,28,31,38,41,50/02;3/03
63417	2	39/02	71420	1	38,39/02;3,12,14/03	74020	4	16,17,33,37,38,43/02;5,18/03	74394	2	18,19,28,31,41,49,50/02;3/03
63420	2	39,45/02;8/03	71430	3	11*,20/03	74021	7	20,33,35,39,44/02;7,10/03	74410	3	16,20,25,38/02;7/03
63424	2	45/02	71440	2	11/03*	74024	7	31,44/02	74415	1	39/02
71005	1	34/02;2,6,12,13,16/03	71445	1	7/03	74027	9	43,44/02	74420	3	45/02;19/03
71006	5	39/02	71450	1	22,25/02;7/03	74030	6	28,51/02	74430	2	49/02
71009	3	39,46,48/02;1,6,7/03	71455	2	11/03*	74053	2	28,51/02	74440	3	32,39/02;2/03
71012	3	19,33,39,46/02;1/03	71460	1	15,20,25,41/02	74054	2	28/02	74450	3	21,22,26,49/02;2/03
71018	10	15,33,35,37/02;7,12,13,15/03	71465	1	20/02	74151	9	20,24,27,36,44/02;2,20/03	74455	3	19,21,23,48/02;1,4/03
71027	9	15,19,20,22,24,25,34,38,45,49/02;2,4,5,14,18/03	71470	2	15,38/02;14/03	74152	11	36,44/02	74460	4	21,22,26,37,40,46,49/02;6,20/03
			72000	8	31,32,35,47,50/02;2,20/03	74153	2	36,44/02;2/03	74465	2	9/03
			72007	10	30,36,38,47,51/02;2,5,7,11/03	74162	4</				

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
74510	2	16,17,33,35,37/02;5,10,17,18/03	76060	7	40/02	92025	3	21/02	94061	5	19,33,35,47/02
74515	4	20,28,33,35,39/02;4,7,10/03	76061	3	40/02;9/03	92030	4	19,21/02	94063	4	29,33,41/02;8,18/03
74517	3	18,20,21,39,41/02;4/03	76070	9	23,35/02	92033	5	45/02	94067	10	33/02;10,11/03
74521	3	28,41/02	76071	9	23,35/02	92060	3	21/02	94080	7	15,27,29,30,33,44,48/02;10,19/03
74527	2	28/02	76080	8	1,18/03	92061	3	21/02	94082	8	25,27,30,44/02;8,19/03
74530	2	28,44/02	76083	3	1/03	92115	1	15/02	94083	12	17,25,44/02
74535	2	31,42,44,48/02	76110	5	23/02	92200	3	19/02	94084	1	23,25/02
74545	3	28,40/02;18/03	76120	6	22,23,25/02	92210	3	18*,19/02	94120	6	19,21,33,38,48,52/02;9,10,17,18/03
74550	4	5/03	76140	7	46/02	92214	4	19/02	94122	7	19,30,40/02
74555	3	34,43,44,48,51/02;5/03	76141	8	19,46/02	92216	3	23/02*	94123	9	21,33,38,42,44,52/02;9,10,15,17,18/03
74560	10	23,28,32,40,43,46,48,50/02;4,5,18/03	76142	1	46/02	92290	2	19/03	94124	13	38,42,44/02;10,15,17/03
74561	2	5/03	76150	6	35/02	92296	3	19/03	94127	2	21,33,38/02;6,9,13,16,18/03
74581	9	20,26,32,34,36,40,41,43,45/02	76151	7	22/02	92450	3	21/02	94160	7	26,27,33,38,44,46,47,50,51,52/02;9,10,12,16,17,18,19/03
74582	9	18,26,28,40/02;17,20/03	76161	10	40/02	92470	3	19,21/02	94164	2	26,27,46,50,51/02;12,16,19/03
74583	15	26,32,34,40,43,44,48/02	76162	1	18/03	92560	4	45/02	94165	4	20,26,50/02;18/03
74584	5	18,22,25,32,34,41,43,45/02	76170	7	29/02	93006	2	21,39,45/02;4,8,10/03	94180	9	26,32,42,44,47,50,51/02
74590	2	28,51/02	76180	1	18,22,23/02	93010	6	15,17,22,27,38,40,41/02;2,13,14,18/03	94182	2	N51/02
74591	7	40/02;8/03	81002	6	18/02	93018	8	27/02;1,14,18/03	94187	3	32/02;14/03
74595	2	28/02	81023	5	18/02	93020	2	15,24,38/02;4,13/03	94188	2	44,46,47,51/02;8/03
75000	6	47/02;6/03	81054	13	14/03*	93022	4	18/02	94201	1	51/02
75001	3	23,47/02;5,6/03	81067	5	51/02;10,12,16/03	93025	5	45/02	94203	10	22,26,41,42,44,46,47,52/02;10,11/03
75010	7	16,18,41,42,50/02	81076	9	51/02;10,12,16/03	93030	6	18,45/02	94206	3	22,26,41,42,44,47,52/02;11,19/03
75025	9	22,23,36,39/02;2,4,8/03	81092	3	38*,50/02	93032	3	45/02	94207	5	N26,N42,N44,N47,N52/02;N11,N19/03
75035	18	21,24,36,39/02;2,6/03	81711	6	23/02	93043	1	45/02	94208	6	N44/02
75051	6	16/02;5/03	81715	4	23/02	93046	1	45/02;5/03	94216	6	27,45/02;10,17/03
75052	2	16/02	82005	5	17/03	93047	2	45,49/02	94217	4	30/02;6/03
75110	2	50/02	82010	6	17/03	93048	1	35,49/02;5,14/03	94218	3	30,36/02;6,18/03
75120	2	16,42/02	82015	13	22/02	93049	1	45/02;4/03	94219	1	47/02
75130	16	16,18,21,27,31,34,41,50,51/02;5,7,8,16,19/03	82020	7	22/02	93061	4	45/02	94220	4	22,26,41,42,47,49/02;8,10,11,17,18/03
75131	7	18,20,28/02;17/03	82030	8	18/02	93101	2	N24,N34,N38/02;N2/03	94260	5	49/02;1,6,11/03
75132	11	31/02;17,19/03	82200	2	17/03	93110	2	22,24,38,40,41/02;1,2/03	94280	5	51/02;15/03
75134	3	23,27,33,51/02;5,19/03	82210	2	42,48/02	93112	2	19/02	94281	6	6/03
75142	5	15,21,28,36,42,50/02	82242	1	35,48,50/02	93115	2	40,41/02	94282	9	46/02;8/03
75143	4	15,20,28,32,33,36,38,42,50/02	82243	5	35,42,48/02;20/03	93117	2	19,40,41/02	94283	7	46/02;2,8,12/03
75144	3	20,31,33,36,42,51/02;4,10,18/03	82253	7	35,48,50/02;20/03	93160	4	15*,27,34/02;1,14/03	94290	2	1,7/03
75150	5	16,50/02;16,19/03	82377	9	22/02	93180	7	27,34/02	94322	14	8/03
75160	6	22,23,24/02;17,18,19/03	82580	2	19/02	93200	4	26,27/02	94360	6	18,32,43/02;6,13/03
75170	12	38,39/02;8/03	82646	2	19,33/02	93220	6	17,27,34/02	94361	13	18,32/02;13,15/03
75171	22	17,18,22,27,31,32,33,36,38,40,42,48,52/02;1,6,16/03	82649	5	18,20,33/02	93240	11	17,34/02;16/03	94363	4	32,43/02;16,18/03
75172	5	39/02	82683	4	18,33/02;17/03	93241	9	8,16/03	94380	4	N5,N6,N18/03
75173	9	17,20,25,31,32,33,36/02;1,6,20/03	82684	3	18,33,38/02;7/03	93243	6	42/02	94384	3	5/03
75175	9	16,18,31,33,38,40,45,50/02;6,18/03	82689	3	18,38/02;17/03	93245	7	16/03	94420	3	39/02;4,8,11,13,14/03
75176	9	17,27,42,50/02	82690	10	18,19,20/03	93247	6	16/03	94421	10	15,45/02;4/03
75177	7	18,27,38,48,50,52/02;6/03	82694	6	38/02;17/03	93260	8	27,31/02;7,18/03	94423	12	19,45/02;11/03
75180	2	8/03	82697	6	38,46/02	93261	5	31/02;7/03	94427	2	N32/02
75185	2	22,47/02;8/03	83010	6	6/03	93280	4	18/03	94440	2	46/02;18/03
75190	2	23,47/02	83021	1	25,27,43/02	93360	5	38/02	95016	8	40/02
75191	6	22,25,37,38,43,47/02;8,19/03	83023	4	25,27,43/02	93385	6	18/02	95040	8	40/02;11/03
75193	6	22,49/02;1,5,7,10,16,19/03	83025	1	12/03	93420	4	18/02	95060	13	15,16,40,43,44,47,48,52/02;1,6,11,14,17,19/03
75207	2	36,52/02;4,16/03	83026	32	18,41/02;6/03	93440	4	18/02	95065	5	48/02;10/03
75208	2	26,50/02	83032	1	18/02	93520	13	45/02;15/03	95066	11	15,16,18,19,20,41,43,44,47,48,49,50/02;1,5,6,17,19/03
75213	2	36,52/02	83039	11	41/02;6/03	93610	3	44,45/02;6/03	95067	13	18,41,44,46/02;1,5,10,17/03
75215	2	36,39,40,52/02;7/03	83251	2	2,12/03	93650	2	19,44/02;6/03	95068	1	41,42,45,47/02;12,14,17/03
75220	12	36,39,49/02;4,20/03	83252	8	18/02;2,12/03	93652	2	3,6/03	95080	13	16,18,25,27,30,33,40,44,45,50,52/02;1,6,7,9,10,14,17,19/03
75222	8	18,22,35,40/02	83382	9	20,25,27/02	93680	3	45,47/02	95082	9	19,21,25,27,30,33,44,46/02;1,4,7,11,17/03
75240	4	36,39/02;2,4/03	83383	2	20,25,27/02	93690	2	44/02;6/03	95083	8	21,25,33/02;1,4,19/03
75241	6	34,36/02	83385	19	20,27/02	93698	3	45/02	95084	7	15,16,18,50,52/02;8,12,17/03
75251	5	23,33,48/02;3,19/03	83392	5	31/02	93710	3	26/02;6,15/03	95085	4	15,45,52/02;1,6,11,12/03
75261	6	17,21,23,24,33,36,48/02;3,6/03	83393	2	N31/02	93720	10	39,45,50/02;8,15,17,20/03	95086	5	15,45,52/02;1,6,8,11,12/03
75262	6	38/02;16/03	83397	6	18/02;1/03	93721	5	20,22,26,32,39,42,45,50/02;4,11,17,20/03	95087	3	19,21,25,33,40,48/02;1,8/03
75263	9	17,32/02;5/03	83425	6	20,35/02	93725	6	20,45/02	95100	12	15,16,18,38,39,43,44,45,46,47,50,52/02;1,4,6,7,8,9,10,11/03
75264	17	16,17,19,33,34,37,41,42,44,45/02;2/03	83570	2	24/02	93726	4	26,48/02;8,12,17/03	95101	8	15,39,44,50/02;1,5,6,9,14,17/03
75265	2	17,20,21,24/02;6,20/03	83572	1	24/02	93730	3	21,39,40,42,45,47,50/02;2,4,17/03			
76015	1	18,23,24,29,35,40/02	83574	2	7/03	93733	13	17,21,22,26,32,39,45/02;4,19,20/03			
76020	7	18/02	83580	2	24/02;8/03	93734	11	17,22,26,32,45/02;4,19,20/03			
76030	9	24,49/02	91005	6	45/02;19/03	93736	22	16,22,26,32,41/02;4,20/03			
76050	8	24,49/02;18/03	91008	1	29,44,48/02;8,10,12/03	93778	8	47/02;7/03			
76052	8	15,21/02;4,5/03	91010	6	29,48/02;10,12/03	94004	6	19,29,30,33,37,44,52/02;8,9,10,12,17,18/03			
76054	5	49/02	91020	5	19,21,22/02;19/03	94016	2	23,33,35,52/02;3,9,10,14,17/03			
76056	3	9/03	91025	8	21,22/02	94028	7	23,25,40,42,52/02;1,6,7,8,9,11,14,17/03			
			91030	3	21/02	94033	5	19/03			
			91080	4	21/02	94040	13	30,37,47,51/02;6,8,10,17,18/03			
			91096	1	21/02	94042	9	47,51/02;7,18/03			
			91170	2	38,41,44/02	94060	10	27,29,30,33,37,46,47/02;7,8,10,12,14,15,18/03			
			91280	7	19,22/02;19/03						
			91286	10	20/02						
			91289	19	19,20/02						
			91294	8	19/03						
			91297	9	19/03						
			91300	3	21,22/02						
			91331	3	21/02						
			91340	3	19,21/02						
			92006	5	45,46/02;5/03						
			92010	3	19/02						
			92020	2	19/02						

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 15/02 THROUGH NM 20/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
95102	8	38,42,45,46,47,48,50,52/02;1,4,5,8,13,14,17/03	96382	2	10,12/03	97181	20	18,22,25,31,34,46,48/02;1,4,7,8,12,13,14,17,18,20/03	97340	8	27,33,38,52/02;16,17,18/03
95103	8	42,43,45,47,52/02;4,6,7,10,12,19/03	96400	4	12/03	97182	13	18,21,23,31,34,39,46,48/02;1,4,5,6,7,8,12,14,17,18,20/03	97341	9	27,34/02;16/03
95120	7	17,20,21,42,43,52/02;1,4,14/03	96441	1	41/02;10/03	97183	9	25,44/02;5,9,14,16,18/03	97342	14	27,38/02;17,18/03
95138	8	45,46,48,49,50,52/02;8,16,17,19/03	96480	3	41/02	97184	15	25,28,47/02;1,7,12,14,18/03	97343	12	27,38/02;17/03
95140	15	15,18,22,38,40,41,44,48,49,52/02;1,7,8,9,10,17/03	96500	6	41/02;10/03	97185	2	43/02;1,7/03	97360	6	20,23,27,38/02;5,7,13,18/03
95141	8	45,47,50,52/02;1,6,7,8,17,19/03	96520	7	10/03	97187	3	44,48/02;9,18/03	97380	7	21,39,47,52/02;1,2,8,16/03
95142	9	15*,18,19,50,52/02;8,10,19/03	96521	3	N19/02*	97188	2	1,7,13,17,20/03	97381	7	27/02;7,13/03
95143	11	15,18,40,45,47,48,49,50/02;1,5,6,7,8,9,10,11,12,13,16,17,19/03	96540	5	10/03	97189	2	25,28,44/02;9,14,18/03	97382	2	41,45/02;4/03
95144	9	19,38,41,46,48,50,52/02;1,6,8,9,10,11,13,16/03	96560	5	10/03	97190	2	22,34,39,52/02;8,13/03	97383	16	31/02;5,7,13/03
95146	14	19,36,38,39,40,41,44,46,47,48,50,52/02;1,8,9,16/03	96621	5	10/03	97200	9	52/02;8,16,17/03	97384	4	47/02;19/03
95147	13	39,41,44,45,46,47,48,49/02;1,5,9,19/03	96645	1	26/02	97201	7	18/03	97385	10	31,52/02;5,6,7,9/03
95149	9	15,18,22,34,36,37,38,41,43,48,49,52/02;8,9,19/03	96760	4	29,35,45/02	97202	15	43,44,52/02;20/03	97387	2	4,5,7/03
95151	17	15,18,34,36,37,38,40,47,50/02;1,5,19/03	96762	3	29/02;17/03	97204	9	28,29,45,52/02;4,6,10,19,20/03	97389	1	39/02
95152	5	37,38/02;6,9,19/03	96763	7	29,43,48/02;9,17/03	97205	3	18/03	97390	5	31,39,40/02;2,5,12,16/03
95153	2	15,22,34,36,37,38,43/02;19/03	96764	2	19/02;7/03	97218	3	21,41/02;6/03	97391	26	31/02;6,7,12,16/03
95160	13	15,27,41,42,47,52/02;1,6,8,9,11,17,19/03	96800	4	19*,41/02	97219	4	21,25,31/02;6,9,13,20/03	97392	5	21/02;1/03
95161	16	27,31,40,45,48,50/02;1,5,6,8,9,10,17,19/03	96840	3	19/02	97220	3	21,24,31,37,39,42,43,44/02;6,8,9,17,18/03	97396	14	18,21,36,39,40/02;2,16,17/03
95162	2	20,40,44,47/02;10,14,19/03	96901	3	19,27/02;7/03	97221	20	21,24,31,37,39,42,44,45,49,52/02;6,8,9,10,13,17,18,19,20/03	97397	7	18,25,39,49/02;16/03
95163	2	27/02;1,6,9,10,13,14,17/03	96902	2	45/02	97222	12	25,28,47/02;10/03	97398	3	21,25,49/02
95164	4	43,48/02;1,6,9/03	96904	2	27,41/02;12/03	97223	3	42,44,48/02;16,17/03	97400	3	25,26/02;1,12,17/03
95167	10	44/02;1,6,9,11,14,17/03	96906	2	27/02	97224	6	18,25,27,46,47,49/02	97410	8	21/02;17,19/03
95169	2	44,50,52/02;11,16/03	96910	1	10/03	97225	31	21,24,37,39,42,44,45/02;6,8,9,10,17,18,19/03	97412	7	40/02
95171	1	1,6,9/03	96937	2	40/02	97226	7	17/02;18/03	97420	17	21,34,39,42,47,52/02;1,8,10/03
95172	1	1,9/03	96938	4	4/03	97227	11	21,24,42,43/02;9,18/03	97421	13	20,35,36/02;1,10,13,20/03
95173	1	15,16,17,50,52/02;1/03	96939	3	4,7,9/03	97228	15	21,28,30,39,40,42,43/02;5,6,9,15,17,18,20/03	97422	2	20,35,36/02;1,13,20/03
95174	1	17,50,52/02;12/03	96941	8	47/02	97229	12	18,24,27,31,36,39,47/02;6,8,9,18/03	97425	6	34,39,47,52/02;1,6,8,10/03
95176	2	16,20,31/02;8,11/03	96943	15	44/02;1,9,10,12,20/03	97230	18	29,36,52/02;6,9/03	97440	8	20,23,27,52/02;1,16,19/03
95177	1	18,41,50/02;9/03	96944	6	45,52/02;6,13,20/03	97231	11	21,41/02;6/03	97441	5	20,46/02
95180	11	15,17,18,27,40,42,44,49/02;1,6,9,10/03	96945	3	43,52/02;20/03	97232	8	15,20,25/02	97443	6	15,19/03
95185	2	20,31,40,44,49/02;10/03	96947	15	6,12,13/03	97233	11	31,33,43,44,49/02;1,5,6,9,15,16/03	97461	9	21/02;5,8,19/03
95250	4	44/02;1,6,16,20/03	96949	21	45/02	97234	17	29,43,47,49/02;1,6,8,9,16/03	97465	9	21/02;1,6,8,19,20/03
95255	2	44/02;1,7,13/03	96960	3	7/03	97235	20	31,47/02;9,16/03	97466	2	25,46/02;1/03
95258	3	6,16,18/03	96962	4	19,30,35/02;1,9/03	97239	10	31,33/02;1,5,9,16/03	97469	10	26,02;1,6,8,19,20/03
95261	7	48/02;1,5,9,16/03	97000	3	17/03	97241	6	10/03	97471	5	N31/02
95262	13	41,46/02;1,6,9/03	97021	7	16/02	97243	8	21,28,29,31,33,48/02;1,5,6/03	97472	8	34/02
95264	8	48/02	97026	10	23/02	97244	5	9/03	97474	7	21/02
95267	5	17/02;13,20/03	97029	3	19/02	97245	11	17,28,36/02;1,5,9/03	97480	7	21,35,52/02;3,9,10,17,18/03
95268	16	39,48/02;6,9,13/03	97040	5	43,47/02	97246	7	43,52/02;5/03	97481	6	47,49/02;9,18,20/03
95270	4	48/02;9,10,13,20/03	97041	9	45,47/02;10,12/03	97251	4	6,10,17/03	97483	7	48,52/02;20/03
95271	4	44,48/02;9,10,12,13,20/03	97042	7	14,20/03	97261	15	17,18,41/02;1,5,7,18/03	97521	6	19,42/02;16,18,20/03
95273	2	48/02	97043	2	17,23/02;14,20/03	97262	10	21,29,34/02;1,5,6,7,15/03	97564	3	16/03
95274	3	48/02	97060	8	46/02;12,14/03	97265	10	5,7,9,15,18/03	800669	8	N20/02
95276	3	21/02*	97061	3	52/02	97266	5	17,37,41/02;1,5,6,7,14,15,18/03	800744	1	N22,N49/02;N5,N12,N13,N16/03
95280	9	17,48/02;8,20/03	97062	12	27,44/02;6,10/03	97267	16	17,18,25,29,40,41/02;1,5,6,8,10,13,18/03	801217	1	N21/02;N6,N8,N19,N20/03
95281	15	7,10,14/03	97064	2	6,14/03	97268	10	6/03	801885	3	N28/02
95282	7	46,52/02;4,6,9,19,20/03	97080	5	16/03	97269	11	20,45/02;8,13,18/03	802202	8	N23,N31,N35/02;N1,N7/03
95285	3	18,20/03	97082	5	24,46/02;16/03	97270	6	36,44/02;1,5/03	802260	5	N20/02
95300	5	16,45,48,52/02	97083	3	24/02	97271	12	17,18,25,29,37,39/02;6,10,12/03	803404	2	N26/02
95320	15	35,38/02;20/03	97100	4	20,28,42,47/02;16,17/03	97272	11	19,52/02;6,10,12,14/03	804037	1	N28/02
95341	8	18,19,42,47/02;1,10/03	97101	1	28/02	97273	10	19,27,34,42,45,49/02;6,8,9,13,14,15,18/03	804059	2	N20/02
95342	16	30/02;9,13,16,20/03	97104	4	20/02;7/03	97274	19	19,27,31,34,39,45/02;6,9,15,17,18/03	804567	4	N17/02
96004	14	16,17,44,45/02	97105	3	20/02	97276	1	27,29,40/02;9/03	805118	3	N12/03
96020	4	41/02	97120	6	15,22,28,31,37,40,42,43/02;9,14,16,17/03	97277	11	17,27/02;1,5,6,8,9,14/03	805647	2	N37,N51/02
96032	3	38/02	97140	17	15,22,33,37,39,43,45/02;7,9,14,16,37/03	97278	11	39/02;1,20/03	807370	5	N17/03
96039	7	16,17,30/02	97141	5	19,21,40,46/02;8,13,20/03	97279	9	27/02;9/03	807861	2	N27/02
96041	11	16,17,30/02	97143	11	21,31,43,45/02;9,13,20/03	97280	4	52/02	808365	2	N14/03
96042	11	16/02;10/03	97144	14	44*,46/02;7,8,9,13,20/03	97281	2	41/02	808528	1	N25/02
96043	8	16/02	97145	1	15,22,43/02;8,9/03	97283	3	45/02;9/03	809055	7	N16/03
96044	10	29,30/02	97146	10	44/02*;15/03	97285	6	19,23,27,31,34,42/02;7,13,17/03	809310	9	N18,N39/02
96120	6	30/02	97148	9	21*,23,45/02;9/03	97286	6	21,23,25,27,31,34,35,36,41,42/02;6,8,10,13,17/03	809679	2	N25,N50/02;N12/03
96140	5	30/02	97149	20	25,34,35,44,45/02;1,16/03	97287	2	23,33/02			
96379	1	10/03	97150	13	34,39,43,44/02;20/03	97288	3	45/02;9/03			
96381	2	10/03	97151	16	31,35,44,45/02;12,13,14,16,20/03	97289	9	27/02;9/03			
			97152	8	37/02;20/03	97290	4	52/02			
			97153	7	31/02;16,20/03	97291	2	41/02			
			97154	2	36/02	97292	3	45/02;9/03			
			97155	14	20,31,35,36,37,39,40,48/02;12,13,18,20/03	97293	6	19,23,27,31,34,42/02;7,13,17/03			
			97156	6	21,37/02;1,14/03	97294	6	21,23,25,27,31,34,35,36,41,42/02;6,8,10,13,17/03			
			97157	1	35,37/02	97295	5	34/02;20/03			
			97159	6	33,39/02;7,14,16/03	97300	6	1,13/03			
			97163	14	23/02;14/03	97303	3	18,25,47,48/02			
			97164	1	7,14,16/03	97320	6	33/02;14/03			
			97165	1	7,16/03						
			97166	1	33/02					</	

SECTION II

NM 20/03

NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS

Note: Underlining indicates that column in which a correction has been made or new information added.			Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date			
REGION 1							
11BCO11351 (7642014010184)	Point au Fer to Marsh Island (LORAN-C)	80,000	<u>38</u>	<u>3/03</u>	NOS	1-94	20/03
11ACO11420 (7642014010102)	Havana to Tampa Bay (LORAN-C)	470,940	<u>27</u>	<u>3/03</u>	NOS	1-94	20/03
11XHA11451 (7642014010246)	Miami to Marathon and Florida Bay (Folio) (Not shown on index)		<u>31</u>	<u>2/03</u>	NOS	1-94	20/03
11XHA11526 (7642014010273)	Wando River-Upper Part	20,000	<u>10</u>	<u>3/03</u>	NOS	1-94	20/03
12XHA12364 (7642014010389)	New Haven Harbor Entrance and Port Jefferson to Throgs Neck (Pages A thru H not shown on index)	40,000	<u>34</u>	<u>3/03</u>	NOS	1-95	20/03
13XHA13279 (7642014010461)	Ipswich Bay to Gloucester Harbor Inset: Rockport Harbor (Inset not shown on index)	20,000 5,000	<u>30</u>	<u>3/03</u>	NOS	1-95	20/03
13XHA13321 (7642014010479)	Southwest Harbor and Approaches	10,000	<u>9</u>	<u>3/03</u>	NOS	1-95	20/03
17BHA17382 (7642014011406)	Zarembo Island and Approaches Insets A: Burnett Inlet B: Steamer Bay	80,000 20,000 40,000	<u>15</u>	<u>3/03</u>	NOS	1-98	20/03
18XHA18605 (7642014011638)	Trinidad Harbor	15,000	<u>12</u>	<u>3/03</u>	NOS	1-98	20/03
REGION 2							
25AHA25644 (7642014012025)	Frederiksted Road Inset: Frederiksted Pier	20,000 2,500	<u>13</u>	<u>3/03</u>	NOS	2-63	20/03
25XHA25659 (7642014012072)	Puerto Maunabo	20,000	<u>9</u>	<u>3/03</u>	NOS	2-63	20/03
25XHA25675 (7642014012070)	Bahia de Boqueron	10,000	<u>9</u>	<u>3/03</u>	NOS	2-63	20/03
25XHA25679 (7642014012077)	Bahia de Guanica	10,000	<u>10</u>	<u>3/03</u>	NOS	2-63	20/03
REGION 6							
62ACO62520 (7642014006698)	Jazireh-Ye Kish to Jabrin and Ra's Laffan	350,000	<u>6</u>	<u>3/03</u>	A	6-24	20/03
62ACO62521 (7642014199124)	Jazireh-Ye Kish to Jabrin and Ra's Laffan	350,000	<u>4</u>	<u>3/03</u>	DS	6-24	20/03
62ACO62530 (7642014008352)	Jabrin and Ra's Laffan to Jazireh-Ye Farsi and Ad Dammam	350,000	<u>6</u>	<u>3/03</u>	A	6-24	20/03
62ACO62531 (7642014199129)	Jabrin and Ra's Laffan to Jazireh-Ye Farsi and Ad Dammam	350,000	<u>4</u>	<u>3/03</u>	DS	6-24	20/03
MISCELLANEOUS CHARTS AND PUBLICATIONS							
MINLS1113A (7642014007885)	Havana to Tampa Bay (LORAN-C)	470,940		<u>2003</u>	NOS	10-25	20/03

NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS

Note: Underlining indicates that column in which a correction has been made or new information added.			Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date			
<u>CDPUBNV102</u> (7644014673938)	<u>International Code of Signals-For Visual, Sound and Radio Communications-U.S.Edition, 1969 (Revised 2003)</u>				GPO	10-22, 39	20/03
<u>CDPUBSD157</u> (7644014665931)	<u>Coasts of Korea and China (Enroute), 2003</u>				GPO	10-38	20/03

Price Categories effective 1 October 2002

A	17.75	E	9.00	G	4.50	I	26.25
D	10.75	F	9.00	H	2.50	R	2.50

CHS Canadian Hydrographic Service
 DS Distribution Limited
 GPO Government Printing Office
 NOS National Ocean Service
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SECTION II
NAVIGATION PUBLICATIONS

NM 20/03

INTERNATIONAL CODE OF SIGNALS
CORRECTIONS

PUB 102 Ed 2003 NEW EDITION
(NIMA) 20/03

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 17/03
Page 204—Line 1/L to Page 206—Line 22/L; read:

1. Army Controlled Area:

Area R-77.—An area bound by the following points:

- a. 38°32'N, 128°25'E.
- b. 38°34'N, 128°31'E.
- c. 38°32'N, 128°32'E.
- d. 38°30'N, 128°31'E.

2. Navy Controlled Areas:

Area R-72.—An area bound by the following points:

- a. 34°18'N, 128°00'E.
- b. 34°18'N, 128°35'E.
- c. 34°00'N, 128°35'E.
- d. 34°00'N, 128°00'E.

Area R-99.—An area bound by the following points:

- a. 34°45'N, 128°45'E.
- b. 34°48'N, 129°00'E.
- c. 34°37'N, 129°06'E.
- d. 34°20'N, 128°52'E.
- e. 34°20'N, 128°41'E.

Area R-100.—An area, 4 miles in radius, centered on position 34°53'N, 128°57'E.

Area R-115.—An area bound by the following points:

- a. 37°24'00"N, 129°45'00"E.
- b. 37°13'30"N, 131°00'00"E.
- c. 36°49'00"N, 131°00'00"E.

Area R-116.—An area, 4 miles in radius, centered on position 37°47'55"N, 124°39'33.0"E.

Area R-117.—An area, 4 miles in radius, centered on position 34°42'30"N, 125°44'00"E.

Area R-118.—An area bound by the following points:

- a. 34°00'N, 127°40'E.
- b. 34°00'N, 128°30'E.
- c. 33°10'N, 127°50'E.
- d. 33°10'N, 127°40'E.

Area R-119.—An area bound by the following points:

- a. 35°47'00"N, 129°40'05"E.
- b. 35°43'00"N, 130°12'12"E.
- c. 35°37'36"N, 130°12'12"E.
- d. 35°27'56"N, 129°51'48"E.
- e. 35°28'00"N, 129°40'05"E.

Area R-120.—An area bound by the following points:

- a. 36°44'N, 130°25'E.
- b. 36°25'N, 130°55'E.
- c. 36°17'N, 130°55'E.
- d. 36°02'N, 130°29'E.
- e. 36°02'N, 130°25'E.

Area R-121.—An area bound by the following points:

- a. 38°25'N, 128°45'E.
- b. 38°25'N, 129°30'E.
- c. 38°10'N, 129°30'E.
- d. 38°10'N, 129°00'E.
- e. 38°17'N, 129°00'E.
- f. 38°17'N, 128°45'E.

Area R-123.—An area bound by the following points:

- a. 36°00'N, 125°00'E.
- b. 36°00'N, 125°30'E.
- c. 35°35'N, 125°30'E.
- d. 35°35'N, 125°00'E.

Area R-124.—An area bound by the following points:

- a. 37°06'N, 125°42'E.
- b. 37°06'N, 126°10'E.
- c. 36°55'N, 125°57'E.
- d. 36°55'N, 125°42'E.

Area R-125.—An area, 5 miles in radius, centered on position 34°33'N, 125°21'E.

Area R-126.—An area bound by the following points:

- a. 34°00'N, 125°48'E.
- b. 34°00'N, 126°00'E.
- c. 33°30'N, 126°00'E.
- d. 33°30'N, 125°48'E.

Area R-128.—An area bound by the following points:

- a. 33°00'N, 126°37'E.
- b. 32°40'N, 126°45'E.
- c. 32°40'N, 126°28'E.

Area R-131.—An area bound by the following points:

- a. 37°57'19"N, 124°34'15"E.
- b. 37°57'16"N, 124°38'07"E.
- c. 37°54'32"N, 124°38'04"E.

PUB 120 (Continued)

- d. 37°54'36"N, 124°34'12"E.

Area R-132.—An area bound by the following points:

- a. 37°57'00"N, 124°41'00"E.
b. 37°57'00"N, 124°44'00"E.
c. 37°45'00"N, 124°50'00"E.
d. 37°45'00"N, 124°47'00"E.

Area R-133.—An area, 2 miles in radius, centered on position 37°22'20"N, 126°11'35"E.

3. Air Force Controlled Areas:

Area R-74.—An area bound by the following points:

- a. 36°52'N, 130°00'E.
b. 36°50'N, 130°13'E.
c. 36°44'N, 130°25'E.
d. 36°02'N, 130°25'E.
e. 36°02'N, 130°00'E.

Area R-80.—An area bound by the following points:

- a. 36°35'N, 124°50'E.
b. 36°35'N, 125°42'E.
c. 36°05'N, 125°42'E.
d. 36°05'N, 124°50'E.

Area R-84.—An area bound by the following points:

- a. 35°15'N, 124°50'E.
b. 35°15'N, 125°42'E.
c. 34°50'N, 125°42'E.
d. 34°50'N, 124°50'E.

Area R-88.—An area bound by the following points:

- a. 37°06'00"N, 124°50'00"E.
b. 37°10'10"N, 125°36'00"E.
c. 36°35'00"N, 125°36'00"E.
d. 36°35'00"N, 124°50'00"E.

Area R-97A.—An area bound by the following points:

- a. 36°20'N, 126°31'E.
b. 36°18'N, 126°35'E.
c. 36°02'N, 126°24'E.
d. 36°13'N, 126°11'E.

Area R-97B.—An area bound by the following points:

- a. 36°20'00.0"N, 125°57'00.0"E.
b. 36°20'00.0"N, 126°10'00.0"E.
c. 36°22'07.5"N, 126°14'43.7"E.
d. 36°21'22.5"N, 126°30'07.6"E.
e. 36°14'00.0"N, 126°38'00.0"E.
f. 35°53'00.0"N, 126°22'00.0"E.
g. 36°12'00.0"N, 126°03'00.0"E.
h. 36°14'00.0"N, 125°57'00.0"E.

Area R-97C.—An area bound by the following points:

- a. 36°21'29.5"N, 126°22'54.6"E.

- b. 36°21'22.5"N, 126°30'07.6"E.
c. 36°14'00.0"N, 126°38'00.0"E.
d. 35°41'00.0"N, 125°44'00.0"E.
e. 35°51'00.0"N, 125°35'00.0"E.

Area R-97D.—An area bound by the following points:

- a. 36°21'17.5"N, 126°24'43.7"E.
b. 36°21'22.5"N, 126°30'07.6"E.
c. 36°14'00.0"N, 126°38'00.0"E.
d. 35°35'00.0"N, 126°06'00.0"E.
e. 35°42'00.0"N, 125°52'00.0"E.

Area R-104.—An area, 5 miles in radius, centered on position 35°32'51"N, 126°26'26"E.

Area R-105.—An area, 11 miles in radius, centered on position 35°53'26"N, 126°04'36"E.

Area R-107.—An area bound by the following points:

- a. 38°08'N, 129°51'E.
b. 38°08'N, 130°10'E.
c. 37°39'N, 130°10'E.
d. 37°42'N, 129°51'E.

4. Agency for Development Controlled Areas:

Area R-108A (No. 1 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
b. 36°40'36.3"N, 126°11'58.7"E.
c. 36°33'08.4"N, 126°13'49.7"E.
d. 36°32'58.4"N, 126°09'04.7"E.

Area R-108B (No. 2 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
b. 36°40'36.3"N, 126°12'58.7"E.
c. 36°29'25.4"N, 126°15'01.7"E.
d. 36°28'10.4"N, 126°07'28.7"E.

Area R-108C (No. 3 Firing Range).—An area bound by the following points:

- a. 36°40'38.3"N, 126°10'23.7"E.
b. 36°34'10.4"N, 126°17'52.6"E.
c. 34°58'24.1"N, 126°03'07.9"E.
d. 35°01'19.0"N, 125°42'50.0"E.
e. 36°38'10.3"N, 125°59'52.8"E.

Area R-108D (No. 4 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
b. 36°40'36.3"N, 126°11'52.7"E.
c. 36°21'40.5"N, 126°09'07.7"E.
d. 36°23'10.5"N, 126°00'22.8"E.

Area R-108E (No. 5 Firing Range).—An area bound by the following points:

PUB 120 (Continued)

- a. 36°40'39.3"N, 126°10'03.7"E.
- b. 36°41'11.3"N, 126°11'59.7"E.
- c. 36°36'57.4"N, 126°15'54.7"E.
- d. 36°33'36.4"N, 126°15'54.7"E.
- e. 36°33'34.4"N, 126°13'42.7"E.

Area R-108F (No. 6 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°40'36.3"N, 126°11'52.7"E.
- c. 36°17'19.5"N, 126°00'32.8"E.
- d. 36°18'10.5"N, 125°56'37.8"E.

5. National Maritime Police Controlled Areas:

Area Sokcho.—An area, 5 miles in radius, centered on position 38°11'09.8"N, 128°49'51.6"E.

Area Tonghae.—An area, 5 miles in radius, centered on position 37°40'10.1"N, 129°15'51.5"E.

Area Pohang.—An area bound by the following points:

- a. 37°04'10.4"N, 129°59'51.3"E.
- b. 36°25'10.8"N, 131°11'51.0"E.
- c. 36°00'10.9"N, 130°51'51.2"E.
- d. 36°08'10.8"N, 129°59'51.4"E.

Area Ulsan.—An area, 5 miles in radius, centered on position 35°35'50.0"N, 129°42'55.6"E.

Area Pusan.—An area, 4 miles in radius, centered on position 34°53'11.3"N, 128°56'51.9"E.

Area Tongyong.—An area, 5 miles in radius, centered on position 34°38'31.4"N, 128°27'52.1"E.

Area Yosu.—An area, 5 miles in radius, centered on position 34°29'56.4"N, 128°04'52.2"E.

Area Wando.—An area, 5 miles in radius, centered on position 34°04'11.5"N, 126°51'52.7"E.

Area Cheju.—An area, 5 miles in radius, centered on position 33°40'11.6"N, 126°17'52.9"E.

Area Mokpo Entrance.—An area, 5 miles in radius, centered on position 34°45'34.2"N, 126°13'23.8"E.

Area Mokpo-L.—An area, 4 miles in radius, centered on position 34°33'11.2"N, 125°20'53.2"E.

Area Mokpo (Yongkwang).—An area, 3 miles in radius, centered on position 35°24'10.9"N, 126°14'52.8"E.

Area Mokpo (Uido).—An area, 4 miles in radius, centered on position 34°25'11.3"N, 125°54'53.0"E.

Area Kunsan.—An area, 5 miles in radius, centered on position 35°51'40.7"N, 126°10'07.8"E.

Area Taean.—An area, 5 miles in radius, centered on position 36°28'55.4"N, 126°04'22.7"E.

Area Incheon.—An area, 4 miles in radius, centered on position 37°04'10.2"N, 126°04'52.7"E.
(Supplement to ROK NM 8/03) 20/03

PUB 172 9 Ed 2001 LAST NM 19/03

Page 6—Line 28/L; read:

it can reach 2 knots with strong prevailing winds. A strong NW current in El-Buheira El-Murra El-Kubra was reported (2003) to reach a velocity of 3 knots. Peak current (PUBS 014-03) 20/03

Page 54—Lines 7 to 17/L; read:

crude oil-loading facility, is approached from N or S of Towartit Reef.

Depth—Limitations.—The controlling depth in the N channel is 50m. The controlling depth in the S channel is 44m; however, there is a 13m patch close W of the channel 2.25 miles SE of Hadaraweb Spit (Ras Abdulian).

There is a depth of 54m at the terminal. Vessels up to 300,000 dwt can be accommodated.

Pilotage.—Pilotage, which is compulsory and available during daylight hours only, should be requested from the Port Sudan Port Authority. The pilot boards, as follows:

1. Channel pilot—About 1 mile E of Port Sudan Light, in position 19°35.5'N, 37°16.0'E.
2. SBM pilot—3 miles N of the SBM. This pilot boarding position is the handover point with the channel pilot.

The pilot boarding time is usually between 0600 and 0700 local time, depending on the time of year.

The Pilot Office and the pilot vessel can be contacted on VHF channel 10 and by E-mail, as follows:

pilots.portsudan@gnpoc.com

Regulations.—The vessel's ETA must be sent to the terminal, via the agent, 72 hours, 48 hours, 24 hours, and 12 hours in advance. The ETA should be reconfirmed if it changes by more than 2 hours.

Berthing is permitted during daylight hours only. Unberthing may be done at night at the discretion of the mooring master.

Upon arrival off Port Sudan, vessels are required to contact the Port Sudan Signal Station on VHF channel 14 to obtain the pilot boarding time, if available, together with any further instructions.

The Marine Supervisor of the facility can be contacted on VHF channel 10, when a vessel is loading at the SPM, and by E-mail, as follows:

omarine.portsudan@gnpoc.com

PUB 172 (Continued)

Anchorage.—Anchorage is not recommended off the terminal.

(BA NM 16/03, Section VI; US CH 62142) 20/03

Page 82—Lines 20 to 24/R; read:

Anchorage.—Nine numbered anchorage berths, with depths of 29 to 130m, exist off the port's N shore and may best be seen on the chart. The berths are assigned by port control.

(US NM 17/62225/03) 20/03

Page 128—Line 7/R; insert after:

Caution.—The terminal is surrounded by a restricted area. Only vessels using the terminal are permitted to enter the restricted area.

(15(1712)03 Taunton) 20/03

Page 245—Line 1/R; read:

Caution.—A dangerous wreck, marked close N by a lighted buoy, lies about 7 miles NW of

(US NM 17/62540/03) 20/03

PUB 193 8 Ed 2000 LAST NM 19/03

Page 23—Lines 19 to 49/L; read:

An inner passage, available to small vessels with local knowledge, leads between the mainland coast and the archipelago of off-lying islands and islets, which is known as Skjaergarden. The passage from Arendal to Lyngor (58°38'N., 9°09'E.) is generally quite deep and sheltered, except in the area of Flostaoya (58°51'N., 9°36'E.), where the route is more exposed. From Lyngor to Langesundsfjorden, the inner passage is exposed for considerable stretches, except in the area of Jomfruland (58°51'N., 9°36'E.).

Regulations.—Entry of foreign commercial vessels into the inner (internal) waters of Norway is restricted and certain regulations and procedures apply. For further details, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Special recommendations, concerning routes, apply to tankers of 40,000 dwt and over navigating along the coast (see paragraph 1.1).

Directions.—From a position located about 4 miles ESE of Torungen Light (58°24'N., 8°48'E.), in the approaches to Arendal, the coastal route leads NE for 20 miles to a position about 6 miles ESE of Lyngor (58°38'N., 9°09'E.). It passes outside the 200m curve and clear of all dangers. The route then continues NE for 20 miles to a position located 7 miles SW of Tvistein Light (58°56'N., 9°56'E.). It passes outside the 100m curve and clear of all dangers.

An inner passage, available to coasters and small craft, leads between the mainland coast and the archipelago of off-lying islands and islets. However, local knowledge and local large-scale charts are required for navigation along this route.

Caution.—An extensive aerial target firing area lies off much of the coast and extends seaward from the approaches to Langesundsfjorden. In addition, several coastal artillery firing areas are located in the immediate approaches to

Langesundsfjorden. Warnings are disseminated by local notice to mariners and coastal radio stations.

Certain areas within the Sorlandet Maritime Defense District are prohibited to navigation. These areas generally lie within 50m of the shore around Hisoy (58°26'N., 8°46'E.), in the approach to Arendal. However, details of the limits should be obtained locally. Photography is also prohibited. For further details, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

The outer dangers lying along this part of the coast are steep-to and vessels should keep well clear of them in thick weather.

Vessels are advised to stay well clear of the coast during onshore winds which are often accompanied by fog or mist. These winds influence the current and often cause a strong set toward the land.

Approaches to Arendal

2.2 Torungen Light (58°23.9'N., 8°47.5'E.), equipped with a racon, is shown from a prominent tower, 34m high, standing on Ytre Torungen, an islet lying in the outer approach to Arendal.

Heksebaen, with a depth of 5.5m, lies about 0.8 mile S of Torungen Light. This shoal patch is the outermost of a group of islets, rocks, and shoals which extend SSW from Ytre Torungen.

A detached rocky shoal, with a depth of 19m, lies about 0.5 mile ESE of Torungen Light and another rocky shoal, with a depth of 19m, lies 0.3 mile NNE of it. These shoals form the outermost dangers lying E of Ytre Torungen.

Lille Torungen Light (58°24.6'N., 8°47.6'E.) is shown from a structure standing on the SE end of Indre Torungen, an islet lying 0.8 mile N of Torungen Light. A conspicuous disused lighthouse, 29m high, is situated in the middle of this islet.

Hagasgrunnen, a shoal patch with a depth of 7.3m, lies about 0.4 mile SE of Lille Torungen Light. Makrelbaen, a detached shoal bank, lies centered 0.5 mile E of Lille Torungen Light. It has depths of 5.8 to 11.9m and is marked by a buoy. Lordsbaen, with a least depth of 7m, is an isolated rocky shoal lying about 0.4 mile ENE of Lille Torungen Light. These shoals form the outermost dangers lying E of Indre Torungen.

Detached rocky shoals, with depths of 2m and 5.7m, lie about 0.2 mile and 0.4 mile, respectively, SSW of Lille Torungen Light and are marked by perches.

Merday Light (58°25.5'N., 8°47.6'E.) is shown from a structure standing on the W extremity of an island of the same name lying 0.8 mile NNE of Lille Torungen Light.

Kankene, a group of shallow shoals, lies centered 0.4 mile SSE of Merday Light and is marked by a buoy on its SW side.

Sandvikodden Light (58°26'N., 8°47'E.), located 0.8 mile NNW of Merday Light, is shown from a structure standing on the W entrance point Galtesundet.

PUB 193 (Continued)

Directions.—Galtesundet (58°26'N., 8°47'E.) forms the main entrance channel leading to Arendal. This passage separates the island of Hisoy (58°26'N., 8°46'E.) from the W end of the large island of Tromoy. It is approached from SE of Torungen Light. Vessels should proceed NW in the white sector of Lille Torungen Light and pass close NE of Hagsgrunnen shoal. When about 0.4 mile from the light, they should steer NNW toward the range formed by Merdoy Light and Sandvikodden Light. After passing ENE of Indre Torungen, vessels should then continue to adjust their course NW and N in order to pass through Galtesundet.

A secondary entrance channel leads through Tromoy-sundet (58°30'N., 8°53'E.), a sound about 8 miles long lying between the mainland and the N side of Tromoy. The main seaward approach to this sound is from ENE in the vicinity of Bondon Light (58°31'N., 8°59'E.).

Tromoybrua (58°28'N., 8°49'E.), a suspension bridge, spans Tromoy-sundet about 1.7 miles E of Arendal and has a vertical clearance of 37m over a width of 100m.

Caution.—Several submarine cables, which may best be seen on the chart, extend seaward from the vicinity of Indre Torungen.

(BA NP 56; Nor 2B)

20/03

Page 23—Lines 1 to 8/R; strike out.

(NIMA)

20/03

Page 30—Lines 9 to 54/L; read:

2.16 Between Risor and Langesunds-fjorden, about 25 miles NE, the mainland is somewhat exposed to the open sea. The coast is indented by two rather extensive inlets which trend through a hilly but generally level terrain. These inlets, which are fairly deep throughout, are fronted by numerous off-lying islands, rocks, and shoals.

Jomfruland (58°51'N., 9°36'E.), lying about midway along this section of the coast, is about 4 miles long and one of the outermost islands. Although low and mostly flat, this island is very distinctive.

A main light is shown from a prominent tower, 31m high, standing 1.5 miles SSW of the N extremity of the island and a conspicuous radio mast, 100m high, is situated 0.5 mile NNE of it.

Djupodden Light is shown from a structure standing near the middle of the island. A conspicuous beacon, 12m high, is situated near the SW end of the island, 1.4 miles SSW of this light.

Knubbehausen Light (58°48.8'N., 9°29.2'E.), equipped with a racon, is shown from a column, 12m high, standing on a rock, 4.7 miles SW of Jomfruland Light. Numerous dangers extend SW and NE of this light.

Stromtangen Light (58°50.1'N., 9°28.4'E.) is shown from a building with a tower on the side, 9m high, standing on the mainland, 1.4 miles NNW of Knubbehausen Light.

A mass of islands, islets, and rocky shoals lies between the mainland coast and the W side of Jomfruland. Several channels, available to coasters and small craft, lead through this mass and form part of the inner passage. However, local knowledge and local large-scale charts are required for navigation within this area.

Channels branching from the inner passage route in this area lead to several small harbors, anchorages, and marinas. The main anchorages and harbors lying within this archipelago include Portor (58°48'N., 9°26'E.), Eidskilen (58°50'N., 9°19'E.), Kjolebrunnkilen (58°50'N., 9°17'E.), Kil (58°52'N., 9°19'E.), Skatoy (58°51'N., 9°30'E.), Korset (58°50'N., 9°31'E.), Asvika (58°51'N., 9°29'E.), Lokstadbukta (58°51'N., 9°34'E.), and Hovedgard (58°52'N., 9°36'E.).

2.17 Straholmen (58°54'N., 9°39'E.), a low and flat island, lies 1.2 miles NE of the N extremity of Jomfruland and is surrounded by rocks and shallow reefs. Mostein, a whitish-colored conical rock, lies 0.2 mile SE of the S end of this island and is conspicuous from seaward.

Jomfrulandsgapet, a shallow passage, leads between the N end of Jomfruland and Straholmen. The sea breaks across this channel during bad weather.

Svea, a detached shoal bank, lies 1.3 miles S of the S end of Straholmen. It has a least depth of 5m and is marked at the N end by a buoy. Rislebaen, a shoal bank, lies centered about 1 mile ESE of the S end of Straholmen and has a least depth of 4m. These two shoals form the outermost dangers in this vicinity.

Steingrunnen (58°56'N., 9°44'E.), an extensive shoal area, lies about 2.7 miles NE of the N end of Straholmen. It has depths of less than 10m and is marked by a lighted buoy.

Ranheusen (58°56'N., 9°44'E.), a rocky shoal, lies about 0.5 mile NNW of Steingrunnen. It has a least depth of 2m and is marked by buoys. Sasteinsbaen, a shoal bank with a least depth of 13m, lies about 1 mile N of Ranheusen.

These shoals lie at the NE end of a chain of islets and rocks, which extends NE for about 3 miles from the N end of Straholmen, and form the outermost dangers along this part of the coast.

Numerous islets, rocks, and shoals lie between this outer chain and the mainland coast. Several winding and narrow channels, approached from N of Ranheusen, lead from seaward through this archipelago to a number of anchorages and small loading places. These passages are available to small vessels with local knowledge. Access to Kragero can be gained via a passage leading through Eksefjorden, Langarsund, and Kjøpmannsfjorden.

Ice occurs in much of these inner waters from January to March, or in severe winters to the end of April, and closes most of the channels. The main anchorages and harbors include Barmskilen (58°56'N., 9°29'E.), Fossing (58°56'N., 9°28'E.), Vagoyfjorden (58°56'N., 9°34'E.), Havsunndhamn (58°56'N., 9°37'E.), and Bjornoybukta (58°58'N., 9°39'E.).

(BA NP 56; Nor 2B)

20/03

Page 30—Line 55/R; insert after:

Directions.—The main approach to the harbor from seaward is from SE through Stanggapet (58°48.8'N., 9°29.4'E.). The entrance to the channel is reported to be marked by a lighted buoy moored about 1 mile SE of Knubbehausen Light. The narrow fairway leads through the off-lying dangers and continues NNW and NW between the mainland coast and the islands and islets lying W of Jomfruland. Local knowledge is required.

(Nor 2B)

20/03

COAST PILOT CORRECTIONS

**COAST PILOT 1 32 Ed 2001 Change No. 27
LAST NM 18/03**

Page 140—Paragraph 146, lines 1 to 3; read:

Anchorage.—Two general anchorages are on the eastern side of Mount Desert Island, 0.5 and 1.5 mile south of Bald Rock Ledge respectively. (See **110.1** and **110.130** chapter 2, for limits and regulations.)

Bar Harbor is formed by the east shore of Mount Desert Island on ...

(CL 2111/02; 51/02 CG1) 20/03

Page 163—Paragraph 200; strike out.

(53/02 CG1; LL/02) 20/03

Page 163—Paragraph 201, line 6 to Page 164—Paragraph 201, line 8; read:

ranging from 14 to 28 feet. **Diamond Rock Ledge**, covered ...

(53/02 CG1; LL/02) 20/03

COAST PILOT 1 32 Ed 2001 Change No. 28

Page 35—Insert in box, after Part 117:

Part 157 Rules for the Protection of the Marine Environment relating to Tank Vessels Carrying Oil in Bulk.

(33 CFR 157) 20/03

Page 275—Line 28; read:

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

(01/03 CG7) 20/03

**COAST PILOT 3 35 Ed 2002 Change No. 37
LAST NM 18/03**

Page 93—Paragraph 2038, line 2; read:

the enforcement of this zone by the U.S. Navy.

§165.505 Security Zone; Calvert Cliffs Nuclear Power Plant, Chesapeake Bay, Calvert County, Maryland.

(a) *Location.* The following area is a security zone: All waters of the Chesapeake Bay, from surface to bottom, encompassed by lines connecting the following points, beginning at

38°26'06"N., 076°26'18"W., thence to

38°26'10"N., 076°26'12"W., thence to

38°26'21"N., 076°26'28"W., thence to

38°26'14"N., 076°26'33"W., thence to beginning at

38°26'06"N., 076°26'18"W. These coordinates are based upon North American Datum (NAD) 1983.

(b) *Regulations.* (1) Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Baltimore, Maryland.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone

number 410-576-2693 or on VHF channel 16 (156.8 MHz) 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 or her designated representative.

(c) *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 3/28/03) 20/03

COAST PILOT 3 35 Ed 2002 Change No. 38

Page 52—Paragraphs 571-572; read:

§117.243 Nanticoke River.

The draw of the Norfolk Southern Railway Bridge across the Nanticoke River, at mile 39.4, at Seaford, Delaware will operate as follows:

(a) From March 15 through November 15 the draw will open on signal for all vessels except that, from 11 p.m. to 5 a.m. at least 2.5 hours notice will be required.

(b) At all times from November 16 through March 14 the draw will open on signal if at least 2.5 hours notice is given.

(c) When notice is required, the owner operator of the vessel must provide the bridge tender with an estimated time of passage by calling 717-541-2151/2140.

(FR 4/8/03) 20/03

Page 183—Paragraph 55, lines 2 to 3; read:

is subject to continual change. In January 2002, the controlling depth in the entrance channel was 10 feet. The inlet is marked by ...

(CL 1006/02; BPs 177863-67) 20/03

Page 184—Paragraph 56, lines 5 to 12; read:

near Daybeacon 10, and continue eastward to **Broad Bay**. The channel to Broad Bay is marked by daybeacons; a light is at the east end, in Broad Bay. In January 2002, the controlling depths were 6.9 feet (10 feet at midchannel) in the northerly channel, and 9.9 feet in the large basin, thence 10 feet in the southerly channel to Daybeacon 10, where the north and south channels meet; thence a controlling depth of 9 feet was ...

(CL 1006/02; BPs 177863-68) 20/03

Page 184—Paragraph 58, lines 3 to 6; read:

vicinity of Daybeacon BL. In January 2002, the controlling depths in Long Creek were 7.5 feet (8 feet at midchannel) to Broad Bay. The 40-foot ...

(CL 1006/02; NOS 12254) 20/03

Page 222—Paragraph 40; strike out.

(10/89 CG5; NOS 12284) 20/03

Page 232—Paragraph 124, line 10; read:

Whitehall Creek Entrance Light 2W, provides a well-marked approach to the ...

(LL/02; NOS 12283) 20/03

**COAST PILOT 4 34 Ed 2002 Change No. 12
LAST NM 18/03**

Page 152—Paragraph 3568, line 4; read:
days of the permit's expiration date.

§622.19 South Atlantic rock shrimp limited access.

(a) *Applicability.* Effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board.

(b) *Initial eligibility.* A vessel is eligible for an initial limited access endorsement for South Atlantic rock shrimp if the owner—

(1) Owned a vessel with a Federal permit for South Atlantic rock shrimp on or before December 31, 2000, and

(2) Landed at least 15,000 lbs (6,804 kg) of South Atlantic rock shrimp in any one of the calendar years 1996 through 2000 from a vessel that he/she owned.

(c) *Determinations of eligibility—(1) Permit history.* The sole basis for determining whether a vessel had a Federal permit for South Atlantic rock shrimp, and that vessel's owner during the time it was permitted, is the RA's permit records. A person who believes he/she meets the permit history criterion based on ownership of a vessel under a different name, as may have occurred when ownership changed from individual to corporate or vice versa, must document his/her ownership.

(2) *Landings.* (i) Landings of rock shrimp from the South Atlantic EEZ during the qualifying period are verified from landings data that were submitted on or before January 31, 2001 and are in state on Federal database systems; no additional landings data will be accepted.

(ii) Only landings when a vessel had a valid Federal permit for rock shrimp, that were harvested from the South Atlantic EEZ, and that were landed and sold in compliance with state and Federal regulations will be used to establish eligibility.

(iii) For the purpose of eligibility for an initial limited access endorsement for South Atlantic rock shrimp, the owner of a vessel that had a permit for South Atlantic rock shrimp during the qualifying period retains the rock shrimp landings record of that vessel during the time of his/her ownership, unless, prior to January 16, 2003, a sale of the vessel includes a written agreement that credit for qualifying landings is transferred to the new owner. Qualifying landings are landings of at least 15,000 lb (6,804 kg) of rock shrimp harvested from the South Atlantic EEZ in any one of the calendar years 1996 through 2000. Such transfer of credit must be for vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the seller's ownership; no partial transfers are allowed.

(d) *Implementation procedures—(1) Notification of status.* On or about March 17, 2003, the RA will notify each owner of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a vessel currently permitted for South Atlantic rock shrimp, of the RA's initial determination of eligibility for a limited access

endorsement for South Atlantic rock shrimp. The notification will include a determination regarding the 15,000-lb (6,804-kg) threshold level for endorsement. If the landings in the combined state and Federal databases do not meet the 15,000-lb (6,804-kg) threshold for any of the qualifying years, the landings in each of the qualifying years, as shown in those databases, will be included. Each notification will include an application for such endorsement. Addresses for notifications will be based on the RA's permit records. Each owner of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a currently permitted vessel, who does not receive notification by April 1, 2003 must advise the RA of non-receipt within 15 days thereafter.

(2) *Applications.* (i) An owner of a vessel who desires a limited access endorsement for South Atlantic rock shrimp must submit an application for such endorsement post-marked or hand-delivered not later than May 16, 2003. Failure to apply in a timely manner will preclude issuance of an endorsement even if the vessel owner meets the eligibility criteria for the endorsement.

(ii) An applicant who agrees with the RA's initial determination of eligibility does not need to provide documentation of eligibility with his/her application.

(iii) An applicant who disagrees with the RA's initial determination of eligibility must provide documentation of eligibility with his/her application. Such documentation must include the name and official number of the vessel permitted for South Atlantic rock shrimp and the dates, quantities, trip tickets, and purchasing dealers for specific landings claimed for the vessel. In addition, if an owner's application for a limited access endorsement is based on qualifying landings that were transferred to him/her through a written agreement, as discussed in paragraph (c)(2)(iii) of this section, the application must be accompanied by a copy of that agreement and a statement of the cost associated with obtaining the catch history. Documentation and other information submitted on or with an application are subject to verification by comparison with state or Federal records and information. If such documentation and information cannot be verified from state or Federal records and information, the documentation and other information will be rejected. Submission of false documentation or information may disqualify an owner from obtaining an initial limited access endorsement for South Atlantic rock shrimp and is a violation of the regulations in this part.

(iv) If an application that is postmarked or hand delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(3) *Issuance.* If a complete application is submitted in a timely manner and the eligibility requirements specified in paragraph (b) of this section are met, the RA will take action as follows:

(i) If a qualified applicant owns a vessel that has a valid permit for South Atlantic rock shrimp, the RA will issue an initial limited access endorsement for South

COAST PILOT 4 (Continued)

Atlantic rock shrimp and mail it to the vessel owner prior to July 15, 2003.

(ii) If a qualified applicant does not currently own a vessel, the RA will inform him/her of qualification, but no endorsement will be issued. Such qualified applicant must apply for a permit and endorsement for a vessel that he/she owns, or transfer the rights to the endorsement to an owner of a vessel, prior to July 15, 2005. After that date, the rights to an initial limited access endorsement for South Atlantic rock shrimp that were based on the qualification will expire. A qualified applicant who desires to transfer the rights to an initial endorsement to the owner of a vessel must submit an application requesting such transfer to the RA. Such transfer of rights will include transfer of credit for the vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the qualified applicant's ownership.

(4) *Reconsideration.* (i) If the eligibility requirements specified in paragraph (b) of this section are not met, the RA will notify applicant, in writing, not later than July 16, 2003. The notification will include the reason for the determination that the eligibility requirements were not met. An applicant may request reconsideration of the RA's determination regarding initial endorsement eligibility by submitting a written request for reconsideration to the RA. Such request must be postmarked or hand-delivered not later than September 15, 2003 and must provide additional written documentation supporting eligibility for the endorsement.

(ii) Upon receipt of a request for reconsideration, the RA will forward the initial application, the RA's response to that application, the request for reconsideration, and pertinent records to an Application Oversight Board consisting of state directors (or their designees) from each state in the Council's area of jurisdiction. Upon request, a vessel owner may make a personal appearance before the Application Oversight Board.

(iii) If reconsideration by the Application Oversight Board is requested, such request constitutes the applicant's written authorization under section 402(b)(1)(F) of the Magnuson-Stevens Act for the RA to make available to the members of the Application Oversight Board such confidential catch and other records as are pertinent to the matter under reconsideration.

(iv) The Application Oversight Board may only deliberate whether the eligibility criteria specified in paragraph (b) of this section were applied correctly in the applicant's case, based solely on the available record, including documentation submitted by the applicant. The Application Oversight Board may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The Application Oversight Board members will provide individual recommendations for each application for reconsideration to the RA.

(v) The RA will make a final decision based on the eligibility criteria specified in paragraph (b) of this section and the available record, including documentation submitted by the applicant, and the recommendations

and comments from members of the Application Oversight Board. The RA may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The RA will notify the applicant of the decision and the reason for it, in writing, within 15 days of receiving the recommendations from the Application Oversight Board members. The RA's decision will constitute the final administrative action by NMFS.

(e) *Transfer of an endorsement.* A limited access endorsement for South Atlantic rock shrimp is valid only for the vessel and owner named on the permit/endorsement. To change either the vessel or the owner, and application for transfer must be submitted to the RA. An owner of a vessel with an endorsement may request that the RA transfer the endorsement to another vessel owned by the same entry, to the same vessel owned by another entity, or to another vessel with another owner. A transfer of an endorsement under this paragraph will include the transfer of the vessel's entire catch history of South Atlantic rock shrimp to a new owner; no partial transfers are allowed.

(f) *Renewal.* The RA will not reissue a limited access endorsement for South Atlantic rock shrimp if the endorsement is revoked or if the RA does not receive a complete application for renewal of the endorsement within 1 year after the endorsement's expiration date.

(g) *Non-renewal of inactive endorsements.* In addition to the sanctions and denials specified in §622.4(j)(1), a limited access endorsement for South Atlantic rock shrimp that is inactive for a period of 4 consecutive calendar years will not be renewed. For the purpose of this paragraph, "inactive" means that the vessel with the endorsement has not landed at least 15,000 lb (6,804 kg) of rock shrimp from the South Atlantic EEZ in a calendar year.

(h) *Reissuance of non-renewed permits.* A permit that is not renewed under paragraph (g) of this section will be made available to a vessel owner randomly selected from a list of owners who had documented landings of rock shrimp from the South Atlantic EEZ prior to 1996 but who did not qualify for an initial limited access endorsement. To be placed on the list, an owner must submit a written request to the RA postmarked or hand-delivered not later than January 16, 2004. The written request must contain documentation of each specific landing claimed, i.e., date, quantity of rock shrimp, name and official number of the harvesting vessel, ownership of the vessel at the time of landing, and name and address of the purchasing dealer. Claimed landings that are not verified by comparison with state trip ticket or dealer records will not be recognized.

(FR 1/16/03)

20/03

COAST PILOT 4 34 Ed 2002 Change No. 13

Page 145—Paragraphs 3420 to 3434; read:

§622.9 Vessel monitoring systems (VMSs).

(a) *Requirement for use.* As of October 14, 2003 or 90 days after NMFS publishes in the **Federal Register**, the list of approved transmitting units and associated communications service providers, whichever is later, an owner or operator of a vessel that has been issued a limited access

COAST PILOT 4 (Continued)

endorsement for South Atlantic rock shrimp must ensure that such vessel has a NMFS-approved, operating VMS on board when on a trip in the South Atlantic. An operating VMS includes an operating mobile transmitting unit on the vessel and a functioning communication link between the unit and NMFS as provided by a NMFS-approved communication service provider.

(b) *Installing and activating the VMS.* Only a VMS that has been approved by NMFS for use in the South Atlantic rock shrimp fishery may be used. When installing and activating the NMFS-approved VMS, or when reinstalling and reactivating such VMS, the vessel owner or operator must—

(1) Follow procedures indicated on an installation and activation checklist, which is available from NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL; phone 727-570-5344; and

(2) Submit to NMFS, Office of Enforcement, Southeast Region, St. Petersburg., a statement certifying compliance with the checklist, as prescribed on the checklist.

(c) *Interference with the VMS.* No person may interfere with, tamper with, alter, damage, disable, or impede the operation of the VMS, or attempt any of the same.

(d) *Interruption of operation of the VMS.* When a vessel's VMS is not operating properly, the owner or operator must immediately contact NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL, and follow instructions from that office. If notified by NMFS that a vessel's VMS is not operating properly, the owner and operator must follow instructions from that office. In either event, such instructions may include, but are not limited to, manually communicating to a location designated by NMFS the vessel's positions or returning to port until the VMS is operable.

(e) *Access to position data.* As a condition of authorized fishing for or possession of South Atlantic rock shrimp in or from the South Atlantic EEZ, a vessel owner or operator subject to the requirements for a VMS in this section must allow NMFS, the USCG, and their authorized officers and designees access to the vessel's position data obtained from the VMS.

(FR 1/16/03) 20/03

Page 165—Paragraph 3896, line 1; read:

(g) *Penaeid shrimp in the South Atlantic*—(1) *BRD requirement.*

(FR 1/16/03) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 14

Page 200—Paragraph 45, lines 5 to 6; read:

gasoline, hull, engine and electronic repairs, a marine railway that can handle craft to 35 feet in length, marine supplies, and a ...

(CL 79/03; NOS 12205) 20/03

Page 245—Paragraph 203, line 5; read:

feet for a width of 300 feet and 135 feet for a width of 700 feet. In November 2002, replacement fixed bridges were under construction with a design clearance of 65 feet for a width of 250 feet over Town Creek and with a design clear-

ance of 186 feet for a width of 1,000 feet over Cooper River.
(CL 290/03; 48/02 CG7) 20/03

Page 262—Paragraph 45, lines 4 to 5; read:

electricity, water, ice, pump-out station and wet and dry storage. In 2002, a reported depth of 10 feet could be carried to the fish ...

(CL 1580/02; NOS 11511) 20/03

Page 270—Paragraph 190, lines 1 to 2; read:

St. Marys Approach Lighted Buoy STM (30°42'54"N., 81°14'39"W.) is 8.2 miles eastward of St. Marys Entrance. The ...

(07/03 CG7; LL/02) 20/03

Page 271—Paragraph 199, lines 7 to 8; read:

Marys Approach Lighted Buoy STM (30°42'54"N., 81°14'39"W.). Vessels with a draft of 36 feet or less are boarded ...

(07/03 CG7; LL/02) 20/03

Page 319—Paragraph 127, line 1; read:

Sand Key Light (24°27'14"N., 81°52'39"W.), 109 feet ...
(07/03 CG7; LL/02) 20/03

Page 319—Paragraph 130, lines 2 to 3; read:

Key West Harbor and the Gulf of Mexico. In May 2002, the midchannel controlling depth was 10 feet. Vessels can pass directly ...

(BP 177612) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 15

Page 163—Paragraph 3851, lines 4 to 5; read:

Office, Southeast Area, St. Petersburg, FL, telephone 727-570-5344.

(50 CFR 622.41) 20/03

Page 164—Paragraph 3875, lines 2 to 7; read:

for a gillnet used to fish for Spanish mackerel in the Gulf, Mid-Atlantic, or South Atlantic EEZ is 3.5 inches (8.9 cm), stretched mesh.

(1) A vessel in the Gulf EEZ, or having fished on a trip in the Gulf EEZ, with a gillnet on board that has a mesh size less than 3.5 inches (8.9 cm), stretched mesh, may not possess on that trip any Spanish mackerel.

(2) A vessel in the South Atlantic or Mid-Atlantic EEZ, or having fished on a trip in such EEZ, with a gillnet on board that has a mesh size less than 3.5 inches (8.9 cm), stretched mesh, may possess or land on the day of that trip no more than 500 lb (227 kg) of incidentally caught Spanish mackerel.

(50 CFR 622.41) 20/03

Page 164—Paragraph 3893, line 11; read:

when pulled by a line.

(6) *Longline species limitation.* A vessel that has on board a valid Federal commercial permit for South Atlantic

COAST PILOT 4 (Continued)

snapper-grouper, excluding wreckfish, that fishes in the EEZ on a trip with a longline on board, may possess only the following South Atlantic snapper-grouper; snowy grouper, warsaw grouper, yellowedge grouper, misty grouper, golden tilefish, blueline tilefish, and sand tilefish. For the purpose of this paragraph, a vessel is considered to have a longline on board when a power-operated longline hauler, a cable of diameter suitable for use in the longline fishery on any reel, and gangions are on board. Removal of any one of these three elements constitutes removal of a longline.

(50 CFR 622.41)

20/03

Page 165—Paragraph 3900 to Paragraph 3901, line 2; read:

(iii) Fisheye.

(3) *Certification of BRDs*—(i) A person who seeks to have a BRD certified for use in the South Atlantic EEZ must submit an application to test such BRD, conduct the testing, and submit to the RA the results of the test conducted and recorded in accordance with the Testing Protocol for BRD Certification, which along with forms and procedures, is included in the *Bycatch Reduction Device Testing Protocol Manual* which is available from the SAFMC, One Southpark Circle, Suite 306, Charleston, SC 29407-4699, and from the RA. A BRD that meets the certification criterion, as determined under the Testing Protocol for BRD Certification, will be added to the list of certified BRDs in paragraph (g)(2) of this section.

(ii) A penaeid shrimp trawler that is authorized to test a BRD in the EEZ for possible certification, has such written authorization on board, and is conducting such test in accordance with the Testing Protocol for BRD Certification is granted a limited exemption from the BRD requirement specified in paragraph (g)(1) of this section. The exemption from the BRD requirement is limited to those trawls that are being used in the certification trials. All other trawls rigged for fishing must be equipped with certified BRDs.

(h) *Shrimp in the Gulf*—(1) *BRD requirement*. (i) Except as exempted in paragraphs (h)(1)(ii) through (iv) and paragraph (h)(3)(iii) of this section, on ...

(50 CFR 622.41)

20/03

COAST PILOT 4 34 Ed 2002 Change No. 16

Page 165—Paragraph 3905; read:

(2) *Certified BRDs*. The following BRDs are certified for use by shrimp trawlers in the Gulf EEZ. Specifications of these certified BRDs are contained in Appendix D to this part.

(i) Fisheye.

(ii) Gulf fisheye.

(iii) Jones-Davis.

(3) *Procedures for certification of additional BRDs*. The process for the certification of additional BRDs consists of two phases—an optional pre-certification phase and a required certification phase.

(i) *Pre-certification*. The pre-certification phase allows a person to test and evaluate a new BRD design for up to 60 days without being subject to the observer requirements and rigorous testing requirements speci-

fied for certification testing in the *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*.

(A) A person who wants to conduct pre-certification phase testing must submit an application, as specified in the *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*, to the RA. The *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*, which is available from the RA, upon request, contains the application forms.

(B) After reviewing the application, the RA will determine whether to issue a letter of authorization (LOA) to conduct pre-certification trials upon the vessel specified in the application. The RA will issue a pre-certification phase LOA if the BRD design is substantially unlike any BRD design previously determined not to meet the BRD certification criterion or, if the design is substantially similar to a BRD design previously determined not to meet the BRD certification criteria, and the application demonstrates that the design could meet the certification criterion through design revision or upon retesting (e.g., the application shows that statistical results could be improved upon retesting by such things as using a larger sample size than that previously used). If the RA authorizes pre-certification, the RA's letter of authorization must be on board the vessel during any trip involving the BRD testing.

(ii) *Certification*. A person who proposes a BRD for certification for use in the Gulf EEZ must submit an application to test such BRD, conduct the testing, and submit the results of the test in accordance with the *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*. The RA will issue a LOA to conduct certification trials upon the vessel specified in the application if the RA finds that: The test plan meets the requirements of the protocol; the observer identified in the application is qualified and has no current or prior financial relationship with the entity seeking BRD certification; the application presents a BRD candidate substantially unlike BRDs previously determined not to meet the current bycatch reduction criterion, or the applicant has shown good cause for reconsideration (such as the likelihood of improved statistical results yielded from a larger sample size than that previously used); and for BRDs not previously tested for certification, the results of any pre-certification trials conducted have been reviewed and deemed to indicate a reasonable scientific basis for conducting certification testing. If authorization to conduct certification trials is denied, the RA will provide a letter of explanation to the applicant, together with relevant recommendations to address the deficiencies resulting in the denial. If a BRD meets the certification criterion, as determined under the testing protocol, NMFS will publish a notice in the FEDERAL REGISTER adding the BRD to the list of certified BRDs in paragraph (h)(2) of this section providing the specifications for the newly certified BRD, including any special conditions deemed appropriate based on the certification testing results.

(iii) A shrimp trawler that is authorized to participate in the pre-certification phase or to test a BRD in the EEZ

COAST PILOT 4 (Continued)

for possible certification has such written authorization on board and is conducting such test in accordance with the *Gulf of Mexico Bycatch Reduction Device Testing Protocol Manual* is granted a limited exemption from the BRD requirement specified in paragraph (h)(1) of this section. The exemption from the BRD requirement is limited to those trawls that are being used in the certification trials. All other trawls rigged for fishing must be equipped with certified BRDs.

(i) *Gulf reef fish exhibiting trap rash*. Gulf reef fish in or from the Gulf EEZ that exhibit trap rash may be possessed on board a vessel only if that vessel has a valid fish trap endorsement, as required under §622.4(a)(2)(i), on board. Possession of such fish on board a vessel without a valid fish trap endorsement is prima facie evidence of illegal trap use and is prohibited. For the purpose of this paragraph, trap rash is defined as physical damage to fish that characteristically results from contact with wire fish traps. Such damage includes, but is not limited to, broken fin spines, fin rays, or teeth; visually obvious loss of scales; and cuts or abrasions on the body of the fish, particularly on the head, snout, or mouth.

(j) *Rock shrimp in the South Atlantic off Georgia and Florida*. The minimum mesh size for the cod end of a rock shrimp trawl net in the South Atlantic EEZ off Georgia and Florida is 1 7/8 inches (4.8 cm), stretched mesh. This minimum mesh size is required in at least the last 40 meshes forward of the cod end drawstring (tie-off rings), and smaller-mesh bag liners are not allowed. A vessel that has a trawl net on board that does not meet these requirements may not possess a rock shrimp in or from the South Atlantic EEZ off Georgia and Florida.

(50 CFR 622.41; FR 1/16/03) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 17

Page 77—Paragraph 1255; strike out.
(DD 3242; CFR 117.821) 20/03

Page 212—Paragraph 267, lines 6 to 7; read:
hotels, and motels. Gasoline, diesel fuel, pump-out station, berthing with electricity, water, ice, marine supplies, and provisions are available. Hull, engine and electronic repairs can be made; lift to 30 tons.
(DB 715) 20/03

Page 212—Paragraph 276, lines 2 to 4; read:
Bern has a fixed span with a clearance of 7 feet. The Norfolk Southern Railway bridge, 0.9 mile above the ...
(DD 3243; CL 793/02) 20/03

Page 219—Paragraph 32, line 13; read:
Intracoastal Waterway just south of the Core Creek fixed highway bridge.
(DD 3122; NOS 11545) 20/03

Page 219—Paragraph 34, line 3; read:
City, NC 28557, telephone 252-726-4068, fax 252-726-

9044, radiotelephone ...
(DD 3124) 20/03

Page 229—Paragraph 172, lines 8 to 9; read:
harbor, 0.45 mile westward of the lookout tower, has lifts to 75 tons and facilities for hull, engine, and electrical repairs.
(DB 570) 20/03

Page 325—Paragraph 47, line 8; read:
channel 13 or 757- 487-0831. Vessels may tie up in the canal overnight, ...
(DD 3134) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 18

Page 291—Paragraph 52, lines 5 to 9; read:
the center of the city. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station and marine supplies are available. Hull and engine repairs can be made. In 2002, an alongside depth of 18 feet was reported.
(CL 11/03) 20/03

Page 291—Paragraph 53, lines 2 to 4; read:
depth of 5.5 feet in 2002 leads to a marina on the west side of Salt Run. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies and wet storage are available. Engine and electronic repairs can be made.
(CL 11/03) 20/03

Page 300—Paragraph 253, line 1; read:
Hillsboro Inlet Light (26°15'33"N., 80°04'51"W.), 136 ...
(06/03 CG7; LL/03) 20/03

Page 335—Paragraph 251, lines 3 to 4; read:
Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies and wet storage are available. A 50-ton lift is available for hull, engine, ...
(CL 2340/02) 20/03

Page 335—Paragraph 253, line 6; read:
knots may be expected during normal weather. A marina on the north side of the fixed highway bridge and on the east side of Tolomato River has berths, electricity, gasoline, diesel fuel, water, ice and wet storage available. An overhead ...
(CL 2340/02) 20/03

Page 337—Paragraph 280, lines 5 to 8; read:
marina adjacent to the bridge have berths with electricity, gasoline, diesel fuel, water, ice and marine supplies. Mobile hoists to 30 tons that can handle craft to 50 feet are available at the boatyard; hull repairs can be made. Machine and carpenter ...
(CL 2367/02) 20/03

Page 337—Paragraph 282, lines 2 to 9; read:
839.6, is a small fishing port. In 2002, the reported controlling depth from the waterway to the harbor was 6 feet; thence in 1983, 5 feet or more to the community of Ponce

COAST PILOT 4 (Continued)

Inlet. The channel is along the north shore and is not marked. The wharf at Inlet Harbor has depths of about 8 feet along-side. Berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies and wet and dry storage are available. Engine repairs can be made.

(CL 70/03) 20/03

Page 337—Paragraph 283, lines 4 to 6; read: gasoline, diesel fuel, water, ice, launching ramps, and a 70-ton lift are available. Hull, engine and electronic repairs can be made.

(CL 70/03) 20/03

Page 338—Paragraph 300, line 3; read: east of **Mile 880.5**. (See **Manatees, chapter 3**.)

At **Mile 882.9** on the west side of Indian River, a privately marked channel leads to a marina which has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, and wet and dry storage available.

(CL 2142/02) 20/03

Page 338—Paragraph 310, lines 2 to 6; read: causeway, a privately marked channel leads to marina which had a reported approach depth of 7 feet in December 2002. Berths with electricity, water, ice, and pump-out station are available.

(CL 2367/02) 20/03

Page 338—Paragraph 311, line 5; read: available with electricity and water. At **Mile 908.4** are two marinas with gasoline, diesel fuel, water, ice, wet and dry storage, a launching ramp and a 20-ton mobile lift available. Hull, engine and electronic repairs can be made.

(CL 1636/02) 20/03

Page 339—Paragraph 322, lines 1 to 7; read:

Two boatyards are on the west side of Banana River about 12 miles above the southern entrance, and 2.1 miles north of **Buck Point**, the eastern entrance point of Newfound Harbor. Berthage with electricity, water, marine supplies, a 30-ton mobile hoist, and wet and dry storage are available. Hull and engine repairs can be made. In 2002, a depth of 4 feet was reported in the approach, and 6 feet alongside the berths.

(CL 913/02; NOS 11485) 20/03

Page 341—Paragraph 358, line 3; read:

center. A marina south of the bridge on the west side of the waterway has berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 70-ton mobile lift available. Engine and electronic repairs can be made.

(CL 913/03) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 19

Page 208—Paragraph 202, lines 2 to 4; read: eastward about 4 miles above the mouth, in 2002, had reported depths of 4 feet or more. A pile was reported in the

creek entrance about ...

(DD 666) 20/03

Page 297—Paragraph 175, lines 6 to 8; read:

electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and hull, engine and electronic repairs are available at any of several marinas. A 150-ton mobile hoist is available at a repair yard at ...

(CL 910/02; CL 2243/02) 20/03

Page 338—Paragraph 313, lines 4 to 6; read:

depths of 5.5 feet are reported alongside in 2002. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, and wet and dry storage are available. Engine repairs can be made.

(CL 2174/02) 20/03

Page 340—Paragraph 335, lines 2 to 6; read:

waterway to a marina on the west side of Indian River. Electricity, gasoline, diesel fuel, water, pump-out station, launching ramp, wet and dry storage and marine supplies are available. Hull and engine repairs can be made. In 2002, the channel to the marina had a reported controlling depth of 8 feet.

(CL 2336/02) 20/03

Page 340—Paragraph 341, lines 1 to 3; read:

Two marinas are on the west side of the Indian River at **Mile 934.0**. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage are available. Hull, engine and electronic repairs can be made and a 40-ton lift is available. In 2002, a depth of 6 feet was reported ...

(CL 132/03) 20/03

Page 341—Paragraph 357, line 3; read:

Mile 953.2. (See **Manatees, chapter 3**.)

At **Mile 964.2**, a privately marked channel, with a reported controlling depth of 6 feet in 2002, leads to a marina in a basin on the west shore of Indian River. Berths, electricity, pump-out station and wet and dry storage are available. A 70-ton lift is available for hull, engine and electronic repairs.

(CL 303/03) 20/03

Page 341—Paragraph 366, lines 3 to 6; read:

in a small protected basin. In 2002, the reported approach and alongside depth was 6 feet. Wet and dry storage are available. A 5-ton lift can haul out craft for hull and engine repairs.

(CL 2242/02) 20/03

Page 341—Paragraph 367, lines 3 to 5; read:

small protected basin. In 2002, the reported approach and alongside depth was 8 feet. Gasoline, diesel fuel and water are available.

(CL 501/03) 20/03

COAST PILOT 4 (Continued)

Page 346—Paragraph 462, lines 4 to 6; read:
be 10 feet in 2002. Gasoline, diesel fuel, ice, and pump-out
station are available.
(CL 2243/02) 20/03

Page 346—Paragraph 471, lines 4 to 5; read:
water, marine supplies, pump-out station and wet and dry
storage are available. Hull, engine and electronic repairs can
be made; lift to 150 tons and marine railway to 100 feet.
Stores, motels and the ...
(CL 1813/02) 20/03

Page 346—Paragraph 473, lines 3 to 6; read:
Yacht Club is at the marina. There are berths, electricity, gas-
oline, diesel fuel, water, ice and wet storage available. In
2002, an approach and an alongside depth of 12 feet was
reported.
(CL 1813/02) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 20

Page 79—Paragraph 1343, line 3; read:
to the Jordan Bridge Office at (757) 545-4695.
(DD 3462; 33 CFR 117.997) 20/03

Page 80—Paragraph 1350, line 3; read:
been given to the Gilmerton Bridge at (757) 545-1512.
(DD 3462; 33 CFR 117.997) 20/03

Page 212—Paragraph 272, line 9; read:
been recorded in January and February. (See page T-3 for the
New Bern climatological table.)
(DD 3462) 20/03

Page 219—Paragraph 32, line 16; read:
Chapter 3. (See page T-6 for the **Beaufort climatological
table.**)
(DD 3462) 20/03

Page 228—Paragraph 134, lines 18 to 19; read:
2nd packing 100-knot winds. (See page T-4 for the **Wilming-
ton climatological table.**)
(DD 3462) 20/03

Page 243—Paragraph 154, line 3; read:
compared there. (See page T-5 for the **Charleston climato-
logical ...**)
(DD 3462) 20/03

Page 256—Paragraph 112; read:
(See page T-7 for **Savannah climatological table.**)
(DD 3462) 20/03

Page 258—Paragraph 158, lines 9 to 10; read:
Dam Office, 706-798-4644, or the James B. Messerly Waste-
water Treatment Plant, 706-793-1691. Calls to either loca-

tion should ...
(DD 3462) 20/03

Page 280—Paragraph 86, line 4; read:
there or checked by telephone. (See page T-8 for the **Jack-
sonville ...**)
(DD 3462) 20/03

Page 299—Paragraph 208; read:
(See page T-10 for the **West Palm Beach climatological
table.**)
(DD 3462) 20/03

Page 308—Paragraph 349; read:
(See page T-11 for the **Miami climatological table.**)
(DD 3462) 20/03

Page 321—Paragraph 156, line 4; read:
for address, and page T-12 for the **Key West climatological
table.**)
(DD 3462) 20/03

Page 323—Paragraph 5, line 4; read:
are on page T-29.
(DD 3462) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 21

Page 199—Paragraph 20, line 2; read:
to **Lake Wesley**. Two fixed highway bridges with a least
clearance of 28 ...
(CL 145/03) 20/03

Page 210—Paragraph 227; strike out.
(DD 3461) 20/03

Page 210—Paragraph 230; read:
The Washington City Waterfront lies on the eastern side of
the Pamlico River, after passing the Norfolk Southern Rail-
way bridge and 0.3 mile before the U.S. Route 17 highway
bridge. The bulkhead extends approximately 1,700 feet and
has both small craft slips and tie-up dockage. Electricity,
water and pump-out station are available. Depths range from
18 feet at the outermost slips to 9 feet at the inner slips and 7
feet along the bulkhead. Boats up to 60 feet in length can be
accommodated in the outermost slips. The North Carolina
Estuarium is located at the waterfront.
(DD 3461) 20/03

Page 210—Paragraph 238, line 2; read:
southward of Pamlico Point Light PP (35°18'49"N., 76°
27'00"W.), ...
(LL/03) 20/03

Page 219—Paragraph 35, line 6; read:
Beaufort Inlet Channel Lighted Whistle Buoy BM (34°

COAST PILOT 4 (Continued)

- 34°49"N., 76°41'33"W.) ...
(01/03 CG5; LL/03) 20/03
- Page 221—Paragraph 92, lines 2 to 3; read:
Inlet. The inlet was restored in March 2002 with 12 feet reported at the entrance, thence 10 feet to the Intracoastal Waterway. The inlet is subject to continual change and local knowledge is advised.
(DDs 3217-3130) 20/03
- Page 224—Paragraph 101, lines 6 to 7; read:
knowledge.
(NOS 11534) 20/03
- Page 224—Paragraph 102, line 5; read:
February 2003, the controlling depth was 4.2 feet. Daybeacons ...
(BP 180155) 20/03
- Page 292—Paragraph 70, line 1; read:
Ponce de Leon Inlet Light (29°04'50"N., 80°55'41"W.), ...
(06/03 CG7) 20/03
- Page 343—Paragraph 412, lines 6 to 9; read:
Engineers are on the east side of the canal at the east side of town. Berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, wet and dry storage, pump-out station, marine supplies and provisions can be obtained along the west side of the canal. A marine railway can handle crafts to 22 feet. Hull and engine repairs can be ...
(CL 626/03; CL 628/03) 20/03
- COAST PILOT 4 34 Ed 2002 Change No. 22**
- Page 74—Paragraph 1120; read:
(h) *Coronado Beach bridge (SR 44), mile 845 at New Smyrna Beach.* The Coronado Beach bridge (SR 44), mile 845, shall open on signal, except that from 7 a.m. until 7 p.m., each day of the week, the draw need only open on the hour, twenty minutes past the hour and forty minutes past the hour.
(FR 4/2/03) 20/03
- Page 256—Paragraph 116, line 6; read:
VHF-FM channels 16 and 18A.
U.S. and public vessels enrolled in domestic trade may also obtain a pilot licensed by the Federal government through Sea Coast Marine Pilots Association, 204 Second Avenue, Tybee Island, GA 31328; telephone (912-786-4898). This association provides vessels with licensed pilots 24 hours a day, and monitors VHF-FM channels 13 and 16. An 8-hour notice of arrival is required for all vessels arriving at the sea buoy (Tybee Lighted Whistle Buoy T, 31°57'54"N., 80°43'12"W.).
(CL 679/03; LL/03) 20/03
- Page 265—Paragraph 95, lines 1 to 2; read:
Prominent features.—St. Simons Light (31°08'00"N., 81°23'36"W.), 104 feet above the water, is shown from a white ...
(LL/03) 20/03
- Page 267—Paragraph 126, line 8; read:
St. Simons Lighted Whistle Buoy STS (31°03'12"N., 81°15'06"W.): ...
(LL/03) 20/03
- Page 293—Paragraph 98, line 7; read:
(28°22'30"N., 80°31'48"W.) unless special arrangement for boarding ...
(LL/03; NOS 11481) 20/03
- Page 308—Paragraph 352, line 8; read:
seaward of Miami Lighted Buoy M (25°46'06"N., 80°05'00"W.).
(LL/03) 20/03
- Page 321—Paragraph 159, line 10; read:
Key West Northwest Channel Entrance Lighted Bell Buoy 1 (24°43'32"N., 81°53'58"W.).
(LL/03) 20/03
- Page 327—Paragraph 83, lines 2 to 3; read:
is down **Bay River** to Neuse River Junction Light (35°08'47"N., 76°30'11"W.) off **Maw Point Shoal** at **Mile 167.1**, then up the ...
(LL/03) 20/03
- Page 341—Paragraph 362, lines 4 to 5; read:
available. A depth of 6.5 feet was reported in the approach in 2002. The harbor master may be ...
(CL 631/03) 20/03
- Page 344—Paragraph 416, line 3; read:
depth of 7 feet in December 2002. Berths, gasoline, diesel fuel, pump-out station, electricity, ...
(CL 626/03) 20/03
- Page 344—Paragraph 426, line 15; read:
December 2002, a depth of 6 feet was reported alongside the ...
(CL 628/03) 20/03
- COAST PILOT 4 34 Ed 2002 Change No. 23**
- Page 244—Paragraph 195, line 5 to Paragraph 196, line 2; read:
pump-out station, launching ramp, marine supplies, wet and dry storage and engine repairs are available. In 2002, depths of 20 feet were reported alongside the berths. A marina, about 500 yards northeast of the municipal marina, has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, wet storage and engine repairs

COAST PILOT 4 (Continued)

available. In 1983, good anchorage for small craft was reported on the east side of the river just northward of the municipal marina.

Special anchorage areas are across the river from the marinas. (See **110.1 and 110.72d**, chapter 2, for limits and ... (CL 15/03; NOS 11518) 20/03

Page 249—Paragraph 39, line 5; read:

diesel fuel, water and ice can be obtained in an emergency.

On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 35-ton lift is available.

(CL 2282/02) 20/03

Page 329—Paragraph 118, lines 3 to 5; read:

water, ice, marine supplies, a launching ramp, wet and dry storage, pump-out station and a 75-ton lift. Engine, radio and electronic repairs are available. In 2000, a depth of 9 feet was reported in the approach and alongside the berths.

At **Mile 311.3**, a marina on the west side of the waterway provides berths with electricity, gasoline, diesel fuel, water, ice, pump-out station and a launching ramp.

(CL 1534/00; CL 394/03) 20/03

Page 334—Paragraph 219, lines 2 to 4; read:

reported depths of 10 feet alongside in 2003. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage are available.

(CL 260/03) 20/03

Page 335—Paragraph 243, lines 2 to 3; read:

of the bridge. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, marine supplies and wet and dry storage are available. Engine and electronic repairs can be made; a 20-ton lift and a marine railway for craft up to 40 feet are available.

At **Mile 749.2**, a fixed highway bridge with a clearance of 65 feet crosses the creek.

(CL 2319/02; NOS 11489) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 24

Page 256—Paragraph 124, line 2; read:

the Eugene Talmadge Memorial Bridge:

Southern LNG, Savannah Wharf (32°05'15"N., 80°59'30"W.): service platform 66 by 70 feet, unloading platform 96 by 20 feet; 39 feet alongside; 1,255 feet of berthing space with dolphins; deck height, 21 feet; 1,255 feet of berthing space with dolphins; deck height, 21 feet; cranes to 12 tons with 80-foot boom; pipelines extend to storage tanks with 1.2-million barrel capacity; receipt of liquefied natural gas; owned and operated by Southern LNG, Inc.

(PS 14/00; CL 679/03; NOS/03) 20/03

Page 282—Paragraph 124, lines 2 to 11; read:

in Jacksonville. The municipal marina at Metro Park is on

the north side of the river about 1.2 miles west of Commodore Point. Additionally, the city has floating docks at the Jacksonville Landing along the north side of the river between Main Street and Acosta bridges. A city dockmaster may be reached at 904-630-0839. Public restrooms are at Jacksonville Landing and Metro Park. A large illuminated fountain is in a city park on the south bank of the river between the Main Street and Acosta bridges. Small-craft should exercise caution, as currents become quite strong in this section of the river. There are a number of other modern well-equipped marinas and boatyards in Jacksonville; the major facilities are on the intracoastal waterway, Ortega River and Trout River. Supplies, services, and repairs are available for ...

(CL 219/03) 20/03

Page 297—Paragraph 181; read:

The municipal pier, 400 yards southeast of the Roosevelt bascule bridge, has berthage for 12 boats. In 2002, the reported channel and alongside depth was 3.5 feet. On the east bank of the North Fork of the St. Lucie River, 1,200 yards north of the Roosevelt bascule bridge, a yacht sales facility offers maintenance services and fuel deliveries. A travel lift is available.

(CL 219/03) 20/03

Page 342—Paragraph 388, line 3; read:

at **Mile 7.7** and trends southward into St. Lucie Canal.

A **special anchorage** is east of the waterway at **Mile 7.6**. (See **110.1 and 110.73(c)**, chapter 2, for limits and regulations.)

(CL 219/03) 20/03

Page 342—Paragraph 389, lines 2 to 12; read:

South Fork. The fixed highway bridge over the waterway here has a clearance of 54 feet. The overhead power cable just north of the bridge a clearance of 55 feet. During periods of high water in Lake Okeechobee, shoaling may occur in the vicinity of the bridge. Several small-craft facilities are on the east bank of the river, just south of the fixed highway bridge. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, launching ramps and a 70-ton mobile lift are available. Hull, engine and electronic repairs can be made.

(CL 2314/02, CL 2232/02; NOS 11428) 20/03

Page 343—Paragraph 400, lines 2 to 7; read:

where berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, dry storage, and marine supplies are available. There is a launching ramp and a 30-ton marine lift. In December 2002, the reported controlling depth in ...

(CL 129/03) 20/03

Page 345—Paragraph 438, lines 2 to 5; read:

where berths with electricity, gasoline, water, ice, wet and dry storage, some marine supplies, a 10-ton portable lift, and hull and engine repairs are available. A depth of 6 feet was reported alongside in December 2002.

(CL 2279/02) 20/03

COAST PILOT 4 (Continued)

Page 345—Paragraph 439, lines 6 to 8; read:
a small-craft facility where wet and dry storage and a 150-ton mobile lift are available; hull, engine and electronic repairs can be made. Small craft can be put in freshwater ...
(CL 1272/02) 20/03

COAST PILOT 4 34 Ed 2002 Change No. 25

Page 130—Paragraph 3033, line 3; read:
agencies as he may designate.

TITLE 40—PROTECTION OF ENVIRONMENT**Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a)(1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to pre-

vent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are “appropriate standards” for purposes of Coast Guard and Department of Defense certifica-

COAST PILOT 4 (Continued)

tion pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. Upon receipt of an application under section 312(f)(3) of the Act, the Administrator will determine within 90 days whether adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels using such waters are reasonably available. Applications made by States pursuant to section 312(f)(3) of the Act shall include:

- (1) A certification that the protection and enhancement of the waters described in the petition require greater environmental protection than the applicable Federal standard;
- (2) A map showing the location of commercial and recreational pump-out facilities;
- (3) A description of the location of pump-out facilities within waters designated for no discharge;
- (4) The general schedule of operating hours of the pump-out facilities;
- (5) The draught requirements on vessels that may be excluded because of insufficient water depth adjacent to the facility;
- (6) Information indicating that treatment of wastes from such pump-out facilities is in conformance with Federal law; and
- (7) Information on vessel population and vessel usage of the subject waters.

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete

prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application.

(1) For the following waters the discharge from a vessel of any sewage (whether treated or not) is completely prohibited pursuant to CWA section 312(f)(4)(A):

(i) Boundary Waters Canoe Area, formerly designated as the Superior, Little Indian Sioux, and Caribou Roadless Areas, in the Superior National Forest, Minnesota, as described in 16 U.S.C. 577-577d1.

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River

COAST PILOT 4 (Continued)

which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140) 20/03

**COAST PILOT 5 30 Ed 2003 Change No. 14
LAST NM 18/03**

Page 146—Paragraph 3626; read:

(viii) *South Atlantic rock shrimp*. (A) For a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ or possess rock shrimp in or from the South Atlantic EEZ, a commercial vessel permit for rock shrimp must be issued to the vessel and must be on board. (See paragraph (a)(5) of this section for the requirements for operator permits for the South Atlantic rock shrimp fishery.)

(B) In addition, effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board. See §622.19 for limitations on the issuance, transfer, renewal, and reissuance of a limited access endorsement for South Atlantic rock shrimp.

(FR 1/16/03) 20/03

Page 147—Paragraph 3637, line 10; read:
state(s).

(5) *Operator permits*. (i) Effective May 16, 2003, for a person to be an operator of a vessel fishing for rock shrimp in the South Atlantic EEZ or possessing rock shrimp in or from the South Atlantic EEZ, or to be an operator of a vessel that has a valid permit for South Atlantic rock shrimp issued under this section, such person must have and carry on board a valid operator permit and one other form of personal identification that includes a picture (driver's license, passport, etc.).

(ii) An owner of a vessel that fishes for rock shrimp in the South Atlantic EEZ or possesses rock shrimp in or from the South Atlantic EEZ, and an owner of a vessel that has a valid permit for rock shrimp issued under this section, must ensure that at least one person with a valid operator permit for the South Atlantic rock shrimp fishery is aboard while the vessel is at sea or offloading.

(FR 1/16/03) 20/03

Page 172—Paragraph 4245, lines 4 to 5; read:
Office, Southeast Area, St. Petersburg, FL, telephone 727-570-5344.

(50 CFR 622.41) 20/03

Page 174—Paragraph 4293, line 1; read:

(g) *Penaeid shrimp in the South Atlantic*—(1) BRD requirement.

(FR 1/16/03) 20/03

Page 175—Paragraph 4314, line 12; read:
snout, or mouth.

(j) *Rock shrimp in the South Atlantic off Georgia and Florida*. The minimum mesh size for the cod end of a rock shrimp trawl net in the South Atlantic EEZ off Georgia and Florida is 1 7/8 inches (4.8 cm), stretched mesh. This minimum mesh size is required in at least the last 40 meshes forward of the cod end drawstring (tie-off rings), and smaller-mesh bags liners are not allowed. A vessel that has a trawl net on board that does not meet these requirements may not possess a rock shrimp in or from the South Atlantic EEZ off Georgia and Florida.

(FR 1/16/03) 20/03

Page 205—Paragraph 23, lines 2 to 3; read:

Key West Harbor and the Gulf of Mexico. In May 2002, the midchannel controlling depth was 10 feet. Vessels can pass directly ...

(BP 177612) 20/03

Page 295—Paragraph 72, line 12; read:

generally made in advance by telephone (504-456-0787) or

... (CL 624/03) 20/03

Page 297—Paragraph 120, lines 4 to 6; read:

Sound is protected by jetties. In January 2003, the controlling depth was 14 feet across the bar in Breton Sound; thence 1997-January 2003, 11 feet to the Mississippi River. The channel is marked by ...

(DDs 3736-37) 20/03

Page 305—Paragraphs 270 to 273; read:

Julia Street Wharf (29°56'32"N., 90°03'40"W.): 1,189-foot face; 35 feet alongside; deck height, 22 feet; boarding and discharge of cruise ship passengers; mooring transient cruise ships; owned and operated by Board of Commissioners of the Port of New Orleans.

Erato Street Wharf (29°56'19"N., 90°03'39"W.): 1,067-foot face; 35 feet alongside; deck height, 22 feet; occasional mooring of cruise ships and other vessels; owned and operated by Board of Commissioners of the Port of New Orleans.

Thalia Street Wharf (29°56'13"N., 90°03'39"W.): 860-foot face; 35 feet alongside; deck height, 22 feet; occasional mooring of transient vessels; owned and operated by Board of Commissioners of the Port of New Orleans.

Robins Street Wharf (29°56'04"N., 90°03'40"W.): 1,216-foot face; 35 feet alongside; deck height, 22 feet; 157,000 square feet of covered storage; passenger landing for excursion

COAST PILOT 5 (Continued)

sion vessels; owned by Board of Commissioners of the Port of New Orleans and operated by Delta Queen Steamboat Co. (PS 20/02; CL 543/02) 20/03

COAST PILOT 5 30 Ed 2003 Change No. 15

Page 148—Paragraphs 3671 to 3675; read:

(f) *Duration.* A permit remains valid for the period specified on it unless it is revoked, suspended, or modified pursuant to subpart D of 15 CFR part 904 or, in the case of a vessel or dealer permit, the vessel or dealership is sold.

(g) *Transfer—(1) Vessel permits, licenses, and endorsements and dealer permits.* A vessel permit, license, or endorsement or a dealer permit issued under this section is not transferable or assignable, except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king mackerel permit, in paragraph (r) of this section for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish, in §622.17(c) for a commercial vessel permit for golden crab, in §622.18(e) for a commercial vessel permit for South Atlantic snapper-grouper, or in §622.19(e) for a commercial vessel permit for South Atlantic rock shrimp. A person who acquires a vessel or dealership who desires to conduct activities for which a permit, license, or endorsement is required must apply for a permit, license, or endorsement in accordance with the provisions of this section. If the acquired vessel or dealership is currently permitted, the application must be accompanied by the original permit and a copy of a signed bill of sale or equivalent acquisition papers.

(2) *Operator permits.* An operator permit is not transferable.

(h) *Renewal—(1) Vessel permits, licenses, and endorsements and dealer permits.* Although a vessel permit, license, or endorsement or a dealer permit required by this section is issued on an annual basis, an application for its renewal is required only every 2 years. In the interim years, renewal is automatic (without application) for a vessel owner or a dealer who has met the specific requirements for the requested permit, license, or endorsement; who has submitted all reports required under the Magnuson-Stevens Act; and who is not subject to a sanction or denial under paragraph (j) of this section. An owner or dealer whose permit, license, or endorsement is expiring will be mailed a notification by the RA approximately 2 months prior to its expiration. That notification will advise the status of the renewal. That is, the notification will advise that the renewal will be issued without further action by the owner or dealer (automatic renewal); that the permit, license, or endorsement is ineligible for automatic renewal; or that a new application is required.

(i) *If eligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is eligible for automatic renewal, the RA will mail the automatically renewed permit, license, or endorsement approximately 1 month

prior to expiration of the old permit, license, or endorsement.

(ii) *If ineligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is ineligible for automatic renewal, the notification will specify the reasons and will provide an opportunity for correction of any deficiencies. If the owner or dealer does not correct such deficiencies within 60 days after the date of the RA's notification, the renewal will be considered abandoned. A permit, license, or endorsement that is not renewed with the applicable deadline will not be reissued.

(iii) *If new application is required.* If the RA's notification indicates that a new application is required, the notification will include a preprinted renewal application. If the RA receives an incomplete application, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 30 days of the date of the RA's letter of notification, the application will be considered abandoned. A permit, license, or endorsement that is not renewed within the applicable deadline will not be reissued.

(iv) *If notification is not received.* A vessel owner or dealer must contact the RA if he/she does not receive a notification from the RA regarding status of renewal of a permit, license, or endorsement by 45 days prior to expiration of the current permit.

(2) *Operator permits.* An operator permit required by this section is issued for a period not longer than 3 years. A permit not renewed immediately upon its expiration would expire at the end of the operator's birth month that is between 2 and 3 years after issuance. For renewal, a new application must be submitted in accordance with paragraph (b)(4) of this section.

(i) *Display.* A vessel permit, license, or endorsement issued under this section must be carried on board the vessel. A dealer permit issued under this section, or a copy thereof, must be available on the dealer's premises. In addition, a copy of the dealer's permit must accompany each vehicle that is used to pick up from a fishing vessel reef fish harvested from the Gulf EEZ. The operator of a vessel must present the vessel permit, license, or endorsement for inspection upon the request of an authorized officer. A dealer or a vehicle operator must present the permit or a copy for inspection upon the request of an authorized officer. An operator of a vessel in the South Atlantic rock shrimp fishery must present his/her operator permit and one other form of personal identification that includes a picture (driver's license, passport, etc.) for inspection upon the request of an authorized officer.

(j) *Sanctions and denials.* (1) A permit, license, or endorsement issued pursuant to this section may be revoked, suspended, or modified, and a permit, license, or endorsement application may be denied, in accordance with the procedures governing enforcement-related permit sanctions and denials found at subpart D of 15 CFR part 904.

(2) A person whose operator permit is suspended, revoked, or modified may not be aboard any fishing vessel subject to Federal fishing regulations in any capacity, if so sanctioned by NOAA, while the vessel is at sea or offload-

COAST PILOT 5 (Continued)

ing. The vessel's owner and operator are responsible for compliance with this measure. A list of operators whose permits are revoked or suspended may be obtained from the RA.

(FR 1/16/03)

20/03

COAST PILOT 5 30 Ed 2003 Change No. 16

Page 148—Paragraph 3666, line 5 to Paragraph 3667; read: color code).

(4) *Operator permits.* An applicant for an operator permit must provide the following:

(i) Name, address, telephone number, and other identifying information specified on the application.

(ii) Two recent (no more than 1-yr old), color, passport-size photographs.

(iii) Any other information that may be necessary for the issuance or administration of the permit, as specified on the application form.

(c) *Change in application information.* The owner or operator of a vessel with a permit, a person with a coral permit, a person with an operator permit, or a dealer with a permit must notify the RA within 30 days after any change in the application information specified in paragraph (b) of this section. The permit is void if any change in the information is not reported within 30 days.

(FR 1/16/03)

20/03

Page 148—Paragraph 3677; read:

(1) *Replacement.* A replacement permit, license, or endorsement may be issued. An application for a replacement permit, license, or endorsement is not considered a new application. An application for a replacement operator permit must include two new photographs, as specified in paragraph (b)(4)(ii) of this section.

(FR 1/16/03)

20/03

Page 155—Paragraph 3581, line 3; read: catch and distribution of golden crab for that trip.

§622.9 Vessel monitoring systems (VMSs).

(a) *Requirement for use.* As of October 14, 2003 or 90 days after NMFS publishes in the **Federal Register**, the list of approved transmitting units and associated communications service providers, whichever is later, an owner or operator of a vessel that has been issued a limited access endorsement for South Atlantic rock shrimp must ensure that such vessel has a NMFS-approved, operating VMS on board when on a trip in the South Atlantic. An operating VMS includes an operating mobile transmitting unit on the vessel and a functioning communication link between the unit and NMFS as provided by a NMFS-approved communication service provider.

(b) *Installing and activating the VMS.* Only a VMS that has been approved by NMFS for use in the South Atlantic rock shrimp fishery may be used. When installing and activating the NMFS-approved VMS, or when reinstalling and reactivating such VMS, the vessel owner or operator must—

(1) Follow procedures indicated on an installation and

activation checklist, which is available from NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL; phone 727-570-5344; and

(2) Submit to NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL, a statement certifying compliance with the checklist, as prescribed on the checklist.

(c) *Interference with the VMS.* No person may interfere with, tamper with, alter, damage, disable, or impede the operation of the VMS, or attempt any of the same.

(d) *Interruption of operation of the VMS.* When a vessel's VMS is not operating properly, the owner or operator must immediately contact NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL, and follow instructions from that office. If notified by NMFS that a vessel's VMS is not operating properly, the owner and operator must follow instructions from that office. In either event, such instructions may include, but are not limited to, manually communicating to a location designated by NMFS the vessel's positions or returning to port until the VMS is operable.

(e) *Access to position data.* As a condition of authorized fishing for or possession of South Atlantic rock shrimp in or from the South Atlantic EEZ, a vessel owner or operator subject to the requirements for a VMS in this section must allow NMFS, the USCG, and their authorized officers and designees access to the vessel's position data obtained from the VMS.

(FR 1/16/03)

20/03

Page 155—Paragraphs 3809 to 3810; read:

(b) Falsify information on an application for a permit, license, or endorsement or submitted in support of such application, as specified in §622.4(b), (g), (p), (q), or (r) in §§622.18 or 622.19.

(c) Fail to display a permit, license, or endorsement, or other required identification, as specified in §622.4(i).

(FR 1/16/03)

20/03

Page 155—Paragraphs 3838 to 3840; read:

(z) Fish for or possess golden crab in or from a fishing zone or sub-zone of the South Atlantic EEZ other than the zone or sub-zone for which the vessel is permitted or authorized, as specified in §622.17(b).

(aa) Falsify information submitted regarding an application for testing a BRD, testing of a BRD, or the results of such testing, as specified in §622.41(g)(3)(i) or (h)(3).

(bb) Make a false statement, oral or written, to an authorized officer regarding the installation, use, operation, or maintenance of a vessel monitoring system (VMS) unit or communication service provider.

(cc) Operator or own a vessel that is required to have a permitted operate aboard when the vessel is at sea or offloading without such operator aboard, as specified in §622.4(a)(5)(i) and (ii).

(dd) When a vessel that is subject to Federal fishing regulations is at sea or offloading, own or operate such vessel with a person aboard whose operator permit is revoked, suspended, or modified.

(ee) Fail to comply with any provision related to a vessel monitoring system as specified in §622.9, including but not limited to, requirements for use, installation, activation,

COAST PILOT 5 (Continued)

access to data, procedures related to interruption of VMS operation, and prohibitions on interference with the VMS.

(FR 1/16/03; 50 CFR 622) 20/03

COAST PILOT 5 30 Ed 2003 Change No. 17

Page 161—Paragraph 3960, line 4; read:
within 60 days of the permit's expiration date.

§622.19 South Atlantic rock shrimp limited access.

(a) *Applicability.* Effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board.

(b) *Initial eligibility.* A vessel is eligible for an initial limited access endorsement for South Atlantic rock shrimp if the owner—

(1) Owned a vessel with a Federal permit for South Atlantic rock shrimp on or before December 31, 2000, and

(2) Landed at least 15,000 lbs (6,804 kg) of South Atlantic rock shrimp in any one of the calendar years 1996 through 2000 from a vessel that he/she owned.

(c) *Determinations of eligibility—(1) Permit history.* The sole basis for determining whether a vessel had a Federal permit for South Atlantic rock shrimp, and that vessel's owner during the time it was permitted, is the RA's permit records. A person who believes he/she meets the permit history criterion based on ownership of a vessel under a different name, as may have occurred when ownership changed from individual to corporate or vice versa, must document his/her ownership.

(2) *Landings.* (i) Landings of rock shrimp from the South Atlantic EEZ during the qualifying period are verified from landings data that were submitted on or before January 31, 2001 and are in state on Federal database systems; no additional landings data will be accepted.

(ii) Only landings when a vessel had a valid Federal permit for rock shrimp, that were harvested from the South Atlantic EEZ, and that were landed and sold in compliance with state and Federal regulations will be used to establish eligibility.

(iii) For the purpose of eligibility for an initial limited access endorsement for South Atlantic rock shrimp, the owner of a vessel that had a permit for South Atlantic rock shrimp during the qualifying period retains the rock shrimp landings record of that vessel during the time of his/her ownership, unless, prior to January 16, 2003, a sale of the vessel includes a written agreement that credit for qualifying landings is transferred to the new owner. Qualifying landings are landings of at least 15,000 lb (6,804 kg) of rock shrimp harvested from the South Atlantic EEZ in any one of the calendar years 1996 through 2000. Such transfer of credit must be for vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the seller's ownership; no partial transfers are allowed.

(d) *Implementation procedures—(1) Notification of status.* On or about March 17, 2003, the RA will notify each owner

of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a vessel currently permitted for South Atlantic rock shrimp, of the RA's initial determination of eligibility for a limited access endorsement for South Atlantic rock shrimp. The notification will include a determination regarding the 15,000-lb (6,804-kg) threshold level for endorsement. If the landings in the combined state and Federal databases do not meet the 15,000-lb (6,804-kg) threshold for any of the qualifying years, the landings in each of the qualifying years, as shown in those databases, will be included. Each notification will include an application for such endorsement. Addresses for notifications will be based on the RA's permit records. Each owner of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a currently permitted vessel, who does not receive notification by April 1, 2003 must advise the RA of non-receipt within 15 days thereafter.

(2) *Applications.* (i) An owner of a vessel who desires a limited access endorsement for South Atlantic rock shrimp must submit an application for such endorsement post-marked or hand-delivered not later than May 16, 2003. Failure to apply in a timely manner will preclude issuance of an endorsement even if the vessel owner meets the eligibility criteria for the endorsement.

(ii) An applicant who agrees with the RA's initial determination of eligibility does not need to provide documentation of eligibility with his/her application.

(iii) An applicant who disagrees with the RA's initial determination of eligibility must provide documentation of eligibility with his/her application. Such documentation must include the name and official number of the vessel permitted for South Atlantic rock shrimp and the dates, quantities, trip tickets, and purchasing dealers for specific landings claimed for the vessel. In addition, if an owner's application for a limited access endorsement is based on qualifying landings that were transferred to him/her through a written agreement, as discussed in paragraph (c)(2)(iii) of this section, the application must be accompanied by a copy of that agreement and a statement of the cost associated with obtaining the catch history. Documentation and other information submitted on or with an application are subject to verification by comparison with state or Federal records and information. If such documentation and information cannot be verified from state or Federal records and information, the documentation and other information will be rejected. Submission of false documentation or information may disqualify an owner from obtaining an initial limited access endorsement for South Atlantic rock shrimp and is a violation of the regulations in this part.

(iv) If an application that is postmarked or hand delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(3) *Issuance.* If a complete application is submitted in a timely manner and the eligibility requirements specified in paragraph (b) of this section are met, the RA will take

COAST PILOT 5 (Continued)

action as follows:

(i) If a qualified applicant owns a vessel that has a valid permit for South Atlantic rock shrimp, the RA will issue an initial limited access endorsement for South Atlantic rock shrimp and mail it to the vessel owner prior to July 15, 2003.

(ii) If a qualified applicant does not currently own a vessel, the RA will inform him/her of qualification, but no endorsement will be issued. Such qualified applicant must apply for a permit and endorsement for a vessel that he/she owns, or transfer the rights to the endorsement to an owner of a vessel, prior to July 15, 2005. After that date, the rights to an initial limited access endorsement for South Atlantic rock shrimp that were based on the qualification will expire. A qualified applicant who desires to transfer the rights to an initial endorsement to the owner of a vessel must submit an application requesting such transfer to the RA. Such transfer of rights will include transfer of credit for the vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the qualified applicant's ownership.

(4) *Reconsideration.* (i) If the eligibility requirements specified in paragraph (b) of this section are not met, the RA will notify applicant, in writing, not later than July 16, 2003. The notification will include the reason for the determination that the eligibility requirements were not met. An applicant may request reconsideration of the RA's determination regarding initial endorsement eligibility by submitting a written request for reconsideration to the RA. Such request must be postmarked or hand-delivered not later than September 15, 2003 and must provide additional written documentation supporting eligibility for the endorsement.

(ii) Upon receipt of a request for reconsideration, the RA will forward the initial application, the RA's response to that application, the request for reconsideration, and pertinent records to an Application Oversight Board consisting of state directors (or their designees) from each state in the Council's area of jurisdiction. Upon request, a vessel owner may make a personal appearance before the Application Oversight Board.

(iii) If reconsideration by the Application Oversight Board is requested, such request constitutes the applicant's written authorization under section 402(b)(1)(F) of the Magnuson-Stevens Act for the RA to make available to the members of the Application Oversight Board such confidential catch and other records as are pertinent to the matter under reconsideration.

(iv) The Application Oversight Board may only deliberate whether the eligibility criteria specified in paragraph (b) of this section were applied correctly in the applicant's case, based solely on the available record, including documentation submitted by the applicant. The Application Oversight Board may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The Application Oversight Board members will provide individual recommendations for each application for reconsideration to the RA.

(v) The RA will make a final decision based on the eligibility criteria specified in paragraph (b) of this section and the available record, including documentation submitted by the applicant, and the recommendations and comments from members of the Application Oversight Board. The RA may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The RA will notify the applicant of the decision and the reason for it, in writing, within 15 days of receiving the recommendations from the Application Oversight Board members. The RA's decision will constitute the final administrative action by NMFS.

(e) *Transfer of an endorsement.* A limited access endorsement for South Atlantic rock shrimp is valid only for the vessel and owner named on the permit/endorsement. To change either the vessel or the owner, and application for transfer must be submitted to the RA. An owner of a vessel with an endorsement may request that the RA transfer the endorsement to another vessel owned by the same entry, to the same vessel owned by another entity, or to another vessel with another owner. A transfer of an endorsement under this paragraph will include the transfer of the vessel's entire catch history of South Atlantic rock shrimp to a new owner; no partial transfers are allowed.

(f) *Renewal.* The RA will not reissue a limited access endorsement for South Atlantic rock shrimp if the endorsement is revoked or if the RA does not receive a complete application for renewal of the endorsement within 1 year after the endorsement's expiration date.

(g) *Non-renewal of inactive endorsements.* In addition to the sanctions and denials specified in §622.4(j)(1), a limited access endorsement for South Atlantic rock shrimp that is inactive for a period of 4 consecutive calendar years will not be renewed. For the purpose of this paragraph, "inactive" means that the vessel with the endorsement has not landed at least 15,000 lb (6,804 kg) of rock shrimp from the South Atlantic EEZ in a calendar year.

(h) *Reissuance of non-renewed permits.* A permit that is not renewed under paragraph (g) of this section will be made available to a vessel owner randomly selected from a list of owners who had documented landings of rock shrimp from the South Atlantic EEZ prior to 1996 but who did not qualify for an initial limited access endorsement. To be placed on the list, an owner must submit a written request to the RA postmarked or hand-delivered not later than January 16, 2004. The written request must contain documentation of each specific landing claimed, i.e., date, quantity of rock shrimp, name and official number of the harvesting vessel, ownership of the vessel at the time of landing, and name and address of the purchasing dealer. Claimed landings that are not verified by comparison with state trip ticket or dealer records will not be recognized.

(FR 1/16/03)

20/03

COAST PILOT 5

30 Ed 2003

Change No. 18

Page 115—Paragraph 2491, line 1; read:

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Flor-

COAST PILOT 5 (Continued)

ida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida.* Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: “LW” buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes “PE” buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the “M” buoy, at approximate position 25°46.1'N., 080°05.0'W., when entering the Port of Miami; and “KW” buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points

25°46.79'N., 080°10.90'W., to

25°46.77'N., 080°10.92'W. to

25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contracted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26°05.41'N., 80°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Water-

way between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W., easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their position while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) 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 or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passen-

COAST PILOT 5 (Continued)

gers for hire making voyages lasting more than 24 hours, 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.

§165.802 Lower Mississippi River vicinity of Old ...
(FR 01/23/03) 20/03

COAST PILOT 5 30 Ed 2003 Change No. 19

Page 141—Paragraph 3436, line 3; read:
Roosevelt Roads, P.R., and such agencies as he may designate.

TITLE 40—PROTECTION OF ENVIRONMENT**Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a)(1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine san-

itation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

COAST PILOT 5 (Continued)

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are “appropriate standards” for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator’s affirmative determination pursuant to section 312(f)(3) of the Act. Upon receipt of an application under section 312(f)(3) of the Act, the Administrator will determine within 90 days whether adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels using such waters are reasonably available. Applications made by States pursuant to section 312(f)(3) of the Act shall include:

- (1) A certification that the protection and enhancement of the waters described in the petition require greater environmental protection than the applicable Federal standard;
- (2) A map showing the location of commercial and recreational pump-out facilities;
- (3) A description of the location of pump-out facilities within waters designated for no discharge;
- (4) The general schedule of operating hours of the pump-out facilities;
- (5) The draught requirements on vessels that may be excluded because of insufficient water depth adjacent to the facility;
- (6) Information indicating that treatment of wastes from such pump-out facilities is in conformance with Federal law; and
- (7) Information on vessel population and vessel usage of the subject waters.

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularity the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State’s application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State’s application, he shall publish notice of such findings together with a

notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator’s finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State’s application.

(1) For the following waters the discharge from a vessel of any sewage (whether treated or not) is completely prohibited pursuant to CWA section 312(f)(4)(A):

(i) Boundary Waters Canoe Area, formerly designated as the Superior, Little Indian Sioux, and Caribou Roadless Areas, in the Superior National Forest, Minnesota, as described in 16 U.S.C. 577–577d1.

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator’s finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State’s application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

COAST PILOT 5 (Continued)

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140)

20/03

**COAST PILOT 6 32 Ed 2002 Change No. 26
LAST NM 18/03**

Page 189—Paragraph 547, lines 7 to 12; read: the entrance channel. In September 2002, the entrance channel was shoal to bare. An overhead power cable with a reported ...

(CL 2072/02; BP 179440)

20/03

**COAST PILOT 7 34 Ed 2002 Change No. 12
LAST NM 18/03**

Page 185—Paragraph 136, line 1; read:

In September 2002, the controlling depths were 14.4 feet

...

(BP 179219)

20/03

Page 284—Paragraph 32, lines 10 to 11; read:

the ends of the jetties. In September 2001-August 2002, the controlling depths were 7 feet in the NW half and 1 foot in the SE half; much deeper water ...

(BP 175601; BP 178745; BP 179645)

20/03

Page 285—Paragraph 33, lines 5 to 6; read:

buoys. In November 2002, the controlling depth was 5 feet in the dredged channel.

(BP 179645)

20/03

Page 303—Paragraph 38, line 8; read:

(46°16'33"N., 124°03'08"W.), 220 feet above the water, is shown ...

(11/03 CG13)

20/03

Page 303—Paragraph 41, line 4; read:

North Head Light (46°17'56"N., 124°04'41"W.), 194 feet above the ...

(11/03 CG3)

20/03

COAST PILOT 7 34 Ed 2002 Change No. 13

Page 181—Paragraph 57, lines 4 to 12; read:

non-commercial vessels, including corporate yachts, less than 130 feet in length returning from a foreign port or place, report directly to the Harbor Police Dock (32°42'30"N., 117°14'05"W.) on Shelter Island. When space is unavailable at the dock, vessels should utilize one of the three quarantine buoys located across from the dock until space is available. Commercial and non-commercial vessels greater than 130 feet in length returning from a foreign port or place, must report directly to the Broadway Pier (32°42'57"N., 117°10'36"W.) for inspection. Small commercial vessels and fishing boats are boarded at the Broadway Pier. At either location, only the master may leave the vessel to contact the U.S. Customs Service in order to request an inspector respond to Shelter Island or Broadway Pier. All persons aboard the clearing vessel are quarantined to the vessel until cleared by Customs. Additionally, no visitors are allowed aboard the vessel. Persons of foreign nationality should identify themselves to make arrangements to declare entry into the county with the Immigration and Naturalization Service. Officials usually board documented vessels at their berths. United States Customs can be reached at 619-557-5370 during normal business hours.

(CL 672/03; NOS 18773)

20/03

Page 183—Paragraph 85, lines 6 to 8; read:

channel in San Diego Bay to the basin in Glorietta Bay. In August 2002, the reported centerline controlling depth in the channel was 15 feet; thence in 1981, depths of 8 to 10 feet were reported in the basin

(10/03 CG11; BP 179278)

20/03

Page 191—Paragraph 278, line 8; read:

channel 16 (156.80 MHz).

Los Angeles Main Channel, Inner Harbor turning basin, West Basin, East Basin Channel, East Basin, and part of Ceritos Channel are currently undergoing extensive dredging through March 2005. Mariners are advised to exercise caution in the areas and to consult the Captain of the Port LA/LB for more detailed information.

(CL 674/03; 13/03 CG11)

20/03

**COAST PILOT 9 20 Ed 2002 Change No. 16
LAST NM 18/03**

Page 66—Paragraph 991, line 3; read:

set forth in Part 164 of this chapter.

§165.1709 Security Zones: Liquefied Natural Gas Tanker Transits and Operations at Phillips Petroleum LNG Pier, Cook Inlet, AK.

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

(1) All navigable waters within a 1000-yard radius of the Liquefied Natural Gas (LNG) tankers during their inbound and outbound transits through Cook Inlet, Alaska between the Phillips Petroleum LNG Pier, 60°40'43"N. and 151°24'10"W., and the Homer Pilot Station at

COAST PILOT 9 (Continued)

59°34'52"N. and 151°25'44"W. On the inbound transit, this security zone remains in effect until the tanker is alongside the Phillips Petroleum LNG Pier, 60°40'43"N. and 151°24'10"W.

(2) All navigable waters within a 1000-yard radius of the Liquefied Natural Gas Tankers while they are moored at Phillips Petroleum LNG Pier, 60°40'43"N. and 151°24'10"W.

(b) *Special Regulations.* (1) For the purpose of this section, the general regulations contained in 33 CFR 165.33 apply to all but the following vessels in the areas described in paragraph (a):

(i) Vessels scheduled to moor and offload or load cargo at other Nikiski marine terminals that have provided the Coast Guard with an Advance Notice of Arrival.

(ii) Commercial fishing vessels, including drift net and set net vessels, fishing from the waters within the zone, if

(A) The owner of the vessel has previously requested approval from the Captain of the Port representative, Marine Safety Detachment Kenai, Alaska, to fish in the security zone and

(B) Has provided the Captain of the Port representative, Marine Safety Detachment Kenai, Alaska current information about the vessel, including:

(1) The name and/or the official number, if documented, or state number, if numbered by a state issuing authority;

(2) A brief description of the vessel, including

length, color, and type of vessel;

(3) The name, Social Security number, current address, and telephone number of the vessel's master, operator or person in charge; and

(4) Upon request, information on the vessel's crew.

(C) A vessel owner or operator is required to submit the information one time, but shall provide the Captain of the Port representative updated information when any part of it changes.

(D) The Captain of the Port must approve a vessel's request prior to being allowed into the security zone at the Phillips Petroleum LNG Pier.

(E) The vessel is operated in compliance with any specific orders issued to the vessel by the Captain of the Port or other regulations controlling the operation of vessels within the security zone that may be in effect.

(2) All persons and vessels shall comply with the instructions of the Captain of the Port representative or the designated on-scene patrol personnel. These personnel are comprised of commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3) The Marine Safety Detachment Kenai, Alaska will notify the maritime community of these security zones by publishing a Local Notice to Mariners and via a bimonthly marine Broadcast Notice to Mariners.

(FR 3/25/03; FR 7/1/02)

20/03

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 15/03

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
										TIDE	SWELL	ICE	OTHER									
30480	THISTED																				20/03	
																						*
30560	SKIVE																					20/03
																						*
30610	HOLSTERBO STRUER																					20/03
																						*
30620	LEMVIG																					20/03
																						*
30766	STADERSAND																					20/03
																						*
30770	ALTONA																					20/03
																						*
30790	HARBURG																					20/03
																						*
30830	EINSWARDEN																					20/03
																						*
30880	FARGE																					20/03
																						*
30890	VEGESACK																					20/03
																						*
30920	HELGOLAND																					20/03
																						*
30930	NORDERNEY																					20/03
																						*
31160	HELLEVOETSLUIS																					20/03
																						*
31200	MIDDELBURG																					20/03
																						*
31270	GHENT	BE	5104N	00344E	192	BA120	L	LC	E													20/03
	*																					*
31300	BLANKENBERGE																					20/03
																						*
31350	MARGATE																					20/03
																						*
31375	ISLE OF GRAIN																					20/03
																						*

PUB 150 (Continued)

31380 QUEENSBOROUGH	<i>Remove from list.</i> *	20/03
31381 PORT VICTORIA	<i>Remove from list.</i> *	20/03
31410 TILBURY	<i>Remove from list.</i> *	20/03
31430 GREENHITHE	<i>Remove from list.</i> *	20/03
31440 PURFLEET	<i>Remove from list.</i> *	20/03
31450 WOOLWICH	<i>Remove from list.</i> *	20/03
31460 GREENWICH	<i>Remove from list.</i> *	20/03
31510 WIVENHOE	<i>Remove from list.</i> *	20/03
31540 PARKESTON	<i>Remove from list.</i> *	20/03
31560 FELIXSTOWE	<i>Remove from list.</i> *	20/03
31710 MIDDLESBROUGH	<i>Remove from list.</i> *	20/03
31730 STOCKTON	<i>Remove from list.</i> *	20/03
31770 SHIELDS HARBOR	<i>Remove from list.</i> *	20/03
31780 JARROW	<i>Remove from list.</i> *	20/03
31790 WALLSEND	<i>Remove from list.</i> *	20/03
31800 NEWCASTLE	<i>Remove from list.</i> *	20/03
31810 GATESHEAD	<i>Remove from list.</i> *	20/03
31850 NORTH SUNDERLAND	<i>Remove from list.</i> *	20/03

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*10686	<i>Boston North Channel Wreck Lighted Buoy 1A</i>		FIG 2.5s		4	Red.	20/03
*37668	JEFFREYS HOOK LIGHT	40 51 01 N 73 57 49 W	FI W 3s	40		Red lighthouse.	Private aid. 20/03

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*19407	- Channel Daybeacon 4					TR on pile.	20/03
19410	- CHANNEL LIGHT 6	38 46 15 N 76 33 39 W	FI R 4s	15	3	TR on pile.	20/03
	*						20/03
24975	- CHANNEL LIGHT 20	38 36 00 N 76 06 29 W	FI R 4s	15	4	TR on multi-pile structure.	Light equipment removed from Dec. 1 to Mar. 15. * 20/03
32860 38135	-WRECK LIGHT WR2 5 yards, 245° from wreck.	35 25 18 N 76 33 30 W	Q R	15	3	TR-SY on pile.	20/03
			*			*	20/03
38135 32860	- WRECK LIGHT WR2 5 yards, 245° from wreck.		Q R	15	3	TR-SY on pile.	20/03
			*			*	20/03
39600	- LIGHT 122		FI R 4s	18	3	TR-TY on pile.	20/03
						*	20/03
39660	- Daybeacon 138					TR-TY on multi-pile structure.	20/03
						*	20/03
40355	- LIGHT 84		FI R 4s	15	3	TR-TY on pile.	20/03
				*			20/03

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
32680	Johnson Reef Buoy JA	18 21 48 N 64 46 12 W				Yellow can.	Private aid. 20/03
	*	*					*
*32680.1	<i>Johnson Reef Lighted Buoy JB</i>		FI Y 6s			Yellow can.	Private aid. 20/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*32680.2	Johnson Reef Buoy JC					Yellow can.	Private aid. 20/03
*32680.3	Johnson Reef Lighted Buoy JD		FI Y 2.5s			Yellow can.	Private aid. 20/03
*32680.4	Johnson Reef Buoy JE					Yellow can.	Private aid. 20/03
51920	Lake Okeechobee FAD Buoy A	27 08 43 N 80 49 22 W				Yellow nun.	Private aid. 20/03
		*					
*51920.1	Lake Okeechobee FAD Buoy B	27 11 48 N 80 49 46 W				Yellow nun.	Private aid. 20/03
*51920.2	Lake Okeechobee FAD Buoy C	26 49 32 N 80 49 09 W				Yellow nun.	Private aid. 20/03
*51920.3	Lake Okeechobee FAD Buoy D	26 46 37 N 80 53 13 W				Yellow nun.	Private aid. 20/03
*51920.4	Lake Okeechobee FAD Buoy E	26 47 18 N 80 55 00 W				Yellow nun.	Private aid. 20/03
51925	Lake Okeechobee FAD Buoy B						Remove from list. *

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
5255	MOBILE BAY LIGHT	30 26 15 N 88 00 40 W	FIR 6s	48	4	On building on piles.	 20/03
		*					
6080	- LIGHT 14	30 15 07 N 88 04 33 W	FIR 4s	17	3	TR on pile.	Ra ref. 20/03
		*			*		
6505	- Channel Daybeacon 9	30 33 59 N 88 04 24 W				SG on pile.	Ra ref. 20/03
		*					
7180	Yazoo Lake Entrance Channel Daybeacon 2	30 20 36 N 88 33 55 W				TR on pile.	Ra ref. 20/03
		*					

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*Delete Headings: *DOG KEYS PASS TO WAVELAND (Chart 11372) *Gulfport Ship Channel							
8506.2	SHIP ISLAND PASS RANGE REAR PASSING LIGHT		FI W 4s	43	6	On same structure as Ship Island Pass Range Rear Light.	
					*		20/03
Port Bienville							
9285	- JUNCTION LIGHT PB	30 12 26 N 89 35 34 W	FI (2+1) R 6s	17	3	JR on pile.	Ra ref.
		*					20/03
New Canal							
9990	- LIGHT	30 01 37 N 90 06 48 W	FI W 10s	52	15	White square tower on square dwelling with red roof.	BELL: 1 stroke ev 10s.
		*					20/03
10150	- LIGHT 2 100 feet outside channel limit.	30 22 03 N 90 10 22 W	FI R 4s	17	4	TR on pile.	
		*					20/03
12570	- LIGHT 5	28 59 38 N 89 08 31 W	FI G 2.5s	17	4	SG on piles.	
		*					20/03
18460 33570	BERWICK BAY BRIDGE APPROACH DANGER RANGE FRONT LIGHT	29 41 47 N 91 12 55 W	Q Y	64		KGR-I on west side bridge abutment.	Visible downbound only. Range marks the western boundary of the suggested downbound course for approaching the bridges. NOTE: Range is not to be steered on.
		*					20/03
25625	- LIGHT 7	28 55 42 N 95 17 29 W	FI G 4s	17	5	SG on skeleton tower on block.	
		*		*		*	20/03
25655	FREEPORT JETTY INBOUND RANGE REAR LIGHT 2,317 yards, 317.5° from front light.		Oc W 4s (Day) Oc G 4s (Night)	146 143		KRW on skeleton tower on concrete block.	Visible 2° each side of rangeline. Lighted throughout 24 hours.
			*				20/03
Corpus Christi Channel							
27155	- CUT A EAST RANGE FRONT LIGHT	27 50 42 N 97 03 18 W	Q W Q W	38 39	5	KRW on skeleton tower on piles.	For eastbound traffic. Visible all around; higher intensity on range line.
			*	*	*		20/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
Tule Lake Channel							
27640	- RANGE A FRONT LIGHT	27 49 30 N 97 26 15 W	Oc G 4s	45		KRW on skeleton tower on piles.	Lighted throughout 24 hours.
		*					20/03
28350 40740	- RANGE C FRONT LIGHT	26 02 12 N 97 12 42 W	Q G Q G	25		KRW-I on skeleton tower on piles.	Visible all around; higher intensity on range line.
			*				20/03
28355 40745	- RANGE C REAR LIGHT 1,557 yards, 063° from front light.	26 02 38 N 97 11 58 W	Iso G 6s	58		KRW on skeleton tower on piles.	Visible 2° each side of rangeline.
		*					20/03
28365 40755	- RANGE A REAR LIGHT 1,600 yards, 236.3° from front light.		Iso W 6s	60		KRW on skeleton tower.	Visible 2° each side of rangeline.
				*			20/03
28380 40770	- RANGE E FRONT LIGHT	26 01 27 N 97 14 37 W	Q W Q W	33		KRW-I on skeleton tower on piles.	For downbound traffic. Visible all around; higher intensity 2° each side of range line.
			*				20/03
28395 40785	- RANGE B FRONT LIGHT	26 00 48 N 97 15 42 W	Q R Q R	25		KRW-I on skeleton tower on piles.	Visible all around; higher intensity on range line.
			*				20/03
28400 40790	- RANGE B REAR LIGHT 1,821.5 yards, 243° from front light.		Iso R 6s	58		KRW on skeleton tower on piles.	Visible 2° each side of rangeline.
				*			20/03
28420 40825	- RANGE D FRONT LIGHT	25 58 30 N 97 19 54 W	Q W Q W	25		KRW-I on skeleton tower.	Visible all around; higher intensity on range line.
			*				20/03
28435 40815	- RANGE G FRONT LIGHT	25 58 48 N 97 19 00 W	Q G Q G	25		KRW-I on skeleton tower on piles.	Visible all around; higher intensity on range line.
			*				20/03
East Point Channel							
28775	- LIGHT 2	29 44 07 N 84 52 18 W	FI R 2.5s	17	3	TR on dolphin.	
		*					20/03
29095	- RANGE FRONT LIGHT	29 43 21 N 84 58 48 W	Q G Q G	17		KRW-I on dolphin.	Visible all around; higher intensity on rangeline.
			*				20/03
32447	RANGE C FRONT PASSING LIGHT		Q W	17	5	On same structure as Pass Aux Herons Range Front Light.	
					*		20/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
32452	-RANGE C REAR PASSING LIGHT		Q W	14	5	On same structure as Pass Aux Herons Range C Rear Light.	
					*		20/03
33570 18460	BERWICK BAY BRIDGE APPROACH DANGER RANGE FRONT LIGHT	29 41 47 N 91 12 55 W	Q Y	64		KGR-I on west side bridge abutment.	Visible downbound only. Range marks the western most boundary of the suggested downbound course for approaching the bridges. NOTE: Range is not to be steered on.
		*					20/03
36025	- LIGHT 2		FIR 4s	23	4	TR-TY on skeleton tower.	Higher intensity beam up and down channel.
				*			20/03
39827	- Daybeacon 176	26 28 36 N 97 22 39 W				TR on pile.	
		*					20/03
40740 28350	- RANGE C FRONT LIGHT	26 02 17 N 97 12 43 W	Q G Q G	25		KRW-I on skeleton tower on piles.	Visible all around; higher intensity on range line.
		*	*				20/03
40770 28380	- RANGE E FRONT LIGHT	26 01 27 N 97 14 37 W	Q W Q W	33		KRW-I on skeleton tower on piles.	For downbound traffic. Visible all around; higher intensity 2° each side of range line.
			*				20/03
40785 28395	- RANGE B FRONT LIGHT	26 00 52 N 97 15 46 W	Q R Q R	25		KRW-I on skeleton tower on piles.	Visible all around; higher intensity on rangeline.
		*	*				* 20/03
40815 28435	- RANGE G FRONT LIGHT	25 58 44 N 97 19 22 W	Q G Q G	25		KRW-I on skeleton tower on piles.	Visible all around; higher intensity on range line.
		*	*				20/03
40825 28420	- RANGE D FRONT LIGHT	25 58 28 N 97 19 57 W	Q W Q W	25		KRW-I on skeleton tower.	Visible all around; higher intensity on rangeline.
		*	*				* 20/03

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3765	- LIGHT 4	34 24 29 N 119 41 06 W	FIR 6s	25	7	On post.	
							* 20/03

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3340	CHIPPAWA LIGHT (C)	43 03 48 N 79 02 54 W	Iso R 2s	16 5		On ornamental pile.	Defines danger zone above Niagara Falls. Private aid.
	*						20/03
*3359.7	- Safety Buoy 7 Marks safety zone above Niagara Falls. (C)					White can with orange bands and danger symbols.	Maintained from May 1 to Oct. 7.
							20/03
SAGINAW BAY (Chart 14863)							
10530	<i>Charity Island Shoal</i> <i>Lighted Bell Buoy 1</i>	44 06 30 N 83 29 46 W	Q G		4	Green.	Replaced by can from Dec. 7 to Apr. 28.
		*					20/03
Alpena							
11355	<i>Thunder Bay Traffic</i> <i>Lighted Bell Buoy</i>	44 58 41 N 83 15 17 W	Mo (A) W		7	Red and white stripes.	Maintained from Apr. 28 to Dec. 1.
		*					20/03
Alpena							
11390	- <i>Junction Lighted</i> <i>Buoy AL</i>	45 02 57 N 83 24 04 W	FI (2+1) R 6s		4	Red with green band.	Replaced by nun from Dec. 1 to Apr. 28.
		*					20/03
Lafarge Corporation Channel							
11420	- <i>Junction Lighted</i> <i>Buoy TB</i>	45 03 26 N 83 25 01 W	FI (2+1) R 6s		4	Red and green bands.	Replaced by nun from Dec. 7 to Apr. 28.
		*					20/03
*14925	LAKE LINDEN HARBOR BUOY 1	47 10 35 N 88 24 32 W				Green can.	
							20/03
18100	<i>South Point Lighted Bell</i> <i>Buoy 2</i> Marks shoal.	45 19 35 N 85 18 00 W	FI R 4s		5	Red.	Replaced by nun from Dec. 14 to Apr. 14.
		*					20/03
18115	- <i>Shoal Lighted Bell</i> <i>Buoy 3</i> Marks northwest side of shoal.	45 08 01 N 85 26 12 W	FI G 4s		4	Green.	Replaced by can from Nov. 14 to Apr. 14.
		*					20/03
18265	- <i>Lighted Buoy 8</i>	44 47 33 N 85 37 24 W	FI R 4s		5	Red.	Replaced by nun from Nov. 14 to Apr. 14.
		*					20/03

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SECTION II

CORRECTIONS TO PUB 110, RADIOBEACONS, 2003 EDITION								
(1) No.	(2) Name	(3) Position	(4) Characteristic	(5) Range	(6) Sequence	(7) Frequency	(8) Remarks	
2470 Cayenne, Rochambeau		<i>Remove from list.</i>						*
							20/03	

CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
BAHIA DE VALPARAISO:							
1256 <i>G 1876</i>	-Breakwater, head.	33° 01.9' S 71° 37.2' W	Fl.W. period 3s fl. 0.4s, ec. 2.6s	39 12	19	White skeleton iron tower, red band; 23.	Visible 138°-125°.
			Fl.W. period 5s fl. 0.4s, ec. 4.6s	30 9	2		Visible 175°-077°.
		*	*	*	*		* 20/03
*2095 <i>G 1558.49</i>	-Punta Piedras.	49° 14.0' S 75° 28.5' W	Fl.W. period 10s fl. 0.2s, ec. 9.8s	59 18	14	White fiberglass tower, red bands; 13.	Visible 245°-080°.
-RACON							
							20/03
6056 <i>K 2771</i>	-Nelson Head, port, S. side.	32° 42.6' S 152° 09.7' E	Oc.W.R. period 3s fl. 2s, ec. 1s	128 39	W. 5 R. 4	White octagonal house; 10.	W. shore-170°, R.-248°, W.-272°.
		*			*		20/03
7192 <i>K 2534.1</i>	--Rear, 0.7 mile 317°56' from front.	38° 43.7' S 146° 38.8' E	Oc.W. period 3s	39 12	11	White framework tower; 29.	Visible 262°-052°.
				*			20/03
13300 <i>G 5488</i>	Entrance Island.	49° 12.6' N 123° 48.5' W	Fl.W. period 5s fl. 0.1s, ec. 4.9s	62 19	16	White round tower; 35.	
					*		20/03
13336 <i>G 5388</i>	Danger Reefs.	49° 03.2' N 123° 42.9' W	Q.W.	22 7	5	White round tower.	0.5 mile berth should be given when passing southward. Radar reflector.
							* 20/03
13348 <i>G 5382.2</i>	Hudson Island.	48° 58.0' N 123° 40.4' W	Fl.R. period 4s fl. 0.5s, ec. 3.5s	16 5		White round tower, red band.	Radar reflector.
					*		20/03
13432 <i>G 5378.6</i>	Grappler Rock.	48° 56.4' N 123° 36.1' W	Fl.R. period 4s fl. 0.5s, ec. 3.5s	20 6	5	White round tower, red band.	Radar reflector.
					*		20/03

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SECTION II

CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
13436 <i>G 5380</i>	Walker Rock.	48° 55.4' N 123° 29.6' W	Fl.(3)W. period 12s fl. 0.5s, ec. 2s fl. 0.5s, ec. 2s fl. 0.5s, ec. 6.5s	24 7	7	White round tower.	Radar reflector.
			F.W.R.G.	23 7	8		G. 082°-088°, W.-092°, R.-099°.
					*		20/03
13596 <i>G 5358</i>	Saturna Island.	48° 47.0' N 123° 02.7' W	Fl.W. period 15s fl. 0.1s, ec. 14.9s	121 37	17	Red square skeleton tower; 45.	Emergency light.
			F.R.	102 31	8		Visible 156°-211°30'.
					*		20/03
13604 <i>G 5357.4</i>	Gowland Point.	48° 44.1' N 123° 11.0' W	Fl.W. period 4s fl. 0.5s, ec. 3.5s	35 11	7	White round tower, green band.	
					*		20/03

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
940 <i>F 6700</i>	Wakimoto, E. breakwater.	41° 33.8' N 140° 26.0' E	Fl.G. period 4s	49 15	7	White tower; 30.	
		*	*	*	*	*	20/03
1088 <i>F 7021</i>	Okushiri.	42° 10.8' N 139° 31.7' E	Fl.G. period 3s	39 12	7	White round tower; 11.	
		*	*	*	*		20/03
1624 <i>F 7389.5</i>	Kiwada Ko, N. breakwater, head.	34° 23.5' N 131° 08.4' E	F.Fl.(2)R. period 7s	46 14	F. 6 Fl 11	Red tower; 28.	
		*		*		*	20/03
1636 <i>F 7379</i>	O Shima.	34° 25.1' N 131° 16.0' E	Fl.W. period 5s	56 17	6	White tower; 22.	
		*					20/03
2832 <i>F 7209</i>	Wazima Ko.	37° 22.6' N 136° 48.0' E	Fl.R. period 3s	42 13	5	Red round concrete tower; 31.	
		*	*		*		20/03
3024 <i>F 7170.5</i>	Simosazanami Ko.	37° 00.7' N 137° 03.0' E	Fl.R. period 4s	40 12	5	Red tower; 31.	
		*			*	*	20/03
3140 <i>F 7137.6</i>	-Kyoden Ko, N. breakwater, head.	36° 51.1' N 137° 24.6' E	Fl.(2)G. period 7s	43 13	5	White tower; 33.	
		*			*	*	20/03

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CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3734 <i>F 6647.5</i>	-E. breakwater, W. tower.	40° 50.1' N 140° 45.0' E	Fl.(3)G. period 12s	36 11	6	White round concrete tower; 32.	20/03
		*			*		
4056 <i>F 6597.2</i>	Oura Ko, breakwater, head.	39° 26.9' N 142° 00.1' E	Iso.G. period 4s	36 11	11	White tower; 31.	20/03
		*		*		*	
7720 <i>F 5771</i>	-E. breakwater.	34° 45.0' N 134° 46.1' E	Fl.(3)R. period 13s	33 10	5	Red tower; 28.	20/03
		*			*		
7944 <i>F 5798.6</i>	-Ikuha Ko, W. breakwater.	34° 31.9' N 134° 53.7' E	Fl.R. period 5s	39 12	3	Red tower; 28.	20/03
		*			*	*	
13508 <i>F 4738.4</i>	Ikema Gyoko.	24° 55.2' N 125° 15.0' E	Fl.R. period 3s	36 11	5	Red tower; 19.	20/03
		*		*	*	*	
13550 <i>F 4734.5</i>	-Inner breakwater.	24° 20.6' N 124° 08.7' E	Fl.G. period 3s	23 7	3	White tower; 19.	20/03
*		*	*		*	*	
*23591.5 <i>K 1152</i>	-Karang Gosong.	5° 46.2' S 112° 50.6' E	Fl.W. period 5s fl. 0.5s, ec. 4.5s	46 14	11	White beacon.	20/03

CORRECTIONS TO PUB 112, RADIOBEACONS, 2003 EDITION

(1) No.	(2) Name	(3) Position	(4) Characteristic	(5) Range	(6) Sequence	(7) Frequency	(8) Remarks
1512	Shiriyu Saki	41°25.7' N 141°27.8' E	YA (-•-•-•-•-). period 30s tr(2), (-)(2) repeats(1)	90		302 D7W.	Azimuth coverage 270°-170°.
				*		*	20/03
1534	Kushiro Saki	42°58.1' N 144°22.5' E	UR (••-•-•-•-). period 30s tr(2), (-)(2) repeats(1)	90		288 D7W.	Azimuth coverage 120°-300°. Transmits every 2 minutes between 00 minutes and 58 minutes past each hour.
				*		*	20/03
1550	Abashiri	43°59.9' N 144°17.4' E	AS (•-•••). period 30s tr(2), (-)(2)	90		309 D7W.	Azimuth coverage 320°-120°.
				*		*	20/03

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CORRECTIONS TO PUB 112, RADIOBEACONS, 2003 EDITION

(1) No.	(2) Name	(3) Position	(4) Characteristic	(5) Range	(6) Sequence	(7) Frequency	(8) Remarks
1554	Soya Misaki	45°31.2' N 141°56.2' E	OY (--- -·--). period 30s tr(2), (-)(2)	90		295 D7W.	Azimuth coverage 258°-102°.
				*		*	20/03
1564	Shakotan Misaki	43°22.2' N 140°28.1' E	CM (-·-· -·-). period 30s tr(2), (-)(2) repeats(1)	90		316 D7W.	Azimuth coverage 245°-065°.
				*		*	20/03
1572	Matsumae (Fukuyama) Light Station	41°25.3' N 140°05.2' E	FK (·-·- -·-). period 30s tr(2), (-)(2) repeats(1)	90		309 D7W.	Azimuth coverage 110°-280°. Transmits every 2 minutes between 00 minutes and 58 minutes past each hour.
				*		*	20/03
1582	Sakata	38°56.8' N 139°49.4' E	ST (·-·- -). period 30s tr(2), (-)(2) repeats(1)	90		288 D7W.	Azimuth coverage 210°-010°.
				*		*	20/03

CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2480 <i>D 1696.1</i>	-Rear, 701 meters from front.	43° 27.6' N 8° 16.6' W	Oc.W. period 4s fl. 3s, ec. 1s		5	Concrete tower with white tile facing; 42.	Range only usable between white sector of Bateria de S. Cristobal and N./S. of Punta Louridal.
	*						20/03
*2535 <i>D 1702.9</i>	Ria de Betanzos, Perbes, breakwater, head.	43° 22.7' N 8° 13.0' W	Fl.(2)R. period 7s fl. 0.5s, ec. 1.5s fl. 0.5s, ec. 4.5s	23 7	4	Red mast.	
							20/03
2572 <i>D 1716</i>	-Castillo de San Anton.	43° 21.9' N 8° 23.3' W	Fl.(2)G. period 7s fl. 0.5s, ec. 1.5s fl. 0.5s, ec. 4.5s	49 15	6	Green hexagonal tower; 20.	Visible 334°-096°42'.
		*					20/03
2976 <i>D 1895.8</i>	-Ferry jetty, NE. corner.	42° 14.1' N 8° 45.1' W	Fl.G. period 4s fl. 0.5s, ec. 3.5s	33 10	4	Green 4-sided tower; 13.	Visible 072°-319°.
			*				20/03
2980 <i>D 1895.9</i>	-E. corner.	42° 14.0' N 8° 45.1' W	Fl.G. period 4s fl. 0.5s, ec. 3.5s	33 10	4	Green round tower; 13.	Visible 156°30'-066°30'.
			*				20/03

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CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7604 <i>E 1226</i>	-Molo Vecchio.	44° 24.4' N 8' 55.2' E	FL.G.	26 8	7	Green tower; 18.	Locally maintained.
			*			*	20/03
9768 <i>E 1814</i>	-Punta San Raineri.	38° 11.6' N 15° 34.4' E	Fl.(3)W. period 15s fl. 0.2s, ec. 2.8s fl. 0.2s, ec. 2.8s fl. 0.2s, ec. 8.8s	136 41	22	Gray square tower, octagonal turret, black and white bands; 139.	Reserve light range 17M.
		*	*		*		20/03
*11490 <i>E 2463</i>	-Fort Rocchetta, pilot tower.	45° 20.4' N 12° 18.7' E	Dir.F.W.R.G.	98 30	6	White tower on gallery; 115.	G. 285°-287°, W.-288°, R.-290°.
							20/03
16948 <i>E 4557.6</i>	Bakla Burnu, Saros Korfezi.	40° 33.5' N 26° 44.9' E	Fl.W. period 3s fl. 0.3s, ec. 2.7s	46 14	14	White metal framework tower; 20.	
					*		20/03
DARDANELLES (CANAKKALE BOGAZI):							
16952 <i>E 4569</i>	-Besige Burnu.	39° 54.9' N 26° 09.0' E	Fl.W. period 3s fl. 0.3s, ec. 2.7s	82 25	15	Metal pylon.	
		*	*		*		20/03
24100 <i>D 2942</i>	-Ilheu do Passaros (D. Luiz), Porto Grande entrance.	16° 54.6' N 25° 00.7' W	Fl.(3)W. period 12s fl. 1s, ec. 2s fl. 1s, ec. 2s fl. 1s, ec. 5s	282 86	14	White truncated hexagonal pyramid, red lantern; 16.	Obscured 258°-057° and 091°- 196°. Signal station.
		*	*				20/03
24656 <i>D 3098</i>	Cape Sierra Leone.	8° 29.9' N 13° 17.8' W	L.Fl.W. period 15s fl. 2s, ec. 13s	62 19	14	White round stone tower, red lantern, on dwelling; 69.	F.R. 3M on water tower 460 meters S. Radiobeacon 0.5 mile E.
			F.R.	49 15	12		Visible 064°-089°.
		*		*			20/03
24672 <i>D 3100.2</i>	-Queen Elizabeth II quay, E. end.	8° 29.6' N 13° 12.6' W	Fl.(3)G.	92 28	2	Building.	Iso.R. 3s 2M marks W. end of quay.
		*	*				20/03

CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*12839 <i>L 3408</i>	-Laukhella Range, front.	69° 15.1' N 17° 57.9' E	F.R.	18 6	3	Lantern on post.	
							20/03

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CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
* L 3408.1	-Rear, 283 meters from front.	69° 15.3' N 17° 57.8' E	F.R.	50 15	3	Lantern on post.	20/03
13428 L 3640.94	Sandnessundet Bridge, center.	69° 41.5' N 18° 54.1' E	Oc.W.R.G. period 6s	23 7	W. 10 R. 8 G. 8	White lantern, concrete column on bridge pier.	G. 208°30'-228°30', W.-233°, R.-037°30', W.-040°, G.- 057°30'. (3& 10cm)
	-RACON		T(-)		18 *		* 20/03
* L 4029	Nordvagen Range, front.	70° 58.7' N 26° 01.0' E	F.R.	23 7		Lantern on post.	Private light. 20/03
* L 4029.1	-Rear, 30 meters from front.	70° 58.7' N 26° 00.8' E	F.R.	36 11		Lantern on post.	Private light. 20/03
* L 4027	-NW. side.	70° 58.6' N 26° 01.1' E	Iso.R. period 4s	23 7	2	Lantern on tripod; 50. Floodlit.	 20/03
* L 4027.5	-SW. side.	70° 58.5' N 26° 01.2' E	Fl.R. period 3s	26 8	3	Lantern on tripod; 34.	 20/03
* L 4028	-SE. side.	70° 58.5' N 26° 01.3' E	Fl.G. period 3s	13 4	1	Lantern on post.	 20/03
* L 4028.5	-NE. side.	70° 58.6' N 26° 01.3' E	Iso.G. period 4s	23 7	2	Lantern on tripod; 45. Floodlit.	 20/03

CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7556 C 7460	-Stumholmen (Karlskrona) Range, front.	56° 09.5' N 15° 35.8' E	Iso.R. period 8s	71 22	16	White tower; 79.	* 20/03
	*	*	*		*		* 20/03
7560 C 7460.1	-Rear, 1.3 km. 012°30' from front.	56° 10.2' N 15° 36.1' E	Iso.R. period 3s	123 37	16	White tower; 50.	* 20/03
	*	*	*		*		* 20/03
8616 C 6832	-Havringe Range, front.	58° 36.2' N 17° 19.1' E	Q.W.	31 10	14	White hut, black band, white rectangular daymark. Floodlit.	Visible on range line only. 20/03
		*	*	*	*		20/03

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SECTION II

NM 20/03

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 20/03

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.
NIMA HYDRO CATALOG CATP2V01U			SDPUB147	2001	35/01*:21,22,23,24/02	ALMANACS		
Region 1	2002	1*2,3,4,7,8,9,10,11,14,15,17,19,20/03	SDPUB148	2001	48/01*:23,24/02	AIRALMANAC301	2003	44/02*
Region 2	2002	1*8,15,17,20/03	SDPUB153	2000	6/01*:28,30,41,44,46,47,48,52/02;1,3,4,8,13,15/03	NAUTALMANAC03	2003	44/02*
Region 3	2002	1/03*	SDPUB154	2002	17*,19,31,42,44,45,46,48,50/02;3,14,19/03	COAST PILOT		
Region 4	2002	1/03*	SDPUB155	2001	31*:48/01;10,45,46/02	NOSPBCP1	32	37*:39,41,47,51/01;1,5,7,13,18,33,37,39,42,45,49,51/02;3,9,10,18,20/03
Region 5	2002	1*3,5,8/03	SDPUB158	2000	50/00*:5,10,12,13,15,17,20,24/01;46/02	NOSPBCP2	32	17*:18/03
Region 6	2002	1*10,11,13,16,19,20/03	SDPUB159	2002	42*:48/02	NOSPBCP3	35	3*:5,7,12,15,17,18,21,22,27,28,33,37,42,45,49,51/02;3,10,12,13,14,18,20/03
Region 7	2002	1*11,15/03	SDPUB160	2002	47*:48,49,52/02;6,8,10,11,19/03	NOSPBCP4	34	49*:51/02;12,14,18,20/03
Region 8	2002	1*14/03	SDPUB161	2002	23*:24,44,47,48/02;5,12/03	NOSPBCP5	30	2*:6,10,12,14,18,20/03
Region 9	2002	1/03*	SDPUB162	2001	51/01*:5,12/03	NOSPBCP6	32	19*:20,21,33,39,45,47,49,51/02;3,6,18,20/03
Miscellaneous Charts and Publications	2002	1*2,4,5,6,7,9,11,12,13,15,17,18,19,20/03	SDPUB163	2002	18*:20,21,26,46,51/02;13/03	NOSPBCP7	34	1*:3,10,18,20/03
NIMA LIST OF LIGHTS			SDPUB164	2000	30/00*:31,35,36/01;8/03	NOSPBCP8	24	3*:5,16,17,19,23,33,37,40,47,50,51/02;9,18/03
LLPUB110	2003	7*:8,9,11,13,14,15,16,17,18,20/03	SDPUB171	2001	40*:47,48,52/01;5,9,14,16,41/02	NOSPBCP9	20	12*:20,23,33,37,45,50,51/02;3,6,9,10,14,18,20/03
LLPUB111	2002	35*:36,37,38,39,40,41,42,43,44,45,46,47,48,50,51,52/02;1,2,3,4,5,6,7,8,9,10,12,15,16,17,18,19,20/03	SDPUB172	2001	1*2,3,5,6,7,8,9,14,15,16,17,18,19,20,22,24/02;1,11,12,13,14,15,19,20/03	RADIO NAVIGATIONAL AIDS		
LLPUB112	2003	4*5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20/03	SDPUB173	2002	50*:51/02;3/03	RAPUB117	2002	50/02*:13/03
LLPUB113	2002	45*:47,48,50,51,52/02;1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,17,18,19,20/03	SDPUB174	2000	7*:19,37,45,51,52/01;1,5,14,19,22,28,33,37,38,48/02	AMERICAN PRACTICAL NAVIGATOR		
LLPUB114	2003	17*:19/03	SDPUB175	2001	41*:43,45,51/01;8,11,12,13,14,16,17,21,27,37,41,49/02	NVPUB9	2002	36/02*:14/03
LLPUB115	2002	39*:40,41,44,45,50,51,52/02;1,15,19,20/03	SDPUB180	2002	32*:33,42,47,48,50/02;6,13,14,17/03	INTERNATIONAL CODE OF SIGNALS		
LLPUB116	2002	18*:20,21,22,24,25,26,27,29,31,34,37,41,42,44,45,46,47,48,49,50,52/02;1,2,4,5,6,7,8,9,10,11,12,13,16,17,18,19,20/03	SDPUB181	2002	38*:39/02	CDPUBNV102	2003	20/03*
SAILING DIRECTIONS			SDPUB182	2001	8*:10,12,41/02;17/03	WORLD PORT INDEX		
CDPUBSD125	2003	19/03*	SDPUB183	2001	27/01*:13,15,16/02;18/03	NVPUB150	2000	50/00*:14,15,16,20,21,41,42,43,44,45,46,47,48,49,51,52/01;1,2,5,6,10,11,12,16,19,21,22,27,31,32,33,36,39,40,42,46,49/02;2,7,10,15,20/03
CDPUBSD131	2002	9/03*	SDPUB191	2000	5*:7,8,9,10,11,12,13,14,15,16,17,18,19,20,22,23,27,28,29,30,31,33,34,36,44,45,47,48/01;10,14,15,16,17,42,50/02;2,9,12,15,18/03	DISTANCES BETWEEN PORTS		
CDPUBSD146	2002	4/03*	SDPUB192	2000	14*:16,17,18,24,26,31,36,38,39,46/00;4,14,17,21,22,23,25,26,28,30,31,32/01;11,12,13,14,15,16,22,23,27,36,37,42,48,52/02;2,4,5,6,7,8,13/03	NVPUB151	2001	4/02*
CDPUBSD157	2003	17/03*	SDPUB193	2000	27*:38,49/00;9,26,27,31,32/01;14,15,26,52/02;18,19,20/03	RADAR NAVIGATION AND MANEUVERING BOARD MANUAL		
CDPUBSD194	2002	6*:8,15,17/03	SDPUB195	2002	33*:40,49,51,52/02;1,2,3,15,16/03	CDPUBNV1310	2001	51/01*
SDPUB120	2001	12*:18,48,49,51/01;8,13,14,21,22,24,29,33,35,37,42,43,44,45,47/02;4,6,7,8,9,10,11,12,14,17,20/03	SDPUB200	2002	38*:39,42/02	SIGHT REDUCTION TABLES (MARINE)		
SDPUB123	2001	45*:47,48/01;1,14,17,18,19/02	USCG LIGHT LIST VOLUMES I - VII			SRPUB229V1	1970	11/71*
SDPUB124	2001	18*:44,45,47,48,49,52/01;17,19,20,21,29,30,31,34,46,50/02	COMDTM165021	2003	17*:18,19,20/03	SRPUB229V2	1970	11/71*
SDPUB126	2002	39*:41,42,43,44,45,48/02	COMDTM165022	2003	17*:18,19,20/03	SRPUB229V3	1970	7/71*
SDPUB127	2000	37*:38/00;18,33,40,44,45,48,49,52/01;1,11,13,17,18,27,33,34,37,41,47,49,51/02;5/03	COMDTM165023	2003	17*:18,19,20/03	SRPUB229V4	1970	3/71*
SDPUB132	2000	39*:45/00;16,17,31,35/01;1,12,21,25,26/02;2,10/03	COMDTM165024	2003	18*:19,20/03	SRPUB229V5	1970	3/71*
SDPUB140	2001	21*:48,49,51/01;8,17,23,32,42,43,44,46,47,48,50/02;4,6,7,8,9,11,12,15,19/03	COMDTM165025	2002	16/02*	SRPUB229V6	1970	23/70*
SDPUB141	2001	21*:38/01	COMDTM165026	2003	18*:19,20/03	SIGHT REDUCTION TABLES (AIR)		
SDPUB142	2000	49/00*:3,31,35/01;1,15,43/02	COMDTM165027	2003	18*:20/03	SRPUB249V1	2000	4/01*
SDPUB143	2000	8*:10,19,29/00;16,26/01;1,25/02;9/03	FLEET GUIDES			SRPUB249V2	1952	46/52*
SDPUB145	2000	13*:14,18,19,22,26,32,37,38,46,47,51,53/00;1,4,5,7,10,12,28,29,35,52/01;14,27/02	FGPUB940ATL	2001	N47/01*	SRPUB249V3	1952	46/52*
			FGPUB941IPAC	2001	N22/01*	CHART NO. 1		
			NOS MISCELLANEOUS PUBLICATIONS			WOBZC1	1997	18/98*
			NOSPBCATALOG1	2000	20/00*	CHART NO. 4		
			NOSPBCATALOG2	2000	34/00*	WOBZC4	1988	N20/89*
			NOSPBCATALOG3	2000	28/00*	ATLAS OF PILOT CHARTS		
			NOSPBCATALOG4	2000	34/00*	NVPUB107	1998	30/99*
						NVPUB109	2001	49/02*
						USCG NAVIGATION RULES		
						COMDTM166722D	1999	44/99*:52/00

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 20/03**

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.		
NOS TIDE TABLES				
NOSPBTTCWPACIN3	2003	N4/03*		
NOSPBTTECSTNSA3	2003	N4/03*		
NOSPBTTEURAFR3	2003	N4/03*		
NOSPBTTCSTNSA3	2003	N4/03*		
TIDAL CURRENT TABLES				
NOSPBTCTATCSTN3	2003	N4/03*		
NOSPBTCTPACAS3	2003	N4/03*		

BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

NAVAREA IV

Messages in force 011200Z May 2003:

2001 series	219(GEN)	365(14)	107(GEN)	167(24)	172(GEN)
393(GEN)	346(GEN)	468(GEN)	108(26,27)	169(11,26)	173(GEN)
2002 series	351(11)	2003 series	151(24)	171(GEN)	175(11)

The summary of all NAVAREA IV messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarter are issued in NM 13/03.

NAVAREA IV WARNINGS issued from 241200Z April to 011200Z May 2003.

168/03. CANCELED.

169/03(11,26). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS:

A. 0400Z TO 0359Z COMMENCING DAILY

28 APR THRU 04 MAY IN AREA BOUND BY

30-45N 080-54W, 30-45N 080-11W,

30-36N 080-11W, 30-33N 080-55W.

B. 0400Z TO 0359Z COMMENCING DAILY

28 APR THRU 04 MAY IN AREA BETWEEN

29-10N 29-20N AND 079-40W 079-50W.

C. 1400Z TO 0600Z COMMENCING DAILY

29 AND 30 APR IN AREA BETWEEN

30-00N 29-50N AND 081-00W 080-50W.

D. 302359Z APR TO 010359Z MAY IN AREA BOUND BY

30-35N 081-21W, 30-35N 081-00W,

30-00N 081-02W, 30-00N 081-15W.

2. CANCEL THIS MSG 050459Z MAY.

(251816Z APR 2003)

170/03. CANCELED.

171/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 11 UNUSABLE 012200Z TO 021000Z MAY.

2. CANCEL THIS MSG 021100Z MAY.

(281315Z APR 2003)

172/03(GEN).

1. NAVAREA IV MESSAGES IN FORCE 291000Z APR 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.

2003 SERIES: 107(GEN), 108(26,27), 151(24), 167(24),

168(24,25,26), 169(11,26), 170(24), 171(GEN).

2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.

3. CANCEL NAVAREA IV 160/03.

(291010Z APR 2003)

173/03(GEN). VIRGINIA. NAVTEX.

NAVTEX STATION CHESAPEAKE AT REDUCED POWER.

(300235Z APR 2003)

174/03. CANCELED.

175/03(11). GULF OF MEXICO.

1. SEISMIC SURVEY IN PROGRESS UNTIL 010001Z JUN

BY M/V ZEPHYR 1 TOWING 8250 METER LONG

CABLE IN AREA BETWEEN 29-30N 27-30N AND

094-40W 089-40W. FIVE MILE BERTH REQUESTED.

2. CANCEL THIS MSG 010101Z JUN.

(010222Z MAY 2003)

SECTION III

NM 20/03

HYDROLANTS

Messages in force 011200Z May 2003:

2000 series	946(53)	67(37)	633(37)	787(56)	865(53)
1569(36)	1485(24)	76(54)	635(51)	788(24,57)	866(37)
2937(38)	2027(GEN)	181(57)	642(37,43)	825(53)	867(37)
3762(43)	2203(51)	271(GEN)	660(52)	830(24)	870(57)
4265(44)	2354(53)	309(24)	675(37)	831(24)	872(53)
2001 series	2673(GEN)	317(37)	687(56)	838(37)	874(36)
611(44)	2682(51)	339(GEN)	713(52)	840(24)	875(55)
1798(37)	2808(24)	390(22)	722(55)	851(24)	876(24)
2659(GEN)	2848(37)	433(GEN)	738(35)	854(52,53)	877(24)
2700(37)	2869(52)	490(51)	741(GEN)	855(GEN)	878(37)
3161(44)	2882(54)	544(55)	744(56)	857(53)	
2002 series	2883(54)	551(53)	749(55)	861(24)	
245(GEN)	2003 series	563(37)	750(35)	862(24)	
246(GEN)	41(37)	599(GEN)	754(37)	863(51)	
383(53)	65(53)	604(26,27)	771(51,52)	864(GEN)	

The summary of all HYDROLANTS in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarter are issued in NM 13/03.

HYDROLANT WARNINGS issued from 241200Z April to 011200Z May 2003.

841/03 thru 850/03. CANCELED.

851/03(24). BRAZIL-NORTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 07 MAY
BY M/V CGG ALIZE TOWING EIGHT 6000 METER
LONG CABLES IN AREA BOUND BY
01-28S 042-45W, 01-31S 042-37W,
02-02S 042-52W, 01-57S 042-59W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 08 MAY.

(260819Z APR 2003)

852/03 and 853/03. CANCELED.

854/03(52,53). WESTERN MEDITERRANEAN SEA.

F/V ELISEO SECONDO, SIX PERSONS ON BOARD, SINKING IN
38-04.9N 009-08.2E. VESSELS IN VICINITY REQUESTED TO
KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO
MRCC ROME, PHONE: 3906 5908 4527, FAX: 3906 5908 4793,
CAGLIARI RADIO OR PALERMO RADIO.

(271340Z APR 2003)

855/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 11 UNUSABLE 012200Z TO 021000Z MAY.
2. CANCEL HYDROLANT 822/03(53), AID RESTORED.
3. CANCEL THIS MSG 021100Z MAY.

(281320Z APR 2003)

856/03. CANCELED.

857/03(53). SICILIA-SOUTHEAST COAST. GUNNERY.

1. GUNNERY EXERCISES 0400Z TO 2000Z DAILY
02, 05 THRU 09, 12 THRU 16, 19 THRU 23
AND 27 THRU 30 MAY WITHIN 1.5 MILES OF
36-39-19N 015-00-53E.
2. CANCEL THIS MSG 302100Z MAY.

(281941Z APR 2003)

858/03 thru 860/03. CANCELED.

861/03(24). BRAZIL-NORTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 020300Z MAY
BY M/V TROPICALIENTE TOWING FIVE 6000 METER
LONG CABLES IN AREA BOUND BY
03-09.2S 038-52.0W, 03-11.2S 038-50.4W,
03-07.6S 038-46.1W, 03-05.6S 038-47.8W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 020400Z MAY.

(290640Z APR 2003)

862/03(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 030259Z MAY
BY M/V RAMFORM VIKING TOWING TEN 4600 METER
LONG CABLES IN AREA BOUND BY
24-00S 042-24W, 24-00S 043-02W,
23-45S 043-05W, 23-45S 042-24W.
FOUR MILE BERTH REQUESTED.
2. CANCEL THIS MSG 030359Z MAY.

(290650Z APR 2003)

863/03(51). NORTH ATLANTIC. GUINEA.

1. 18 PERSONS RECOVERED FROM CAPSIZED F/V POSIDON IN
10-09.2N 015-06.4W AT 290500Z APR. THREE PERSONS
REMAIN MISSING. VESSELS IN VICINITY REQUESTED TO
KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO JRCC PIRAEUS, TELEX: 6012 11588,
PHONE: 3021 0411 2500, FAX: 3021 0413 2398.
2. CANCEL HYDROLANT 860/03.

(290920Z APR 2003)

864/03(GEN).

1. HYDROLANT MESSAGES IN FORCE 291100Z APR 2003. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 599(GEN), 604(26,27), 633(37), 635(51), 642(37,43),
660(52), 671(53), 675(37), 687(56), 713(52), 722(55), 730(52),
738(35), 741(GEN), 744(56), 749(55), 750(35), 754(37),
771(51,52), 786(57), 787(56), 788(24,57), 813(23,24), 824(53),
825(53), 827(53), 830(24), 831(24), 838(37), 839(55), 840(24),
841(24), 843(37), 848(GEN), 851(24), 852(24,51,57), 853(53),
854(52,53), 855(GEN), 856(24), 857(53), 858(35), 859(35,43),
861(24), 862(24), 863(51).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF
12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.
3. CANCEL HYDROLANT 536/03, 580/03, 807/03, 820/03.

(291110Z APR 2003)

865/03(53). SARDEGNA-EAST COAST. MISSILES. ROCKETS.

1. HAZARDOUS OPERATIONS 0700Z TO 1530Z DAILY:
 - A. 02, 05 THRU 09, 12 THRU 16, 19 THRU 23
AND 26 THRU 30 MAY IN AREA BOUND BY
40-00N 010-00E, 40-00N 010-30E,
39-10N 010-30E, 39-10N 010-00E,
39-26N 009-38E, 39-38N 009-38E.
 - B. 05 THRU 09, 12 THRU 16, 19 THRU 23
AND 26 THRU 30 MAY IN AREA BOUND BY
40-15N 010-00E, 40-15N 011-31E,
40-11N 011-33E, 39-32N 011-38E,
38-52N 011-28E, 39-10N 010-00E,
39-28N 009-38E, 39-43N 009-40E.
 - C. 05 THRU 09, 12 THRU 16, 19 THRU 23
AND 26 THRU 30 MAY IN AREA BOUND BY
40-37N 009-50E, 40-40N 010-35E,
40-40N 010-50E, 39-20N 010-50E,
39-20N 009-47E, 39-24N 009-40E.
2. CANCEL THIS MSG 301630Z MAY.

(291720Z APR 2003)

866/03(37). FRANCE-NORTHWEST COAST.

1. TEN METER LONG STRUCTURE ADRIFT VICINITY
48-21N 006-17W AT 291000Z APR.
2. CANCEL THIS MSG 06 MAY.

(291810Z APR 2003)

867/03(37). FRANCE-NORTHWEST COAST.

- CHART 37050 (9TH ED).
1. NORTHEAST BUOY RELOCATED TO 48-59.5N 005-24.0W.
 2. CANCEL HYDROLANT 843/03, AID RESTORED.

(292046Z APR 2003)

868/03 and 869/03. CANCELED.

870/03(57). GULF OF GUINEA.

1. SEISMIC SURVEY 01 THRU 04 MAY BY
M/V GULF SUPPLIER TOWING 7000 METER
LONG CABLE IN AREA BOUND BY
05-39.5N 000-02.5E, 04-30.0N 000-30.0E,
04-30.0N 000-43.0E, 05-44.5N 000-13.0E.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 05 MAY.

(300550Z APR 2003)

SECTION III

NM 20/03

871/03. CANCELED.

872/03(53). STRAIT OF SICILY. GUNNERY.

1. GUNNERY EXERCISES 0700Z TO 1500Z DAILY 05 THRU 09 MAY
IN AREA BOUND BY 35-56.0N 014-29.0E,
36-01.8N 014-41.3E, 36-06.4N 014-23.2E.
2. CANCEL HYDROLANT 786/03(57) AND 813/03(23,24).
3. CANCEL THIS MSG 091600Z MAY.

(300940Z APR 2003)

873/03. CANCELED.

874/03(36). NORTH ATLANTIC.

1. DISTRESS SIGNAL RECEIVED ON 243 MHZ WITHIN
11 MILES OF 45-09-23N 016-17-11W AT 301428Z APR.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO FALMOUTH COAST GUARD.
2. CANCEL HYDROLANT 873/03, SIGNAL CEASED.

(301630Z APR 2003)

875/03(55). BLACK SEA. GEORGIA.

1. THE FOLLOWING PORTS ARE TO BE CLOSED FOR ALL TYPES
OF VESSEL TRAFFIC, EXCEPT THE TRANSPORT OF
HUMANITARIAN AID CARGO:
 - A. PORT OF SOKHUMI.
 - B. PORT OF OCHAMCHIRE.
 - C. WITHIN 12 MILES OF COASTLINE BETWEEN
43-23.1N 040-00.4E AND 42-23.5N 041-33.4E.
2. ENTRANCE OF HUMANITARIAN AID CARGO BY VESSELS INTO THE
GEORGIAN (ABKHAZIAN) TERRITORY IS PERMITTED BY AUTHORIZED
VESSELS (FRONTIER GUARD, CUSTOMS, EPIDEMIOLOGIST AND OTHER)
WITH A ONE-TIME PASS.
3. ALL VESSELS SHOULD ARRIVE INTO THE ANCHORAGE AREA OF
POTI PRIOR TO CARRYING OUT THE AFOREMENTIONED ACTIVITIES.

(301635Z APR 2003)

876/03(24). SOUTH ATLANTIC. URUGUAY.

1. HYDROGRAPHIC SURVEY IN PROGRESS UNTIL 021130Z MAY
BY M/V ROU 22 OYARVIDE IN AREA BETWEEN
35-05.0S 35-09.5S AND 053-35.0W 053-30.0W.
1.5 MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 856/03.
3. CANCEL THIS MSG 021230Z MAY.

(301700Z APR 2003)

877/03(24). BRAZIL-NORTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 030200Z MAY
BY M/V CGG HARMATTAN TOWING FIVE 7408 METER
LONG CABLES IN AREA BOUND BY
00-32.0S 043-33.0W, 00-44.0S 043-44.0W,
01-48.5S 043-12.0W, 01-01.5S 043-24.0W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 030300Z MAY.

(302055Z APR 2003)

878/03(37). FRANCE-WEST COAST.

- CHART 37320 (16TH ED).
AR-MEN LIGHT 48-03.0N 004-59.9W UNRELIABLE.

(302202Z APR 2003)

SECTION III

NM 20/03

NAVAREA XII

Messages in force 011200Z May 2003:

2001 series	2002 series	260(GEN)	2003 series	109(18)	112(GEN)
298(GEN)	178(GEN)	339(GEN)	78(GEN)	111(19)	113(GEN)

The summary of all NAVAREA XII messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarter are issued in NM 13/03.

NAVAREA XII WARNINGS issued from 241200Z April to 011200Z May 2003.

109/03(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY.

THE SEA RANGE IS BOUND AS FOLLOWS:

A. 34-02N 119-04W. M. THENCE THREE NAUTICAL MILES

FROM AND PARALLEL

B. 33-52N 119-06W. TO THE SHORELINE.

C. 33-29N 119-07W. N. 34-24N 120-30W.

D. 33-29N 118-37W. O. 34-08N 120-26W.

E. 33-20N 118-37W. P. 34-08N 119-40W.

F. 32-11N 120-16W. Q. 34-00N 119-40W.

G. 31-54N 121-35W. R. 34-06N 119-13W.

H. 35-09N 123-39W. S. 34-06N 119-11W.

I. 35-29N 123-00W. T. 34-07N 119-10W.

J. 35-04N 122-43W. U. 34-07N 119-07W.

K. 35-57N 121-32W. V. 34-04N 119-04W.

L. 34-59N 120-42W.

2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ) SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE WITHIN THE RANGE.

3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S SAFETY WHEN PASSING THE THROUGH THE VICINITY OF THE SEA RANGE. IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.

4. CANCEL NAVAREA XII 104/03.

(241345Z APR 2003)

110/03. CANCELED.

111/03(19). NORTH PACIFIC. HAWAII. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2400Z DAILY MONDAY THRU SUNDAY IN THE PACIFIC MISSILE RANGE FACILITY, HAWAIIAN AREA, BARKING SANDS, KAUAI. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1600Z TO 0400Z DAILY MONDAY THRU FRIDAY. THE PACIFIC MISSILE RANGE FACILITY HAWAIIAN AREA (W188) IS BOUND BY:

A. 22-00.0N 159-51.0W.

B. 22-00.0N 160-00.0W THENCE CCW THREE MILES FROM

C. 22-02.7N 160-09.1W. NIIHAU/LEHUA.

D. 22-03.0N 160-21.0W.

E. 22-05.0N 161-35.0W THENCE CW 100 MILES FROM

F. 22-02.4N 159-47.3W. BARKING SANDS TACAN.

G. 22-45.0N 161-25.0W.

H. 22-56.0N 161-49.0W THENCE CW 125 MILES FROM

I. 22-02.4N 159-47.3W. BARKING SANDS TACAN.

J. 23-57.0N 160-41.0W.

K. 25-41.0N 161-36.0W THENCE CW 240 MILES FROM

L. 22-02.4N 159-47.3W. BARKING SANDS TACAN.

M. 25-47.0N 158-15.0W.

N. 23-54.0N 158-15.0W.

O. 22-20.0N 159-09.0W THENCE CCW 25 MILES FROM

P. 21-58.1N 159-20.5W. LIHUE VORTAC.

Q. 22-13.0N 159-42.0W THENCE CCW THREE MILES AND PARALLEL

TO THE SHORELINE OF KAUAI.

R. 22-00.0N 159-51.0W.

2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT "MISSILE RANGE BARKING SANDS" ON 2182 KHZ, 4491 USB OR 156.8 MHZ (CHANNEL 16) BEFORE ENTERING THE ABOVE BOUNDARIES. IF UNABLE TO CONTACT THE PACIFIC MISSILE RANGE FACILITY PRIOR TO ENTERING OR WHILE IN THE WARNING AREA, RELAY

MESSAGES THROUGH U.S. COAST GUARD HONOLULU.

3. VESSELS INBOUND AND OUTBOUND FOR HAWAIIAN PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS AS WELL AS ENHANCE THE VESSEL'S SAFETY BY PASSING SOUTH OF THE ISLANDS OF KAUAI AND NIIHAU DURING SPECIFIED TIMES.
4. CANCEL NAVAREA XII 85/03.

(271010Z APR 2003)

112/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 11 UNUSABLE 012200Z TO 021000Z MAY.
2. CANCEL THIS MSG 021100Z MAY.

(281325Z APR 2003)

113/03(GEN).

1. NAVAREA XII MESSAGES IN FORCE 291000Z APR 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2003 SERIES: 78(GEN), 109(18), 110(21,22,83), 111(19), 112(GEN).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.
3. CANCEL NAVAREA XII 106/03.

(291020Z APR 2003)

114/03. CANCELED.

**SECTION III
HYDROPACS**

NM 20/03

Messages in force 011200Z May 2003:

2000 series	1843(22)	380(71)	589(76)	684(62)	734(62)
597(73)	2111(62)	445(96)	592(62)	690(91,93)	735(62)
1557(94)	2191(22)	491(62)	593(62)	695(73)	738(63)
2001 series	2199(63)	495(62)	600(62)	696(76)	739(95)
1556(71)	2277(GEN)	496(62)	601(81)	704(63)	740(61)
1647(GEN)	2330(62)	502(GEN)	613(93)	705(63)	743(62)
1976(62)	2339(63)	506(62)	614(61)	709(74)	744(29)
2002 series	2402(22)	514(73)	620(GEN)	710(63)	746(GEN)
146(62)	2432(22)	515(73)	622(62)	716(71)	750(GEN)
196(61)	2003 series	525(73,74)	624(GEN)	721(63)	752(62)
205(GEN)	74(63)	545(81,97)	631(22)	722(63)	754(62)
206(GEN)	100(29)	547(63)	637(GEN)	723(63)	755(74)
207(93)	167(95)	549(63)	638(62)	724(63)	756(81)
352(73)	197(71)	556(62)	647(74)	727(75)	757(81)
403(72,73)	207(62)	560(63)	648(74)	728(95)	
637(75)	215(GEN)	562(81)	649(71,93)	729(94,95)	
828(62)	268(62)	569(62)	663(61)	730(95)	
1661(GEN)	361(63)	570(62)	667(62)	731(94,95)	
1765(71)	365(63)	575(81,92)	673(81)	732(71)	

The summary of all HYDROPACS in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarter are issued in NM 13/03.

HYDROPAC WARNINGS issued from 241200Z April to 011200Z May 2003.

710/03(63). INDIA-WEST COAST.

1. SEISMIC SURVEY 25 APR UNTIL 15 JUN
BY M/V SAGAR SANDHANI TOWING TWO 6000 METER
LONG CABLES IN AREA BETWEEN 19-01.0N 19-23.5N
AND 072-05.0E 072-22.7E. WIDE BERTH REQUESTED.
2. CANCEL HYDROPAC 706/03.
3. CANCEL THIS MSG 16 JUN.

(241300Z APR 2003)

711/03 thru 715/03. CANCELED.

716/03(71). SOUTH CHINA SEA.

- DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 06-36.4N 113-58.1E
AT 242350Z APR. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO SINGAPORE PORT OPERATIONS CONTROL CENTER,
TELEX: 20021, PHONE: 622 65539, FAX: 622 79971 OR
ANY COASTAL RADIO STATION.

(250555Z APR 2003)

717/03 thru 720/03. CANCELED.

721/03(63). INDIA-WEST COAST. ROCKETS.

1. HAZARDOUS OPERATIONS 1330Z TO 1600Z DAILY
30 APR AND 01 MAY WITHIN 75 MILES OF
08-31.9N 076-52.1E.
2. CANCEL THIS MSG 011700Z MAY.

(251850Z APR 2003)

722/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1230Z DAILY 01 THRU 07 MAY
IN AREA BETWEEN 15-13N 15-11N AND 073-57E 073-52E.
2. CANCEL THIS MSG 071330Z MAY.

(252102Z APR 2003)

723/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0330Z TO 1530Z DAILY 29 APR AND 02 MAY
IN AREA BOUND BY 09-57.6N 075-59.5E, 09-57.7N 076-14.2E,
09-40.0N 076-14.5E, 09-42.5N 076-09.5E.
2. CANCEL THIS MSG 021630Z MAY.

(252115Z APR 2003)

724/03(63). ANDAMAN SEA. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 010530Z TO 011030Z MAY
WITHIN 15 MILES OF 11-40.5N 092-46.3E.
2. CANCEL THIS MSG 011130Z MAY.

(252137Z APR 2003)

725/03 and 726/03. CANCELED.

727/03(75). AUSTRALIA-SOUTHEAST COAST.
UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER
NOTICE BY CABLESHIP ILE DE BATZ IN AREA
BOUND BY 38-34S 145-30E, 38-52S 146-00E,
41-03S 145-50E, 40-47S 145-10E.
WIDE BERTH REQUESTED.

(260536Z APR 2003)

728/03(95). SEA OF JAPAN. ORDNANCE.
1. BOMBING EXERCISES 0001Z TO 1300Z DAILY
01 THRU 03, 06 THRU 10, 12 THRU 17,
19 THRU 24 AND 26 THRU 31 MAY IN AREA
BOUND BY 38-25N 128-45E, 38-25N 129-30E,
38-10N 129-30E, 38-10N 129-00E,
38-17N 129-00E, 38-17N 128-45E.
2. CANCEL THIS MSG 311400Z MAY.

(261123Z APR 2003)

729/03(94,95). YELLOW SEA. ORDNANCE.
1. BOMBING EXERCISES 0001Z TO 1000Z DAILY
01 THRU 03, 06 THRU 10, 12 THRU 17,
19 THRU 24 AND 26 THRU 31 MAY IN AREA
BETWEEN 34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 311100Z MAY.

(261134Z APR 2003)

730/03(95). YELLOW SEA. ORDNANCE.
1. BOMBING EXERCISES 0001Z TO 1300Z DAILY
01 THRU 03, 06 THRU 10, 12 THRU 17,
19 THRU 24 AND 26 THRU 31 MAY IN AREA
BETWEEN 35-35N 36-00N AND 125-00E 125-30E.
2. CANCEL THIS MSG 311400Z MAY.

(261142Z APR 2003)

731/03(94,95). YELLOW SEA. ORDNANCE.
1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 01 THRU 03,
06 THRU 10, 12 THRU 17, 19 THRU 24 AND
26 THRU 31 MAY IN AREA BETWEEN
36-05N 36-35N AND 124-50E 125-42E.
2. CANCEL THIS MSG 311100Z MAY.

(261151Z APR 2003)

732/03(71). STRAIT OF MALACCA. GUNNERY.
1. GUNNERY EXERCISES 0001Z TO 1601Z DAILY
01 THRU 03, 05 THRU 10, 12 THRU 17,
19 THRU 24 AND 26 THRU 31 MAY
IN AREA BOUND BY 04-33N 099-48E,
04-14N 100-17E, 04-53N 100-06E.
2. CANCEL THIS MSG 311701Z MAY.

(261207Z APR 2003)

733/03. CANCELED.

734/03(62). PERSIAN GULF.
1. THE PORT OF UMM QASR IS OPEN TO HUMANITARIAN
AID SHIPPING. THE PORT STATUS IS AS FOLLOWS:
A. NO PORT SERVICES ARE AVAILABLE AT THIS TIME.
IT IS IMPERATIVE THAT ALL SHIPPING ENTERING
UMM QASR BE SELF-SUSTAINING.
B. THERE IS NO ELECTRICAL POWER TO THE PORT.
POTABLE WATER, TELEPHONE SERVICES AND
WASTE DISPOSAL SERVICES ARE NOT AVAILABLE.
C. NO CARGO HANDLING EQUIPMENT IS AVAILABLE
D. WAREHOUSE SPACE IS AVAILABLE FOR HUMANITARIAN
AID BREAK BULK AND PALLETIZED CARGO FOR A
LIMITED PERIOD UPON REQUEST FROM THE SPONSORING
ORGANIZATION, BUT NO MATERIAL HANDLING EQUIPMENT
(MHE) IS AVAILABLE. THERE ARE NO CLIMATE
CONTROLLED OR REFRIGERATED FACILITIES. THE
REQUEST FOR WAREHOUSE SPACE SHOULD BE MADE
IN THE DISTRIBUTION PLAN (SEE PARA 2 IN THE
PORT ENTRY PROCEDURES).
2. THE FOLLOWING ARE THE PORT ENTRY PROCEDURES
FOR UMM QASR:
A. SHIPMENTS FOR HUMANITARIAN AID AGENCIES MUST
BE COORDINATED THROUGH THE HUMANITARIAN
OPERATIONS CENTER (HOC) AT PHONE: 965 482 9360,
FAX: 965 482 9366 OR EMAIL: NAVYHOCLNO@YAHOO.COM.

THE FOLLOWING INFORMATION MUST BE FAXED OR EMAILED TO THE HOC AT LEAST SEVEN DAYS PRIOR TO ARRIVAL:

1. VESSEL NAME
2. IMO NUMBER
3. VESSEL CONTACT: INMARSAT NUMBER/EMAIL IF AVAILABLE
4. ETA UMM QASR
5. LIST OF CREW MEMBERS NAMES AND CITIZENSHIPS
6. COPY OF CARGO MANIFEST
7. VERIFICATION THAT THE VESSEL CAN OFFLOAD THE CARGO WITHOUT SERVICES FROM THE PORT
8. SPONSORING ORGANIZATION
9. SPONSORING ORGANIZATION POINT OF CONTACT NAME AND PHONE NUMBER
- B. THE SPONSORING ORGANIZATION MUST HAVE A DISTRIBUTION PLAN FOR THE CARGO ON FILE WITH HOC OR THE SHIP WILL NOT BE GRANTED PERMISSION TO ENTER UMM QASR. DISTRIBUTION PLANS CAN BE FORWARDED TO THE HOC SHIPPING OFFICE IN PERSON, VIA PHONE: 0096 5482 9360 OR EMAIL: NAVYHOCLNO@YAHOO.COM
3. SHIPS WITH CARGO FOR "COMMERCIAL" CONSIGNEES (OTHER THAN GOVERNMENTAL OR NON-GOVERNMENTAL HUMANITARIAN AID AGENCIES) MUST OBTAIN ENTRY APPROVAL FROM UMM QASR PORT CONTROL (8707 6363 2349 OR UKMTO3@NILDRAM.CO.UK). COMMERCIAL SHIPS MUST BE CAPABLE OF DISCHARGING CARGO WITHOUT ASSISTANCE FROM THE PORT OPERATORS. SHIPPERS OR CONSIGNEES MUST HAVE ARRANGEMENTS IN PLACE FOR THE EXPEDITIOUS TRANSPORT OF THE CARGO OUT OF THE PORT AREA. ENTRY WILL BE DENIED IF THE SHIPPER CANNOT SHOW ADEQUATE ARRANGEMENTS TO THE SATISFACTION OF THE PORT AUTHORITY. DEPARTURE CLEARANCE MAY BE WITHHELD UNTIL THE DISCHARGED CARGO IS REMOVED FROM THE PORT OR THE SHIP MAY BE REQUIRED TO BACKLOAD ANY CARGO NOT TRANSPORTED OUT OF THE PORT.
4. PASSENGER FERRIES MUST OBTAIN ENTRY APPROVAL FROM UNITED STATES CENTRAL COMMAND FORWARD HEADQUARTERS IN QATAR. POINT OF CONTACT: JOINT OPERATIONS CENTER'S CHIEF OF OPERATIONS OR TEAM CHIEF, AT PHONE: 974 460 9869. AT THE VOICE PROMPT, DIAL 432 8251 OR 432 8253.
5. MILITARY VESSELS DESTINED FOR UMM QASR SHOULD COORDINATE THEIR TRANSIT WITH COMUSNAVCENT. COMUSNAVCENT WILL FORWARD SUMMARY DETAILS TO THE HOC SHIPPING OFFICE.
6. PILOTAGE IS COMPULSORY EXCEPT FOR DESIGNATED VESSELS. IN THE MEANTIME, VESSELS ARE TO LIAISE WITH UMM QASR HARBOR CONTROL WITH REGARDS TO SAFE NAVIGATION OF THE KWAHR ABD ALLAH.
7. VESSELS SHOULD SEND AN ESTIMATED TIME OF ARRIVAL TO UMM QASR PORT CONTROL (8707 6363 2349 OR UKMTO3@NILDRAM.CO.UK) 48 HOURS, 24 HOURS, AND 12 HOURS IN ADVANCE OF ARRIVAL, ALONG WITH BERTHING REQUIREMENTS. INBOUND AND OUTBOUND VESSELS SHOULD REPORT WHEN PASSING BUOY NUMBERS 6 AND 34. ADDITIONALLY, INBOUND AND OUTBOUND VESSELS TRANSITTING THROUGH UMM QASR TO AZ ZUBAYR SHOULD REPORT WHEN PASSING AZ ZUBAYR BUOY NUMBER
8. COMMUNICATIONS: PORT CONTROL: CHANNEL 16, 08, 12 TUGS AND PILOT: CHANNEL 12 HOURS: 24.
9. THE PILOT CURRENTLY BOARDS IN THE VICINITY OF ANCHORAGE NEAR BUOYS 22/23 (29 59.1N 048 12.7E) UNTIL A FULL SERVICE CAN BE PROVIDED.
10. VESSELS SHOULD ARRIVE AT THE CURRENT PILOT BOARDING POSITION AT LEAST 4.5 HOURS BEFORE HIGH WATER TO ARRIVE AT UMM QASR AT THE HIGH WATER MARK.
11. CANCEL HYDROPAC 653/03.

(261745Z APR 2003)

735/03(62). PERSIAN GULF.

1. COALITION EFFORTS CONTINUE TO EXPEDITE HUMANITARIAN ASSISTANCE TO UMM QASR, IRAQ. ALL INBOUND SHIPS WILL BE SUBJECT TO QUERY, BOARDING, AND INSPECTION BY COALITION FORCES. THIS NOTICE AFFECTS VESSELS TRAVERSING THE NORTHERN ARABIAN GULF, KWAHR ABD ALLAH WATERWAY AND THE IRAQI PORTION OF SHAFT AL ARAB WATERWAY. IRAQ BOUND CARGOES OF FOOD, WATER, MEDICAL SUPPLIES OR OTHER HUMANITARIAN ITEMS WILL HAVE THE HIGHEST PRIORITY TO PASS THE COALITION CHECKPOINT DETAILED IN PARAGRAPH 2.C. IN THE FUTURE, COMMERCIAL CARGOES WILL BE PERMITTED TO PASS AS BERTH SPACE BECOMES AVAILABLE. CARGO

DETERMINED TO BE CONTRABAND IS SUBJECT TO SEIZURE. VESSELS AND CREW CARRYING CONTRABAND MAY BE SEIZED AND DETAINED. STRICT ADHERENCE TO THE PROCEDURES IN THIS NOTICE WILL MINIMIZE DELAYS ASSOCIATED WITH SEA BORNE INSPECTIONS. STATUS OF THE PORT OF UMM QASR, CATEGORIES OF VESSEL TRAFFIC THAT CAN BE ACCEPTED, AND OTHER RESTRICTIONS, WILL BE PUBLISHED BY SEPARATE NOTICE. HYDROGRAPHIC CONDITIONS OF THE PORT AND CONNECTING WATERWAYS WILL ALSO BE PUBLISHED BY SEPARATE NOTICE. PARTIES WISHING TO DISPATCH SHIPS TO UMM QASR ARE ADVISED TO REVIEW THESE NOTICES AND CONTACT PORT AUTHORITIES FOR CURRENT ENTRY PROTOCOLS AND RESTRICTIONS. PARTIES TRANSPORTING HUMANITARIAN AID SHIPMENTS ARE FURTHER ADVISED TO CONTACT THE HUMANITARIAN OPERATIONS CENTER IN KUWAIT.

2. THE FOLLOWING REQUIREMENTS ARE IN EFFECT FOR ALL IRAQ BOUND SHIPPING:

A. NOTIFICATION: A MINIMUM OF 72 HOURS ADVANCE NOTIFICATION IS REQUIRED PRIOR TO ARRIVAL AT THE CHECKPOINT (SEE PARAGRAPH 2.C). CONTACT THE MARITIME INTERCEPTION FORCES (MIFF) COORDINATOR, U.S. NAVAL FORCES, CENTRAL COMMAND (BAHRAIN) BY FAX: 973 829 117 OR LETTER (SEE PARAGRAPH 6). THE FOLLOWING INFORMATION MUST BE INCLUDED:

1. VESSEL NAME.
2. VESSEL FLAG.
3. INTERNATIONAL RADIO CALL SIGN.
4. ITINERARY, INCLUDING PORT OF CARGO ORIGIN.
5. DESCRIPTION OF CARGO.
6. VOLUME OF CARGO.
7. NUMBER OF CARGO HOLDS.
8. DIMENSIONS OF CARGO HOLDS.
9. IDENTIFICATION OF THE VESSEL'S SHIPPING AGENT.
10. IDENTIFICATION OF THE VESSEL'S OWNERS.
11. ESTIMATED ARRIVAL DATE AND TIME AT THE CHECKPOINT (SEE PARAGRAPH 2.C).
12. VESSEL'S DRAFT (WITH CURRENT CARGO ON BOARD).
13. ANY SPECIAL VESSEL REQUIREMENTS NEEDED TO TRANSIT IRAQI WATERWAYS AND/OR FOR BERTHING UPON ARRIVAL.

B. CARGO CONFIGURATION: ALL CARGO MUST BE ACCESSIBLE FOR INSPECTION AT SEA. CARGO CARRIERS ARE RESPONSIBLE FOR LOADING CARGOES TO ENSURE ACCESSIBILITY. THE FOLLOWING SPECIFIC GUIDANCE APPLIES:

1. CONTAINERIZED CARGO: CARGO CONTAINERS MUST NOT BE STACKED MORE THAN THREE HIGH FROM THE DECK. AS A SAFETY PRECAUTION TO PROTECT INSPECTION TEAMS, CONTAINERS STACKED MORE THAN THREE HIGH WILL BE CONSIDERED INACCESSIBLE. THIS PROVISION APPLIES TO BOTH INTERNAL AND DECK-LOADED CONTAINERS.
2. BREAK BULK: PACKAGED OR BAGGED CARGO MUST BE LOADED IN A MANNER WHICH PERMITS THOROUGH INSPECTION. PALLETIZED ROWS OF CARGO REQUIRE ADEQUATE SEPARATION TO ALLOW FOR SAFE ACCESS.
3. LOOSE BULK: LOOSE BULK CARGO MUST BE ACCESSIBLE FOR PHYSICAL AND VISUAL INSPECTION, VERIFICATION OF MEASUREMENT SOUNDINGS AND SAMPLING. HATCH COVERS MUST BE OPENED TO ALLOW FOR THOROUGH INSPECTION.
4. IF A VESSEL'S CARGO IS DEEMED INACCESSIBLE FOR INSPECTION, THE VESSEL MAY BE DIRECTED TO RETURN TO A PORT WHERE ACCEPTABLE CARGO LOADING CAN BE ARRANGED.

C. CHECKPOINT: VESSELS BOUND FOR OR DEPARTING FROM IRAQI PORTS AND OFFSHORE OIL TERMINALS MUST PASS WITHIN FIVE NAUTICAL MILES OF 29-32N 049-14E. APPROACHING VESSELS MUST CONTACT THE MIFF COMMANDER ON BRIDGE-TO-BRIDGE RADIO, CHANNEL 16, WHEN WITHIN FIVE NAUTICAL MILES OF THIS POINT. VESSELS WILL NOT BE PERMITTED TO PROCEED FROM THIS POINT UNTIL CLEARED BY THE MIFF COMMANDER.

D. DOCUMENTATION: VESSEL DOCUMENTATION MUST CONFORM TO THE FOLLOWING REQUIREMENTS:

1. AN ORIGINAL MANIFEST DESCRIBING THE CARGO, AS WELL AS ITS LOCATION IN THE SHIP, MUST BE ON BOARD. THE ORIGINAL MANIFEST MUST INCLUDE THE PORT OF ORIGIN, PORTS OF CALL, COMPLETE BUSINESS NAMES AND ADDRESSES OF

- ALL SHIPPERS AND CONSIGNEES AND A FINAL DESTINATION OF ALL CARGO A COMPLETE BUSINESS ADDRESS MUST INCLUDE EITHER THE STREET ADDRESS, A PROMINENT IDENTIFIABLE GEOGRAPHIC LOCATION OR A POST OFFICE BOX PLUS A TELEPHONE NUMBER OR FAX NUMBER.
2. CONSIGNEE NAMES AND ADDRESSES ON ALL CARGO MUST MATCH THE MANIFEST.
 3. THE MANIFEST MUST BE SIGNED IN THE ORIGINAL BY THE VESSEL'S MASTER OR CHIEF MATE. THE MANIFEST MAY BE ON SHIPPER'S LETTERHEAD, FAX, PHOTOCOPY OR COMPUTER PRINTOUT, BUT IT MUST BEAR AN ORIGINAL SIGNATURE. CONTAIN ALL THE INFORMATION LISTED ABOVE AND OTHERWISE COMPLY WITH NORMAL MARITIME TRANSPORT PRACTICE.
 4. THE ORIGINAL MANIFEST MAY CONSIST OF MORE THAN ONE DOCUMENT IF THERE ARE AMENDMENTS THAT LIST CARGO DROPPED OFF AT A GIVEN PORT OR CORRECT THE ORIGINAL MANIFEST. THESE AMENDMENTS MAY ORIGINATE FROM THE SHIPPER OR CARRIER. SINCE ADDITIONAL DOCUMENTS MAY BE TRANSMITTED TO A VESSEL BY SUCH MEANS AS TELEGRAM OR FAX, THEY NEED NOT BEAR AN ORIGINAL SIGNATURE. HOWEVER, THE MASTER IS REQUIRED TO CERTIFY IN WRITING THAT THE AMENDED MANIFEST ACCURATELY REFLECTS WHAT IS ON BOARD THE VESSEL. THE UNDERLYING ARE FOR ACCURATE DOCUMENTATION OF CARGO AND DESTINATION AND FOR A HIGH DEGREE OF CONFIDENCE THAT THE DOCUMENTS ARE AUTHENTIC.
 3. VESSEL PRE-CLEARANCE:
 - A. ONCE PETROLEUM EXPORTS RESUME, TANKERS BOUND FOR OFFSHORE OIL TERMINALS WILL NORMALLY BE ALLOWED TO PROCEED UNINTERRUPTED THROUGH THE CHECKPOINT DESCRIBED IN PARAGRAPH 2.C.
 - B. VESSELS TRANSPORTING BULK HUMANITARIAN CARGOES ARE INVITED TO CONTACT THE MIFF COORDINATOR PRIOR TO SAILING TO EXPLORE PRE-CLEARANCE OPTIONS. PRE-CLEARANCE USES VOYAGE MONITORING METHODS AND CARGO LOADING CERTIFICATION FROM APPROVED AGENTS. THE MIFF COORDINATOR MAY CONSIDER ALTERNATE PRE-CLEARANCE PROCEDURES ON A CASE-BY-CASE BASIS.
 - C. NOTWITHSTANDING THE PRE-CLEARANCE OPTIONS DISCUSSED ABOVE, THE MULTINATIONAL FORCES RETAIN THE RIGHT TO CONDUCT DOCUMENT CHECKS AND AT-SEA INSPECTIONS OF ANY VESSEL.
 4. INCOMPLETE DOCUMENTATION: IRAQ-BOUND VESSELS WHICH ARE DETERMINED TO HAVE INCOMPLETE CARGO MANIFESTS OR TO BE OTHERWISE IN VIOLATION OF REQUIREMENTS LISTED IN THIS ADVISORY, MAY BE DETAINED BY THE MULTINATIONAL FORCES OR DIVERTED TO A NON-IRAQ PORT UNTIL APPROPRIATE CONDITIONS ARE MET.
 5. FERRIES AND PASSENGER SHIPS: FERRIES OR PASSENGER SHIPS TRAVERSING THE MIFF CHECKPOINT WILL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:
 - A. VESSELS CARRYING PASSENGERS ONLY I.E. SHIPS HAVING NO COMMERCIAL CARGO CARRYING CAPACITY MAY ARRANGE FOR AN EXPEDITIOUS TRANSIT THROUGH THE CHECKPOINT BY FORWARDING A CERTIFIED PASSENGER LIST AT LEAST 72 HOURS PRIOR TO TRANSIT BY FAX OR LETTER. ADDITIONALLY, TEN DAYS PRIOR TO FIRST TRANSIT A CERTIFIED ATTESTATION BY FAX OR LETTER FROM A RECOGNIZED MEMBER OF THE INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (ICES) THAT THE SHIP IN FACT HAS NO CARGO CARRYING CAPACITY.
 - B. EXPEDITIOUS TRANSIT THROUGH THE CHECKPOINT WILL BE AFFORDED TO CARGO-PASSENGER FERRIES THAT EMPLOY A PORT STATE AUTHORIZED AND MONITORED IMPORT CARGO INSPECTION THAT HAS BEEN RECOGNIZED BY THE MIFF COORDINATOR.
 - C. A PASSENGER VESSEL ARRIVING IN THE CHECKPOINT THAT HAS NOT COMPLIED WITH THE REQUIREMENTS OF PARAGRAPH 5.A WILL BE BOARDED AND INSPECTED DURING DAYLIGHT HOURS ONLY. IF IT IS DETERMINED THAT THE VESSEL HAS NO COMMERCIAL CARGO CARRYING CAPACITY, ITS IDENTIFICATION WILL BE RECORDED SO THAT IT MAY BE VISUALLY IDENTIFIED AND NOT BOARDED DURING SUBSEQUENT TRANSITS.
 6. FOR MERCHANT ADVISORY UPDATES, VESSELS SHOULD

CONTACT THE COMMANDER, U.S. NAVAL FORCES CENTRAL
COMMAND, MARITIME INTERCEPTION FORCES COORDINATOR
(N31CG), FPO AE 09501 6008, PHONE: 973 724 839
OR 973 724 627, FAX: 973 829 117 OR 973 724 344.

(261800Z APR 2003)

736/03 and 737/03. CANCELED.

738/03(63). INDIA-EAST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 010230Z TO 010530Z AND
011230Z TO 011430Z MAY IN AREA BOUND BY
17-42.2N 083-18.6E, 17-42.1N 083-29.9E,
17-36.7N 083-28.5E, 17-32.7N 083-24.3E.
2. CANCEL THIS MSG 011530Z MAY.

(270725Z APR 2003)

739/03(95). SEA OF JAPAN. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY
01 THRU 03, 06, 07, 09, 10, 12 THRU 17,
19 THRU 24 AND 26 THRU 31 MAY IN AREA
BOUND BY 38-08N 129-51E, 38-08N 130-10E,
37-39N 130-10E, 37-42N 129-51E.
2. CANCEL THIS MSG 311100Z MAY.

(270735Z APR 2003)

740/03(61). INDIAN OCEAN. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 010001Z TO
312359Z MAY IN AREA BETWEEN
09-00S 13-00S AND 070-00E 073-00E.
2. CANCEL THIS MSG 010059Z JUN.

(270740Z APR 2003)

741/03 and 742/03. CANCELED.

743/03(62). PERSIAN GULF.

1. KHAWR ABD ALLAH WAS RECENTLY SURVEYED FOLLOWING
MINE CLEARANCE ACTIVITIES, IN ORDER TO ASSESS
THE CHANNEL'S NAVIGABILITY. THIS SURVEY WAS
REQUIRED IN A SHORT TIMELINE AND SO IS
SUBJECT TO LIMITATIONS:
 - A. ONLY AREAS WITHIN THE SWEEP CHANNEL WERE
SURVEYED, AS WELL AS BERTH AREAS WITHIN
THE PORT OF UMM QASR. NO UPDATED SURVEY
DATA IS AVAILABLE OUTSIDE OF THE CHANNEL.
 - B. TIDES FOR THIS REGION ARE LARGE AND MEASURED
DATA IS UNAVAILABLE. TIDAL CORRECTIONS TO
THE SURVEY HAVE BEEN CALCULATED USING THE
BEST TECHNIQUES AVAILABLE FROM TIDE MODELS,
BUT VERTICAL ERRORS IN SOUNDINGS ARE
ASSESSED AS APPROXIMATELY ONE METER AND
COULD BE GREATER IN CERTAIN METEOROLOGICAL
CONDITIONS. ADDITIONALLY, THE OBSERVED
LOW TIDES HAVE BEEN NOTED TO BE ONE METER
LOWER THAN EXPECTED.
2. ACCORDING TO BRITISH ADMIRALTY CHART 1235 (7TH ED)
DATED 17 APR 03, THE INTENTION OF THE RAPID
SURVEY WAS TO LOCATE UNKNOWN DANGERS QUICKLY.
THE LINE SPACING USED WAS WIDER THAN NECESSARY
TO FULLY PROVE THAT QUESTIONABLE SHOALS DO NOT
EXIST, THEREFORE PREVIOUSLY CHARTED SHOALS
HAVE TO BE RETAINED.
3. DUE TO THE NARROW CHANNEL, SURVEY LINE SPACING
AND PROBABLE SOUNDING ERROR, MARINERS SHOULD
USE EXTREME CAUTION WHEN NAVIGATING THE
KHAWR ABD ALLAH TO UMM QASR.

(271150Z APR 2003)

744/03(29). ANTARCTIC PENINSULA-WEST COAST.

- CHART 29127 (4TH ED).
14 METER DEPTH REPORTED IN 66-34.0S 067-47.9W.

(271455Z APR 2003)

745/03. CANCELED.

746/03(GEN). GPS SATELLITE SYSTEM.

1. PRN 11 UNUSABLE 012200Z TO 021000Z MAY.
2. CANCEL THIS MSG 021100Z MAY.

(281330Z APR 2003)

747/03 thru 749/03. CANCELED.

750/03(GEN).

1. HYDROPAC MESSAGES IN FORCE 291100Z APR 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 491(62), 495(62), 496(62), 502(GEN), 506(62), 514(73), 515(73), 525(73,74), 545(81,97), 547(63), 549(63), 553(94,95), 554(94,95), 555(95), 556(62), 560(63), 562(81), 564(61), 565(95), 566(95), 567(95), 569(62), 570(62), 575(81,92), 589(76), 592(62), 593(62), 600(62), 601(81), 613(93), 614(61), 620(GEN), 622(62), 624(GEN), 629(63), 631(22), 637(GEN), 638(62), 640(62), 647(74), 648(74), 649(71,93), 663(61), 667(62), 673(81), 684(GEN), 690(91,93), 695(73), 696(76), 701(96), 703(63), 704(63), 705(63), 709(74), 710(63), 711(63), 716(71), 718(71), 720(81), 721(63), 722(63), 723(63), 724(63), 726(GEN), 727(75), 728(95), 729(94,95), 730(95), 731(94,95), 732(71), 734(62), 735(62), 738(63), 739(95), 740(61), 741(GEN), 742(81), 743(62), 744(29), 745(74), 746(GEN), 749(81).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02.
3. CANCEL HYDROPAC 423/03, 426/03, 427/03, 436/03, 437/03, 452/03, 461/03, 470/03, 487/03, 686/03.

(291120Z APR 2003)

751/03. CANCELED.

752/03(62). IRAQ. UMM QASR.

- CHART 62434 (9TH ED), 62437 (9TH ED).
1. EXTENSIVE WORK IS BEING CONDUCTED ON THE BUOYAGE FOR UMM QASR AND APPROACHES. DUE TO THESE OPERATIONS, MUCH OF THE INFORMATION ABOUT BUOYAGE MOVEMENT IN US NM 18/03 FOR CHART 62434 IS OBSOLETE.
 2. THE CURRENT STATUS OF THE BUOYAGE WILL BE PROMULGATED BY HYDROPAC AS DETAILS BECOME AVAILABLE. UPON COMPLETION OF OPERATIONS, A NEW AND RESCHEMED EDITION OF CHART 62437 WILL BE PUBLISHED.
 3. CANCEL HYDROPAC 640/03.

(291800Z APR 2003)

753/03. CANCELED.

754/03(62). IRAQ. UMM QASR.

- REFER HYDROPAC 752/03.
CHARTS 62434 (9TH ED), 62437 (9TH ED).
1. DELETE BUOY 6 IN 29-59-49N 048-12-48E.
 2. DELETE BUOY IN 29-56-36N 048-16-36E.
 3. CHANGE DESIGNATION OF BUOY 4 TO 2 IN 29-42-27N 048-40-27E.
 4. CHANGE CHARACTERISTIC OF BUOY 14 TO Q(3) R 15 SEC IN 29-51-28N 048-22-51E.
 5. CHANGE CHARACTERISTIC OF BUOY 19 TO FL(2) 5 SEC IN 29-55-22N 048-17-51E.
 6. CHANGE CHARACTERISTIC OF BUOY 21 TO FL 3 SEC IN 29-57-46N 048-15-08E.
 7. ADD BUOY 22, RED, CAN, FL(2) 8 SEC IN 29-59-56N 048-12-34E.
 8. ADD BUOY, YELLOW, PILLAR, FL Y IN 29-54-18N 048-18-35E.
 9. BUOYS 5, 9, 10, 11, 13, 15, 16, 17 AND 20 ARE NOW POSITIONED AND SHOWING AS THEY ARE PORTRAYED ON NIMA CHARTS 62434 AND 62437.

(300510Z APR 2003)

755/03(74). AUSTRALIA-WEST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY M/V GECO EMERALD TOWING THREE MILE LONG CABLES IN AREA BETWEEN 27-10S 27-30S AND 112-50E 113-10E.
2. CANCEL HYDROPAC 745/03.

(010155Z MAY 2003)

756/03(81). NORTH PACIFIC. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 012300Z TO 020600Z MAY VICINITY OF TRACKLINES BETWEEN:
 - A. 14-42N 146-50E AND 15-18N 146-50E.
 - B. 14-42N 147-00E AND 15-18N 147-00E.
2. CANCEL THIS MSG 020700Z MAY.

(010910Z MAY 2003)

757/03(81). NORTH PACIFIC.

1. UNDERWATER RESEARCH OPERATIONS 06 THRU 10 MAY
BY M/V KAIREI WITH SUBMERSIBLE WITHIN
ONE MILE OF 19-17.9N 135-06.0E.
2. CANCEL THIS MSG 11 MAY.

(010920Z MAY 2003)

MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html), by referring to Section I (paragraph 50) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room 2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426 (MARAD DOT WSH).

MARAD ADVISORIES in force 1 May 2003: 00-7, 01-1, 01-7, 02-2, 02-5, 02-7 and 03-4.

SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002 and in Notice to Mariners 14/03.

SPECIAL WARNINGS in force 1 May 2003: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119, 120 and 121.

MARINE INFORMATION**INTERNATIONAL CODE OF SIGNALS**

Pub. 102, International Code of Signals for Visual, Sound and Radio Communications, United States Edition 1969 (Revised 2003), is ready for issue.

This edition is produced by NIMA in digital format only, available on CD-ROM and/or electronic access through the World Wide Web.

NIMA nautical publications as produced in digital format are more robust, expansive and customer friendly than the printed versions. Customers can expect access to data links between publication data sets, video streams, links to other websites, timely up-to-date information and current state of the art graphics, photos and commercial imagery.

Digital Nautical publications will be updated using a binary executable called "Publication Data Update (PDU)". PDU updates are sequential and cumulative, ensuring customers will not miss any changes, and may be accessed on the Maritime Safety Information Division website (<http://pollux.nss.nima.mil>).

Customers requiring paper versions of NIMA products may purchase them through the U.S. Government Printing Office (GPO) Superintendent of Documents. The NIMA point of contact for this effort is Mr. Adam Veracka (301)227-3173.

MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

Observer: name(s) of person(s) making observation and rank, rate or title.

Ship/Organization: name of vessel or organization.

Address: complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

Date of Observation: day, month and year at which the observation was made.

Time of Observation: local time at which the observation was made.

Latitude/Longitude: exact position of the observation expressed as accurately as possible.

Datum: horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

Navigation System: method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

Verified by Navigator: indicate whether observation was verified by navigator.

Product(s) Affected: product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

Edition: edition number and/or year of affected product.

Latest correction applied: the latest Notice to Mariners to which your copy of affected product has been corrected.

Sounding sensor or method used: equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

Soundings corrected for draft: indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

Details of Information Reported: use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

User Feedback: use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

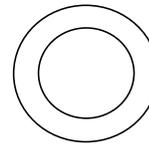
Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).



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ARCTIC MARITIME SAFETY INFORMATION REPORT SHEET

Observer _____

Ship/Organization _____

Phone _____ Email Address _____

Describe Hazard (e.g. dredge, buoy, current meter, operations): _____

Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): _____

Date of Insertion _____ Date of Removal _____

If observed, Date _____ Time (Local) _____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

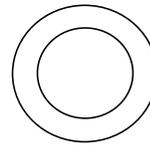
Sounding sensor or method used _____

Sounding(s) corrected for draft: Yes _____ No _____

Details of Information Reported (continue on additional sheets as necessary): _____

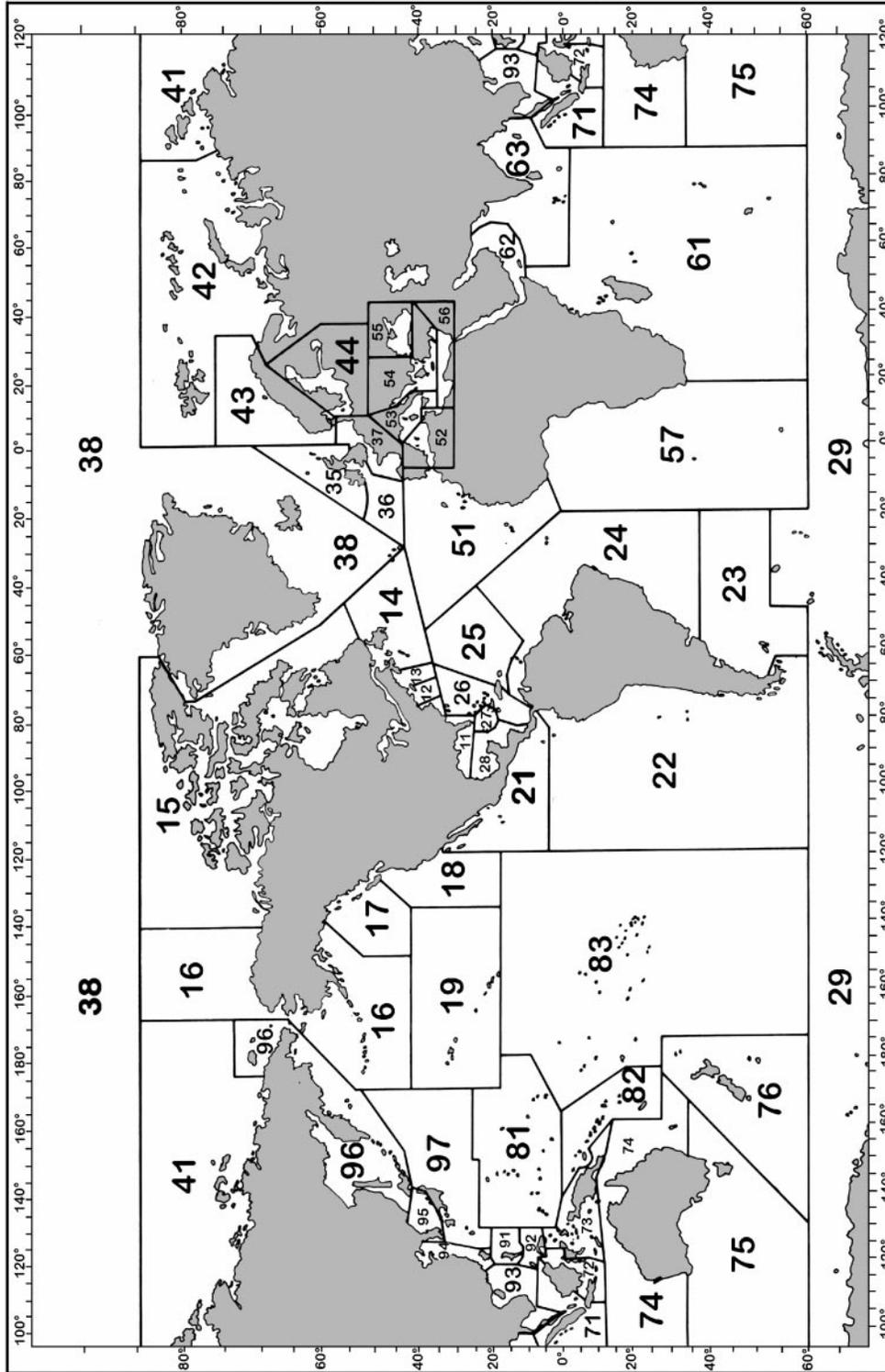


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GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Part 2-Hydrographic Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Subregion number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

AFTER 5 DAYS RETURN TO

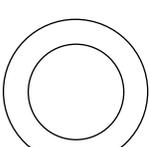
DEFENSE SUPPLY CENTER RICHMOND

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