

SECTION II
NAVIGATION PUBLICATIONS

NM 32/03

SAILING DIRECTIONS CORRECTIONS

PUB 123 8 Ed 2001 LAST NM 28/03

Page 101—Lines 35 to 45/R; read:

Tides—Currents.—The tidal rise at Cape Town is 1.7m at springs and 1.2m at neaps. There is no apparent tidal current in Table Bay, but a summer current that sets N past Robben Island has been known to reach a velocity of 3 knots but usually is 0.5 knot or less. During the winter months when NW and W winds occur, a current sets into the bay from NW and impinges on the shore in the vicinity of Paardeneiland. Here it divides, one current setting N along the coast as far as Bloubergstrand, and the other W and NW past the entrance to the docks. It then turns SW along the shore to Green Point, attaining velocities of up to 2 knots.

(BA NP 2) 32/03

PUB 124 8 Ed 2001 LAST NM 30/03

Page 95—Line 11/L; insert after:

The maximum speed in the port and terminal area is 5 knots.

(Brz SD South Coast) 32/03

Page 102—Lines 50 to 55/L; strike out.

(NIMA) 32/03

Page 111—Line 47/L; insert after:

If the daytime wind speed gets over 38 knots or over 32 knots at night, the port is closed to all vessel movement.

(BA NP 5) 32/03

Page 111—Line 48/L; read:

Vessels arriving with damaged hulls or spars may not enter

(NIMA) 32/03

PUB 126 6 Ed 2002 LAST NM 30/03

Page 8—Lines 33 to 42/L; read:

Baie de Hakahetau (Haka Hetau) (9°21'S., 140°06'W.) can be recognized by the beach that borders the head of the bay, by the coconut palm plantations, and a chapel. Roches Rouges (Red Rocks), on the E entrance point, is conspicuous. Motu Koio, 90m S of Roches Rouges, and Motu Kivi, 8m high, located on the E side of the beach 0.3 mile S of Motu Koio, are good landmarks. To the E of Moto Kivi Islet, there is a boat dock 5m in length. Large vessels may anchor off the bay with the church at Hakahetau, bearing 345° distant 1,000m in depths of 22 to 29m.

(Fr NM 15/03) 32/03

PUB 140 2 Ed 2001 LAST NM 31/03

Page 206—Line 17/L; insert after:

Advance notification requirements for foreign vessels

The following foreign-flagged vessels are subject to additional advance notification requirements:

1. Gas and chemical tankers older than 10 years of age as determined by the date indicated in the vessel's safety certificates.

2. Bulk carriers older than 12 years of age as determined by the date indicated in the vessel's safety certificates.

3. Oil tankers over 3,000 gross tons and older than 15 years of age as determined by the date indicated in the vessel's safety certificates.

4. Passenger vessels older than 15 years of age as determined by the date indicated in the vessel's safety certificates.

The advance notification shall be sent at least 3 days prior to the ETA at the port. If the voyage from the previous port is expected to take less than 3 days, the advance notification shall be sent prior to leaving the previous port.

The advance notification shall be submitted to the Swedish Coast Guard by one of the following methods:

1. E-mail: sweden24@coastguard.se
2. Fax: +46-611-20190

The advance notification shall contain the following information:

1. Vessel name.
2. Flag.
3. IMO number.
4. DWT.
5. Date of construction of the vessel, as determined by the date indicated in the vessel's safety certificates.
6. For tankers:
 - a. Configuration (single hull, single hull with segregated ballast tanks).
 - b. Condition of the cargo and ballast tanks (full, empty, inerted).
 - c. Volume and type of cargo.
7. ETA at the port and the pilot station.
8. Planned duration of the port call.
9. Planned operations at the port of destination (loading, unloading, other).
10. Planned statutory survey inspections and substantial maintenance/repair work to be conducted in the port of destination.

(27(1262)03 Norrköping) 32/03

PUB 153 9 Ed 2000 LAST NM 25/03

Page 38—Lines 52 to 54/R; read:

the lagoon into which the Rio Mayo discharges.

(28(2973)03 Taunton) 32/03

Page 40—Lines 39 to 40/R; read:

the bay and has no facilities for working cargo.

(28(2973)03 Taunton) 32/03

PUB 172 9 Ed 2001 LAST NM 31/03

Page 22—Line 16/L; insert after:

North Ain Sukhna Port (29°41'N., 32°22'E.) is a new port which opened in 2000. It is approximately 3 miles N of

PUB 172 (Continued)

Ain Sukhna. Three more basins are planned to be added to the harbor.

Depths—Limitations.—The harbor is reached from the E through a channel dredged to a depth of 18m and marked by lighted buoys. Two lighted breakwaters extend from the shore as the harbor is reached. The W edge of the channel and turning basin has been dredged to 17m. Two quays, each 750m long with an alongside depth of 17m, lie inside the harbor and can handle vessels up to 170,000 dwt.

Aspect.—A group of tanks stands NW of the quays. A port control tower stands N of the channel along the shoreline.

Pilotage.—Pilotage is compulsory. Pilots board 2 miles E of the channel entrance. Pilots should be contacted 6 hours prior to arrival on VHF channel 16, 78, or 79.

Caution.—Mariners are cautioned that the area outside the channel is incompletely surveyed and that uncharted shoals may exist.

(BA NP 63) 32/03

Page 43—Line 19/R; insert after:

A commercial wharf is located in the NW part of the harbor. Berth 1 is located at the NE end of the wharf and has an alongside depth of 14m. The berth can accommodate vessels up to 290m in length. Berth 2 is located SW of Berth 1, has an alongside depth of 10m, and can accommodate vessels up to 290m in length. Berth 3 is an L-shaped pier which is located SW of Berth 2 and can accommodate vessels up to 221m in length, with a maximum draft of 9.45m.

(BA NP 63) 32/03

Page 53—Line 20/L; insert after:

Pilots can be reached on VHF channel 14 and vessels are advised to maintain a listening watch to enable them to receive any instructions from port control.

(BA NP 63) 32/03

Page 73—Line 15/R; read:

The jetties can accommodate vessels up to 26,000 dwt, with a length of 210m and a draft of 10.3m.

(BA NP 63) 32/03

Page 74—Line 21/L; insert after:

Caution.—The Aseb Bay area is inadequately surveyed and uncharted shoals may exist.

(BA NP 63) 32/03

Page 82—Line 7/R; read:

Port Control, call sign "Yamit Elat," may be contacted on VHF channels 12, 13, 14, and 16. Vessels must report 24 hours in advance and vessels bound for anchorage must contact Port Control to obtain an anchor position. All vessels shall contact the Israeli Navy on VHF channel 16 when 25 miles from the coast.

(BA NP 63) 32/03

Page 83—Line 24/L; read:

B, can accommodate vessels up to 40,000 dwt, with a (BA NP 63) 32/03

Page 83—Line 47/R; insert after:

Due to sudden changes in weather, vessels should obtain permission from the harbor master prior to immobilizing engines.

(BA NP 63) 32/03

Page 88—Line 51/L; read:

comprised of Berth No. 1 thru Berth No. 7, with a dredged depth of 14m

(BA NP 64) 32/03

Page 88—Line 55/L; read:

The Bulk Terminal, Berth No. 21 and Berth No. 22, with a total

(BA NP 64) 32/03

Page 88—Line 10/R; insert after:

Chemical Berth No. 40, completed in 2000, stands close W of Berth No. 41. The berth comprises of six breasting dolphins and four mooring dolphins. The new facility can accommodate vessels between 5,000 and 50,000 dwt, with a maximum draft of 12.15m.

(BA NP 64) 32/03

Page 88—Line 17/R; read:

1. Berth No. 61, 440m in length, with an alongside depth of 28m, can

(BA NP 64) 32/03

Page 88—Line 20/R; read:

2. Berth No. 62, 470m in length, with an alongside depth of 32m, can

(BA NP 64) 32/03

Page 88—Line 23/R; read:

3. Berth No. 63, 490m in length, with an alongside depth of 27.4m, can

(BA NP 64) 32/03

Page 88—Line 26/R; read:

4. Berth No. 64, 400m in length, extending SE from Berth No. 63, has a

(BA NP 64) 32/03

Page 92—Line 4/L; read:

Ro-ro terminals are situated at Berth No. 7, Berth No. 8, Berth No. 15 to Berth No. 20, and Berth No. 57, with alongside depths between 8 and 13.5m, as best seen on the chart.

(BA NP 64) 32/03

PUB 172 (Continued)

Page 94—Line 5/R; insert after:

Uncharted reefs may exist inside the 100m curve. Vessels are advised to use caution when transiting this area.
(BA NP 64) 32/03

Page 107—Line 8/L; insert after:

Jizan Oil Terminal consists of two SPMs, SPM-1 and SPM-2, moored about 4 miles SW of the main harbor entrance. Both berths can handle vessels between 10,000 and 49,000 dwt, 220m in length, with a maximum draft of 16.3m.
(BA NP 64) 32/03

Page 107—Line 30/L; insert after:

Directions.—The northern approach route is the only entrance to the Port of Jizan. The route leads for about 90 miles from position 10 miles WSW of Jizan North Lighted Buoy (16°57'N., 41°17'E.). The approach channel is well marked by lighted buoys. Range lights, in line bearing 096.3°, lead through the breakwaters and into the port.
(BA NP 64) 32/03

Page 120—Line 38/R; insert after:

A forked channel lies 1 mile inside the outer entrance. The channel continues WNW towards Little Aden Oil Terminal or NNE towards the Inner Harbor and the Aden Peninsula. Range lights, in line bearing 300°, lead towards Aden Oil Terminal.
(BA NP 64) 32/03

Page 192—Line 27/L; insert after:

W of the town of Bandar Abbas, and is the main base for the Iranian Navy. The port is protected by a breakwater.
(BA NP 63) 32/03

Page 192—Line 20/R; insert after:

The port office requires 48 hour notice prior to arrival.
(BA NP 63) 32/03

PUB 173 7 Ed 2002 LAST NM 27/03

Page 103—Lines 42 to 44/L; read:

mile from the S end of Agatti Island. Agatti Lighthouse, a white frame tower 30m high, is situated near the NE end of the island.
(BA NP 38) 32/03

Page 103—Lines 25 to 26/R; read:

Islands resides on the island. Kavaratti Island Light, a round white concrete tower with black bands and a racon, is situated on the SE point of the island.
(BA NP 38) 32/03

Page 103—Line 34/R; insert after:

Two jetties are situated on the N part of the NW side of the island.
(BA NP 38) 32/03

Page 104—Line 12/L; insert after:

A bungalow and a mosque, 3m high, are reported to stand nearby.
(BA NP 38) 32/03

Page 104—Line 34/L; read:

peni Island. Anchorage has been reported 0.7 mile N of Cheriyan Island, in 9m, sand and coral.
(BA NP 38) 32/03

Page 104—Lines 55 to 57/L; read:

It was reported that a racon was established on the light and a conspicuous red and white pylon stood close S of it.
(BA NP 38) 32/03

Page 110—Lines 46 to 48/R; read:

Pilotage.—Pilotage is compulsory for all vessels over 100 grt and is available daily from 0630 to 2200 Saturday through Thursday, and from 0630 to 0900 and 1430 to 2100 on Friday.

Vessels must report their ETA 48 hours, 24 hours and 3 hours in advance.

The ETA message should contain:

1. Vessel's name.
2. Master's name and nationality.
3. Agent's name.
4. Owner's name.
5. Last and next port of call.
6. Type of vessel.
7. Port of registry and number.
8. DWT, gt, and nrt.
9. LOA and maximum draft.
10. Call sign.
11. Details of dangerous cargo for discharging or in transit.
12. ETA at Male.
13. Cargo for the Maldives or in transit.
14. Air draft.

The ETA must be confirmed or amended not less than 3 hours before arrival.

Pilots board in position 4°10'N, 73°32'E.

Vessels sailing from Male should request a pilot from the agent 3 hours prior to sailing.
(BA NP 286(4)) 32/03

Page 110—Lines 49 to 53/R; read:

Regulations.—Approval is required from harbor control for any work that could immobilize a vessel for 2 hours or more.

Vessels must get written approval from the Port Authority for any hot work to be done in port.

All trade must be made through Male. Surrounding atolls cannot trade with foreign vessels due to customs regulations.
(BA NP 286(4)) 32/03

PUB 173 (Continued)

Page 122—Line 13/L; insert after:

Nagapattinam Home Page
<http://www.indiaport.com/minorports/nagapatti.htm>

(NIMA) 32/03

PUB 175 7 Ed 2001 LAST NM 29/03

Page 94—Lines 21 to 29/R; read:

Anchorage.—Anchorage can be obtained in the Western Anchorage, located 3.8 miles N of Nelson Rocks, and the Petroleum and Explosives Anchorage, located 2 miles NW of Cape Legenre. Both areas have depths of 29 to 38m, coarse sand and shell bottoms. These areas are best viewed on the chart.

A supply vessel and small craft anchorage is located just W of the LNG Wharf at Woodside Petroleum and has a depth of 8m, mud and sand. Anchoring is strictly prohibited between these anchorages and N of the pilot boarding area due to the presence of underwater pipelines.

(11(399)03 Wollongong) 32/03

PUB 192 8 Ed 2003 NEW EDITION

(NIMA) 32/03

PUB 195 7 Ed 2002 LAST NM 21/03

Page 114—Lines 50 to 53/R; read:

This route is authorized for vessels with drafts up to 11.1m. However, vessels larger than 45,000 dwt and all tankers are limited to a maximum draft of 11.1m.

(BA NM 18/03) 32/03

Page 115—Line 15/L; read:

authorized for vessels with drafts up to 8.7m.

(BA NM 18/03) 32/03

COAST PILOT CORRECTIONS**COAST PILOT 1 33 Ed 2003 Change No. 6
LAST NM 29/03**

Page 175—Paragraph 57, lines 11 to 12; read:

where depths of 5 to 7.5 feet were available in July-August 2002. The ruins of a footbridge, which formerly connected ...

(BP 179636) 32/03

Page 246—Paragraph 414, lines 5 to 6; read:

about 7.7 to 10 feet in the middle and 4.4 to 6.1 feet along the east and west shores with lesser depths along the north shore. **Northeast Passage**, with a depth of about 19 ...

(BP 179761) 32/03

Page 351—Paragraph 98, line 4; read:

regulations.) A submerged pipeline extends from Cat Cove to just south of Folger Point. Mariners are advised to exercise extreme caution when transiting or anchoring in this area.

(CL 1117/03; BP 180814) 32/03

Page 381—Paragraph 10, line 9; read:

January 1999-August 2001, the controlling depths were 6.0

... (CL 44/03; BP 179682) 32/03

COAST PILOT 1 33 Ed 2003 Change No. 7

Page 382—Paragraph 22, lines 4 to 9; read:

the harbor. In November 2002-February 2003, the controlling depth was 6.4 feet (10.0 feet at midchannel) and then 10 feet in the basin with lesser depths along the southeast limit. Another dredged anchorage basin north of the entrance channel, just inside the jetties, had depths of 7.3 to 10.0 feet with shoaling along the northwest and northeast limits. Depths of

... (CL 524/03; BP 180124; NOS 13269) 32/03

**COAST PILOT 2 32 Ed 2003 Change No. 12
LAST NM 30/03**

Page 265—Paragraph 238, lines 6 to 7; read:

July 2002, the controlling depth was 8.4 feet from the entrance to a point just southwest of Little Narragansett Bay ...

(CL 2305/02; BPs 179602-06;
03/03 CG1; NOS 13214) 32/03

Page 265—Paragraph 238, lines 12 to 14; read:

eastward of Little Narragansett Bay Entrance Lighted Buoy 5 to Little Narragansett Bay Entrance Buoy 9 with a controlling depth of 5.7 feet, thence 7.1 feet to the entrance ...

(BPs 179602-06; CL 2305/02;
03/03 CG1; NOS 13214) 32/03**COAST PILOT 2 32 Ed 2003 Change No. 13**

Page 189—Paragraph 166, line 3; read:

Nantucket (Great Point) Light (41°23'25"N., 70°02'54"W.), 71 feet ...

(48/02 CG1; LL/02) 32/03

Page 302—Paragraph 354, lines 3 to 4; read:

Stratford Shoal (Middle Ground) Light (41°03'35"N., 73°06'05"W.), 60 feet above the water and shown from a ...

(49/02 CG1; LL/02) 32/03

Page 322—Paragraph 180, lines 6 to 14; read:

August 2002, the controlling depths were 10 feet at midchannel to the first fixed bridge about 0.8 mile above the entrance, thence 6.1 feet at midchannel to the basin, thence 8.5 feet in the basin, thence in 1993, 3 feet at midchannel to just below the head of navigation about 30 yards below the second fixed bridge (Mill Street fixed bridge). The channel is marked to a point ...

(CL 313/03; BPs 179858-63) 32/03

Page 337—Paragraph 399, lines 2 to 3; read:

to East River, is marked by a light. **Throgs Neck Light**

COAST PILOT 2 (Continued)

(40°48'16"N., 73°47'26"W.), 60 ...
(CL 882/03; 48/02 CG1; LL/02)

32/03

Page 339—Paragraph 427, lines 7 to 10; read:

The river is being filled in above 172nd Street. In July 2002, the controlling depth was 3.2 feet (4.8 feet at midchannel) to the Brucker Blvd. Bridge, thence 0.7 feet (1.9 feet at midchannel) to East 172nd Street. The ...

(CL 271/03; BPs 179794-802)

32/03

Page 354—Paragraph 138; strike out.

(NOS 12352)

32/03

**COAST PILOT 4 34 Ed 2002 Change No. 31
LAST NM 27/03**

Page 356—Paragraph 11, line 1; read:

Seattle: Director, Marine Operations Center (Pacific), National Ocean ...

(CL 1200/03)

32/03

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

Page 231—Paragraph 92, lines 6 to 10; read:

small craft inside the pier head. In May 2003, 10 feet was reported in the approach channel with 8 feet alongside the berths. Gasoline, diesel fuel, electricity, water, ice and a pump-out station are available. Hull, engine, and electronic repairs can be made.

(CL 1017/03)

32/03

Page 232—Paragraph 94, lines 4 to 6; read:

pier about 0.5 mile W of the point. Berths, electricity, water, storage, a pump-out station, and a 35-ton lift are available. Hull, engine, ...

(CL 857/03)

32/03

Page 232—Paragraph 99, lines 3 to 6; read:

reported controlling depth of 5 feet in May 2003. Water, storage, a launching ramp, and a 40-ton lift are available. Hull and engine repairs can be made.

(CL 1017/03)

32/03

Page 232—Paragraph 100, lines 7 to 12; read:

diesel fuel, berths with electricity, water, ice, marine supplies, pump-out station, and wet storage. A restaurant is on the end of the pier. The marina monitors VHF-FM channel 16. The entrance channel to the marina, marked by private daybeacons, had a reported depth of 8 feet in 2003. Pilings of a former pier extend 250 yards from shore W of the Palmetto pier. A marina, 0.4 mile E of the U.S. Route 301 highway bridge and on the N side of the river has berths, electricity, gasoline, diesel fuel, pump-out station, water, ice, and marine supplies available.

(CL 1017/03)

32/03

Page 385—Paragraph 43, line 4; read:

storage are available. A 70-ton lift for hull, engine and elec-

tronic repairs is available.

(CL 889/02)

32/03

Page 386—Paragraph 49, lines 4 to 6; read:

have berths, electricity, gasoline, diesel fuel, water, ice, wet and dry storage, pump-out station, and marine supplies. A 50-ton lift is available for making hull, engine, and electronic repairs. In February 2002, depths of 6 feet were ...

(CL 889/02)

32/03

Page 386—Paragraph 62, lines 2 to 5; read:

highway bridge, at **Mile 55.1**, has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, wet and dry storage, and an 18-ton lift; hull, engine and electrical repairs can be made. In 2002, the reported depth alongside was 6 feet.

(CL 890/02)

32/03

Page 386—Paragraph 69, line 3; read:

clearance of 14 feet at the center. A marina, south of the bridge, on the east side of the waterway has gasoline, diesel fuel, dry storage, water, ice, marine supplies and a 20-ton lift. Hull, engine and electronic repairs can be made.

(CL 891/02)

32/03

Page 386—Paragraph 70, lines 3 to 11; read:

clearance of 9 feet. Near the E end of the bridge are several small-craft facilities. Berths with electricity, gasoline, water, ice, and storage are available. A boyard has an 80-ton marine lift. Hull, engine, and electronic repairs can be made.

(CL 1840/02; CL 191/02; CL 1017/03)

32/03

Page 386—Paragraph 72, lines 2 to 7; read:

Sarasota Bay. A marina is near the S end of Siesta Key just N of Midnight Pass. Gasoline, diesel fuel, water, ice, wet and dry storage, and a 10-ton lift are available. Hull, engine and electronic repairs can be made. In 2001, the reported controlling depth to the marina was 5 feet.

(CL 2066/01)

32/03

Page 420—Paragraph 384, lines 6 to 7; read:

0.8 mile ENE from **Punta Conejo**, the W entrance point. **Cayo Jalovita** and **Cayo Jalova** are ...

(24/03 CG7; LL/03)

32/03

**COAST PILOT 6 33 Ed 2003 Change No. 7
LAST NM 29/03**

Page 273—Paragraph 90, line 2; read:

with a clearance of 10 feet, crosses Trenton Channel 2.2 ...

(CL 2225/02)

32/03

Page 392—Paragraph 537, line 12; read:

Harbor. A seasonal lighted buoy marks the outer end of the shoal. **Hyde Park** ...

(13/03 CG9; LL/03)

32/03

COAST PILOT 7 **34 Ed 2002** **Change No. 23**
LAST NM 30/03

Page 383—Paragraph 214, lines 11 to 13; read:
shipped by barge.

The National Oceanic and Atmospheric Administration's **Marine Operations Center, Pacific**, operates two piers on the E side of the lake which serve as the shipbase for the National Ocean Service's Pacific fleet. The N side of the N pier has a 510-foot berth with ...
(CL 1200/03) 32/03

Page 383—Paragraph 215, line 1; read:

A drydock company adjacent to the Marine Operations Center, Pacific, ...
(CL 1200/03) 32/03

Page 414—Paragraph 124, lines 3 to 5; read:
vicinity. **Pepeekeo Point Light** (19°50'50"N., 155°04'58"W.), 147 feet above the water, is shown from a 75-foot steel pole with a white and black dayboard on the N side of the entrance to Hilo Bay. During the ...
(24/03 CG14; LL/03) 32/03

Page 427—Paragraph 346, line 1; read:

Lahaina Light (20°52'20"N., 156°40'43"W.), 44 feet above ...
(22/03 CG14; LL/03) 32/03

Page 442—Paragraph 662, line 4; read:

Kaneilio Point and the opposing ...
(24/03 CG14; LL/03) 32/03

Page 471—Paragraph 11, line 1; read:

Seattle: Director, Marine Operations Center (Pacific), National Ocean ...
(CL 1200/03) 32/03

COAST PILOT 8 **25 Ed 2003** **NEW EDITION**
(NOS) 32/03**COAST PILOT 9** **21 Ed 2003** **Change No. 1**
LAST NM 30/03

Page 63—Paragraphs 401 to 402; read:

(d) [Suspended]
(e) [Suspended]
(FR 5/22/03) 32/03

Page 65—Paragraph 452, lines 8 to 12; read:
of Canada by fax at 315-764-3235 or at 315-764-3200.
(FR 5/22/03) 32/03

Page 65—Paragraph 453, line 4 to Paragraph 454; read:
Captain of the Port (COTP).

(d) [Suspended]
(FR 5/22/03) 32/03

Page 67—Paragraphs 465 to 467; read:

(c) [Suspended]
(FR 5/22/03) 32/03

Page 67—Table, item 8; read:

(8) [Suspended]
(FR 5/22/03) 32/03

Page 350—Paragraph 127, line 2; read:

feet above the water, is shown from a skeleton tower with a ...
... (29/97 CG17; LL/03) 32/03

COAST PILOT 9 **21 Ed 2003** **Change No. 2**

Page 92—Paragraph 1032, line 4; read:
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 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;

COAST PILOT 9 (Continued)

(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)

32/03

Page 500—Paragraph 46, line 5 to Paragraph 49; read:

2288, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone 309-794-5338.

(CE/03)

32/03

Page 504—Paragraphs 234 to 237; read:

KDG-58, Annette: 4125 kHz, 0700 and 1540;

KCB-53, Barrow: 4125 kHz, 0630 and 1900; April 1 through September only;

KDG-91, Yakutat: 4125 kHz, 0515 and 1930;

KCI-98, King Salmon: 4125 kHz, 0930 and 1630;

KCI-95, Cold Bay: 4125 kHz, 1030 and 2030;

(CL 885/03)

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