

SECTION II
NAVIGATION PUBLICATIONS

NM 45/03

SAILING DIRECTIONS CORRECTIONS

PUB 120 **2 Ed 2001** **LAST NM 44/03**

Page 45—Line 1/L; insert after:

Transport Canada Marine Acts and Regulations

Further information on Marine Acts and Regulations issued by Transport Canada can be found at the website below.

Transport Canada Marine Acts and Regulations
<http://www.tc.gc.ca/acts-regulations/marine/menu.htm>

(PUBS 023-03) 45/03

Page 45—Line 13/L; read:

published by the Department of Fisheries and Oceans.

(PUBS 023-03) 45/03

Page 45—Line 20/L; read:

by the Department of Fisheries and Oceans.

(PUBS 023-03) 45/03

Page 46—Line 49/L; insert after:

(i) within fourteen days of its estimated time of arrival in Canada been in a country that, in the opinion of a quarantine officer, is infected or suspected of being infected with smallpox, or

(Can ATL 100) 45/03

Page 47—Line 37/L; insert after:

e. Prince Rupert Harbor as far S as Charles Point.

(PUBS 023-03) 45/03

Page 75—Line 19/R; insert after:

Vessels should send their ETA at their first Costa Rican port as soon as possible after leaving its previous port and at least 72 hours in advance. Any changes of at least 1 hour in the ETA should be reported at least 24 hours in advance. The initial message should include the following information:

1. Vessel draft.
2. Cargo.
3. Cargo consignees.
4. Vessel requirements.

(BA NP 8) 45/03

PUB 148 **7 Ed 2001** **LAST NM 43/03**

Page 18—Line 38/L; insert after:

Caution.— A lighted buoy (ODAS) is situated about 10 miles NNW of Punta Penas. Vessels should keep at least 200m away from this buoy.

(BA NP 7A, Supp. 8/03) 45/03

Page 87—Lines 52 to 54/R; read:

the 5.5m shoal depth lying about 1.3 miles W of Bluefield Rock. Areas of uncharted shoals lie SW of Isla Agua and

Peninsula Valiente as seen on the chart.

(US CH 28042) 45/03

PUB 172 **9 Ed 2001** **LAST NM 44/03**

Page 24—Lines 44 to 45/R; read:

Pilotage.—Pilotage is compulsory and is available during daylight hours only. The pilot boards in the vicinity of Ras Shukheir Lightfloat. Berthing is accomplished during

(BA NP 286(3); US CH 62191) 45/03

Page 28—Line 43/R; read:

Pilotage.—Pilotage is compulsory; berthing and unberthing are normally carried out during daylight hours only. Pilots board about 1 mile SW of No. 1 Berth.

(BA NP 286(3)) 45/03

Page 43—Lines 30 to 32/R; read:

Pilotage.—Pilotage is compulsory. Vessels are not allowed to approach inside the port without a pilot. The pilot boards the vessel abeam of Morewood Lighted Beacon when on the entrance course of 310°.

(BA NP 286(3)) 45/03

Page 53—Lines 12 to 13/L; read:

Pilotage.—Pilotage is compulsory for all vessels as, once within the reefs,

(BA NP 286(3)) 45/03

Page 53—Lines 20 to 21/L; read:

whether signaled for or not.

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. The pilot office can also be contacted by e-mail, as follows:

pilots.portsudan@gnpoc.com

When the port is full, vessels may be directed to proceed,
(BA NP 286(3)) 45/03

Page 67—Lines 10 to 11/R; read:

and is available during daylight hours only. The pilot boards about 1 mile

(BA NP 286(3)) 45/03

Page 67—Line 16/R; read:

amending it 48 hours and 24 hours before arrival.

(BA NP 286(3)) 45/03

Page 80—Line 21/R; read:

2. Monitor passing vessels outside the traffic lane 15

(NIMA) 45/03

PUB 172 (Continued)

Page 83—Line 38/R; insert after:

Outbound vessels should send their ETD and request for pilotage 1 hour in advance to Aqabah Port Control on VHF channel 12 or 16.

(BA NP 286(3)) 45/03

Page 84—Lines 8 to 10/L; read:

Vessels should contact Aqabah Port Control on VHF channel 12 and maintain a listening watch on VHF channels 12 and 16 for instructions.

(BA NP 286(3)) 45/03

Page 89—Line 13/R; read:

Yanbu.—Pilotage for Yanbu, which is available 24 hours, is

(NIMA) 45/03

Page 89—Lines 29 to 31/R; read:

King Fahd.—Pilotage in the approach channels for King Fahd is compulsory, as follows:

1. Northern Approach Channel—All vessels 300 grt and over.

2. Southern Approach Channel—All vessels.

The vessel's ETA should be sent 5

(BA NP 286(3)) 45/03

Page 89—Line 47/R; insert after:

King Fahd.—Vessels calling at Saudi ARAMCO terminals are requested to send the following information:

1. Vessel's ETA at Yanbu, with any amendments.
2. Vessel's former name, if applicable; flag; and nrt.
3. Agent's name, quarantine information, and if any disease or illness on board.
4. Technical details.

All LNG vessels calling at Saudi ARAMCO terminals should provide the following additional information:

1. Vessel name.
2. Whether vessel is equipped with VHF.
3. Gross tonnage.
4. Further technical details, as required.

(BA NP 286(3)) 45/03

Page 127—Line 57/R; read:

Pilotage.—Pilotage is compulsory for vessels using Khalf Harbor. Pilotage is optional for vessels in the outer harbor and for the oil terminal. The pilot can be

(BA NP 286(3); BA NP 64) 45/03

Page 200—Line 32/R; read:

arrival. The ETA message should also be forwarded to the National Iranian Gas Company (NIGC).

(BA NP 286(3)) 45/03

Page 249—Line 44/L; insert after:

A submarine cable, best seen on the chart, extends seaward from a point about 8 miles N of North Pier. Anchoring and trawling are prohibited within 0.5 mile of this cable.

(US CH 62432; 41(4486)03 Taunton) 45/03

Page 252—Lines 2 to 20/L; read:

Pilotage.—Pilotage is compulsory. Vessels bound for Umm Qasr or Khawr al Zubair will board the pilot W of Mina Bakr Terminal (29°41'N., 48°49'E.).

Harbor pilots will board in the vicinity of Buoy No. 33, about 0.4 mile ESE of the S extremity of Jazirat Hijam (29°01'N., 47°58'E.).

It has been reported (2003) that pilots board in the vicinity of Buoy No. 22/Buoy No. 23 (29°59.1'N., 48°12.7'E.).

Regulations.—Vessels should send their ETA to Umm Qasr Port Control 48 hours, 24 hours, and 12 hours in advance, along with their berthing requirements. Vessels should also report, on both inbound and outbound transits, when passing Lighted Buoy No. 6 and Lighted Buoy No. 34.

Umm Qasr Port Control can be contacted on VHF channels 8, 12, and 16. The pilot can be contacted on VHF channel 12.

Anchorage.—Anchorage may be obtained in Khawr Umm Qasr, about 2 miles below the port.

Caution.—Caution is advised, as details on aids to navigation marking the channel are presently lacking. The local authorities and pilots should be contacted for the most current information.

A large wreck is reported (2003) to hinder access to Berth 9. Numerous wrecks are reported (2003) to hinder access to the berths in the new port. Unexploded ordnance is likely to exist in the wrecks and on the seabed surrounding the wrecks.

(PUBS 025-03; US NM 37/03, Section II) 45/03

Page 256—Line 39/R; insert after:

To minimize departure delays, the date and time of arrival, as well as the ETD should be sent to the Port and Quarantine Officer upon arrival.

(BA NP 286(3)) 45/03

Page 257—Lines 12 to 13/L; strike out.

(NIMA) 45/03

Page 257—Line 8/R; insert after:

17.5 Kharg Island Oil Terminal (29°14'N., 50°20'E.) (World Port Index No. 48465), the

(NIMA) 45/03

COAST PILOT CORRECTIONS

**COAST PILOT 2 32 Ed 2003 Change No. 25
LAST NM 43/03**

Page 157—Paragraph 57, line 10; read:
when exiting the system.

Northeastern reporting system

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at

COAST PILOT 2 (Continued)

42°39'N., 70°37'W.; then northeast to 42°45'N., 70°13'W.; then southeast to 42°10'N., 68°31'W.; then south to 41°00'N., 68°31'W.; then west to 41°00'N., 69°17'W.; then northwest to 42°05'N., 70°02'W.; then west to 42°04'N., 70°10'W.; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N., 70°37'W.

Southeastern reporting system

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90-nautical mile (170-kilometer) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80°51.6'W. with the southern and northern boundaries at latitude 30°00'N. and 31°27'N., respectively.

(CL 1566/03) 45/03

Page 159—Paragraph 111, line 1; read:

This buoy is located inside the traffic separation ... (11/03 CG1; LL/03; NOS 13200) 45/03

Page 179—Paragraph 61, lines 1 to 2; read:

Cross Rip Lighted Gong Buoy 21 (41°26'51"N., 70°17'30"W.), marks the ... (11/03 CG1) 45/03

Page 228—Paragraph 39, lines 7 to 8; read:

private light (41°27'11"N., 71°12'09"W.) is on the eastern side of the southern entrance and marks the western end of the foul ground west-southwest of Sakonnet Point. (33/03 CG1; LL/03) 45/03

Page 297—Paragraph 280, lines 3 to 8; read:

vertical lift span with a clearance of 13 feet down and 61 feet up. Just above this bridge is a fixed highway bridge with a clearance of 60 feet. The bridgetender of the Tomlinson ... (CL 1597/03) 45/03

Page 347—Paragraph 39, line 7; read:

light and the approach to the inlet is marked by a lighted whistle buoy. (18/03 CG1) 45/03

Page 354—Paragraph 126, lines 4 to 9; read:

Island to the western entrance of **Island Creek. Olivers Channel**, marked by private buoys and daybeacons, leads westward from near the north end of Racehorse Channel to **East Bay**. (17/03 CG1; LL/03; NOS 12352) 45/03

Page 396—Paragraph 131, lines 1 to 3; read:

Esopus Meadows Light, Mile 75.8, 52 feet above the water, is shown from a white brick lighthouse ... (22/03 CG1; LL/03) 45/03

COAST PILOT 7 35 Ed 2003 Change No. 15 LAST NM 44/03

Page 243—Paragraph 27, line 4; read:

limits and regulations.) A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facility within the security zone on the NE side of North Island.

(CL 1110/03; NOS 18773; 35/03 CG11) 45/03

Page 243—Paragraph 34, line 6; read:

165.1121, chapter 2, for limits and regulations.) A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facility within the security zone on the W side of the entrance to San Diego Bay, just N of Ballast Point.

(CL 1110/03; NOS 18773; 35/03 CG11) 45/03

Page 244—Paragraph 53, line 4; read:

pilotage, unless a pilot is actually employed.

Pilotage and berthing requirements for naval vessels are coordinated by Naval Base San Diego Port Operations, 619-556-1433.

(CL 1542/03) 45/03

Page 245—Paragraph 64, line 5; read:

regulations.) A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facility within the security zone.

(CL 1110/03; NOS 18773; 35/03 CG11) 45/03

Page 267—Paragraph 425, lines 2 to 7; read:

inshore is a large power plant with five large smokestacks approximately in-line and parallel with the beach. A private light is shown from atop the power plant.

(CL 1274/03) 45/03

Page 336—Paragraph 387, lines 2 to 3; read:

the E end of Coast Guard Island has a clearance of 11 feet. The three highway drawbridges ...

(CL 1131/03) 45/03

Page 405—Paragraph 232, lines 4 to 8; read:

approach to the bay and a lighted bell buoy and **085.5'** lighted range mark the entrance to the bay and the approach to the dredged channel to the basin, respectively; a fog signal is about 50 yards SW of the bridge. The navigator is cautioned ...

(LL/03; NOS 18561) 45/03

Page 407—Paragraph 266, lines 2 to 4; read:

jetties. The N jetty extends about 650 yards offshore. A lighted whistle buoy is 1.25 miles W of the seaward end of the N jetty. The ...

(CL 1222/03; NOS 18558) 45/03

Page 555—Paragraph 470, line 7; read:

center. A private fog signal marks each of the two piers. In April 2003, a fixed bridge was under construction just S of the existing bridge with a design clearance of 180 feet at the

COAST PILOT 7 (Continued)

center.
(CL 1137/03) 45/03

Page 607—Paragraph 658, lines 4 to 5; read:
point. Between Puu o Hulu and Kaneilio ...
(BP 159014; NOS 19361) 45/03

Page 607—Paragraph 660, lines 10 to 12; read:
In April 1996, the controlling depths were 9 feet in the entrance channel, thence 11 feet in the main access channel along the L-shaped breakwater, thence 12 feet in the turning basin. Berthing, water ...
(BP 159014; NOS 19361) 45/03

COAST PILOT 7 35 Ed 2003 Change No. 16

Page 375—Paragraph 158, line 3; read:
and is used by vessels drawing up to 38 feet. Humboldt ...
(CL 1136/03) 45/03

Page 377—Paragraph 173, line 5; read:
141.5' on the entrance range into the bay. The entrance ...
(LL/03) 45/03

Page 377—Paragraph 175; read:
Note.—The approach range should not normally be used beyond its intersection with the entrance range. The entrance range should not normally be used seaward of the outer ends of the jetties. Both ranges are lighted 24 hours a day.
(CL 1136/03; LL/03) 45/03

Page 377—Paragraph 177, lines 4 to 7; read:
still advised to use extreme caution on the bar and, because strong currents may be encountered, when approaching the abrupt turn at the outer end of the S jetty. The bar is smoothest during ...
(CL 1136/03) 45/03

Page 377—Paragraph 179, lines 1 to 3; read:
Channels
Federal project depths for Humboldt Bay are 48 feet over the bar and in the entrance channel, thence 38 feet in North Bay Channel to Eureka, thence 38 feet in ...
(CEM-San Francisco/02) 45/03

Page 378—Paragraph 187; read:
There are no authorized anchorages in Humboldt Bay.
(33 CFR 110; CL 1136/03) 45/03

Page 378—Paragraph 190, line 5; read:
2 knots, with a maximum of about 4 knots; during storm conditions, velocities can reach up to 5.5 knots. Current ...
(CL 1136/03) 45/03

Page 378—Paragraph 201, line 5; read:
time of year. Vessels with drafts over 30 feet, ...
(CL 1136/03) 45/03