

SAILING DIRECTIONS CORRECTIONS

PUB 120 **2 Ed 2001** **LAST NM 45/03**
Page III—Line 9/L to Page IV—Line 2/L; read:

Explanatory Remarks

Sailing Directions are published by the National Geospatial-Intelligence Agency (NGA) under the authority of Department of Defense Directive 5105.40, dated 12 December 1988, and pursuant to the authority contained in U. S. Code Title 10, Sections 2791 and 2792 and Title 44, Section 1336. Sailing Directions, covering the harbors, coasts, and waters of the world, provide information that cannot be shown graphically on nautical charts and is not readily available elsewhere.

In the period between editions, important information, which may amend material in the publication, is published in the Notice to Mariners, as well as on the NGA Maritime Safety Information Division website (http://164.214.12.145/untm/untm_j_pubscorrect_query.html?class_flag=N).

Sailing Directions (Planning Guide) are intended to assist mariners in planning ocean passages and to eliminate duplication by consolidating useful information about all the countries adjacent to a particular ocean basin in one volume.

Planning Guide publications are compiled and structured in the alphabetical order of countries contained within the region covered by each publication.

Bearings.—Bearings are true, and are expressed in degrees from 000° (north) to 360°, measured clockwise. General bearings are expressed by the initial letters of the points of the compass (e.g. N, NNE, NE, etc.). Adjective and adverb endings have been discarded. Wherever precise bearings are intended degrees are used.

Corrective Information.—Corrective information and other comments about this publication can be forwarded to NGA, as follows:

1. Mailing address—
Maritime Safety Information Division
ST D 44
National Geospatial-Intelligence Agency
4600 Sangamore Road
Bethesda MD 20816-5003
2. E-mail address—
sdpubs@nga.mil

Courses.—Courses are true, and are expressed in the same manner as bearings. The directives “steer” and “make good” a course mean, without exception, to proceed from a point of origin along a track having the identical meridional angle as the designated course. Vessels following the directives must allow for every influence tending to cause deviation from such track, and navigate so that the designated course is continuously being made good.

Currents.—Current directions are the true directions toward which currents set.

Distances.—Distances are expressed in nautical miles of 1 minute of latitude. Distances of less than 1 mile are expressed in meters, or tenths of miles.

Geographic Names.—Geographic names are generally those used by the nation having sovereignty. Names in parentheses following another name are alternate names that may appear on some charts. In general, alternate names are quoted only in the principal description of the place. Diacritical marks, such as accents, cedillas, and circumflexes, which are related to specific letters in certain foreign languages, are not used in the interest of typographical simplicity.

Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

Heights.—Heights are referred to the plane of reference used for that purpose on the charts and are expressed in meters.

Lights and Fog Signals.—Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

Radio Navigational Aids.—Radio navigational aids and radio weather services are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Weather Broadcasts, should be consulted.

Sales.—For sale by the Superintendent of Documents, U.S. Government Printing Office, Mail Stop: SSOP, Washington, DC 20402-0001. Internet: <http://bookstore.gpo.gov>; Phone: toll free (866) 512-1800, DC area (202) 512-1800.

Soundings.—Soundings are referred to the datum of the charts and are expressed in meters.

Special Warnings.—Special Warnings may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. Special Warnings are also available on the NGA Maritime Safety Information Division website (http://164.214.12.145/warn/warn_j_query.html).

Winds.—Wind directions are the true directions from which winds blow.
(NGA) 52/03

PUB 125 **7 Ed 2003** **LAST NM 51/03**
Page 53—Line 42/R; insert after:

An anchorage will be assigned by the Port Authority for those vessels carrying dangerous cargo.

When the port is closed due to swells, anchorage may be obtained in Caleta de Islay, in a depths of 18 to 26m.

(BA NP 7) 52/03

Page 54—Line 46/L; insert after:

It was reported (1999) that under agreement with Bolivia Ilo is being developed into the main general cargo port for the region.

(BA NP 7) 52/03

PUB 125 (Continued)

Page 54—Line 13/R; read:

PetroPeru Oil Terminal lies 0.6 miles NNE of Muelle SPCC. There are two berths with mooring buoys that can accommodate vessels up to 170m long with a draft of 12m.

(BA NP 7) 52/03

PUB 148 7 Ed 2001 LAST NM 50/03

Page 73—Line 55/R; insert after:

A dangerous obstruction was reported (2003) to lie about 7.5 miles W of Isla Rosario.

(US NM 48/03) 52/03

Page 95—Line 43/R; read

A light is shown from Beacon Cay.

(US NM 47/03) 52/03

PUB 191 10 Ed 2003 NEW EDITION

(NGA) 52/03

PUB 200 4 Ed 2002 LAST NM 51/03

Page III—Lines 17 to 21/L; read:

In the period between editions, important information, which may amend material in the publication, is published in the Notice to Mariners, as well as on the NGA Maritime Safety Information Division website (http://164.214.12.145/untm/untm_j_pubscorrect_query.html?class_flag=N).

(NGA) 52/03

Page III—Lines 8 to 13/R; read:

Corrective information and other comments about this publication can be forwarded to NGA, as follows:

1. Mailing address—

Maritime Safety Information Division
ST D 44
National Geospatial-Intelligence Agency
4600 Sangamore Road
Bethesda MD 20816-5003

2. E-mail address—

sdpubs@nga.mil

(NGA) 52/03

COAST PILOT CORRECTIONS**COAST PILOT 3 36 Ed 2003 Change No. 23 LAST NM 51/03**

Page 295—Paragraph 65, lines 7 to 15; read:

diesel fuel, berths, electricity, water, ice, launching ramp, storage, and some marine supplies. Hull, engine and electronic repairs can be made with a 25-ton lift. A fish pier with 6 feet at the outer end is just east of the marina fuel pier. Another marina is on the south side of the creek 1.2 miles above the entrance; depths of 5 feet are reported alongside the piers. Gasoline, berths, electricity, water, ice, pump-out station, storage, launching ramp, and limited supplies are available. Hull, engine, and electronic repairs can be made with a 25-ton lift.

(CL 1506/03) 52/03

Page 323—Paragraph 118, lines 8 to 9; read:

Berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, pump-out station, storage and some marine supplies can be obtained. A 35-ton lift is available for hull and engine repairs.

(CL 933/03) 52/03

Page 325—Paragraph 145, line 8; read:

entrance. A 25-ton lift is available.

(CL 933/03) 52/03

Page 344—Paragraph 252, lines 3 to 11; read:

can provide supplies, gasoline, diesel fuel, berths, electricity, storage and a pump-out station. The southerly marina has a 25-ton lift and the northerly marina has a 40-ton lift available for hull, engine and radio repairs. In 2003, the reported controlling depth was 5 feet in the southerly marina and 4.5 feet in the northerly marina. Both entrances are protected by jetties. It is reported that submerged pilings are at the ends of the jetties protecting the southerly marina.

(DB 1762; CL 931/03) 52/03

Page 352—Paragraph 23, lines 3 to 5; read:

gasoline, diesel fuel, pump-out station, launching ramp, storage, water and ice can be obtained. Largest haul-out capacities for hull and engine repairs are: marine railway, 60 feet; lift, 50 tons.

(CL 933/03) 52/03

COAST PILOT 5 31 Ed 2004 Change No. 1 LAST NM 51/03

Page 101—Paragraph 1134; read:

(b) The draws of the S96 bridge, mile 75.2 at St. Martinville, and the S350 bridge, mile 82.0 at Parks, shall open on signal if at least 24 hours notice is given.

(CL 1562/03; FR 09/22/03) 52/03

Page 119—Paragraph 1630, line 1; read:

(1) Vessels 300 gross tons or less, except for foreign vessels ...

(FR 11/10/03; CL 1732/03) 52/03

Page 120—Paragraph 1676, line 7; read:

estimated arrival and departure date for each destination of the voyage.

(FR 11/10/03; CL 1732/03) 52/03

Page 122—Paragraph 1689, line 1; read:

(c) *Seventh Coast Guard District*. Those foreign vessels

... (FR 11/10/03; CL 1732/03) 52/03

Page 122—Paragraph 1697; read:

(3) Times for submitting NOAs are as follows:

COAST PILOT 5 (Continued)

If your voyage time is—	You must submit an NOA—
(i) 96 hours or more; or	At least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(FR 11/10/03; CL 1732/03)

52/03

Page 144—Paragraph 2119, line 2 to Paragraph 2138; read: operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading

device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see §164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03)

52/03

Page 302—Paragraph 211, lines 9 to 11; read:

Naples about 2.5 miles above Gordon Pass. In April 2003, the controlling depth was 4.8 feet (6.4 feet at midchannel) to Daybeacon 18, thence 6.2 feet (7.2 feet ...

(CL 1471/03; BPs 181475-85)

52/03

Page 338—Paragraph 304, lines 7 to 9; read:

Richey, about 1.2 miles above the mouth. In August 2003, the controlling depth was 4.9 feet (5.4 feet at midchannel) to the basin with depths of 4.7 to 6.0 feet ...

(CL 1497/03; BPs 181585-91)

52/03

COAST PILOT 5**31 Ed 2004****Change No. 2**

Page 16—Paragraph 350, line 7; read:

opens it up. Smoking is cautioned against due to the possible presence of gas ...

(CL 1473/03)

52/03

Page T-26; strike out.

(NOS/03)

52/03

COAST PILOT 5 (Continued)

Page 201; read:

Table 1.—FMPs IMPLEMENTED UNDER PART 622		
FMP title	Responsible fishery management council(s)	Geographical area
Atlantic Coast Red Drum FMP	SAFMC	Mid-Atlantic and South Atlantic.
FMP for Coastal Migratory Pelagic Resources	GMFMC/SAFMC	Gulf ¹ Mid-Atlantic ^{1,2} and South Atlantic. ¹
FMP for Coral and Coral Reefs of the Gulf of Mexico	GMFMC	Gulf
FMP for Coral, Coral Reefs, and Live/Hard Bottom Habitats of the South Atlantic Region	SAFMC	South Atlantic.
FMP for Corals and Reef Associated Plants and Invertebrates of Puerto Rico and the U.S. Virgin Islands	CFMC	Caribbean.
FMP for the Golden Crab Fishery of the South Atlantic Region	SAFMC	South Atlantic.
FMP for Pelagic Sargassum Habitat of the South Atlantic Region	SAFMC	South Atlantic.
FMP for Queen Conch Resources of Puerto Rico and the U.S. Virgin Islands	CFMC	Caribbean.
FMP for the Red Drum Fishery of the Gulf of Mexico	GMFMC	Gulf. ¹
FMP for the Reef Fish Fishery of Puerto Rico and the U.S. Virgin Islands	CFMC	Caribbean.
FMP for the Reef Fish Resources of the Gulf of Mexico	GMFMC	Gulf. ¹
FMP for the Shrimp Fishery of the Gulf of Mexico	GMFMC	Gulf. ¹
FMP for the Shrimp Fishery of the South Atlantic Region	SAFMC	South Atlantic.
FMP for the Snapper-Grouper Fishery of South Atlantic Region	SAFMC	South Atlantic. ^{1,4}
FMP for the Spiny Lobster Fishery of Puerto Rico and the U.S. Virgin Islands	CFMC	Caribbean.
¹ Regulated area includes adjoining state waters for purposes of data collection and quota monitoring. ² Only king and Spanish mackerel are managed under the FMP in the Mid-Atlantic. ³ Bluefish are not managed under the FMP in the South Atlantic. ⁴ Bank, rock, and black sea bass and scup are not managed by the FMP or regulated by this part north of 35°15.3'N. lat., the latitude of Cape Hatteras Light, NC.		

(CL 1616/03; FR 10/03/03)

52/03

Page 220—Paragraphs 3929 to 3930; read:

Page 204—Paragraph 3625, line 4; read:
between Louisiana and Texas.*Pelagic sargassum* means the species *Sargassum natans* or *S. fluitans*, or a part thereof.

(FR 10/03/03)

52/03

(a) *Required coverage*—(1) *Pelagic sargassum*. A vessel that harvests or possesses pelagic sargassum on any trip in the South Atlantic EEZ must carry a NMFS-approved observer.(2) *Golden Crab*. A vessel for which a Federal commercial permit for golden crab has been issued must carry a NMFS-approved observer, if the vessel's trip is selected by the SRD for observer coverage.(b) *Notification to the SRD*. When observer coverage is required, an owner or operator must advise the SRD in writing not less than 5 days in advance of each trip of the following:

(FR 10/03/03)

52/03

Page 218—Paragraph 3875; read:

(a) Vessel identification—(1) Applicability—(i) *Official number*. A vessel for which a permit has been issued under §622.4, and a vessel that fishes for or possesses *pelagic sargassum* in the South Atlantic EEZ, must display its official number—

(FR 10/03/03)

52/03

Page 220—Paragraph 3933; read:

(c) *Observer accommodations and access*. An owner or

COAST PILOT 5 (Continued)

operator of a vessel on which a NMFS-approved observer is embarked must:

(FR 10/03/03) 52/03

Page 239—Paragraph 4210, line 7; read:
crab zones.

(g) *Pelagic sargassum area and seasonal restrictions*—(1) *Area limitations.* (i) No person may harvest pelagic sargassum in the South Atlantic EEZ between 36°34'55"N. lat. (directly east from the Virginia/North Carolina boundary) and 34°N. lat., within 100 nautical miles east of the North Carolina coast.

(ii) No person may harvest or possess pelagic sargassum in or from the South Atlantic EEZ south of 34°N. Lat.

(2) *Seasonal limitation.* No person may harvest or possess pelagic sargassum in or from the South Atlantic EEZ during the months of July through October. This prohibition on possession does not apply to pelagic sargassum that was harvested and landed ashore prior to the closed period.

(FR 10/03/03) 52/03

Page 249—Paragraph 4421, line 11; read:
and Florida.

(k) *Pelagic sargassum.* The minimum allowable mesh size for a net used to fish for pelagic sargassum in the South Atlantic EEZ is 4.0 inches (10.2 cm), stretched mesh, and such net must be attached to a frame no larger than 4 ft by 6 ft (1.2 m by 1.8 m). A vessel in the South Atlantic EEZ with a net on board that does not meet these requirements may not possess any pelagic sargassum.

(FR 10/03/03) 52/03

Page 250—Paragraph 4448, line 5; read:
shareholder under the ITQ system.

(g) *Pelagic sargassum.* The quota for all persons who harvest pelagic sargassum in the South Atlantic EEZ is 5,000 lb (2,268 kg), wet, landed weight. See §622.35(g)(1) for area limitations on the harvest of pelagic sargassum.

(FR 10/03/03) 52/03

Page 251—Paragraph 4460, line 4; read:
is prohibited.

(7) *Pelagic sargassum.* Pelagic sargassum may not be fished for or possessed in the South Atlantic EEZ and the sale or purchase of pelagic sargassum in or from the South Atlantic EEZ is prohibited.

(FR 10/03/03) 52/03

Page 251—Paragraph 4462; read:

(2) The prohibition on sale/purchase during a closure for allowable octocoral in paragraph (a)(2) of this section or for pelagic sargassum in paragraph (a)(7) of this section does not apply to allowable octocoral or pelagic sargassum that was harvested and landed ashore prior to the effective date of the closure.

(FR 10/03/03) 52/03

**COAST PILOT 6 33 Ed 2003 Change No. 22
LAST NM 51/03**

Page 190—Paragraph 152, lines 4 to 6; read:
is placed in the closed-to-navigation position from October 31st to April 1st. State Route 104 highway bridge crosses ...
(32/03 CG9) 52/03

Page 246—Paragraph 423; read:

In May 2003, the controlling depths were 23.4 feet (26.6 feet at midchannel) to the Lorain Yacht Basin, thence 18.7 feet (25.8 feet at midchannel) to the 21st Street bridge, thence 17.2 feet to the head of the project (except for shoaling to 6 feet in the NE corner at the head of the project.) The turning basin on the SW side of the channel, 1.6 miles above the mouth, had depths of 19 to 20 feet with lesser depths along the W edge. The two turning basins at the head of the project, one on the N side and the other at the head, had depths of 14 to 19 feet with lesser depths along the NE edge and 6.0 to 10.0 feet with lesser depths along the N edge, respectively. The depths in both the E and W basins of the outer harbor were 19.1 to 21.0 feet with lesser depths along the edges.

(BPs 181028-29; CL 1234/03) 52/03

Page 253—Paragraph 524, lines 5 to 11; read:
buoys, and daybeacons, leads between the jetties and into the harbor to an inner channel within the harbor. In August 2003, the controlling depths were 2.3 feet (6.2 feet at mid-channel) to the junction with the inner channel, thence 4.6 feet to the upstream limit of the Federal project.

The NW entrance channel is privately maintained and ...
(BPs 181747-49; CL 1601/03) 52/03

Page 253—Paragraph 524, lines 19 to 23; read:
entrance. In August 2003, the controlling depth was 5.1 feet from the bridge SW through West Bay to the junction with the SE entrance channel.

Boats drawing up to 3 feet can be accommodated ...
(BP 181748; CL 1601/03) 52/03

Page 254—Paragraph 535, lines 3 to 14; read:
entrance channel that crosses a bar, and in July 2003, was shoal in several places. The channel is marked by seasonal buoys. The buoys are uncharted as they are frequently shifted in position to mark the best water. Mariners should use caution and seek local knowledge before navigating the entrance channel.

An overhead power cable with ...
(BP 181737; CL 1595/03) 52/03

Page 334—Paragraph 341, lines 7 to 10; read:
Light. **Round Island Passage Light** (45°50'36"N., 84°36'54"W.), 71 feet above the water, is shown from a light-house on the N side of ...

(35/03 CG9; LL/03) 52/03

Page 433—Paragraph 833; read:

In June-July 2003, the controlling depths were 15.7 feet in

COAST PILOT 6 (Continued)

the entrance channel to the outer harbor basin, thence 12.1 feet in the basin (except for gradual shoaling to 7.7 feet in the N corner), thence 15.2 feet between the piers to the turning basin inside the mouth, thence 5 to 10 feet in the W half (except for shoaling to 3.3 feet along the W edge) and 17 to 20 feet in the E half of the turning basin, thence 13.8 feet (18.2 feet at midchannel) to the N harbor basin, thence 18 to 20 feet available to the basin.

(DDs 4471-73)

52/03

Page 441—Paragraph 953, lines 1 to 15; read:

In May-August 2003, the controlling depths were 15.6 feet (21.0 feet at midchannel) in the entrance channel through the S end of Green Bay to the mouth of the Fox River (except for a large shoal area in the right half of the channel with a least depth of 2.3 feet and extending from the southern tip of Long Tail Point to about 0.25 mile SW of the point), thence 17.5 feet (20.8 feet at midchannel) to the Fox River Valley Railroad swing bridge, thence 5.7 feet (6.6 feet at midchannel) to the De Pere turning basin. Depths in the turning basins were: at the mouth of the East River, 24 feet with lesser depths along the edges; just above the Fox River Valley Railroad swing bridge, 19 to 20 feet with lesser depths along the NE edge; and at De Pere, 9 to 18 feet with gradual shoaling to 2 feet towards the W corner. **Mariners are advised to contact the Port Director, ...**

(DDs 4474-94)

52/03

Page 490—Paragraph 185, lines 3 to 5; read:

are marked by lights. In July 2003, the controlling depth was 6.8 feet (8 feet at midchannel) through the dredged channel; thence in 1984, 6 feet in the ...

(DD 4468)

52/03

Page 492—Paragraph 213, lines 6 to 10; read:

signal is at the W pierhead light. In June 2003, the controlling depths were 9.8 feet in the left half and 16.5 feet in the right half of the dredged channel in the entrance and between the piers to the bridge (except for shoaling to 10.7 feet in the right half of the channel just ...

(DD 4467)

52/03