

SECTION II
NAVIGATION PUBLICATIONS

NM 13/04

SAILING DIRECTIONS CORRECTIONS

PUB 148 7 Ed 2001 LAST NM 5/04

Page 73—Line 48/R; insert after:

Regulations.—A national marine park called Corales del Rosario encompasses the waters surrounding Isla del Rosario, Banjo Tortuguilla, Islas San Bernardo, and the waters between them.

Ships, barges, fishing vessels, and major coastal craft are forbidden to sail through the channels between Isla Arena, Punta Baru, and Isla Grande.

(BA NM 8/04) 13/04

PUB 154 8 Ed 2002 LAST NM 12/04

Page 98—Line 5/L; insert after:

A navigable channel, about 130m wide, lies NE of Defender Shoal. It has been reported (2004) that a privately-maintained buoy marks the NE end of the shoal.

(BA NM 8/04) 13/04

PUB 159 8 Ed 2002 LAST NM 10/04

Page 217—Lines 22 to 25/R; read:

Pilotage.—Pilotage is compulsory for the following vessels and should be requested no less than 2 hours before arrival at the Hesaki or Mutsure Shima Quarantine Anchorages:

1. All vessels 10,000 grt and over passing through Kanmon Kaikyo.
 2. Vessels 3,000 grt and over entering or departing Kanmon Ko.
 3. Japanese vessels 1,000 grt and over, not engaged in international navigation, entering or departing Wakamatsu Ko sections 1 to 4.
 4. Japanese vessels 1,000 grt and over, not engaged in international travel, entering or departing Kanmon Ko loaded with dangerous cargo.
 5. Vessels 300 grt and over on international navigation or foreign vessels, entering or departing Wakamatsu Ko sections 1 to 4.
 6. Vessels 300 grt and over on international navigation or foreign vessels, entering or departing Kanmon Ko loaded with dangerous cargo.
- (BA NP 286(4)) 13/04

Page 219—Line 22/R; insert after:

Vessels entering or departing Kitakyushu Port should report the following to Port Radio on VHF channel 16:

1. A Prior Report, 2 to 3 hours before arrival at the outer harbor.
2. An Entrance Report, upon arrival at the outer harbor.
3. An Entrance Report, when anchoring in the outer harbor.
4. A Shifting Report, when weighing anchor.
5. A Docking Report, at the time of docking.

6. A Departure Report, at the time of departure.
(BA NP 286(4)) 13/04

PUB 172 9 Ed 2001 LAST NM 12/04

Page 224—Lines 47/L to 4/R; read:

a depth of 15m. Prohibited entry areas, best seen on the chart, lie on each side of the harbor entrance at the head of each breakwater.

Berth information is given in the accompanying table.
(US NM 10/62417/04) 13/04

Page 224—Line 4/R; insert after:
New table titled **Ras Laffan—Berth Information (2004)** from back of this Subsection.

(Fairplay; Lloyds Ports; US CH 62417) 13/04

PUB 173 7 Ed 2002 LAST NM 51/03

Page 57—Lines 53 to 54/L; read:

to a depth of 14m, well marked by lighted buoys, and entered between breakwaters.

(BA NP 38) 13/04

Page 57—Line 12/R; insert after:

A depth of 15.1m is maintained within the harbor leading from the entrance to the turning basin.
(BA NP 38) 13/04

COAST PILOT CORRECTIONS

**COAST PILOT 5 31 Ed 2004 Change No. 11
LAST NM 12/04**

Page 325—Paragraph 100, line 18; read:
available. A marina, 0.4 mile E of the U.S. Route 301 highway bridge and on the S side of the river, has gasoline, water, ice, dry storage, and marine supplies available. Hull, engine and electronic repairs can be made; lift to 10 tons.

(CL 1505/03) 13/04

Page 336—Paragraph 274, lines 3 to 4; read:
diesel fuel, launching ramp, water, ice, marine supplies and lifts to 50 tons for hull and engine repairs.

(CL 1513/03) 13/04

Page 363—Paragraph 224, line 11 to Paragraph 225; read:
water, ice, pump-out station, launching ramp, and wet and dry storage are available. A 35-ton lift and a marine railway to 140 feet are available for hull and engine repairs. In June 2003, 8 feet was reported in the basin.

(CL 1178/03; NOS 11385) 13/04

Page 477—Paragraph 460, line 12; read:
is available in the lake in depths of 8 to 10 feet. A marina off the Calcasieu River, about 0.9 mile N of Lake Charles, has

COAST PILOT 5 (Continued)

- gasoline, launching ramp, water and ice.
(CL 1463/03) 13/04 Page 559—Paragraph 261, lines 9 to 10; read:
a fixed span with a clearance of 73 feet.
(NOS 11355) 13/04
- Page 547—Paragraph 69, lines 3 to 4; read:
a clearance of 9 feet. Near the E end of the ...
(NOS/04) 13/04 Page 559—Paragraph 262, lines 10 to 12; read:
there are facilities for engine repairs.
(NOS 11355; CL 237/99) 13/04
- Page 548—Paragraph 84, lines 3 to 5; read:
controlling depth of 4.5 feet in May 2003, leads to two marinas. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, dry storage, and marine supplies are available. Hull, engine and electronic repairs can be made; lift to 10 tons. U.S. Route 41 ...
(CL 1734/03) 13/04 Page 569—Paragraph 408, lines 3 to 4; read:
River. In January 2004, the controlling depth in the channel was 5.7 feet (9.0 feet at midchannel).
(CEMR-Galveston 02/04; CO 030/00) 13/04
- COAST PILOT 5 31 Ed 2004 Change No. 12**
- Page 499—Paragraph 250, lines 4 to 5; read:
basin. In November 2003, the controlling depth was 35 feet (40 feet at midchannel); thence in July 2003, there was 32 to 40 feet in the basin. The channel is ...
(CEMR-Galveston 02/04; CO 030/00) 13/04 Page 569—Paragraph 411, lines 5 to 7; read:
formerly used by the Matagorda fishing fleet. In January 2004, the channel had a controlling depth of 1.6 feet (3.1 feet at midchannel). The Gulf entrance to the flood ...
(CEMR-Galveston 02/04; CO 030/00) 13/04
- Page 502—Paragraph 282, lines 5 to 8; read:
thence upstream for about 1.7 miles. In October 2003, the controlling depth was 5.0 feet (7.0 feet at midchannel), thence 6.0 feet (7.0 feet at midchannel) for about 2.0 miles farther upstream.
(CEMR-Galveston 02/04; CO 030/00) 13/04 Page 570—Paragraph 412, lines 3 to 4; read:
of Bay City Barge Terminal. In 1999-August 2003, the controlling depth was 1.5 feet (9.0 feet at midchannel) ...
(CEMR-Galveston 02/04; CO 030/00) 13/04
- COAST PILOT 6 34 Ed 2004 NEW EDITION**
(NOS) 13/04
- Page 502—Paragraph 284, line 2; read:
August 2003, the controlling depth was 1.0 foot (2.0 feet at midchannel). The ...
(CEMR-Galveston 02/04; CO 030/00) 13/04
- Page 504—Paragraph 319, lines 7 to 9; read:
settlement about 7 miles up the bayou. In October 2003, the controlling depth was 6.0 feet to Light 27, thence 2.0 feet (3.0 feet at midchannel) to the railroad bridge. The ...
(CEMR-Galveston 02/04; CO 030/00) 13/04
- Page 510—Paragraph 388, lines 2 to 5; read:
in February 2003, had a controlling depth of 7.0 feet (9.0 feet at midchannel) to the Lockwood Drive fixed highway bridge, about 2 miles above Houston Turning Basin, thence 3.0 feet (5.0 feet at midchannel) for another 1.5 ...
(CEMR-Galveston 02/04; CO 030/00) 13/04
- Page 525—Paragraph 115, lines 8 to 9; read:
December 2001-August 2003, the controlling depth was 6.5 feet (7.1 feet at midchannel) from the Intracoastal Waterway ...
(CEMR-Galveston 02/04; CO 030/00) 13/04
- Page 559—Paragraph 261, lines 2 to 3; read:
Miles 53.9W, 54.7W, 55.7W, and 57.6W have a minimum clearance of 88 feet. The route swings sharply S and ...
(NOS 11355; CL 237/99) 13/04

Ras Laffan—Berth Information (2004)					
Berth	Wharf length	Vessel length		Maximum vessel size	Maximum vessel draft
		Minimum	Maximum		
LNG No. 1	—	170m	298m	105,000 dwt	12.5m
LNG No. 2	—	170m	298m	105,000 dwt	12.5m
Liquid Berth 2B	—	160m	345m	152,000 dwt	12.5m
Dry Cargo No. 1	300m	—		60,000 dwt	12.5m
Dry Cargo No. 2	300m	—		60,000 dwt	12.5m
Ro-ro Berth	150m	—	185m	21,000 dwt	8.0m
Tug Berths	270m	—	—	—	5.3m
Supply Vessel Berths	—	—	—	—	4.5-6.5m

PUB 172