

SECTION II
NAVIGATION PUBLICATIONS

NM 23/04

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME II (USCG)	Ed 2004	NEW EDITION 23/04
VOLUME III (USCG)	Ed 2004	NEW EDITION 23/04
VOLUME IV (USCG)	Ed 2004	NEW EDITION 23/04

NGA LIST OF LIGHTS CORRECTIONS

PUB 116 (NGA)	Ed 2004	NEW EDITION 23/04
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SAILING DIRECTIONS CORRECTIONS

PUB 126	6 Ed 2002	LAST NM 16/04
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Page 15—Lines 17 to 47/R; read:

Makemo (16°32'S., 143°40'W.) is one of the most important and frequented atolls in Iles Tuamotu. The atoll is about 38 miles long in a NW and SE direction and is 4 to 9 miles wide. The N side is wooded, but the S side, generally above water level, is bare, and is very dangerous to approach at night.

There are two passes into the lagoon of Makemo that were reported to be marked by beacons with radar reflectors. Passe Arikitamiro, on the N side, about 12 miles W of the E extremity, leads SSE into the lagoon. The village of Pouheva is situated on the W side of the pass. Passe Tapuhiria is located on the NW extremity of the atoll. The village of Ohava is situated NE of the pass.

Passe Arikitamiro is easily identified by the break in the trees and a light which stands on a white tower on the W side of the entrance. A white cement tank and a two storied school are also reported to be visible.

Tides—Currents.—The ebb current is said to run out of these passes at a rate of 8 to 9 knots when the winds are between the S and SE. Under all conditions the currents are always strong; slack water is of short duration. Vessels should guard against yawing in the passes due to the strong currents.

Depths—Limitations.—Passe Arikitamiro is about 0.1 mile wide with depths of 27m on the leading line (148°), reducing to approximately 14m farther SSE. Within the entrance it is divided into three channels by two coral shoals. The middle channel should be used by larger vessels.

A jetty 230m in length extends S from the shore to the S extremity of Pirautoe, an extending spur of the coastal reef. At the head of the jetty, on the W side, is a quay 40m in length, with a depth alongside of 6m.

Passe Tapuhiria, on the W extremity of the island, has a width of about 90m and a depth of 7m; it should only be entered by vessels with local knowledge.

Anchorage.—Anchorage may be taken in the lagoon SW of Passe Arikitamiro, with **Pouheva Light** (16°37.2'S., 143°34.1'W.) bearing 030°, distant 0.6 mile, in a depth of 15m. Anchorage is available in the lagoon 0.8 mile E of Passe Tapuhira, in a depth of 23m.
(BA NM 02/04, Section IV) 23/04

Page 26—Lines 14 to 19/R; read

1.65 Passe Matauvau (17°34'S., 149°52'W.), about 0.9 mile SSE of Passe Avamotu, is 0.2 mile wide and has a depth of 6.5m. Shoal water extends about 0.2 mile SW from the reef on the N side of the pass and the sea nearly always rolls heavily onto this shallow area. The current running out of the pass sets toward it.
(BA NM 49/03, Section IV) 23/04

Page 29—Lines 15 to 27/R; read:

Passe Paipai (16°40'S., 151°31'W.), on the SW side of the island, provides access to Baie Hurepiti; it also gives access to the inner channel which encircles the island. There is a quay for coasters on the S shore of **Baie Tapuamu** (16°37'S., 151°33'W.); the quay has a depth of 6m alongside.

The pass is deep between the reefs on either side, which are awash. South winds cause a heavy swell in this pass.

Range lights standing on Pointe Pari (Pointe Tepari) lead through the pass.

Currents in the pass are reported to be strong.

Baie Hurepiti, entered between Pointe Pari and Pointe Tiamahana, 0.5 mile SSE, affords anchorage, in depths of 25 to 30m, sand, good holding ground. Anchorage is prohibited between the village of Tapuamu and Tautau islet due to the presence of undersea electrical cables.

(Fr NM 38/03, Section 2.3) 23/04

Page 267—Lines 41 to 52/R; read:

Pilotage.—Pilotage is available on request 24 hours a day but is not compulsory. Vessels must advise ETA to Port State Control 48 hours prior to arrival. Vessels should contact Yap Port Control when 10 miles from the harbor entrance. The pilot will board vessels 1 mile SE of Entrance Rock in position 9°28'N, 138°09'E.

Regulations.—Vessels are urged to contact the local authorities for the latest information on regulations and arrival procedures.

Pratique should be requested at least 24 hours prior to arrival through Yap Radio. Normally ship movements are allowed between 0600 and 1800. Except in case of emergency, arrival and departure will be limited to daylight hours only.

(BA NM 49/03, Section VI) 23/04

Page 269—Lines 1/L to 32/R; read:

The Republic of Palau (including Islands and

PUB 126 (Continued)

Reefs to the Southwest)

10.38 The Republic of Palau consist of 243 islands, eight of which are of significant size. All of the islands in the chain are forested. The Palau reef, partly barrier and partly fringing, encloses all the islands except two small atolls to the N and the island of Ngeaur to the SW. The barrier reef is developed on the W side and extends about 65 miles in a general SW direction from the W entrance of Kossol Passage to the island of Peleliu, where it merges with the fringing reef surrounding that island. The W limit of the reef lies about 6 miles from the nearest island. Important passages through this part of the reef lie W and NW of the N half of Babelthuap. The barrier reef to the E is poorly developed and has numerous passes. The reef extends NE from the fringing reef around Peleliu to midway along the E coast of Babelthuap, where it merges with the fringing reef along the NE coast of this island. The Palau reef encircles Kossol Passage N of Babelthuap, completing the barrier reef.

Some of the islands appear to be of volcanic origin. They attain a greatest height of 242m in a peak in the NW part of Babelthuap. The islands S of this island are of coral and limestone formation. Peleliu and Ngeaur are flat, but on the others there are narrow hills sloping steeply down to the sea. On all of these hilly islands there has been erosion at the water's edge by the sea, forming grottoes.

Winds—Weather.—The best weather prevails between 0900 and 1400. Surface winds over the sea and on the lee shores are strongest at 0300 and weakest at 1500.

During the Northeast Monsoon (November through April), the prevailing winds are ENE, with a frequency of 60 per cent in November, 93 per cent in January, and 82 per cent in April. The average velocity is 12 knots in December through February, and from 8 to 10 knots for the remainder of the period. Calms occur from 5 to 10 per cent of the time. Gales occur very rarely. Southwest winds sometimes occur in April.

East winds continue through May and June. July through October is characterized by general light and variable winds, with increasing frequency from the SW and W. Velocities average only 6 to 8 knots. Calms occur from 10 to 15 per cent of the time. Gales are rare. In general, prevailing wind directions are ENE in May and June, SW in August and September, and evenly distributed between ENE and SW in July and October.

Typhoons appear to be more intense during the spring period (March to June).

February through April are the driest months. Two-thirds of the rainfall occurs in May through October. July, with an average of 480mm, has the maximum of any month.

Tides—Currents.—The E countercurrent, between the Republic of Palau and 2°N, is experienced throughout the year. Velocities up to 2 knots have been frequently experienced and velocities between 2 knots and 3 knots have been reported.

Currents in the Palau area are variable and attain velocities of 1 to 1.5 knots. Eastward of the group the current

usually sets S, but E or NE currents, with the same velocities, have been reported. A W set prevails N of the group. Northwest and W currents have been reported W of the group.

Local and tidal currents in the vicinity of Ngeaur are extremely variable. In the channel between Ngeaur and Peleliu, W currents of 3 to 4 knots have been reported at spring tides. An earlier report stated that the currents set E through the channel at the same velocity. East sets of 1.5 knots have been reported S and E of Ngeaur. Northwest sets have been reported W of the island.

The shape of the reef influences the tidal currents off the E and W sides of the islands of Palau. In the various channels and passages, the tidal currents turn at the time of HW and LW.

10.39 Ngeaur (Angaur) (6°54'N., 134°08'E.), the S island of Palau, is densely wooded and rises to a height of 61m on its NW side. A tower stands about 0.1 mile within the E end of the island; another tower is situated about 0.4 mile farther W. An old lighthouse is situated 0.2 mile S of the N end of the island. A white shrine stands on the NW point of the island.

A former Loran station is situated on the NE side of the island. The buildings and nearby airfield are conspicuous. A red water tower stands near the center of the island.

In 1990, it was reported that a light is shown from the S end of the island.

Ngeaur Harbor is located on the W side of the island. It was the site of a phosphate mining and loading operation. All these facilities have deteriorated and fouled the harbor. A small craft basin is situated on the W side of the island near the main settlement. During the season of W winds, a heavy swell sets in and the harbor is unsafe.

Anchorage.—Anchorage cannot be taken at Ngeaur; however, a vessel 55m in length has reported anchoring (1985) about 309°, 0.75 mile from the island's SW extremity, in a depth of 16.4m. Although the vessel reported anchoring under favorable weather conditions, this anchorage cannot be recommended. A vessel has anchored on Hydrographer Bank, but reported a strong set and a risk of dragging.

(US CH 81141)

23/04

PUB 163

8 Ed 2002

LAST NM 16/04

Page 230—Lines 45 to 47/L; read:

Caution.—A rectangular-shaped Danger Area, best seen on the chart, extends 5 miles E and W of Tanjung Selatan to a distance of 12 miles off shore. A wreck is reported (2004) to lie 5 miles SE of Tanjung Selatan within the Danger Area. Dangerous wrecks lie 33 miles ENE, 41 miles ENE, and 46 miles E of Tanjung Selatan. All these wrecks lie within 20 miles of the coast.

(4(22)04 Jakarta)

23/04

Page 240—Line 50/R to Page 241—Line 8/L; read:

Another pipeline, which joins the terminal pipeline about halfway between the SBM and the shore, extends E about 19 miles. This pipeline ends in a Restricted Area.

Anchoring is prohibited within 0.75 mile of the pipelines.

PUB 163 (Continued)

The ETA for Senipah Oil Terminal should be sent 72 hours, 48 hours, and 24 hours prior to arrival through "Pertamina" coast radio stations at Jakarta, Merak, or Balikpapan. There is a port radio station at the terminal.

There are no pilots, but a mooring master boards at the sea anchorage. Berthing takes place in daylight only; unberthing by day or night.

Vessels under 60,000 dwt arriving at the terminal should have a draft forward of 5m and a draft aft of 8m.

Vessels over 60,000 dwt should have a draft forward of 7m and a draft aft of 9m.

Caution.— A wreck is reported (2004) to lie on the 50m curve, 9 miles SE of the Senipah Terminal SBM.

Sungai Mahakam Delta

(4(24)04 Jakarta)

23/04

PUB 195 7 Ed 2002 LAST NM 12/04

Page 30—Lines 9 to 11/R; read:

contacted by VHF and board as follows:

1. In the vicinity of Khalli Lighted Buoy (60°24.5'N., 28° 05.0'E.), moored at the N end of the TSS.

2. In the vicinity of the lighted buoy moored 0.6 mile W of the light (Povorotnyy) shown from the N end of Ostrov Mayachnyy (60°34.5'N., 28° 25.6'E.).

(BA NP 286)

23/04

Page 30—Line 17/R; read:

Regulations.—Between the inner pilot boarding place and Banka

(BA NP 286)

23/04

Page 30—Lines 27 to 32/R; read:

All inbound vessels should send a message to the Port Authority at least 48 hours in advance. In the case of their voyage being less than 48 hours, vessels should send a message not later than 1 hour after leaving their last port of call. The message should include the ETA at the pilot boarding place, last port of call, volume and nature of cargo to be discharged or loaded, details of any dangerous cargo, details of any heavy lifts, name of charterer, length, draft, number of passengers, and details of any services required.

Vessels entering the port areas with maximum allowable drafts are considered to be constrained by their drafts. Such vessels must display one black ball by day and one all-round red light at night above the forward steaming light.

The use of tugs is compulsory for vessels over 100m in length without a bow thruster arriving at Vyborg. Tugs are also compulsory for vessels over 80m in length and 5m draft leaving Vyborg.

(BA NP 20)

23/04

Page 30—Line 50/R; read:

turns NE and leads to the inner pilot boarding place off Ostrov

(BA NP 286)

23/04

Page 30—Lines 57 to 60/R; read:

of Mys Krestovyy to the inner pilot boarding place in the vicinity of Ostrov Mayachnyy.

A deep-water route also leads into the port. This channel, which is swept to a depth of 10.7m (1996), is marked by buoys. It branches NNE for about 0.7 mile from the NW side of the Safety Fairway at a position located about 1 mile SW of Banka Hallikivi (Khallikivi). The channel then leads ENE for about 0.6 mile and SE for 0.3 mile, passing N of Banka Hallikivi and SW of Mys Ostryy. It continues E for about 0.2 mile and joins the main fairway close outside the port entrance.

(BA NP 20)

23/04

Page 31—Lines 1 to 6/L; strike out.

(NGA)

23/04

Page 31—Line 15/L; read:

area.

A recommended route, which may best be seen on the chart, extends in a N direction from the vicinity of Veprevskiy Light (60°28'N., 28°26' E.) to the inner pilot boarding place located W of Ostrov Mayachnyy. It is reported (2002) that navigation along this route is prohibited for foreign vessels.

(Rus CH 23001)

23/04

Page 31—Lines 34 to 37/L; read:

from the canal administration must be received in advance.

The canal has floodlights so that it can accommodate traffic at night as well as in limited visibility. Transit of the canal takes between 6 and 8 hours, depending on traffic. Speed is limited to 6 knots in the canal and 8 knots in the lakes. With the use of icebreakers, the season usually starts in early April and extends into January.

Pilotage is compulsory. Transit of the canal as far as Brusnitchnoe is carried out by Russian pilots. Finnish pilots then take vessels to Malkia Lock, at the N end of the canal.

(BA NP 20)

23/04

COAST PILOT CORRECTIONS**COAST PILOT 7 36 Ed 2004 Change No. 10
LAST NM 21/04**

Page 88—Paragraph 785; read:

32°43'08.2"N., 117°12'58.0"W.

(33 CFR 110.210)

23/04

Page 110—Paragraphs 1432 to 1435; read:

§117.169 Mare Island Strait and The Napa River.

(a) The draw of the Mare Island Drawbridge, mile 2.8, at Vallejo shall open on signal between the hours of 9 a.m. and 7 p.m. daily, and upon two hours advance notice all other times. When the drawbridge operator is present, mariners may contact the drawbridge via marine radio or telephone at (707) 648-4313 for drawspan operation. When the drawbridge operator is not present, mariners may contact the City

COAST PILOT 7 (Continued)

of Vallejo via the same telephone number to schedule draw-span operation.

(FR 4/23/04; CL 599/04) 23/04

Page 120—Paragraph 1609; read:

§147.20 Definitions.

Unless otherwise stated, the term “attending vessel” refers to any vessel which is operated by the owner or operator of an OCS facility located in the safety zone, which is used for the purpose of carrying supplies, equipment or personnel to or from the facility, which is engaged in construction, maintenance, alteration, or repair of the facility, or which is used for further exploration, production, transfer or storage of natural resources from the seabed beneath the safety zone.

(33 CFR 147) 23/04

Page 212—Paragraph 3680; read:

§334.890 Pacific Ocean off Point Loma, Calif.; naval restricted area.

(33 CFR 334) 23/04

Page 235—Paragraph 31, line 4; read:

and mooring buoys, pipes, and stakes.

Pacific offshore platforms are regulated by **safety zones** administered and enforced by the United States Coast Guard. (See **33 CFR 147**, chapter 2, for limits and regulations.) If, for safety reasons, a vessel must approach an offshore platform, it is essential to notify the operator of the platform and/or the Captain of the Port on VHF-FM channel 16 for permission to enter the safety zone. Boarding or mooring to a platform is strongly discouraged and may be considered trespass unless permission is given in advance from the platform operator or Captain of the Port, or access to the platform is required as a result of emergency circumstances.

(CL 454/04) 23/04

Page 249—Paragraph 39, line 5; read:

local naval authorities. (See **334.890**, chapter 2, for limits and regulations.) The area in the lee of Point ...

(33 CFR 334.890) 23/04

Page 261—Paragraph 203, lines 2 to 4; read:

147.1 through 147.20, 147.1104, 147.1108, and 147.1111, chapter 2 for limits and regulations and chapter 3 under ‘**Oil well structures**’ for additional information.)

(33 CFR 147; NOS/04) 23/04

Page 282—Paragraph 561; read:

Safety zones

Safety zones have been established around oil drilling platforms and an offshore storage and treatment vessel mooring area, about 13 miles W of Goleta Point, in

34°23'27"N., 120°07'14"W. (**Platform Hondo**);

34°22'36"N., 120°10'03"W. (**Platform Harmony**);

34°21'01"N., 120°16'45"W. (**Platform Heritage**); and

34°24'19"N., 120°06'00"W. (**vessel mooring area**). (See **147.1 through 147.20, 147.1105, 147.1106, 147.1114 and 147.1115**, chapter 2 for limits and regulations and chapter 3

under ‘**Oil well structures**’ for additional information.)

(33 CFR 147; NOS/04) 23/04

Page 282—Paragraph 574, lines 2 to 6; read:

drilling platforms in

34°27'19.0"N., 120°38'47.0"W. (**Platform Hermosa**);

34°28'09.5"N., 120°40'46.1"W. (**Platform Harvest**); and

34°29'42.0"N., 120°42'08.0"W. (**Platform Hidalgo**). (See **(147.1 through 147.20, 147.1109, 147.1110, and 147.1112**, chapter 2 for limits and regulations and chapter 3 under ‘**Oil well structures**’ for additional information.)

(33 CFR 147; NOS/04) 23/04

Page 294—Paragraph 153; read:

Safety zones

Safety zones have been established around the oil drilling platforms and an offshore storage and treatment vessel mooring area in:

(NOS/04) 23/04

Page 294—Paragraphs 159 to 160; read:

34°24'19"N., 120°06'00"W. (**an offshore storage and treatment vessel mooring area**);

34°22'36"N., 120°10'03"W. (**Platform Harmony**);

(33 CFR 147; NOS/04) 23/04

Page 294—Paragraph 165; read:

34°36'37.5"N., 120°43'46.0"W. (**Platform Irene**). (See **147.1 through 147.20, 147.1102, 147.1103, 147.1105 through 147.1107, 147.1109, 147.1110, and 147.1112 through 147.1116**, chapter 2, for limits and regulations and chapter 3 under ‘**Oil well structures**’ for additional information.)

(33 CFR 147; NOS/04) 23/04

**COAST PILOT 8 25 Ed 2003 Change No. 32
LAST NM 22/04**

Page 328—Paragraph 18, lines 1 to 2; read:

Little Branch Bay Light (56°18'15"N., 134°50'44"W.), 109 feet (33.2 m) above the water, shown from a skeleton tower ...

(LL/04) 23/04

Page 333—Paragraph 97, lines 1 to 2; read:

Cape Edgcombe Light (56°59'54"N., 135°51'27"W.), 100 feet (30.5 m) above the water and shown from a skeleton

... (LL/04) 23/04

Page 333—Paragraph 102, lines 3 to 4; read:

marked by **Vitskari Island Light** (57°00'00"N., 135°32'44"W.), 50 feet (15.2 m) above the water, and shown from a

... (LL/04) 23/04

Page 334—Paragraph 120, lines 4 to 5; read:

wooded. **The Eckholms Light** (57°00'36"N., 135°21'33"W.), 33 feet (10.1 m) above the water and shown from a

COAST PILOT 8 (Continued)

- skeleton ...
(LL/04) 23/04 Page 367—Paragraph 37, lines 1 to 2; read:
Pelican Entrance Light (57°57'21"N., 136°13'48"W.), 17 feet (5.2 m) above the water and shown from a post with a ...
(LL/04) 23/04
- Page 340—Paragraph 213, lines 4 to 5; read:
Strait. It is marked by **Neva Point Reef Light 12** (57°14'04"N., 135°33'07"W.), 17 feet (5.2 m) above the water, with ...
(LL/04) 23/04
- Page 341—Paragraph 221, lines 1 to 3; read:
Entrance Island, small and wooded is close to **Zeal Point. Entrance Island 24** (57°17'30"N., 135°36'21"W.), 30 feet (9.1 m) above the water and shown from a skeleton ...
(LL/04) 23/04
- Page 341—Paragraph 226, lines 1 to 2; read:
Kane Islands Light 25 (57°19'22"N., 135°39'46"W.), 40 feet (12.2 m) above the water and shown from a square frame ...
(LL/04) 23/04
- Page 349—Paragraph 59, lines 3 to 4; read:
Island. **Otstoia Island Light** (57°33'41"N., 135°27'01"W.), 17 feet (5.2 m) above the water, is shown from a skeleton tower ...
(LL/04) 23/04
- Page 350—Paragraph 69, line 4; read:
(57°35'06"N., 135°23'36"W.), 14 feet (4.3 m) above the water, is ...
(LL/04) 23/04
- Page 350—Paragraph 74, line 4; read:
Point Benham Light (57°28'59"N., 135°11'52"W.), 19 feet (5.8 m) ...
(LL/04) 23/04
- Page 351—Paragraph 86, lines 3 to 4; read:
tides. It is marked by **McClellan Rock Light** (57°27'11"N., 135°01'37"W.), 17 feet (5.2 m) above the water from a cylindrical ...
(LL/04) 23/04
- Page 351—Paragraph 94, line 3; read:
Light (57°27'48"N., 134°52'00"W.), 35 feet (10.7 m) above the water, ...
(LL/04) 23/04
- Page 359—Paragraph 66, line 8; read:
(57°43'42"N., 136°16'36"W.), 60 feet (18.3 m) above the water, and ...
(LL/04) 23/04
- Page 361—Paragraph 98, line 8; read:
Strait Light 2 (57°50'42"N., 136°26'08"W.), 53 feet (16.2m) above ...
(LL/04) 23/04
- COAST PILOT 8 25 Ed 2003 Change No. 33**
- Page 368—Paragraph 54, line 7; read:
Hills Island Light (58°09'13"N., 136°23'05"W.), 80 feet (24.4 m) ...
(LL/04) 23/04
- Page 369—Paragraph 62, line 7; read:
Lavinia Light (58°13'20"N., 136°21'17"W.), 60 feet (18.3m) above ...
(LL/04) 23/04
- Page 370—Paragraph 76, line 7; read:
Light (58°16'20"N., 136°24'08"W.), 64 feet (19.5 m) above the water, ...
(LL/04) 23/04
- Page 371—Paragraph 94, line 3; read:
(58°19'08"N., 136°02'27"W.), 42 feet (12.8 m) above the water, is shown ...
(LL/04) 23/04
- Page 371—Paragraph 94, line 6; read:
South Passage Light (58°15'20"N., 136°06'56"W.) marks ...
(LL/04) 23/04
- Page 371—Paragraph 99, line 3; read:
(58°17'10"N., 135°46'58"W.), 20 feet (6.1 m) above the water ...
(LL/04) 23/04
- Page 372—Paragraph 102, lines 1 to 2; read:
Icy Passage Light 2 (58°23'12"N., 135°37'45"W.), 22 feet (6.7 m) above the water, is shown from a skeleton tower ...
(LL/04) 23/04
- Page 380—Paragraph 206, line 4; read:
Frederick Light 3 (58°07'55"N., 135°27'55"W.), 26 feet (7.9m) above the ...
(LL/04) 23/04
- Page 383—Paragraph 243, line 3; read:
(58°07'58"N., 135°16'18"W.), 30 feet (9.1 m) above the water, and ...
(LL/04) 23/04
- COAST PILOT 9 21 Ed 2003 Change No. 22 LAST NM 20/04**
- Page 131—Paragraph 166, lines 1 to 2; read:
Egg Island Light E (60°22'00"N., 145°45'14"W.), 33 feet

COAST PILOT 9 (Continued)

(10.1 m) above the water, is shown from a skeleton tower ...
(17/04 CG17) 23/04

Page 149—Paragraph 403, lines 2 to 3; read:
of Saw Island.
(07/96 CG17) 23/04

Page 308—Paragraph 230, line 7; read:
side of the entrance to the arm, can be had in 17 to 14 ...
(CL 151/04) 23/04

Page 308—Paragraph 232, line 3 to Paragraph 233; read:
to Windy Bay, steer **040°** with the pinnacle point astern. On
this course pass W of the low grass-covered island just off
the E shore opposite the N side of the entrance to Windy
Bay. Thence about 2.6 miles farther pass E of the next island
which has a sugarloaf top and a shoal area midway between
the sugarloaf topped island and the U-shaped island. The
shoal area in 56°09'46.9"N., 158°32'52.6"W. has a least
depth of 2.7 fathoms. Pending a detailed survey, caution
should be used when navigating this area.

Directly after passing W of the U-shaped island, round on
the port hand and on midchannel courses are two closely
spaced islands, the N one of which is the higher and is the
last island at the head of Kuiukta Bay. Pass E of 3.6 fathom
sounding in 56°10'56"N., 158°32'21"W. Portage Bay is on
the W side at the head of Kuiukta Bay. Anchor in the W arm
about 0.5 mile to 1 mile W of the last island in 17 to 14 fath-
oms, mud bottom.
(CL 151/04; CL 575/04) 23/04

Page 358—Paragraph 239, line 4; read:
39, published and sold by the U.S. Army Corps of Engi-
neers.
(PS 39/94) 23/04

Page 437—Paragraph 113, lines 6 to 7; read:
inland are good marks. **Cape Greig Light** (57°44'30"N.,
157°42'48"W.), 350 feet (105 m) above the water, is shown
from a ...
(18/04 CG17) 23/04

Page 475—Paragraph 640, lines 1 to 2; read:
Cape Rodney Light (64°38'31"N., 166°23'47"W.), 24 feet
(7.3 m) above the water, is shown from a ...
(18/04 CG17) 23/04