

NAVIGATION PUBLICATIONS

SAILING DIRECTIONS CORRECTIONS

PUB 148 **7 Ed 2001** **LAST NM 32/04**

Page 34—Line 24/L; insert after:

A partially-obscured light is situated on the W end of the islet.

(US NM 30/04) 33/04

PUB 154 **8 Ed 2002** **LAST NM 31/04**

Page 204—Lines 31 to 34/L; read:

The Northland Cruise Dock, a new facility, has been reported (2004) to be located about 0.6 mile NE of Ocean Dock. The dock is about 340m long and consists of eight dolphins and a 40m floating dock, used for passenger handling, connected to shore by two ramps. Vessels up to 300,000 grt and up to 300m long can be handled. The dolphins and the outer ends of the floating dock are marked by lights. There are also extensive facilities for small craft, pleasure craft, and yachts.

(Can NM 05/04) 33/04

PUB 195 **7 Ed 2002** **LAST NM 23/04**

Page 4—Line 20/L; read:

equipment and radios.

GOFREP, a mandatory ship reporting system under SOLAS, has been established in the Gulf of Finland and its approaches. This system is operated by the VTS centers at Tallinn (VHF channel 61), Helsinki (VHF channel 60), and Saint Petersburg (VHF channel 74).

Vessels not equipped with an Automatic Identification System (AIS) and entering the area from the W are recommended to send a report to the relevant VTS traffic center at least 1 hour in advance.

For further information concerning GOFREP, see Finland in Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(BA NP 286) 33/04

Page 8—Lines 18 to 22/R; read:

Regulations.—GOFREP, a mandatory ship reporting system under SOLAS, has been established in the Gulf of Finland and its approaches. This system is operated by the VTS centers at Tallinn (VHF channel 61), Helsinki (VHF channel 60), and Saint Petersburg (VHF channel 74). For further information concerning GOFREP and other regulations pertaining to vessels approaching the ports along the S coast of the Gulf of Finland, see Finland in Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(BA NP 286) 33/04

Page 17—Line 6/R; read:

recommended routes.

GOFREP, a mandatory ship reporting system under SOLAS, has been established in the Gulf of Finland and its approaches. This system is operated by the VTS centers at Tallinn (VHF channel 61), Helsinki (VHF channel 60), and Saint Petersburg (VHF channel 74).

Vessels not equipped with an Automatic Identification System (AIS) and entering the area from the W are recommended to send a report to the relevant VTS traffic center at least 1 hour in advance.

For further information concerning GOFREP, see Finland in Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(BA NP 286) 33/04

Page 21—Line 30/R; read:

Regulations

GOFREP, a mandatory ship reporting system under SOLAS, has been established in the Gulf of Finland and its approaches. This system is operated by the VTS centers at Tallinn (VHF channel 61), Helsinki (VHF channel 60), and Saint Petersburg (VHF channel 74). For further information concerning GOFREP, see Finland in Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(BA NP 286) 33/04

Page 27—Lines 6 to 21/L; read:

Regulations.—GOFREP, a mandatory ship reporting system under SOLAS, has been established in the Gulf of Finland and its approaches (see paragraph 2.1).

A Vessel Traffic Service (VTS) system operates within the approach fairways of the port pilotage area. Kotka VTS can be contacted on VHF channel 67. Radio communications are in English, Finnish, and Swedish.

All vessels over 12m in length must maintain a continuous VHF watch.

All vessels over 20m in length must send an initial report to Kotka VTS when entering the area. The report must state the vessel's name, location, and planned route. The VTS Center will confirm receipt of the report and will provide the necessary information and instructions.

The VTS Center can provide positioning assistance on request in the case of equipment malfunction.

The VTS Center may give instructions on the speed of vessels and, when necessary, prohibit overtaking in the area or specify the right-of-way in narrow channels.

The VTS area is bordered by a line joining the following approximate positions:

- a. 60°16'N, 25°43'E. (shore).
- b. 60°05'N, 25°43'E.
- c. 60°05'N, 26°33'E.
- d. 60°12'N, 26°50'E.
- e. 60°12'N, 27°18'E.

PUB 195 (Continued)

- f. 60°14'N, 27°28'E.
- g. 60°23'N, 27°42'E.
- h. 60°27'N, 27°40'E.
- i. 60°33'N, 27°48'E. (shore).

Kotka VTS Reporting Points (RP) are, as follows:

- 1. RP No. 6—Varlaxudden, Emsalo (60°11.7'N., 25°40.0'E.).
- 2. RP No. 10—Tiiskeri (60°05.0'N., 26°20.0'E.).

Vessels entering the VTS area from Russian territorial waters should make the initial traffic report when crossing a line extending along the seaward limit of the Finnish territorial sea and joining the following points:

- a. 60°33'N, 27°48'E. (shore).
- b. 60°12'N, 27°18'E.
- c. 60°05'N, 26°33'E. (near the NE limit of the GOF-REP area).

(BA NP 286)

33/04

Page 35—Line 28/R; read:

Regulations.—GOFREP, a mandatory ship reporting system under SOLAS, has been established in the Gulf of Finland and its approaches. This system is operated by the VTS centers at Tallinn (VHF channel 61), Helsinki (VHF channel 60), and Saint Petersburg (VHF channel 74). For further information concerning GOFREP, see Finland in Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Vessels bound for ports in Russia should

(BA NP 286)

33/04

COAST PILOT CORRECTIONS**COAST PILOT 1 34 Ed 2004 Change No. 3
LAST NM 24/04**

Page 8—Paragraph 143, lines 14 to 16; read:

signals, and electronic aids.

(NOS/04)

33/04

Page 99—Paragraph 1048, line 8; read:

approved material is available for inspection at the Office of the Federal ...

(CL 941/04; FR 6/23/04)

33/04

**COAST PILOT 3 37 Ed 2004 Change No. 6
LAST NM 28/04**

Page 123—Paragraph 1850, line 1; read:

§165.503 Security Zone; Captain of the Port Hampton Roads Zone.

(a) *Definitions.* As used in this section—

Certain dangerous cargo or CDC means a material defined as CDC in 33 CFR 160.204.

Designated Representative of the Captain of the Port in any U.S. Coast Guard commissioned, warrant or petty officer who has been authorized by the Captain of the Port (COTP), Hampton Roads, Virginia to act on his or her behalf.

Passenger vessel means a vessel defined as a passenger in 46 CFR part 70.

(b) *Location.* All navigable waters of the Captain of the

Port Hampton Roads zone (defined in 33 CFR 3.25-10) within 500 yards around a passenger vessel or vessel carrying a CDC, while the passenger vessel or vessel carrying CDC is transiting, moored or anchored.

(c) *Regulations.* (1) No vessel may approach within 500 yards of a passenger vessel or vessel carrying a CDC within the Captain of the Port Hampton Roads zone, unless traveling at the minimum speed necessary to navigate safely.

(2) Under §165.33, no vessel or person may approach within 100 yards of a passenger vessel or vessel carrying a CDC within the Captain of the Port Hampton Roads zone, unless authorized by the COTP Hampton Roads or his or her designated representative.

(3) The COTP Hampton Roads may notify the maritime and general public by marine information broadcast of the periods during which individual security zones have been activated by providing notice in accordance with 33 CFR 165.7.

(4) A security zone in effect around a moving or anchored vessel will be enforced by a law enforcement vessel. A security zone in effect around a moored vessel will be enforced by a law enforcement agent shoreside, a law enforcement vessel waterside, or both.

(5) Persons desiring to transit the area of the security zone within 100 yards of a passenger vessel or vessel carrying a CDC must contact the COTP Hampton Roads on VHF-FM channel 16 (156.8 MHz) or telephone number (757) 668-5555 or (757) 484-8192 to seek permission to transit the area. All persons and vessels must comply with the instructions of the COTP or the COTP's designated representative.

(d) *Enforcement.* The COTP will enforce these zones and may enlist the aid and cooperation of any Federal, state, county, or municipal law enforcement agency to assist in the enforcement of the regulation.

§165.504 Newport News Shipbuilding and Dry Dock Company Shipyard, James River, Newport News, VA.

(a) *Location.* The following is a security zone: The ...

(FR 7/7/04; CL 998/04)

33/04

**COAST PILOT 4 35 Ed 2003 Change No. 42
LAST NM 32/04**

Page 275—Paragraph 38, lines 7 to 8; read:

In May 2004, the controlling depth was 3.5 feet in the channel with 7.3 feet in the basin.

(BP 183437)

33/04

Page 283—Paragraph 158, lines 6 to 9; read:

side of the river extending about 0.5 mile offshore.

(NOS 11553)

33/04

Page 304—Paragraph 76, lines 4 to 5; read:

February 2004, the controlling depth was 7.1 feet in the channel to Light 17, thence 6.1 feet to Light 23; ...

(BPs 182775-76)

33/04

Page 385—Paragraph 69, line 3; read:

clearance of 169 feet (174 feet for 200 feet each side of the

