

SAILING DIRECTIONS CORRECTIONS

PUB 126 6 Ed 2002 LAST NM 25/04

Page 30—Lines 37 to 47/L; read:

Anchorage is prohibited within 280m of the submerged water pipeline laid between Pointe Faripti and Ilot Teveiroa; anchorage is also prohibited in the submerged pipeline area, best seen on the chart, between the main island of Bora-Bora and Motu Tape (16°30'S., 151°42'W.).

There is an aircraft landing strip and jetty on Motu Mute, an island on the N extremity of the barrier reef. There is a prohibited anchorage area extending from Motu Mute S to Bora-Bora. Anchorage is also prohibited in the vicinity of the pipeline which extends ENE about 0.4 mile to an island off the N entrance point of Baie Faanui.

(15(53)04 Brest) 39/04

Page 32—Lines 36 to 43/L; read:

Passe Teavarua lies about 0.5 mile E of Passe Mahanatoa but should not be used since the beacons are removed. A vessel too deep in draft for the entrance can anchor outside the reef, off the NW and SE coasts of the island. The tidal currents of the N end of the island set to the E on the flood and to the W on the ebb, and are strong enough to swing a ship in a stiff breeze.

The village of Vaiuru lies on the S coast of Raivavae. An aviation runway lies on a stretch of level ground to the SW of Vaiuru.

Caution.—Discolored water has been reported to lie 5 miles NE of the island.

(Fr NM 15/04, Section 2.3) 39/04

Page 166—Lines 27 to 41/R; read:

Craig Cove (16°15'S., 167°55'E.) lies about 0.8 mile N of Craig Point. The cove affords anchorage, in depths of 33 to 46m. There is a fringing reef around the shores of the cove. A bank, with a depth of 29m, lies about 0.5 mile WNW of **George Point** (16°15.7'S., 167°54.7'E.), the SE point of the cove. A concrete wharf, 60m in length, extends over a reef in a WSW direction, 0.2 miles NE of George Point and has a depth of 5.1m at the head. Dip Point, also known as Ranwakon Point, forms the W extremity of Ambrym Island, and lies about 0.5 mile NNW of Craig Cove. Lamb Point, nearly 1.3 miles N of Dip Point, is a low point formed by volcanic ash. The coast in this vicinity is fringed by shoals.

Anchorage.—At 1.3 miles E of Lamb Point there is an indentation in the shore, in back of which there is a lagoon with no opening to the sea. During the Southeast Trades, temporary anchorage can be taken in the indentation off the lagoon, in a depth of 37m, volcanic sand, poor holding ground. This berth is known as Dip Point Anchorage. Soundings increase rapidly towards offshore. Depths of 80m are observed at a distance of 120m from the coast.

(BA NM 28/04, Section IV) 39/04

Page 168—Lines 24 to 35/R; read:

Walaha (15°26'S., 167°41'E.) is a trading station, 3.8 miles SW of Ambore Anchorage. It is not visible from offshore, but can be located by a small double hill behind it. Indifferent anchorage can be found about 0.1 mile from the shore. **Ngwala Rock** (Devil Rock) (15°27.0'S., 167°39.8'E.), off the SW end of the island, is a high columnar rock with a little foliage on its summit. Vatu Tangaloi (Devil Point) forms the SW extremity of Aoba Island.

The SE side of Aoba Island appears to be free of dangers, but there is no part of this coast suitable for anchorage. The E coast consist mainly of sandy beaches. The NE extremity of the islands is fringed by a reef which extends 0.5 mile offshore and should be given a wide berth.

(BA NM 33/04, Section IV) 39/04

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Page 43—Lines 13 to 21/L; read:

To proceed NE through this channel, keep the N extremity of Pulau Bakau in range with the S extremity of Pulau Kalangbau, bearing 089°, until Pulau Selemar bears 000°, when a fairway will open to the NE.

Caution.—A dangerous wreck, best seen on the chart, lies 8 miles due S of **Pulau Kalangbahu** (3°02'S., 107°10'E.).

Selat Baur

2.43 Selat Baur is the preferred channel of the three passages through Selat Gelasa. The narrowest part of the strait, between Pulau Geresik on the W, and Kepulauan Lima on the E side, is 4 miles wide.

(33(3717)04 Taunton) 39/04

Page 65—Lines 41 to 52/L; read:

Pancalirang Besar (Timur) (5°27'S., 106°34'E.), the N island of the main group of Kepulauan Seribu, lies 16.5 miles SSE of Jaga Utara. It is densely wooded with tall trees.

A dangerous wreck lies 3 miles NE of Pulau Panjaliran Timur.

Pancalirang-kecil lies 0.75 mile SW of Pancalirang-besar. A patch of coral rocks extends 1.3 miles W of Pancalirang-kecil.

Pulau Jagung, 2.5 miles SW of Pancalirang-besar, is thickly wooded with high trees. Karang Mayang, a rocky patch with a depth of 7.9m, lies 2.5 miles SE of Pancalirang-besar.

Pulau Buton, 1 mile W of Pancalirang-besar, is 0.2 mile within the W end of this coral patch. A detached rock, with a depth of 2.4m, lies 1.75 miles W of Pulau Buton. Another rock, with a depth of 3m, lies 1 mile NNE of Pulau Buton.

Pulau Ringit, densely wooded, with high trees, lies 2 miles SSE of Pancalirang-besar. Kepulauan Serabu lies 1.5 miles SW of Pulau Ringit.

(27(3093)04 Taunton) 39/04

PUB 163 (Continued)

Page 305—Lines 1 to 10/L; read:

11.27 Bintulu (3°10'N., 113°02'E.) stands on the E bank of the river about 0.3 mile within the entrance. The principal berthing facility is 49m long, with depths of 0.8 to 1.3m alongside. See paragraph 11.31 for additional port information.

Batang Kemena is navigable by any vessel with local knowledge that can cross the bar, as far as Tubau, 50 miles upriver. A bridge, with a vertical clearance of 11.8m, crosses the river about 3.5 miles upstream from the above-mentioned berthing facility. The width of the navigation channel between the piers is 37m.

(NGA) 39/04

COAST PILOT CORRECTIONS**COAST PILOT 3 37 Ed 2004 Change No. 13
LAST NM 38/04**

Page 212—Paragraph 135, lines 5 to 7; read:
fish and oyster stakes in the area are to be avoided. The passage should not ...
(LL/04) 39/04

Page 212—Paragraph 136, lines 3 to 7; read:
2.5 miles below Ship John Shoal Light and head in a southerly direction for a position (39°04.0'N., 75°20.8'W) about 1.4 miles east of Murderkill River Entrance Approach Light 1. A depth of about 7 feet can be carried through this passage, but care must be taken to avoid the 4 to 6 feet shoal spots about 3 miles off Port Mahon and the 5-foot shoal 3.3 miles off Little River.
(CL 804/04; NOS 12304) 39/04

Page 250—Paragraph 97, lines 8 to 10; read:
December 2003, the controlling depth was 3.8 feet (8 feet at midchannel) in the dredged channel; thence 3.8 to 4.9 feet in the basin. A no-wake **speed limit** is enforced.
(CL 690/04; BPs 183394-95) 39/04

Page 335—Paragraph 26, lines 4 to 5; read:
above the entrance is the head of navigation. In August 2003, the controlling depth was 6 feet over the bar ...
(BPs 184316-20) 39/04

Page 335—Paragraph 28, lines 4 to 5; read:
leads across the bar to the mouth of the creek. In August 2003, the controlling depth was 2.4 feet across ...
(CL 1023/04; BPs 183894-97) 39/04

Page 379—Paragraph 237, line 2; read:
75°09'W.)
WXX-97, Sudlersville, Md., 162.50 MHz. (39°11'N., 75°55'W.)
(CL 1169/04) 39/04

**COAST PILOT 5 32 Ed 2004 Change No. 10
LAST NM 38/04**

Page 120—Paragraph 1672, line 4; read:
destination.

(9) Ammonium nitrate and ammonium nitrate based fertilizers, in bulk, listed as a Division 5.1 material in 49 CFR 172.101.

(10) Propylene oxide, alone or mixed with ethylene oxide, in bulk.
(FR 8/18/04) 39/04

Page 120—Paragraphs 1683 to 1687; read:
(a) [Suspended]
(FR 8/18/04) 39/04

Page 122—Paragraph 1690; read:
(d) [Suspended]
(e) *Submission to the National Vessel Movement Center (NVMC)*. Except as provided in paragraphs (b) and (c) of this section, vessels must submit NOA information required by §160.206 (entries 1-9 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV 25430, By:

(1) Electronic submission via the electronic NOA (e-NOA) available on the NVMC web site at <http://www.nvmc.uscg.gov>.

(2) Electronic submission via web service of formatted XML (eXtensible Markup Language) documents. E-mail sans@nvmc.uscg.gov to ask for the XML schema details;

(3) E-mail at sans@nvmc.uscg.gov. Workbook available at <http://www.nvmc.uscg.gov>;

(4) Fax at 1-800-547-8724 or 304-264-2684. Workbook available at <http://www.nvmc.uscg.gov>; or,

(5) Telephone at 1-800-708-9823 or 304-264-2502.
(FR 8/18/04) 39/04

COAST PILOT 5 32 Ed 2004 Change No. 11

Page 96—Paragraph 1023; read:
§117.424 Belle River.
[Suspended]

§117.T426 Belle River.

The draw of the 570 bridge, mile 23.8 (Landside Route) shall open on signal from 8 a.m. to 5 p.m., Monday through Friday. At all other times, the bridge will open on signal if at least four hours advance notice is given.

(FR 4/12/04) 39/04

Page 322—Paragraph 16, lines 5 to 6; read:
miles W of the entrance. **Tampa Bay Lighted Buoy T** (27°35'19"N., 83°00'42"W.), 13.5 miles W of ...
(17/04 CG7; LL/04) 39/04

Page 322—Paragraph 16, line 11; read:
normally visible approaching Tampa Bay Lighted ...
(17/04 CG7; LL/04) 39/04

COAST PILOT 5 (Continued)

- Page 325—Paragraph 79, line 3; read:
buoy (Tampa Bay Lighted Buoy T). Length, ...
(17/04 CG7; LL/04) 39/04
- Page 338—Paragraph 271, lines 5 to 9; read:
Johns Pass thence N to the Intracoastal Waterway. In April
2004, the controlling depth in the entrance channel was 8.0
feet (10.0 feet at midchannel) to the bridge over the pass,
thence 7.1 feet (7.9 feet at midchannel) to Daybeacon 8,
thence 4.8 feet (5.5 feet at midchannel) to the intersection
with the ...
(CL 881/04) 39/04
- Page 354—Paragraph 75, lines 6 to 7; read:
protected by twin jetties. In June 2004, the controlling depth
was 5.3 feet (7.7 feet at midchannel). The ...
(CL 1065/04) 39/04
- Page 360—Paragraph 164, lines 2 to 3; read:
provides for a jettied entrance cut through Shell Island 36
feet deep and into the bay. (See Notice to ...
(CL 1007/04) 39/04
- Page 364—Paragraph 212, lines 3 to 6; read:
fixed highway bridge at Freeport. In June 2004, the control-
ling depth was 3.3 feet (8.6 feet at midchannel) in the chan-
nel with 4.9 to 9.0 feet in the turning basin. The ...
(CL 1066/04) 39/04
- Page 380—Paragraph 58, lines 11 to 12; read:
of the creek. In June 2004, the controlling depth in the chan-
nel was 6 feet with 5.2 to 6 feet in the turning basin. An ...
(CL 1034/04) 39/04
- Page 381—Paragraph 68, lines 3 to 4; read:
McDuffie Island and the mainland. In January 2004, the con-
trolling depth was 6.9 feet ...
(CL 500/04) 39/04
- Page 384—Paragraph 124, line 3; read:
about 45 miles above Mobile. In 1972, the reported ...
(CL 1168/04) 39/04
- Page 385—Paragraph 132, lines 3 to 12; read:
214, **Tuscaloosa**, mile 340, **Port Birmingham**, mile 396.5,
and various landings via dredged channels in the **Black
Warrior-Tombigbee River System**. Mobile River joins the
Tombigbee River about 45 miles above Mobile. Just above
Demopolis, at the junction of the Black Warrior and Tombig-
bee Rivers at about mile 217, the waterway continues via the
Black Warrior River and thence at about mile 385 divides
into two navigable forks. The head of navigation on **Mul-
berry Fork** is at about 385, and on **Locust Fork** at mile 385.
A Federal ...
(CL 1168/04) 39/04
- Page 385—Paragraph 133, line 4; read:
William Bacon Oliver Lock and Dam at mile 337. This ...
(CL 1168/04) 39/04
- Page 385—Paragraph 143, line 1; read:
Mobile River joins Alabama River about 45 miles ...
(CL 1168/04) 39/04
- Page 386—Paragraph 153, lines 5 to 7; read:
June 2004, the controlling depth in the entrance channel and
basin was 6.5 feet. The channel is marked with ...
(CL 1035/04) 39/04
- Page 396—Paragraph 267, lines 7 to 8; read:
February 2004, the midchannel controlling depth was 0.9
foot to the overhead power cables, thence 1.1 ...
(CL 441/04) 39/04
- Page 402—Paragraph 340, lines 9 to 12; read:
June 2004, the controlling depth was 6.5 feet (6.8 feet at
midchannel) to the turning basin just inside the mouth,
thence 6.7 to 8 feet in the turning basin, thence 2 feet (6 feet
at midchannel) in the head of the project. Diesel fuel, water,
and ice ...
(CL 986/04) 39/04
- Page 539—Paragraph 300, line 2; read:
Basin. **Boca Chica Passing Basin** is 7 miles and ...
(CL 1079/04) 39/04
- Page 614—Paragraph 678, lines 15 to 16; read:
miles.
(37/96 CG7; LL/04) 39/04
- COAST PILOT 6** **34 Ed 2004** **Change No. 13**
LAST NM 38/04
- Page 84—Paragraph 978, line 4; read:
destination.
(9) Ammonium nitrate and ammonium nitrate based fer-
tilizers, in bulk, listed as a Division 5.1 material in 49 CFR
172.101.
(10) Propylene oxide, alone or mixed with ethylene oxide,
in bulk.
(FR 8/18/04) 39/04
- Page 84—Paragraphs 989 to 993; read:
(a) [Suspended]
(FR 8/18/04) 39/04
- Page 86—Paragraph 996; read:
(d) [Suspended]
(e) *Submission to the National Vessel Movement Center*
(NVMC). Except as provided in paragraphs (b) and (c) of this
section, vessels must submit NOA information required by
§160.206 (entries 1-9 to Table 160.206) to the NVMC,
United States Coast Guard, 408 Coast Guard Drive, Kear-
neysville, WV 25430, By:
(1) Electronic submission via the electronic NOA (e-

COAST PILOT 6 (Continued)

NOA) available on the NVMC web site at <http://www.nvmc.uscg.gov>.

(2) Electronic submission via web service of formatted XML (eXtensible Markup Language) documents. E-mail sans@nvmc.uscg.gov to ask for the XML schema details;

(3) E-mail at sans@nvmc.uscg.gov. Workbook available at <http://www.nvmc.uscg.gov>;

(4) Fax at 1-800-547-8724 or 304-264-2684. Workbook available at <http://www.nvmc.uscg.gov>; or,

(5) Telephone at 1-800-708-9823 or 304-264-2502.
(FR 8/18/04) 39/04

**COAST PILOT 7 36 Ed 2004 Change No. 19
LAST NM 38/04**

Page 133—Paragraph 1957, line 4; read:
destination.

(9) Ammonium nitrate and ammonium nitrate based fertilizers, in bulk, listed as a Division 5.1 material in 49 CFR 172.101.

(10) Propylene oxide, alone or mixed with ethylene oxide, in bulk.

(FR 8/18/04) 39/04

Page 133—Paragraphs 1968 to 1972; read:

(a) [Suspended]
(FR 8/18/04) 39/04

Page 133—Paragraph 1975; read:

(d) [Suspended]

(e) *Submission to the National Vessel Movement Center (NVMC)*. Except as provided in paragraphs (b) and (c) of this section, vessels must submit NOA information required by §160.206 (entries 1-9 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV 25430, By:

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(4) Fax at 1-800-547-8724 or 304-264-2684. Workbook available at <http://www.nvmc.uscg.gov>; or,

(5) Telephone at 1-800-708-9823 or 304-264-2502.
(FR 8/18/04) 39/04

**COAST PILOT 8 26 Ed 2004 Change No. 3
LAST NM 38/04**

Page 62—Paragraph 438, line 4; read:
destination.

(9) Ammonium nitrate and ammonium nitrate based fertilizers, in bulk, listed as a Division 5.1 material in 49 CFR 172.101.

(10) Propylene oxide, alone or mixed with ethylene oxide, in bulk.

(FR 8/18/04) 39/04

Page 63—Paragraphs 449 to 453; read:

(a) [Suspended]
(FR 8/18/04) 39/04

Page 63—Paragraph 456; read:

(d) [Suspended]
(e) *Submission to the National Vessel Movement Center (NVMC)*. Except as provided in paragraphs (b) and (c) of this section, vessels must submit NOA information required by §160.206 (entries 1-9 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV 25430, By:

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(5) Telephone at 1-800-708-9823 or 304-264-2502.
(FR 8/18/04) 39/04

**COAST PILOT 9 22 Ed 2004 Change No. 1
LAST NM 38/04**

Page 1—Paragraph 2; read:

Amendments to this publication are issued through NOS website <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>, U.S. Coast Guard Local Notices to Mariners website <http://www.navcen.uscg.gov/lnm/default.htm>, and National Geospatial-Intelligence Agency Notices to Mariners website <http://pollux.nss.nga.mil/untm/>.

(NOS/04) 39/04

Page 35—Paragraph 576, lines 1 to 3; read:

National Oceanic and Atmospheric Administration:
The U.S. Department of Commerce National Oceanic and Atmospheric Administration ...

(CL 1121/04) 39/04

Page 76—Paragraph 626, line 8; read:

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

(CL 941/04; FR 6/23/04) 39/04

Page 88—Paragraph 952 to Paragraph 956, line 1; read:

(6) Knows the speed and direction of the current, and the set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

§164.80 Tests, inspections, and voyage planning.

COAST PILOT 9 (Continued)

- (a) The owner, master, or operator of each towing ...
(CL 922/04; FR 6/18/04; CL 879/03; FR 4/29/03) 39/04

Page 88—Paragraph 965, line 3 to Page 89—Paragraph 975; read:

of chafing gear; and of the winch brake, if installed.

(c)(1) The voyage-planning requirements outlined in this section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any combination of these services—

(A) Within a limited geographic area, such as fleet-ing-area for barges or a commercial facility, and used for restricted service, such as making up or breaking up larger tows;

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise chartered, and operated by the United States Govern-ment or by a government of a foreign country; and that is not engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt from these voyage planning requirements for a specified route, you should submit a written request to the appropriate COTP. The COTP will provide you with a written response granting or denying your request.

(3) If any part of a towing vessel's intended voyage is seaward of the baseline (i.e. the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related require-ments noted in parentheses):

(i) Applicable information from nautical charts and publication (also see paragraph (b) of section 164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of depart-ures, all ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of section 164.78 and (b) of section 164.82);

(iii) Data on tides and currents for the port of depart-ure, all ports of call, and the destination, and the river staged and forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at

proposed waypoints;

(vii) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port specific requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(ix) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 922/04; FR 6/18/04) 39/04

Page 91—Paragraph 1035, line 7; read:

buoy at 61°06'25"N., 146°21'20"W.; thence south to ...

(FR 5/19/04) 39/04

Page 502—Paragraph 53; read:

Electronic versions of the Local Notices to Mariners are posted weekly on the U.S. Coast Guard Navigation Center's website at: <http://www.navcen.uscg.gov/lnm/default.htm>. The National Geospatial-Intelligence Agency Notices to Mariners are available at: <http://pollux.nss.nga.mil/untm/>.

(NOS/04) 39/04

COAST PILOT 9 22 Ed 2004 Change No. 2

Page 62—Paragraph 437, line 4; read:
destination.

(9) Ammonium nitrate and ammonium nitrate based fer-tilizers, in bulk, listed as a Division 5.1 material in 49 CFR 172.101.

(10) Propylene oxide, alone or mixed with ethylene oxide, in bulk.

(FR 8/18/04) 39/04

Page 63—Paragraphs 448 to 452; read:

(a) [Suspended]

(FR 8/18/04) 39/04

Page 63—Paragraphs 455 to 459; read:

(d) [Suspended]

(e) *Submission to the National Vessel Movement Center (NVMC)*. Except as provided in paragraphs (b) and (c) of this section, vessels must submit NOA information required by §160.206 (entries 1-9 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kear-neysville, WV 25430, By:

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(2) Electronic submission via web service of formatted XML (eXtensible Markup Language) documents. E-mail sans@nvmc.uscg.gov to ask for the XML schema details;

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(4) Fax at 1-800-547-8724 or 304-264-2684. Work-book available at <http://www.nvmc.uscg.gov>; or,

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(FR 8/18/04) 39/04