SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 NEW EDITION
(NIMA) 13/00

PUB 145 8 Ed 2000 NEW EDITION
(NIMA) 13/00

PUB 153 8 Ed 1997 LAST NM 9/00
Page 76—Lines 21 to 24/R; read:
extending 600m S from a position 0.5 mile E of the hospital.
(PUBS 005/00) 13/00

Page 76—Lines 37 to 48/R; strike out.
(PUBS 005/00) 13/00

PUB 193 7 Ed 1998 LAST NM 42/99
Page 62—Lines 1 to 15/L; read:
4.05 Pilotage.—Pilotage within Oslofjorden is compulsory for vessels of 500 grt and all vessels, irrespective of size, carrying dangerous and/or polluting cargo.

Vessels should send a request for pilotage 24 hours in advance to Horten Pilot Dispatch Center by fax, telephone, or VHF channel 13. The message should include name, call sign, nationality, ETA, destination, draft, brief details of cargo, tonnage, length, beam, and any other information as appropriate. Requests can be sent via the agent.

Vessels should then send a confirmation of the request for pilotage and an ETA 5 and 2 hours prior to arrival.

Generally, pilots board vessels about 1.5 miles E of Store Faerder (59˚04.5'N., 10˚34.5'E.).

Vessel Traffic Service.—A mandatory Vessel Traffic Service system (VTS) became operational in Oslofjorden on 01 January 1999.

The VTS area is divided into two sectors. Sector 1, S of 59˚46'N, is operated by Horten VTS Center; and Sector 2, N of 59˚46'N, is operated by Oslo Port VTS Center. The S most part of the VTS area (Sector 1) includes approximately the waters lying E of the meridian of Tonsberg Tonne (10˚17'E.) and lying N of the latitude of Sydostgrunnen (58˚57'N.).

The following vessels must participate:

1. All vessels 24m and over in length.
2. All vessels carrying hazardous and/or polluting cargo in bulk.
3. Vessels carrying paying passengers within Sector 2.

The following VHF frequencies are used:

1. Sector 1(S of Hollenderbaen Light): Channel 18.
2. Sector 1(N of Hollenderbaen Light): Channel 19.
3. Sector 2: Channel 20.

All vessels, except those carrying dangerous goods, must report 1 hour before entry into the VTS area to the appropriate Control Center by VHF, E-mail, or Fax. Vessels carrying dangerous goods must report 6 hours before entry. Clearance to enter the VTS area must be obtained (also to anchor).

All vessels must then report to Horton Control Center on VHF Channel 18 when entering the VTS area.

Ferries operating local transits are only required to report immediately before leaving the berth.

When transiting the area or at anchor, vessels must keep a continuous watch on the designated frequency.

VTS communications shall be in English or a Scandinavian language.

Permission to change frequencies or end a VHF watch must be obtained from the VTS Control Center.

VTS operations, traffic information, or clearances do not relieve the Master of the responsiblity for safe navigation of the vessel.

4.06 Routes.—The main route for vessels navigating within Oslofjorden is formed by the appropriate lanes of the Traffic Separation Schemes (See Directions).
(BA NP 287; Nor NM 23/98) 13/00

COAST PILOT CORRECTIONS

COAST PILOT 5 27 Ed 1997 Change No. 35
LAST NM 9/00
Page 57—Paragraphs 735 to 736; strike out.
(CL 389/99; FR 3/2/99) 13/00

Page 142—Paragraph 142, line 7; read:
the canal entrance. In April 1998, the channel had a reported controlling ...
(CL 466/98; NOS 11433) 13/00

Page 145—Paragraph 191, line 8; read:
of 77 feet at the center span and 55 feet reported elsewhere is close ...
(CL 957/99) 13/00

Page 152—Paragraph 322, lines 5 to 7; read:
Waterway. In July 1998, the controlling depth in the channel was 6½ feet. Daybeacons mark the channel. **Venice Inlet Light 1** (27°06.8'N., 82°28.2'W.), 20 feet above the water, is shown from a ...
(CL 1733/99; LL/99) 13/00

Page 167—Paragraph 205; read:
The Platt Street Bridge, at the mouth of the Hillsborough River, has a bascule span with a clearance of 15 feet. About 0.1 mile above the mouth are twin fixed bridges with a clearance of 40 feet, and bascule bridges adjacent to the N with a clearance of 15 feet. The bascule bridge at Kennedy Boulevard, 0.35 mile above the mouth, has a clearance of 11 feet. About 0.65 mile above the mouth are bascule bridges with a clearance of 7 feet. About 0.9 mile above the mouth is a bascule bridge with a clearance of 12 feet. About 1.0 mile above the mouth, the expressway twin fixed bridges have a clearance of 40 feet at the center, and the North Boulevard fixed highway bridge, about 1.3 above the mouth, has a clearance

COAST PILOT 5 (Continued)

of 40 feet. Various lift bridges cross the Hillsborough River N of the North Boulevard highway bridge. (**See 117.1 through 117.59 and 117.291, chapter 2, for drawbridge regulations.)**
(NOS 11417) 13/00

Page 173—Paragraph 319, line 2; read:
construction on the Cross Florida Barge Canal. The completed, state-operated, E and W ...
(CL 2224/99) 13/00

Page 173—Paragraph 319, lines 7 to 8; read:
Barge Canal contact the Florida Department of Environmental Protection, Office of Greenways and Trails (telephone 352-236-7143).
(CL 2224/99) 13/00

Page 198—Paragraph 127, line 3; read:
clearance of 26 feet. An overhead power cable with a clearance of 46 ...
(CL 1959/98) 13/00

Page 200—Paragraph 164, line 11; read:
has a reported 35-foot fixed span with a clearance of 15 feet. There are seafood ...
(CL 1183/99) 13/00

Page 203—Paragraph 228, line 11; read:
fixed span with a clearance of 12 feet. In October 1999, U.S. Route 90 replacement fixed span was under construction; when completed, it will provide a clearance of 13 feet. Overhead power cables just ...
(40/99 CG8) 13/00

Page 204—Paragraph 239, lines 5 to 6; read:
highway bridge. In May-July 1999, the controlling depth was 12 feet. The channel is marked by lights, buoys, ...
(CL 1248/99) 13/00

Page 204—Paragraph 239, lines 10 to 11; read:
about 1 mile SE of U.S. Route 90 highway bridge. In October 1998-July 1999, the controlling depth was 9½ feet. The channel is marked by ...
(CL 1248/99; 41/99 CG8) 13/00

Page 206—Paragraph 270, lines 7 to 8; read:
clearance of 10 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) In September 1999, a fixed highway bridge with a design clearance of 28 feet was under construction E of the existing bascule bridge; upon completion it will replace the bascule bridge.
(CL 1912/98; 36/99 CG8) 13/00

Page 206—Paragraph 273, line 5; read:
regulations.) In September 1999, a replacement bascule bridge with a design clearance of 35 feet was under construction just W of the existing bascule bridge; upon completion, it will replace the existing bascule bridge. Overhead power cables crossing the seaway 0.4 mile E of ...
(CL 1911/98; 36/99 CG8) 13/00

Page 206—Paragraph 282, line 1; read:
Chandeleur Light (30°02.8'N., 88°52.7'W.), 65 feet ...
(33/99 CG8) 13/00

Page 206—Paragraph 285, lines 6 to 8; read:
lighted and unlighted buoys. Federal project depths are 38 feet for Ship Island Bar Channel, 36 feet for Gulfport Channel, and 32 to 36 feet for the Anchorage Basin. (See Notice to Mariners and latest editions of charts for ...
(NOS 11373) 13/00

Page 211—Paragraph 363, lines 4 to 8; read:
this swing bridge, Interstate Route 10 fixed bridge with a clearance of 73 feet crosses the river. An overhead power cable just S of the fixed bridge has a clearance of 99 feet.
(CL 1631/94) 13/00

Page 211—Paragraph 367, lines 5 to 6; read:
over the sill. In June 1999, the reported controlling depths were 10 feet above the entrance, and thence in 1982, 4 feet to Bogalusa. About 5 miles above the junction of East Mouth and West ...
(CL 1742/99) 13/00

COAST PILOT 5 27 Ed 1997 Change No. 36

Page 172—Paragraph 302, line 8; read:
channel had a reported controlling depth of 4 feet in 1992. In November 1999, a large submerged rock covered at all stages of tide was reported in the middle of Hernando Beach channel at about 28°30'00"N., 82°40'30"W.; a sign located just outside the SE channel boundary is reported to warn mariners of the impending danger.
(CL 2240/99) 13/00

Page 212—Paragraph 378, line 3; read:
highway bridge. In June 1999, depths of 10 feet were reported in ...
(CL 1742/99) 13/00

Page 213—Paragraph 400, lines 4 to 8; read:
the vicinity of U.S. Interstate Route 10 fixed bridge. In July 1999, the reported controlling depth was 11 feet. The channel is marked by daybeacons and lighted ranges.
(CL 2149/99) 13/00

Page 213—Paragraph 404, lines 4 to 9; read:
the railroad bridge at the head of the channel. A temporary **pontoon bridge** crosses the bayou about 1.5 miles above its junction with Bayou Bonfouca.
(CL 1814/98) 13/00

Page 218—Paragraph 424, lines 10 to 12; read:
River, has a swing span with a channel width of 40 feet

COAST PILOT 5 (Continued)

between the fenders, and 5 feet of clearance. (See **117.1 through 117.59 and 117.506**, chapter 2, for drawbridge regulations.) In September 1999, a fixed highway bridge with a design clearance of 50 feet was under construction W of the existing swing bridge; upon completion, it will replace the swing bridge. Two overhead power cables, just W and ...
(CL 514/97; CL 1902/98; 36/99 CG8) 13/00

Page 220—Paragraphs 439 to 441; read:

Measured course.-A measured statute mile on the bearing **084°15'-264°15'** is 2.5 miles E of New Canal Light.

The Lake Pontchartrain entrance to the Inner Harbor Navigation Canal is 4.1 miles E of New Canal Light. An aerolight at the Lakefront Airport is E of the entrance.
(NOS 11369; CL 1888/98) 13/00

Page 229—Paragraph 161, lines 5 to 6; read:

Mississippi River Bridge Authority and the Crescent City Connection Division, Bridges and Marine Administration.
(CL 1298/93) 13/00

Page 230—Paragraph 180, lines 1 to 2; read:

Bridges.-Crescent City Connection Bridge (Business Route 90), a high-level fixed highway bridge connecting Algiers and New ...
(CL 1298/93; CL 940/94; CL 720/99) 13/00

Page 253—Paragraph 191, line 4 to Paragraph 192; read:

channel from the 20-foot contour in the Gulf to about 4 miles SW of the mouth of Lower Atchafalaya River. (See Notice to Mariners and latest editions of the charts for controlling depths.) Depths in the river are about 15 to 17 feet in the entrance, with much deeper water inside to Morgan City.
(NOS 11354; 25/92 CG8) 13/00

Page 256—Paragraph 265, line 1; read:

Wax Lake Outlet, a drainage canal for the Atchafalaya Floodway, is not a maintained waterway, however, it has some light barge traffic. This outlet leads ...
(CL 865/97) 13/00

Page 308—Paragraph 275, line 6; read:

with a clearance of 9 feet down and 138 feet up. The bridgetender monitors VHF-FM Channel 13. (See **117.1** ...
(CL 1712/99) 13/00

Page 315—Paragraph 45; read:

A marina, between the bridges, has a surfaced launching ramp, fishing supplies, and water. In 1995, the marked channel to the marina had a reported controlling depth of 4 feet.
(CL 1071/95) 13/00

Page 316—Paragraph 56, lines 3 to 8; read:

here. In 1995, a reported depth of 4 feet could be carried to the marina. Electricity, water, storage, marine supplies, hull and engine repairs, and 15-ton lift are available.
(CL 593/96) 13/00

Page 320—Paragraph 149, line 3; read:

141.1. In August 1999, the channel had a reported depth of 4 feet. It ...
(CL 1382/99) 13/00

Page 322—Paragraph 194, lines 3 to 7; read:

Miles 272.9E has a clearance of 70 feet. State Route 79 fixed highway bridge over the waterway at Westbay, **Mile 271.8E**, has a clearance of 65 feet. A gasoline station is on ...
(CL 1327/94) 13/00

Page 325—Paragraph 262, lines 6 to 10; read:

a fixed span with a clearance of 73 feet. The Main Street highway bridge on the S side of the crossing has a fixed span with a clearance of 73 feet; the ...
(CL 526/98; CL 246/99; CL 247/99) 13/00

Page 364—Paragraph 96, lines 6 to 7; read:

Flamingo Pond and a small boat harbor and marina. A square tower is on ...
(CL 689/96) 13/00

COAST PILOT 7 31 Ed 1997 Change No. 28
LAST NM 12/00

Page 228—Paragraph 313, lines 4 to 6; read:

knowledge before transiting the channel. Two bascule bridges, operating simultaneously, with clearances of 20 feet at the S side of the draw cross the channel at its E end. The bridgetender for the San Leandro Bay bridges at Alameda monitors VHF-FM channel 16, and works channel 9; call sign: WHX 870, Bay Farm Island Bridge. (See **117.1 through 117.59 and 117.193**, chapter 2, for ...
(CL 437/98) 13/00

Page 238—Paragraph 388, line 10; read:

power cables, 70 feet. The bridgetender for the D Street highway bridge at Petaluma monitors VHF-FM channel 16, and works channel 9; call sign: WQX 644, D Street Bridge. (See **117.1 through 117.59 and 117.187**, ...
(CL 437/98) 13/00

Page 244—Paragraph 502, line 8; read:

sign: KMJ-382, Mokelumne River Bridge. The bridgetender for the Mokelumne River highway bridge near the northern junction of the north and south forks of the river monitors VHF-FM channel 16, and works channel 9; call sign: WBE 8326, Millers Ferry Bridge. Power cables have a ...
(CL 437/98) 13/00

Page 244—Paragraph 504, line 4; read:

mean range of tide is 2.7 feet; the diurnal range is 3.6 feet.

Little Potato Slough (38°06'00"N., 121°29'30"W.) enters the South Fork of the Mokelumne River about 6 miles E of the confluence of the north and south forks and connects the river with other tributaries of the San Joaquin River. The slough is crossed by a highway swing bridge near the junction with the South Fork of the Mokelumne River. The highway bridge has a clearance of 35 feet when closed and

COAST PILOT 7 (Continued)

unlimited clearance when open. The bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign: KSK 278, Potato Slough Bridge. (See **117.167**, chapter 2, for drawbridge regulations.) Power cables have a ...
(CL 473/98; NOS 18661) 13/00

Page 245—Paragraph 513, line 5; read:
24 feet. The bridgetender for the Middle River highway bridge near Empire Cut monitors VHF-FM channel 16, and works on channel 9; call sign: WBE 8326, Bacon Island Bridge. (See **117.1 through 117.59 and 117.71**, chapter 2, for ...
(CL 437/98) 13/00

Page 245—Paragraph 524, line 6; read:
monitors VHF-FM channel 16, and works on channel 9; call sign; WHV-959, Zuckerman Brothers Bridge, and can also be contacted by telephone (202-464-1253).
(CL 437/98) 13/00