ALMANACS CORRECTIONS

AIR ALMANAC Ed 2000 NEW EDITION
(NIMA) 25/00

SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 LAST NM 21/00
Page 41—Line 15/L; insert after:

Torredembarra Lighthouse is located S of the village of Torredembarra on Cabo Gros. It is a white octagonal tower with a copper colored dome.

(Cadiz NM 45-99) 25/00

PUB 140 1 Ed 1997 LAST NM 24/00
Page 136—Line 47/R; insert after:
Regulations for Norwegian Internal Waters

The following regulations apply to internal Norwegian waters and differ from the rules in the International Regulations for Preventing Collisions at Sea (1972):

1. A vessel towing floating timber, oil containers, plastic hoses, etc., carries a white lantern with an additional white lantern for every 100m of tow, or, by day, a black flag or rectangular black shape.
2. **Marking of Objects Other Than Vessels.—** Dracons, herring and fish locknets, etc., lying wholly or partly submerged and under tow shall have a raft or float in tow. To mark the after end of the tow, the raft or the float shall exhibit an all around white light or a diamond shape.

   Power cables and similar constructions being kept afloat by means of floats, etc., and which while being extended across waters, may result in blocking or restrictions of the general traffic, shall be marked by lights prescribed in Rule 24(g). The floats shall be light reflective.
3. Dredges show the lights and shapes prescribed by the International Regualations except that only one shape is displayed by day. In fog, the sound signal for a vessel at anchor is followed by:

   At least six single strokes of the bell if the dredge is to be passed as if it were a red spar buoy.

   At least six double strokes of the bell if the dredge is to be passed as if it were a green spar buoy.
4. **Patrol Vessels—Channel Closure.—**A vessel patrolling for the purpose of warning approaching shipping of the temporary closure or restriction of a channel will show:

   By day-International flag U.

   By night-one green light above two red lights, disposed vertically.

   The vessel may transmit the letter U (..-) in the Morse code by light or signal.
5. **Bend in Channel.—**A power driven vessel approaching a bend in the channel must sound a 10 second blast when 0.5 mile short of the bend. On hearing this signal a meeting vessel must wait.
6. **Narrow Passage.—**A power driven vessel approaching a passage so narrow that meeting vessels cannot pass must sound at least 5 short blasts. On hearing this signal a meeting vessel must wait.
7. **Speed Limits.—**Speed is limited to 5 knots when less than 100m from the shore, boat harbors, anchored boats, etc., and within 50m of bathing places. Public bathing places are marked by buoys (orange with orange spherical topmark) and passing inside these is prohibited.
8. Cable ferries or chain ferries carry a ball and three red lights, disposed in a triangle, apex up.

(BA NP 57A, Supp. 10-99) 25/00

PUB 147 6 Ed 1996 LAST NM 19/00
Page 128—Line 42/L; insert after:

Radio masts stand 1.5 miles NNE of the summit of Center Hill.

(BA NM 19(1932)2000) 25/00

PUB 148 6 Ed 1998 LAST NM 19/00
Page 124—Line 43/R; insert after:

Punta Langosta Pier, 600m long, extends seaward from the shore close N of San Miguel de Cozumel Light and is primarily for use by passenger vessels.

(NTM 0004/2000) 25/00

PUB 191 8 Ed 1996 LAST NM 24/00
Page 48—Lines 19 to 32/L; read:
islands and rocks to which it is connected by drying mudflats at LW. It appears at HW as two islands joined by a short bridge. The island is low and the sea breaks heavily around it during bad weather.

Le Paon Light (48˚52'N., 2˚59'W.) is shown from a prominent yellow tower, 12m high, standing close off the NE extremity of the island.

Rosedo Light (48˚52'N., 3˚00'W.) is shown from a prominent white tower with a green gallery, 13m high, standing in the NW part of the island.

A conspicuous signal station, formed by a white dwelling with a square tower, and a conspicuous chapel, with a red roof and belfry, stand near the center of the island.

Men Joliguet Lighted (W cardinal) Beacon, 8m high, stands on the edge of the shoals fronting the S part of the island.

3.18 Le Trieux (Riviere de Pontrieux) (48˚50'N., 3˚04'W.) provides access to the drying ports of Lezardrieux and Pontrieux.

(Fr SD 2.2) 25/00

Page 48—Lines 38 to 52/L; read:
Coatmer, 1 mile below Lezardrieux. It then has a least depth of 3.2m as far as Lezardrieux. Pontrieux is situated 6

PUB 191 (Continued)

miles above Lezardrieux. The river dries about 1 mile above the latter port. A suspension bridge, with a least vertical clearance of 17m, spans the river 0.5 mile above Lezardrieux.

Tides in the river in the vicinity of Lezardrieux rise about 9.1m at springs and 4.1m at neaps.

La Croix Light (48˚50'N., 3˚03'W.) is shown from two connected towers, 18m high, standing 2.2 miles SW of Rosedo Light. Bodic Light is shown from a house, 23m high, standing on the N shore of the river, 1.8 miles SW of La Croix Light. These two lights, which are intensified on their alignments, form the initial entrance range, bearing 224˚45', of Grand Chenal.

Pilotage.—The pilot station of Paimpol-Pontrieux has no regular pilots but relies on part-time pilots who are fishermen. Vessels should send an ETA (off Paimpol or Ile de Brehat) 48 hours in advance to the agent (I'Agence Maritime de l'Ouest a Paimpol-AMO) through Brest-le-Conquet (FFU). The ports of Lezardrieux and Paimpol can be contacted by VHF.

The pilot for Paimpol boards in the anchorage during good weather or midway between L'ost Pic (48˚46.8'N., 2˚56.3'W.) and Grand Lejon Light (48˚45.0'N., 2˚39.7'W.).

The pilot for Le Trieux river boards between Ile de Brehat and La Croix Light.

Caution.—Winds from the NE create strong overfalls during the ebb current in the approaches.

Numerous fishing structures and oyster beds may, in certain places, reduce the width of the channel.

Lezardrieux (48˚47'N., 3˚06'W.) (World Port Index No. 36280), used by coasters, is accessible to vessels up to 80m in length and 20m beam with drafts up to 8m at HWS and 6m at HWN. There is a quay, 80m long, which dries 0.8 to 2m, and an extensive marina.

The tidal currents above the port flow in the direction of the channel and attain rates of 2.5 knots.

(Fr SD 2.2) 25/00

Page 48—Lines 55 to 56/L; read:

accessible to vessels up to 60m in length and 11m beam with drafts up to 4.5m at HWS and 3m at HWN.

The water level in the wet dock, formed by the river, is maintained at 3.9m by a weir. The dock is used by small coasters and pleaure craft. It is entered via a lock, 65m long and 12m wide, when the height of the tide is less than 10m. When the height of the tide exceeds 10m, entry is made directly through the lock. An overhead cable, with a vertical clearance of 25m, spans the port.

Anchorage.—The main anchorage in the approach is Mouillage de la Traverse (48˚51.0'N., 3˚02.5'W.), which lies W of the Grand-Chenal entrance range. It has depths of 11 to 15m, sand, shells, and rocks. The anchorage has moderately good holding ground and is located out of the main tidal currents.

(Fr SD 2.2) 25/00

Page 48—Lines 1 to 17/R; strike out.

(NIMA) 25/00

Page 48—Lines 20 to 23/R; read:

Plouezec, 3.8 miles SE, dries throughout nearly its whole extent. The small port of Paimpol lies at the head of the bay.

This wide bay is encumbered by numerous rocks and shoals. Chenal du Denou, leading from N, and Chenal da la Jument, leading from E, are the main approach channels. The

(Fr SD 2.2) 25/00

Page 48—Lines 35 to 36/R; read:

is covered with green vegetation. It is the largest and most prominent island lying off the S entrance point of the bay.

L'Ost-Pic Light is shown from two connected towers, 15m high, standing close E of Ile Mez de Goelo. Pointe de Porz-Don Light (48˚48'N., 3˚01'W.) is shown from a house, 8m high, standing on the mainland, 1.8 miles SSW of Pointe de L'Arcouest. A sector of this light, which may best be seen on the chart, indicates the approach from E.

(Fr SD 2.2) 25/00

Page 48—Lines 39 to 51/R; read:

leading to the harbor is 30m wide and dries up to 4.9m. Tides rise about 9.5m at springs and 4.4m at neaps.

When both lock gates are open, the wet basins are accessible to vessels up to 1,000 dwt, 80m in length, and 11m beam with drafts up to 4.6m at HWS and 3m at HWN. When the lock is used, vessels are limited to a length of 58m. The harbor is used by coasters, fishing vessels, and pleasure craft. There are extensive facilities for yachts.

The lock gates are open for 2 hours either side of HW, when the height of tide at Les Heaux does not exceed 10m. If the tide exceeds this height, the gates remain open for 2 hours 30 minutes. The water level in the wet basins is maintained at 3.4 to 4.6m, depending on the tides. The Avant-port dries 5m. The wet basins are entered from Avant-port through a lock, 60m long and 12m wide. The two wet basins are connected by a passage, 45m long and 11.9m wide. When both gates are open, a current, with a rate of up to 2 knots, sometimes runs through the lock during the flood.

See Le Trieux (Paimpol-Pontrieux) for pilotage information. Vessels can anchor in Mouillage de la Rade de Paimpol (48˚47.5'N., 2˚58.0'W.). This anchorage has depths of 6 to 8m, sand and gravel, and is sheltered from most winds.

(Fr SD 2.2) 25/00

COAST PILOT CORRECTIONS

COAST PILOT 2 30 Ed 1998 Change No. 15
LAST NM 17/00

Page 169—Paragraph 96, line 3; read:

miles east-northeast of the light, has a least depth of 25 feet.

(NOS 13209) 25/00

Page 169—Paragraph 96, lines 7 to 9; read:

A lighted gong buoy is off the eastern end of the ridge.

(NOS 13209) 25/00

COAST PILOT 2 (Continued)

Page 171—Paragraph 136, lines 5 to 8; read:
collapsed into the channel. In 1981, it was reported that by favoring the east side of the entrance channel a depth of 8 feet could be carried to a point opposite **Maidstone Park**, thence in 1996, a reported depth of 6 feet could be carried to the basin at the head of the harbor. The approach to the harbor ...
(CL 1686/96; NOS 13209) 25/00

Page 211—Paragraph 123, lines 10 to 12; read:
the marina. In 1989, the privately dredged channel leading to the marina had a reported controlling depth of 2½ feet (5 feet at midchannel).
(CL 787/94; NOS 12368) 25/00

COAST PILOT 3 34 Ed 2000 Change No. 1
LAST NM 19/00

Page 127—Paragraph 46, line 4; read:
has a least depth of 17 feet.
(32/96 CG5) 25/00

Page 127—Paragraph 48; read:
Absecon Inlet Breakwater Light 7 (39˚21.8'N., 74˚24.4'W.), 29 feet above the water, is shown from a skeleton tower on the outer end of the south jetty.
(LL/99) 25/00

Page 146—Paragraph 108, line 3; read:
at Philadelphia, and 8.0 feet at Trenton. (See the Tide Tables for ...
(TT/99) 25/00

Page 177—Paragraph 55, lines 2 to 5; read:
is subject to continual change. In April 1998, the controlling depth in the entrance channel was 7½ feet (10 feet at midchannel). The inlet is marked with lights and a daybeacon. The twin fixed highway bridges over the inlet have a clearance ...
(CL 1984/98; BPs 166694-96) 25/00

Page 177—Paragraph 56, lines 7 to 12; read:
east end, in Broad Bay. In April 1998, the controlling depth was 5½ feet (7½ feet at midchannel) in the northerly channel, thence 7 to 10 feet in the large basin with lesser depths of 3½ to 6½ feet in the NW corner, thence 7½ feet (9 feet at midchannel) in the southerly channel to Daybeacon 6, where the north and south channels meet; thence in 1997, a controlling depth of 8 feet was in the channel eastward to ...
(BP 166696; BPs 164639-40) 25/00

Page 186—Paragraph 28, line 5; read:
mouth, thence in 1997, a midchannel controlling depth of 2½ feet was available to 0.8 mile above the branch entrance, thence in 1974-1977, a midchannel controlling depth of 2 ...
(CL 1215/97; BP 162778; NOS 12248) 25/00

Page 239—Paragraph 243, line 5; read:
narrows is a fixed highway bridge with a width of 43 feet and a ...
(CL 630/90) 25/00

Page 239—Paragraph 245, lines 3 to 7; read:
entrance with depths of more 10 feet. In 1983, the harbor had depths of 7 to 10 feet in the middle with lesser depths towards the shores, thence in 1991, a controlling depth of 5½ feet was in the channel leading southward from the head of the harbor to a basin with a depth of 5 feet at the end of the channel. The mean ...
(CL 1059/91; BP 144525) 25/00

Page 239—Paragraph 252, lines 3 to 5; read:
provide supplies, gasoline, diesel fuel and slips. In 1980, the reported controlling depth was 2.5 feet in the southerly marina, and in 1982, the reported controlling depth was 6 feet in the northerly marina. Both entrances are protected by ...
(NOS 12270) 25/00

Page 255—Paragraph 212, line 4; read:
48 feet crosses the creek.
(CL 357/93) 25/00

Page 255—Paragraph 218, lines 6 to 10; read:
range of tide is 1.6 at Betterton and 2 feet at Georgetown.
(NOS 12274) 25/00

Page 259—Paragraphs 42 to 43; strike out.
(DOLE/00) 25/00

Page 259—Paragraph 45; strike out.
(DOLE/00) 25/00

COAST PILOT 4 32 Ed 1999 Change No. 2
LAST NM 15/00

Page 65—Paragraphs 909 to 912; read:
(b) The regulations.
(1) Except in cases of emergency, only vessels meeting the conditions and restrictions of this paragraph will be authorized by the Captain of the Port to anchor in the St. Johns River, as depicted on NOAA chart 11491, between the entrance buoy (STJ) and the Main Street Bridge (in position 30˚19'20"N., 81˚39'32"W). Vessels unable to meet any of the following conditions and restrictions must obtain specific authorization from the Captain of the Port prior to anchoring in Anchorage A or B.
(2) All vessels intending to enter and anchor in Anchorage A or B shall notify the Captain of the Port prior to entering.
(3) Anchorages A and B are temporary anchorages. Additionally, Anchorage B is used as a turning basin. Vessels may not anchor for more than 24 hours in either anchorage without specific written authorization from the Captain of the Port.
(4) All vessels at anchor must maintain a watch on

COAST PILOT 4 (Continued)

VHF-FM channels 13 and 16 by a person fluent in English, and shall make a security broadcast on channel 13 upon anchoring and every 4 hours thereafter.

(5) Anchorage A is restricted to vessels less than 250 feet in length.

(6) Anchorage B is restricted to vessels with a draft of 24 feet or less, regardless of length.

(7) Any vessel transferring petroleum products within Anchorage B shall have a pilot or Docking Master aboard, and employ sufficient assist tugs to assure the safety of the vessel at anchor and any vessels transiting the area.

(8) Any vessel over 300 feet in length within Anchorage B shall have a Pilot or Docking Master aboard, and employ sufficient assist tugs to assure the safety of the vessel at anchor and any vessels transiting the area.

(FR 8/4/99; CL 1232/99) 25/00

Page 75—Paragraph 1270; read:

(f) *Lady's Island Bridge, across the Beaufort River, Mile 536.0 at Beaufort*. The draw shall operate as follows:

(1) On Monday through Friday, except Federal holidays:

(i) from 7:30 a.m. to 9 a.m. and 4 p.m. to 6 p.m., the draw need not open, and,

(ii) from 9 a.m. to 4 p.m., the draw need open only on the hour and half-hour.

(2) At all other times the draw shall open on signal.

(FR 7/20/99) 25/00

Page 90—Paragraph 1714; read:

American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

(CL 2089/99; FR 12/01/99) 25/00

Page 95—Paragraph 1980, line 1; read:

(2) *General publications*. A currently corrected edition ...

(FR 2/29/99; CL 1254/99) 25/00

Page 96—Paragraph 2007; read:

Section 3; ASTM D 4268 (incorporated by reference, see §164.03), Standard Test Method for Testing ...

(CL 2089/99; FR 12/01/99) 25/00

Page 97—Paragraph 2008, line 7; read:

Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute ...

(CL 2089/99; FR 12/01/99) 25/00

Page 185—Paragraph 84, lines 1 to 2; read:

Outside the shoals proper is an irregular shoal with a depth of 29 feet over it in about 34˚25'26"N., 76˚23'41"W.; thence about 3 miles south-southeastward there is a wreck cleared to 39 feet. These ...

(NOS 11544) 25/00

Page 188—Paragraph 130; read:

The U.S. Route 17 highway bridge, between Emperor Landing and Edenhouse Point, about 2 miles above the mouth of Chowan River, has a fixed span with a clearance of 65 feet. The removal of the old U.S. Route 17 drawbridge commenced in November 1999 and is scheduled for completion by July 2000. Caution is advised when transiting through the work area.

(CL 1993/99, CL 2027/99) 25/00

Page 191—Paragraph 189, line 4; read:

of 5 feet. Another dredged channel leads from near the northern ...

(NOS 11548; CL 1015/83) 25/00

Page 191—Paragraph 193, line 9; read:

was 1½ to 2 feet.

(NOS 11548) 25/00

Page 192—Paragraph 203, lines 3 to 4; read:

92 highway bridge. In 1984, the centerline controlling depth to the basin was 9 feet. Above the dredged channel, in 1963, there were ...

(NOS 11548) 25/00

Page 201—Paragraph 23, line 1; read:

Tides.-The mean range of tide at Morehead City is 3.1 ...

(TT/99) 25/00

Page 230—Paragraph 36, line 5; read:

entrance. In February 1999, shoaling to bare was reported just NNW of Daybeacon 2 in the N entrance to Parrot Creek.

(CL 220/99) 25/00

Page 268—Paragraph 10, line 3; read:

Inlet. (See **50 CFR 622**, chapter 2, for limits and regulations.)

(50 CFR 622) 25/00

Page 274—Paragraph 142, line 6; read:

117.317, chapter 2, for drawbridge regulations.) In July 1999, construction began on a replacement fixed bridge immediately S of the bascule bridge with a design clearance of 65 feet. The Florida East ...

(CL 1114/99) 25/00

Page 281—Paragraph 243, line 5; read:

channels 14 and 16. The pilots board in the vicinity of ...

(CL 1287/99) 25/00

Page 282—Paragraph 264, line 1; read:

Berths 12 and 13; south side of Pier 1; 1,226 feet long; 38 ...

(CL 478/99) 25/00

Page 317—Paragraph 420, line 11; read:

drawbridge regulations.) In June 1999, replacement bridge was under construction with a design clearance of 55 feet.

(CL 1003/99) 25/00