NIMA LIST OF LIGHTS CORRECTIONS

PUB 112 Ed 2000 LAST NM 4/01

Page 291 to Page 293.

Replace pages with pages from back of this Subsection.

(NIMA) 6/01

SAILING DIRECTIONS CORRECTIONS

PUB 153 9 Ed 2000 NEW EDITION

(NIMA) 6/01

PUB 154 7 Ed 1998 LAST NM 5/01

Page 12—Lines 15 to 21/L; read:

make passing arrangements on VHF channel 11 prior to meeting, overtaking, or crossing ahead of any other vessels transiting this area. These arrangements must be made prior to entering the Tanker Safety Area, and may be subject to additional requirements imposed by the VTS. A security call will be made by the VTS on VHF channel 11 and 16.

(BA NP 286(5), 2000-2001 ed.) 6/01

Page 32—Line 20/L; insert after:

At least 12 hours before entering the MRA, the following vessels should advise the harbormaster at Vancouver of their proposed transit time:

1. Vessels 20m or greater in length.
2. Air cusion vessels 8m or greater in length.
3. Towing vessels, where the breadth of the tow is 20m or greater or the length of the tow is 30m or greater.

The harbormaster should be advised of any changes.

All vessels requiring a pilot intending to pass through the Second Narrows bridges should report their intentions and ETA at the CN Railway Bridge to the bridge operator on VHF channel 12, as follows:

1. When entering the harbor limits.
2. Before leaving a berth or anchorage in the harbor.

The ETA should be confirmed upon arrival at the limit of the MRA.

(BA NP 286(5), 2000-2001 ed.) 6/01

Page 49—Lines 50/L to 6/R; read:

Depths—Limitations.—Harmac Pulp Operations West Dock is 115m long, with a depth alongside of 10m. Dolphins on each end of the wharf extend the berthing length to 152m.

Harmac East Dock, used for loading packaged lumber, is 137m long, with a depth alongside of 10.4m.

Canadian Occidental Petroleum Wharf is used for the discharging of sodium chloride and the loading of caustic soda. The berth is 70m long and has a depth of 11m alongside.

Duke Point Terminal, situated 1.3 miles SSE of Jack Point, is 170m long and has berthing dolphins standing 50m from each end. It is used for the loading of forest products and has a depth of 13.5m alongside.

At the Duke Point Terminal, berthing is allowed 24 hours. Berthing is only allowed during daylight hours at the Harmac Pulp Operations West Dock and the Harmac East Dock.

(Can NM 10W/00, Section 4) 6/01

Page 52—Lines 13 to 16/L; read:

The Nanaimo Port Authority Assembly Wharf has three berths. They are designated A, B, and C; are each 183m long; and have depths of 9.5m, 12.2m, and 9.9m alongside, respectively. These berths are used for loading general cargo, lumber, pulp, and other forest

(Can NM 10W/00, Section 4) 6/01

Page 115—Line 29/R; insert after:

Traffic movements in the Tofino Traffic Zone may be restricted when the following vessels are underway:

1. A loaded tanker or tank barge 10,000 grt or greater.
2. A vessel carrying dangerous or hazardous cargo.
3. A vessel navigating with difficulty due to size, construction, or deficiency in equipment or machinery.

(BA NP 286(5), 2000-2001 ed.) 6/01

Page 151—Line 8/R; read:

Regulations.—A mandatory reporting system for inbound vessels is in effect. Vessels will be contacted by Prince Rupert and are required to report the following information:

1. Vessel's position, course, speed, and destination.
2. Any defects or deficiencies in cargo, charts, hull, machinery, navigational equipment, or radio equipment.
3. A brief description of the main cargo, pollutant cargo, and dangerous cargo, by classification.

Vessels will contact Prince Rupert Traffic on VHF channel 11 when 50 miles from the Queen Charlotte Islands.

The waters described in this sector lie within

(BA NP 286(5), 2000-2001 ed.) 6/01

Page 151—Line 23/R; insert after:

Caution.—Movements in the Prince Rupert Traffic Zone may be restricted when the following vessels are underway:

1. Vessels carrying dangerous or polluting cargo.
2. Vessels considered to be navigating with difficulty.

(BA NP 286(5), 2000-2001 ed.) 6/01

Page 194—Line 11/R; insert after:

Regulations.—Vessels must obtain clearance from the harbormaster prior to proceeding to or leaving any berth in the harbor.

(BA NP 286(5), 2000-2001 ed.) 6/01

Page 199—Line 13/L; read:

of the tidal current. This bank is marked by a lighted whistle buoy

(Can NM 11W/00, Section 4) 6/01

PUB 157 8 Ed 2000 LAST NM 4/01

Page 75—Lines 19 to 20/R; read:

scattered islets and off-lying rocks.

Anchorage.—Small vessels obtain anchorage, during the

(NIMA) 6/01

PUB 161 7 Ed 1998 LAST NM 5/01

Page 36—Lines 5 to 12/R; read:

The positions of the restricted areas in Ma Wan Fairway are best seen on the chart.

(PUBS 0003/2001) 6/01

Page 39—Line 28/L; insert after:

Restricted Area.—A restricted area has been established bounded by the following positions: 22˚25'N, 113˚49'E; 22˚23'N, 113˚50'E; 22˚23'N, 113˚51'E; 22˚25'N, 113˚51'E.

(19(247)00 Tianjin) 6/01

PUB 181 6 Ed 1998 LAST NM 51/00

Page 10—Line 50/R; read:

1.16 Julianehabsfjord is entered between the low-lying W extremity of **Akia** (60˚40'N., 46˚13'W.) and the SE extremity of Hollaendero, a large island 4 miles W.

(US CH 38580) 6/01

Page 12—Line 55/L; read:

Niaquornap Nunaa (Niakornak) (60˚44'N., 46˚35'W.) is the largest

(US CH 30580) 6/01

COAST PILOT CORRECTIONS

COAST PILOT 5 28 Ed 2000 Change No. 9
LAST NM 4/01

Page 322—Paragraph 167, lines 4 to 6; read:

July 2000, the channel controlling depth was 8 feet (10 feet at midchannel) with 8 to 12 feet available in the basin, except for shoaling to 3½ feet in the left outside quarter. In 1996, a draft of 4½ ...

(CL 1596/00; CO 030/00) 6/01

Page 322—Paragraph 168, lines 3 to 4; read:

the first fixed highway bridge. In August 2000, the controlling depth was 6 feet (8 feet at midchannel). The highway bridge ...

(CL 1596/00; CO 030/00) 6/01

Page 332—Paragraph 335, line 8; read:

September 1998, the controlling depth was 11 feet.

(CL 1596/00; CO 030/00) 6/01

Page 338—Paragraph 465, lines 1 to 2; read:

In October 1999, the channel controlling depth was 3.7 feet, except for shoaling to 1.8 feet in the right outside quarter ...

(CL 1596/00; CO 030/00) 6/01

Page 338—Paragraph 469, line 6; read:

depth was 10½ feet (12 feet at midchannel) to the Monsanto basin.

(CL 1596/00; CO 030/00) 6/01

Page 343—Paragraph 60, lines 7 to 8; read:

Waterway. In May 1999, the controlling depth was 4 feet (8.3 feet at midchannel) to about 3.75 miles above the mouth; thence in 1994, the midchannel controlling depth was 9 feet to the West Columbia highway bridge.

(CL 1596/00; CO 030/00) 6/01

Page 354—Paragraph 256; read:

In February 1999, the controlling depth was 12 feet (14 feet at midchannel) in the channel and 13 to 14 feet in the turning basin, thence 13 feet in the connecting channel to Conn Brown Harbor and 13 feet in the harbor.

(CL 1596/00; CO 030/00) 6/01

Page 380—Paragraph 412, lines 5 to 6; read:

July-August 2000, the channel had a midchannel controlling depth of 2.9 feet. The Gulf entrance to the flood discharge ...

(CL 1596/00; CO 030/00) 6/01

Page 380—Paragraph 413, lines 3 to 4; read:

Terminal. In September 1999-October 2000, the midchannel controlling depth was 2.6 feet from the Intracoastal Waterway to ...

(CL 1596/00; CO 030/00) 6/01

COAST PILOT 5 28 Ed 2000 Change No. 10

Page 329—Paragraph 289, lines 5 to 6; read:

miles. In October 2000, the midchannel controlling depth was 6 feet to the mouth of the bayou, thence 5 feet at ...

(CL 1779/00; CO 030/00) 6/01

Page 329—Paragraph 291, lines 3 to 4; read:

entrance channel to Trinity River. In September 2000, the controlling depth was 1.8 feet. The channel is marked by lights and ...

(CL 1779/00; CO 030/00) 6/01

Page 331—Paragraph 319, lines 8 to 9; read:

8 was 7.8 feet; thence in July 1999, the controlling depth through Clear Lake was 4.8 feet; thence in May 1998, the controlling depth was 8 feet in Clear Creek; thence in 1996, 4 feet to the ...

(CL 1779/00; CO 030/00) 6/01

Page 331—Paragraph 319, lines 15 to 16; read:

the S waterfront of **Seabrook**. In 1988, the controlling depth was 2 feet. The channel from Galveston Bay to Clear Lake ...

(CL 1596/00; CO 030/00) 6/01

COAST PILOT 5 (Continued)

Page 331—Paragraph 325, lines 7 to 8; read:
controlling depth was 5 feet to Light 27, thence in August 1999, the controlling depth was 2 feet to the railroad bridge. The entrance ...
(CL 1779/00; CO 030/00) 6/01

Page 335—Paragraph 392, lines 5 to 6; read:
facilities. In July 1999, the controlling depth was 10 feet to the bridge, thence 10 feet to a point about 0.3 mile upstream from the ...
(CL 1779/00; CO 030/00) 6/01

Page 335—Paragraph 395, lines 2 to 4; read:
September 2000, had a controlling depth of 10 feet to the Lockwood Drive fixed highway bridge, about 2 miles above Houston Turning Basin; thence in January 2000, 3 feet for another ...
(CL 1779/00; CO 030/00) 6/01

Page 347—Paragraph 117, lines 7 to 9; read:
Victoria. In October 2000, the controlling depth was 8.1 feet from the Intracoastal Waterway to Pickering Basin with 9.0 feet in the basin. A 330-foot public dock with 9 feet ...
(CL 1779/00; CO 030/00) 6/01

Page 347—Paragraph 119, lines 3 to 4; read:
basin at the town at **Seadrift**. In October 2000, the controlling depths were 5.6 feet (6.4 at midchannel) in the channel and 9.0 feet in the basin.
(CL 1779/00; CO 030/00) 6/01

Page 348—Paragraph 140, lines 5 to 6; read:
daybeacons. In October 1999, the controlling depths were 6 feet (7½ feet at midchannel) in the entrance channel and 7 to 8 feet ...
(CL 1779/00; CO 030/00) 6/01

Page 348—Paragraph 144, lines 8 to 9; read:
In September 2000, the controlling depths were 9 feet in the entrance channel and 6 to 9 feet in the basin. To enter, pass about 50 yards ...
(CL 1779/00; CO 030/00) 6/01

Page 354—Paragraph 251, lines 4 to 5; read:
inside the pass. In October 1999, the controlling depth was 7 feet in the channel (8½ feet at midchannel) with 9 feet in the basin.
(CL 1779/00; CO 030/00) 6/01

Page 356—Paragraph 289, lines 7 to 8; read:
February-July 2000, the controlling depth was 12 feet to the basin, thence 12 feet in the shrimp boat basin.
(CL 1779/00; CO 030/00) 6/01

Page 359—Paragraph 359, lines 4 to 5; read:
into Brownsville Fishing Harbor had a controlling depth of 15 feet, thence 14 feet in the connecting channel with 14 to 15 feet in ...
(CL 1596/00; CO 030/00) 6/01

Page 359—Paragraph 362, lines 3 to 5; read:
Isabel small-boat basin. In June 2000, the controlling depths were 7 feet from the Intracoastal Waterway to the harbor entrance, thence 6½ feet to the harbor channel, with depths of 6 feet ...
(CL 1779/00; CO 030/00) 6/01

Page 359—Paragraph 363, line 8; read:
fishing vessels. In April 1999, the controlling depth was 10 ...
(CL 1596/00; CO 030/00) 6/01

COAST PILOT 6 30 Ed 2000 Change No. 25
LAST NM 4/01

Page 198—Paragraph 120 to Paragraph 121, line 4; read:
The Federal Project provides for a depth of 25 feet in Short Cut Canal and River Rouge to about 300 feet below the West Jefferson Ave. Bridge, thence 21 feet to the turning basin at the head of the project, with 21 feet in the basin. Old Channel has a project depth of 25 feet from the entrance to just below the first bascule bridge, thence 18 feet to about 0.5 mile above the mouth, thence 17 feet to the railroad swing bridge, thence 21 feet to the junction with Short Cut Canal. (See Notice to Mariners and latest editions of charts for controlling depths.) The N side of the ...
(NOS 14854) 6/01

Page 222—Paragraph 88, lines 3 to 9; read:
on the W and NW sides and a detached breakwater on the NE side. The outer ends of both breakwaters are marked by lights. In August 2000, the controlling depths were 9.6 feet (10.6 feet at midchannel) in the entrance channel, thence depths of 8.9 feet in the N 400 feet of the basin and 2 to 7 feet in the remainder of the basin except for shoaling to 1.3 feet in the S end. Depths of 5 feet could be carried ...
(DD 1220; DD 431; NOS 14863) 6/01

Page 249—Paragraph 124, line 16; read:
Light. In June 2000, the controlling depth was 25 feet in the ...
(DDs 1052-1053) 6/01

Page 253—Paragraph 220, line 6 to Paragraph 221, line 3; read:
on the N and S sides. The piers are marked at their outer ends by lights.
In August-September 2000, the controlling depths were 20½ feet (25.6 feet at midchannel) from deep water in Lake Michigan to Pere Marquette Lake. In 1997, depths of 20 feet were available in the N outer basin ...
(DDs 1206-1207; LL/2000) 6/01

Page 264—Paragraph 349, lines 4 to 7; read:
May 2000, the controlling depths were 11.9 feet at midchannel in the approach channel and between the piers to about

COAST PILOT 6 (Continued)

0.4 mile above the lakeward ends of the piers, thence 10½ feet (13.7 feet at midchannel) to the South Haven Municipal Marina, thence 4.3 feet to the head of the project ...
(DDs 914-915) 6/01

Page 297—Paragraph 662, lines 7 to 10; read:
April 2000, the controlling depths were 8.2 feet (17.7 feet at midchannel) in the entrance, between the piers and revetments to the basin, thence 18 to 25 feet in the basin except for lesser depths along the W edge, thence 8.4 feet (14½ feet at midchannel) to the 50th Street bridge.
(DDs 1221-1222) 6/01

Page 313—Paragraph 876, lines 1 to 3; read:
In May-June 2000, the controlling depths were 12.1 feet (16.3 feet at midchannel) in the entrance and between the piers to the Bay View (State Routes 42/57) bascule bridge, thence 17.7 feet (19.4 feet at midchannel) to the Michigan Street bridge, with 18½ to 20 feet in the turning basin; thence 15½ feet (19.9 feet at midchannel) through ...
(DDs 1252-1264) 6/01

Page 344—Paragraph 76, line 2 to Paragraph 77; read:
(46˚41'00"N., 85˚58'18"W.), 40 feet above the water, is shown from a skeleton tower, upper part enclosed, on the outer end of the W pier; a fog signal is at the light.

Channels.-A dredged entrance channel leads between parallel piers across the sandspit which separates Lake Superior and West Bay. The outer and inner ends of the W pier and the outer end of the E pier are marked by lights. In June 2000, the controlling depth in the channel was 13.3 feet (14.1 feet at midchannel).
(DD 1241; LL/2000) 6/01

COAST PILOT 9 19 Ed 1998 Change No. 15
LAST NM 52/00

Page 85—Paragraph 103, line 2 to Paragraph 104; read:
adequate radar returns from all positions in the bay.

Riou Bay is behind Point Riou Spit. **Moraine Reef** lies in the entrance to Riou Bay. In surveys conducted by the NOAA Ship RAINIER in 2000, enough sand had accumulated around Moraine Reef to connect it to Point Riou spit. Most of Moraine Reef covers at high water. Numerous rocks awash and deadheads are in the entrance and throughout the bay.

Caution.-Point Riou Spit has been observed to migrate rapidly and in 2000 had migrated 0.5 mile N and W from Tsimpshian Pt. The rapidly changing shoreline of Point Riou Spit may make it unsuitable for radar navigation. Mariners are advised to give the spit a wide berth due to the rapidly changing nature of the shoals.
(CL 1647/00) 6/01

Page 85—Paragraph 106, line 4; read:
141˚23'50"W. A shallow but navigable channel exists between the charted 1-fathom and 1-fathom-4-foot soundings. A temporary logging camp with an airstrip exists on Moraine Island during the summer months. Small tugs and log barges use this passage en route to the camp.
(CL 1647/00) 6/01

Page 85—Paragraph 108 to Paragraph 109, line 5; read:
The Icy Bay Lumber Company has a logging camp on the NW side of the bay about 2 miles W of Claybluff Point. Caretakers are in attendance at the camp during the nonoperational winter months. An airstrip is also located at the camp.

The Icy Bay Lumber Company also operates a log dump on the NW side of the bay at Carson Creek, about 2.5 miles NE of Claybluff Point. Heavy swells, which frequently break along this coast, can ...
(CL 1647/00) 6/01

Page 85—Paragraph 113, line 1; read:
Anchorage.-Possibly the best anchorage in Icy Bay is at the entrance to the bight E of ...
(CL 1647/00) 6/01

Page 86—Paragraph 113, lines 10 to 11; read:
that has a good holding bottom but is often exposed to swells from the Gulf of Alaska. Riou Bay has many foul ...
(CL 1647/00) 6/01

Page 86—Paragraph 114; strike out.
(CL 1647/00) 6/01

Page 86—Paragraph 117, line 7 to Paragraph 118, line 3; read:
enough to make landing difficult in small boats. Surf was observed along the E shore of the bay and along Gull Island but the shore was still often suitable for small craft landings.

The bay trends generally NE for 10 miles with depths of generally less than 50 fathoms below Kichyatt Point. N of prominent **Kichyatt Point**, ...
(CL 1647/00) 6/01

Page 86—Paragraph 118, line 6; read:
miles to **Guyot Glacier** and **Yahtse Glacier** which discharge large amounts of icebergs.
(CL 1647/00) 6/01

Page 86—Paragraph 118, lines 11 to 12; read:
is low **Kageet Point**; N of the point **Taan Fiord** extends 12 miles NE to **Tyndall Glacier**. Most of the waters of these fiords are uncharted and mariners are urged to use caution.
(CL 1647/00) 6/01

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
			THAILAND-EAST COAST				
20776 *F 2932.7*	Ban Khao Takiap.	12° 30.8′ N 99° 59.1′ E	**Fl.(2)W.** period 12s fl. 0.5s, ec. 1.5s fl. 0.5s, ec. 9.5s	430 **131**	10	White metal tripod; 23.	
20780 *F 2932.4*	Ko Sattakut.	12° 12.6′ N 100° 02.2′ E	**Fl.(3)W.** period 15s	525 **160**	10	White tripod; 33.	
20784 *F 2932*	Ko Raet, summit.	11° 47.7′ N 99° 49.4′ E	**Fl.W.** period 3s	440 **134**	9	White concrete tower; 13.	
20788 *F 2930*	Hlaem Mae Ramphung.	11° 11.7′ N 99° 34.7′ E	**Fl.W.** period 6s	246 **75**	10	White metal framework tower; 98.	
20792 *F 2928*	Ko Rang, summit.	10° 49.2′ N 99° 29.2′ E	**Fl.W.** period 9s fl. 1s, ec. 8s	328 **100**	10	White iron framework structure; 20.	
20796 *F 2924*	**Ko Mattaphon.**	10° 26.9′ N 99° 15.5′ E	**Mo.(A)W.R.** period 12s fl. 1s, ec. 4s fl. 3s, ec. 4s	154 **47**	W. **16** R. 8	White metal framework tower; 20.	R. 208°-216°, W.-263°, R.-298°, W.-309°, R.-339°, W.-208°.
20797 *F 2924.2*	-Beacon "A".	10° 26.8′ N 99° 14.8′ E	**Fl.G.** period 3s	26 **8**	5		
20797.1 *F 2924.3*	- -"B".	10° 26.7′ N 99° 14.8′ E	**Fl.W.** period 4s	46 **14**	7		
20800 *F 2922*	Ko Rang Banthat.	10° 07.0′ N 99° 13.3′ E	**Fl.(3)W.** period 10s fl. 0.5s, ec. 1s fl. 0.5s, ec. 1s fl. 0.5s, ec. 6.5s	112 **34**	10	White iron framework structure; 29.	
20804 *F 2923*	Mae Nam Ta Ko.	10° 05.3′ N 99° 09.0′ E	**Fl.W.** period 3s	30 **9**	6	White concrete column; 20.	
20808 *F 2920*	**Lang Suan.**	9° 56.3′ N 99° 09.7′ E	**Oc.(2)W.R.** period 5s	69 **21**	W. **15** R. 12	White metal framework tower; 43.	R. 223°-308° over rocks, W.-223°.
20812 *F 2915.3*	Ko Tao.	10° 07.2′ N 99° 50.7′ E	**Fl.W.** period 5s fl. 1s, ec. 4s	226 **69**	10	White concrete tower; 32.	
20816 *F 2915.2*	Ko Phangan, S. end.	9° 40.2′ N 100° 04.5′ E	**Fl.(2)W.** period 12s	345 **105**	10	White iron framework tower; 66.	
20820 *F 2915*	Laem Yai, on Ko Samui.	9° 34.1′ N 99° 55.0′ E	**Fl.W.** period 5s fl. 0.5s, ec. 4.5s	190 **58**	10	White framework tower; 49.	
20824 *F 2914.8*	**Ban Ang Thong.**	9° 32.0′ N 99° 56.2′ E	**Fl.(2)W.R.** period 7s	47 **14**	W. **15** R. 12		R. shore-084°, W.-130°, R.-shore.
20828 *F 2915.4*	Ko Palikan.	9° 21.1′ N 99° 41.1′ E	**Fl.W.** period 3s fl. 0.3s, ec. 2.7s	105 **32**	9	White framework tower; 49.	
20830	Erawan Gas Field RACON.	9° 08.3′ N 101° 15.7′ E	**O(– – –)**		**15**	Platform.	Azimuth coverage 010°-235° (3 & 10cm).
20830.4	Beanpot Gas Field RACON.	8° 50.8′ N 101° 25.2′ E	**B(– • • •)**		**15**	Platform.	(3 & 10cm).
20832 *F 2914*	Ko Wang Nai.	9° 18.7′ N 99° 53.7′ E	**Fl.(3)W.** period 9s fl. 0.3s, ec. 1s fl. 0.3s, ec. 1s fl. 0.3s, ec. 6.1s	220 **67**	9	White iron framework structure; 29.	
20836 *F 2916*	**Ko Prap,** entrance to Bandon River.	9° 15.8′ N 99° 26.2′ E	**Fl.(2)W.** period 7s fl. 1s, ec. 2s fl. 1s, ec. 3s	243 **74**	**21**	White iron framework structure.	
20840 *F 2916.3*	-Beacon A.	9° 16.7′ N 99° 26.3′ E	**Fl.(2)R.** period 6s	29 **9**	11		

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
			THAILAND-EAST COAST				
20840.1 *F 2916.5*	-Beacon B.	9° 16.0′ N 99° 26.2′ E	**Oc.(2)W.** period 7s	75 **23**	**15**		
20844 *F 2917*	-Beacon C.	9° 12.2′ N 99° 23.2′ E	**Fl.(2)G.** period 6s	26 **8**	11		
20844.1 *F 2917.3*	-Beacon D.	9° 11.3′ N 99° 22.9′ E	**Oc.(2)W.** period 6s	75 **23**	**15**		
20848 *F 2918*	Laem Sui.	9° 23.3′ N 99° 18.9′ E	**Fl.(3)W.** period 12s fl. 0.5s, ec. 1.5s fl. 0.5s, ec. 1.5s fl. 0.5s, ec. 7.5s	115 **35**	10	White iron framework tower; 98.	
20852 *F 2912*	San Si Chon.	9° 01.0′ N 99° 55.0′ E	**Fl.W.R.** period 3s	75 **23**	W. 10 R. 8	White metal framework tower; 33.	R. 243°-271°.
20856 *F 2910*	Nakhon, Parkham Park Poon.	8° 32.5′ N 99° 59.9′ E	**Fl.W.** period 3s	113 **34**	9	White metal framework tower; 99.	**Aero Radiobeacon** 3.4 miles SSW.
20860 *F 2908*	Laem Talumphuk.	8° 30.5′ N 100° 09.0′ E	**Fl.(2)W.** period 10s	98 **30**	10	White iron framework tower; 95.	
20868 *F 2909*	Ko Kra.	8° 24.1′ N 100° 45.2′ E	**Fl.(3)W.** period 20s fl. 0.8s, ec. 1.2s fl. 0.8s, ec. 1.2s fl. 0.8s, ec. 15.2s	584 **178**	10	White 3-legged concrete column; 49.	
20872 *F 2907*	Ban Hua Ko.	7° 46.7′ N 100° 22.3′ E	**Fl.W.** period 3s	115 **35**	9	Gray metal framework tower; 102.	
20876 *F 2895*	Ko Losin.	7° 20.1′ N 101° 59.5′ E	**Fl.(2)W.** period 5s fl. 0.5s, ec. 1s fl. 0.5s, ec. 3s	42 **13**	10	Iron framework structure on truncated concrete base, black and red bands; 23.	
20876.2	Mae Nam Ko.	6° 14.5′ N 102° 05.6′ E	**Fl.Y.** period 5s	16 **5**	6	White mast; 16.	
20877 *F 2895.5*	Kelantan.	6° 14.5′ N 102° 05.6′ E	**Fl.W.** period 5s	33 **10**	10	White circular concrete tower, diamond daymark.	
	RACON		**A(• –)**				
20878 *F 2895.4*	**Sungai Kolok.**	6° 14.2′ N 102° 05.5′ E	**Oc.W.R.G.** period 5s lt. 3s, ec. 2s	82 **25**	W. **15** R. 11 G. 11	White tower on concrete base; 86.	G. shore-197°12′, W.-200°12′, R.-shore.
20880 *F 2904*	**Songkhla Harbor,** on Khao Tangkuan.	7° 13.0′ N 100° 36.0′ E	**Fl.(2)W.** period 12s fl. 1s, ec. 1.5s fl. 1s, ec. 8.5s	350 **107**	**21**	White brick tower; 45.	
20884 *F 2905*	-Front, "A".	7° 13.4′ N 100° 34.5′ E	**Q.G.**	36 **11**	**21**	White metal framework tower.	
20888 *F 2905.1*	--Rear "B", 250 meters 225° from front.	7° 13.4′ N 100° 34.2′ E	**Iso.G** period 6s	62 **19**	**21**	White metal framework tower.	
20892 *F 2906*	-S. breakwater, head.	7° 13.9′ N 100° 35.2′ E	**Q.(2)R.** period 3s	16 **5**	4	White beacon.	
20894 *F 2906.4*	-N. breakwater, head.	7° 13.9′ N 100° 37.4′ E	**Q.(2)R.** period 3s	16 **5**	4	White beacon.	F.R. 3M marks each end of oil pier close WSW.
20896 *F 2900*	Laem Ta Chi.	6° 57.0′ N 101° 17.0′ E	**Fl.(3)W.** period 8s	102 **31**	10	White metal framework tower; 95.	
20912 *F 2898*	Khlong Sai Buri, S. bank at entrance.	6° 42.6′ N 101° 38.3′ E	**Fl.W.** period 5s fl. 0.5s, ec. 4.5s	92 **28**	10	White iron framework structure; 85.	
	SUNGEI KELANTAN:						
20920 *F 2894*	-Sungei Tapang.	6° 12.6′ N 102° 08.3′ E	**Fl.W.** period 10s		6		Fishing light.

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
			THAILAND-EAST COAST				
20922	-Dalam Rhu.	6° 12.2′ N 102° 09.9′ E	**Fl.R.** period 4s	36 **11**	5	White daymark on wooden framework structure.	
20926 *F 2893*	-Pantai Sri Tujoh.	6° 13.2′ N 102° 09.3′ E	**Fl.W.** period 7s	36 **11**	12	White wooden framework tower.	
20930	Pulau Kuda.	6° 12.9′ N 102° 13.9′ E	**Fl.(2)W.** period 5s		8	White wooden tower, white square daymark.	
20932 *F 2890*	Sungai Kelantan Approach.	6° 10.7′ N 102° 19.7′ E	**Fl.W.** period 4s	60 **18**	10	Latticework tower, rectangular daymark; 50.	Visible 148°-299°. *Temporarily removed (1986).*
20934 *F 2889*	Pengkalan Daty, S. breadwater, head.	6° 10.1′ N 102° 20.8′ E	**Fl.W.** period 5s		10	White tower; 45.	
20935 *F 2888.5*	Kemasin.	6° 07.9′ N 102° 22.5′ E	**Fl.G.** period 6s	34 **10**	5	White tower.	
20936 *F 2888*	Menchat.	6° 04.0′ N 102° 24.0′ E	**Fl.W.** period 5s	40 **12**	10	Tower, white rectangular daymark.	
20938 *F 2887*	Tok Bali.	5° 53.6′ N 102° 29.2′ E	**Fl.R.** period 5s	23 **7**	8		
20940 *F 2885.7*	Pulau Perhentian Besar.	5° 53.3′ N 102° 44.7′ E	**Fl.W.** period 7s	145 **44**	10	Pedestal on rock.	
20944 *F 2886*	Sungei Semerak.	5° 52.0′ N 102° 31.0′ E	**Fl.W.** period 5s	45 **14**	10	White wooden tower; 46.	
20948 *F 2885.5*	Sungai Besut.	5° 49.8′ N 102° 33.8′ E	**Fl.W.** period 2s	39 **12**	8	White metal tripod; 36.	Fishing.
20952 *F 2885.2*	Kuala Setiu Bharu.	5° 39.8′ N 102° 44.5′ E	**Fl.R.** period 5s	26 **8**	5	White framework tower, red square daymark; 26.	Fishing.
20956 *F 2885.1*	Pulau Penang.	5° 44.4′ N 103° 00.3′ E	**Fl.W.** period 10s	433 **132**	10	Metal framework tower; 26.	
20958 *F 2885.15*	Batu Bara.	5° 38.7′ N 102° 58.2′ E	**Fl.W.** period 4s	253 **77**	11		
20960 *F 2885*	Tanjong Merang (Seal Bluff) 3.9 kilometers 16° from summit of Bukit Bidong Darat.	5° 32.0′ N 102° 57.0′ E	**Fl.W.** period 4s	68 **21**	8	White rectangular daymark on white mast; 19.	Obscured when leaving more than 278.
20964 *F 2884*	Batu Rakit.	5° 27.3′ N 103° 03.3′ E	**Fl.(2)W.** period 5s	26 **8**	8	White concrete pile.	
	KUALA TERENGGANU:						
20968 *F 2880*	**-Bukit Peteri**	5° 20.2′ N 103° 08.3′ E	**Fl.W.** period 3s fl. 1s, ec. 2s	114 **35**	**15**	White brick pillar on fort.	
20970	-Kuala Terengganu No. 4.	5° 20.1′ N 103° 08.0′ E	**Fl.(2)R.** period 4s	26 **8**	5	White concrete pile.	
20972 *F 2880.5*	-Taman Syahbandar.	5° 20.3′ N 103° 08.4′ E	**Fl.R.** period 2s	36 **11**	5	White wooden framework.	
20974 *F 2881*	-Syahbandar beacon.	5° 20.5′ N 103° 08.0′ E	**Fl.G.** period 2s			White square daymark on white wooden framework tower; 19.	
20975 *F 2881.5*	-Pulau Duyang.	5° 20.4′ N 103° 07.9′ E	**Fl.G.** period 3s	29 **9**	5	White wooden framework	
20980	-*Fairway Lighted Buoy* 2.2 kilometers 90° from Bukit Peteri Light.	5° 20.0′ N 103° 09.0′ E	**L.Fl.W.** period 10s			SAFE WATER RW, spherical.	
20992 *F 2878*	Chendering Head.	5° 16.0′ N 103° 11.1′ E	**Fl.W.** period 5s	249 **76**	10	White metal framework tower.	
20996 *F 2878.5*	-Breakwater, head.	5° 16.0′ N 103° 11.0′ E	**Q.G.**	26 **8**	5	White metal framework tower.	