## USCG LIGHT LIST VOLUMES I - VII CORRECTIONS

**VOLUME II Ed 2001 NEW EDITION**
(USCG) 19/01

Change spine to read:
LIGHT LIST VOL II ATLANTIC COAST 2001
(USCG) 19/01

## SAILING DIRECTIONS CORRECTIONS

**PUB 123 7 Ed 1996 LAST NM 16/01**
Page 41—Line 51/L; insert after:

Ebome Marine Terminal is located 4 miles W of Baie Banoko. The terminal has an SPM which can accommodate vessels up to 230,000 dwt. The depth at the SPM is 30m. There is a stand-by anchorage 2 miles W of the SPM. Pilots board the vessel at the anchorage. The terminal lies within a restricted area as shown on the chart. Only vessels using the terminal are authorized to enter the restricted area.
(BA NP 2, Supp. 11/99) 19/01

Page 55—Line 44 to 46/R; read:

**Caution.—**The present charted position of Pagalu is based on a 1991 ship's report, which placed the island 1 mile E of its previously charted position. Charted depths are also based on old surveys. Mariners should exercise caution when navigating in the vicinity of Pagalu.
(BA NP 2, Supp. 11/99) 19/01

Page 55—Line 6/R; insert after:

A light has been established on the island.
(BA NP 2, Supp. 11/99) 19/01

**PUB 131 9 Ed 2000 LAST NM 15/01**
Page 183—Line 34/L; insert after:

A Marine Nature Reserve, the limits of which are shown on the chart, has been established on the W side of the gulf between Punta Zavorra (39˚03'N., 9˚03'E.) and Capo Saint Elia. Fishing is restricted within the area. For details, consult local authorities.
(BA NM 13/01) 19/01

Page 201—Line 11/L; insert after:

A dangerous wreck, the position of which is approximate, lies in 41˚48.3'N, 12˚10.0'E, 3 miles NW of the entrance to Canale di Fiumicino.
(BA NM 37/00) 19/01

**PUB 163 7 Ed 1996 LAST NM 16/00**
Page 79—Line 59/R; read:
terminal.

**Caution.—** Vessels transiting S of Poleng Oilfield should pass S of a dangerous wreck, the position which is approximate, situated 1 mile E of the S extremity of the restricted area of the oil field, and N of a dangerous wreck reported in position 6˚47.3'S 112˚57.7'E.
(BA NM14/01) 19/01

Page 321—Line 49/R; read:
indicate the following:

Vessels entering the channel shall give way to vessels leaving the entrance allowing safe navigation in the center of the channel.

Vessels are required to establish communications on VHF channel 16 prior to leaving or entering the channel.
(BA NM 10/01) 19/01

**PUB 174 8 Ed 2000 LAST NM 7/01**
Page 105—Lines 1 to 7/L; read:

The channel N of Pulau Berhala to Pulau-pulau Singkeplaut, 10 miles NE, is not recommended; it is not safe, on account of uncharted dangers that probably exist and the rocks in it. Pulau Berhala Light which is located on the S side of the island, is not visible throughout the channel transit.

A stranded wreck lies on a previously uncharted pinnacle of rock approximately 3.5 miles NE of Pulau Berhala Light.
(BA NM 14/01) 19/01

**PUB 175 6 Ed 1994 LAST NM 18/01**
Page 72—Line 21/R; insert after:

A shoal, with a least depth of 1.2m, lies about 4 miles W of the W extremity of Sir Graham Moore Island.
(7(199)91 Wollongong) 19/01

Page 175—Lines 30 to 33/R; read:
each having a depth of 12.5m alongside, lie on the SW side of the maintained area.

Vessels up to 64,600 dwt, with a maximum length of 250m, can be accommodated. The normal maximum draft allowed is 11.5m, but greater drafts may be permitted at the discretion of the harbormaster.
(BA NP 13, Supp. 3/01; Lloyd's Ports, 2001) 19/01

Page 192—Lines 30 to 31/R; read:
180m long, with a maximum beam of 28m, can be accommodated, although vessels exceeding these limits may be accommodated at the discretion of the port master.

During
(BA NP 13, Supp. 3/01) 19/01

**PUB 191 9 Ed 2000 LAST NM 18/01**

Page 101—Lines 51 to 54/L; read:

**6.4** The NE-bound traffic lane of the TSS runs along the SE side of the Dover Strait to the Noord Hinder Junction Precautionary Area, a total distance of 145 miles. The West Hinder TSS branches off the Dover Strait TSS, about 4 miles NE of the N end of Sandettie, and leads E for 20 miles to the pilot station.

The SW-bound traffic lane of the TSS runs along the NW side of the Dover Strait and lies more or less parallel to the NE-bound lane.

Deep Draft Routes for deep-draft vessels follow the NE-bound and SW-bound traffic lanes but pass through specific positions known as waypoints.

The NE-bound Deep Draft Route passes to the NW of Sandettie and is recommended by the Netherlands authorities. It leads through that part of the TSS which has been designated a Deep Water Route by the IMO.

The SW-bound Deep Draft Route passes SE of the The Varne and has no official standing.

Inshore Traffic Zones are situated between the coasts and the traffic lanes on both sides of the TSS.

The routes, described below, are divided, as follows:

1. NE-bound lane—Greenwich Lightvessel to Les Ridens.
2. NE-bound lane—Les Ridens to Sandettie.
3. NE-bound lane—Sandettie to Noord Hinder Junction.
4. SW-bound lane—Noord Hinder Junction to the Greenwich Lightvessel.
5. SW-bound Deep Draft Route.
6. NE-bound Deep Draft Route.

Depths in the routes are critical for deep-draft vessels. A number of shoals and wrecks, with depths of less than 20m, lie within the lanes of the TSS. However, these can be avoided by using the Deep Draft Routes.

**Greenwich Lightvessel to Les Ridens.—**From a position about 6 miles S of the Greenwich Lightvessel, the NE route follows the NE-bound traffic lane, which is 4 miles wide, for 60 miles in a general ENE direction passing:

1. SE of Bassurelle.
2. NW of Vergoyer.
3. SE of Les Ridens.

**Les Ridens to Sandettie.—**From a position SE of Les Ridens, the NE route follows the NE-bound traffic lane for 27 miles in a general NNE direction passing:

1. WNW of ZC1 lighted buoy (50˚45'N., 1˚27'E.) marking the Boulogne Approach Channel.
2. ESE of The Ridge (Le Colbart).
3. WNW and NW of ZC2 lighted buoy (50˚54'N., 1˚31'E.).
4. SE of MPC lighted buoy (51˚06'N., 1˚38'E.).
5. WNW of Ruytingen SW lighted buoy (51˚05'N., 1˚47'E.) moored 4.5 miles S of the Sandettie Lightvessel.

**Sandettie to Noord Hinder Junction.—**The main NE-bound route leads SE of Sandettie and should be used by all vessels that can safely navigate in the channel with respect to their draft. The Deep Draft Route leads NE of Sandettie. These two routes merge again NE of Sandettie. From a position WNW of the Ruytingen SW lighted buoy (51˚05'N., 1˚47'E.), the route leads 58 miles passing:

1. SE of Sandettie.
2. NW of Out Ruytingen.
3. W of the entrance to the E-bound lane of the West Hinder TSS.
4. E of Sandettie N lighted buoy (51˚18'N., 2˚05'E.).
5. ESE of F3 Lightvessel (51˚24'N., 2˚01'E.).
6. W of Hinder 1 lighted buoy (51˚21'N., 2˚11'E.).
7. Either side of Fairy W lighted buoy (51˚24'N., 2˚09'E.), then 30 miles NE through the North Hinder South TSS to the Noord Hinder Junction (51˚55'N., 2˚50'E.).

For additional information, including graphics, concerning the above routes and their continuation into the S part of the North Sea, see Pub. 192, Sailing Directions (Enroute) North Sea (Sectors 6 and 7).

**Noord Hinder Junction to Greenwich Lightvessel.—**From the Noord Hinder Junction the SW route follows the SW-bound lane of the Noord Hinder South TSS to Sandettie. It then follows the SW-bound lane of the Dover Strait TSS to a position about 6 miles NNW of the Greenwich Lightvessel. The route is about 140 miles long and passes:

1. NW of F3 Lightvessel (51˚24'N., 2˚01'E.).
2. WNW of Inter Bank lighted buoy (51˚17'N., 1˚52'E.).
3. ESE of South Falls lighted buoy (51˚14'N., 1˚44'E.).
4. NW of F1 lighted buoy (51˚11'N., 1˚45'E.).
5. NW of MPC lighted buoy (51˚06'N., 1˚38'E.).
6. Either side of Varne Lightvessel (51˚01'N., 1˚24'E.).
7. Either SE or NW of S Varne lighted buoy (50˚55'N., 1˚17'E.).
8. SE of CS3 lighted buoy (50˚52'N., 1˚02'E.).
9. SE of CS2 lighted buoy (50˚39'N., 0˚33'E.).
10. NNW of Greenwich Lightvessel.

**SW-bound Deep Draft Route.—**The controlling depth in this route is considered to be 23m lying over a swept wreck close SE of The Varne. A maximum draft is not stipulated for this route but recommended under-keel clearances are stated below. The Deep Draft Route consists of a track joining a series of waypoints. Waypoints designated 19 to 27 follow the SW traffic lane of the Noord Hinder South TSS and the Dover Strait TSS. A section of this track, indicated by waypoints Nos. 23 through 26, leads SE of The Varne.

The waypoints of the route are designated, as follows:

1. No. 19 - 51˚57.7'N, 2˚37.8'E.
2. No. 20 - 51˚50.6'N, 2˚30.3'E.
3. No. 21 - 51˚34.5'N, 2˚08.2'E.
4. No. 21A - 51˚22.8'N, 1˚52.5'E.
5. No. 22 - 51˚11.4'N, 1˚44.3'E.
6. No. 23 - 51˚00.9'N, 1˚25.0'E.

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7. No. 24 - 50˚57.5'N, 1˚22.4'E.
8. No. 25 - 50˚54.7'N, 1˚18.7'E.
9. No. 26 - 50˚45.1'N, 0˚57.0'E.
10. No. 27 - 50˚36.5'N, 0˚33.9'E.
11. No. 28 - 50˚20.2'N, 0˚49.7'W.

**NE-bound Deep Draft Route.—**The Netherlands authorities have selected a route within the NE-bound traffic lanes of the Dover Strait TSS and Noord Hinder South TSS as being the most favorable for vessels, with drafts over 20.7m, navigating from the Greenwich Lightvessel to Europoort. This route consists of a track joining a series of waypoints. The controlling depth in this route is considered to be 27.3m lying between waypoints J and L. A section of this track, indicated by waypoints F through I, leads NW of Sandettie.

Vessels with drafts up to 22m, up to 22.6m in favorable conditions, can use this Deep Draft Route. However the recommended under keel clearances stated below should be taken into consideration.

The waypoints indicating the selected route are designated, as follows:

1. A - 50˚19.4'N, 0˚02.0'E.
2. B - 50˚29.8'N, 0˚58.6'E.
3. C - 50˚35.2'N, 1˚13.1'E.
4. D - 50˚40.2'N, 1˚21.5'E.
5. E - 50˚54.0'N, 1˚28.7'E.
6. F - 51˚04.7'N, 1˚40.6'E.
7. G - 51˚10.2'N, 1˚44.1'E.
8. H - 51˚15.7'N, 1˚53.7'E.
9. I - 51˚22.0'N, 1˚58.6'E.
10. J - 51˚33.8'N, 2˚20.3'E.
11. K - 51˚47.5'N, 2˚36.3'E.
12. L - 51˚53.0'N, 2˚44.9'E.
13. M - 51˚56.8'N, 2˚53.7'E.
14. N - 51˚57.2'N, 2˚51.5'E.
15. O - 52˚02.7'N, 2˚41.3'E.
16. P - 52˚01.8'N, 3˚53.6'E.

Vessels proceeding to Anchorage Area No. 1 (52˚06'N., 2˚27'E.) may go direct from waypoint K to O. Vessels proceeding to Anchorage Area No. 2 (51˚56'N., 2˚55'E.) may go from waypoint L to M. Vessels proceeding into the Eurogeul may go from waypoint L to N and then to P at the E end of the channel.

**Deep Draft Routes.—**The above NE-bound route is described in detail in a Deep Draft Planning Guide (HP8), which is published by the Hydrographer of the Royal Netherlands Navy.

There is no official Deep Draft Guide for the SW-bound route. A track, which may be followed by very large vessels, runs from Sullom Voe (Shetland Islands) to the English Channel. This track, having merged with the two-way Deep Water Route in the vicinity of the Off Botney Ground TSS, enters the Noord Hinder Junction Precautionary Area and then follows the SW-bound traffic lanes of the Noord Hinder South TSS and Dover Strait TSS. The British authorities do not endorse these two routes in every detail as both pass through areas which have not been surveyed to modern standards.

In addition, the mandatory provisions of the Deep Water Route in the vicinity of the Off Botney Ground TSS do not apply to vessels sailing between ports on the E coast of the United Kingdom.

Both the NE-bound and the SW-bound Deep Water Routes are shown in the Mariners' Routeing Guide (Chart 5500), which is published by the United Kingdom Hydrographic Office.

Deep-draft vessels may have to make use of the height of tide in order to have a safe under keel clearance in areas where the depths are critical. This applies especially to SW-bound vessels in the area lying between The Varne and The Ridge.

The recommendations stated below have been extracted from the Netherlands Deep Draft Planning Guide for vessels using the NE-bound Deep Draft Route.

Vessels constrained by their draft should display the appropriate lights and shapes.

The passage should not be undertaken unless both the vessel's GPS and radar equipment are functioning correctly.

A pilot with experience in VLCCs should be employed for the whole route, at least for the vessel's first transit.

Accurate navigation to maintain the selected track is essential. In particular, drift and speed over the ground should be calculated in advance to help maintain the route and initiate turns correctly.

**Under Keel Clearances.—**The British authorities recommend the following under keel clearances for deep-draft vessels proceeding through the Dover Strait at 12 knots:

**NE-bound Vessels**

| Between Positions (waypoints) | Vessel Heading | Under Keel Clearance |
|---|---|---|
| Toward B | 072˚ | 6.2m |
| B to C | 059˚ | 6.0m |
| C to D | 048˚ | 6.0m |
| D to approx. 50˚44'N | 018˚ | 9.5m |
| Approx. 50˚44'N to E | 018˚ | 7.6m |
| E to approx. 51˚00'N | 035˚ | 5.7m |
| Approx. 51˚00'N to F | 035˚ | 5.1m |
| F to approx. 51˚06'N | 021˚ | 5.3m |
| Approx. 51˚06'N to G | 021˚ | 5.1m |
| G to approx. 51˚13'N | 048˚ | 5.1m |
| Approx. 51˚13'N to H | 048˚ | 6.4m |
| H to I | 026˚ | 5.0m |
| I toward J | 049˚ | 6.0m |

A recent British study has shown that an under keel clearance of 9.5m is required between Vergoyer N lighted buoy (50˚40'N., 1˚22'E.) and ZC2 lighted buoy (50˚53'N., 1˚31'E.) for a vessel with a draft of 22m during SW storms.

Waypoints 20 and 21 were not covered by the study. However, a clearance of 6.1m has been recommended

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between these two waypoints in winds up to force 7, 7.0m in winds up to force 8, and 8.4m in winds up to force 9.

**SW-bound Vessels**

| Between Positions (waypoints) | Vessel Heading | Under Keel Clearance |
|---|---|---|
| 21 to 21A | 220˚ | 6.0m |
| 21A to approx. 51˚14'N | 204˚ | 5.1m |
| Approx. 51˚14'N to 22 | 204˚ | 5.3m |
| 22 to approx. 51˚04'N | 228˚ | 5.3m |
| Approx. 51˚04'N to 23 | 228˚ | 6.3m |
| 23 to 24 | 204˚ | 6.1m |
| 24 to 25 | 222˚ | 7.6m |
| 25 to approx. 50˚51'N | 235˚ | 7.3m |
| Approx. 50˚51'N to 26 | 235˚ | 7.1m |
| 26 toward 27 | 239˚ | 7.1m |

These under keel clearances only apply on the normal heading for each of the various legs of the passage. If the vessel is compelled to make a large change of course, bringing storm waves or swell on the beam, then the stated clearances may be insufficient and other measures, such as a reduction in speed, may be required.

The under keel clearances recommended take into account the course for each leg of the passage, the vessel's movement due to storm waves or swell, uncertainties in charted depths, the vessel's draft, the risks of negative tidal surges, and squat of 1m at a speed of 12 knots.

The clearance should be increased by 0.7m if the vessel's speed is 15 knots; but may be decreased by 0.6m if the vessel's speed is 8 knots.

Tide levels for the passage should be predicted in advance in order that available searoom is known in case of emergency.

The most critical area of the route is in the vicinity of the Twin lighted buoy (51˚32'N., 2˚23'E.). The height of tide and depth of water in this area should be obtained from HCC Rotterdam before passing Bassurelle lighted buoy.

**Sandwaves.—**Sandwaves encroach, in places, into the traffic lanes located in the Dover Strait and the S part of the North Sea.

Sandwaves of significance to vessels have been discovered in areas lying about 4 miles S and 3 miles SW of Bassurelle Lightvessel; between the NE end of Sandettie and Fairy Bank, 8 miles NE; within an area 2 to 5 miles NW of the NE end of Sandettie; in an area lying about 4.5 miles NW of Garden City lighted buoy (51˚29'N., 2˚18'E.); off the SW end of South Falls; and off the SW end of Sandettie.

(BA NP 28) 19/01

Page 101—Lines 1 to 15/R; strike out.

(NIMA) 19/01

Page 101—Lines 17 to 57/R; read:

Many wrecks sunk during the two World Wars lie in the Dover Strait, the S part of the North Sea, and in the Thames Estuary. Although the least depths over most wrecks critical to navigation have been established by wire sweeping, new wrecks, formerly unknown, have been found during recent surveys. Consequently, it must be assumed that other unknown wrecks also lie within the traffic lanes.

In addition, wrecks previously covered by sandbanks may be uncovered. Strong tidal currents may also cause deep scouring into which wrecks may capsize. Generally, this results in an increase of depth over the wreck. However, a decrease in the depth over the wreck can result from the same cause.

Numerous submarine cables cross the Dover Strait and may best be seen on the charts.

The shipping lanes in the Dover Strait and the S part of the North Sea are among the busiest in the world and pose serious problems for the safety of navigation. The existence of the TSS schemes within these waters does not imply that the traffic lanes have been adequately surveyed and the existence of sandwave areas, where depths may be less than charted, should be taken into account by deep-draft vessels.

Within the Dover Strait and adjacent waters, one of the greatest risks to navigation is that of collision, especially in poor visibility. In addition to vessels transiting the TSS traffic lanes and inshore traffic zones, there are concentrations of fishing boats and recreational craft during the summer months, and regular cross-channel ferry traffic including ro-ro vessels, jet foils, hovercraft, and high-speed catamarans.

Cross-channel ferries and other vessels in the inshore traffic zones may alter course near the limits of the traffic lanes in order to cross the latter at right angles.

The main ferry ports of the United Kingdom are Folkestone (51˚05'N., 1˚12'E.), Dover (51˚07'N., 1˚20'E.), and Ramsgate (51˚20'N., 1˚25'E.). Ferries from these ports run mainly to Calais (50˚58'N., 1˚51'E.), Dunkerque (51˚03'N., 2˚21'E.), and Oostende (51˚14'N., 2˚55'E.). Most of the cross traffic is therefore concentrated in the area between Sandettie and The Ridge, 20 miles SW.

Cross-channel traffic also runs from ports in the Thames Estuary and Harwich (51˚57'N., 1˚18'E.) to Zeebrugge (51˚20'N., 3˚12'E.) and Vlissingen (51˚27'N., 3˚35'E.). This cross traffic tends to concentrate in the vicinity of the F3 Lightvessel (51˚24'N., 2˚01'E.) and the area between the N end of Sandettie and the Fairy W lighted buoy, 6 miles NNE.

It has been reported that rogue vessels traversing the TSS may be encountered, especially in the area between the MPC lighted buoy (51˚06'N., 1˚38'E.) and the F2 lighted buoy (51˚21'N., 1˚56'E.). Such vessels often proceed in a direction which is nearly opposite to that of the TSS traffic lane. Frequently this leads to nearly head-on situations in the area to the NW of Sandettie where the possibility for deep-draft vessels to alter course to starboard is limited.

All vessels should be aware that deep-draft vessels may not be able to alter course in critical areas without the danger of running aground. A good lookout should be kept for vessels constrained by their draft and showing the appropriate signals.

Vessels coming from the English Channel and bound for the Thames Estuary and the E coast of England usually cross the southwestbound traffic lane in the stretch between the S end of South Falls and the Varne Lightvessel.

Due to the set caused by cross currents, vessels frequently drift down onto buoys. Subsequently, considerable damage is

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often done by vessels to the South Falls lighted buoy (51˚14'N., 1˚44'E.), the CS4 lighted buoy (51˚09'N., 1˚34'E.), and the CS3 lighted buoy (50˚52'N., 1˚03'E.).

Vessels using the Deep Draft Route leading NW of Sandettie should take into account the close proximity of vessels using the southwestbound traffic lane. Such vessels are recommended to avoid overtaking in the vicinity of Sandettie.

Vessels are advised to navigate with extreme caution in the area between Sandettie and the Fairy W lighted buoy as the Deep Draft Route and the main traffic lane rejoin here.

Vessels should be aware that their speed may need to be reduced in certain areas in order to reduce the effect of squat.
(BA NP 28) 19/01

Page 102—Lines 1 to 56/L; strike out.
(NIMA) 19/01

Page 102—Lines 1 to 55/R; strike out.
(NIMA) 19/01

Page 103—Lines 1 to 55/L; strike out.
(NIMA) 19/01

Page 103—Lines 1 to 55/R; strike out.
(NIMA) 19/01

Page 104—Lines 1 to 54/L; strike out.
(NIMA) 19/01

Page 104—Lines 1 to 3/R; strike out.
(NIMA) 19/01

## COAST PILOT CORRECTIONS

**COAST PILOT 1 31 Ed 1998 Change No. 27**
**LAST NM 16/01**

Page 52—Paragraphs 578 to 588; read:

**§117.595 Danvers River**.

(a) The requirements in this paragraph apply to all bridges across the Danvers River:

(1) The owners of these bridges shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 12 inches high, designed, installed, and maintained according to the provisions of §118.160 of this chapter.

(2) Trains and locomotives shall be controlled so that any delay in opening the draw span shall not exceed ten minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, that train may continue across the bridge and must clear the bridge interlocks before stopping.

(b) The draw of the Massachusetts Bay Transportation Authority (MBTA)/AMTRAK Bridge, at mile 0.05, between Salem and Beverly, shall open on signal; except that, from midnight to 5 a.m., daily, and on December 25 and January 1, the draw shall open as soon as possible, but not more than one hour after notice is given to the drawtenders either at the bridge during the time the drawtenders are on duty or by calling the number posted at the bridge.

(c) The Kernwood Bridge, at mile 1.0, shall open on signal; except that, from May 1 through September 30, midnight to 5 a.m., from October 1 through April 30, 7 p.m. to 5 a.m., and all day on December 25 and January 1, the draw shall open as soon as possible, but not more than one hour after notice is given to the drawtenders either at the bridge during the time the drawtenders are on duty or by calling the number posted at the bridge.
(CL 1464/99; FR 8/25/99) 19/01

Page 180—Paragraph 174; read:

**Pilotage, Boothbay Harbor**.–Pilotage is compulsory for all foreign vessels and U.S. vessels under registry. Pilots are available to take **all vessels** through restricted or difficult passages such as the inside passage through Townsend Gut and Sasanoa River to the Kennebec River. The pilots address is Shipping Services Inc., P.O. Box 104, Southport, ME 04576-0104; telephone 207-633-3666; FAX 207-633-5641; radiotelephone, VHF-FM channels 16 and 13. The pilots also serve vessels transiting through Kennebec River to Bath, Sheepscot River to Wiscasset, and Boothbay Harbor. The pilot station monitors radiotelephone VHF-FM channel 13 when expecting traffic. The pilot boat monitors VHF-FM channels 13 and 16, and works channels 11, 13, 16, and 80A. The pilot boat description varies, mariners should ask the pilot before arrival. The pilot boat will display the standard running lights, sometimes an escort tug if needed, is used. The pilot boarding location varies according to the sea condition. When needed, the ship's pilot ladder should be rigged one meter above the water. A 48-hour and a 24-hour advance notice of arrival is requested from the vessel's agent. Kennebec and Sheepscot Rivers are normally daylight pilotage only. In the Kennebec River, depending on the vessel's size, night transits are sometimes made by radar. Boothbay Harbor pilotage is available anytime.

Portland Pilots, Inc. also serve the aforementioned areas; telephone 207-774-5623, FAX 207-774-5683. Pen-Bar Pilots also offer pilotage for the Kennebec River; telephone 207-633-5307, 207-374-2217, 1-888-417-7447, FAX 207-374-2455. (See **Pilotage, Kennebec River**, later this chapter for additional information about Pen-Bar Pilots.) Arrangement for pilotage can also be made through Winslow Marine, telephone 207-633-5307. Bath Iron Works Pilot is at the telephone and Fax numbers mentioned earlier for Shipping Services, Inc.

**Towage**.–Tugs are stationed at Bath and Southport. Contact the pilots for tug service.
(CL 1325/00) 19/01

Page 182—Paragraph 223, lines 1 to 3; read:

**Pilotage, Sheepscot River** is compulsory for all foreign vessels and U.S. vessels under registry. Pilot services are available to all vessels. The pilot boarding location varies according to sea conditions. (See Pilotage, ...
(CL 1325/00) 19/01

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Page 186—Paragraph 330, lines 2 to 3; read:
foreign vessels and U.S. vessels under registry. Pen-Bar Pilots offers pilotage for ...
(CL 1325/00) 19/01

Page 187—Paragraph 334, line 7 to Paragraph 335, line 3; read:
207-443-3311, or by calling 207-374-2217.

Shipping Services, Inc. and Portland Pilot, Inc. also offer pilotage for vessels transiting Kennebec River. (See Pilotage, Boothbay Harbor for additional information about those two associations, and Bath Iron Works Pilot.)

**Towage**.–Tugs are available at Bath. Bath shipyard tug handles primarily shipyard traffic. If desired, commercial tugs can be obtained from Bath, Southport, Boothbay ...
(CL 1325/00) 19/01

Page 233—Paragraph 137; read:

State Route 1A highway bridge crossing the mouth of Danvers River from Beverly to Salem has a fixed span with a clearance of 49 feet. The Boston and Maine railroad bridge just west of the State Route 1A highway bridge has a swing span with a channel width of 40 feet and a minimum clearance of 3 feet. (See **117.1 through 117.59 and 117.595**, chapter 2, for drawbridge regulations.) The bridgetender for the railroad bridge monitors VHF-FM channel 16 and works on channel 6. The call sign of the railroad bridge is WRD-626. An overhead power cable on the east side of the railroad bridge has a clearance of 85 feet.
(CL 1747/00; CL 1464/99) 19/01

Page 236—Paragraph 196, lines 4 to 6; read:
just westward of the bridge. In October-November 2000, the controlling depth in Western Channel was 7.6 feet (7.8 feet at midchannel) to the General Edwards Bridge; thence in 1970, 7 feet to the Fox Hill Bridge.
(BPs 173051-54; CL 49/01) 19/01

Page 240—Paragraph 50, line 7; read:
controlling depths.)
(NOS/01; NOS 13270) 19/01

Page 245—Paragraph 159, line 3 to Paragraph 160; read:
Summer Street Bridge. In 1981, the controlling depth was 11 feet to the Northern Avenue Bridge; thence in 1978, 15 feet to the Summer Street Bridge, except for shoaling to 14 feet at the east abutment of the Northern Avenue Bridge. Using the chart, Fort Point Channel is navigable to just below Dorchester Avenue Bridge. Vessels bound for Fort Point Channel may require the assistance of a tug.

Fort Point Channel navigable section is crossed by four bridges. Northern Avenue Bridge, at the entrance, has a swing span with a clearance of 7 feet. Deeper water is found under the east draw. (See **117.1 through 117.59 and 117.599**, chapter 2, for drawbridge regulations.) A highway bridge just above the Northern Avenue Bridge, has a fixed span with a clearance of 16 feet. The Congress Street Bridge has a fixed span with a clearance of 6 feet, and the Summer Street Bridge has a fixed span with a clearance of 8 feet.
(CEM-New England/86; NOS 13272; CL 1489/00; CL 1527/98; FR 12/15/98; CL 79/99) 19/01

Page 246—Paragraph 184, line 5; read:
bascule span with a clearance of 16 feet at normal pool level. The ...
(CL 837/84; CL 239/86; NOS 13272) 19/01

**COAST PILOT 2 30 Ed 1998 Change No. 31**
**LAST NM 16/01**

Page 252—Paragraph 120, lines 5 to 6; read:
telephone 718-448-3900, FAX 718-876-8055, e-mail: pilotoffice@sandyhookpilots.com.
(CL 447/01) 19/01

Page 259—Paragraph 211, line 1; read:
**Charts 12325, 12324.–Shrewsbury River** and **Navesink River** ...
(DOLE/01) 19/01

**COAST PILOT 3 34 Ed 1999 Change No. 13**
**LAST NM 18/01**

Page 123—Paragraph 29, line 5; read:
718-876-8055, e-mail: pilotoffice@sandyhookpilots.com. Arrangements for pilotage ...
(CL 447/01) 19/01

Page 123—Paragraph 36, line 5; read:
718-876-8055, e-mail: pilotoffice@sandyhookpilots.com. Arrangements for pilotage ...
(CL 447/01) 19/01

Page 127—Paragraph 52, lines 4 to 5; read:
Staten Island, NY 10305, telephone 718-448-3900, FAX 718-876-8055, e-mail: pilotoffice@sandyhookpilots.com. Arrangements for pilotage may be ...
(CL 447/01) 19/01

Page 129—Paragraph 71, lines 2 to 5; read:
west of Cape May Inlet. In September 2000, the controlling depth was 15.8 feet (17.1 feet at midchannel) in the channel through Cape May Inlet to the inner ends of the jetties; thence in April 2000, 11.7 feet to the Coast Guard large wharf on the south side of the harbor; thence in April-August 2000, 4.1 feet (6.6 feet at midchannel) to ...
(BPs 172400-01, BP 172207; CL 724/00) 19/01

Page 134—Paragraph 26, line 5; read:
718-876-8055, e-mail: pilotoffice@sandyhookpilots.com. Arrangements for pilotage ...
(CL 447/01) 19/01

Page 168—Paragraph 22, lines 7 to 10; read:
Lewes and 0.5 foot at Rehoboth Beach. In May 2000, the controlling depth was 8.9 feet (9.3 feet at midchannel) in the Roosevelt Inlet Channel, thence 6.0 feet (10.0 feet at mid-

**COAST PILOT 3 (Continued)**

channel) to the inner end of the jetties, thence 3.0 feet at midchannel southeastward to the turning basin at Lewes, thence 2.3 to 5.0 feet in the ...
(BPs 171707-09; CEM Philadelphia/88) 19/01

Page 197—Paragraph 138, lines 2 to 4; read:
turning basin and wharves just below the bridge. In November 1999, the controlling depths were 5.8 feet in the channel (7.5 feet at midchannel) and 7.8 to 8.3 feet in the basin. Above this point, depths of 6 ...
(BP 173249; CL 148/01) 19/01

Page 198—Paragraph 155, lines 4 to 8; read:
above the mouth. In September 2000, the controlling depth was 3.6 feet (5.7 feet at midchannel) in the entrance channel to the mouth of the creek, thence 6.4 feet (9.0 feet at midchannel) to the turning basin, thence 2.1 to 10.0 feet in the basin, thence 5.7 feet (9.0 feet at midchannel) to the head of the project just below the highway bridge.
(BPs 173247-48; CL 147/01) 19/01

Page 233—Paragraph 122, lines 1 to 3; read:
A depth of about 10.1 feet can be carried to Sharptown; local knowledge is advised. In 1997-January 2001, the midchannel controlling depth was 5.6 feet in the marked channel from ...
(BP 172577; BPs 172579-89; NOS 12261) 19/01

Page 233—Paragraph 124, lines 3 to 4; read:
protected by jetties, at the village. In May 2000, the controlling depth was 2.0 feet in the channel and 6.2 feet in the basin.
(BPs 172577-78) 19/01

Page 241—Paragraph 266, lines 2 to 7; read:
channel, leads from Chester River to Eastern Bay; the chart is the guide. In March 2000, the controlling depth was 3.1 feet. Very heavy traffic can be expected through the channel during the summer months, especially on weekends.
(BPs 172575-76) 19/01

## RADIO NAVIGATIONAL AIDS CORRECTIONS

**PUB 117** **Ed 2001** **LAST NM 18/01**

Page 4-66; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, Russian Federation, Murmansk; delete station and replace with below:

| | | | | | | |
|---|---|---|---|---|---|---|
| XIII | Russian Federation | Murmansk | 002733744 | 68-58N 33-01E | 18 | MRCC Murmansk |

(PUBS 0006/2001) 19/01

Page 4-69; **LIST OF OPERATIONAL MF DSC STATIONS FOR SEA AREAS A2**, Poland; insert after:

| | | | | | | |
|---|---|---|---|---|---|---|
| I | Russian Federation | Kaliningrad | 002734417 | 54-58N 19-59E | 120 | MRSC Kaliningrad |

(PUBS 0006/2001) 19/01

Page 4-73; **LIST OF OPERATIONAL MF DSC STATIONS FOR SEA AREAS A2**, Taiwan, Sanchih; insert after:

| | | | | | | |
|---|---|---|---|---|---|---|
| XI | Thailand | Bangkok Radio (Nonthaburi) | 005671000 | 13-34N 100-39E | 162 | RCC Bangkok |

(PUBS 0006/2001) 19/01

Page 4-73; **LIST OF OPERATIONAL MF DSC STATIONS FOR SEA AREAS A2**, Russian Federation, Murmansk; delete station and replace with below:

| | | | | | | |
|---|---|---|---|---|---|---|
| XIII | Russian Federation | Murmansk | 002733744 | 68-58N 33-01E | 170 | MRCC Murmansk |

(PUBS 0006/2001) 19/01

**PUB 117 (Continued)**

Page 4-75; **LIST OF OPERATIONAL HF DSC STATIONS FOR SEA AREAS A3 AND A4**, Denmark; insert after:

| | | | | | | |
|---|---|---|---|---|---|---|
| I | Iceland | Reykjavik | 002516200 | 64-05N 21-51W | 4,6,8,12,16 MHz | MRCC Oceanic |

(PUBS 0006/2001) 19/01

Page 4-75; **LIST OF OPERATIONAL HF DSC STATIONS FOR SEA AREAS A3 AND A4**, Taiwan, Chi-lung (Keelung); insert after:

| | | | | | | |
|---|---|---|---|---|---|---|
| XI | Thailand | Bangkok Radio (Nonthaburi) | 005671000 | 13-34N 100-39E | 6,8,12 MHz | RCC Bangkok |

(PUBS 0006/2001) 19/01