



## PUB 172 (Continued)

Page 55—Lines 53/L to 5/R; read:

**Depths—Limitations.**—The port is approached through a channel, best seen on the chart, entered between Lighted Beacon No. 1 and Lighted Beacon No. 5. There is a minimum depth along the centerline of 12.8m.

Osman Digna, the new port, is located E of Condenser Island. Vessels with a maximum draft of 12.2m can be accommodated. Berth information is given in the accompanying table.

Sawakin Harbor—Berth Information		
Berth	Length	Remarks
No. 1	130m	General cargo
No. 2	130m	General cargo
No. 3	106m	General cargo
No. 4	26m	Ro-ro berth
No. 5	67m	Service craft
No. 6	103m	Livestock

(BA NP 3, Supp. 5/98; Guide to Port Entry) 5/02

Page 55—Lines 18 to 19/R; read:

**Pilotage.**—Pilotage is available 24 hours. The pilot boards about 2.2 miles ENE of Lighted Beacon No. 1. (BA NP 286(3); US NM 43/62144/01) 5/02

Page 73—Line 2/L; read:

5m, sand and broken shells, lies about 5 miles NE of Ras (US CH 62110) 5/02

Page 73—Line 21/L; read:

The town of Aseb (Assab) stands on the NW shore of the bay. The (US CH 62110) 5/02

Page 73—Line 39/L; read:

**Aseb (Assab) (13°00'N., 42°45'E.)** (US CH 62110) 5/02

Page 73—Lines 40 to 41/R; read:

about 0.6 mile NE of the N end of the offshore breakwater. Vessels should send their ETA 72 hours, 48 hours, and 24 hours in advance. (US CH 62110) 5/02

Page 74—Line 6/L; read:

Anchorage is prohibited N of a line joining Ras (US CH 62110) 5/02

Page 80—Line 47/L; insert after:

Sharm el-Sheikh contains a new passenger quay. The quay is 482m long, and can accommodate vessels with a draft of between 4.5 and 9m. There are smaller wharves,

with a total length of 36m, for vessels with drafts of less than 4.5m.

Pilotage is compulsory. The pilot boards about 0.9 mile SSE of the E entrance point to Sharm el-Sheikh.

(Fr NM 27/01; BA NM 23/01, Section VI; US NM 47/62191/01) 5/02

Page 90—Line 28/L; read:

**Rabigh** (22°44'N., 38°59'E.), about 18 miles SE of Ras (US CH 62250) 5/02

Page 90—Lines 29 to 30/R; read:

The vessel should its ETA 5 days, 48 hours, and 24 hours in advance, with a confirmation sent 4 hours prior to arrival. Pilots board in the approach channel 2.25 miles NW (BA NP 286(3)) 5/02

Page 111—Lines 1 to 2/L; read:

surrounds the tanker. The Holding Anchorage, whose limits can be seen on the chart, is situated 6.5 miles S of Rishah. Vessels are prohibited from entering the restricted area surrounding the tanker or the Holding Anchorage without prior approval of the terminal authorities. (US NM 42/62285/01) 5/02

Page 134—Line 40/R; read:

during foul weather. A depth of 16.5m was reported (1975) to lie about 15 miles SW of Shib Kadun. Another shoal depth of 24m was reported (2001) to lie 4 miles further E; less water than charted exists in this entire area. (BA NP 64; BA NM 45/01, Section IV) 5/02

Page 167—Lines 24 to 41/L; read:

which can accommodate seagoing vessels. Berthing information is given in the accompanying table. (BA NP 63, Supp. 8/2001; Lloyd's Ports) 5/02

Page 167—Line 44/L; insert after:

New table titled "**Mina Qabus—Berthing Facilities (2001)**" from back of this Subsection. (BA NP 63, Supp. 8/2001) 5/02

Page 167—Lines 15 to 16/R; read:

Control to request anchorage and give the following information:

1. Flag or port of registry.
2. Call sign, dwt, nrt, and grt.
3. Ports of call, including last port and next port.
4. Dangerous or hazardous cargo on board.

All vessels must be represented by a local agent (BA NP 63, Supp. 8/2001) 5/02

Page 168—Line 30/R; read:

Restricted Area; they may not be approached within 2,000m without a permit. (BA NP 63, Supp. 8/2001) 5/02

## PUB 172 (Continued)

Page 171—Line 37/L; read:  
by VHF and board about 0.5 mile E of Fairway Lighted Buoy.

(BA NP 63, Supp. 8/2001) 5/02

Page 171—Lines 11 to 13/R; read:

**Anchorage.**—The following anchorage areas lie the indicated distance and direction off the harbor entrance:

1. Area A—2 miles ENE. For inbound vessels under 120m long.

2. Area B—4 miles ESE. For inbound vessels over 120m long and vessels less than 120m long requiring bunkering and offshore services E of 56°26'E.

3. Area C—6 miles ENE. For vessels over 120m long requiring bunkering and offshore services.

(BA NP 63, Supp. 8/2001) 5/02

Page 185—Lines 50 to 52/L; strike out.

(NIMA) 5/02

Page 187—Line 40/R; insert after:

Ocean-going vessels undergoing bunkering operations use a designated anchorage area, best seen on the chart, about 8 miles SW of Jazireh-ye Qeshm.

(US NM 4/62393/01; BA NP 63, Supp. 8/2001) 5/02

Page 192—Line 42/R; insert after:

A hovercraft approach area has been established close N of the dredged area. Mariners should proceed with caution in this area due to the possible presence of hovercraft.

(BA NP 63, Supp. 8/2001) 5/02

Page 192—Line 50/R; insert after:

The petroleum terminal, on the E side of the harbor, can accommodate vessels up to 75,000 dwt.

(BA NP 63, Supp. 8/2001) 5/02

Page 207—Lines 52 to 53/R; read:

2. Berth B (for general cargo)—6 miles WNW.

3. Berth C (for general cargo)—3.5 miles WNW.

(BA NP 63, Supp. 8/2001) 5/02

Page 208—Lines 29 to 30/R; read:

the shore at the S end of Mina Khalid.

(BA NP 63, Supp. 8/2001) 5/02

Page 208—Line 36/R; read:

from a red and white vessel at the boarding ground, located

(BA NP 63, Supp. 8/2001) 5/02

Page 210—Line 18/L; insert after:

Offshore oil installations should not be approached within a distance of 1 mile.

(BA NP 63, Supp. 8/2001) 5/02

Page 210—Line 23/L; read:

breakwater. Two large hotels at the yacht harbor are conspicuous from seaward; one hotel has the appearance of a yacht's sail.

(BA NP 63, Supp. 8/2001) 5/02

Page 210—Lines 50 to 52/L; read:

inside the harbor entrance; caution is necessary as depths of as little as 13.3m lie inside the edges of the dredged channel.

(BA NP 63, Supp. 8/2001) 5/02

Page 210—Line 1/R; read:

Tanker/LPG Berth No. 1, with a dredged depth of 15m (2000), lies

(US NM 40/62499/00) 5/02

Page 210—Line 6/R; read:

No. 7 have a dredged depth of 15m alongside (2000); vessels berth

(US NM 40/62499/00) 5/02

Page 210—Line 15/R; insert after:

The maximum draft allowed in the harbor is 13m plus the height of the tide.

(BA NP 63, Supp. 8/2001) 5/02

Page 211—Line 55/L; read:

depth of 15m (2001). Just within the breakwaters, a secondary

(US NM 49/62462/01) 5/02

Page 211—Table; replace with below:

Berths	Depth	Maximum draft	Remarks
1-4	13-15m	12.5m	Container berths
5	13m	12.5m	Ro-ro berth
6-9	13m	12.5m	General cargo berth
10-13	6m	5.5m	General cargo berth
14-19	13m	12.5m	General cargo berth
20-21	15m	12.5m	Tanker berth
22-25	15m	12.5m	—

(US NM 49/62463/01) 5/02

Page 211—Lines 4 to 7/R; read:

Mina Zayid has been dredged throughout to a depth of 15m (2001), except for a spur at its NW end, which has been dredged to a depth of 6m (2001).

(US NM 49/62463/01) 5/02

**PUB 172 (Continued)**

Page 211—Lines 19 to 20/R; read:  
branches off the main channel, is dredged to a depth of 4.9m, and leads to two offshore oil field supply bases.

A power cable, with a vertical clearance of 60m, crosses the entrance to Sea Wing Access Channel and Khawr al Bighal close N of its junction with Sea Wing Access Channel.

(US NM 49/62463/01; US NM 1/62463/02) 5/02

Page 212—Lines 4 to 6/L; read:

**Pilotage.**—Pilotage is compulsory and is available 24 hours. The pilot boards between Lighted Buoy Z15 and Lighted Buoy Z16.

(BA NP 286(3); US NM 24/62403/01) 5/02

Page 217—Line 55/R; read:

boards about 3.5 miles ESE of Berth No. 3. Vessels arriving from

(US NM 6/62449/00) 5/02

Page 218—Lines 7 to 8/R; read:

before planning a voyage here.

**Caution.**—A pipeline crossover point has been constructed in approximate position 25°08.5'N, 52°59.3'E. Depths in this area may be up to 3.2m less than charted.

**15.30 Sasan Oil Field** (Salman Oil Field) (25°32'N.,  
(BA NP 63, Supp. 8/2001) 5/02

Page 218—Line 26/R; insert after:

**Nasr Oil Field** (25°19'N., 53°28'E.), under development and best seen on the chart, lies NE of Umm Ash Shayf Oil Field.

(BA NP 63, Supp. 8/2001; US CH 62400) 5/02

Page 218—Line 55/R; insert after:

**Karkara Oil Field** (25°08'N., 52°28'E.) is centered around a platform located on an 8.8m shoal depth. A moored storage vessel, which is connected to the terminal by a submarine pipeline, is situated about 0.8 mile ENE of the platform.

(US NM 7/62440/99; BA NP 63, Supp. 8/2001) 5/02

Page 220—Line 7/R; read:

**Depths—Limitations.**—Outer Channel, now known as Mesaieed West Channel, a narrow channel

(42(4211(P))01 Taunton) 5/02

Page 220—Line 15/R; read:

11m and is best seen on the chart. The lighted buoys marking the channel are now designated W-01 through W-12.

A second approach channel has been dredged into Umm Said. It has been designated as Mesaieed East Channel. This channel, which is currently not in use (2001), is marked by

lighted buoys designated E-01 through E-18. Vessels should contact the local Port Authority for further details.

(42(4211(P))01 Taunton) 5/02

Page 220—Line 50/R to Page 221—Line 24/L; read:

South Berth is a multi-point mooring requiring the use of the vessel's anchors. The depth at the berth is 14.6m. Vessels are restricted to the following limiting dimensions:

1. Maximum length—340m.
2. Maximum beam—60m.
3. Maximum size (summer)—320,000 dwt.
4. Minimum size (summer)—50,000 dwt.

Information on pier facilities in Umm Said is given in the accompanying table.

(BA NP 63, Supp. 8/2001) 5/02

Page 221—Line 24/L; insert after:

New table titled "**Umm Said Berthing Facilities (2001)**" from back of this Subsection.

(BA NP 63, Supp. 8/2001; Lloyd's Ports; Guide to Port Entry; US CH 62457; US NM 52/62457/01) 5/02

Page 221—Lines 44 to 45/L; read:

pilot boards in position 25°12.38'N, 51°44.35'E about 1 mile NE of the new Lighted Buoy E-01.

**Regulations.**—A Vessel Traffic Control Service (VTCS) operates in the

(42(4211(P))01 Taunton;  
BA NM 41/01, Section VI) 5/02

Page 221—Line 4/R; read:

The following underkeel clearances must be (NIMA) 5/02

Page 222—Line 31/R; read:

fronting shoals mentioned above. It has been reported (1999)

(40(3952)01 Taunton) 5/02

Page 222—Line 42/R; insert after:

A causeway extending NE from the N end of the T-head connects to the container terminal. Berth 10 and Berth 11, on the SW side of the terminal, have a total berthing length of 700m, with a depth of 12m alongside.

(BA NP 63, Supp. 8/2001; US CH 62409) 5/02

Page 224—Line 40/R; insert after:

**Al Rayyan Oil Field** (26°39'N., 51°33'E.), about 22 miles WNW of Al Shaheen Oil Field and Terminal, consists of a production platform and floating storage tanker. Vessels send their ETA 72 hours, 48 hours, and 24 hours in advance. Pilotage is available; pilots board about 3 miles SE of the terminal.

(BA NP 286(3); BA NP 63, Supp. 8/2001;  
US CH 62520) 5/02

**PUB 172 (Continued)**

Page 231—Line 17/L; read:  
Salman, although caution is necessary, as depths of less than 5m have been reported (2000) on the S side of the channel in the vicinity of Buoy No. 12. A secondary channel, with a least depth of 9.7m, leads  
(BA NP 63, Supp. 8/2001) 5/02

Page 233—Line 12/R; read:  
**16.6 Ras Ushayriq** (Ras Shayrij) (25°59'N., 51°00'E.) lies about 17  
(BA NP 63, Supp. 8/2001) 5/02

Page 235—Table; replace with below:  
New table titled "**Inbound Reporting Points**" from back of this Subsection.  
(US NM 43/62530/01) 5/02

Page 235—Lines 8 to 9/R; read:  
Inbound vessels report when passing Ras Tannurah Lighted Buoy or when passing Lighted Buoy RTE. Inbound vessels  
(US NM 43/62530/01) 5/02

Page 235—Line 35/R; read:  
navigation permits to the vicinity of Ras Tannurah Lighted Buoy,  
(US NM 43/62530/01) 5/02

Page 238—Line 30/R; read:  
about 19 miles NE of Ras Tannurah Lighted Buoy, in  
(US NM 43/62530/01) 5/02

Page 239—Line 33/L; read:  
1. Ras Tannurah Lighted Buoy (27°06'N 50°57'E).  
(US NM 43/62530/01) 5/02

Page 244—Line 25/R; read:  
capacity as pilots board tankers 1.5 miles E of the terminal or in the anchorage area and pilot  
(BA NM 47/01, Section IV) 5/02

Page 246—Line 15/L; read:  
Berth No. 19 accommodates tankers from 25,000 to 276,000 dwt. The  
(BA NM 48/01, Section IV) 5/02

Page 246—Line 23/L; insert after:  
Range lights, located on shore close S of the oil tanks, lead from the anchorage to the platform.  
(BA NM 48/01, Section IV) 5/02

Page 252—Lines 1 to 2/R; read:  
**Pilotage.**—Pilotage is compulsory. The harbor pilot boards from a tug between Ras Bahrah and Lighted Buoy No. 33, about 1 to 4 miles from the main wharf.

Vessels requesting  
(BA NM 45/01, Section IV) 5/02

Page 257—Lines 20 to 21/L; read:  
About  
(BA NM 45/01, Section IV) 5/02

Page 261—Lines 30 to 40/L; read:  
Eastern Jetty, consisting of Berth No. 1 through Berth No. 3, is 530m long and has depths of 8.5 to 10m alongside. Western Jetty, consisting of Berth No. 4 through Berth No. 6, is 550m long and has a depth of 11.5m alongside.

The Ore Terminal, located between Eastern Jetty and Western Jetty, can accommodate vessels up to 35,000 dwt, with a maximum draft of 15m and a maximum length of 183m. The ore-loading berth is also used to load livestock.

Many other berths, with depths of 9 to 13m alongside and which may best be seen on the chart, extend W from the head of Western Jetty and then NW along the E bank of Khawr-ye Dowraq. The ro-ro terminal is located close E of Berth No. 7. The container terminal consists of Berth No. 11 through Berth No. 15.

(US NM 45/62442/01; BA NP 63, Supp. 8/2001) 5/02

Page 261—Lines 49 to 51/L; read:  
of 13 to 14m, although silting may reduce the available depths.

A petrochemical terminal exists at  
(US NM 45/62442/01) 5/02

Page 266—Line 54/L; read:  
The village of **Khusrowabad** (World Port Index No. 48155) (30°10'N., 48°25'E.) is  
(NIMA) 5/02

**PUB 174 8 Ed 2000 LAST NM 1/02**  
Page 16—Lines 1 to 51/L; read:

**Anchorage.**—Abreast of Port Pangkor village there is secure anchorage for vessels of deep draft, and sufficient space for several vessels to moor. A good anchorage may be obtained in depths over 16m, mud, with the W edge of East Bank about 0.2 mile E. East Bank trends parallel to, and fronts the coast of the mainland.

**Caution.**—Lesser depths than charted have been reported (1993) in the dredged part of North West Entrance.

**2.5 Lumut** (4°14'N., 100°38'E.) (World Port Index No. 51615) is approached through River Passage and Sungai Dinding. The principal functions of the port are the Lumut Naval Base, the Malayan Flour Mill, and the small pier at the town of Lumet used by coasters at high tide. Fishing boats and ferries dominate the area's traffic.

**Tides—Currents.**—The current through Selat Dinding sets S at a rate of 2 to 3 knots during spring tides. In Sungai Dinding, both the incoming and outgoing currents have a rate of 2 knots during neap tides and 3.5 knots during spring tides.

**Depths—Limitations.**—There are three channels leading to the main fairway of Sungai Dinding and then to Lumut,

**PUB 174 (Continued)**

namely, North Channel, North West Entrance, and Selet Dinding.

North Channel leads from Tanjong Hantu to Motts Point. North West Entrance leads S of Beting Batu Malang and the N coast of Pulau Pangkor.

Selat Dinding leads from South Entrance close to the E coast of Pulau Pangkor. Selat Dinding is the channel most used by deep draft vessels calling at Lumut. A least depth of 11m is charted 0.5 mile NNE from South East Point Light.

All three channels meet at River Passage, 0.75 mile W of Motts Point.

**Lumut Naval Base** (4°14'N., 100°37'E.) is surrounded by a hilly region and is protected from high winds and seas. The base is contained within two breakwaters, with lighted beacons on each end and a dredged basin with numbered berths inside.

**Flour Mill Wharf** (4°16'N., 100°38'E.) has 167m of berthage with a depth alongside of 9.3m at MLWS. On the S side of the dock is a berth, 97m, long with a depth alongside of 6m, used by coastal tankers.

**Pilotage.**—Pilotage is compulsory and is available 24 hours. The pilot boards S of Pulau Pangkor in 4°10.5'N, 100°35.0'E. A notice of arrival should be sent through the agent 72 hours in advance.

**Regulations.**—Entry is prohibited in the area centered on 4°13.8'N, 100°35.3'E, as shown on the chart, where there is a degaussing range.

Entry is prohibited in the charted area E of Dinding Light, on the S side of the river to the N of the Lumut Naval Base to a position close W of Lumut.

**Anchorage.**—Anchorage may be obtained approximately 0.7 mile S of Southeast Point Light in about 22m.

There are several submarine cable areas in the passage through Selat Dinding and Sungai Dinding which can be best seen on the chart. Anchoring is prohibited.

**Directions.**—A vessel bound for Lumut using Selat Dinding should steer to pass 0.2 mile E of South East Point of Pulau Pangkor, with Tanjong Hantu open E of **Batu Jambol** (4°14'N., 100°35'E.). The fairway channel (Selat Dinding) is indicated by a lighted range, which may best be seen on the chart.

Continue N maintaining the same distance off Tomb Point, Hospital Rock, and Batu Jambol. Then alter course to cross the bar of River Passage, keeping River Passage Buoy close to port on the inbound leg and close to starboard on the outbound leg.

Vessels are advised not to use the Northwest Entrance without local knowledge due to the numerous dangers.

(PUBS 001/2002) 5/02

**PUB 195 6 Ed 1999 LAST NM 4/02**

Page 105—Lines 19 to 34/R; read:

**9.14** Pitea is situated about 18 miles NNW of Nygran Light and on the NE side of Inrefjarden. The port consists of Pitea Sodra Hamn, the inner harbor; Skuthamn, a harbor situated on the NE side of Yttrefjarden; and Haraholmen, a deep-water harbor, lying 6 miles SE of Pitea at the NW end

of Bondon, a low wooded peninsula.

**Ice.**—The harbors and loading places in the approach to Pitea are normally blocked by ice from the middle of December to early May; however, Haraholmen is kept free of ice.

**Tides—Currents.**—The water level may vary from 0.9m below mean level to  
(BA NP 20) 5/02

Page 105—Lines 42 to 51/R; read:

**Depths—Limitations.**—Pitea Sodra Hamn, the inner harbor, has depths of 5.2 to 5.8m, but is closed to commercial shipping. A channel, which is authorized for vessels with drafts up to 4.8m, leads through Munksundet to this harbor.

Skuthamn provides 435m of total berthage with depths of 4 to 6.3m alongside, but the quays are in poor condition. This harbor is only used as a reserve waiting area for small vessels. A channel, which is authorized for vessels with drafts up to 6.3m, leads through Pitsundet to this harbor.

Four approach channels lead from seaward to Bondofjarden, on the NE side of which lies Haraholmen (65°14'N., 21°38'E.).

The main channel leading from seaward to Haraholmen passes about 1 mile E of Nygran Light (65°01'N., 21°42'E.). It continues NNW for about 11.5 miles, then leads NE for about 2.5 miles across the fjord. This route is available to vessels with drafts up to 11.5m.

A secondary channel passes about 5 miles E of Nygran Light. It continues N for 6 miles and then NW for about 7 miles along the NE part of the fjord before joining the main channel. This route is available to vessels with drafts up to 10m.

Two side channels, available to vessels with drafts up to 6m, lead W of Nygran Light and join the main channel at Leskar Light (65°08'N., 21°38'E.).

Haraholmen Oil Quay is 60m long and has a depth of 12.5m alongside. It can accommodate tankers up to 75,000 dwt, 240m in length, and 11.5m draft.

Haraholmsajen, the main quay, is 580m long and has a depth of 12.4m alongside. A ro-ro ramp projects from the center of this quay and propellers, installed below it, are used to keep the berths free of ice.

**Aspect.**—Kalen, a wooded hill with gradual slopes, is one of the most conspicuous features along this part of the coast. It is 130m high and rises about 9.5 miles NW of Nygran Light.

(BA NP 20; Lloyds Ports) 5/02

Page 106—Lines 1 to 40/L; strike out.

(NIMA) 5/02

Page 106—Lines 48 to 57/L; read:

A prominent chimney, 95m high, stands at Skuthamn and is clearly visible from seaward.

Leskar Light is shown from a prominent tower, 9m high, standing on the easternmost of two wooded islets lying close together, 7.5 miles NNW of Nygran Light. The westernmost islet is considerably the larger and more densely wooded.

**PUB 195 (Continued)**

Renoragggrundet Light, equipped with a radar reflector, is shown from a tower standing 3.8 miles NNW of Leskar Light.

The approach routes and entrance fairways are indicated by lighted ranges and marked by buoys and beacons.

**Pilotage.**—Pilots for Pitea are provided by the main pilot station at Skelleftehamn. Pilots can be contacted on VHF channel 13 and board about 2.5 miles E of Gasoren Light. Requests for pilotage must be made through the VTS station at Lulea. Vessels must forward a request for pilotage at least 5 hours prior to arrival. See paragraph 9.8 for more information.

**Anchorage.**—Javrefjarden affords anchorage in depths of 14 to 19m, mud, about 2 miles WSW of Leskar Light, but it is exposed to E and S winds.

Anchorage may also be obtained in depths of 9 to 11m, mud, W of Huvan (65°13.8'N., 21°34.5'E.), an island lying at the N end of Bondofjaren, but S winds raise some sea.

Vessels can anchor off Skuthamn, on the E side of Yttrefjarden, in depths of 7 to 9m, mud.

**Caution.**—A submarine cable, which may best be seen on the chart, lies in the outer approaches and extends between Ronnskar and Nygran Light.

**9.15** An inshore channel, suitable for vessels with drafts up to 3.3m, leads between Pitea and Lulea. Local knowledge and large scale Swedish charts are required for this route. The fairway leads for about 26 miles in a NE direction from Bondofjarden through the numerous islands and shoals fronting the mainland. It approaches Lulea by way of Germandofjarden and the narrow passage of Tjuvholmsundet (65°32.5'N., 22°11.1'E.). It is reported (2001) that the latter narrow passage has a depth of only 3m.

**Caution.**—Vessels over 15m in length or 4m beam must report on VHF channel 14 to the Vessel Traffic Service (VTS) system Traffic Information Center at Lulea before attempting to transit the narrow passage of Tjuvholmsund (see Signals in paragraph 9.15).

In Tjuvholmsund, the current may at times be extremely swift and unpredictable, attaining a velocity of 3 knots during spring freshets.

(BA NP 20; BA NP 286) 5/02

Page 106—Lines 1 to 49/R; strike out.  
(NIMA) 5/02

Page 107—Lines 1 to 26/L; strike out.  
(NIMA) 5/02

**COAST PILOT CORRECTIONS**

**COAST PILOT 1**                      **32 Ed 2001**                      **Change No. 7**  
**LAST NM 1/02**

Page 59—Paragraph 715, line 2 to Paragraph 735; read:  
actual spill response operations or during spill response exercises.

(c) **[Suspended]**

(d) **[Suspended]**

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign vessel of 300 gross tons or less entering any port or place in the Seventh Coast Guard District as described by §3.35-1(b) of this chapter.

(2) Each vessel operating exclusively within a Captain of the Port zone.

(3) [Reserved]

(4) Each vessel arriving at a port or place under force majeure.

(5) [Reserved]

(6) Each barge.

(7) Each public vessel.

(8) [Reserved]

(9) U.S. vessels, except tank vessels, operating solely between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel arriving at or departing from a port or place in the United States carrying certain dangerous cargo. A vessel submitting a notice of arrival under §160.T212 need not submit another notice as required in §160.T208.

(g) Sections 160.T208, 160.T212, and 160.T214 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.T208, 160.T212, and 160.T214 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above the Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 5/02

Page 60—Paragraph 773, line 7 to Page 61—Paragraph 836; read:

protection, or national security.

**§160.207 [Suspended]**

**§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

**COAST PILOT 1 (Continued)**

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Man-

agement Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

**COAST PILOT 1 (Continued)**

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality;
- (iv) Passport number or mariners document number; and
- (v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying cer-****tain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

**COAST PILOT 1 (Continued)**

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 5/02

**COAST PILOT 2                    31 Ed 2001                    Change No. 5  
LAST NM 52/01**

Page 71—Paragraph 1341, line 2 to Paragraph 1361; read: actual spill response operations or during spill response exercises.

(c) **[Suspended]**

(d) **[Suspended]**

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign vessel of 300 gross tons or less entering any port or place in the Seventh Coast Guard District as described by §3.35-1(b) of this chapter.

(2) Each vessel operating exclusively within a Captain of the Port zone.

(3) [Reserved]

(4) Each vessel arriving at a port or place under force majeure.

(5) [Reserved]

(6) Each barge.

(7) Each public vessel.

(8) [Reserved]

(9) U.S. vessels, except tank vessels, operating solely between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel arriving at or departing from a port or place in the United States carrying certain dangerous cargo. A vessel submitting a notice of arrival under §160.T212 need not submit another notice as required in §160.T208.

(g) Sections 160.T208, 160.T212, and 160.T214 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.T208, 160.T212, and 160.T214 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above the Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 5/02

Page 72—Paragraph 1399, line 7 to Page 73—Paragraph 1461; read:

protection, or national security.

**§160.207 [Suspended]****§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port

**COAST PILOT 2 (Continued)**

of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure

**COAST PILOT 2 (Continued)**

time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

- (1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;
- (2) Estimated date and time of arrival at each port or place;
- (3) Name of the vessel;
- (4) Country of registry of the vessel;
- (5) Call sign of the vessel;
- (6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;
- (7) Name of the registered owner of the vessel;
- (8) Name of the operator of the vessel;
- (9) Name of the classification society of the vessel;
- (10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;
- (11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;
- (12) Location or position of the vessel at the time of the report;
- (13) Name of each of the certain dangerous cargoes carried;
- (14) Amount of each of the certain dangerous cargoes carried;
- (15) Stowage location of each of the certain dangerous

cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality;
- (iv) Passport number or mariners document number; and
- (v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 5/02

**COAST PILOT 3                      35 Ed 2002                      Change No. 1  
LAST NM 3/02**

Page 23—Paragraphs 522 to 527; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

NOAA SARSAT Beacon Registration  
E/SP3, Room 3320, FB-4  
5200 Auth Road  
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01)

5/02

**COAST PILOT 4            33 Ed 2001            Change No. 12  
LAST NM 1/02**

Page 81—Paragraph 1399, line 2 to Page 82—Paragraph 1420; read:

actual spill response operations or during spill response exercises.

(c) **[Suspended]**

(d) **[Suspended]**

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign vessel of 300 gross tons or less entering any port or place in the Seventh Coast Guard District as described by §3.35–1(b) of this chapter.

(2) Each vessel operating exclusively within a Captain of the Port zone.

(3) **[Reserved]**

(4) Each vessel arriving at a port or place under force majeure.

(5) **[Reserved]**

(6) Each barge.

(7) Each public vessel.

(8) **[Reserved]**

(9) U.S. vessels, except tank vessels, operating solely between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel arriving at or departing from a port or place in the United States carrying certain dangerous cargo. A vessel submitting a notice of arrival under §160.T212 need not submit another notice as required in §160.T208.

(g) Sections 160.T208, 160.T212, and 160.T214 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.T208, 160.T212, and 160.T214 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above the Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 5/02

Page 82—Paragraph 1458, line 7 to Page 83—Paragraph 1521; read:

protection, or national security.

**§160.207 [Suspended]**

**§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less

than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I–418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if

**COAST PILOT 4 (Continued)**

your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least

**COAST PILOT 4 (Continued)**

96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

- (1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;
- (2) Estimated date and time of arrival at each port or place;
- (3) Name of the vessel;
- (4) Country of registry of the vessel;
- (5) Call sign of the vessel;
- (6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;
- (7) Name of the registered owner of the vessel;
- (8) Name of the operator of the vessel;
- (9) Name of the classification society of the vessel;
- (10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;
- (11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;
- (12) Location or position of the vessel at the time of the report;
- (13) Name of each of the certain dangerous cargoes carried;
- (14) Amount of each of the certain dangerous cargoes carried;
- (15) Stowage location of each of the certain dangerous cargoes carried;
- (16) General description of cargo other than dangerous cargoes, onboard the vessel;
- (17) Operational condition of the equipment under §164.35 of this chapter;
- (18) A list of crewmembers onboard the vessel. The list must include the following information for each person:
  - (i) Full name;
  - (ii) Date of birth;
  - (iii) Nationality;
  - (iv) Passport number or mariners document number; and
  - (v) Position or duties on the vessel;
- (19) A list of persons in addition to the crew onboard the

vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01)

5/02

**COAST PILOT 6****31 Ed 2001****Change No. 17****LAST NM 1/02**

Page 230—Paragraph 60, lines 6 to 9; read:

marked by lights. In September 2001, the controlling depths were 10.9 feet (11.4 feet at midchannel) in the entrance channel and between the breakwaters to the harbor basin; thence in April-May 2000, depths of 8.7 to 10.0 feet in the N section and 4.6 to 6.0 feet in the S section of the basin except for lesser depths along the SE edge.

(DD 2217)

5/02

Page 244—Paragraph 336, lines 6 to 7; read:

signal is at the outer end of the railroad pier. In August 2001, the controlling depth was 8.7 feet in the entrance.

(DD 2216)

5/02

Page 264—Paragraph 261, lines 6 to 7; read:

the S pier. In July 2001, the controlling depths were 21.9 feet (27.0 feet at midchannel) in the approach, through the outer basin ...

(DDs 2183-84)

5/02

Page 277—Paragraph 378, lines 6 to 7; read:

approach to the harbor, just inside the breakwaters. In May-June 2001, the controlling depths were 4.4 feet (7.1 feet at midchannel) in ...

(DD 2182)

5/02

Page 317—Paragraph 777, lines 7 to 8; read:

August 2001, the controlling depths were 21.0 feet from deep water to the outer basin; the basin had general depths of 17 to 21 feet except for shoaling to 14 feet along the NW

**COAST PILOT 6 (Continued)**

side; thence in August 1999, 5.5 ...  
(DD 2218)

5/02

Page 317—Paragraph 783, lines 3 to 5; read:

ends of the breakwaters are marked by lights. A dredged entrance channel leads into the basin and along the ends of the piers to a launching ramp on the W side of the basin. In August 2001, the controlling depths were 8.1 feet (9.7 feet at midchannel) in the entrance channel thence 6.4 feet to the launching ramp.

(DD 2218)

5/02

Page 317—Paragraph 789, lines 1 to 8; read:

In August 2001, the controlling depths were 15.2 feet in the S half and 17.7 feet in the N half of the entrance channel to the outer basin, thence 15 to 20 feet in the N part of the basin and 15.0 feet in the right half and 8.1 feet in the left half of channel through the S part of the basin to the mouth of the river, except for severe shoaling to 2 feet along the S edge near the mouth of the river, thence 3.6 feet in the right half and 7.9 feet in the left half of the river channel to the Eighth Street bridge, thence 2.9 feet (3.9 feet at midchannel), to the head of the project ...

(DDs 2221-22)

5/02

Page 336—Paragraph 1051, lines 6 to 19; read:

marking the NW boundary of the channel. Just NE of the stub, the harbor channel decreases in width to the turning basin. In August 2001, the controlling depths were 2.6 feet in the left half and 9.0 feet in the right half of the entrance channel to the piers, thence 7.6 feet (8.1 feet at midchannel) in the SE section of the wide harbor channel between the piers and to the turning basin; the NW section of the wide harbor channel had a controlling depth of 4.4 feet. The turning basin had depths of 4 to 8 feet in the NW and SE sections of the turning basin. A spoil bank, about 100 feet wide and extending about 500 feet into the center of the turning basin from the SW end, has a least depth of 2.3 feet.

(DDs 2219-20)

5/02

Page 337—Paragraph 1063, lines 7 to 18; read:

piers and the inner end of the N pier are marked by lights. In August 2001, the controlling depths were 17.2 feet (21.0 feet at midchannel) in the entrance channel and between the piers to the Ogden Street Bridge, thence 21 feet to the turning basin, except for two shoal spots; one to 15.9 feet in the right outside quarter and the other to 18.4 feet in the left outside quarter, both just above the Ogden Street Bridge; the turning basin had depths of 19 to 21 feet in the NE part with gradual shoaling to 4 feet along the SE edge, thence 10.5 feet (18.6 feet at midchannel) to Menominee River Buoy 4, thence 8.3 feet (9.4 feet at midchannel) to the upstream limit of the project.

(DDs 238-41)

5/02

Page 361—Paragraph 133, lines 4 to 6; read:

marked by a daybeacon and a light, respectively. In August 2001, the controlling depth was 6.4 feet in the entrance channel to the basin, thence depths of 9 to 10 feet were in the

basin, except for shoaling to 5.8 feet along the NW edge.

(DD 2348)

5/02

**COAST PILOT 6****31 Ed 2001****Change No. 18**

Page 319—Paragraph 808, lines 7 to 13; read:

mouth are marked by lights. In June-July 2001, the controlling depths were 16.5 feet (20.3 feet at midchannel) in the entrance and through Manitowoc Harbor to the mouth of the river, except for shoaling to 11.1 feet in the NW corner of the harbor, thence 13.9 feet (18.7 at midchannel) to the first Soo Line Railroad bridge, thence 12.5 feet (13.3 feet at midchannel) to the second Soo Line Railroad bridge, thence 6.8 feet to the head of the project.

(DDs 2242-44)

5/02

Page 321—Paragraph 809, lines 5 to 7; read:

marked by a light and a daybeacon. In June-July 2001, the controlling depths were 6.8 feet (9.8 feet at midchannel) in the entrance, thence depths of 8 to 10 feet were in the basin and ...

(DD 2242, DD 2245)

5/02

Page 324—Paragraph 873; read:

In May-June 2001, the controlling depths were 12.7 feet (16.6 feet at midchannel) in the entrance and between the piers to the Bay View (State Routes 42/57) bascule bridge, thence 17.9 feet (19.4 feet at midchannel) to the Michigan Street bridge, with 18.5 to 19.0 feet in the turning basin, thence 16.3 feet (20.0 feet at midchannel) through Sturgeon Bay to Green Bay.

(DDs 2138-50)

5/02

**COAST PILOT 6****31 Ed 2001****Change No. 19**

Page 329—Paragraph 968, lines 5 to 12; read:

side of the channel near Light 25); thence in June-July 2000, 19.4 feet (22.7 feet at midchannel) to the East River turning basin, with 13.6 to 19.0 feet in the basin; thence in July 1998-July 2000, 17.5 feet (21.0 feet at midchannel) to the turning basin just above the Fox River Valley Railroad swing bridge, with depths of 14.0 to 20.0 feet in the basin, thence 5.4 feet (6 feet at midchannel) to the De Pere turning basin, with depths of 9.7 to 20.0 feet in the NE half, and shoaling to 1.9 feet in the SW half ...

(DDs 1530-40; BP 167214)

5/02

**COAST PILOT 6****31 Ed 2001****Change No. 20**

Page 224—Paragraph 126, lines 3 to 6; read:

Western Railroad bridge. In September 2001, the controlling depths were 5.7 feet (11.3 feet at midchannel) from the mouth of the river to the 10<sup>th</sup> Street bridge, thence 3.0 feet (5.1 feet at midchannel) to the Grand Trunk Western railroad bridge, thence 1.9 feet (2.3 feet at ...

(DDs 2353-55)

5/02

**COAST PILOT 6 (Continued)**

Page 261—Paragraph 189, lines 5 to 6; read:  
is at the N outer end light. In September 2001, the controlling depths were 4.0 feet in the right half and 8.2 feet in the left half of the entrance channel. The ...

(DD 2368) 5/02

Page 263—Paragraph 222, lines 1 to 2; read:

In August 2001, the controlling depth was 19.3 feet (25.0 feet at midchannel) from deep water in Lake ...

(DDs 2370-71) 5/02

Page 322—Paragraph 832, lines 8 to 11; read:

September 2001, the controlling depths were 8.9 feet (11.0 feet at midchannel) in the entrance channel and between the piers to the basin, thence 14 to 16 feet in the basin, thence 5.0 feet (6.5 feet at midchannel) in East Twin River to about 20<sup>th</sup> Street, thence 3.3 ...

(DDs 2379-80) 5/02

Page 340—Paragraph 1132, lines 6 to 10; read:

July 2001, the controlling depths were 8.6 feet (10.0 feet at midchannel) in the entrance channel, between the piers and through the outer basin to a point in the river about 500 feet below the head of the project, thence 5.2 feet in the right half and 8.0 feet in the left half of the channel to the head of project.

(DDs 2349-50) 5/02

Page 360—Paragraph 108, lines 5 to 6; read:

basin. In August 2001, the controlling depth was 25.0 feet in the basin with lesser depths along the E and W edges.

(DD 2351) 5/02

Page 360—Paragraph 121, lines 2 to 7; read:

Presque Isle Park to protect a dredged harbor basin W of the breakwater. A buoy marks the E side of the dredged basin and a lighted buoy marks the outer end of a submerged crib that extends from shore on the W side of the basin. In August 2001, the controlling depths were 30 feet in the approach to the basin from Lake Superior, thence 25 to 28 feet in the basin.

(DD 2352) 5/02

**COAST PILOT 6            31 Ed 2001            Change No. 21**

Page 222—Paragraph 73, lines 1 to 3; read:

**Channels.**—In October 2001, the controlling depths were 4.6 feet (5.5 feet at midchannel) from the mouth of Belle River to the Bridge Street bridge, thence 2.0 feet (2.6 feet ...

(DDs 2463-65) 5/02

Page 223—Paragraph 97, lines 1 to 5; read:

In October 2001, the controlling depth in Pine River was 1.5 feet (4.0 feet at midchannel) in the dredged channel from the mouth of the river to the upstream limit of the Federal project, about 1 mile above the mouth. The ...

(DDs 2468-69) 5/02

Page 230—Paragraph 69, lines 5 to 7; read:

mark the channel inside the harbor. In November 2001, the controlling depths were 19.7 feet in the right half and 15.8 feet in the left half of the entrance channel, thence 18.1 to 20.0 feet in the left half and 10.0 to 17.9 feet in the right half of the buoyed section of the ...

(DD 2451) 5/02

Page 238—Paragraph 213; read:

In October 2001, the controlling depths were 2.7 feet in the right half and 9.4 feet in the left half of the entrance channel to the basin, thence 9 to 10 feet were available in the N part of the basin except for lesser depths along the N and W edges. The remainder of the basin is maintained by private interests.

(DD 2360) 5/02

Page 261—Paragraph 174, lines 3 to 6; read:

and between the piers to the inner basin; thence in September 2001, depths of 16 to 18 feet were in the inner basin except for lesser depths to 13.2 feet in the NW corner and 13.6 feet in the NE corner, thence depths of 9.4 to 10 feet in the anchorage area. In August 2000, the areas N and S of ...

(DD 2367) 5/02

Page 323—Paragraph 848, lines 1 to 5; read:

In September 2001, the controlling depths were 7.8 feet in the right half and 9.2 feet in the left half of the entrance channel and through the outer harbor basin to the turning basin, thence 4 to 10 feet in the W half and 18 to 20 feet in the E half of the turning basin, thence 15.1 feet (18.8 feet at midchannel) to the N harbor basin with 18.4 to 20 feet ...

(DDs 2376-78) 5/02

Page 335—Paragraph 1042, lines 3 to 10; read:

for 0.15 mile. The entrance channel is marked by private lighted buoys, a private unlighted buoy and a light. In September 2001, the controlling depth was 2.8 feet in the left half and 1.7 feet in the right half of the entrance channel to the mouth of the river, thence 3.4 feet (4.3 feet at midchannel) to the head of the project.

(DDs 2383-84) 5/02

**COAST PILOT 7            33 Ed 2001            Change No. 5  
LAST NM 1/02**

Page 178—Paragraph 22, lines 9 to 10; read:

N of Point Loma Light. Other prominent ...

(CL 1554/01; BP 175260) 5/02

Page 181—Paragraph 95, lines 14 to 19; read:

above the entrance. In June 2001, the controlling depths in the dredged entrance channel were 8.5 feet (15.4 feet at midchannel) to the highway bridge about 1.3 miles above the entrance, except for lesser depths along the channel edges just below the bridge; a controlling depth of 13.5 feet was in Mariners Basin, except for lesser depths along the edges, and 19.6 feet was in Quivira Basin except for lesser depths along the W edge. A rock groin extends about 150 yards NW from

## COAST PILOT 7 (Continued)

- the S side ...  
(BP 175619) 5/02
- Page 195—Paragraph 433, line 6; read:  
monitor radiotelephone VHF-FM channel 16 and can be  
reached by telephone at 310-318-0632.  
(CL 1780/00) 5/02
- Page 196—Paragraph 448, lines 5 to 11; read:  
breakwater. In March 2000, good depths were available in  
both openings. The chart is the best guide. The ends of the  
jetties should be given wide berths. In 1999 - March 2000,  
the controlling depths in the entrance channel between the  
jetties were 9.1 feet, except for lesser depths along the edges,  
thence 9.5 feet in the harbor channel; thence in March 2000,  
depths of 10 feet were available in the basins off the harbor  
channel. Shoaling of 2.5 to 9 feet existed ...  
(BP 171526; CL 1780/00; NOS 18744) 5/02
- Page 196—Paragraph 453, line 2 to Paragraph 454; read:  
Los Angeles County Department of Beaches and Harbors.  
The Harbormaster, under the Los Angeles County Sheriffs  
Department, has an office on the E side of the bend in the  
entrance channel. Guest berths are available further down the  
channel at Burton Chace Park.  
The Sheriff's Harbor Patrol operates the office on the E  
side of the entrance channel, providing 24-hour service.  
Radiotelephone VHF-FM channel 16 is monitored on a 24-  
hour basis, and the Sheriff's Department can be reached by  
telephone at 310-823-7762.  
(CL 1780/00) 5/02
- Page 198—Paragraph 486, lines 1 to 3; read:  
In June 2001, the controlling depths were 30.5 feet (34.4  
feet at midchannel) in the entrance channel to the basin with  
depths of 31.8 to 35 feet in the basin. The narrowest width of  
the entrance ...  
(BP 174800) 5/02
- Page 199—Paragraph 510, lines 2 to 3; read:  
turns N into the entrance basin. In June 2001, the controlling  
depth was 13.7 feet in the entrance channel; ...  
(BP 174799) 5/02
- Page 199—Paragraph 527, lines 2 to 3; read:  
between the jetties, then turns E into the harbor. In January  
2001, the controlling depths were 13.7 feet (18 feet at mid-  
channel) in the entrance to the harbor; thence in March 2000,  
the reported controlling depth was 14 ...  
(BP 173381) 5/02
- Page 200—Paragraph 553, lines 1 to 2; read:  
**Sterns Wharf** had alongside depths of 5.1 feet at the foot  
and 18.6 feet at the head in May 2000. The City Pier, inside  
the harbor, has diesel ...  
(BP 171525) 5/02
- Page 240—Paragraph 380, lines 4 to 8; read:  
Airport. In September 2000, the controlling depths were 3.5  
feet (4.4 feet at midchannel) in the entrance channel to the  
harbor, thence 4.1 feet in the channel that branches E, and  
3.9 feet in the interior channel leading N then E. The  
entrance channel is marked by daybeacons and lights. A sea-  
sonal fog signal is at the entrance channel Light 1.  
(BPs 172658-660; CEM-San Francisco/91; LL/01) 5/02
- Page 240—Paragraph 393; read:  
The Port of Oakland encompasses two areas: Outer and  
Inner Harbors. **Oakland Outer Harbor** is between the Ben  
E. Nutter Container Terminal on the S and the San Fran-  
cisco-Oakland Bay Bridge approach on the N. A **restricted  
area** is in the N end of Oakland Outer Harbor adjacent to the  
Oakland Army Base. (See **334.1050** and **334.1060**, chapter  
2, for limits and regulations.)  
(CL 2060/01) 5/02
- Page 255—Paragraph 498, lines 2 to 7; read:  
to the mouth of the Petaluma River. In July 2001, the con-  
trolling depths were 5.4 feet (7 feet at midchannel) in the  
dredged channel to the mouth of the river, except for shoal-  
ing to 3.5 feet in the right outside quarter just NW of channel  
Light 14; thence in 1996, 5.5 feet at midchannel to Schultz  
Slough; thence in June 2000, 5 feet at midchannel to the  
fixed highway bridge about 11 miles above the mouth,  
thence 2.4 feet (3.3 feet at midchannel) to McNear Canal,  
thence 3.1 feet in the right half with shoaling to bare in the  
left half of the channel to the turning basin at Petaluma;  
depths of 3 to 5.5 feet were in the turning basin, except for  
shoaling to 1 foot in the NE corner.  
(BPs 174989-993; LL/01; BPs 171827-834) 5/02
- Page 283—Paragraph 6, lines 15 to 21; read:  
the outer end of the W jetty. In August 2001, the controlling  
depths were 10 feet in the entrance channel to the turning  
basin, thence 9 to 14 feet in the basin, except for lesser  
depths along the SW edge, thence 7 feet in the entrance to  
the lower small-craft basin, the barge slip had depths of 6 to  
10 feet.  
(BP 175404) 5/02
- Page 284—Paragraph 32; read:  
A dredged channel continues ENE further upriver, then  
turns sharply SSE from the river and leads between two jet-  
ties to a boat basin at the port of Gold Beach. The channel is  
subject to severe shoaling and is marked by uncharted sea-  
sonal private buoys. In August 2001, the controlling depth  
was 3 feet in the left outside quarter, with shoaling to bare  
across the remainder of the WSW end of the river section of  
the dredged channel.  
(BP 175210) 5/02
- Page 286—Paragraph 60, lines 5 to 6; read:  
of the shore.  
(25/97 CG13; LL/97; LL/01) 5/02

**COAST PILOT 7 (Continued)**

Page 304—Paragraph 116, lines 3 to 4; read:  
Washington side. In October 2000, the controlling depths  
were 4 feet (7 feet at midchannel) in the entrance channel to  
the basin, thence in September ...

(BP 172551) 5/02

Page 323—Paragraph 65, lines 6 to 7; read:  
mark the best water. (See the Notice to Mariners and the lat-  
est edition of the chart for controlling depths.)

(NOS/01; NOS 18504) 5/02

**COAST PILOT 7            33 Ed 2001            Change No. 6**

Page 102—Paragraph 2122, line 2 to Paragraph 2143; read:  
actual spill response operations or during spill response exer-  
cises.

(c) **[Suspended]**

(d) **[Suspended]**

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign  
vessel of 300 gross tons or less entering any port or place in  
the Seventh Coast Guard District as described by §3.35-1(b)  
of this chapter.

(2) Each vessel operating exclusively within a Captain of  
the Port zone.

(3) [Reserved]

(4) Each vessel arriving at a port or place under force  
majeure.

(5) [Reserved]

(6) Each barge.

(7) Each public vessel.

(8) [Reserved]

(9) U.S. vessels, except tank vessels, operating solely  
between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel  
arriving at or departing from a port or place in the United  
States carrying certain dangerous cargo. A vessel submitting  
a notice of arrival under §160.T212 need not submit another  
notice as required in §160.T208.

(g) Sections 160.T208, 160.T212, and 160.T214 apply to  
each vessel upon the waters of the Mississippi River between  
its mouth and mile 235, Lower Mississippi River, above  
Head of Passes. Sections 160.T208, 160.T212, and 160.T214  
do not apply to each vessel upon the waters of the Missis-  
sippi River between its sources and mile 235, above the  
Head of Passes, and all the tributaries emptying thereinto and  
their tributaries, and that part of the Atchafalya River above  
its junction with the Plaquemine-Morgan City alternate  
waterway, and the Red River of the North.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 5/02

Page 103—Paragraph 2181, line 7 to Page 104—Paragraph  
2244; read:  
protection, or national security.

**§160.207 [Suspended]**

**§160.T208 Notice of arrival: Vessels bound for ports or  
places in the United States.**

(a) The owner, agent, master, operator, or person in  
charge of a vessel on a voyage of 96 hours or more must sub-  
mit the information under paragraph (c) of this section at  
least 96 hours before entering the port or place of destina-  
tion.

(b) The owner, agent, master, operator, or person in  
charge of a vessel on a voyage of less than 96 hours must  
submit the information under paragraph (c) of this section  
prior to departing the port or place of departure, but no less  
than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as pre-  
scribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of  
the receiving facility, the port or place of destination, the  
city, and state;

(2) Estimated date and time of arrival at each port or  
place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) interna-  
tional number or, if vessel does not have an assigned IMO  
international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel  
(e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which  
the vessel last departed;

(12) Name and telephone number of a 24-hour point of  
contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the  
report;

(14) A list of crewmembers onboard the vessel. The list  
must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number;  
and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the  
vessel. The list must include the following information for  
each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet  
the requirements of paragraphs (c)(14) and (c)(15) of this  
section.

(e)(1) Any changes to the information required by para-  
graphs (c) or (h) of this section must be reported as soon as  
practicable but no less than 24 hours before entering the port  
of destination.

(2) Any changes to the arrival time or the departure  
time in a submitted notice of arrival (NOA) that are less  
than six (6) hours need not be reported.

(3) When reporting changes, only report specific items

**COAST PILOT 7 (Continued)**

to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

**COAST PILOT 7 (Continued)**

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

- (1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;
- (2) Estimated date and time of arrival at each port or place;
- (3) Name of the vessel;
- (4) Country of registry of the vessel;
- (5) Call sign of the vessel;
- (6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;
- (7) Name of the registered owner of the vessel;
- (8) Name of the operator of the vessel;
- (9) Name of the classification society of the vessel;
- (10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;
- (11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;
- (12) Location or position of the vessel at the time of the report;
- (13) Name of each of the certain dangerous cargoes carried;
- (14) Amount of each of the certain dangerous cargoes carried;
- (15) Stowage location of each of the certain dangerous cargoes carried;
- (16) General description of cargo other than dangerous cargoes, onboard the vessel;
- (17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality;
- (iv) Passport number or mariners document number; and
- (v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01)

5/02

**COAST PILOT 8**

**24 Ed 2002**

**Change No. 1  
LAST NM 3/02**

Page 23—Paragraphs 521 to 526; read:

All 406 MHz EPIRBs must be registered with NOAA. The beacon registration must be renewed every two years, and re-registered if you change your boat, your address, or your primary phone number. For information or to have the registration/re-registration form faxed, mariners can call 1-888-212-7283, or go to the NOAA website to get the form at [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov). Mail the signed original form to:

NOAA SARSAT Beacon Registration  
E/SP3, Room 3320, FB-4  
5200 Auth Road  
Suitland, MD 20746-4304

Beacon registration/re-registration may be expedited by faxing a completed copy of the form to NOAA at 301-568-8649, as well as mailing the signed original form to the address above.

(32/01 CG11; CL 1875/01)

5/02



WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 2/02

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
										TIDE	SWELL	ICE	OTHER									
*11908	EL BOSQUE	CO	1024N	07532W	148	24509	S	CN	G	N	N	N	Y	N	J	K		L	Y		5/02	
11930	BARRANQUILLA	CO	1058N	07446W	148	24502	M	RN	E	N	N	N	Y	N	K	E	L	02	L	Y	Y	
			*	*										*	*	*					5/02	
*11934	PUERTO PRODECO	CO	1109N	07413W	148	24491	S	OR	F	N	N	N	Y	N	C			L	Y		5/02	
12100	CHICHIRIVICHE	VE	1055N	06816W	148	24455	V	CN	G	N	N	N	Y	N	J	L	M	M	02	M	Y	Y
												*					*	*		*		5/02
12150	PUERTO LA GUAIRA	VE	1037N	06656W	148	24452	M	CB	G	N	N	N	Y	N	K	A	J	02	M	Y	Y	
										*	*	*	*	*	*	*	*	*	*	*		5/02

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	PILOTAGE			TUGS SALVAGE	TUGS ASSIST	QUARANTINE		COMMUNICATIONS				LOAD/OFFLOAD			MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES			LIFTS			SERVICES			SUPPLIES											
			AVAILABLE	LOCAL ASSIST	ADVISABLE			PRATIQUE	DERATT CERT	OTHER	TELEPHONE	TELEGRAPH	RADIO	RADIO TEL	AIR	RAIL					WHARVES	ANCHOR	MED MOOR	BEACH MOOR	ICE MOOR	FIXED	MOBILE	FLOATING	100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS	LONGSHORE	ELECT	STEAM	NAVIG EQUIP	ELECT REPAIR	PROVISIONS	WATER	FUEL OIL	DIESEL OIL
*11908		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	B		5/02	
11930	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	C	M	5/02	
								*																																	
*11934	N	Y	Y	Y		Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		5/02	
12100	Y	Y	Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		5/02
	*	*					*	*			*	*																													
12150	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	B	S	5/02
						*		*																																	

<b>Mina Qabus—Berthing Facilities (2001)</b>			
<b>Berth</b>	<b>Length</b>	<b>Depth</b>	<b>Remarks</b>
No. 1	286m	13.0m	Multi-purpose berth. See Note.
No. 2	183m	12.8m	Multi-purpose berth. See Note.
No. 3	228m	11.0m	Bulk cargo.
No. 4	183m	10.3m	Containers. See Note.
No. 5	183m	10.3m	Containers. See Note.
No. 6	198m	9.7m	General cargo.
No. 7	183m	9.0m	General cargo. See Note.
No. 8	183m	9.0m	General cargo. See Note.
No. 9	122m	4.0m	Private berth.
No. 10	183m	4.0m	Private berth.
No. 11	183m	8.8m	Private berth.
No. 12	76m	8.0m	Private berth.
No. 13	152m	2.0m	Private berth.
<b>Note.</b> —These berths are in line. Larger vessels can occupy part of a second berth, if necessary.			

Umm Said Berthing Facilities (2001)				
Berth	Length	Designed depth	Chartered depth	Remarks
No. 1	350m	15.0m	14.7m	Bulk iron ore discharge. See Note. 1.
No. 2	190m	15.0m	15.0m	Bulk iron ore discharge. Steel loading. See Note. 1.
No. 3	250m	15.0m	14.8m	Bulk iron ore discharge. Steel loading. See Note. 1.
No. 4	Total length of 298m	13.0m	13.0m	General cargo. See Note 1.
No. 5		13.0m	12.3m	General cargo. See Note 1.
No. 6	212m	13.0m	12.0m	Petroleum. See Note 1. The following vessel limitations apply: 1. Maximum vessel length—238m. 2. Maximum vessel beam—45m. 3. Maximum vessel size—60,000 dwt.
No. 9	200m	10.0m	8.8m	General cargo. See Note 1.
No. 10	200m	10.0m	9.6m	General cargo. Bulk liquids. See Note 1.
No. 16	250m	13.5m	13.5m	Petrochemicals. Located close NE of Berth No. 18. See Note 2.
No. 18	255m	13.0m	12.7m	Polyethylene chips. See Note 2.
No. 19	255m	12.5m	12.5m	Liquid ethylene. See Note 2.
No. 20	213m	11.8m	11.8m	Bulk grain. See Note 2.
No. 21	213m	12.0m	12.0m	Fertilizer. See Note 2.
No. 22	199m	12.8m	12.8m	Fertilizer. Maximum vessel size of 40,000 dwt. See Note 2.
NGL Jetty	—	12.8m	12.8m	LNG facility consisting of a T-head berth with breasting dolphins. Vessel length of between 168 and 290m. Daylight berthing only.
<b>Notes:</b>				
1. Accessed via North Dredged Channel.				
2. Accessed via South Dredged Channel.				

<b>Inbound Reporting Points</b>		
<b>Reporting point</b>	<b>Station</b>	<b>VHF channel</b>
Ras Tannurah Lighted Buoy	Ras Tannurah Port Control	10
Lighted Buoy RTE2	Ras Tannurah Port Control	10
Entry Lighted Buoy	Ras Tannurah Port Control	10
Lighted Buoy A	Ras Tannurah Port Control	10
Lighted Buoy C	Ras Tannurah Port Control	10
Lighted Buoy D1	Damman Port Control	16