

PUB 160 (Continued)

c. South of the parallel of 54°30'S—to Ushuaia PNR at 2000 UTC and 1400 UTC and whenever course and speed changes occur.

All messages should be sent to the nearest PNR coast station on VHF channel 16, if possible. If contact with the nearest PNR coast station cannot be

(BA NP 281(2)) 8/02

Page 4—Lines 36 to 39/R; strike out.

(BA NP 281(2)) 8/02

Page 30—Line 2/R; read:

The Time Zone description is ALFA (-1).
(PUBS 004/02) 8/02

Page 116—Line 6/R; read:

The Time Zone description is ALFA (-1).
(PUBS 004/02) 8/02

PUB 172 9 Ed 2001 LAST NM 7/02

Page 73—Lines 1 to 4/R; strike out.
(US CH 62110) 8/02

Page 73—Line 28/R; insert after:

Obstructions and shallow areas can best be seen on the chart.
(US CH 62110) 8/02

PUB 175 7 Ed 2001 LAST NM 51/01

Page 10—Line 36/L; read:
Caution.—A wreck, best seen on chart, with a least depth of 7m, lies 20 miles NE of the Robinson River entrance.
(25(706)01 Wollongong) 8/02

Page 209—Line 8/R; read:

Caution.—Marine farms, best seen on chart, have been established off Beach Point and Stansbury. Marine farms, which may be floating or fixed structures, and their associated moorings should be avoided. The farms are generally marked by buoys or beacons, which may be lit.
(25(709)01 Wollongong) 8/02

PUB 182 5 Ed 2001 NEW EDITION

(NIMA) 8/02

PUB 195 6 Ed 1999 LAST NM 7/02

Page 89—Line 9/R; read:
24 hours in advance.

The main pilot stations along this part of the coast are situated at Umea and Ornskoldsvik (63°17'N., 18°44'E.). All requests for pilotage must be made through the VTS station at Lulea.

The pilotage area for Ornskoldsvik lies between a line bearing 140° through Norrbyskar (63°33'N., 19°52'E.) and latitude 62°50'N (see paragraph 6.30).

The pilotage area for Umea lies between a line bearing 140° through Norrbyskar (63°33'N., 19°52'E.) and latitude 64°03'N (see paragraph 8.6).

(BA NP 286) 8/02

Page 89—Line 15/R; read:

restricted areas in these waters.

Several offshore islands, islets, and rocky shoals within these waters have been designated as nature reserves. Landing is prohibited and many restrictions apply.

(BA NP 20) 8/02

Page 90—Lines 10 to 43/R; read:

8.4 Norrbyskar (63°33'N., 19°52'E.), a former timber-loading place, is situated in the NE part of the fjord. It is now only used by small craft, including a ferry, and recreational boats. There is a quay, 53m long, with depths of 3.7 to 4.3m alongside. The anchorage has depths of 7 to 13m, clay, mud, and stones. Local knowledge is required.

Hornefors (63°37'N., 19°54'E.), a former timber and pulp-loading place, is situated in Vasterfjarden, an inlet indenting the mainland about 3 miles NNE of Norrbyskar. Although commercial traffic ceased, it is reported that local coasters occasionally enter the harbor.

The main quay provides 170m of berthage at its outer end, with a depth of 6.9m alongside. It can handle vessels up to 105m in length and 6.3m draft. The main approach channel, which is authorized for drafts up to 6.3m, leads NW from a position 5.5 miles NE of Bonden Light.

Ice usually obstructs the harbor from January to April. Entry is only permitted by day and local knowledge is required.

An outer anchorage lies N of Ronnskar, an island located close S of the harbor entrance, with a depth of 8m, clay and mud.

Prominent radio masts, 60 to 75m high, stand 4.5 miles SW, 1.5 miles NNE, and 7 miles ENE of Hornefors.

(BA NP 20) 8/02

Page 91—Line 56/L; read:

beacon.

Directions.—There are three channels leading into Umeafjarden, all of which join at a position W of Fjardgrund Light (63°40.1'N., 20°20.5'E.).

The main deep-water channel leads NNW from SE of Vaktaren Light (63°37'N., 20°25'E.).

The main coastal passage leads to the vicinity of Vaktaren Light. Vessels should steer in a NE direction to pass SE of the S end of Lordagshallan Shoal and NW of Bonden Light. They should then steer in an ENE direction for a position about 1.5 miles N of Gunvorsgrund Light. From this position vessels should steer in a NE direction for about 4.5 miles, using the white sector of Bergudden Light (63°47.5'N., 20°50.5'E.), situated on the NW side of Holmen Island, until they reach a position about 5 miles SE of Vaktaren Light.

Vessels should then head in a NNW direction and pass 0.3 mile WSW of Vaktaren Light. They should continue NNW, using the white sector of Fjardgrund Light or the Hillskar

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lighted range (63°40.8'N., 20°20.7'E.), until the alignment of Bredskar lighted range (63°39.7'N., 20°19.9'E.), is reached.

Vessels proceeding to the ferry terminal should remain on the Hillskar lighted range and continue in a NNW direction for about 3 miles.

Other vessels should steer in a NW direction, using the Bredskar lighted range, and pass close NE of Storbranningen Light (63°38.3'N., 20°22.0'E.) and close SW of Revet Light (63°39.3'N., 20°20.4'E.). When within about 0.3 mile of Bredskar Island, vessels should change course and steer in a N direction in order to pass about 0.3 mile W of Fjardgrund Light. They should then continue to follow the buoyed fairway into the port.

A secondary channel leads in a N direction from a position about 6 miles SSW of Vaktaren Light. Vessels should use the Bredskarssund lighted range (63°39.8'N., 20°18.8'E.) until they reach a position about 2.8 miles W of Vaktaren Light. They should then continue in a N direction through the buoyed fairway, using the range beacons situated on the W end of Bredskar Island. When within about 0.3 mile of Bredskar Island, vessels should change course as necessary to pass W of it. After passing between the NW side of the island and the SE end of Obbolaon, vessels should steer NE and join the main channel at a position about 0.3 mile W of Fjardgrund Light.

Another secondary channel leads in a W direction from a position about 6 miles E of Petlandskar Island. Vessels should approach, using the Petlandskar S and E range lights, and pass close N of the island. They should then steer in a WNW direction, using the Petlandskar W and E range lights astern, and pass close SSW of Fjardgrund Light. Vessels should then join the main channel at a position about 0.3 mile W of Fjardgrund Light.

Vessels may also approach the port via the recommended track (Deep-Water Route) that is used for passing through Ostra Kvarken (see paragraph 8.16). Such vessels should depart the recommended track when about 2.5 miles SW of Nordvalen Light. They should head NNW and then in a NW direction using the white approach sector of Vaktaren Light.

(BA NP 20) 8/02

Page 91—Lines 3 to 16/R; read:

8.6 The commercial facilities of Umea are situated at the S end of Osterfjarden. The town of Holmsund stands at the E side and is fronted by the harbor of Umea Hamn. Hillskar ferry terminal is situated at the E side of a narrow peninsula, which extends SSW from Holmsund. The town of Obbola stands at the W side. Timber products are exported; cement, grain, and petroleum products are imported.

(BA NP 20) 8/02

Page 91—Lines 25 to 44/R; read:

Depths—Limitations.—The main approach channel is authorized for drafts up to 11m as far as a position W of Fjardgrund Light. The secondary channel leading from S through Bredskarssund is authorized for drafts up to 4m; the secondary channel leading from E via Petlandskar is authorized for drafts up to 4.3m.

There are three main berths, with ro-ro ramps, at Umea Hamn (Holmsund).

Pirkajen Quay is 168m long and has a depth of 10m alongside; North Quay is 360m long and has depths of 5.5 to 7.9m alongside; and South Quay is 150m long and has a depth of 11m alongside. The fairway leading to these berths is authorized for drafts up to 10.2m.

Stormskar oil terminal, in the S part of Umea Hamn, consists of a berth, 80m long, with a depth of 11.1m alongside. The fairway leading to this terminal is authorized for drafts up to 10.2m.

At Obbola, there is a T-shaped oil terminal jetty, 70m long, with a depth of 11m alongside. The fairway leading to this jetty berth is authorized for drafts up to 10.2m. Vessels up to 40,000 dwt and 200m in length have been handled.

There is also a chemical quay, 85m long, with depths of 4.5 to 6m alongside. The fairway leading to this quay is authorized for drafts up to 4.7m.

The ferry terminal at Hillskar has four berths. The largest berth is 160m long and has a depth of 7.5m alongside.

Holmen road bridge spans the port at the N end of Holmsund. The W section has a vertical clearance of 10m and the E section has a vertical clearance of 7m. The channel leading N of the bridge is used only by small craft.

Patholmensviken, a small craft harbor, lies 1 mile NNE of Hillskar ferry terminal. It is protected by a breakwater and has depths of 2 to 4m. Bredvik, a yacht harbor, lies close S of Obbola.

There are facilities for general cargo, bulk, ferry, tanker, and ro-ro vessels in the port. Tankers up to 57,000 dwt, 215m in length, and 10.2m draft have been accommodated.

(BA NP 20; Fairplay Ports) 8/02

Page 92—Lines 1 to 48/L; read:

Pilotage.—The pilotage area for Umea lies between a line bearing 140° through Norrbyskar (63°33'N., 19°52'E.) and latitude 64°03'N. All requests for pilotage must be made through the VTS station at Lulea (see Sector 9).

Pilotage is compulsory, as follows:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length and over or 15m beam and over.
3. Category 3 vessels of 90m in length and over or 16m beam and over.

In certain channels between Vaktaren and Skagsudde/Rundvik, pilotage is compulsory, as follows:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length, 15m beam, and 5m draft and over.
3. Category 3 vessels of 90m in length, 15m beam, and 5.5m draft and over.

The pilot can be contacted by VHF and boards in the vicinity of Vaktaren Light (63°37'N., 20°25'E.). In bad weather, the pilot generally boards in the entrance fairway.

Regulations.—It is reported that tankers over 13,000 dwt and 7.6m draft bound for Stormskar oil terminal and cargo vessels over 8.5m draft bound for Umea Hamn are restricted to daylight movements.

Anchorage.—Vessels waiting for the pilot may anchor in depths of 18 to 25m about 1.5 miles SE of Vaktaren Light.

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Anchorage can be taken in depths of 14 to 18m close N of Bredskar Island. Anchorage can also be taken in depths of 15 to 16m, clay and mud, close E of Obbola, about 0.8 mile below the Holmen road bridge.

Directions.—Three entrance channels, which may best be seen on the chart, lead into the port (see paragraph 8.5).

Caution.—Several submarine cables, which may best be seen on the chart, lie across the channel close S of the Holmen road bridge.

A submarine outfall pipeline, which may best be seen on the chart, extends SE into the fairway from the S part of Obbola. Anchorage is prohibited within 150m above and 100m below this pipeline.

A mine area, which may best be seen on the chart, lies across the main fairway about 0.7 mile N of Bredskar Island. Navigation is permitted, but anchorage and fishing are prohibited due to the possible presence of sub-surface mines. Passage through the area during thunderstorms may also be dangerous.

(BA NP 20; BA NP 286) 8/02

COAST PILOT CORRECTIONS

COAST PILOT 6 31 Ed 2001 Change No. 22
LAST NM 5/02

Page 121—Paragraph 37, line 1; read:

Chart *1433.—The **International boundary** between the ...
(CL 82/01; CHS 1433) 8/02

Page 122—Paragraph 70, line 1; read:

Chart *1434.—Coming out of Wiley-Dondero Canal on ...
(CL 82/01; CHS 1434) 8/02

Page 123—Paragraph 85, line 5 to Paragraph 86, line 1; read:
details.)

Iroquois, Ont., is a village on the NW side ...
(CL 82/01; CHS 1434) 8/02

Page 123—Paragraph 90, line 1; read:

Chart *1434, *1435.—The upbound channel coming out of Iroquois Lock is ...
(CL 82/01; CHS 1434; CHS 1435) 8/02

Page 124—Paragraph 109, line 1; read:

Chart *1435.—**Ogdensburg, N.Y.,** is a town and harbor on ...
(CL 82/01; CHS 1435) 8/02

Page 125—Paragraph 139, line 1; read:

Charts *1435, 14770.—**Morristown, N.Y.,** is a village and ...
(CL 82/01; CHS 1435) 8/02

Page 125—Paragraph 149, line 5 to Paragraph 150, line 1; read:
and are a necessity for navigating any portion of this stretch.

Brockville Narrows is a ...
(CL 82/01; CHS 1435) 8/02

Page 126—Paragraph 152, line 1; read:

Charts *1435, 14770, 14771.—Coming out of Brockville ...
(CL 82/01; CHS 1435) 8/02

Page 126—Paragraph 158, line 1; read:

Charts *1436, 14771.—From Blind Bay, the vessel route ...
(CL 82/01; CHS 1436) 8/02

Page 126—Paragraph 160, line 1; read:

Charts *1437, 14772.—From Lone Brother Island, the vessel ...
(CL 82/01; CHS 1437) 8/02

Page 126—Paragraph 162, lines 1 to 2; read:

Charts *1436, *1437, *1438, *1439, 14772, 14773, 14774.—**Canadian Middle Channel branches W ...**
(CL 82/01; CHS Cat. 3/00) 8/02

Page 126—Paragraph 165, line 1; read:

Charts *1437, 14772.—**Rockport, Ont.,** is a small village ...
(CL 82/01; CHS 1437) 8/02

Page 127—Paragraph 176, line 1; read:

Charts *1438, 14774.—**Gananoque, Ont.,** is a town at the ...
(CL 82/01; CHS 1438) 8/02

Page 127—Paragraph 181, line 1; read:

Charts *1439, *2017, 14802.—**Kingston Harbour,** serving ...
(CL 82/01; CHS 1439) 8/02

Page 127—Paragraph 183, line 1; read:

Charts *1437, 14772.—From Whiskey Island Shoal, the ...
(CL 82/01; CHS 1437) 8/02

Page 127—Paragraph 192, line 1; read:

Charts *1437, 14772, 14773.—**American Narrows (Upper Narrows)** ...
(CL 82/01; CHS 1437) 8/02

Page 128—Paragraph 202, line 1; read:

Charts *1437, 14773, 14774.—Above American Narrows, ...
(CL 82/01; CHS 1437) 8/02

Page 128—Paragraph 210, line 6 to Paragraph 211, line 1; read:

Mast-stepping service is available at Calumet Island.
Above Clayton and Calumet ...
(CL 82/01; CHS 1437) 8/02

COAST PILOT 6 (Continued)

Page 128—Paragraph 212, line 1; read:

Charts *1438, 14802, 14774.—About 3 statute mile (2.6 ...
(CL 82/01; CHS 1438) 8/02

Page 128—Paragraph 217, line 1; read:

Charts *1438, *1439, 14802.—**Wolfe Island** is a large
irregularly ...
(CL 82/01; CHS 1438; CHS 1439) 8/02

Page 128—Paragraph 218, line 1; read:

Charts *1438, 14802.—From Bartlett Point, the vessel ...
(CL 82/01; CHS 1438) 8/02

Page 128—Paragraph 220, line 1; read:

Charts *1439, 14802.—The vessel course turns S ...
(CL 82/01; CHS 1439) 8/02

Page 130—Paragraph 228, line 2 to Paragraph 229, line 1;
read:

seasonally from Cape Vincent to Point Alexandria on Wolfe
Island.

Point Alexandria (44°08.2'N., ...
(CL 82/01; CHS 1439) 8/02