



## PUB 124 (Continued)

Page 12—Line 36/L; read:

The channel is marked by lighted buoys and leads to the port of

(US CH 24355) 17/02

Page 15—Line 38/R; insert after:

**Pilotage.**—Pilotage is compulsory for the Amazon River above Macapa (0°02'N., 51°03'W.). Vessels should request pilotage, via their agent, 7 days in advance. The vessel's ETA should be confirmed 48 hours, 24 hours, and 8 hours in advance through Belem (PPL).

Pilots board in the following positions:

1. About 20 miles E of Ponta do Maruim (1°15'N., 49°54'W.), in the vicinity of Approach Lighted Buoy.

2. About 1.2 miles ENE of the E extremity of Ilha de Santana, in the approach to Porto de Santana (0°03'S., 51°11'W.).

3. About 7.5 miles NNW of Salinopolis Light (0°37'N., 47°21'W.).

Vessels unfamiliar with the area should use the pilot boarding position NNW of Salinopolis Light.

**Caution.**—The buoys and channels of the Amazon River and its approaches are subject to constant change. Lesser depths than charted may be found and buoys are moved as necessary.

(BA NM 7/02, Section IV; BA NP 286(5); US CH 24311; US CH 24320; 51(5153)01 Taunton) 17/02

Page 18—Lines 13 to 18/L; read:

**Pilotage.**—Pilotage is compulsory for the Rio Para. Vessels should request pilotage, via their agent, 7 days in advance. The vessel's ETA should be confirmed 48 hours, 24 hours, and 8 hours in advance through Belem (PPL). Pilots board in the following positions:

1. Vessels with a draft of 8m and over—About 7.5 miles NNW of Salinopolis Light (0°37'N., 47°21'W.).

2. Vessels with a draft of less than 8m—About 2.5 miles NW of Chapeau Virado (1°08'S., 48°28'W.).

3. In Canal de Espadarte, about 3.5 miles WNW of Cabeco do Norte (0°18'S., 47°46'W.).

4. In Canal de Espadarte, about 3.5 miles SSW of Cabeco do Sul (0°21'S., 47°44'W.).

Vessels unfamiliar with the area should use the pilot boarding position NNW of Salinopolis Light.

(BA NM 7/02, Section VI; BA NP 286(5); US CH 24290) 17/02

Page 18—Lines 20 to 21/L; read:

with a black "P" displayed.

(NIMA) 17/02

Page 18—Lines 23 to 25/L; strike out.

(NIMA) 17/02

Page 18—Line 43/R; insert after:

**Caution.**—The buoys and channels of the Rio Para and its tributaries are subject to constant change. Lesser depths

than charted may be found and buoys are moved as necessary.

(51(5153)01 Taunton) 17/02

Page 20—Lines 41 to 43/R; read:

Pilotage is compulsory and is available 24 hours. Vessels should request pilotage, via their agent, 7 days in advance. The vessel's ETA should be confirmed 48 hours, 24 hours, and 8 hours in advance through Belem (PPL). The pilot boards about 2.5 miles NW of Chapeau Virado (1°08'S., 48°28'W.).

(BA NP 286(5); US CH 24290) 17/02

Page 21—Lines 10 to 11/L; read:

Ships are prohibited from anchoring in the cable areas lying

(US NM 6/24293/02) 17/02

Page 30—Line 18/L; insert after:

Salinopolis provides pilotage for the Amazon River (see paragraph 1.42), the Rio Para (see paragraph 1.51), and Belem (see paragraph 1.55).

(NIMA) 17/02

Page 43—Line 24/R; read:

entrance channel has maintained depths of 6.8 to 6.9m between

(13(1410)02 Taunton) 17/02

Page 43—Lines 32 to 33/R; read:

5 to 6.9m at the berths. Berths 1 to 5 have maintained depths of 6.8 to 6.9m alongside. Berths 6 to 15 have a maintained depth of 5m

(13(1410)02 Taunton) 17/02

Page 78—Line 44/L; insert after:

**Caution.**—A new coal terminal, consisting of a T-shaped jetty, has been constructed 500m E of the existing terminal. A turning basin, with depths of 10 to 11.8m, lies S of the new terminal; loaded vessels with a draft of up to 12.8m can be turned in the basin at HW.

The buoyed channel passing W and N of Ilha do Martins is now known as Secondary Channel. Main Channel, formerly the alternative channel for departures, is also buoyed and passes S of Ilha do Martins.

Information about aids to navigation and depths in the approach channels and the turning basin should be obtained from the local authorities.

(7(759(P))02 Taunton) 17/02

Page 96—Lines 50 to 51/L; read:

Vessels may anchor clear of the

(9(973)02 Taunton) 17/02

Page 165—Lines 17 to 19/L; read:

In the entrance, the flood current can attain a rate of 6.4 knots, which is reached 3 hours before the time of HW at

**PUB 124 (Continued)**

Punta Quilla. The ebb current can attain a rate of 6.8 knots, 3 hours after  
(US NM 47/23051/01) 17/02

Page 170—Line 33/R; insert after:

Mariners are advised that tidal currents significantly stronger than predicted have been reported in Primera Angostura. Also, subsurface countercurrents which may affect the navigation of deep draft vessels have been reported in Bahia Posesion (52°16'S., 69°11'W.).  
(BA NM 5/02, Section IV) 17/02

Page 178—Line 49/R to Page 179—Line 3/L; read:

**Anchorage.**—Anchorage may be taken, in depths of 9 to 12m, about 1.75 miles NE of Punta Searle, which is located in the SW part of Bahia Gente Grande, about 4 miles S of Punta Paulo.  
(BA NM 42/01, Section IV; US CH 22481) 17/02

Page 181—Lines 52 to 56/R; strike out.

(BA NM 48/01, Section IV; US NM 4/22410/02) 17/02

**PUB 125 6 Ed 2000 LAST NM 14/02**

Page 197—Line 32/L; read:

Mitchell. It was reported (2001) that several depths in the N section of Canal Murray are less than those charted.  
(12(224)01 Valparaiso) 17/02

**PUB 127 6 Ed 2000 LAST NM 13/02**

Page 224—Line 46/R; read:

grt. The pilot boards 3 miles NE of North Rock Light. If the  
(10(1068)02 Taunton) 17/02

**PUB 140 2 Ed 2001 LAST NM 8/02**

Page 52—Lines 39 to 43/L; read:

The route is marked by lights and lighted buoys. Danish pilotage assistance is available.  
(NIMA) 17/02

**PUB 154 8 Ed 2002 NEW EDITION**

(NIMA) 17/02

**PUB 172 9 Ed 2001 LAST NM 15/02**

Page 230—Line 33/L; insert after:

New graphic titled "ASRY Shipyard" from back of this Subsection.  
(NIMA) 17/02

**PUB 173 6 Ed 2000 LAST NM 14/02**

Page 17—Line 18/L; read:

pilot will board in position 22°44'N, 70°05'E. The vessel's ETA should be provided 24 hours in advance. Pilot activities are during daylight hours only.  
(BA NM 10/02) 17/02

Page 40—Line 16/L; insert after:

**Caution.**—A dangerous wreck, the position of which is approximate and is best seen on the chart, is located 6 miles WSW of Tolkeswar Point. Another dangerous wreck lies 5 miles SW of the same point, along the 20m line.  
(12(1245)02 Taunton) 17/02

**PUB 175 7 Ed 2001 LAST NM 14/02**

Page 88—Lines 46 to 51/L; read:

**Pilotage.**—Pilotage is compulsory for all vessels of 150 grt and over, with the following exceptions:

1. Australian commercial fishing vessels of less than 35m in length.
2. Australian Defence Force vessels.
3. Vessels under the command of a master holding a valid exemption.

Requests for a pilot should be made to the Harbormaster Port Hedland 48 hours, 24 hours, and 2 hours prior to arrival. This request should include the last port and estimated draft on arrival.

(BA NM 10/02) 17/02

**PUB 191 9 Ed 2000 LAST NM 15/02**

Page 15—Lines 22 to 31/R; read:

1. All vessels over 50m in length proceeding to or from an alongside berth or buoy berth within the port.
2. All vessels over 100m in length proceeding within the areas lying N of lines extending from Maker Point Light (50°20.5'N., 4°10.9'W.) to the West Breakwater Light and from the East Breakwater lighted beacon to Staddon Point (50°20.2'N., 4°07.6'W.).
3. All vessels over 125m in length proceeding to an anchorage in Cawsand Bay (50°20'N., 4°11'W.).
4. All vessels carrying hazardous, noxious, or polluting cargoes proceeding to or from a berth in the port, including vessels not gas-freed from a previous cargo.
5. All vessels over 150m in length proceeding N of a line extending from Penlee Point to Shag Stone.
6. All vessels over 50m in length not having  
(BA NP 286) 17/02

Page 15—Line 44/R; read:

Pilots board vessels 150m in length and less within 0.75 mile of the W entrance to the Sound and vessels over 150m in length in position 50°18.5'N, 4°10.5'W (about 0.9 mile SE of Penlee Point).  
(BA NP 286) 17/02

**COAST PILOT CORRECTIONS****COAST PILOT 3 35 Ed 2002 Change No. 5 LAST NM 15/02**

Page 2—Paragraph 26, line 7; read:

address, <http://www.navcen.uscg.gov/lnm>.  
(11/02 CG5) 17/02

**COAST PILOT 3 (Continued)**

Page 151—Paragraph 92, lines 6 to 10; read:  
traffic lane 1.5 miles north ...  
(CP 3/99) 17/02

Page 159—Paragraph 216, lines 3 to 5; read:  
In 1983, the wharf was in ruins. In January 2002, shoaling to  
7 feet was reported at the channel entrance. A dike, mostly  
submerged at ...  
(CL 266/02) 17/02

Page 222—Paragraph 25, lines 3 to 5; read:  
**Cove Point Light** (38°23'11"N., 76°22'54"W.), 45 feet above  
the water, is shown from a white tower on the point; a fog  
signal is at the light. The light is 1 mile due west of a point  
on ...  
(09/02 CG5; LL/01) 17/02

Page 224—Paragraph 85, line 3; read:  
**Thomas Point Shoal Light** (38°53'56"N., 76°26'09"W.), 43  
feet above the ...  
(09/02 CG5; LL/01) 17/02

Page 237—Paragraph 48, lines 5 to 7; read:  
Light 1 has a seasonal fog signal. In June 2001, the control-  
ling depth in the entrance channel was 7.0 feet to Daybeacon  
8, thence 4.0 feet (6.8 feet at midchannel) to the basin with  
4.5 to 5.1 feet in the basin. **Saxis**, on the northeast side of the  
...  
(CL 120/02; BP 176368) 17/02

Page 239—Paragraph 76, lines 1 to 2; read:  
**Okahanikan Point Light** (38°11'42"N., 76°05'35"W.), 25  
feet above the water, is shown from a concrete pile off the ...  
(09/02 CG5; LL/01) 17/02

Page 240—Paragraph 106, line 1; read:  
**Great Shoals Light** (38°12'52"N., 75°52'46"W.), 37 feet  
...  
(09/02 CG5; LL/01) 17/02

Page 250—Paragraph 289, lines 5 to 6; read:  
fixed highway bridge 0.6 mile above the entrance has a  
reported clearance of 6 feet. The overhead power cable close  
northward of the bridge ...  
(07/02 CG5; CL 1952/01) 17/02

Page 252—Paragraph 6, line 1; read:  
**Sevenfoot Knoll Light** (39°09'19"N., 76°24'33"W.) 58  
feet ...  
(11/02 CG5; LL/01) 17/02

**COAST PILOT 5                      29 Ed 2002                      Change No. 11**  
**LAST NM 16/02**

Page 2—Paragraph 27, line 7; read:  
address, <http://www.navcen.uscg.gov/lhm>.  
(11/02 CG5) 17/02

Page 74—Paragraph 1039; read:  
(a-1) The draw of the Gasparilla Island Causeway draw-  
bridge, mile 34.3, at Boca Grande shall open on signal;  
except that from January 1 to May 31, from 7 a.m. to 5 p.m.,  
the draw need open only on the hour, quarter hour, half hour  
and three quarter hour.  
(FR 2/21/02) 17/02

Page 211—Paragraph 203, lines 8 to 10; read:  
Naples about 2.5 miles above Gordon Pass. In December  
2001, the controlling depth was 4.4 feet (4.8 feet at midchan-  
nel) to Daybeacon 18, thence 5.9 feet (7.1 feet at midchan-  
nel) to the ...  
(CL 49/02; BPs 176312-22) 17/02

Page 242—Paragraph 357, lines 10 to 11; read:  
marginal county wharf. In October 2001, the controlling  
depth was 5.4 feet (5.8 feet at midchannel) with 5.2 to 5.8  
feet in the basin. The channel ...  
(CL 227/02; BPs 176419-25) 17/02

Page 291—Paragraph 120, lines 4 to 5; read:  
Sound is protected by jetties. In November-December 2001,  
the controlling depth was 15 feet across the bar in Breton  
Sound, thence in 1997-December ...  
(DDs 2516-17) 17/02

Page 311—Paragraph 74, lines 3 to 7; read:  
Sound is protected by jetties. In November-December 2001,  
the controlling depth was 15 feet across the bar in Breton  
Sound, thence in 1997-December ...  
(DDs 2151-52) 17/02

Page 318—Paragraph 202, lines 3 to 4; read:  
side of the river about 4 miles above the mouth. In Novem-  
ber-December 2001, the controlling depth was 11 feet.  
(DDs 2553-55) 17/02

Page 318—Paragraph 203, lines 2 to 3; read:  
and become part of the Intracoastal Waterway. In January  
2002, the controlling depth was 13 feet from the cutoff of the  
...  
(DDs 2551-52) 17/02

Page 325—Paragraph 323 to Paragraph 324, line 3; read:  
In 1982, the controlling depth was 3 feet through the natu-  
ral entrance to the upper end of Lower Mud Lake.  
In June 2001, the controlling depths were 9 feet from sea  
through the jettied entrance channel; thence in 2000, 8 feet  
through the marked channel in Lower Mud Lake, thence 9  
feet to just below the State Route ...  
(NOS 11344; DDs 2563-64) 17/02

Page 382—Paragraph 86, lines 4 to 5; read:  
Club and Trailer Estates Marina. In July 2001, a depth of 2.4  
feet was reported in the channel, thence 1 foot was reported  
...  
(CL 223/02) 17/02





PUB 172