

PUB 123 (Continued)

9. Ship Entry Notice (SEN) number and date of issue. Vessels should establish contact with the port authorities on VHF channel 16 when within VHF range. Upon anchoring,

(BA NP 286(3)) 18/02

Page 21—Line 39/L; read:
and is available 24 hours. Pilots, who act as

(BA NP 286(3)) 18/02

Page 21—Lines 44 to 56/L; read:
Vessels must send an ETA to the terminal 72 hours, 48 hours, and 24 hours in advance, with the following information:

1. Vessel's name.
2. ETA.
3. Master's name.
4. Summer dwt.
5. NRT.
6. Last port of call.
7. Next port of call.
8. Owner's name and address.
9. Quantity of cargo required.
10. Destination of cargo.
11. Nationality of officers and crew.
12. Quantity of cargo on board.
13. Maximum draft on arrival and departure.

Berthing details can be obtained from the terminal on VHF channel 10 or 16 when within VHF range.

(BA NP 286(3)) 18/02

Page 21—Line 47/R; read:

Pilotage is available during daylight hours only and should be arranged through the vessel's agent in the port of destination. Pilots are provided for Koko, Sapele, Burutu, and Warri.

(BA NP 286(3)) 18/02

Page 22—Lines 28 to 31/R; read:

3 miles W or 2 miles NW of the platform.

Pilotage is compulsory and is available 24 hours. Pilots, acting as mooring masters, can be contacted on VHF channel 8 and board in the vicinity of the anchorage areas. They remain on board throughout the loading procedure.

Vessels should send their ETA 7 days, 72 hours, 48 hours, and 24 hours in advance. Vessels should contact the terminal on VHF channel 8, as follows:

1. When within VHF range.
2. When anchored.
3. Upon arrival at the terminal.

After anchoring, vessels should maintain a continuous listening watch on VHF channel 8.

(BA NP 286(3)) 18/02

Page 24—Lines 17 to 23/L; read:

Pilotage.—Pilotage is compulsory; pilotage is available for berthing during daylight hours only, but is available 24 hours for unberthing. Pilots, who act as mooring masters,

can be contacted by VHF and board about 2 miles SW of the SPM berth. They remain on board during the entire loading operation. Vessels should send an ETA 10 days, 96 hours, and 24 hours prior to arrival via the oil company office in Lagos. Vessels should then contact the terminal 2 hours prior to arrival on VHF channel 16.

(BA NP 286(3)) 18/02

Page 28—Line 2/L; read:

5 days, 72 hours, 48 hours, and 24 hours before arrival. Vessels

(BA NP 286(3)) 18/02

Page 29—Line 7/R; read:

to arrival. Vessels should maintain a listening watch on VHF channel 8 and 16.

(BA NP 286(3)) 18/02

Page 29—Line 27/R; insert after:

Okana Marine Terminal (3°57'N., 7°17'E.), a Floating Production Storage and Offloading (FPSO) facility, lies about 15 miles SSE of Bonny Offshore Terminal. Pilotage is compulsory and is available during daylight hours only until 1500. The pilot boards about 2 miles N of the terminal. Vessels should send their ETA 72 hours, 48 hours, and 4 hours in advance to the terminal.

(BA NM 14/02, Section VI; US CH 57160) 18/02

Page 30—Line 2/L; insert after:

Pilotage.—Pilotage is compulsory from Fairway Lighted Buoy, along the Bonny River, and up to Port Harcourt, including Onne and Okrika. Pilots board, as follows:

1. Bonny Inshore Terminal:
 - a. Condensate and LNG vessels—2 miles SW of Fairway Lighted Buoy.
 - b. Other vessels—1 mile SW of Lighted Buoy No. 1.
2. Port Harcourt, Onne, and Okrika—in the anchorage off NPA Jetty.

Regulations.—Vessels should send their ETA 7 days, 72 hours, 48 hours, and 24 hours in advance, giving the following information:

1. Vessel name.
2. Flag.
3. Port of registry.
4. Call sign.
5. Official number.
6. Length.
7. Beam.
8. Charterer.
9. Owner's name and address.
10. Agent's name.
11. Voyage number, if used.
12. Master's name.
13. Crew number and nationalities.
14. Last port of call.
15. Next port of call.
16. Tonnage and type of cargo.

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Vessels should contact Bonny Signal Station on VHF channel 14 to obtain permission to proceed. Vessels should also maintain a continuous listening watch on VHF channel 8 and 14.

(BA NP 286(3)) 18/02

Page 31—Line 17/L; insert after:

Pilotage is compulsory and is available 24 hours. Pilots, acting as mooring masters, can be contacted by VHF and board in the anchorage area.

(BA NP 286(3)) 18/02

Page 31—Lines 21 to 25/L; read:

terminal on VHF channel 16 as soon as possible on their approach.

The 7-day message should contain the following information:

1. Cargo requirements.
2. Last port of call.
3. ETA. When the vessel's itinerary does not permit a 7-day ETA message, the maximum possible advance notice should be given.

The 72-hour message should contain the following information:

1. Vessel's name and call sign.
2. ETA.
3. Last port of call.
4. Cargo requirements.
5. Number of crew and whether healthy or not.
6. Whether or not a doctor is on board.
7. Requesting free pratique.

Anchorage can be obtained in the charted anchorage area lying about 10 miles SE of the terminal.

(BA NP 286(3)) 18/02

Page 32—Lines 1 to 5/R; read:

send an ETA 72 hours, 24 hours, and 4 hours before arrival. Any change to the ETA of 1 hour or more should be reported immediately. The 4-hour message should be sent on VHF channel 16 and should include the time required to discharge ballast before arrival.

Pilotage is compulsory and is available during daylight hours only until 1600. Pilots, acting as mooring masters, can be contacted on VHF and board in the anchorage area, which has a depth of 45m and lies about 4.5 miles S of the terminal.

All vessels must fly the Nigerian national ensign
(BA NP 286(3)) 18/02

Page 32—Lines 16 to 18/R; read:

from Douala, act as mooring masters. Pilots can be contacted on VHF channel 16 and board about 2 miles S of the main SBM.

(BA NM 286(3)) 18/02

Page 32—Line 31/R; read:

and 24 hours before arrival; the terminal should be con-

tacted when within 60 miles.

Pilotage is compulsory. Pilots,
(BA NP 286(3)) 18/02

Page 35—Line 47/L; read:

watch on VHF channel 16 while transiting the channel.
(BA NP 286(3)) 18/02

Page 35—Line 51/L; read:

VHF channel 16 while at this anchorage.
(BA NP 286(3)) 18/02

Page 37—Line 26/R; read:

VHF channel 16. Anchorage is available, in a depth of 16m,
(BA NP 286(3)) 18/02

Page 39—Line 26/R; insert after:

Tidal currents in the bay can be greatly affected by the outgoing river currents.

(14(1470)02 Taunton) 18/02

Page 42—Line 39/R; read:

Pilotage.—Pilotage is compulsory for vessels over 500 grt and is available 24 hours.

(BA NP 286(3)) 18/02

Page 44—Lines 28- 29/L; read:

Pilotage.—Pilotage is compulsory and is available during daylight hours only. Pilots can be contacted by VHF and board about 1.5 miles ENE of the head of the pier. Vessels

(BA NP 286(3); US CH 57201) 18/02

Page 44—Line 35/L; insert after:

Vessels should maintain a listening watch on VHF channel 16 when approaching the terminal. During mooring and loading operations, vessels maintain a listening watch on VHF channel 72.

(BA NP 286(3)) 18/02

Page 44—Line 9/R; insert after:

Vessels should request a pilot 12 hours in advance. The initial contact with Port Control should contain the following information:

1. GRT.
2. Master's name.
3. Last port of call.

After contacting Port Control, vessels should maintain a listening watch on VHF channel 12.

(BA NP 286(3)) 18/02

Page 45—Lines 3 to 6/R; read:

3.60 Zafiro Terminal (3°51'N., 8°07'E.), a Floating Production Storage and Offloading (FPSO) facility, lies about 36 miles WNW of Punta Europa; the terminal is surrounded by a circular restricted area 4.25 miles in radius. Pilotage is compulsory; the pilot boards about 4 miles N of

PUB 123 (Continued)

- the terminal.
(BA NP 286(3)) 18/02
- Page 45—Line 18/R; read:
terminal on VHF channel 16 when within 20 miles of the terminal; after the initial contact, the terminal will designate the working frequency for further communications.
Pilotage is com-
(BA NP 286(3)) 18/02
- Page 54—Lines 35 to 36/L; read:
mooring masters, can be contacted on VHF channel 16 and board in the designated semicircular boarding
(BA NP 286(3); US CH 57200) 18/02
- Page 54—Lines 42 to 43/L; read:
hours prior to arrival. The 72-hour message should contain the following information:
1. ETA, last port of call, and agent.
 2. Estimated draft, fore and aft, upon arrival.
 3. Quantity and grade of oil to be loaded.
 4. Estimated sailing draft.
 5. Clean bill of health.
 6. Other details as requested by the terminal.
- Vessels should maintain a continuous listening watch on VHF channel 16 starting not less than 12 hours prior to arrival in order to
(BA NP 286(3)) 18/02
- Page 54—Lines 18 to 20/R; read:
hours only but unberthing can be done at any time. The terminal can accommodate tankers up to 135,900 dwt.
Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots board the vessel 3
(BA NP 286(3)) 18/02
- Page 54—Line 22/R; insert after:
Regulations.—Vessels should send their ETA 5 days, 72 hours, 48 hours, and 24 hours in advance. If a vessel departs from a port within 12 hours of the terminal, the ETA should be sent immediately upon departure from that port and confirmed 6 hours prior to arrival.
(BA NP 286(3)) 18/02
- Page 56—Line 21/R; read:
then contact the terminal on VHF channel 16 when within range.
(BA NP 286(3)) 18/02
- Page 57—Line 47/L; read:
advance; the terminal should also be notified if the ETA changes by more than 2 hours. Vessels should also maintain a listening watch on VHF channel 16
(BA NP 286(3)) 18/02
- Page 58—Line 56/L; read:
Pilotage.—Pilotage is compulsory for vessels over 100 grt and is available 24 hours, except for tankers, when it is available during daylight hours only.
(BA NP 286(3)) 18/02
- Page 59—Lines 54 to 57/L; read:
SW of Djeno and consists of two platforms; a floating production barge; N’Kossa 1, a floating oil storage/loading vessel; and N’Kossa 2, a floating LPG storage/loading vessel.
Vessels up to 280,000 dwt can be accommodated at N’Kossa 1.
(BA NP 2, Supp. 11/99) 18/02
- Page 59—Line 8/R; read:
Anchorage.—A designated
(BA NP 2, Supp. 11/99; US CH 57240) 18/02
- Page 59—Line 13/R; insert after:
Vessels can also drift in the waiting area, which has a radius of 3 miles and is best seen on the chart, located about 13 miles NW of the terminal, although caution is necessary as vessels should not allow themselves to drift E of 11°36’E.
(BA NP 2, Supp. 11/99; US NM 27/57240/98) 18/02
- Page 59—Line 27/R; insert after:
Kuito Oil Terminal (5°28’S., 11°30’E.) lies about 10 miles S of N’Kossa Oil Field. Vessels should send an ETA 7 days, 72 hours, 48 hours, and 24 hours in advance through Luanda Radio (D3E). Vessels should then contact the terminal by VHF when within range, giving the following information:
1. Vessel name.
 2. ETA.
 3. Master’s name.
 4. Any information as requested.
- Pilots board about 3 miles NW of the terminal. Vessels can wait in the waiting area, best seen on the chart, lying about 10 miles SW of the terminal. The terminal is surrounded by a restricted area.
(BA NP 286(3); US NM 48/57240/98;
US NM 13-14/57240/01) 18/02
- Page 59—Line 57/R to Page 60—Line 5/L; read:
hours in advance, giving the following information:
1. Vessel name.
 2. ETA in GMT.
 3. Master’s name.
 4. Estimated arrival draft, for and aft, and displacement.
 5. Time for discharge of clean ballast, if any, and quantity of segregated ballast on board.
 6. Whether vessel is proceeding to another port first and any expected delays.
 7. Quantity of cargo required and any special requirements.
- Caution.**—A restricted area, which may best be seen on the
(BA NP 286(3); Lloyd’s Ports) 18/02

PUB 123 (Continued)

Page 60—Lines 54 to 57/R; read:
anchorage area located 1.5 miles WSW of SBM No. 2.

Regulations.—Vessels should send an ETA 7 days, 72 hours, 48 hours, and 24 hours in advance through Luanda Radio (D3E). Vessels should then contact the terminal by VHF when within range, giving the following information:

1. Vessel name.
2. ETA.
3. Master's name.
4. Any information as requested.

Berthing is done during daylight hours only; unberthing can be done at any time.

(BA NP 286(3); US NM 27/57243/98) 18/02

Page 61—Lines 22-25/L; read:

Praia de Futila and consists of four mooring buoys in a depth of 6.7m. A submarine pipeline leads NE and connects the terminal to the shore. Vessels of up to 6,400 dwt, with a maximum draft of 4.6m, can be accommodated. The vessel's ETA should be sent via the agent 72 hours, 48 hours, and 24 hours in advance. Vessels moor during daylight hours only, in normal weather conditions, and with the permission of the mooring master. The mooring master boards in the Malongo Terminal anchorage.

(BA NP 286(3); Lloyd's Ports) 18/02

Page 62—Lines 16 to 18/L; read:

vicinity of the anchorage area or 3 miles NW of the storage tanker. Vessels can berth only during daylight hours, but may leave at any time.

Regulations.—Vessels should send an ETA 72 hours, 48 hours, and 24 hours before arrival. The ETA messages should include the following information:

1. Vessel name.
2. ETA.
3. Master's name.
4. Arrival draft, fore and aft, and displacement.
5. Time for discharging clean ballast, if any.
6. Whether vessel is proceeding to any ports prior to arrival at the terminal and the expected delay.

(BA NP 286(3)) 18/02

Page 77—Lines 5 to 7/L; read:

Pilotage.—Pilotage is compulsory but is only available from 0600 to 2100. Pilots board at the entrance to the bay. Vessels are not berthed after 2000. Unberthing may be done at any time, but must be previously arranged through the pilot.

Regulations.—Vessels proceeding
(BA NP 286(3)) 18/02

Page 85—Line 28/R; read:

Port Control on VHF, giving at least 1 hour notice; when Port Control is closed, vessels should contact Pelican Point Light on VHF channel 14 or 16. In

(BA NP 286(3)) 18/02

Page 88—Lines 12 to 14/R; read:
An 18m patch lies 1.5 miles W of Dagger Rocks.

Luderitz Bay (26°39'S., 15°09'E.)

World Port Index No. 46650

5.22 Luderitz Bay is entered between North East Point (26°35'S., 15°09'E.) and Diaz Point, 4.5 miles SW. There are several anchorages in the bay, but they are exposed to the swell, which, being deflected by the contour of the land, enters the bay from NW. Seal Island, Penguin Island, and Shark Island lie off the E side of the bay, from N to S, respectively.

Robert Harbor is entered between Penguin Island and Shark Island. The latter island is connected to the mainland by a causeway. Menai Creek, in the S part of Robert Harbor, is shallow, but a dredged channel leads to the two jetties at the town of Luderitz, at the head of the creek.

Shearwater Bay, in the S part of Luderitz Bay, is entered between Diaz Point and Angra Point, 2 miles ENE; landing can be effected in it in three places.

Winds—Weather.—Strong SSW to SW winds are almost continuous for 10 months of the year. It is usually calm in the early morning. Morning fog often occurs outside the harbor area and is most frequent between January and April. At times, desert sand is blown about in large quantities, filling the air with minute particles which take a long time to subside.

Tides—Currents.—The tidal rise at Luderitz is 1.4m at MHWS and 1m at MHWN. Currents are negligible in Menai Creek, but a tidal current sometimes occurs during the flood, running down the E side of Shark Island, and may cause difficulty to vessels berthing.

Depths—Limitations.—A channel, 60m wide, leading to the jetties off Luderitz, and a turning basin off the jetties, were dredged to 8.05m. The main jetty at Luderitz has a dredged depth of 6m alongside its W side for a distance of about 180m from its head, and alongside its E side for a distance of about 140m. Vessels with lengths of less than 105m and drafts of less than 6m can be accommodated at the main jetty.

The Timber Jetty, close E of the main jetty, is 168m long and has a depth of 3.5m alongside.

A new General Purpose Quay has been constructed in the harbor. The quay is 500m long. It has three berths, with depths alongside ranging from 4.6 to 8.6m.

A boat jetty extends into the S part of Robert Harbor, 0.6 mile NNE of the main jetty, in Menai Creek.

North Reef, 2.7m high, lies 0.2 mile SSW of North East Point. There is a depth of 3.7m about 0.2 mile S of North Reef.

A shoal, with a depth of 6.4m, extends 0.2 mile seaward between Diaz Point and the NW extremity of this peninsula.

Angra Rock lies on a reef which extends 0.5 mile N of Angra Point. The sea breaks between the rock and the point. A rock, awash, and a rock, with a depth of less than 1.8m, lie 0.3 mile and 0.4 mile, respectively, N of Angra Point.

PUB 123 (Continued)

Vessels should not pass between Angra Point and the lighted buoy moored 0.6 mile NNW of the point.

Seal Island, 43m high, round-topped, and dark, lies about 0.5 mile S of North East Point. A mussel culture area extends 0.3 mile E of the E coast of Seal Island. Vessels should keep well-clear of the area due to the presence of unlit floating platforms and booms. A stranded wreck lies at the SE end of Seal Island.

Penguin Island, 49m high and rocky, lies 0.5 mile S of Seal Island. Penguin Island is fringed by a reef which extends 150m from its N, W, and S ends. Tiger Reef, awash, lies between the N end of Penguin Island and the mainland E. A lighted buoy is moored off the NE side of the reef. A rock, with a depth of less than 1.8m, lies 0.1 mile N of the N end of Shark Island.

Aspect.—North East Point (26°35'S., 15°09'E.), bold and rocky, lies about 3 miles S of Dagger Rock.

Nautilus Hill, 130m high, lies 0.7 mile E of the S end of Penguin Island and appears to be the highest land in the vicinity. A radio mast is situated 0.2 mile NW of the hill.

Diaz Point (26°38'S., 15°06'E.) is the N extremity of a rocky peninsula. A light is shown 0.2 mile S of the point; a signal mast stands close N of the light. A beacon, consisting of a marble cross, stands about 0.2 mile WNW of the light, but it is difficult to distinguish.

A beacon, consisting of white tripod with framework topmark, stands on the 38m high summit 0.2 mile SSE of Angra Point. A lighted buoy lies 0.6 mile NNW of Angra Point. Beacons are situated 0.1 mile ENE and 0.1 mile ESE of Angra Point Beacon. The area within 0.1 mile offshore between these beacons is foul.

Shark Island, 0.5 mile S of Penguin Island, is marked by a light near its center. A lighted buoy is moored 0.2 mile N of Shark Island. A conspicuous church spire, nearly 1 mile S of Shark Island Light, is a useful mark in approaching the anchorage in Luderitz Bay.

Lights, in range 120°, about 0.6 mile E of the N end of Shark Island, lead into Robert Harbor. The dredged channel and turning basin in Menai Creek are marked by buoys.

Pilotage.—Pilotage is compulsory. Pilots board 1 mile NNW of Angra Point and are available between 0400 and 1600. The pilot will board 0.7 mile NE of Angra Point in poor weather. In an emergency, vessels will be accepted at any time. A tug and launch operate as pilot vessels; both have black hulls and yellow funnels.

Regulations.—A Port Information Service is maintained at Luderitz Bay. Vessels equipped with VHF are requested to establish contact with the harbormaster not less than 1 hour before arrival. Vessels arriving after hours should report their ETA by VHF to the signal station at Diaz Point Light.

Vessels in the outer anchorage should keep a listening watch on VHF channel 16.

Anchorage.—Luderitz Harbor is a narrow inlet E of Angra Point, but only the outer part is suitable for anchoring.

Shearwater Bay provides good shelter from all but N and NW winds, but vessels must be prepared to get underway at short notice due to sudden squalls. There is good anchorage between Angra Point and Shark Island. Anchorage can be taken, in 10.7m, with Shark Island Light bearing 136° and

with Angra Point bearing 266°. Anchorage according to draft can be taken farther inside Luderitz Harbor.

The holding ground in Robert Harbor is poor in places, and vessels have dragged anchor there, but a berth reported safe for vessels, with a draft of up to 7.3m, good holding ground, clay, with a swinging radius of about 0.2 mile, lies on the range line, with Shark Island Light bearing 214°, distant about 0.5 mile.

Anchorage can also be taken on the range line, with Shark Island Light bearing 225°, distant 0.5 mile. Another anchorage lies 0.2 mile WSW of Angra Peguena Jetty, which is situated about 0.5 mile E of the S end of Penguin Island.

A considerable NW swell is felt at times. With a swell setting into the bay, anchorage at the N end of Robert Harbor is recommended. Shark Island Light is obscured in Robert Harbor.

North Harbor, entered N of Seal Island, provides anchorage, in 7m. Vessels of light draft can anchor leeward of Seal Island.

Directions.—Luderitz Bay may be entered without difficulty. Diaz Point can be rounded at a distance of 0.4 mile. Vessels must pass N of the lighted buoy moored off Angra Rock, and a course set for Robert Harbor or the anchorage in Luderitz Harbor. At night, Angra Rock and the reef off Penguin Island may be cleared by keeping in the white sector of Shark Island Light.

Vessels proceeding to the anchorage in Luderitz Harbor, after passing the lighted buoy moored off Angra Point, can steer to pass 0.5 mile NE of the point, and, when Angra Point beacon bears 246° in range with the beacon ENE of it, alter course to about 170°, and anchor when Angra Point beacon bears 290°, in range with the beacon ESE of it.

Vessels bound for Robert Harbor enter with the range lights in line, bearing 120°.

Luderitz Bay to the Orange River

The coast between **Diaz Point** (26°38'S., 15°06'E.)
(NIMA; BA NP 286(3);

SAN HO-22, Supp. 1/2001) 18/02

Page 90—Line 5/R; read:

in advance. Port Control should be notified of the vessel's ETA 1 hour in advance.

(BA NP 286(3)) 18/02

Page 98—Line 2/R; read:

to arrival. The 24-hour message should state the following:

1. Cargo required.
2. Arrival draft, fore and aft.
3. Deballasting time.
4. Other vessel details, as requested by the Port Captain.

Any changes to the ETA after the 24-hour message should be reported as soon as possible.

Vessels should contact Port Control on VHF channel 16 as soon as possible and request berthing instructions 6 hours prior to ETA.

(BA NP 286(3)) 18/02

PUB 123 (Continued)

Page 98—Line 28/R; insert after:

Further information on VTS reporting requirements can be found in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

(NIMA) 18/02

Page 104—Line 12/L; insert after:

Further information on VTS reporting requirements can be found in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

(NIMA) 18/02

Page 114—Line 35/R; insert after:

Vessels should send an ETA 24 hours in advance through Saint Helena (ZHH). Vessels intending to use the anchorage should contact Port Control or Saint Helena on VHF channel 16 for assistance.

(BA NP 286(3)) 18/02

PUB 127 **6 Ed 2000** **LAST NM 17/02**

Page 138—Lines 5 to 8/L; read:

Two-Way Route.—A Two-Way Route has been established between Palm Isles (18°25'S., 145°31'E.) and Low Isles (16°23'S., 145°33'E.), continuing to Booby Island (10°36'S., 141°55'E.). The use is not mandatory, however it does indicate the best and safest route.

(12(1281)02 Taunton) 18/02

PUB 163 **8 Ed 2002** **NEW EDITION**

(NIMA) 18/02

PUB 172 **9 Ed 2001** **LAST NM 17/02**

Page 131—Lines 30 to 45/R; read:

Pilotage.—Pilotage is compulsory for vessels over 150 nrt and is available 24 hours. Pilots may be contacted by VHF and board about 3 miles E of head of the E breakwater.

Vessels should send an ETA message 96 hours, 48 hours, 36 hours, and 24 hours in advance through the agent or by telex/fax; the port should be contacted directly on VHF channel 16 when 3 to 4 hours from arrival. The first message should include the vessel's length, draft, nrt, grt, cargo distribution details, last port of call, next port of call, and flag. Pilotage can be provided with 1 hour notice.

All inbound vessels should contact the port when within VHF range. All vessels in the port should maintain a continuous listening watch on VHF channel 12.

Anchorage.—Designated anchorage areas, best be seen on the chart, have been established SE of Mina Raysut. They are used, as follows:

1. Area A—Vessels waiting for a berth.
2. Area B—Vessels requiring offshore services.
3. Area C—Vessels requiring bunkering or ship-to-shore services.

The bottom in these anchorages is sandy.

(US NM 6/62313/02;
BA NM 2/02, Section IV; BA NP 286(3)) 18/02

Page 187—Line 5/L; read:

A harbor, used only by local vessels, formed by a break-water extending about 201m

(BA NP 286(3)) 18/02

PUB 194 **8 Ed 2000** **LAST NM 14/02**

Page 3—Lines 18 to 24/L; strike out.

(NIMA) 18/02

Page 3—Line 41/L; read:

the Swedish and Danish coasts.

The Oresund Link (55°38'N., 12°39'E.), a tunnel-bridge project, connects the Danish island of Sjaelland with Sweden (see paragraph 1.14 for details).

A description of the S
(BA NP 18) 18/02

Page 3—Line 43/R; read:

prevalent.

Depths—Limitations.—Vessels with drafts up to 12.5m may proceed to Malmo, in the N part of The Sound.

Vessels transiting the S part of The Sound and proceeding into the Baltic may pass through either Drogden or Flint-rannan Channels. Drogden Channel has a dredged depth of 8m and may be used by vessels with drafts up to 7.7m. Flint-rannan Channel is swept to depth of 8.4m and may be used by vessels with drafts up to 7m. The bridge spanning Flint-rannan Channel has a vertical clearance of 55m.

(BA NP 18) 18/02

Page 4—Lines 22-24/L; read:

Pilotage in The Sound is carried out by both Danish and Swedish pilots. Danish pilots do not pilot vessels E of Ven (55°54'N., 12°42'E.) and Swedish pilots do not pilot vessels through Drogden Channel. However, pilots are generally allowed to take vessels to the roadsteads lying off each other's ports.

The main Danish pilot station for The Sound (call SOUNDPILOT) is located at Kobenhavn. Generally, pilots board northbound vessels about 1.2 miles S of Drodan Light (55°32'N., 12°43'E.) and southbound vessels in the vicinity of the M1 lighted buoy (56°07'N., 12°31'E.).

The main Swedish pilot stations for The Sound are located at Malmo and Helsingborg. All ordering of pilots must be made through Malmo VTS. Generally, pilots board northbound vessels about 1 mile NNE of the M41 lighted buoy (55°25'N., 12°40'E.) and southbound vessels in the vicinity of the M1 lighted buoy (56°07'N., 12°31'E.) or the M3 lighted buoy, 4 miles SE. Pilots board deep-draft tankers about 8 miles S of Smygehamn (55°22'N., 13°21'E.).

For further regulations concerning pilotage in Danish and Swedish waters, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Regulations.—With reference to the IMO recommendations stated below, the Danish Maritime Authority recommends that vessels having drafts of 13m or more

(BA NP 286) 18/02

PUB 194 (Continued)

Page 4—Lines 9 to 38/R; read:

The IMO recommends that oil tankers with a draft of 7m or more, all loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of Class 7 radioactive materials should use the pilotage service established by the governments of Denmark and Sweden when navigating in a designated part of The Sound described below.

The designated area lies SE of a line extending from Svinbaden Light (56°09'N., 12°33'E.) to Hornbaek, 4 miles SW, and N of a line extending from Skanor (55°25'N., 12°50'E.) to Aflandshage, the southernmost point of Amager Island lying 12 miles NW.

Because charted depths may be up to 2m less due to unknown obstructions or meteorological effects and in view of the fact that 17m is the maximum depth, the Maritime Safety Commission of the IMO recommends that ships exceeding 40,000 dwt, when passing through the entrances to the Baltic Sea, should comply with the following:

1. Not pass any area with a draft deeper than that with which it is safe to navigate taking into consideration those factors stated above.
2. Participate in the ship reporting system (SHIPPOS) operated by the Danish government.
3. Exhibit the appropriate signal in certain areas of the Store Baelt (Hatter Rev, Vengeancegrund, and in the narrow route E of Langeland), when constrained by draft.

The Maritime Safety Commission of the IMO recommends that vessels having a draft of 13m or more, in addition to the above, should also comply with the following:

1. Use the services of a licensed pilot for the area.
2. Be fitted with a VHF radio with appropriate frequencies.
3. Be fitted with suitable electronic position fixing equipment, which provides sufficient accuracy for navigating within the area.
4. Be aware that temporary anchoring may be necessary due to weather and sea conditions in relation to the size and draft of the ship and the sea level.

All vessels, irrespective of size or draft, carrying a shipment of class 7 radioactive materials should:

1. Use the services of a licensed pilot for the area.
2. Be fitted with a VHF radio with appropriate frequencies.
3. Participate in the ship reporting system (SHIPPOS) operated by the Danish government.

For further details concerning IMO resolutions, pilotage in Danish waters, and the SHIPPOS Reporting System, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Directions.—For details of designated routes in the Kattegat, see Pub. 193, Sailing Directions (Enroute) Skagerrak and Kattegat (Sector 7). Route B, which may best be seen on the chart, leads SE into The Sound.

An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, lies in the N part of The Sound between Helsingborg, Sweden and Helsingor, Denmark. Its separation zones are marked by lighted buoys.

M4 lighted buoy (56°03'N., 12°39'E.), equipped with a racon, is moored near the central part of the TSS.

The central part of The Sound is divided into two passages by the island of Ven (56°55'N., 12°42'E.). The E passage is deeper and is used by deep-draft vessels proceeding to Kobenhavn. The W passage is shorter and is used by most vessels proceeding to and from the Baltic Sea.

The S part of The Sound is divided into two channels by Saltholm (55°38'N., 12°45'E.). Drogden leads S on the W side and is the deepest channel leading through the Sound. The deep-water route for Malmo leads SSE on the E side and then Flintrannan Channel continues SW. Both channels rejoin in the vicinity of Drogden Light (55°32'N., 12°43'E.).

An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, lies in the S part of The Sound. Its circular separation zone is centered on Falsterborev Light (55°18'N., 12°40'E.).

Caution.—Several areas, within which submarine cables lie, are situated in The Sound and may best be seen on the chart. Many of these areas are marked by lighted beacons on the adjacent shores.

High speed ferries may be encountered within The Sound. Ferry traffic is especially heavy during the summer.

(BA NP 18)

18/02

COAST PILOT CORRECTIONS

COAST PILOT 1

32 Ed 2001

Change No. 10
LAST NM 13/02

Page 2—Paragraph 26, line 7; read:

address, <http://www.navcen.uscg.gov/inm>.

(11/02 CG5)

18/02

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;

COAST PILOT 1 (Continued)

- (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 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 January 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;

COAST PILOT 1 (Continued)

(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 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.

COAST PILOT 2 (Continued)

(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 car-

ried;

(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]

COAST PILOT 2 (Continued)

§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 para-

graph (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; FR 1/18/02) 18/02

Page 302—Paragraph 188; insert after:

Coast Guard Maritime Safety Line.—For current local waterway information, port openings, closures, and restrictions from the Mississippi River to the Atlantic Ocean, telephone 1-800-682-1796.

(01/02 CG8)

18/02

**COAST PILOT 3 35 Ed 2002 Change No. 6
LAST NM 17/02**

Page 67—Paragraph 1198, line 7 to Page 68—Paragraph 1260; 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;

COAST PILOT 3 (Continued)

- (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 January 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;

COAST PILOT 3 (Continued)

(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;
- (ii) 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 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

COAST PILOT 3 (Continued)

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; FR 1/18/02) 18/02

Page 271—Paragraph 193; insert after:

Coast Guard Maritime Safety Line.—For current local waterway information, port openings, closures, and restrictions from the Mississippi River to the Atlantic Ocean, telephone 1-800-682-1796.

(01/02 CG8) 18/02

**COAST PILOT 4 33 Ed 2001 Change No. 21
LAST NM 16/02**

Page 2—Paragraph 26, line 7; read:

address, <http://www.navcen.uscg.gov/lnm>.

(11/02 CG5) 18/02

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 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 January 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

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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 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

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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; FR 1/18/02) 18/02

Page 355—Paragraph 199; insert after:

Coast Guard Maritime Safety Line.—For current local waterway information, port openings, closures, and restrictions from the Mississippi River to the Atlantic Ocean, telephone 1-800-682-1796; Puerto Rico, telephone 787-706-2416.

(01/02 CG8)

18/02

COAST PILOT 6 **31 Ed 2001** **Change No. 23**
LAST NM 8/02

Page 2—Paragraph 27, line 7; read:

address, <http://www.navcen.uscg.gov/lnm>.

(11/02 CG5)

18/02

Page 394—Paragraph 171; insert after:

Coast Guard Maritime Safety Line.—For current local waterway information, port openings, closures, and restrictions from the Mississippi River to the Atlantic Ocean, including the Great Lake Region, telephone 1-800-682-1796.

(01/02 CG8)

18/02