



**PUB 124 (Continued)**

Privately-maintained buoys lead to the berth. Pilotage is compulsory and is available during daylight hours for berthing and 24 hours for unberthing. The pilot boarding position is best seen on the chart.

(BA NP 286(5); BA NP 5; US CH 24210) 21/02

Page 49—Lines 10 to 18/L; read:

**Pilotage.**—Pilotage is compulsory. Pilotage is available during daylight hours for berthing and 24 hours for unberthing. Vessels should send their ETA 48 hours and 24 hours in advance. The pilot boards about 2.75 miles ESE of Aracaju Light, as best seen on the chart.

(BA NP 286(5); US CH 24211) 21/02

Page 55—Line 27/L; read:

of Ponta de Monte Serrat (12°56'S., 38°31'W.). Pilotage is provided from Salvador.

(BA NP 286(5); US CH 24201) 21/02

Page 55—Line 7/R; read:

Serrat (12°56'S., 38°31'W.). Pilotage is provided from Salvador.

(BA NP 286(5); US CH 24201) 21/02

Page 57—Lines 33 to 34/L; read:

**Pilotage.**—Pilotage is compulsory for the following vessels:

1. All foreign vessels.
2. Tankers.
3. Vessels carrying dangerous cargo.

The pilot must be requested, via the agent, 4 hours in advance. Pilots board about 0.2

(BA NP 286(5); BA NP 5) 21/02

Page 57—Lines 40 to 44/L; read:

depths of 10 to 12m, sand.

(BA NP 5) 21/02

Page 57—Line 50/L; read:

Anchorage is forbidden along the 100m

(NIMA) 21/02

Page 62—Line 54/R; read:

**Lagao Parda Terminal** (19°41'S., 39°50'W.) consists of a submarine pipeline extending 2 miles from the coast 1.5

(BA NP 286(5)) 21/02

Page 63—Line 3/L; read:

The terminal should be contacted on either 4125 kHz or VHF channel 16 when about 40 miles from the terminal. The mooring master boards about 1 mile SE of the berth.

The Rio Doce can be entered by small craft with local knowledge

(BA NP 286(5)) 21/02

Page 63—Line 8/L; strike out.

(NIMA) 21/02

Page 65—Line 7/L; read:

Pilotage is compulsory for vessels over 200 grt and is available 24 hours. The

(BA NP 286(5)) 21/02

Page 65—Line 13/L; insert after:

**Regulations**

A vessel reporting system, which is mandatory, is in operation in Vitoria and Tubarao. Vessels must report to Control Post (PWG 77), as follows:

1. Inbound vessels—When crossing a line between Santa Luzia Light and the Praia Mole.
2. When anchoring.
3. When leaving an anchorage.
4. When changing the berth.
5. Outbound vessels—Immediately before leaving the berth.

The report must include the following information:

1. Vessel name.
2. International call sign.
3. Flag.
4. Port of origin (inbound vessels) or port of destination (outbound vessels).
5. Type of vessel.
6. Anchorage or berth (inbound vessels) or estimated date of arrival at destination (outbound vessels).
7. Estimated date of departure and cruising speed (outbound vessels).

Vessels changing berth or anchorage must report the following information:

1. Vessel name.
2. International call sign.
3. Previous position.
4. Present position.

All communications must be made in Portuguese. All times are given in Universal Coordinated Time (UTC). Foreign vessels should utilize the pilot to aid in providing the information to Control Post.

If communications cannot be established with Control Post, the vessel should contact the Harbormaster of Vitoria-Tubarao by the quickest and most convenient means possible, with the following information:

1. Vessel's name.
2. Date and time of event.
3. Reason why communication has not been made.

(BA NP 286(5)) 21/02

Page 65—Lines 23 to 24/R; read:

**Pilotage.**—Pilotage is compulsory for vessels over 200 grt. Pilots board about 0.5 mile SSE of the entrance buoys.

**Regulations.**—A mandatory vessel reporting system is in operation in Vitoria and Tubarao. For further information, see paragraph 3.37.

(BA NP 286(5)) 21/02

Page 66—Lines 40 to 41/R; read:

**Pilotage.**—Pilotage is compulsory and is available during

## PUB 124 (Continued)

daylight hours only. Pilots are provided from Vitoria-Tubarao. Vessels wait for the pilot in the anchorage area. Pilots board about 0.7 mile NE of the entrance to the dredged channel.

**Regulations.**—Vessels should send their ETA in advance, as follows:

- a. 15 days, or when leaving the previous port, if later.
- b. 5 days, with cargo tonnage required and whether vessel is an ore/bulk/oil carrier or an ore/oil carrier.
- c. 48 hours, with arrival draft, ballast tonnage carried, and deballasting time.
- d. 24 hours, with details of inert system.

Vessels should also request anchoring, berthing, and cargo-loading instructions 4 hours in advance or when within VHF range.

(BA NP 286(5)) 21/02

Page 68—Lines 25 to 29/R; read:

**Pampo Oil Field** (Campos Basin) (22°30'S., 40°30'W.) lies about 40 miles SE of Cabo de Sao Tome and is surrounded by a restricted area best seen on the chart. Numerous platforms, submarine pipelines, mooring buoys, floating storage and/or production vessels, and other support vessels are located in this oil field. Vessels should not navigate in the restricted area. Tankers should send their ETA in the oil field to their agent in Macae when departing their last port of call. When 10 miles from their destination, tankers should contact their destination terminal on VHF channel 16 or on 4125 kHz, stating their ETA and requesting instructions from the mooring master. The mooring master will advise vessels of the date, time, and location of boarding.

(BA NP 286(5); US CH 24008) 21/02

Page 75—Lines 10 to 20/R; read:

Pilotage is compulsory for all foreign vessels and all vessels carrying petroleum, propane, or explosives. Pilotage is available 24 hours.

Vessels should send an ETA, via the agent, 36 hours in advance. The pilot should be requested, via the agent or the pilot's association, 24 hours in advance.

The pilot boat displays a red flag with a black "P." Pilots board, as follows:

1. Vessels approaching from the N—about 1 mile SW of Ilha do Pai.
2. Vessels approaching from the S or entering the dredged channel—about 2 miles SSE of Ilha de Cotunduba.

(BA NP 286(5); US CH 24161) 21/02

Page 75—Line 34/R; read:

report to Control Post (PWZ 88), as follows:

(BA NP 286(5)) 21/02

Page 75—Line 46/R; read:

5. Type of cargo (general, bulk, containers, chemicals, etc.).

(BA NP 286(5)) 21/02

Page 76—Line 2/L; insert after:

All communications must be made in Portuguese. All times are given in Universal Coordinated Time (UTC). Foreign vessels should utilize the pilot to aid in providing the information to Control Post.

If communications cannot be established with Control Post, the vessel should contact the Captain of the Port of Rio de Janeiro, by the quickest and most convenient means possible, with the following information:

1. Vessel's name.
2. Date and time of event.
3. Reason why communication has not been made.

(BA NP 286(3)) 21/02

Page 77—Lines 16 to 23/R; strike out.

(NIMA) 21/02

Page 77—Lines 31 to 35/R; read:

**Pilotage.**—Pilotage is compulsory and is provided by Rio de Janeiro. The pilot boards about 1.5 miles NE of Ponta de Castelhanos, the extreme E part of Ilha Grande.

**Regulations.**—Vessels should send their ETA 6 days, 48 hours, and 24 hours in advance, with any changes sent at least 8 hours in advance, through either Rio or directly to the terminal when within VHF range.

Vessels should request anchoring and berthing instructions 4 hours in advance or when within VHF range.

(BA NP 286(5); US CH 24164) 21/02

Page 78—Line 41/L; insert after:

**Pilotage.**—Pilotage is compulsory and is provided by Rio de Janeiro. The pilot boards about 1.5 miles NE of Ponta de Castelhanos, the extreme E part of Ilha Grande.

**Regulations.**—Vessels should send their ETA 6 days, 48 hours, and 24 hours in advance, with any changes sent at least 8 hours in advance, through either Rio or directly to the terminal when within VHF range.

Vessels should request anchoring and berthing instructions 4 hours in advance or when within VHF range.

(BA NP 28(5); US CH 24164) 21/02

Page 80—Lines 34 to 40/L; read:

**Pilotage.**—Pilotage is compulsory and is provided by Rio de Janeiro. The pilot boards about 2 miles WSW of Ponta Acaia, the extreme W point of Ilha Grande.

(BA NP 286(5); US CH 24164) 21/02

Page 82—Lines 12 to 15/R; read:

**Pilotage.**—Pilotage, which is available 24 hours, is compulsory for the following vessels:

1. Foreign vessels, tankers, gas carriers, and all vessels transporting explosives.
2. All vessels over 500 grt bound for Terminal Marítimo Almirante Barroso.

Vessels should send their ETA and request for pilotage 48 hours and 24 hours in advance through Santos (PPS). Vessels should also establish VHF contact with the pilot station to confirm their ETA 3 hours prior to arrival.

**PUB 124 (Continued)**

Pilots board, as follows:

1. North approach—1.5 miles NNW of Ponta das Canas.
2. South approach—1.5 miles WSW of Ponta da Sela.  
(BA NP 286(2)) 21/02

Page 82—Line 32/R; insert after:

**Regulations.**—Vessels should send their ETA 48 hours and 24 hours in advance through Rio (PPR) and establish VHF contact with the terminal when within range.  
(BA NP 286(5)) 21/02

Page 84—Lines 9 to 11/R; read:

Pilotage is compulsory for the following vessels when entering the Santos Fairway area and the Santos inner anchorage:

1. All foreign vessels.
2. All vessels carrying dangerous cargo.
3. All Brazilian vessels over 500 grt.

Pilotage is also required for shifting berths or changing anchorage positions.

Vessels should send their ETA 2 hours in advance; this message should also include the vessel's draft and the pilotage request.

The pilot boards about 0.6 mile W of Ilha das Palmas. Deep-draft vessels are boarded either 0.9 mile W of Ponta Grossa or as directed by the pilot station.

The pilot boat flies a red flag with a  
(BA NP 286(5)) 21/02

Page 84—Lines 18 to 24/R; read:

A vessel reporting system, which is mandatory for vessels 20 grt and over, is in operation in Santos. Vessels must report to Control Post (PWS 88), as follows:

1. When anchoring.
2. When leaving an anchorage.
3. Inbound vessels—When abreast of Ilha das Palmas.
4. Outbound vessels—Immediately before leaving the berth.

The report must include the following information:

1. Vessel name.
2. International call sign.
3. Flag.
4. Port of origin (inbound vessels) or port of destination (outbound vessels).
5. Type of vessel.
6. Anchorage or berth (inbound vessels) or estimated date of arrival at destination (outbound vessels).
7. Estimated date of departure and cruising speed (outbound vessels).

Vessels changing berth or anchorage must report the following information:

1. Vessel name.
2. International call sign.
3. Previous position.
4. Present position.

All communications must be made in Portuguese. All times are given in Universal Coordinated Time (UTC).

Foreign vessels should utilize the pilot to aid in providing the information to Control Post.

If communications cannot be established with Control Post, the vessel should contact the Captain of the Port of the State of Sao Paulo by the quickest and most convenient means possible, with the following information:

1. Vessel's name.
2. Date and time of event.
3. Reason why communication has not been made.

The Inspectorate has decided that, in view of the possibility of the transmission by mosquito carriers of yellow fever and certain types of malaria non-existent in Brazil, vessels having Santos as the first Brazilian port of call, and having called during the voyage at the ports mentioned below, will be interdicted prior to entering the Santos Estuary, in order that inspection may be  
(BA NP 286(5)) 21/02

Page 87—Lines 25 to 27/L; strike out.  
(NIMA) 21/02

Page 87—Line 31/L; insert after:

**Pilotage.**—Pilotage is compulsory and is available 24 hours. Pilots should be requested 24 hours and 5 hours in advance. Pilots board about 0.6 mile E of Canal de Galheta. Pilotage is also provided for Porto de Antonina.  
(BA NP 286(5); US CH 24141) 21/02

Page 88—Lines 31 to 32/L; read:

**Terminal Maritimo de Sao Francisco do Sul** (TEFRAN) (26°14'S., 48°25'W.) is a lighted mooring buoy, connected to the shore by two submarine pipelines, lying about 7 miles SE of Cabo Joao Dias. Vessels should send their ETA, via the agent, 72 hours in advance. Contact should be established on VHF channel 16 or 4125 kHz when within range; a listening watch should then be maintained on these frequencies. The updated ETA should be sent as necessary.  
(BA NP 286(5); US CH 24132) 21/02

Page 88—Line 54/L; read:

**Pilotage.**—Pilotage is compulsory. Pilots should be requested 6 hours in advance. The pilot station is on  
(BA NP 286(5)) 21/02

Page 88—Line 2/R; insert after:

**Regulations.**—Vessels should send their ETA 24 hours and 12 hours in advance.  
(BA NP 286(5)) 21/02

Page 89—Lines 5 to 6/R; read:

**Pilotage.**—Pilotage is compulsory. Pilots should be requested through the agent and require 6 hours  
(BA NP 286(5)) 21/02

**PUB 124 (Continued)**

Page 94—Lines 8 to 11/L; read:

Pilotage is compulsory and is available 24 hours. Pilots board about 1.3 miles E of the dredged channel; the pilot boat is red with a black "P" on either bow.

Vessels should send their ETA 24 hours in advance, with a confirmation sent 12 hours in advance. The pilot should be requested, via the agent, 4 hours in advance.

When anchored and awaiting the pilot, vessels should report their name, last port of call, and time of anchoring.

(BA NP 286(5)) 21/02

Page 94—Lines 58 to 59/R; read:

channels to Porto Alegre at night. Pilotage should be requested, via the agent, 12 hours in advance.

(BA NP 286(5)) 21/02

Page 95—Line 13/L; insert after:

**Santa Clara Terminal** (29°54'S., 51°22'W.) is on the Rio Jacui, about 17 miles N of Porto Alegre. Pilotage, which is compulsory, is available during daylight hours only.

(BA NP 286(5)) 21/02

Page 247—Line 4/L; read:

N shore, where the depth is 3.1m.

(BA NM 14/02, Section IV) 21/02

**PUB 132 9 Ed 2000 LAST NM 12/02**

Page 222—Line 55/L; read:

side of the fort.

(2(5)02 Istanbul) 21/02

**PUB 147 7 Ed 2001 LAST NM 35/01**

Page 15—Line 18-19/R; read:

to amend or confirm the ETA. The pilot boards about 1.4 miles SW of the entrance channel breakwater.

(BA NM 41/01) 21/02

Page 15—Line 21-22/R; read:

control tower, call sign "Bortow Pilots," on VHF channel 14.

(BA NM 41/01) 21/02

Page 124—Lines 8 to 10/R; strike out.

(BA NM 8/02) 21/02

Page 149—Line 53/R; insert after:

A restricted area, radius 0.8 mile, has been established around this volcano which is named Kick'em Jenny. The restricted area will be expanded to 2.7 miles at times of increased or dangerous volcanic activity. Volcanic activity is not visible or audible until the volcano is in full eruption. Such activity may occur with little or no warning.

(BA NM 17/02) 21/02

**PUB 160 1 Ed 1998 LAST NM 15/02**

Page 11—Line 53/R; insert after:

All Australian port radio stations use VHF channel 67 to supplement VHF channel 16 as a distress, safety, and calling frequency.

(BA NP 286(4)) 21/02

Page 57—Line 3/R; insert after:

**Regulations** 58  
(NIMA) 21/02

Page 58—Line 2/L; insert after:

**Regulations**

Vessels in transit or stationary within the territorial waters, except when alongside in port, should maintain a continuous listening watch on VHF channel 16 and respond to calls by official vessels and French coast radio stations.

**Reporting System (SURNNAV)**

The SURNNAV system is intended to prevent accidental pollution in the territorial water of French Guiana and the waters within 50 miles of the coast of French Guiana. The regulations are mandatory for the following vessels:

1. Vessels carrying the following cargo:
  - a. Hydrocarbons, including oil (as specified in Appendix 1 to Annex 1 of MARPOL 73).
  - b. Dangerous substances (Class A and Class B to Appendix 2 to Annex 2 of MARPOL 73).
  - c. Certain radioactive cargo.
  - d. Certain bulk chemical products.
  - e. Bulk liquefied gas.
2. Vessels providing assistance to those vessels listed in paragraph 1 above.

The reports are prefixed with SURNNAV-FRANCE and should be sent to the Head of Marine in Guyana and the Antilles (CMAG). The reports should be sent through a coast radio station. If the vessel is in a port within French territorial waters, the report should be sent through the relevant port authority.

SURNNAV messages are sent, as follows:

**Inbound and outbound vessels:**

Vessels intending to enter the territorial limits of French Guiana from sea or to depart from a port or anchorage in French Guiana are required to send a message, the details of which are listed in the table below, prefixed SURNNAV-FRANCE, followed by INFO COMELEMAR CAYENNE, to the CMAG in Martinique 6 hours in advance.

Inbound and Outbound Vessels	
Designator	Information required
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).

## PUB 160 (Continued)

Inbound and Outbound Vessels	
Designator	Information required
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
INDIA	Destination.
JULIETT	<ol style="list-style-type: none"> <li>1. Date, time UT (GMT), and position of entering territorial waters.</li> <li>2. Date, time UT(GMT), and place of getting underway.</li> </ol>
KILO	<ol style="list-style-type: none"> <li>1. Date, time UT (GMT), and position of leaving territorial waters.</li> <li>2. Date and time UT (GMT), of arrival at destination (port, anchorage, waiting position, deballasting position) within territorial waters.</li> </ol>
NOVEMBER	Radio watch maintained.
PAPA	Draft.
QUEBEC	Cargo—type (as defined by MARPOL 73) and quantity.
ROMEO	<p>Whether maneuvering capabilities are normal or reduced by damage to the following systems:</p> <ol style="list-style-type: none"> <li>1. Propulsion machinery.</li> <li>2. Control equipment.</li> <li>3. Anchoring or mooring equipment.</li> </ol>
SIERRA	<p>Whether navigational capabilities are normal or reduced by damage to the following systems:</p> <ol style="list-style-type: none"> <li>1. Radar.</li> <li>2. Radio equipment, especially regarding the ability to send SURNAV message or to monitor VHF channel 16.</li> <li>3. Safety of ballast equipment.</li> </ol>

The message should cover the entire time of transit within the territorial waters, even if the vessels leaves and re-enters the territorial waters during the transit. If the message cannot be sent as recommended above, it should be transmitted by any other means possible.

A correction message should be sent to SURNAV-FRANCE if the vessel changes its intentions or if there is a change in its ability to maneuver and navigate.

**Accidents:**

Any vessel suffering a damage or a defect within 50 miles of the coast of French Guiana should send a message, the details of which are listed in the table below,

prefixed SURNAV-AVAIRES, to the CMAG in Martinique.

Accidents	
Designator	Information required
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
INDIA	Destination.
JULIETT	Time UT (GMT) and nature of call for assistance or towage.
KILO	Name of assisting vessel, if present. If not present, its ETA UT (GMT).
MIKE	Name and telegraphic address of owner, charterer, and any French consignee.
NOVEMBER	Radio watch maintained.
PAPA	Draft.
QUEBEC	Cargo—type (as defined by MARPOL 73) and quantity.
ROMEO	Nature of damage or development of the situation.
TANGO	Any other information.

This message does not constitute a request for rescue or assistance. If rescue or assistance is required, the vessel should inform the CMAG.

Vessels should report any developments by means of a SURNAV-AVARIES message. A continuous listening watch should be maintained on VHF channel 16. The vessel should respond to any instructions received by the CMAG.

**Vessels assisting another vessel:**

Any assisting vessel is required, immediately on responding to a call for assistance, to send a message, the details of which are listed in the table below, prefixed SURNAV-AVAIRES, to the CMAG in Martinique.

Assisting Vessels	
Designator	Information required
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position of assisting vessel.

## PUB 160 (Continued)

Assisting Vessels	
Designator	Information required
ECHO	Course of assisting vessel.
FOXTROT	Speed of assisting vessel.
GOLF	Name and telegraphic address of owner, charterer, and any French consignee.
INDIA	Destination.
JULIETT	Date, time UT (GMT), and position of casualty.
KILO	Name, nationality, and call sign of casualty.
LIMA	Course of casualty or destination, if known.
MIKE	Speed of casualty, if known.
NOVEMBER	Radio watch maintained.
QUEBEC	Cargo of casualty, if known.
ROMEO	Damage to casualty.
TANGO	Any other information.

Vessels should report any developments by means of a SURNAV-AVARIES message. A continuous listening watch should be maintained on VHF channel 16. The vessel should respond to any instructions received by the CMAG.

(BA NP 286(5))

21/02

Page 73—Lines 2 to 7/R; read:

Indian Naval Communication Centers (COMCEN) Mumbai (Bombay) (VTF) and Vizag (Vishakhapatnam) (VTO). On establishing contact, vessels are requested to forward their working frequencies.

Reports sent through Mumbai (Bombay) Radio (VWB) and Chennai (Madras) Radio (VWM) are chargeable at present but are likely to be

(BA NP 281(1))

21/02

Page 73—Line 13/R; read:

will be broadcast daily at 1400 UT(GMT) by Mumbai (Bombay) Naval

(BA NP 281(1))

21/02

Page 147—Line 12/L; insert after:

**Ship Reporting System**

The South African Ship Reporting System (SAFREP) has been established to identify and monitor the positions and movements of vessels participating in the system within the SAFREP area. All vessels operating within the SAFREP area are welcome to participate in the system, although emphasis is placed on trading vessels of over 100 grt. Vessels

within the SAFREP area are requested to provide regular position reports. This information, which is used to maintain a computer plot of the vessel's last position and to calculate future DR's, is used to:

1. Limit the search area for a rescue at sea.
2. Provide accurate information on shipping resources in the area, in the event of a marine casualty.

The SAFREP area is bound by lines joining the following coordinates:

- a. 17°15'S, 11°45'E. (The mouth of the Cunene River—on the W coast of Africa at the Angola/Namibia border)
- b. 17°15'S, 10°00'W.
- c. The coast of Antarctica at longitude 10°00'W.
- d. The coast of Antarctica at longitude 75°00'E.
- e. 50°00'S, 75°00'E.
- f. 50°00'S, 45°00'E.
- g. 30°00'S, 45°00'E.
- h. 30°00'S, 40°00'E.
- i. 26°50'S, 40°00'E.
- j. 26°50'S, 32°54'E. (Ponta do Ouro—on the E coast of Africa at the South Africa/Mozambique border)

**SAFREP operating principles.**—The SAFREP system operates under the assumption that vessels transiting the SAFREP area will send, at a minimum, the following three basic reports to MRCC Cape Town:

1. When entering the SAFREP area.
2. When departing the SAFREP area.
3. When crossing 20°E longitude S of Cape Agulhas.

Vessels wishing to report more frequently are encouraged to do so by submitting a Position Report (SAFREP PR), as this will increase the accuracy of the SAFREP computer plot.

Vessels should be aware that the SAFREP system is a passive reporting system. Should further SAFREP reports not be received from a vessel, SAR actions will not automatically be initiated.

Coastal vessels and vessels arriving at and departing from South African and Namibian ports will make Arrival Reports (SAFREP AR) and Departure Reports (SAFREP DPR) to the SAFREPCC at MRCC Cape Town. Ports of South Africa are considered to lie outside the SAFREP area; when a vessel enters any of these ports, it is considered to have departed from the SAFREP area.

**Message requirements.**—Vessels participating in the SAFREP system are requested to send the reports listed below in Types of Reports. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP PR). A report should be sent at least once every 2 days, especially when significant course and/or speed changes are made, in order to update the SAFREP computer plot and ensure a quicker response in the event of a maritime emergency.

**Types of Reports.**—The requested reports for vessels participating in the SAFREP system are, as follows:

PUB 160 (Continued)

## INDIA—PORT STORM SIGNALS—GENERAL SYSTEM

No.	Day	Night	Remarks
I			<p><b>Cautionary.</b>—There is a region of squally weather in which a storm may be forming.</p> <p>This signal is shown at ports so situated with reference to the disturbed weather that a ship leaving the port might run into danger during its voyage.</p>
II			<p><b>Warning.</b>—A storm has formed.</p> <p>This signal is shown when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm.</p> <p>But if, in addition to distant warnings (I and II), there is risk of the port experiencing bad weather, then the appropriate local signals (III to XI) are shown.</p> <p>In general, if the weather situation warrants two or three signals, then the highest-numbered signal is shown.</p>
III			<p><b>Cautionary.</b>—The port is threatened by squally weather (i.e., winds over 20 knots accompanied by rain).</p>
IV			<p><b>Warning.</b>—The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution.</p> <p>The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike are warned by this signal.</p>
V			<p><b>Danger.</b>—The port will experience severe weather from a cyclone expected to move keeping the port to the left of its track.</p>
VI			<p><b>Danger.</b>—The port will experience severe weather from a cyclone expected to move keeping the port to the right of its track.</p>

PUB 160 (Continued)

## INDIA—PORT STORM SIGNALS—GENERAL SYSTEM

No.	Day	Night	Remarks
VII			<p><b>Danger.</b>—The port will experience severe weather from a cyclone expected to move over or close to the port. The signal is also used when a storm is expected to skirt the coast without actually crossing it.</p>
VIII			<p><b>Great danger.</b>— The port will experience severe weather from a severe cyclone expected to move keeping the port to the left of its track.</p>
IX			<p><b>Great danger.</b>— The port will experience severe weather from a severe cyclone expected to move keeping the port to the right of its track.</p>
X			<p><b>Great danger.</b>— The port will experience severe weather from a severe cyclone expected to move over or close to the port. The signal is also used when a storm is expected to skirt the coast without actually crossing it.</p>
XI			<p><b>Failure of communication.</b>— Communications with the Meteorological Warning Center have broken down and the local port officers consider that there is danger of bad weather.</p>
<p><b>Key to Color of Lights:</b></p>		<p><u>RED</u></p> 	<p><u>WHITE</u></p> 

## PUB 160 (Continued)

1. **Sailing Plan (SAFREP SP)**—Sent to the SAFREPCC for any vessel entering the SAFREP area from a port outside South Africa or Namibia.

2. **Position Report (SAFREP PR)**—Sent when crossing 20°E longitude S of Cape Agulhas or when the master considers it necessary for updating the SAFREP computer plot.

3. **Final Report (SAFREP FR)**—Sent when leaving the SAFREP area bound for a port outside South Africa or Namibia.

4. **Arrival Report (SAFREP AR)**—Sent within 3 hours of a vessel arriving at a port in the SAFREP area.

5. **Departure Report (SAFREP DRP)**—Sent within 3 hours of a vessel departing from a port in the SAFREP area.

6. **Deviation Report (SAFREP DR)**—Sent when the vessel's position varies significantly from the position that would have been predicted from previous reports or as decided upon by the master.

7. The following reports are also sent in the event of a maritime incident:

a. **Maritime Pollutants Report (SAFREP MP)**—Sent in the event of a pollution incident.

b. **Dangerous Goods Report (SAFREP DG)**—Sent in the event of the loss of dangerous cargo.

c. **Harmful Substance Report (SAFREP HS)**—Sent in the event of the discharge of a harmful substance.

**Message Formats.**—All reports should be sent in the standard reporting coded format. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP SP). All dates and times entered in SAFREP reports are to be in Universal Coordinated Time (UTC). Message formats are given in the accompanying table.

The forward slash (/) should be used to separate each element of the component; the double forward slash (//) should be used at the end of each component. This facilitates the automatic entry of this information into the SAFREP computer database. An example is:

SAFREP PR A/EXAMPLE/XXXX/12345678//B/ ... etc.

Reports should only include those components as listed in the SAFREP Message Formats table. For reports submitted by telex or INMARSAT-C, all typing should be done in uppercase.

SAFREP Message Formats										
Identifier	Content	SP	PR	FR	AR	DPR	DR	DG	HS	MP
A/	Name/call sign/MMSI number/flag//—(for flag, use as defined in Lloyd's publications)	X	X	X	X	X	X	X	X	X
B/	Time (UT (GMT))//—(date and time of report 6 digits, day of month 2 digits, and hour and minutes 4 digits)	X	X	X	X	X	X	X	X	X
C/	Lat/Long//—(latitude is 4 digit group in degrees and minutes with N or S; longitude is 4 digit group in degrees and minutes E)	X	X	X	X		X	X	X	X
E/	Course//—(true heading is a 3-digit group)	X	X	X		X <sup>1</sup>	X		X	
F/	Speed//—(knots and tenths of knots e.g. 155=15.5)	X	X	X		X <sup>1</sup>	X		X	
G/	Port of departure//—(name of last port of call)	X								
H/	Time/Position of entry into the SAFREP area//—(time as expressed in B; position as expressed in C)	X				X				
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X	X		X	X			
K/	Time/point of exit from SAFREP area//—(time as in B expressed; position as expressed in C)			X		X <sup>1</sup>	X <sup>2</sup>			
M/	Radio communications//—(state full name of stations and frequencies guarded)	X				X <sup>3</sup>		X	X	X

## PUB 160 (Continued)

SAFREP Message Formats										
Identifier	Content	SP	PR	FR	AR	DPR	DR	DG	HS	MP
N/	Time of next report//—(as expressed in B)					X <sup>3</sup>				
O/	Draft//—(in meters and centimeters expressed as 4 digits)	X			X	X <sup>1</sup>				
P/	Pollution details//—(as described in the Key below)							X <sup>6</sup>	X <sup>7</sup>	X <sup>6</sup>
Q/	Defects or damage//—(brief details of any defects, damage, or other limitations)							X <sup>5</sup>	X <sup>8</sup>	X <sup>8</sup>
R/	Dangerous cargo lost overboard//—(as described in the Key below)							X <sup>4</sup>	X <sup>9</sup>	X <sup>4</sup>
S/	Weather//—(sea state {1-9}, wind speed (in knots), wind direction {N/NE/E/SE/S/SW/W/NW}, and visibility {good/moderate/poor})	X	X	X				X	X	X
T/	Vessel's agent//—(name and particulars)	X						X	X <sup>10</sup>	X <sup>10</sup>
U/	Vessel size/type//—(vessel's grt and type)	X						X	X	X
V/	Medical personnel//—(doctor, physician's assistant, nurse, or NIL)	X				X				
W/	Persons//—(State number of persons on board)	X				X				
X/	Remarks//—(Any other useful information)	X				X	X	X	X <sup>11</sup>	X <sup>11</sup>
Key										
X	Required information.									
X <sup>1</sup>	When sailing from a port in the SAFREP area, this information is not required for coastal vessels but is required from vessels departing from a port outside South Africa or Namibia.									
X <sup>2</sup>	This information is not required for coastal vessels.									
X <sup>3</sup>	Coastal vessels sailing in the SAFREP area for the first time should include this information.									
X <sup>4</sup>	<p><b>DG</b>—This information is required if the condition of the vessel is such that there is danger additional losses of packaged dangerous cargo into the sea.</p> <p><b>MP</b>—This information is required in the event of probable discharge.</p> <p>The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Correct technical name(s) of cargo.</li> <li>2 UN number(s).</li> <li>3 IMO hazard class(es).</li> <li>4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s).</li> <li>5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit.</li> <li>6 An estimate of the quantity and likely condition of the cargo.</li> </ol> <p>Information not immediately available should be sent in a supplementary message or messages.</p>									
X <sup>5</sup>	<p>The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Type of oil or the correct technical name(s) of the noxious liquid substance on board.</li> <li>2 UN number(s).</li> <li>3 Pollution category (A, B, C) for noxious liquid substances.</li> <li>4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s).</li> <li>5 Quantity.</li> </ol>									

## PUB 160 (Continued)

Key	
X <sup>6</sup>	This information is required if the condition of the vessel is such that there is danger of additional losses of packaged dangerous cargo into the sea. Information not immediately available should be sent in a supplementary message or messages.
X <sup>7</sup>	The following details should be included: 1 Condition of the vessel. 2 Ability to transfer cargo/ballast/fuel.
X <sup>8</sup>	The following details should be included: 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. 7 Whether lost cargo floated or sank. 8 Whether loss is continuing. 9 Cause of loss.
X <sup>9</sup>	The following details should be included: 1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 An estimate of the quantity of the substances. 6 Whether lost substances floated or sank. 7 Whether loss is continuing. 8 Cause of loss. 9 Estimate of the movement of the discharge or lost substances, giving current position, if known. 10 Estimate of the surface area of the spill, if possible.
X <sup>10</sup>	Name, address, telex number, and telephone number of the vessel's owner and representative (charterer, manager, or operator of the vessel or their agent).
X <sup>11</sup>	The following details should be included: 1 Action being taken with regard to the discharge and the movement of the vessel. 2 Assistance or salvage efforts which have been requested or which have been provided by others. 3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned.  After the transmission of the information referred to in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate should be reported in a supplementary message as soon as possible. That information should include items P, Q, R, S, and X. The master of any vessel engaged in or requested to engage in an operation to render assistance or undertake salvage, should report as far as practicable, using the standard reporting format, the following items: <ul style="list-style-type: none"> <li>• <b>HS</b>—Items A, B, C, E, F, M, P, Q, R, S, T, U, and X.</li> <li>• <b>MP</b>—Items A, B, C, M, P, Q, R, S, T, U, and X.</li> </ul> The master should also keep the coastal state informed of any developments.

(BA NP 286(1))

21/02

**PUB 163            8 Ed 2002            LAST NM 20/02**

Page 95—Lines 15 to 18/R; read:

Vessels of 6,000 dwt, 90m in length and 7m draft, can berth to load liquefied chemicals from tanks near the piers.

Merak Mas Multipurpose Terminal, a new harbor, has three berths with charted depths of 11m in the basin.

Pilotage is available and anchorage can be taken about 0.3 mile N of the piers, in a depth of about 12m.

(14(1434)02 Taunton)

21/02

Page 95—Lines 49 to 55/R; read:

**Pilotage.**—Assistance in berthing may be requested from the harbormaster at Pebuhan Merak, 5 miles NNE. The pilot boards 1 mile W of Tamposo Island (5°54'S., 105°59'E.) Berthing is only possible by day but unberthing is by day or night. At the tanker berth, berthing and unberthing is arranged during daylight only. The ETA of a vessel, its draft, and any special requirements for discharging cargo should be communicated 48 hours in advance.

(BA NM 13/02, Section VI)

21/02

**PUB 163 (Continued)**

Page 172—Line 57/R; insert after

**Caution.**—A dangerous wreck, best seen on the chart, lies 1.8 miles NE of Tanakeke Light.

(45(355)01 Jakarta) 21/02

Page 233—Line 41/L; insert after:

**Pilotage.**—Pilotage is not compulsory for vessels entering Kotabaru Port. Pilotage is compulsory for vessels entering the Coal Terminal. Pilots should be ordered via the local agent. The pilot boards in the anchorage area 2 miles E of Tanjung Pemancingan.

(BA NM 9/02, Section VI) 21/02

**PUB 175 7 Ed 2001 LAST NM 17/02**

Page 162—Line 8/R; insert after:

**Caution.**—Mariners are warned of the presence of marine farms in the coastal waters surrounding Cape Thevenard, Smoky Bay, and Denial Bay. 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.

(7(217)02 Wollongong) 21/02

**COAST PILOT CORRECTIONS****COAST PILOT 3 35 Ed 2002 Change No. 7  
LAST NM 18/02**

Page 52—Paragraphs 573 to 574; strike out.

(CL 92/01) 21/02

Page 57—Paragraphs 799 to 806; read:

(a) The draw of the CONRAIL Railroad Bridge, mile 0.3, at Essington, will operate as follows:

(1) The owner of this bridge on this waterway shall provide and keep in good legible condition two board gages painted white with black figures, nine inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gages shall be so placed on the bridge that they are plainly visible to operators of vessels approaching the bridge either up or downstream.

(2) Trains shall be controlled so that any delay in opening of the draw shall not exceed ten minutes except as provided in §117.31(b). However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, the train may continue across the bridge and must clear the bridge interlocks before stopping.

(3) From May 15 through October 15, the draw shall be left in the open position at all times and will only be lowered for the passage of trains and to perform periodic maintenance authorized in accordance with subpart A of this part.

(4) The bridge will be operated by the bridge/train controller at the Delair Railroad Bridge in Delair, New Jersey.

(5) Before the bridge closes for any reason, an on-site crewmember will observe the waterway for approaching craft, which will be allowed to pass. The on-site crew-

member will then communicate with the off-site bridge/train controller at the Delair Railroad Bridge either by radio or telephone, requesting the off-site bridge/train controller to lower the bridge.

(6) The bridge shall only be lowered from the remote site if the on-site crewmember's visual inspection shows there are no vessels in the area and the infrared channel sensors are not obstructed.

(7) While the CONRAIL Railroad Bridge is moving from the full open to the full closed position, the off-site bridge/train controller will maintain constant surveillance of the navigational channel using infrared sensors to ensure no conflict with maritime traffic exists. In the event of failure or obstruction of the infrared channel sensors, the off-site bridge/train controller will stop the bridge and return the bridge to the open position. In the event of loss of radio or telephone communications with the on-site crewmember, the off-site bridge/train controller will stop the bridge and the bridge will return to the open position.

(8) When the draw cannot be operated from the remote site, a bridge tender must be called to operate the bridge in the traditional on-site manner.

(9) The CONRAIL Railroad channel traffic lights will change from flashing green to flashing red anytime the bridge is not in the full open position.

(10) During downward span movement, the channel traffic lights will change from flashing green to flashing red, the horn will sound two times, followed by a pause, and then two repeat blasts until the bridge is seated and locked down.

(11) When the rail traffic has cleared, the off-site bridge/train controller at the Delair Railroad Bridge will sound the horn five times to signal the draw of the CONRAIL Railroad Bridge is about to return to its full open position.

(12) During upward span movement, the channel traffic lights will change from flashing green to flashing red, the horn will sound two times, followed by a pause, and then sound repeat blasts until the bridge is in the full open position. In the full open position, the channel traffic lights will then turn from flashing red to flashing green.

(13) From October 16 through May 14, the draw shall open on signal if at least 24 hours notice is given by telephone at (856) 231-7088 or (856) 662-8201. Operational information will be provided 24 hours a day by telephone at (856) 231-7088 or (856) 662-8201.

(b) The Reading Railroad Bridge, mile 0.3, at Essington, will be left in the full open position at all times.

(CL 328/02; FR 02/11/02) 21/02

Page 110—Paragraph 2641, line 3 to Paragraph 2668, line 3; read:

he may designate.

**§334.293 Elizabeth River, Craney Island Refueling Pier Restricted Area, Portsmouth VA; Naval Restricted Area.**

(a) *The area.* (1) The waters within an area beginning at a point on the shore at

36°53'17.4"N., 76°20'21.0"W.; thence easterly to

36°53'16.8"N., 76°20'14.4"W.; thence southwesterly to

## COAST PILOT 3 (Continued)

36°53'00.0"N., 76°20'18.0"W.; thence southeasterly to 36°52'55.2"N., 76°20'16.5"W.; thence southwesterly to 36°52'52.2"N., 76°20'18.0"W.; thence southwesterly to 36°52'49.8"N., 76°20'25.8"W.; thence northwesterly to 36°52'58.2"N., 76°20'33.6"W.; thence northeasterly to a point on the shore at

36°53'00.0"N., 76°20'30.0"W.; thence northerly along the shoreline to the point of beginning.

(b) *The regulation.* No vessel or persons may enter the restricted area unless specific authorization is granted by the Commander, Navy Region, Mid-Atlantic and/or other persons or agencies as he/she may designate.

(c) *Enforcement.* The regulation in this section, promulgated by the Corps of Engineers, shall be enforced by the Commander, Navy Region, Mid-Atlantic, and such agencies or persons as he/she may designate.

**§334.300 Hampton Roads and Willoughby Bay, Norfolk Naval Base, Naval Restricted Area, Norfolk, Virginia.**

(a) *The area.* (1) The waters within an area beginning at 36°55'55.0"N., 76°20'02.0"W.; thence northwesterly to 36°56'00.0"N., 76°20'08.0"W.; thence northerly along the eastern limit of Norfolk Harbor Channel to

36°57'52.0"N., 76°20'00.0"W.; thence easterly to 36°57'52.0"N., 76°19'35.0"W.; thence to 36°57'47.7"N., 76°18'57.0"W.; thence southeasterly to 36°57'26.0"N., 76°18'42.0"W.; thence easterly to 36°57'26.2"N., 76°17'55.2"W.; thence southerly to 36°57'05.0"N., 76°17'52.0"W.; thence southeasterly to 36°56'56.2"N., 76°17'27.0"W.; thence northeasterly to 36°57'10.0"N., 76°16'29.0"W.; thence to the shoreline at 36°57'18.8"N., 76°16'22.0"W. at the Naval Air Station.

(2) Beginning at a point on the Naval Station shore at 36°56'37.5"N., 76°19'44.0"W.; thence westerly and northerly along the breakwater to its extremity at 36°56'41.5"N., 76°19'54.0"W.; thence westerly to a point on the eastern limit of Norfolk Harbor Channel at 36°56'41.5"N., 76°20'05.5"W.; thence northerly along the eastern limit of Norfolk Harbor Channel to

36°57'52.0"N., 76°20'00.0"W.; thence easterly to 36°57'52.0"N., 76°19'35.0"W.; thence to 36°57'47.7"N., 76°18'57.0"W.; thence southeasterly to 36°57'26.0"N., 76°18'42.0"W.; thence easterly to 36°57'26.2"N., 76°17'55.2"W.; thence southerly to 36°57'05.0"N., 76°17'52.0"W.; thence southeasterly to 36°56'56.2"N., 76°17'27.0"W.; thence northeasterly to 36°57'10.0"N., 76°16'29.0"W.; and thence to the shoreline at

36°57'18.8"N., 76°16'22.0"W., at the Naval Air Station.

(b) *The regulation.* No vessel or persons may enter the restricted area unless specific authorization is granted by the Commander, Navy Region, Mid-Atlantic and/or other persons or agencies as he/she may designate.

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commander, Navy Region, Mid-Atlantic and/or such agencies or persons as he/she may designate.

(FR 2/13/02; FR 3/11/02; CL 383/02)

21/02

Page 132—Paragraph 39, lines 4 to 5; read:

water and therefore are not charted. In November 2001, the controlling depth was 5.5 feet (6.8 feet at midchannel) in the entrance ...

(BP 176251)

21/02

Page 134—Paragraph 68, line 1; read:

water and therefore are not charted. In November 2001, the controlling depth was 5.5 feet (6.8 feet at midchannel) in the entrance ...

(13/02 CG5)

21/02

Page 134—Paragraph 75, lines 2 to 3; read:

west of Cape May Inlet. In July-October 2001, the midchannel controlling depth was 12.7 feet through Cape May Inlet to the inner end ...

(BP 176114; BP 175577)

21/02

Page 156—Paragraph 168, lines 3 to 6; read:

3 miles above the mouth, has a fixed span with a clearance of 8 feet. Overhead ...

(CL 92/01)

21/02

Page 178—Paragraph 71, line 1; read:

**Assateague Light** (37°54'40"N., 75°21'22"W.), 154 feet ...

(13/02 CG5)

21/02

Page 181—Paragraph 13, line 1; read:

**Chesapeake Light** (36°54'17"N., 75°42'46"W.), 117 feet

... (13/02 CG5)

21/02

Page 181—Paragraph 16, line 1; read:

**Cape Charles Light** (37°07'23"N., 75°54'23"W.), 180 feet

... (13/02 CG5)

21/02

Page 182—Paragraph 21, line 1; read:

**Cape Henry Light** (36°55'35"N., 76°00'26"W.), 164 feet ...

(13/02 CG5)

21/02

Page 190—Paragraph 185, line 12; read:

entrance to Craney Island Creek.

A naval restricted area is along the south sides of Craney Island. (See **334.293**, chapter 2, for limits and regulations.)

(FR 2/13/02)

21/02

## COAST PILOT 3

35 Ed 2002

Change No. 8

Page 189—Paragraph 179, lines 10 to 12; read:

river divides into two forks. In February 2001, the controlling depth was 7 feet in the dredged section; above the dredged section, the chart is the best ...

(CL 113/02; BPs 176361-62)

21/02

**COAST PILOT 3 (Continued)**

Page 189—Paragraph 181, lines 2 to 3; read:  
River about 3 miles above the mouth. In March 2001, the controlling depth was 5.3 feet to near the head of the creek. Some supplies, gasoline, and ...  
(CL 113/02; BP 176363) 21/02

Page 189—Paragraph 182, lines 3 to 4; read:  
settling basin and boat ramp at the head. In March 2001, a controlling depth of 2.9 feet was in the channel with lesser depths ...  
(CL 113/02; BP 176364) 21/02

Page 193—Paragraph 37, line 4; read:  
Daybeacon 15, thence in April 2001, 4.5 feet to Smithfield.  
(CL 112/02; BPs 176358-60) 21/02

Page 199—Paragraph 22, lines 3 to 4; read:  
Back Creek. In June 2001, the dredged channel, marked by lights and daybeacons, had a controlling depth of 2.7 feet, except for shoaling to 1 foot in the east half between Daybeacons 12 and 13.  
(CL 123/02; BP 176374) 21/02

Page 199—Paragraph 24, line 3; read:  
Yorktown. In 1985, the controlling depth in the dredged sections ...  
(CL 196/02) 21/02

Page 200—Paragraph 53, line 5; read:  
half and 2.5 feet in the south half of the channel to the Warning Daybeacon just inside the creek, thence ...  
(06/02 CG5; LL/02) 21/02

Page 202—Paragraph 84, lines 4 to 7; read:  
public landing 1.5 miles above the entrance. In May 2001, the controlling depth was less than 1 foot to the turning basin with 1 to 3 feet in the basin, except for shoaling to bare along the north and south edges. Mariners are advised that depths considerably greater than ...  
(BP 176372) 21/02

Page 202—Paragraph 90; strike out.  
(05/02 CG5; NOS 12235) 21/02

Page 212—Paragraph 94, line 3; read:  
public landing 1.5 miles above the entrance. In May 2001, the controlling depth was less than 1 foot to the turning basin with 1 to 3 feet in the basin, except for shoaling to bare along the north and south edges. Mariners are advised that depths considerably greater than ...  
(02/02 CG5; BP 175756) 21/02

Page 217—Paragraph 165, line 7; read:  
chapter 2, for drawbridge regulations.) In January 2002, a replacement bascule bridge with a design clearance of 70 feet was under construction close south of the existing bascule bridge. Rock awash are on the ...  
(CL 332/02; 04/02 CG5) 21/02

Page 224—Paragraph 76, lines 4 to 6; read:  
at the head of the south fork. In September 1999, the controlling depth was 5.8 feet to the anchorage basin, thence 4.9 feet in the channel in south fork. Depths of 4 to 5 feet were in the anchorage basin.  
(BPs 175829-30) 21/02

**COAST PILOT 3 35 Ed 2002 Change No. 9**

Page 236—Paragraph 26, line 6; read:  
light and daybeacons for about 1.6 miles, but local knowledge ...  
(14/02 CG5; 03/02 CG5; LL/02) 21/02

Page 236—Paragraph 27, line 4; read:  
head of navigation. In November 2000, the controlling depth was 6 feet ...  
(BPs 176348-50; NOS 12226) 21/02

Page 236—Paragraph 35, line 8; read:  
thence in March 2001, depths of about 1 to 3 feet could be carried to ...  
(BP 176375) 21/02

Page 237—Paragraph 43, lines 4 to 7; read:  
dredged channel in Deep Creek. In March 2001, the controlling depth in the dredged channel from the entrance to the turning basin at the town of **Deep Creek** was 2.2 feet, thence depths from 1.3 to 2.7 feet were in the turning basin. The channel is marked by lights and ...  
(CL 108/02; BPs 176344-47) 21/02

Page 246—Paragraph 228, lines 4 to 6; read:  
In August 1999, the controlling depth from the entrance to the turning basin was 2 feet, with 2 to less than 1 foot in the basin. Gasoline is ...  
(BPs 175831-32) 21/02

**COAST PILOT 4 33 Ed 2001 Change No. 25 LAST NM 20/02**

Page 289—Paragraph 94, line 2; read:  
cyclones are a threat from about June through November. There are ...  
(CL 549/02) 21/02

Page 289—Paragraph 103; read:  
**Towage.**—Three conventional tugs, two 2,000 hp and one 2,150 hp, and one tractor tug 3,600 hp are available at the port. All tugs monitor VHF-FM channels 12 and 16.  
(CL 549/02) 21/02

Page 290—Paragraph 110, lines 3 to 6; read:  
commercial vessels as well as at the north and south sides of the Inner Reach; cruise ships usually berth in the West Basin. Canaveral Port Authority maintains an internet website at

**COAST PILOT 4 (Continued)**

www.portcanaveral.org. This internet site provides ...  
(CL 549/02)

21/02

Page 290—Paragraphs 111 to 119; read:

**Facilities on the south side of Inner Reach:**

**Canaveral Port Authority, Cruise Terminals Nos. 2 and 3 Wharf** (28°24'33"N., 80°36'00"W.): 1,403-foot face; 31.5 to 33 feet alongside; deck height, 10.5 feet; mooring cruise vessels; boarding passengers; owned and operated by Canaveral Port Authority.

**Canaveral Port Authority, Cruise Terminals No. 4** (28°24'33"N., 80°35'46"W.): 750-foot face; 31.5 to 33 feet alongside; deck height, 10.5 feet; mooring cruise vessels; boarding passengers; owned and operated by Canaveral Port Authority. (Cruise Terminals 2, 3 and 4 form a continuous berth, 2,153 feet long.)

**Canaveral Port Authority, South Cargo Piers 1, 2, and 3** (28°24'36"N., 80°36'20"W.): 1,615-foot face; 34 feet alongside; deck height, 10 feet; 108,000 square feet covered storage; 26 acres open storage; 2.5 million cubic feet cold storage; pipelines extend to storage tanks, 257,000-barrel capacity; roll-on/roll-off ramp at the east end of Pier 1; receipt and shipment of general cargo; receipt and shipment of petroleum products at Pier 3; receipt of paper products, asphalt; shipment of perishable food commodities; bunkering vessels; mooring pilot boats; owned by Canaveral Port Authority and operated by Canaveral Port Authority; Coastal Fuels Marketing, Inc.; and Mid-Florida Warehouses, Ltd.

**Canaveral Port Authority, Tanker Berth No. 1** (28°24'34"N., 80°36'32"W.): 45-foot face; 340 feet of berthing space with dolphins; 36 to 38 feet alongside; deck height, 10 feet; storage silo for 32,000 tons of cement; pipelines extend from wharf to storage tanks, 257,000-barrel capacity; receipt of petroleum products; asphalt, and cement; bunkering vessels; owned by Canaveral Port Authority and operated by Coastal Fuels Marketing, Inc.; Transtate Industrial Pipeline Systems, Inc.; and Continental Cement of Florida, Inc.

**Canaveral Port Authority, Tanker Berth No. 2** (28°24'34"N., 80°36'37"W.): 65-foot face; 340 feet of berthing space with dolphins; 38 feet alongside; deck height, 10 feet; pipelines extend from wharf to storage tanks, 250,000-barrel capacity; receipt and shipment of No. 6 fuel oil; owned by Canaveral Port Authority and operated by Transtate Industrial Pipeline Systems, Inc., and Exceltech Corp.

**Canaveral Port Authority, South Cargo Pier 4** (28°24'32"N., 80°36'40"W.): 400-foot face; 400 feet of berthing space; 38 feet alongside; deck height, 10 feet; open storage area at rear for about 25,000 tons of salt; receipt and shipment of general cargo; receipt of salt and paper products; shipment of perishable food commodities; owned by Canaveral Port Authority and operated by Canaveral Port Authority; Mid-Florida Freezer Warehouses, Ltd., and Cargill, Inc., Salt Division. (Tanker Berths 1 and 2, and South Cargo Piers 4 and 5 form a continuous berth, 1,247 feet long.)

**Facilities on the north side of Inner Reach:**

**Canaveral Port Authority, North Cargo Piers 1 and 2** (28°24'45"N., 80°36'43"W.): 1,260-foot face; 1,350 feet of berthing space with dolphins; 38 feet alongside; deck height, 10 feet; crawler cranes to 165 tons; roll-on/roll-off ramp at

north end; receipt of containerized and roll-on/roll-off general cargo; receipt of salt; owned by Canaveral Port Authority and operated by Canaveral Port Authority; Morton International, Inc., and Mid-Florida Freezer Warehouses, Ltd.

**Canaveral Port Authority, North Cargo Pier 3** (28°24'39"N., 80°36'47"W.): 400-foot face; 400 feet of berthing space; 32 feet alongside; deck height, 10 feet; 600,000 square feet covered storage; receipt and shipment of general cargo; mooring vessels; owned and operated by Canaveral Port Authority.

**CSR Rinker Materials Corp., Port Canaveral, North Cargo Pier 4** (28°24'39"N., 80°36'56"W.): 400-foot face; 400 feet of berthing space; 34 feet alongside; deck height, 10 feet; one traveling gantry ship unloader, 400 tons per hour rate; silos, 42,000 ton capacity; receipt of cement; mooring vessels; owned by Canaveral Port Authority and operated by CSR Rinker Materials Corp.

**Canaveral Port Authority, Cruise Terminal 5** (northwest corner of West Basin): 565 feet of berthing space; 35 feet alongside; 59,000 square feet embarkation and baggage facility; mooring cruise vessels; boarding passengers; owned and operated by Port Canaveral Authority.

**Canaveral Port Authority, Cruise Terminal 8** (south of Cruise Terminal 5): 800 feet of berthing space; 35 feet alongside; 70,000 square feet embarkation and baggage facility; mooring cruise vessels; boarding passengers; owned and operated by Port Canaveral Authority.

**Canaveral Port Authority, Cruise Terminal 10** (south of Cruise Terminal 8): 724 feet of berthing space; 33.5 feet alongside; 75,000 square feet embarkation and baggage facility; mooring cruise vessels; boarding passengers; owned and operated by Port Canaveral Authority.

(CL 549/02; PS 16/99)

21/02

**COAST PILOT 4****33 Ed 2001****Change No. 26**

Page 305—Paragraphs 361 to 373; read:

**Port of Miami, Passenger Terminal No. 6** (25°46'48"N., 80°10'51"W.): 750-foot face, 32 feet alongside; deck height, 7.5 feet; mooring cruise vessels and harbor tugs; boarding passengers; operated by Miami-Dade County Seaport Department and Moran Towing of Miami, Division of Moran Towing Corp.

**Port of Miami, Passenger Terminals Nos. 1 to 5, and 10 (Bays 1 to 25<sup>3/4</sup>)** (25°46'45"N., 80°10'34"W.): 3,220-foot face; 31 to 36 feet alongside; deck height, 7.5 feet; mooring cruise vessels; boarding passengers; operated by Miami-Dade County Seaport Department.

**Port of Miami, Bays 25<sup>3/4</sup> to 38** (25°46'33"N., 80°10'04"W.): 1,600-foot face; 36 feet alongside; deck height, 7.5 feet; mooring cruise vessels; boarding passengers; operated by Miami-Dade County Seaport Department.

**Port of Miami, Passenger Terminals Nos. 8 and 9 (Bays 38 to 45)** (25°46'28"N., 80°09'56"W.): 1,680-foot face; 36 feet alongside; deck height, 7.5 feet; mooring cruise vessels; boarding passengers; operated by Miami-Dade County Seaport Department.

**Port of Miami, Bays 45 to 55** (25°46'24"N., 80°09'46"W.): 1,220-foot face; 31 to 36 feet alongside; deck

**COAST PILOT 4 (Continued)**

height, 7.5 feet; 119,000 square feet covered storage; receipt and shipment of conventional and roll-on/roll-off general cargo; shipment of automobiles; operated by Miami-Dade County Seaport Department.

**Port of Miami, Roll-on/Roll-off Berth 55W** (25°46'22"N., 80°09'42"W.): 900-foot face; 31 feet alongside; deck height, 7.5 feet; container storage area in rear; receipt and shipment of conventional and roll-on/roll-off general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Roll-on/Roll-off Berth 59W** (25°46'21"N., 80°09'36"W.): 550-foot face; 35 feet alongside; deck height, 7.5 feet; container storage area in rear; receipt and shipment of conventional and roll-on/roll-off general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Roll-on/Roll-off Berth 65W** (25°46'21"N., 80°09'30"W.): 690-foot face; 35 feet alongside; deck height, 7.5 feet; container storage area in rear; receipt and shipment of conventional and roll-on/roll-off general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Container Terminal, Berths 1 to 5 (Gantry Crane Berths 99 to 130.5)** (25°45'58"N., 80°09'12"W.): 4,377-foot face; 42 feet alongside; deck height, 12 feet; ten traveling container-handling cranes to 50-ton capacity; three 40-ton gantry cranes; paved storage areas to 135 acres with refrigerated cargo containers in rear; receipt and shipment of containerized general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Bays 144 to 148** (25°46'02"N., 80°09'45"W.): 600-foot face; 30 feet alongside; deck height, 7.5 feet; container storage area in rear; receipt and shipment of containerized and roll-on/roll-off general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Roll-on/Roll-off Berth 154** (25°46'08"N., 80°09'53"W.): 670-foot face; 24 feet alongside; deck height, 7.5 feet; 36,000 square feet of covered storage; receipt and shipment of containerized and roll-on/roll-off general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Roll-on/Roll-off Berth 155** (25°46'10"N., 80°09'58"W.): 550-foot face; 21 feet alongside; deck height, 7.5 feet; container storage area in rear; receipt and shipment of containerized and roll-on/roll-off general cargo; operated by Miami-Dade County Seaport Department.

**Port of Miami, Roll-on/Roll-off Bays 160 to 177** (25°46'16"N., 80°10'18"W.): 1,661-foot face; 23 to 24 feet alongside; deck height, 7.5 feet; container storage area in rear; 73,500 square feet of covered storage; receipt and shipment of containerized and roll-on/roll-off general cargo; mooring harbor tugs; operated by Miami-Dade County Seaport Department and Coastal Tug & Barge, Inc., a subsidiary of The Coastal Corp.

**Port of Miami, Passenger Terminal No. 12 (Bays 183 to 195)** (25°46'26"N., 80°10'34"W.): 1,450-foot face; 23 feet alongside; deck height, 10 feet; receipt and shipment of roll-on/roll-off general cargo; mooring cruise vessels and other floating equipment; boarding passengers; operated by Miami-Dade County Seaport Department.

**Coastal Fuels Marketing, Fisher Island Terminal Dock**

**and Slip** (25°45'50"N., 80°08'31"W.): 800-foot face; 36 feet alongside; deck height, 6 feet; pipelines extend from wharf to storage tanks with 667,190 barrel capacity; receipt and shipment of petroleum products; fueling vessels; mooring company-owned floating equipment; and occasional landing for vehicular and passenger ferry; owned by Coastal Fuels Marketing, Inc., and operated by Coastal Fuels Marketing, Inc., a subsidiary of The Coastal Corp. and Fisher Island Holdings, LLC.

(CL 2147/99; PS 16/99)

21/02

Page 305—Paragraph 375, lines 3 to 6; read:

Jacksonville and Tampa. There are six heavy-lift, traveling, container cranes, lift capacity to 50 tons at Port Everglades and there are no facilities available for drydocking or hauling-out deep-draft vessels.

(CL 2147/99; PS 16/99)

21/02

Page 305—Paragraph 378, lines 2 to 5; read:

CSX Transportation, Inc. The main line track on Dodge Island connects via a rail bridge with the Florida East Coast Railway. A connection with CSX Transportation, Inc. is effected through an interchange in the west part of Miami. Considerable ocean shipping calls at the port, and a large ...

(CL 2147/99; PS 16/99)

21/02

**COAST PILOT 5                      29 Ed 2002                      Change No. 14  
LAST NM 20/02**

Page 342—Paragraph 199, line 2 to Paragraph 201; read:

mandatory on 13 October 1994. VTS Houston/Galveston is an information hub, using radar, closed circuit television, and VHF communications to provide the users with decision making information. VTS Houston/Galveston's mission is to facilitate safe, efficient waterborne commerce. Specifically, VTS Houston/Galveston works to prevent groundings, ramming, and collisions, by sharing information and implementing appropriate traffic management measures.

Participation in the VTS Vessel Movement Reporting System is mandatory for vessels greater than 131 feet in length, vessels greater than 26 feet in length engaged in towing, and vessels authorized to carry 50 or more passengers, which are engaged in trade. Vessels entering the Vessel Traffic Service Area should check in with "Houston Traffic" on VHF-FM Channel 5A. VHF-FM Channels 11 and 12 are also reserved for VTS Houston/Galveston communications. Detailed information on VTS Houston/Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in **CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 151.35(b), and 161.35(c)**.

For a complete detailed description of the Vessel Traffic Service, mariners should obtain the latest edition of the U.S. Coast Guard's Houston/Galveston Vessel Traffic Service User's Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/Galveston, 9640 Clinton Drive, Houston, TX 77029-4328. Information can also be found on the Internet website address, [www.uscg.mil/d8/vts/houston-galveston/Index/welcome.htm](http://www.uscg.mil/d8/vts/houston-galveston/Index/welcome.htm).

(CL 550/02)

21/02

**COAST PILOT 5 (Continued)**

Page 366—Paragraph 152, line 8; read:  
approached.

(CL 554/02)

21/02

Page 391—Paragraph 267, lines 7 to 8; read:  
miles SW of Gibson; and thence in January 2002, the con-  
trolling depth was 16 feet from the turning basin to the W  
junction of the ...

(DDs 2547-48)

21/02

**COAST PILOT 6                    32 Ed 2002                    Change No. 3**  
**LAST NM 20/02**

Page 54—Paragraphs 805 to 807; read:

**§151.1510 Ballast water management.**

(a) The master of each vessel subject to this subpart shall employ one of the following ballast water management practices:

(1) Carry out an exchange of ballast water on the waters beyond the EEZ, from an area more than 200 nautical miles from any shore, and in waters more than 2,000 meters (6,560 feet, 1,093 fathoms) deep, prior to entry into the Snell Lock, at Massena, New York, or prior to navigating on the Hudson River, north of the George Washington Bridge, such that, at the conclusion of the exchange, any tank from which ballast water will be discharged contains water with a minimum salinity level of 30 parts per thousand.

(FR 11/21/01; CL 2001/01)

21/02

Page 54—Paragraphs 816 to 817; read:

**§151.1516 Compliance monitoring.**

(a) The master of each vessel subject to this subpart shall provide, as detailed in §151.2040, the following information, in written form, to the COTP:

(FR 11/21/01; CL 2001/01)

21/02

Page 203—Paragraph 90, line 2; read:

clearance of 12 feet, crosses Trenton Channel 2.2 miles below ...

(NOS 14853)

21/02

Page 279—Paragraph 424, lines 1 to 2; read:

**Buffington Harbor**, a private harbor owned by the Lehigh Portland Cement Co., is about 3 ...

(CL 740/96; NOS 14926)

21/02

Page 280—Paragraph 425, lines 2 to 6; read:

sides by a breakwater that extends from the shore W of the wharf; the wharf forms the E side of the basin. The outer end of the breakwater is marked by a private light; a wave gauge is about 500 feet N of the light. A private **236** ...

(LL/01; 30/01 CG9)

21/02

Page 376—Paragraph 415; read:

**LTV Steel Mining Co.**, Taconite Harbor Dock: (47°31'37"N., 90°55'00"W.); 1,710-foot face; 30 feet along-  
side; deck height, 10.5 feet; 25 vessel-loading shuttle con-

veyors with 45-foot outboard reach, rate 1,500 tons per hour; shipment of iron ore pellets; receipt of coal for plant consumption; owned and operated by LTV Steel Mining Co.

(PS 49/00)

21/02

**COAST PILOT 7                    33 Ed 2001                    Change No. 16**  
**LAST NM 20/02**

Page 260—Paragraph 588, lines 2 to 8; read:

are on the S side of San Joaquin River, along the NE side of **Rough and Ready Island** (West Complex), and along the S side of Stockton Deep Water Channel from the junction with the San Joaquin River E to the turning basin (East Complex). The facilities have highway connections and are served by the port's beltline railroad, which connects with two major railroads. Warehouse facilities are available in the port; the wharves have water and electrical shore power connections. General cargo is usually handled by ship's tackle or by shore side traveling cranes; special handling equipment, ...

(CL 530/02)

21/02

Page 260—Paragraph 589, lines 1 to 3; read:

Port of Stockton (West Complex), on Rough and Ready Island, has a total of 5.5 million square feet of covered storage. Wharves 14-20, are along the NE side of the island. The wharves range in length from 745 to 1,104 feet, and depths alongside are 22 to 25 feet; each wharf has 120,000 square feet of covered storage.

Port of Stockton (East Complex), Wharves 12 and 13 (37°57'02"N., 121°20'05"W.): at Channel Point; 566-foot offshore wharf; 843 feet of berthing space with dolphins; 35 feet alongside; deck ...

(CL 530/02)

21/02

Page 261—Paragraph 590, line 3; read:

35 feet alongside; deck height, 15.5 feet; two 30-ton traveling cranes; receipt of liquid fertilizer, dry bulk, and general cargo; shipment of general cargo.

(CL 530/02)

21/02

Page 261—Paragraph 591, line 4; read:

trucks; receipt of liquid fertilizer and general cargo; shipment of general cargo.

(CL 530/02)

21/02

Page 261—Paragraph 592, line 5; read:

of general cargo, receipt of molasses, liquid fertilizer, and anhydrous ammonia.

(CL 530/02)

21/02

Page 261—Paragraph 596, line 3 to Paragraph 597, line 3; read:

feet; 41,300 square feet covered storage; receipt and shipment of general cargo.

Port of Stockton, Wharf 3: E of and in line with Wharf 4; 461-foot marginal wharf; 35 feet alongside; deck height, 15.5 feet; 30,000 square feet covered storage; forklift trucks and a 30-ton traveling crane; receipt ...

(CL 530/02)

21/02

COAST PILOT 7 (Continued)

Page 261—Paragraph 599, line 3 to Paragraph 600, line 1; read:

feet; one cargo evacuator; 56,000-ton storage capacity for bulk cargo; 34,000-ton storage capacity for cement; receipt and shipment of general cargo.

Penny Newman Grain Co. Inc., Stockton Elevators Wharf:  
S ...  
(CL 530/02) 21/02

Newman Grain Co. Inc.  
(CL 530/02) 21/02

Page 367—Paragraph 88, lines 9 to 12; read:  
much of the bay bares at low water. A channel, marked by private buoys and daybeacons, leads to a private mooring basin on the E side of the bay. The channel has a reported depth of 3 feet. A mooring float and launching ramp are just N of the mooring basin ...  
(CL 522/02; LL/01) 21/02

Page 261—Paragraph 600, lines 10 to 11; read:  
by self-unloading barges; owned and operated by Penny

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 19/02

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER								
44805	MARMARIS	TU	3651N	02817E	132	54424	V	CB	G	N	N	N	Y	N	A	H	K		M	Y	21/02
						*		*					*								
44807	AKSAZ	TU	3650N	02823E	132	54425	S	CN			N			A				L	Y	21/02	
											*							*			

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE		QUARANTINE		COMMUNICATIONS				LOAD/OFFLOAD			MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES		LIFTS			SERVICES			SUPPLIES				REPAIR	DRYDOCK	RAILWAY		
				AVAILABLE	LOCAL ASSIST	ADVISABLE	TUGS SALVAGE	TUGS ASSIST	PRATIQUE	DERATT CERT	OTHER	TELEPHONE	TELEGRAPH	RADIO					RADIO TEL	AIR	RAIL	WHARVES	ANCHOR	MED MOOR	BEACH MOOR	ICE MOOR	100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS				LONGSHORE	ELECT
44805	N	N		Y		Y		Y	Y	Y	Y	Y	Y	Y	Y		N									Y	Y	Y	Y						21/02
				*		*																													
44807				Y	Y				Y	N	Y	Y	Y	Y	Y										Y		Y	Y	Y	Y		C	S		21/02
									*	*	*	*	*	*	*										*		*	*	*	*					