

SECTION II
NAVIGATION PUBLICATIONS

NM 25/02

SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 LAST NM 24/02

Page 255—Line 29/R; read:
of 7 knots.

(24(15)00 Genova) 25/02

PUB 132 9 Ed 2000 LAST NM 21/02

Page 29—Line 24/R; read:

Ashqelon (31°40'N., 34°33'E.) (World Port Index No. 45110), an offshore oil terminal, lies

(NIMA) 25/02

Page 224—Line 11/L; insert after:

Caution.—A restricted area containing unexploded ordnance lies 4.5 miles ENE of Ibrice Iskele.

(47(239)01 Istanbul) 25/02

PUB 143 7 Ed 2000 LAST NM 1/02

Page 246—Line 10/R; insert after:

It has been reported (2002) that recent surveys indicate significant shoaling in several areas of the Sierra Leone River and its approaches. Depths less than charted may be encountered.

(BA NM 20/02) 25/02

Page 246—Line 22/R; read:

Across the recommended track strong currents, which can attain a

(BA NM 20/02) 25/02

Page 246—Lines 48 to 50/R; read:

Aspect.—Aberdeen Hill, 62m high, stands close E of the cape and is

(20(1982)00 Taunton) 25/02

Page 247—Lines 22 to 23/L; read:

Pilotage is compulsory for vessels over 20,000 dwt or 9.1m

(20(1982)00 Taunton) 25/02

PUB 160 1 Ed 1998 LAST NM 23/02

Page 80—Line 38/L; insert after:

The N part of the Indian Ocean has a typical monsoon climate, with the onset of the Southwest Monsoon affecting Sri Lanka and the S part of India from late May to early June and steadily moving NW to affect the NW part of India and the SW part of Pakistan by early July. In early September, the Southwest Monsoon starts to retreat towards the SE and by mid to late December, the Southwest Monsoon has usually cleared most of Sri Lanka.

The weather pattern over much of the area is more regular than in most parts of the world, and is usually classified over most of India, as follows:

1. The cool season (December through March)—Dry NE winds, with little clouds, except in the S.

2. The hot season (April and May)—Light, variable winds, with sea breezes along the coasts, and a small chance of a tropical cyclone.

3. The Southwest Monsoon or rainy season (June through September)—winds normally W to SW, but along the SW coast of India, winds are W to NW.

4. The interim, or transitional, period (October and November)—Light, variable winds, with sea and land breezes. Occasional tropical cyclones may be experienced.

On the W coast of India, the whole period from the cessation of the Southwest Monsoon to its recommencement is often referred to as the “fine weather season.” Along much of the coast of Pakistan and the W coast of India, most of the rainfall is associated with the Southwest Monsoon. The rainy season is more prolonged over the S part of India and Sri Lanka; in the extreme S part of the area, the monthly variation in rainfall is small.

Tropical cyclones (force 12) are infrequent, with an average of one or two occurring over the Arabian Sea each year.

(BA NP 38) 25/02

PUB 194 8 Ed 2000 LAST NM 24/02

Page 31—Lines 6 to 8/R; read:

Mediterranean Sea (Sweden).

Danish icebreakers can be contacted on VHF channel 16 or through Lyngby coastal radio station. The Danish State Ice Service (Arhus) can be contacted by E-mail at bk4@sok.dk. The Swedish State Ice Service (Norrkoping) can be contacted by E-mail at opc@sjofartsverket.se.

(BA NP 18; BA NP 286) 25/02

Page 47—Lines 40 to 44/R; strike out.

(BA NP 286) 25/02

Page 48—Lines 1 to 14/L; strike out.

(BA NP 286) 25/02

COAST PILOT CORRECTIONS

**COAST PILOT 4 33 Ed 2001 Change No. 30
LAST NM 23/02**

Page 194—Paragraph 37, lines 5 to 7; read:

Walter Slough, ending at the small-boat basin. In August 2001, the controlling depth was 4.2 feet in the channel with 6.8 feet in the middle of the basin. Gasoline, diesel fuel, water, ...

(BP 175655) 25/02

Page 288—Paragraph 71, lines 4 to 5; read:

end of the jetty is awash. In May 2001, severe shoaling existed across the entire channel. Mariners are advised ...

(BPs 174859-70) 25/02

COAST PILOT 4 (Continued)

Page 288—Paragraph 72, lines 5 to 8; read:
North are marked by buoys. In May 2001, the controlling depth was 1.0 foot in the left outside quarter of Halifax River; thence in 1986, the midchannel controlling depth in Rockhouse Creek was 7 feet; thence in May 2001, using local knowledge, 1.1 feet could be carried to the Intracoastal Waterway ...
(BPs 174859-70) 25/02

Page 325—Paragraph 131, lines 4 to 5; read:
Little River Inlet. In October-November 2000, a controlling depth of 5.9 feet could be carried with local knowledge to the town of **Calabash**, ...
(BPs 173470-73) 25/02

Page 335—Paragraph 341; read:
Two marinas are on the southern part of Turkey Creek between the two bridges. Berthage with electricity, gasoline, a launching ramp, water, marine supplies, and a 14-ton lift are available for hull and engine repairs. In June 2001, 4 feet was reported alongside the berths.
(CL 1402/01) 25/02

Page 335—Paragraph 347, lines 3 to 4; read:
and limited berthing facilities. In August 2001, an approach depth of 6 feet was reported to the marinas. A 40-ton lift is available at the northerly ...
(CL 2077/01) 25/02

Page 336—Paragraph 365, lines 3 to 8; read:
in a protected basin. In September 2001, the reported approach and alongside depth was 5 feet. The marina provides water, long-term dockage, and a lift to 8 tons for hull, engine, and electronic repairs.
(CL 2077/01) 25/02

Page 336—Paragraph 366, lines 3 to 8; read:
small protected basin. In September 2001, the reported approach and alongside depth was 7 feet. Gasoline, diesel fuel, water, ice, and electricity are available.
(CL 2075/01) 25/02

Page 343—Paragraph 501, line 3; read:
alongside. In August 2001, the reported approach depth was 8 feet ...
(CL 1795/01) 25/02

COAST PILOT 4 33 Ed 2001 Change No. 31

Page 333—Paragraph 304, line 4 to Paragraph 305; read:
diesel fuel, water, ice and a launching ramp are available.
Several marinas are in the dredged basin on the south side of the barge canal opposite **West Basin**. Berths with gasoline, diesel fuel, electricity, launching ramps, pump-out stations, water, and ice are available; lifts to 75 tons are available for hull, engine, and electronic repairs.
(CL 2079/01; CL 2078/01) 25/02

Page 333—Paragraph 308, lines 3 to 11; read:
which had a reported approach depth of 4 feet in August 2001, leads to a yacht basin. A marina is at the southeast end of the basin, and a small-craft facility is on the north side. In August 2001, 4 to 5 1/2 feet was reported alongside the piers. Berths with electricity, water, and ice are available; a lift to 12 tons is available for hull repairs.
(CL 2079/01) 25/02

Page 333—Paragraph 310, lines 2 to 7; read:
by a private unlighted range and daybeacons leads to a marina on Merritt Island. In September 2001, an approach depth of 6 feet and an alongside depth of 4 feet were reported. Berths are available with electricity and water.
(CL 2078/01; LL/01) 25/02

Page 336—Paragraph 352, lines 3 to 4; read:
basin off several small-craft facilities. In 1999, the reported approach and alongside depth was 8 feet.
(CL 678/00) 25/02

Page 342—Paragraph 474, lines 5 to 6; read:
electricity, and a restaurant are available. In 1998, approach and alongside depths of 8 feet were reported.
(CL 167/99) 25/02

Page 343—Paragraph 499, lines 4 to 7; read:
finger piers are covered. In August 2001, an approach depth of 8 feet and an alongside depth of 6 feet were reported. A launching ramp, water, and ice are available. A 15-ton lift is available for hull, engine, and electronic repairs.
(CL 1794/01) 25/02

COAST PILOT 4 33 Ed 2001 Change No. 32

Page 208—Paragraph 295, lines 5 to 6; read:
small-craft basin on the west side of the bay. In December 2001, the reported midchannel controlling depth was 4 feet to the basin; thence in 1973, 5 ...
(CL 632/02) 25/02

Page 209—Paragraph 298, lines 4 to 5; read:
to West Bay and to the mouth of Neuse River. In December 2001, the reported midchannel controlling depth was 3 feet ...
(CL 632/02) 25/02

Page 244—Paragraph 32, lines 2 to 3; read:
mouth of the Coosaw River, had a reported controlling depth of 11.4 feet, in October 2001, for a distance of about 9 miles above the entrance.
(CL 623/02) 25/02

Page 314—Paragraph 128, lines 5 to 6; read:
Garrison Bight. In September 2001, the controlling depth was 6.8 feet (7.8 feet at midchannel) in the channel and 8 feet in the turning basin. An overhead ...
(CL 13/02; BPs 176272-299) 25/02

COAST PILOT 4 33 Ed 2001 Change No. 33

Page 226—Paragraph 16; read:

Berthage, electricity, gasoline, water, ice, and provisions are available at the marina on the west bank of Shallotte River, about 0.6 mile above the Intracoastal Waterway. A 26-ton lift is available for engine repairs. The facility at Bowen Point is also described with the Intracoastal Waterway in Chapter 12.

(CL 1800/01) 25/02

Page 322—Paragraph 71, lines 13 to 14; read:

gasoline, diesel fuel, electricity, and some marine supplies. In May 2000, 8 feet was reported in the approach and alongside.

(CL 1472/00; NOS 11553) 25/02

Page 324—Paragraph 114, lines 2 to 6; read:

Sound opposite Carolina Beach Inlet has gasoline, diesel fuel, water, ice, and marine supplies. A 25-ton mobile lift that can handle boats to 50 feet is available for hull, engine, and electronic repairs. An alongside depth of 5 feet was reported in June 2001.

(CL 1530/01) 25/02

Page 325—Paragraph 128; read:

A marina at **Bowen Point**, locally known as **Shallotte Point, Mile 329.6** has a 26-ton lift for engine repairs. Berths with electricity, gasoline, water, ice, and provisions are available. The facility in Shallotte River is also discussed in Chapter 6.

(CL 1800/01) 25/02

Page 325—Paragraph 147, lines 4 to 5; read:

available. Minor engine repairs can be made. Depths of 8 feet were reported alongside the berths in March 2002.

(CL 478/02) 25/02

Page 339—Paragraph 415, lines 2 to 5; read:

lake with a protected boat basin which had a reported alongside depth of 7 feet in December 2001. Gasoline, diesel fuel, electricity, water, ice, and a launching ramp are available.

(CL 762/02) 25/02

Page 341—Paragraph 455, lines 3 to 9; read:

Berths with gasoline, diesel fuel, electricity, water, ice, and complete marine supplies are available. In January 2000, 8 feet was reported in the approach and alongside. A smaller marina about 0.5 mile to the east has a lift to 2.5 tons for hull and engine repairs. In January 2000, 4 feet was reported in the approach and alongside.

(CL 790/00) 25/02

**COAST PILOT 7 33 Ed 2001 Change No. 20
LAST NM 23/02**

Page 335—Paragraphs 52 to 54; read:

In accordance with the Cooperative Vessel Traffic Service,

the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Standard of Care (SOC)** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'18"N., 123°14'12"W.). This special area will help reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. The **Turn Point SOC area** consists of those Canadian and United States waters contained within a four sided area connected by the following coordinates:

- (1) 48°41'18"N., 123°14'12"W. (Turn Point Light);
- (2) 48°42'24"N., 123°13'54"W.;
- (3) 48°41'06"N., 123°17'30"W. (Arachne Reef Light);
- (4) 48°39'45"N., 123°16'20"W. (Tom Point Light).

The **Turn Point SOC** applies to participating vessels of **100 meters/328 feet or longer** operating within or approaching the **Turn Point SOC area** from Boundary Pass, southbound for Haro Strait, northbound for Boundary Pass or Swanson Channel. These vessels are requested not to enter the **Turn Point SOC area** when another VTS participant of 100 meters or more in length is already located in the area, unless:

- (a) When following astern, maintain a minimum of 0.5 mile separation with the vessel ahead.
- (b) When overtaking in the **SOC area**, with the concurrence of Victoria Traffic that there is no opposing traffic and a Closest Point of Approach (CPA) of at least 0.5 mile is maintained.
- (c) If outbound from Boundary Pass and meeting an inbound vessel from Haro Strait already in the **SOC area**, enter only after the outbound vessel is past the heading of the inbound vessel engaged in the turn and maintain at least a 0.5 mile CPA.

(d) If inbound from Haro Strait and meeting an outbound vessel from Boundary Pass already in the **SOC area**, enter only after the outbound vessel has crossed a bearing line between Turn Point and Arachne Reef and maintain at least a 0.5 mile CPA.

All vessels should maintain a distance of at least 0.3 mile off Turn Point. Special circumstances are considered to exist when more than two vessels, greater than 100 meters or more, are interacting around the **SOC area** at the same time. All 100 meter vessels in a special circumstance should maintain a CPA of at least 0.5 mile, continuing to maintain a distance of 0.3 mile off Turn Point.

All VTS participants will verbally communicate with Victoria Traffic on VHF-FM channel 11 (156.55 MHz) when 3 miles from Turn Point. VTS participants are expected to make safe arrangements with other VTS participants within or near the **SOC area**.

(CL 368/02; LL/01) 25/02

Page 342—Paragraphs 208 to 210; read:

In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Standard of Care** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'18"N., 123°14'12"W.). This special area will help

COAST PILOT 7 (Continued)

reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. For the boundaries and rules regarding the **Standard of Care**, see **Cooperative Vessel Traffic Service (CVTS)** at the beginning of this chapter.

(CL 368/02; LL/01)

25/02