

SAILING DIRECTIONS CORRECTIONS

PUB 127 6 Ed 2000 LAST NM 18/02

Page 21—Lines 36 to 44/R; read:

The River Yarra enters the NW part of Hobsons Bay between breakwaters on each side of its entrance. The river then extends about 1 mile NW and 1 mile NNE to where the Maribyrnong River enters on its N side. From this junction the river leads E to Swanson Dock, Appleton Dock, and Victoria Dock. Construction of the Blote Bridge was completed in 2002. The vertical clearance of the Bolte Bridge is 25m. The bridge is located at the entrance to Victoria Dock. The river continues on to the Charles Grimes Bridge, which crosses the river about 0.7 mile ESE of the entrance to Victoria Dock. Navigation ends at the Charles Grimes Bridge, which has a vertical clearance of 3.2m.

(19(2002)02 Taunton) 27/02

Page 289—Lines 43 to 48/R; read:

Vessels up to 293m in length, with a beam of 32m and drafts of 12.2m at HW, may use the port. Facilities for handling bulk petroleum, grain, dry bulk, containers, and ro-ro cargo, as well as breakbulk commodities, are available. Depth alongside the piers range from 7.0 to 12.2m.

Berth	Length	Draft	Use
1	140m	9.5m	General cargo/Ro-ro.
2E	270m	11.3m	Genral/Bulk.
2W	169m	10.5m	General/Bulk.
3E	195m	10.0m	
3W	223m	10.7m	
4E	148m	11.0m	Ro-ro.
4W	170m	9.2m	Ro-ro.
7E	187m	9.9m	Containers.
7W	200m	9.7m	Ro-ro.
Oil	202m	12.0m	LPG.
Cattle	60m	7.0m	Livestock.

(NZ CH 6321; Fairplay) 27/02

PUB 131 9 Ed 2000 LAST NM 26/02

Page 33—Lines 12 to 20/R; read:

There is 1,437m of total main berthing space, with depths of 3.6 to 8.1m alongside, within the inner harbor. There is additional berthing space, with depths of 6.8 to 11m alongside, within the outer harbor as shown in the table below.

Berth	Length	Depth	Remarks
Muelle 12	296m	8.0m	General cargo
Muelle 11	360m	11.0m	Tanker and containers
Muelle 10	203m	6.0-8.7m	General cargo
Muelle 9	103m	8.7m	General cargo
Muelle 7	240m	8.7m	Fishing vessels

There is 970m of additional space at Muelle 14, with depths of 8 to 12.5m alongside, on the inner side of Dique de Abrigo de Levante, the main breakwater.

In addition, there is a new quay, Muelle 17, which extends SW on reclaimed land, from the outer harbor. It has a berth, 306m long, with a depth of 14.5m alongside.

(Guide to Port Entry; US CH 52084) 27/02

Page 39—Line 18/R; read:

A light with racon is shown from a framework tower situated on a

(Spn LL) 27/02

Page 40—Line 39/R; insert after:

Regulations.—A Vessel Traffic Service operates in Tarragona. Vessels should make pre-entry reports 1 hour prior to arrival at the Tarragona port limits. At least 9 miles before arrival at the breakwater vessels should report name, flag, call sign, port of registration, draft, gross tonnage, last port of call, cargo, and IMDG identification. Vessels carrying dangerous goods should make the pre-entry report at least 2 hours prior to arrival at the port limits.

(BA NP 286(3)) 27/02

Page 50—Line 24/L; insert after:

Caution.—An integral reserve area has been established along the N, E, and S coasts of the island as shown on the chart. Underwater activities are not permitted without express permission within the reserve.

(10(179)01 Cadiz) 27/02

Page 51—Line 40/L; read:

Puerto de Ibiza (38°54'N., 1°27'E.) (World Port Index No. 38610), a small port, lies

(NIMA) 27/02

Page 52—Line 13/L; insert after:

Marine reserves, best seen on the chart, lie between Isla Formentera and Ibiza. Fishing and extraction of any flora or fauna from these reserves is prohibited without prior approval of the General Office of Fishing.

(10(179)01 Cadiz) 27/02

Page 54—Line 55/L; read:

Puerto de Alcudia (39°50'N., 3°08'E.) (World Port Index No. 38670), a small port, lies at

(NIMA) 27/02

Page 56—Lines 37 to 38/L; read:

mile NNW of Cabo Binicous.

(28(1064)97 Cadiz) 27/02

PUB 145 **8 Ed 2000** **LAST NM 14/02**

Page 19—Line 22/R to Page 20—Line 2/L; read:

Designated anchorage areas A, B, C, and D are established within the port limits in the approaches to the harbor.

Anchorage A, in the SW approaches, is bounded by the following coordinates:

- a. 45°13.3'N, 66°04.9'W.
- b. 45°13.3'N, 66°03.3'W.
- c. 45°11.4'N, 66°04.6'W.
- d. 45°11.9'N, 66°05.9'W.

Anchorage B, adjoining the S boundary of Anchorage A, is bounded by the following coordinates:

- a. 45°11.9'N, 66°05.9'W.
- b. 45°11.4'N, 66°04.6'W.
- c. 45°08.1'N, 66°06.7'W.
- d. 45°08.1'N, 66°11.3'W.

Anchorage C, in the SE approaches, is bounded by the following coordinates:

- a. 45°11.3'N, 66°02.3'W.
- b. 45°11.3'N, 66°01.0'W.
- c. 45°10.5'N, 66°00.0'W.
- d. 45°10.0'N, 66°00.0'W.
- e. 45°10.0'N, 66°00.5'W.
- f. 45°10.7'N, 66°02.6'W.

Anchorage D, adjoining the S boundary of Anchorage C, is bounded by the following coordinates:

- a. 45°10.7'N, 66°02.6'W.
- b. 45°10.0'N, 66°00.5'W.
- c. 45°10.0'N, 66°00.0'W.
- d. 45°08.1'N, 66°00.0'W.
- e. 45°08.1'N, 66°04.0'W.

Pilotage is compulsory in Anchorage A, and in the N parts of Anchorages B and C. A continuous listening watch on VHF channel 12 should be maintained by vessels at anchor, in compliance with the Coast Guard Traffic Center. Vessels should be ready to proceed or maneuver on short notice.

(BA NM 18/02)

27/02

PUB 157 **8 Ed 2000** **LAST NM 22/02**

Page 30—Line 16/L; insert after:

Directions.—When entering Pohang New Harbor, a set of range lights, bearing 241.5°, leads through the approach channel. The forward beacon is situated on the E breakwater.

(BA NM 3/02)

27/02

PUB 173 **6 Ed 2000** **LAST NM 26/02**

Page 34—Lines 56 to 57/L; read:

206m in length with a draft of 9.5m. There are 21 berths inside the basin and five berths along the harbor wall. The dock has five berths equipped for container traffic, three multipurpose berths, and one general cargo/tanker berth.

In 2002, it was reported that an uncharted rock, with a depth of 7.6m, was located in the Indira Dock Approach Channel (18°55.5'N., 72°50.5'E.).

(Fairplay; PUBS 018/2002)

27/02

PUB 175 **7 Ed 2001** **LAST NM 21/02**

Page 119—Line 29/R; insert after:

Careening Bay (32°14'S., 115°42'E.) lies on the S tip of Garden Island between Colpoys and Parkin Point. The bay is approximately 1 mile across, with a depth of 14m at its center.

(US CH 74584)

27/02

Page 122—Line 11/R to Page 123—Line 2/L; read:

Fleet Base West, a facility for naval vessels, is located W of Colpoys Point, in the N part of **Careening Bay** (32°14'S., 115°42'E.), on the SE side of Garden Island. Two lighted mooring buoys are situated in the NW approaches, 500m NE and SE of Colpoys Point, respectively.

There are two piers at Colpoys Point; the E pier has a depth of 11m alongside and the W pier has a depth of 9.8m alongside. An angled breakwater extends 0.15 mile E and NE from Colpoys Point.

Fleet Base West port control continuously monitors VHF channel 14; tug control monitors VHF channel 69.

(BA NM 19/02, Part IV)

27/02

PUB 192 **7 Ed 2000** **LAST NM 23/02**

Page 49—Lines 52 to 57/R; read:

cannot enter at LW. Lynn Cut is the artificially-straightened mouth of the river and has embankments up to 3.5m high. An overhead cable, with a vertical clearance of 46m, spans the fairway in Lynn Cut.

Alexandra Dock is entered through a lock 15.2m wide, which has depths on the sill of 7.6m at HWS and 5.4m at HWN. Bentinck Dock is entered from Alexandra Dock through a passage 96m long and 15.2m wide, which is spanned by two swing bridges. A minimum depth of 5.3m is generally maintained in the wet docks, which have 1,600m of total quayage. Vessels up to 3,000 dwt, 119m in length, 13.8m beam, and 5.5m draft have been accommodated at HWS.

Riverside Quay is 220m long and South Quay is 365m long. Vessels up to 5,000 dwt, 140m in length, 20m beam, and 5.5m draft can be accommodated alongside these river berths, but take the ground at LW. There are facilities for container, ro-ro, tanker, general cargo, and bulk vessels.

Aspect.—The fairway in Coke Hole Channel is marked by lighted buoys and lighted beacons. The S end of the channel is bordered by drying training walls. The fairway in Lynn Cut is indicated by a lighted range.

The town stands on low, flat ground. The two towers of St. Margaret's church, the spire of St. Nicholas church, and several tall chimneys are all prominent and visible from seaward. The two pylons of the overhead cable, which spans Lynn Cut, and a silo, standing on the E bank of the river, are conspicuous.

Pilotage.—Pilotage is compulsory for vessels over 35m in length. Pilots can be contacted by VHF and, unless prevented by weather, board close W of Sunk Lighted Buoy (52°56'N., 0°24'E.). The pilot vessel generally remains on station from 2.5 hours before HW until such time as it is too late for a vessel to transit the approach channel on that tide.

PUB 192 (Continued)

Vessels should send an ETA and request for pilotage at least 24 hours in advance, with amendments up to 6 hours in advance. Inbound vessels should report to the Harbor Master on VHF channel 14.

All vessels over 80m in length or close to the upper limits of beam or draft should contact the authorities prior to entry for the latest information. The Harbor Master can be contacted at harbourmaster@portauthoritykingslynn.fsnet.co.uk.

Generally, vessels over 100m in length transit the approach channel only on daylight tides. The attendance of a tug is compulsory for all tankers over 73m in length and all other vessels over that length not fitted with bow thrusters.

Anchorage.—Vessels can anchor in The Wash, SE of the Roaring Middle Lightfloat.

Directions.—It is reported (2002) that Cork Hole Channel, entered about 4 miles SSE of Roaring Middle Lightfloat (52°58'N., 0°21'E.), is the main approach channel. It leads S and SSW for 6 miles between sand banks to the entrance of Lynn Cut. A fairway then leads through Lynn Cut and up the river to the port.

There are several alternative shallow approach channels. Teetotal Channel, lying 3 miles W of Cork Hole Channel, and Bull Dog Channel, lying 1 mile W of Cork Hole Channel, are former entrance channels, which are only suitable for small craft, with local knowledge.

Caution.—The positions of the aids in the approach channels are subject to frequent change.

A small ferry boat crosses the river close S of the entrance to the lock.

Vessels constrained by their draft keep to the deepest water. As a result, vessels may be encountered on either side of the channel, especially when rounding bends.

(BA NP 54) 27/02

PUB 194 8 Ed 2000 LAST NM 26/02

Page 43—Lines 9 to 11/L; read:

Tiselholt Manor, a large red building with a small spire, stands 0.7 mile WSW of Elsehoved Light. The spire is visible above the trees, but the building is reported to be conspicuous from only ESE.

(BA NP 54) 27/02

COAST PILOT CORRECTIONS**COAST PILOT 3 35 Ed 2002 Change No. 11
LAST NM 22/02**

Page 173—Paragraph 81, line 9; read:
white motor launch is used for exchanging pilots in the general vicinity of Chesapeake ...

(19/02 CG5) 27/02

Page 185—Paragraph 87, line 1; read:

Thimble Shoal Light (37°00'55"N., 76°14'23"W.), 55 feet ...

(42/01 CG5; LL/01) 27/02

Page 205—Paragraph 150, lines 5 to 7; read:

jetty. In July 2001, the reported controlling depth was 5 feet in the entrance and basin. Gasoline, water, ice, some marine

supplies, and a 15-ton lift are available; ...
(CL 1815/01) 27/02

Page 206—Paragraph 171, lines 1 to 3; read:

In September 2001, **Indian Creek**, at the northwest corner of Fleets Bay about 3 miles northward of Antipison Creek, had reported depths of 11.5 feet in the approach and 10.5 feet for about 2 miles above the entrance, ...

(CL 23/02) 27/02

Page 237—Paragraph 40, line 4; read:

wooded. Watts Island Warning Light is 0.6 mile ...

(17/02 CG5; LL/02) 27/02

Page 237—Paragraph 43, lines 1 to 2; read:

Just north of Pocomoke Sound Light 6, a marked crooked tributary channel with depths of 8 ...

(17/02 CG5; LL/02) 27/02

Page 246—Paragraph 231, lines 7 to 9; read:

bridge 6.5 miles above the mouth.

(44/01 CG5) 27/02

Page 252—Paragraph 10, line 6; read:

basin; and 50 feet in Curtis Bay Channel. The Federal project in the ...

(42/01 CG5) 27/02

Page 265—Paragraph 215, lines 6 to 7; read:

Army landings at Mulberry Point. In 1999, the reported controlling depth was 6 feet to the basin with 4 to 7 feet at the landings. The ...

(CL 45/02) 27/02

COAST PILOT 3 35 Ed 2002 Change No. 12

Page 168—Paragraph 417, lines 3 to 6; read:

extends along the southeast side for 1.2 miles to a turning basin. In August 2001, the midchannel controlling depth in the auxiliary channel was 8.6 feet, thence depths in the basin range from 7.1 feet along the southeast side gradually shoaling to bare in the northeast half.

(BP 175370) 27/02

Page 178—Paragraph 69, line 5; read:

had a controlling depth of 4.4 feet in June 2001. A repair ...

(CL 110/02; BP 176352) 27/02

Page 179—Paragraph 79, lines 2 to 4; read:

Chincoteague Island. In May 2001, the dredged entrance channel, marked by a light, had a controlling depth of 4 feet with 6.8 feet in ...

(CL 109/02; BP 176351) 27/02

Page 200—Paragraph 53, lines 4 to 6; read:

February 2001, the controlling depths in the channel were 1.4 feet in the north half, except for shoaling to bare between

COAST PILOT 3 (Continued)

the first and second Warning Daybeacons, and 2.0 feet in the south half to the basin, thence depths of 1 to 5 feet were in the basin. Gasoline ...

(CL 122/02; BP 176373) 27/02

Page 204—Paragraph 136, line 3; read:

August 2001, the midchannel controlling depth was 2.7 feet to the head of ...

(BP 177140) 27/02

Page 215—Paragraph 109, lines 1 to 2; read:

Above Dahlgren, Upper Machodoc Creek has reported depths in the middle of about 7 to 3 feet to **Little Ferry Landing**, about 3.5 miles above the entrance, ...

(CL 1762/01) 27/02

Page 222—Paragraph 25, lines 3 to 5; read:

Cove Point Light (38°23'11"N., 76°22'54"W.), 45 feet above the water, is shown from a white tower on the point. The light is 1 mile west of a point on ...

(18/02 CG5) 27/02

Page 232—Paragraph 126, line 4; read:

narrow, crooked entrance channel is marked by lights and daybeacons. In ...

(43/01 CG5) 27/02

Page 264—Paragraph 192, lines 7 to 8; read:

leading to an unnamed creek below **Joppatowne**. In 1998-March 2001, depths of 5 feet were in the middle of the unnamed creek below Joppatowne; thence in 1998-January 2000, depths range from 3 to 6 feet in the middle of the marina basin at Joppatowne.

(CL 493/02; BP 176891; BPs 176893-97) 27/02

**COAST PILOT 4 33 Ed 2001 Change No. 34
LAST NM 25/02**

Page 63—Paragraphs 696 to 699; strike out.

(33 CFR 26.10) 27/02

Page 194—Paragraph 35, lines 3 to 6; read:

over the main channel. **Oregon Inlet Jetty Light** (35°46'22"N., 75°31'28"W.), 28 feet above the water, is shown from a pile with a black and white diamond-shaped daymark.

(LL/02; NOS 12205; CL 663/00) 27/02

Page 194—Paragraph 37, line 3; read:

by a concessionaire and the **Oregon Inlet Coast Guard Station**. A channel, marked by lights and ...

(CL 663/00; NOS 12205) 27/02

Page 197—Paragraph 101, lines 2 to 3; read:

shore of **Whale Head Bay**, just southward of **Currituck Beach Light** (36°22'37"N., 75°49'47"W.).

(13/02 CG5; LL/02) 27/02

Page 198—Paragraph 114, line 2; read:

Pasquotank River Entrance Light (36°09'23"N., 75°58'39"W.), is ...

(LL/02) 27/02

Page 202—Paragraph 177, lines 6 to 9; read:

bulkhead area. In 1995, there was a controlling depth of 2.5 feet in the channel and 1 foot in the basin. The channel approach and channel are marked by lights and daybeacons.

(NOS 12204; BP 154707; LL/02) 27/02

Page 246—Paragraph 49, line 4; read:

westward of Bay Point northwest of Lighted Buoy 25. The ...

(LL/01) 27/02

Page 293—Paragraph 182; strike out.

(NOS 11474; 47/94 CG7) 27/02

Page 299—Paragraph 263, line 2; read:

entrance channel within both quadrants east of Lighted Buoys 2 and 3.

(LL/01) 27/02

Page 299—Paragraph 263, line 6; read:

never to anchor within 0.6 mile of Lighted Buoy PE or anywhere in the ...

(LL/01) 27/02

Page 347—Paragraph 587, lines 5 to 6; read:

Biscayne. The reported controlling depth from Bear Cut to the basin was 10 feet in 1983; thence in 1999, 8 feet was reported in the basin. In 1984, ...

(NOS 11467) 27/02

Page 347—Paragraph 590, lines 3 to 4; read:

and daybeacons. In 1998, the reported controlling depth was 7 feet in the channel and 8 feet in the ...

(CL 904/98; NOS 11467) 27/02

Page 347—Paragraph 592, lines 3 to 4; read:

and daybeacons. In 1998, the reported controlling depth was 7 feet in the channel and 8 feet in the ...

(NOS 11467) 27/02

Page 347—Paragraph 593, lines 2 to 3; read:

Four-Way Channel, is marked by private daybeacons. In 1999, the reported controlling depth was 3.5 feet.

(NOS 11467) 27/02

Page 348—Paragraph 594, line 6; read:

controlling depth was 5 feet in 1999. The entrance is marked by a ..

(NOS 11467) 27/02

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 22/02

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										
370	SKALAR																				27/02		
410	BREKKA																					27/02	
542	QUTDLEQ																					27/02	
543	KUSANARTOQ																					27/02	
600	IVIGTUT																					27/02	
770	AKUNAQ																					27/02	
780	IKAMIUT																					27/02	
850	QUTDLIGSSAT																					27/02	
925	MARMORILIK																					27/02	
980	QAGSERSSUAK																					27/02	
27860	BOMARSUND																					27/02	
27870	SIGNILSKAR	FI	6012N	01920E	195	44200	V	CN	F		N	N	Y	Y		N	J			M	Y	27/02	
27890	STORBY																					27/02	
27900	TORON																					27/02	
27940	DEGERBY																					27/02	
27980	HAVERO																					27/02	
27990	PARGAS																					27/02	
28000	ATTU																					27/02	
28010	SKINNARVIK																					27/02	

PUB 150 (Continued)

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									
28020	JUNGFRUSUND																				27/02	
28030	DALSBRUK																				27/02	
28040	FORBY																				27/02	
28310	GAVAN VYSOTSK	RS	6037N	02834E	195	44360	S	CB	G	N	N	Y	Y	L	G	L		M	Y		27/02	
28440	KUNDA LAHT	EN	5932N	02632E	195	44360	V	OR	P	N	N	Y	Y	H	N	P		M	Y		27/02	
38670	PUERTO ALCUDIA	SP	3950N	00308E	131	52141	V	CB	F	N	N	N	Y	N	L	H	M		M	Y	N	27/02

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE		QUARANTINE		COMMUNICATIONS				LOAD/OFFLOAD			MEDICAL FACILITIES		GARBAGE DISPOSAL		DIRTY BALLAST	CRANES		LIFTS			SERVICES			SUPPLIES				REPAIR	DRYDOCK	RAILWAY						
				AVAILABLE	LOCAL ASSIST	ADVISABLE	PRATIQUE	DERATT CERT	OTHER	TELEPHONE	TELEGRAPH	RADIO	RADIO TEL	AIR	RAIL	WHARVES	ANCHOR	MED MOOR		BEACH MOOR	ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	FIXED	MOBILE	FLOATING	100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS				LONGSHORE	ELECT	STEAM	NAVIG EQUIP	ELECT REPAIR	PROVISIONS
38670		N		Y	Y			Y	Y	Y		Y					Y	N		Y			Y				Y	Y	Y	Y	Y	Y	Y	Y	Y	C				27/02