

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 12/03

Page 100—Line 27/L; insert after:

Archipelagic Sea Lanes

Archipelagic Sea Lanes (ASL), as defined by the United Nations Convention on the Law of the Sea (UNCLOS), have been designated through the Indonesian archipelago. The axis lines of the nine ASLs, which may be seen on the accompanying graphic, are, as follows:

1. **ASL I** (South China Sea-Selat Karimata-Western Java Sea-Selat Sunda-Indian Ocean)
 - a. 3°35'00"N, 108°51'00"E.
 - b. 3°00'00"N, 108°10'00"E.
 - c. 0°50'00"N, 106°16'20"E.
 - d. 0°12'20"S, 106°44'00"E.
 - e. 2°01'00"S, 108°27'00"E.
 - f. 2°16'00"S, 109°19'30"E.
 - g. 2°45'00"S, 109°33'00"E.
 - h. 3°46'45"S, 109°33'00"E.
 - i. 5°12'30"S, 106°54'30"E.
 - j. 5°17'15"S, 106°44'30"E.
 - k. 5°17'15"S, 106°27'30"E.
 - l. 5°15'00"S, 106°12'30"E.
 - m. 5°57'15"S, 105°46'20"E.
 - n. 6°18'30"S, 105°33'15"E.
 - o. 6°24'45"S, 104°41'26"E.
2. **ASL IA** (Northeast of Pulau Bintan)
 - a. 1°52'00"N, 104°55'00"E.
 - b. 0°50'00"N, 106°16'20"E.
3. **ASL II** (Celebes Sea-Selat Makasar-Selat Lombok-Indian Ocean)
 - a. 0°57'00"N, 119°33'00"E.
 - b. 0°00'00", 119°00'00"E.
 - c. 2°40'00"S, 118°17'00"E.
 - d. 3°45'00"S, 118°17'00"E.
 - e. 4°28'00"S, 117°05'00"E.
 - f. 7°00'00"S, 116°50'00"E.
 - g. 8°00'00"S, 116°00'00"E.
 - h. 9°01'00"S, 115°36'00"E.
4. **ASL IIIA-Part 1** (Pacific Ocean-Molucca Sea-Ceram Sea-Banda Sea)
 - a. 3°27'57"N, 127°30'30"E.
 - b. 1°40'00"N, 126°40'30"E.
 - c. 1°12'00"N, 126°45'00"E.
 - d. 0°09'00"N, 126°35'00"E.
 - e. 1°53'30"S, 127°35'00"E.
 - f. 2°37'57"S, 126°30'00"E.
 - g. 2°53'00"S, 125°40'00"E.
 - h. 3°20'00"S, 125°45'00"E.
 - i. 7°50'00"S, 125°35'09"E.
5. **ASL IIIA-Part 2** (Savu Sea-Indian Ocean)
 - a. 8°51'57"S, 124°30'00"E.
 - b. 9°03'00"S, 123°40'00"E.
 - c. 9°23'00"S, 122°45'00"E.
 - d. 10°12'00"S, 121°35'00"E.
 - e. 10°44'30"S, 120°35'45"E.

6. **ASL IIIB** (Banda Sea-Selat Leti)
 - a. 3°20'00"S, 125°30'00"E.
 - b. 4°00'00"S, 125°40'00"E.
 - c. 8°03'00"S, 127°21'12"E.
7. **ASL IIIC** (Banda Sea-Aru Sea)
 - a. 3°20'00"S, 125°30'00"E.
 - b. 4°00'00"S, 125°40'00"E.
 - c. 6°10'00"S, 131°45'00"E.
 - d. 6°44'00"S, 131°35'00"E.
8. **ASL IIID** (Savu Sea-between Savu and Roti-Indian Ocean)
 - a. 9°23'00"S, 122°55'00"E.
 - b. 10°58'00"S, 122°11'00"E.
9. **ASL IIIE** (Celebes Sea-Molucca Sea)
 - a. 4°32'12"N, 125°10'24"E.
 - b. 4°12'06"N, 126°01'00"E.
 - c. 1°40'00"N, 126°57'30"E.

The use of an ASL is not mandatory. However, vessels electing to make an ASL Passage shall not deviate more than 25 miles from the axis line. Where an island borders the ASL, vessels in an ASL Passage may not navigate closer to the coast than 10 per cent of the distance between the nearest point of land and the axis line of the ASL. Vessels may still transit this area in innocent passage. Outside sea lanes or normal routes, vessels must transit archipelagic waters in innocent passage.

Vessel traffic in an ASL is not separated, except within a traffic separation scheme. Where a traffic separation scheme exists, the rules for the use of the traffic separation scheme applies.

It should be noted that the axis lines of the ASL do not mark the deepest water, any route, or any recommended track.

(9(1103)03 Taunton; BA NM 9/03, Section IV) 14/03

Page 100—Line 27/L; insert after:

New graphic titled **Indonesia—Archipelagic Sea Lanes (ASL)** from back of this Subsection.

(9(1103(P))03 Taunton) 14/03

PUB 154 8 Ed 2002 LAST NM 3/03

Page 13—Line 10/R; read:

prominent water tower stands 1.3 miles

(Can NM 2W/03, Section 4) 14/03

Page 218—Lines 1 to 2/R; read:

The Stewart Bulk Terminal Wharf is situated on the W shore, about 1 mile S of Stewart. It is 244m long and has a depth of 10.9m

(Can PAC 206; Can NM 2W/03, Section 4) 14/03

Page 218—Line 7/R; read:

end and 7.4m alongside the N end. There are also facilities for

(Can NM 2W/03, Section 4) 14/03

PUB 154 (Continued)

Page 223—Lines 38 to 39/R; read:
Point, at the S extremity of Price Island.
(Can NM 2W/03, Section 2)

14/03

Page 251—Lines 26 to 27/R; read:
with sand and stony beaches. A drying rock lies almost in
midchannel,
(Can NM 2W/03, Section 2)

14/03

PUB 172 9 Ed 2001 LAST NM 13/03

Page 170—Line 21/L; insert after:

It has been reported (2003) that the main quay has been
extended by an additional 600m.
(PUBS 010-03)

14/03

Page 170—Line 24/L; read:

Van Ommeran Tanker Terminal (Vopac Enoc Terminal), a
T-head jetty 1,000m long,
(US NM 40/62366/02)

14/03

Page 170—Line 30/L; insert after:

It has been reported (2003) that an SPM has been moored
offshore E of the terminal; vessels with a draft up to 26m can
be accommodated.
(PUBS 010-03)

14/03

PUB 180 3 Ed 2002 LAST NM 13/03

Page 77—Line 6/L; insert after:

Vessel Reporting System

All vessels must report to the Icelandic Coast Guard (ICG)
at least 24 hours before entering port. The information
required in the report is given in the accompanying table.
Reports can be sent to the ICG, as follows:

1. E-mail:
 - sar@lhg.is
 - vms@lhg.is
2. INMARSAT-C
3. Coast radio stations

Note.—Telefax transmissions of the required information
to the ICG will not be accepted.

Iceland Reporting System Message Format	
Line	Description
A	Vessel name, IMO registration number, and call sign
B	Nationality
C	Vessel type
D	Date of transmission—(6 digits—day of month (2 digits), month (2 digits), and year (2 digits))
E	Time of transmission in UT(GMT) (4 digits—hour (2 digits) and minutes (2 digits))
F	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E/W)
G	Last port of call
H	Destination (port in Iceland)
I	ETA at first port in Iceland (date and time as expressed in D and E)
J	Other ports of call in Iceland
K	Port of departure in Iceland
L	ETD from last port in Iceland (date and time as expressed in D and E)
M	Destination after Iceland
N	Agent in Iceland
O	Crew/passenger list in this order: <ol style="list-style-type: none"> 1. Nationality 2. Last name 3. First name 4. Date of birth 5. Sex 6. Passport number 7. Rank (if crew member)

(BA NM 9/03, Section VI)

14/03

COAST PILOT CORRECTIONS**COAST PILOT 3 35 Ed 2002 Change No. 27
LAST NM 13/03**

Page 132—Paragraph 39, lines 4 to 5; read:
water and therefore are not charted. In July 2002, the con-
trolling depth was 3.9 feet (4.8 feet at midchannel) in the
entrance ...

(BPs 178445-46; NOS 12324)

14/03

Page 155—Paragraph 153, lines 1 to 4; read:

In October 2002, the controlling depths were 6.3 feet off
the entrance to the jetties, thence in February-March 2002,

COAST PILOT 3 (Continued)

6.0 feet through the jetties, thence 3.6 feet to the Mispillion River Buoy 2; thence in 1988, the centerline controlling depth was 2 feet to the State Route 14 bascule ...
(BP 179409; BPs 177491-94) 14/03

Page 158—Paragraph 208, lines 8 to 12; read:
project at the highway bascule bridge in Salem. In July 2002, the controlling depths were 12.6 feet to Light 4, thence 13.8 feet to Light 14, thence 16 feet through the landcut, thence depths of 14.2 to 16 feet were in the basin, thence 16 feet to the head of the project near the highway ...
(BPs 178581-82) 14/03

Page 193—Paragraph 23, lines 4 to 5; read:
Bennett Creek. In April 2002, the midchannel controlling depth was 4.4 feet in the entrance channel to the mouth of the creek. The creek has deeper ...
(BP 178315) 14/03

Page 193—Paragraph 28, lines 2 to 6; read:
Nansemond River, about 10 miles above the mouth. In November 2001, the controlling depths in the dredged channel were 0.8 foot in the south half with shoaling to bare in the north half for about 0.7 mile above the mouth; much greater depths can be carried with local knowledge; thence ...
(BP 177725; CL 954/02) 14/03

Page 193—Paragraph 37, lines 3 to 4; read:
March 2002, the controlling depths were 6.5 feet through the entrance and up the river channel to Daybeacon 15, thence 4.9 feet in the north half and 3.7 feet in the south half of the river channel to Daybeacon 17, and thence 6.1 feet to Smithfield.
(BPs 178362-67; CL 1499/02) 14/03

Page 202—Paragraph 84, lines 4 to 10; read:
public landing 1.5 miles above the entrance. In May-June 2002, the midchannel controlling depth in the entrance and harbor channels was 6.1 feet, with depths of about 5.9 to 8.2 feet in the turning basin. Commerce in the harbor consists chiefly of fish and shellfish.
(BP 178988) 14/03

Page 202—Paragraph 92, lines 3 to 7; read:
a light and daybeacons. In May 2002, the midchannel controlling depth was 6.5 feet to just below Daybeacon 3; the area between Daybeacon 3 and Daybeacon 7 had extensive shoaling from 8 feet in the outside northeastern quarter to 1 foot in the southwestern half; thence the controlling depths were 5.9 feet (8 feet at midchannel) in the rest of the channel to Daybeacon 10; inside Jackson Creek, above Daybeacon 10, natural depths of about 8 to 9 feet were available in the middle of the creek channel.
(BP 179475; NOS 12235) 14/03

Page 202—Paragraph 96, line 5; read:
controlling depth of 9.4 feet at midchannel, in April 2002, ...
(BP 178351) 14/03

Page 205—Paragraph 152, lines 3 to 7; read:
Totuskey Bridge, 4 miles above the mouth. In April 2001, the midchannel controlling depth in the entrance channel and in the creek channel to the bridge was 4.2 feet. The channel is narrow in places and difficult to follow, deeper water is available with local knowledge. A timber-and-bush dike on the ...
(BPs 178073-77; LL/02) 14/03

Page 220—Paragraph 211, lines 2 to 9; read:
Pentagon Lagoon. In February 2000, the controlling depth was 7.5 feet in the entrance channel, thence depths of 5 to 8 feet were at the marina on the north side of the lagoon. Depths of about 2 to 7 feet are available in the rest of the lagoon. The fixed bridge over the entrance is a stone arch, 100 feet between the piers, with a clearance of 18 feet over the middle 41 feet. Complete berthing facilities, gasoline and some supplies are available at the marina. Hull and engine repairs can be made; marine railway, 30 feet. **Boundary Channel**, which extends ...
(BP 177350; CL 603/02) 14/03

Page 237—Paragraph 46, lines 7 to 8; read:
about 8 miles and depths are 8 feet or more all the way. In July 2002, the channel inside Guilford Creek had a midchannel controlling depth of 4.9 feet to the turning basin, thence depths of 5.2 to 6.0 feet were in the basin.
(BPs 179585-87) 14/03

Page 237—Paragraph 48, lines 5 to 7; read:
Light 1 has a seasonal fog signal. In August 2002, the midchannel controlling depth was 6.5 to the basin, thence depths of 4.9 to 7.0 feet were in the basin, except for lesser depths on the sides. **Saxis**, on the northeast side of the ...
(BP 179412) 14/03

COAST PILOT 4 34 Ed 2002 Change No. 3
LAST NM 12/03

Page 198—Paragraph 19, lines 6 to 10; read:
Rudee. In July 2002, the controlling depths were 10 feet in the entrance channel to the safety area, thence natural depths of 5.4 to 7 feet in the safety area and in the short channel to the narrow jettied entrance to Lake Rudee, thence 8.4 feet in the basin inside Lake Rudee entrance ...
(CL 2295/03; BPs 179597-98) 14/03

Page 199—Paragraph 37, lines 6 to 7; read:
the small-boat basin. In January 2003, the controlling depth was 3.6 feet in the channel with 5.7 feet in the middle of the basin.
(BP 179884) 14/03

Page 210—Paragraph 238, line 12; read:
0.3 mile below Bayboro has a clearance of 75 feet.
(CL 1995/02) 14/03

COAST PILOT 4 (Continued)

Page 221—Paragraph 83; insert after:

A small-craft facility 600 yards below the U.S. Route 17 highway bridge on the west side of the river; berths, gasoline, pumpout, electricity, water, marine supplies, surfaced launching ramp, engine repairs and a 6-ton lift are available. An approach depth of 3 feet and alongside depth of 5 feet were reported in 2002.

(CL 1761/02) 14/03

Page 252—Paragraph 82, lines 6 to 7; read:

advised. March 2002, the reported controlling depth in Mackay Creek was 4 feet. U.S. Route 278 highway bridge over ...

(CL 1403/02) 14/03

Page 276—Paragraph 71, line 16; read:

bridge, has a fixed span with a reported authorized clearance of 75 feet.

(CL 210/03) 14/03

Page 330—Paragraph 128, lines 14 to 15; read:

117.59 and 117.821 (b)(6), chapter 2, for regulations.)

(CL 1906/02) 14/03

Page 330—Paragraph 141; read:

At **Mile 360.5**, a fixed highway bridge with a reported clearance of 65 feet crosses the waterway.

(CL 1930/02; 36/02 CG7) 14/03

Page 347—Paragraph 505, lines 3 to 4; read:

gasoline, diesel fuel, water, ice and pumpout are available. A marine railway can handle crafts up to 60 feet and a 25-ton lift is available for hull, engine and electronic repairs.

(CL 993/01) 14/03

Page 348—Paragraph 518, line 18; read:

40-foot bascule span with a clearance of 21 feet; and at 3.9 miles, state highway 595 bridge has a clearance of 40 feet. The Southeast ...

(CL 2080/02) 14/03

Page 348—Paragraph 519; strike out.

(CL 2080/02) 14/03

**COAST PILOT 5 30 Ed 2003 Change No. 8
LAST NM 12/03**

Page 216—Paragraph 230, lines 6 to 11; read:

on San Carlos Island. In July 2002, the midchannel controlling depth was 2.5 feet to Light 9 with shoaling to 0.4 foot in the right outside quarter; thence 9.9 feet (10.4 feet at midchannel) to the State Route 865 fixed bridge, thence 6.6 feet (8.2 feet at midchannel) to the basin with 6.6 to 8.0 feet in the basin with lesser depths along the edges. Local knowledge is advised.

(CL 1830/02; BPs 179008-13) 14/03

Page 238—Paragraph 223, line 3 to Paragraph 224; read:

supplies, water, ice, pumpout, and hull, engine, and electronic repairs are available.

A boatyard about 0.4 mile S of the bridge has gasoline, diesel fuel, water, ice, pumpout, dry covered storage, and hull, engine and electronic repairs are available.

(CL 2212/02) 14/03

Page 248—Paragraph 22, lines 4 to 6; read:

town. In September 2002, the controlling depths were 5.0 feet (7.1 feet at midchannel) to the turning basin, thence 7.2 feet in the turning basin, thence 5.2 feet (8.8 feet at midchannel) to the head of ...

(CL 10/03; BPs 178911-21) 14/03

Page 248—Paragraph 35, lines 3 to 4; read:

Bay to the public wharf at the town of Panacea. In September 2002, the controlling depth was 3.8 feet (4.7 feet at midchannel) to the ...

(CL 9/03; BPs 178875-77) 14/03

Page 262—Paragraph 287, lines 10 to 11; read:

Escambia River. In November 2001-October 2002, the controlling depth was 7.4 feet (10 feet at midchannel) to the mouth of ...

(CL 7/03) 14/03

Page 268—Paragraph 62, lines 4 to 7; read:

repairs can be made. A 15-ton mobile hoist at a marina in a dredged basin on the N side of the river just above the highway bridge can handle craft up to 42 feet.

(CL 1872/02) 14/03

Page 286—Paragraph 377, line 6; read:

feet through Bayou Dupre to the head of the canal at Violet. In November 2002, unmarked pile clusters were reported in the vicinity of Bayou Dupre Light 1. An ...

(46/02 CG8; LL/02) 14/03

Page 296—Paragraph 92, line 5; read:

sides of the entrance. In February 2003, the jetties were reported to be submerged during high tide and rough sea conditions; extreme caution is advised. Immediately outside the entrance, the ...

(07/03 CG8) 14/03

COAST PILOT 5 30 Ed 2003 Change No. 9

Page 296—Paragraph 100, line 4; read:

(29°09'06"N., 89°14'59"W.). From this point, measurement is ...

(06/03 CG8; LL/02) 14/03

Page 321—Paragraph 124, lines 4 to 7; read:

several lighted and unlighted buoys. In September 2002, the controlling depth through the pass was 10 feet.

(DDs 3400-01; NOS 11357) 14/03

Page 325—Paragraph 203, lines 2 to 3; read:

and become part of the Intracoastal Waterway. In December

COAST PILOT 5 (Continued)

2002, the controlling depth was 13 feet from the cutoff ...
(DDs 3681-83; 05/03 CG8) 14/03

Page 340—Paragraph 13, line 1; read:

Sabine Pass East Jetty Light (29°38'40"N., 93°49'22"W.), ...
(06/03 CG8; LL/02) 14/03

Page 355—Paragraph 280, lines 5 to 7; read:
miles. In January 2003, depths of 2 to 3 feet were reported to Daybeacon 15; thence in October 2001, the controlling depth was 7.0 feet for about 2.0 miles farther upstream.
(03/03 CG8) 14/03

Page 357—Paragraph 326; strike out.
(CL 274/03; 04/03 CG8; LL/02) 14/03

Page 378—Paragraph 249, lines 3 to 4; read:
Open and covered berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, provisions, pumpout and launching ramps are available.
(CL 221/03) 14/03

Page 379—Paragraph 277, lines 4 to 6; read:
feet. Gasoline, diesel fuel, water, pumpout and launching ramps are available; a repair yard has a 15-ton mobile hoist and can handle boats up to 40 feet.
(CL 221/03) 14/03

COAST PILOT 9 20 Ed 2002 Change No. 14
LAST NM 10/03

Page 80—Paragraph 241 to Paragraph 242, line 1; read:
71°20'N., 156°55'W.

Offshore Vessel Traffic Management Recommendations.—The **United States Coast Guard Pacific Area** recommends that, where no other traffic management areas exist such as **Traffic Separation Schemes, Vessel Traffic Services, or recommended routes**, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. The USCG Pacific Area further recommends that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area.

Principal ports.—The principal deep-draft commercial ...
(CL 283/03) 14/03

Page 183—Paragraph 301; read:

A small boat harbor near the head of **St. Herman Bay**, known locally as Dog bay, is between **Uski Island** and **Near Island**. The harbor has two entrances. The S entrance is protected by two lighted breakwaters and the N entrance is protected by a single lighted breakwater and marked by a daybeacon. In June 2002, the controlling depths were 1.40 to

1.75 fathoms in both entrance channels and the basin.
(BPs 179749-52) 14/03

Page 251—Paragraph 156, line 7; read:
from a pole with a red and white diamond-shaped ...
(51/02 CG17) 14/03

Page 256—Paragraph 264, lines 2 to 3; read:
Iliuliuk Bay and Harbor. In July 2002, the midchannel controlling depth was 22 feet. **South Channel**, a passage marked by daybeacons, ...
(40/02 CG17; CL 1866/02; BP 179640; LL/02) 14/03

Page 257—Paragraph 275, line 2; read:
marked by **Arch Rock Light**, 12 feet high, adjacent to the point 0.8 mile ...
(CL 1866/02) 14/03

AMERICAN PRACTICAL NAVIGATOR
CORRECTIONS

PUB 9 Ed 2002 LAST NM 36/02

Page 238—Graphic; strike out.
Replace Figure 1525b with new graphic from back of this Subsection.
(NIMA) 14/03

Page 239—Lines 6 to 10/L; read:
as shown in Figure 1526.
(NIMA) 14/03

Page 243—Graphic; strike out.
Replace Figures 1528c and 1528d with graphics from back of this Subsection.
(NIMA) 14/03

Page 244—Graphic; strike out.
Replace Figures 1528e and 1528f with graphics from back of this Subsection.
(NIMA) 14/03

Page 274—Line 16/R; read:
amplitude angle is 10.4°S, so that the Sun's true bearing
(NIMA) 14/03

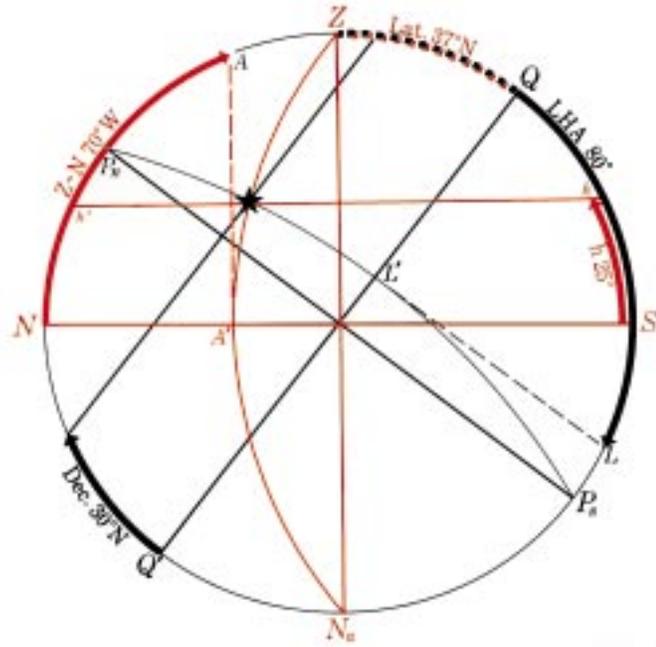
Page 287—Line 5/L; read:
Nautical Almanac Office, Rutherford Appleton Laboratory, Council for the Central Laboratory of the Research Councils.
(NIMA) 14/03

Page 291—Line 18/R; read:
almanac page xxxii to interpolate for latitude, determining
(NIMA) 14/03

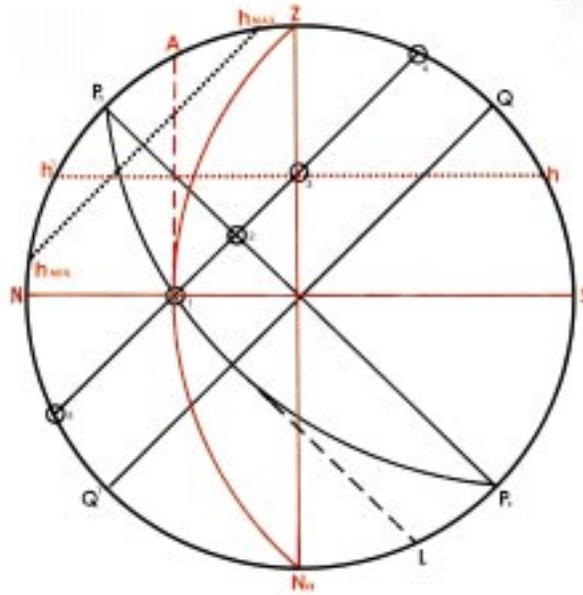
PUB 9 (Continued)

Page 525—Line 21/L; read:
estimate wind speed. With the exception of Force 12,
contributed by John Thomson of Ponteland,
Northumberland, England, these pictures (courtesy of the
(NIMA) 14/03

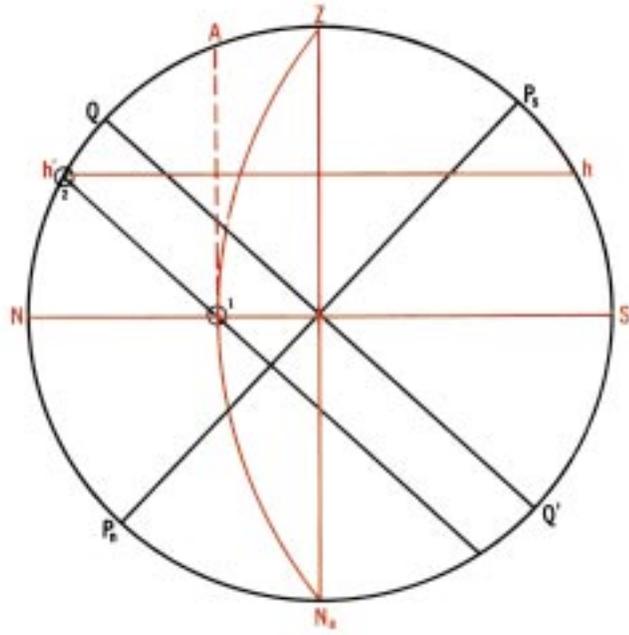
Page 560—Line 4/R; read:
observer in feet; the distance in yards is taken di-
(NIMA) 14/03



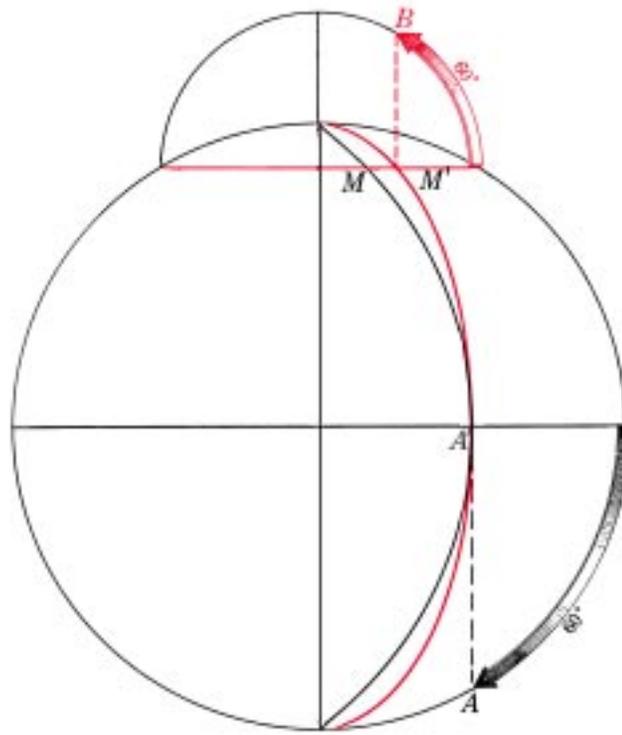
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