

SAILING DIRECTIONS CORRECTIONS

PUB 126 **6 Ed 2002** **LAST NM 23/04**
Page 261—Lines 40 to 48/L; read:

10.17 Nema Island (Nama Island) (7°00'N., 152°35'E.) is nearly 1 mile long in a NW-SE direction and nearly 0.5 mile wide. It is somewhat higher than most islands in this general area and resembles a fort when viewed from the offing. It is covered with palm, pandanus, and breadfruit trees. A village stands on the W side of the island.

The island is reef-fringed and shoal ground, as defined by the 10m curve, extends 0.5 mile off the N and SE sides. A weak E current has been experienced about 10 miles N of Nema Island.

(US CH 81345) 24/04

PUB 142 **9 Ed 2004** **NEW EDITION**
(NGA) 24/04

PUB 163 **8 Ed 2002** **LAST NM 23/04**
Page 160—Lines 43/L to 11/R; read:

6.74 Dili (Dilly) (8°32'S., 125°35'E.) (World Port Index No. 51390) is situated on a low plain at the head of a bay between Tanjung Mau Duki and Tanjung Fatu Cama (Tanjung Fatoe Kama), a salient point 1.75 miles SE. The inner roadstead is sheltered by reefs, which dry, extending from the shore at each end of the town and a large detached reef between them.

Two channels pass through the reef to give access to the harbor. The W channel, with a least depth of 13.1m, is marked by range lights and leads into the harbor.

The main cargo wharf, concrete construction, is 180m in length, with a depth of 9m alongside. A ferry terminal lies at the head of harbor, with depths alongside ranging from 2 to 7m.

The Dili oil depot lies 1.5 miles W of town. A stone causeway 300m in length extends to a T-headed berth, with a charted depth of 13m alongside. A wreck was reported (2003) to lie 170m due E of the pier head.

Tanjung Laquebada (8°32'S., 125°34'E.) is the NW entrance point to Dili. A conspicuous light, shown from a 17m high metal framework tower with a white stone base and blue bands, stands on the point. A large religious statue is visible during daylight hours to the E of Mount Fatocoma. A large warehouse on the wharf, 0.4 mile SE of Tanjung Laquebada, was reported to be conspicuous from seaward. The former Governor's palace stands close SE of the wharf. A conspicuous custom house stands 0.3 mile E of the former Governor's palace; midway between them is a stone jetty.

A compulsory pilot is available at Dili.

The outer anchorage for general cargo vessels lies N and NW of Tanjung Laquebada. Caution is necessary as foul ground lies in the E section of the anchorage and dangerous wrecks lie 0.7 mile WNW and 1.1 miles NE of Tanjung Laquebada. Anchorage may also be obtained in the inner

road, clear of the reefs, in a depth of 20m. Vessels can anchor as convenient or proceed alongside the wharf.

(47(348)03 Jakarta; US CH 73082) 24/04

PUB 172 **9 Ed 2001** **LAST NM 22/04**
Page 22—Lines 16 to 17/L; read:

submerged oil pipeline extends W from the tanker to the shore.

North Ain Sukhna Port (29°41'N., 32°22'E.) is a new port which opened in 2000. It is approximately 3 miles N of Ain Sukhna. Three more basins are planned to be added to the harbor.

Sokhna Port Home Page
<http://www.spdc.com>

Depths—Limitations.—The harbor is reached from the E through a channel dredged to a depth of 18m and marked by lighted buoys. Two lighted breakwaters extend from the shore as the harbor is reached. The inner portion of the entrance channel and the turning basin have been dredged to 17m. Vessels up to 170,000 dwt can be accommodated.

North Ain Sukhna Berth Information (2003)		
Berth	Length	Depth
Northeast side of basin		
General cargo terminal	350m	17m
Bulk terminal	400m	17m
Southwest side of basin		
Container terminal	450m	17m
Fertilizer terminal	300m	17m

Aspect.—A group of tanks stands NW of the quays. A port control tower stands N of the channel along the shoreline.

Pilotage.—Pilotage is compulsory. Pilots board 2 miles E of the channel entrance. Pilots should be contacted 6 hours prior to arrival on VHF channel 16, 78, or 79.

Anchorage.—Eight circular anchorage areas, designated S1 through S8 and best seen on the chart, for vessels waiting to enter the port, are located in an area E of the port.

Caution.—Mariners are cautioned that the area outside the channel is incompletely surveyed and that uncharted shoals may exist.

2.3 Ain Sukhna (29°35'N., 32°22'E.) (World Port Index (19(2142)04 Taunton; BA NM 20/04, Section IV; US CH 62194; US NM 3/04, Section II) 24/04

Page 242—Line 51/R; read:
long, supplies alongside berthing. The pier is 400m long.

PUB 172 (Continued)

There are four berths, with charted depths of 11.9m alongside, on each side of the pier.

The charted loading wharf about 1 mile NE of the head of the pier is no longer in service.

A barge pier lies at the head
(Fr SD L4) 24/04

COAST PILOT CORRECTIONS**COAST PILOT 1 34 Ed 2004 Change No. 2
LAST NM 21/04**

Page 197—Paragraphs 57 to 61; read:

The southern limit of the route is about 7.0 miles SE of Great Duck Island in about 44°03.2'N., 68°08.6'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow track-lines of **002°** and **182°**, respectively. The recommended southern approach route begins E of Frenchman Bay Southern Approach Lighted Whistle Buoy FBS and intersects the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

The Frenchman Bay recommended route continues NW of Frenchman Bay Lighted Buoy FB along the following positions:

44°20.0'N., 68°08.9'W.;

44°22.6'N., 68°09.6'W.;

44°23.7'N., 68°10.4'W.; thence W to 44°23.7'N., 68°11.2'W. at the edge of Anchorage "A" and thence NW to 44°24.4'N., 68°11.7'W. at the edge of Anchorage "B".

(CL 307/04) 24/04

Page 198—Paragraph 73, lines 7 to 8; read:

207-338-6600. Pilots board vessels in the vicinity of Lighted Buoy FB. Vessels arriving ...

(CL 239/04) 24/04

Page 198—Paragraph 73, line 20; read:

route, in about 44°18'36"N., 68°05'12"W. and 44°17'36"N., 68°07'48"W. The pilot boat is the FRENCHMAN BAY, a 36-foot ...

(CL 239/04) 24/04

**COAST PILOT 4 35 Ed 2003 Change No. 29
LAST NM 21/04**

Page 353—Paragraph 115, line 18; read:

Buoy T, 31°57'53"N., 80°43'10"W. It is recommended that all deep draft vessels make preparations to be boarded by the Savannah Pilots in a rectangular area enclosed by the following points:

31°57'49"N., 80°40'30"W.;

31°56'54"N., 80°38'24"W.;

31°55'08"N., 80°39'32"W.;

31°56'05"N., 80°41'36"W. Ships are ...

(13/04 CG7; LL/04; CL 428/04) 24/04

Page 480—Paragraph 423, lines 2 to 4; read:

West Palm Beach Drainage Canal joins the lake here; in 2003, its was reported there was no boat access to the canal.

At the lock in the canal, an overhead power cable has a clearance of 68 feet.

(DB 4441; NOS 11428; CL 1285/96) 24/04

Page 480—Paragraph 424, lines 3 to 5; read:

reported alongside depth of 8.5 feet in November 2003. Berths with electricity, gasoline, diesel fuel, pump-out station, water, ice, a launching ramp and some marine supplies are available; engine repairs can be made.

(DB 4441) 24/04

Page 490—Paragraph 585, line 10; read:

along the shore of Dodge Island. The ...

(DB 4520) 24/04

Page 491—Paragraph 592, lines 6 to 13; read:

controlling depth from Bear Cut to the basin was 6 feet in February 2003; thence in February 2004, 5 feet was reported in the basin. The basin is used by party fishing boats. Gasoline, diesel fuel, water, ice electricity, limited berthage, a pump-out station, a launch ramp, and some marine supplies are available. The highway bridge over Bear Cut has a 48-foot ...

(DB 4538) 24/04

Page 491—Paragraph 593, lines 5 to 7; read:

controlling depth of 4½ feet in 1983.

(DB 4981) 24/04

**COAST PILOT 7 36 Ed 2004 Change No. 11
LAST NM 23/04**

Page 54—Paragraph 146, line 1; read:

Subpart H-Gulf of the Farallones National Marine Sanctuary

§922.80 Boundary.

(a) The Gulf of the Farallones National Marine ...

(15 CFR 922) 24/04

Page 277—Paragraph 484, line 5; read:

heavy weather.

Dangers

A **naval restricted area** is in Port Hueneme. (See **334.1 through 334.6 and 334.1127**, chapter 2, for limits and regulations.)

(CL 560/04) 24/04

Page 277—Paragraph 486, line 8; read:

Hueneme Pilots Association, telephone 805-986-3213.

(CL 533/04) 24/04

Page 379—Paragraph 119, line 8; read:

approximately 3,500 feet and a 43-foot high lighthouse (unlit) which can be observed offshore during the day are on the point.

(CL 334/01; NOS 18620) 24/04

COAST PILOT 7 (Continued)

Page 380—Paragraph 145, lines 3 to 4; read:
slope of the cape.

(CL 334/01; NOS 18620) 24/04

Page 477—Paragraph 135, lines 1 to 2; read:

The Makah Indian T-head pier with a 300-foot face, and
the ruins ...

(LL/04; NOS 18484) 24/04

Page 500—Paragraph 418, lines 2 to 4; read:
and Padilla Bays. The two long Tesoro and Shell Refinery
piers extend N to deep water from the N end of the point.
The W pier, owned by Shell Oil, has ...

(CL 230/04) 24/04

Page 500—Paragraph 418, lines 10 to 11; read:
and depths of 45 feet reported alongside.

The Tesoro Pier, 0.5 mile E of the Shell Pier, has a 3,466-
foot approach ...

(CL 230/04) 24/04

Page 500—Paragraph 419, line 1; read:

About 200 yards from the Tesoro Pier, when making ...

(CL 230/04) 24/04

Page 505—Paragraph 482, lines 6 to 7; read:

resorts are along the shore. A mooring basin and private
marina are on the N side of the bay; the basin entrance is
marked by lights and daybeacons.

(17/04 CG13; Internet/04) 24/04

Page 555—Paragraph 422, line 1; read:

A **132'05' - 312'05' measured nautical mile** is along the
SW shore of the bay about midway between Ruston and
Tacoma.

A fishing reef, marked by private buoys, is along the ...

(CL 1263/03; NOS 18474; CP7-382/97) 24/04

Page 603—Paragraph 509, lines 3 to 5; read:
high cliff **Molokai Light** (21°12'34"N., 156°58'11"W.), 213
feet above the water, is shown from a 138-foot white tower
on the outer part of the peninsula.

(16/04 CG14) 24/04

Page 662—Paragraph 384, line 2; read:

entrance; 18725.

Commencement Bay, on the SW shore between Ruston
and Tacoma; 18474.

(CL 1263/03; NOS 18474) 24/04