

SAILING DIRECTIONS CORRECTIONS

PUB 175 6 Ed 1994 LAST NM 19/01

Page 5—Lines 37 to 39/R; strike out.
(23(652)99 Wollongong) 20/01

Page 17—Line 3/L; read:
approximately 2 knots on both the flood and the ebb;
(BA NP 17) 20/01

Page 17—Lines 31 to 33/L; read:
mark the port area assist in the approach.
(US CH 74340) 20/01

Page 17—Lines 36 to 37/L; read:
boards about 1.5 miles W of the pier, but will board in the
vicinity of Brady Rock if prior arrangements
(BA NP 286(4)) 20/01

Page 17—Lines 41 to 42/L; read:
The vessel's ETA should be sent 7 days, 48 hours, and 24
hours in advance. Vessels should request berthing
instructions 4 hours prior to arrival at the pilot boarding
position.
The port may be
(BA NP 286(4)) 20/01

Page 17—Lines 47 to 48/L; read:
Anchorage.—There is good anchorage about 1.5 miles
W of the pier head in a depth of 12m, sand, good holding
ground. The
(BA NP 17) 20/01

Page 25—Line 35/L; read:
using the main berths. The pilot boards 1.5 miles W of
(BA NP 286(4); BA NP 17; US CH 74376) 20/01

Page 25—Line 38/L; read:
forward and aft, 10 days before arrival, and confirming the
(BA NP 286(4)) 20/01

Page 36—Line 30/L; read:
Point; another 9.1m patch lies 6.5 miles SSW of the first
patch. The bottom here is irregular and large vessels
(US NM 12/74380/98) 20/01

Page 37—Lines 48 to 51/R; read:
1.25 miles E of the S end of the N islet, while a 10.9m shoal
lies 1.25 miles W of the S end of the S islet. A depth of
11.9m lies 3.5 miles S of the S islet.
(US CH 74380) 20/01

Page 38—Line 6/L; read:
charted depth of 3.6m, lie off the N end of the bank
(US CH 74380) 20/01

Page 38—Line 9/L; read:
has a charted depth of 4.9m. These rocks lie N of the
parallel
(US CH 74380) 20/01

Page 59—Line 29/R; read:
48 hours and 24 hours in advance; the 48-hour message
should also include the vessel's maximum draft.
The Sea Pilot
(BA NP 286(4)) 20/01

Page 59—Line 38/R; insert after:
Vessels should maintain a listening watch on VHF
channel 16 at least 2 hours prior to boarding the pilot.
(BA NP 286(4)) 20/01

Page 67—Lines 43 to 44/R; read:
the charts for passing NE of Sahul Banks.
Elang Terminal (10° 53'S., 126° 34'E.), consisting of a
LANBY, is located within an area of oil wells and
submerged pipelines that is best seen on the chart. An
anchorage area lies 12.5 miles NE of the LANBY.
Laminaria Terminal (10°37'S., 126°00'E.), consisting of
an SPM lying about 11.5 miles WNW of Elang Terminal, is
located within an area of oil wells and submarine pipelines
that is best seen on the chart.
Caution.—Between longitudes 125°05'E and 127°21'E,
(19(533)98 Wollongong; US NM 37/74012/99) 20/01

Page 69—Lines 39 to 46/R; read:
Vessels should send their ETA 5 days, 72 hours, 48 hours,
and 24 hours in advance. The 72-hour message should
contain the following information:
1. Vessel name and call sign.
2. HF radiotelephone frequencies.
3. Inmarsat identification number and which satellite
in use.
4. RT and WT frequencies.
5. Arrival draft and trim.
(BA NP 286(4)) 20/01

Page 86—Lines 17 to 18/R; read:
Barron Banks (15°46'S., 124°18'E.) consists of two
isolated coral banks, with depths of 11.9m and 14.6m,
(5(155)99 Wollongong) 20/01

Page 111—Lines 28 to 36/L; read:
Pilots should be requested 7 days in advance from the
harbormaster in Wyndham and the Marine and Harbor
Department, Fremantle. The vessel's ETA, along with its
draft, should be confirmed 48 hours and 24 hours prior to
arrival. Vessels may berth day or night depending on tidal
conditions.
The pilot vessel is equipped with VHF radio. The calling
frequency is VHF channel 16; the working frequencies are
VHF channel 6 and VHF channel 12.
(BA NP 286(4); BA NP 17) 20/01

Page 123—Line 43/R; insert after:
Extensive oil and gas operations are conducted in the vicinity of Monte Bello Islands and Barrow Island. Dangers are best seen on the chart.
(US CH 74515) 20/01

Page 138—Lines 37 to 38/L; read:
situated on a point 4 miles SSE of Notch Point.
(13(380)99 Wollongong) 20/01

Page 141—Line 35/R; read:
Moore Light; if weather
(BA NP 286(4)) 20/01

Page 141—Line 41/R; read:
include the vessel's maximum draft fore and aft. There is a
(BA NP 486(4)) 20/01

Page 141—Line 43/R; insert after:
Regulations.—Tankers are berthed during daylight hours only.
(BA NP 17) 20/01

Page 148—Line 51/L; read:
than 2m, lies about 0.2 mile SE of Collie Head and is marked by a beacon.
(US NM 48/74584/99) 20/01

Page 175—Lines 50 to 51/R; read:
the ETA 24 hours and 2 hours prior to arrival through Perth. The pilot boat, which is equipped with
(BA NP 286(4)) 20/01

Page 192—Line 49/R; read:
requested at least 2 hours in advance; if the pilot is required outside normal working hours, the request should be made at least 4 hours in advance. The vessel's ETA should be
(BA NP 286(4)) 20/01

Page 192—Line 52/R; read:
SW of Entrance Lighted Beacon from an orange
(BA NP 286(4)) 20/01

Page 211—Lines 21 to 22/R; read:
been accommodated.
(BA NP 286(4)) 20/01

Page 211—Lines 41 to 43/R; read:
about 1.5 miles SE of Boston Point.
Pilotage should be requested through the harbormaster at least 2 hours prior to arrival; if a pilot is required outside normal working hours, the request should be sent at least 4 hours in advance. The pilot
(BA NP 286(4)) 20/01

Page 211—Line 45/R; insert after:
Regulations.—Vessels should send their ETA 24 hours and 4 hours in advance.
Berthing is allowed during daylight hours only. Unberthing may be done at any time.
(BA NP 286(4)) 20/01

Page 219—Line 18/L; read:
about 1.7 miles SE of Lighted Beacon No. 1. The request
(US CH 75142; BA NP 286(4)) 20/01

Page 219—Line 46/R; read:
of Entrance Lighted Buoy, moored 10 miles SSW of
(US CH 75142) 20/01

Page 219—Line 48/R; insert after:
Regulations.—Vessels should send their ETA to the harbormaster at Port Whyalla at least 24 hours in advance, stating the following:
1. Draft.
2. Last port of call.
3. Whether ballast is clean and hull is sound.
(BA NP 286(4)) 20/01

Page 228—Lines 31 to 33/L; read:
Pilots should be requested from the harbormaster at least 2 hours in advance; if the pilot is required outside normal working hours, the request should be made at least 4 hours in advance. The pilot vessel is equipped with radiotelephone.
Regulations.—Vessels should send their ETA 24 hours and 4 hours prior to arrival.
(BA NP 286(4)) 20/01

Page 230—Line 7/L; read:
its NE end. The shoal is marked by lighted beacons at
(US CH 75142) 20/01

Page 230—Lines 17 to 18/L; read:
centered about 3.5 miles ESE of the lighted beacon on the N end of Eastern Shoal and is marked by a beacon.
(US CH 75142) 20/01

Page 230—Line 22/L; read:
by lighted buoys.
(US CH 75142) 20/01

Page 231—Line 50/R to Page 232—Line 2/L; read:
boards about 2 miles W of the lighted beacon marking the N end of Eastern Shoal.

Requests for pilots should be sent to the harbormaster at least 2 hours in advance; if the pilot is required outside of normal working hours, the request should be sent at least 4 hours in advance. The pilot vessel is equipped with VHF radio.

Regulations.—Vessels should send their ETA at the lighted beacon marking the N end of Eastern Shoal 24 hours and 4 hours in advance.

(US CH 75142; BA NP 286(4)) 20/01

Page 245—Lines 20 to 25/R; read:

Point, should steer for it on course 285°, passing S of the lighted beacons marking the S end of the sand spit extending SE from Cape Rouge. Beatrice Point on a bearing of 314° leads W of the sand spit to the anchorage. There is a least depth of

(BA NP 13, Supp. 3/01) 20/01

Page 253—Line 13/L; insert after:

Vessels should contact the port on VHF channel 16 to obtain berthing clearance.

(BA NP 286(4)) 20/01

Page 254—Lines 8 to 13/R; read:

Pilotage.—Pilotage is compulsory. The pilot boards, as follows:

1. Crude oil vessels using the SBM—about 1.2 miles NNE of the SBM.
2. Product vessels using the pier—about 2 miles NNW of the head of the pier.

The pilot remains on board while the vessel is moored to the SBM.

Regulations.—The following information is sent, via the agent, 7 days in advance of the ETA:

1. Vessel's ETA.
2. Number and nationality of crew.
3. Is the hull free of leaks?
4. Quantity of bunkers required, if necessary.
5. Crew health.
6. Are vessel's systems (inert gas, crude oil washing) in working order and conforming to SOLAS?

The vessel's ETA should also be sent 72 hours, 48 hours, and 24 hours prior to arrival. The 24-hour message should also confirm that the hull is leak-free. Any changes to the 24-hour ETA should also be sent as necessary.

(BA NP 286(4); US CH 75134) 20/01