



No. 1

2 JANUARY 2010



UNITED STATES OF AMERICA

# NOTICE TO MARINERS



Published Weekly by the  
National Geospatial-Intelligence Agency

Prepared Jointly with the  
National Ocean Service and U.S. Coast Guard

## Contents

### Section I

Special Notice to Mariners Paragraphs . . . . . I-1.1  
 Chart Corrections . . . . . I-2.1  
 Chartlets / Depth Tabulations / Notes . . . . . I-3.1  
 Charts Affected by Notice to Mariners . . . . . I-4.1

### Section II

NGA / DLIS Catalog Corrections . . . . . II-1.1  
 Navigation Publications Corrections . . . . . II-2.1  
 USCG Light List Corrections / Radiobeacon Corrections . . . . . II-3.1  
 NGA List of Lights / Radiobeacon / DGPS Corrections . . . . . II-4.1  
 Publications Affected by Notice to Mariners . . . . . II-5.1

### Section III

Broadcast Warnings / MARAD Advisories / Special Warnings . . . . . III-1.1  
 Marine Information . . . . . III-2.1

Visit the Maritime Safety Web site at <http://www.nga.mil/maritime>

## IMPORTANT INFORMATION

The Notice to Mariners is published by the National Geospatial-Intelligence Agency (NGA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NGA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NGA/DLIS Catalog of Maps Charts and Related Products, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NGA List of Lights, Radio Navigational Aids and other products produced by the National Geospatial-Intelligence Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Geospatial-Intelligence Agency (NGA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Homeland Security), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NGA hydrographic products and services, including the Maritime Safety Web site, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Division	301-227-3370	287-3370	301-227-4211
World Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Maritime Safety Web site	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3180	287-3180	301-227-3174
Navigation Publications	301-227-3120	287-3120	301-227-3731
DLA Catalog of Maps Charts and Related Products	269-961-7766	661-7766	269-961-7791

The Maritime Safety Web site can be accessed directly at <http://www.nga.mil/maritime>. For your convenience NGA provides four e-mail addresses. For information affecting Notice to Mariners use [NavNotices@nga.mil](mailto:NavNotices@nga.mil), for information affecting Sailing Directions and all other navigational publications use [NAV PUBS@nga.mil](mailto:NAV PUBS@nga.mil), for information concerning the Maritime Safety Web site, use [webmaster\\_nss@nga.mil](mailto:webmaster_nss@nga.mil) and for information concerning the World Wide Navigational Warning Service, use [NavSafety@nga.mil](mailto:NavSafety@nga.mil).

Mariners are requested to notify NGA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated.

**Cover Photo: USS BLUE RIDGE (LCC-19)**, the Navy's first modern command and control platform was built at the Philadelphia Naval Shipyard and commissioned November 14, 1970. She is the third ship to bear the name **BLUE RIDGE**, but the first to be built from the keel up to accomplish the mission of command and control coordination. The Global Command and Control System (Maritime) consists of numerous high powered computers distributed throughout the ship from which information and data from world-wide sources are entered into a central database. This single integrated database concentrates the available information into a complete tactical picture of air, surface and subsurface contacts, enabling the Fleet Commander to quickly assess and concentrate on any situation which might arise. With a state of the art commercial and military satellite capability, coupled with the ability to track land, sea and air movements throughout the region, **BLUE RIDGE** is among the most technologically advanced ships in the world. She is 635 feet in length, has a beam of 108 feet, displaces 18874 tons and has a single propeller powered by a steam turbine. Her crew consists of 268 Officers and 1173 Enlisted. **USS BLUE RIDGE** is homeported in Yokosuka, Japan.

INFORMATION  
OF  
SPECIAL INTEREST  
OR  
IMPORTANCE  
TO  
MARINERS

**NM 1/10**

# HYDROGRAM

**National Geospatial-Intelligence Agency  
Bethesda, MD 20816-5003**

SPECIAL  
ANNOUNCEMENTS

NEW PRODUCTS  
OR SERVICES

IMPORTANT  
CHANGES

**2 January 2010**

## **IMPORTANT INFORMATION**

THIS NOTICE CONTAINS A VARIETY OF SUBJECTS AMPLIFYING INFORMATION NOT USUALLY FOUND ON CHARTS OR IN NAVIGATIONAL PUBLICATIONS. PARAGRAPHS 1 THRU 74 ARE “SPECIAL NOTICE TO MARINERS PARAGRAPHS” WHICH ARE PROMULGATED ONCE EACH YEAR IN THE INTEREST OF SAFE NAVIGATION. SEE SECTION I. ADDITIONAL ITEMS CONSIDERED OF INTEREST TO THE MARINER WILL BE FOUND IN SECTION III OF THIS NOTICE.

### **NGA CHART NEW EDITIONS AND THEIR AVAILABILITY**

NGA RECOGNIZES TWO PAPER NAUTICAL CHART PRODUCTS: ENTERPRISE PRODUCT ON DEMAND-MARITIME (EPOD-M) CHARTS AND TRADITIONAL NGA PAPER CHARTS. FOR ADDITIONAL INFORMATION, SEE SECTIONS II AND III.

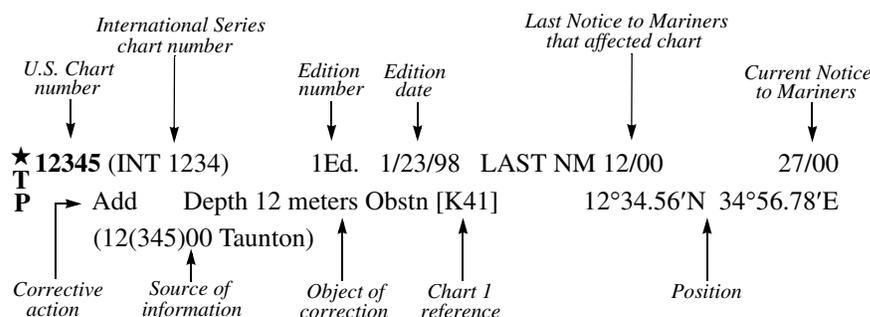
### **NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY’S IMPLEMENTATION OF A HARDCOPY TO DIGITAL TRANSITION STRATEGY**

THIS NOTICE IS A REMINDER OF THE NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY (NGA) HARDCOPY TO DIGITAL TRANSITION PROGRAM. SEE SECTION III FOR DETAILS.

## EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NGA/DLIS Catalog of Maps Charts and Related Products, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NGA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

**Section I-1** contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

★ indicates that it is based upon original U.S. source information.

T indicates that it is temporary in nature.

P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.

The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter M is not a part of the chart number.

The letter N preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.

Courses and bearings are given in degrees true.

Light sectors are expressed in degrees true from the vessel TOWARD the light.

The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.

The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.

**Section I-2\*** contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.

**Section I-3** lists all NGA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

**Section II-1** is a weekly listing of corrections to the NGA/DLIS Catalog of Maps Charts and Related Products, including new charts and publications. It also contains the latest price category information.

**Section II-2\*** contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

**Section II-3\*** lists weekly updates to the USCG Light Lists.

**Section II-4\*** lists weekly updates to the NGA List of Lights.

**Section II-5** lists all NGA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

**Section III-1** lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

**Section III-2** contains miscellaneous information of particular interest to the maritime community.

\*The left-hand pages of these sections are intentionally blank.

## INDEX TO SPECIAL NOTICE TO MARINERS PARAGRAPHS

Paragraph	Title	Page
1*	The Prudent Mariner.....	I-1.3
2	Nautical Chart Symbols and Abbreviations Information.....	I-1.4
3	Geographic Names Usage for NGA Products.....	I-1.4
4	International Ice Patrol Service.....	I-1.4
5	Special Warnings.....	I-1.4
6	Trade with Cuba.....	I-1.10
7	Amver .....	I-1.11
8*	International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.....	I-1.12
9	Special Reporting Instructions for U.S. Flag Vessels, Vessels Carrying War Risk Insurance and Certain other Designated Vessels (Formerly USMER Vessels).....	I-1.12
10	Urgency and Safety Signals.....	I-1.12
11*	Submarine Emergency Identification Signals and Hazard to Submarines.....	I-1.13
12	Rules, Regulations and Proclamations Issued by Foreign Governments.....	I-1.13
13	Warning-Danger from Submarine Cables and Pipelines.....	I-1.13
14	Caution-Close Approach to Moored Offshore Aids to Navigation.....	I-1.14
15	Pipeline Laybarges and Jetbarges.....	I-1.14
16	Required Reporting of Damaged U.S. Aids to Navigation.....	I-1.14
17*	Regulations for the Prevention of Pollution from Ships.....	I-1.14
18	Compliance with the Act to Prevent Pollution from Ships.....	I-1.20
19	International Safety Management Code Enforcement.....	I-1.21
20	Ballast Water Management for Control of Nonindigenous Species.....	I-1.21
21	Vessel Security Regulations: MTSA and ISPS Code.....	I-1.21
22	Warning-Possible Danger from Unlabeled Intermodal Containers and Drums.....	I-1.22
23	Reporting of Dangers to Navigation.....	I-1.22
24	Vessel Bridge-to-Bridge Radiotelephone Regulations.....	I-1.22
25*	Vessel Traffic Services and Vessel Movement Reporting System Center, Call Signs, Designated Frequencies, and Monitoring Areas.....	I-1.23
26	Seismic Surveys.....	I-1.27
27	United States-Caution Regarding Submarine Operations.....	I-1.27
28	Special Rules with Respect to Additional Station and Signal Lights for Navy Ships.....	I-1.28
29	United States Naval Vessels-Navigational Light Waivers-Distinctive Lights Authorized for Naval Vessels.....	I-1.29
30*	Traffic Separation Schemes, Areas to be Avoided, Recommended Tracks, and Other Routing Measures.....	I-1.29
31	Firing Danger Areas.....	I-1.31
32*	LORAN Information.....	I-1.31
33*	Endangered Species (Whales and Sea Turtles) Eastern Seaboard.....	I-1.31
34	Reporting Depth Information.....	I-1.34

\* Denotes significant change

**SECTION I**  
INDEX TO SPECIAL NOTICE TO MARINERS PARAGRAPHS

Paragraph	Title	Page
35	Warning-Mined Areas.....	I-1.35
36	Mined Areas Reported.....	I-1.35
37	Minesweeping-Caution-Attention is Called to the Following Instructions.....	I-1.35
38	United States-Explosive Ordnance-Warning-General.....	I-1.36
39	Caution-Oil Well Structures in Waters Contiguous to the U.S. and its Territories.....	I-1.38
40	Caution Regarding Approach of Single Vessels Toward Naval Formations and Convoys.....	I-1.38
41	National Geospatial-Intelligence Agency Distribution System.....	I-1.38
42	International Hydrographic Organization (IHO).....	I-1.40
43*	International Distress Signals.....	I-1.41
44*	Worldwide Navigational Warning Service (WWNWS).....	I-1.43
45*	Weather Observation Reports.....	I-1.47
46	Radar Beacons (RACONS).....	I-1.49
47	NAVTEX.....	I-1.49
48*	Satellite Detection of Distress Signals.....	I-1.50
49	HF and VHF Radiotelephone and Radiotelex Marine Safety Broadcasts.....	I-1.52
50*	MARAD Advisories.....	I-1.54
51*	Navigation Rules, International-Inland.....	I-1.59
52	Improper Use of Strobe Lights, Searchlights and Dangerous Cargo Light.....	I-1.60
53	Guidelines for WGS Datum Conversion.....	I-1.60
54	Anti-Shipping Activities Message.....	I-1.62
55	Caution on Announcement of New Charts and Publications.....	I-1.63
56*	Global Positioning System (GPS) and Differential GPS (DGPS) Information.....	I-1.63
57*	Television Antennae Interference with GPS.....	I-1.65
58*	Digital Selective Calling Distress Alert.....	I-1.65
59	Vessel Squat in Shallow Water.....	I-1.65
60*	Promulgation of Maritime Safety Information by U.S. Information Providers.....	I-1.67
61*	Coast Guard Safety Information Available on Internet.....	I-1.72
62*	National Ocean Claims.....	I-1.72
63	U.S. Economic Sanctions.....	I-1.82
64	Maritime Industry Reporting of a Suspected or Actual Terrorist Incident.....	I-1.88
65	Electronic Vessel Notice of Arrival (NOA) Submission.....	I-1.88
66	America’s Waterway Watch.....	I-1.89
67	Loss of Inmarsat-C Safety Messages.....	I-1.89
68*	Automatic Identification System.....	I-1.90
69	Cellular Phone use for Maritime Distress Notification.....	I-1.91
70	Discolored Water.....	I-1.91
71	International Maritime Bureau (IMB) Maritime Security Hotline.....	I-1.93
72*	Transportation Worker Identification Credential (TWIC).....	I-1.93
73	Long Range Identification and Tracking (LRIT) System.....	I-1.93
74	Anti-Piracy.....	I-1.94

\* Denotes significant change

**(1) THE PRUDENT MARINER.****a. Warning On Use Of Floating Aids To Navigation and on Aids to Navigation in General and Fixing a Navigational Position.**

The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. An aid to navigation also refers to any device or structure external to a craft, designed to assist in determination of position. This includes celestial, terrestrial, and electronic means, such as Global Positioning System (GPS) and Differential GPS (DGPS). Here, too, the prudent mariner will not rely solely on any single aid to navigation.

The buoy symbol is used to indicate the approximate position of the buoy body and the sinker which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice or other natural causes, collisions, or other accidents. Many of these factors also apply to articulated lights.

For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

**b. Use of Foreign Charts.**

In the interest of safe navigation, caution should be exercised in the use of foreign charts not maintained through U.S. Notice to Mariners.

Foreign produced charts are occasionally mentioned in NGA Sailing Directions and often times are used by the U.S. Navy when such charts may be of a better scale than U.S. produced charts. Mariners are advised that if or when such foreign charts are used for navigation it is their responsibility to maintain those charts from the Notice to Mariners of the foreign country producing the charts.

The mariner is warned that the buoyage systems, shapes, colors, and light rhythms used by other countries often have a different significance than the U.S. system.

**Mariners are further warned about plotting positions, especially satellite-derived positions such as from GPS, onto foreign charts where the datum is unknown or the conversion from WGS-84 is unknown.**

**c. Chart Notes Regarding Different Datums.**

NGA's Digital Nautical Charts (DNC) are all built to WGS-84 standards; however, NGA paper charts have various datums. Particular caution should be exercised during a passage when transferring the navigational plot to an adjacent chart upon a different geodetic datum or when transferring positions from one chart to another chart of the same area which is based upon a different datum. The transfer of positions should be done by bearings and distances from common features.

Notes on hardcopy charts should be read with care, as they give important information not graphically presented. Notes in connection with the chart title include the horizontal geodetic datum which serves as a reference for the values of the latitude and longitude of any point or object on the chart. The latitudes and longitudes of the same points or objects on a second chart of the same area which is based upon a different datum will differ from those of the first chart. The difference may be navigationally significant, particularly when the scale of the chart is large. Additionally, datum changes between chart editions could significantly affect the positions of navigational aids found in the List of Lights and other NGA publications.

Positions obtained from satellite navigation systems, such as from GPS, are normally referred to the World Geodetic System 1984 (WGS-84) Datum. The differences between GPS satellite-derived positions and positions on some foreign charts cannot be determined: mariners are warned that these differences **MAY BE SIGNIFICANT TO NAVIGATION** and are therefore advised to use alternative sources of positional information, particularly when closing the shore or navigating in the vicinity of dangers.

**d. Bilateral Charts**

Starting in 2004, NGA commenced the process of adopting certain foreign charts into its paper chart inventory, with new NGA chart numbers applied, as existing NGA coverage is canceled. The resulting product is known as a "bilateral chart" and is marked Distribution Limited, available only to DoD and Government users. Commercial users of NGA paper charts for these areas will need to purchase them from private chart vendors. This process is part of the hardcopy transition strategy and is currently underway in Australia, Canada, and the UK, with other countries (Japan) to follow. Updated information on bilateral charts is reissued weekly in the U.S. Notice to Mariners and on NGA's Maritime Safety Web site (<http://www.nga.mil/maritime>).

(Supersedes NTM 1(1)09)

(NGA/PVM)

**(2) NAUTICAL CHART SYMBOLS AND ABBREVIATIONS INFORMATION.**

Symbols and abbreviations approved for use on all regular nautical charts published by the National Geospatial-Intelligence Agency and the National Ocean Service are contained in the November 1997 edition of Chart No. 1, United States of America Nautical Chart Symbols, Abbreviations and Terms. This publication is available from the National Geospatial-Intelligence Agency and the National Ocean Service NOAA, and its sales agents and can be found on the NGA Web site. The introduction to this publication includes a number of paragraphs on metric and fathom charts, soundings, drying heights, shorelines, landmarks, buoys, IALA buoyage, heights, conversion scales, traffic separation schemes, and correction dates.

Buoys and Beacons of the IALA Buoyage System Regions A and B are illustrated in the back of Chart No. 1, including light characteristics in full color.

The various sections comprising the Table of Contents follow the sequence presented in The International Hydrographic Organization (IHO) Chart 1 (INT1); therefore, the numbering system in this publication follows the standard format approved and adopted by the IHO. Where appropriate, each page lists separately the current preferred U.S. symbols shown on charts of the National Ocean Service (NOS) and NGA. Also shown in separate columns are the IHO symbols and symbols used on foreign charts reproduced by NGA.

(Repetition NTM 1(2)09)

(NGA/PVM)

**(3) GEOGRAPHIC NAMES USAGE FOR NGA PRODUCTS.**

Wherever possible, names used on NGA charts and in NGA publications are in the form approved by the United States Board on Geographic Names. Generally, local official spellings are used for those features entirely within a single sovereignty, while names of countries and those features which are common to two or more countries or which lie beyond single sovereignty carry Board-approved conventional spellings (i.e. names in common English language usage). When alternate names would be of value to the user, they may be shown for information purposes within parentheses. Important individual name changes are made to all revised charts as the opportunity permits. Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

(Repetition NTM 1(3)09)

(NGA)

**(4) INTERNATIONAL ICE PATROL SERVICE.**

The United States Coast Guard International Ice Patrol (IIP) monitors the iceberg danger near the Grand Banks of Newfoundland south of 50°N and provides the southwestern, southern and southeastern limits of all known ice to the maritime community when conditions warrant. Icebergs normally pose a threat to ships in the northwest Atlantic Ocean between February and August. Bulletins are broadcast at various times via Voice, SITOR, NAVTEX, and Inmarsat-C SafetyNET, and can be accessed over the Internet from IIP's website [www.uscg-iip.org](http://www.uscg-iip.org). Ice Charts are broadcast via HF weather fax at 0438Z, 1600Z and 1810Z and can be accessed over the Internet via IIP's website or via email on demand from [ftpmail@ftpmail.nws.noaa.gov](mailto:ftpmail@ftpmail.nws.noaa.gov). Details of IIP product distribution methods and times are contained in Chapter 3 of Radio Navigational Aids, Pub. 117. Ships are encouraged to report their position, weather observations including sea surface temperature, and all ice sightings while operating within the area bounded by latitudes 40°N and 50°N and longitudes 39°W and 57°W. Reports should be made to COMINTICEPAT NEW LONDON CT through INMARSAT, U.S. Coast Guard Communication Stations or Canadian Coast Guard Marine Communications and Traffic Services. Reporting formats and additional reporting procedures are included in Pub. 117.

(Repetition NTM 1(4)09)

(USCG)

**(5) SPECIAL WARNINGS. (In force 2 January 2010).****SPECIAL WARNING NO. 1.**

Navigational warnings broadcast by NGA are normally divided into categories, HYDROLANTS and HYDROPACS, referring respectively to the Atlantic and Pacific Oceans. It has been determined there now exists a need for disseminating information of general interest not covered by the above categories. Therefore, with this message the Special Warnings series is reintroduced. The messages will be transmitted from all U.S. Navy and Coast Guard Stations broadcasting HYDROS.

(May 27, 1948)

**SPECIAL WARNING NO. 29.****CUBA.**

1. Mariners are advised to use extreme caution in transiting the waters surrounding Cuba. Within distances extending in some cases upwards of 20 miles from the Cuban coast, vessels have been stopped and boarded by Cuban authorities.

**(5) SPECIAL WARNINGS. (Continued).**

Cuba vigorously enforces a 12-mile territorial sea extending from straight baselines drawn from Cuban coastal points. The effect is that Cuba's claimed territorial sea extends in many cases beyond 12 miles from Cuba's physical coastline.

2. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.

(March 1, 1962, updated January 1, 1982, reviewed November 9, 1994)

## SPECIAL WARNING NO. 77.

## PAPUA NEW GUINEA—BOUGAINVILLE COAST.

1. Bougainville Island declared unilateral independence from Papua New Guinea May 17, 1990. The government of Papua New Guinea does not recognize the declaration. Consequently, the political situation may be tense in the future.
2. The following Notice to Mariners No. 36/90 issued by the government of Papua New Guinea is quoted in its entirety:

## Quote

Overseas vessels are advised to stand clear of the islands of Bougainville and Buka and to remain outside of territorial waters extending 12 nautical miles from the coast of Bougainville and immediately adjacent islands but excluding Solomon Islands territory, and excluding the groups of islands or atolls known as Feni, Green, Nuguria, Carteret (Kilinailau), Mortlock (Tauu) and Tasman (Nukumanu). Any vessel entering the waters adjacent to Bougainville or Buka will be subject to stop and search powers. This Notice to Mariners is effective immediately (22nd May 1990 EST) in respect to overseas shipping. Papua New Guinea coastal vessels will be restricted as of midnight local time on 20th May 1990. Restrictions will continue for an indefinite period. Charts affected are BA 214, BA 2766, BA 3419, BA 3420, BA 3830, BA 3994, INT 604 and AUS 4604. Dept. of Transport. Port Moresby. Papua New Guinea.

## Unquote

3. U.S. mariners are advised to exercise extreme caution in entering and transiting the waters of Bougainville. (Dept. of State) (25 May 1990)

## SPECIAL WARNING NO. 81.

## LIBYA.

1. Due to unsettled relations between the United States Government and the government of Libya, U.S. mariners are advised to exercise caution in transiting the waters of the Gulf of Sidra south of 32-30N. The United States does not maintain an embassy in Libya and cannot ensure the safety of its citizens.
2. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation or proclamation so published.
3. Cancel Special Warning No. 52. (Dept. of State) (31 Aug 1990)

## SPECIAL WARNING NO. 82.

## MOROCCO.

1. U.S. mariners are advised to exercise caution within the territorial waters claimed by Morocco. Moroccan coastal protection warships, while engaged in anti-drug smuggling activities or enforcing territorial fishing rights, have been known to open fire on innocent vessels.
2. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation or proclamation so published. (Dept. of State) (31 Aug 1990)

## SPECIAL WARNING NO. 89.

## WEST COAST OF AFRICA—WESTERN SAHARA.

1. Prior to the September 1991 cease-fire between Morocco and the Polisario, unprovoked attacks on shipping off the coast of the Western Sahara by Polisario guerrillas using machine guns, grenades, and mortars occurred, resulting in the loss of life and property.
2. Despite the cease-fire, the potential for violent incidents still exists. Mariners are advised to continue using extreme caution and remain well offshore when transiting the waters off the west coast of Africa between 27-40N 013-11W and Cap-Blanc (Cabo Blanco) (20-47N 017-03W) and particularly between Dakhla (Ad Dakhla) (23-42N 015-56W) and Cape Corbiero (Cabo Corveiro) (21-48N 016-59W).

**(5) SPECIAL WARNINGS. (Continued).**

3. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigation safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.
4. Cancel Special Warning No. 69.  
(Dept. of State) (16 Oct 1992)

## SPECIAL WARNING NO. 92.

## LIBERIA.

1. Mariners are advised to use caution when sailing near the coast of Liberia.
2. The United Nations Security Council has passed Resolution 788 (November 19, 1992), which says that "All states shall, for the purposes of establishing peace and stability in Liberia, immediately implement a general and complete embargo on all deliveries of weapons and military equipment to Liberia until the Security Council decides otherwise." Resolution 788 also "requests all states to respect the measures established by the Economic Community of West African States (ECOWAS) to bring about a peaceful solution to the conflict in Liberia."
3. Cancel Special Warning No. 90.  
(Dept. of State) (03 Dec 1992, revised 29 Oct 1997)

## SPECIAL WARNING NO. 107.

## SRI LANKA.

1. Sri Lanka has announced that entrance by unauthorized vessels into the waters of Palk Strait and the eastern territorial waters of Sri Lanka is prohibited because of increased acts of terrorism against shipping and Sri Lankan Naval Vessels. Sri Lanka requires that vessels in the vicinity contact the Sri Lankan Command (Tel. 941-42-30-19, Fax: 941-433-986) for authorization if they wish to enter these areas.
2. The government also has established a restrictive zone in coastal waters along the west coast from Kalpitiya to Colombo Port's southern backwaters. Written permission from the Sri Lankan Command is required for entry into these waters as well. Sri Lankan authorities have advised that they will fire on violators.
3. The U.S. Embassy in Colombo reports that between July and September 1997, at least three foreign flag merchant vessels were attacked by the Liberation Tigers of Tamil Eelam (LTTE). One vessel operating as a passenger ferry off Mannar on the northwest coast was set on fire and sunk. A second vessel departing north from the Jaffna Peninsula was hijacked, stripped of equipment, and its crew temporarily held by the terrorists. One crew member was killed during the hijacking. A third vessel was loading a mineral cargo off the northeast coast near Pulmoddai when it was attacked and at least five members of its crew killed.
4. Any anti-shipping activity should be reported to NGA NAVSAFETY, U.S. State Department, or the nearest U.S. Consulate. Refer to NGA Pub. 117, Chapter 4, for instructions on filing a Ship Hostile Action Report (SHAR) or Anti-Shipping Activity Message (ASAM).
5. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation or proclamation so published.
6. Cancel Special Warning No. 94.  
(Dept. of State) (01 Dec 1997)

## SPECIAL WARNING NO. 108.

## SUDAN.

1. In January 1996 the Department of State warned all U.S. citizens against travel to Sudan due to ongoing violence within the country. Citing the U.S. Government's suspension of its diplomatic presence in Sudan, the Department advised that its ability to provide emergency consular services would be severely limited. In August 1998 the State Department again warned U.S. citizens against travel to Sudan "following the recent U.S. air strikes against terrorist facilities and possible threats to Americans and American interests in that country." The latter warning (No. 98-041) remains in effect to date.
2. In November 1997 President Clinton issued Executive Order 13067 imposing a U.S. trade embargo against Sudan. Among the prohibited activities are "any transaction by a United States person relating to transportation of cargo to or from Sudan." "United States person" is defined as any U.S. citizen, permanent resident, entity organized under U.S. law, or person in the United States. The embargo is still in effect.
  3. Notwithstanding the pre-existing travel warning and ongoing U.S. trade embargo, the recent U.S. missile attack on a chemical plant in Khartoum has raised concerns of possible retaliation against U.S. citizens and/or commercial interests. U.S. mariners are therefore urged to avoid Port Sudan or other Sudanese ports. U.S. vessels are also advised to remain well

**(5) SPECIAL WARNINGS. (Continued).**

clear of Sudanese territorial waters in the western Red Sea area.  
(Dept. of State) (20 October 1998)

**SPECIAL WARNING NO. 113.  
YEMEN.**

1. The level of risk for foreigners in Yemen remains high. On 12 October 2000, several U.S. citizens were killed and many more were injured in an incident involving a U.S. Navy ship in the port of Aden, Yemen in what may have been a terrorist attack. An explosion in the morning of 13 October 2000 caused minor damage to the British Embassy in Sanaa, Yemen and no casualties. While U.S. and Yemeni officials are still cooperating closely to determine the cause of the tragic explosion, the investigation has only started. Under these circumstances, U.S. mariners should avoid Yemeni ports for the present.
2. In light of this and other recent events, the U.S. Department of State warns U.S. citizens to defer travel to Yemen. U.S. citizens should exercise a very high level of caution and should only travel between cities by air or with an armed escort. They should register with the U.S. Embassy in Sanaa and remain in contact with the Embassy for updated security information at (967) (1) 238-844 through 238-852.

(Dept. of State) (13 October 2000)

**SPECIAL WARNING NO. 114.  
IRAN.**

1. Mariners are advised to exercise extreme caution when transiting the waters of the North Persian Gulf.
2. Iranian-flag speedboats and patrol craft operating in Iranian and international waters have boarded vessels and demanded payment before the vessels are allowed to proceed.
3. Mariners should exercise extreme caution and vigilance when operating in this area, and should obtain and evaluate current warning information broadcasted by the National Geospatial-Intelligence Agency (NGA) via HYDROPAC broadcasts.
4. Any anti-shipping activity should be reported to NGA NAVSAFETY Bethesda MD or navsafety@nga.mil via Ship Hostile Action Report (SHAR) procedures (see NGA Pub. 117-Chapter 4), or directly to the U.S. State Department, or nearest U.S. Embassy or Consulate.
5. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigation safety, and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.
6. Cancel Special Warning No. 104.

(Dept. of State) (05 February 2001)

**SPECIAL WARNING NO. 115.  
PERSIAN GULF.**

1. In the Persian Gulf, multi-national naval units continue to conduct a maritime operation to intercept the import and export of commodities and products to/from Iraq that are prohibited by UN Security Council Resolutions 661 and 687.
2. Vessels transiting the Persian Gulf and Gulf of Oman can expect to be queried and, if bound for or departing from Iraq or the Shatt-al-Arab waterway, also intercepted and boarded. Safe navigation may require vessels to be diverted to a port or anchorage prior to conducting an inspection.
3. Maritime interception operations in the Red Sea, Strait of Tiran and Strait of Hormuz have ceased. Cargo bound for Aqaba or transshipment from Aqaba may be inspected on shore according to an agreement worked out by the UN Sanctions Committee and Jordanian authorities.
4. Documentation requirements for the naval regime in the Persian Gulf and the shore-based regime in Aqaba are identical and can be found in the most recent HYDRPOACS covering the enforcement of UN sanctions against Iraq.
5. Stowage and other requirements for vessels transiting the Persian Gulf can also be found in the most recent HYDROPACS covering the UN sanctions against Iraq.
6. Ships which, after being intercepted, are determined to be in violation of UN Security Council Resolution 661 will not be allowed to proceed with their planned transit.
7. The intercepting ship may use all available communications, primarily VHF Channel 16, but including International Code of Signals, flag hoists, other radio equipment, signal lamps, loudspeakers, bow shots, and other appropriate means to communicate directions to a ship.
8. Failure of a ship to proceed as directed will result in the use of the minimum level of force necessary to ensure compliance.
9. Any ships, including waterborne craft and armed merchant ships, or aircraft, which threaten or interfere with multinational forces engaged in enforcing a maritime interception may be considered hostile.

10. Cancel Special Warning No. 100.

(Dept. of State) (16 Feb 2001)

**(5) SPECIAL WARNINGS. (Continued).**

## SPECIAL WARNING NO. 116.

## PAKISTAN.

1. Mariners calling on Pakistan are advised that levels of sectarian and factional violence remain high. Karachi, the main port, continues to be affected by politically-motivated killings.
2. On March 8, 1995, unknown assailants opened fire on an official U.S. Consulate shuttle in Karachi, killing two embassy employees and wounding a third.
3. Anti-American sentiment can be provoked easily and spontaneously in response to international events that radicals misconstrue as directed against Islam. For example, the UN resolution on sanctions against Afghanistan resulted in sporadic anti-American protests.
4. Port facilities and vessels may offer targets of opportunity for terrorist attacks. U.S. mariners are advised to exercise heightened security awareness and prudent security precautions when in Pakistani ports and waters.

5. Cancel Special Warning No. 102.

(Dept. of State) (05 March 2001)

## SPECIAL WARNING NO. 117.

## ALGERIA.

1. Due to the potential for domestic unrest and anti-foreign violence, U.S. mariners are advised to exercise extreme caution when in Algerian waters. Although there has only been one attack against foreigners since 1997, the level of risk in Algeria remains high.
2. Attacks against maritime vessels in Algerian ports have taken place several years ago. The U.S. Embassy in Algiers specifically identifies ports, train stations (trains), and airline terminals as terrorist targets. Commercial shipping should remain on maximum alert when in Algerian waters and maintain adequate security precautions.
3. The Department of State recommends that U.S. citizens evaluate carefully the implications for their security and safety before deciding to travel to Algeria, and that Americans in Algeria whose circumstances do not afford them effective (armed) protection depart the country. Americans arriving in the country should not disembark and travel within the country without adequate, including armed, protection immediately upon arrival.

4. Cancel Special Warning No. 103.

(Dept. of State) (05 March 2001)

## SPECIAL WARNING NO. 118.

## LEBANON.

1. The U.S. Department of State warns U.S. citizens, including U.S. mariners, of the risks of travel to Lebanon and recommends that Americans exercise caution while traveling there. During Lebanon's civil conflict from 1975 to 1990, Americans were targets of numerous terrorist attacks in Lebanon. While there have been very few such incidents in recent years, the perpetrators of these attacks are still present in Lebanon and retain the ability to act.
2. The local security environment can limit the movement of U.S. officials in certain areas of the country. This factor, plus limited staffing, may prevent the U.S. Embassy from performing full consular functions and providing timely assistance to U.S. citizens in Lebanon. Dual nationals and spouses of Lebanese citizens can encounter particular difficulties, and should see the Department of State Consular Information Sheet on Lebanon. U.S. citizens who travel to Lebanon despite this warning should exercise extreme caution. U.S. citizens traveling to Lebanon are encouraged to register at the U.S. Embassy in Beirut.
3. The security situation may change rapidly, and visitors to Lebanon should monitor the news for reports of incidents that might affect their personal safety.

4. Cancel Special Warning No. 71.

(Dept. of State) (09 March 2001)

## SPECIAL WARNING NO. 119.

## SIERRA LEONE.

1. Mariners are strongly advised not to use any ports in Sierra Leone except for the port of Freetown, which is currently considered to provide safe harborage. Mariners should note that the Department of State warns U.S. citizens against travel to Sierra Leone. Although the security situation in Freetown has improved somewhat, areas outside the capital are still very dangerous.

**(5) SPECIAL WARNINGS. (Continued).**

2. The Department of State has terminated the ordered departure status of U.S. Government personnel in non-emergency positions. However, the U.S. Embassy in Freetown currently operates with a reduced staff. Only emergency consular services to U.S. citizens are available, and the Embassy's ability to provide these services is limited. U.S. citizens in Sierra Leone should review their own personal security situations in determining whether to remain in the country.
3. Cancel Special Warning No. 109.  
(Dept. of State) (16 March 2001)

**SPECIAL WARNING NO. 120.  
WORLDWIDE.**

1. Due to recent events in the Middle East and the American homeland, U.S. forces worldwide are operating at a heightened state of readiness and taking additional defensive precautions against terrorist and other potential threats. Consequently, all aircraft, surface vessels, and subsurface vessels approaching U.S. forces are requested to maintain radio contact with U.S. forces on Bridge-to-Bridge Channel 16, international air distress (121.5 MHz VHF) or MILAIR distress (243.0 MHz UHF).
2. U.S. forces will exercise appropriate measures in self-defense if warranted by the circumstances. Aircraft, surface vessels, and subsurface vessels approaching U.S. forces will, by making prior contact as described above, help make their intentions clear and avoid unnecessary initiation of such defensive measures.
3. U.S. forces, especially when operating in confined waters, shall remain mindful of navigational considerations of aircraft, surface vessels, and subsurface vessels in their immediate vicinity.
4. Nothing in the special warning is intended to impede or otherwise interfere with the freedom of navigation or overflight of any vessel or aircraft, or to limit or expand the inherent self-defense rights of U.S. forces. This special warning is published solely to advise of the heightened state of readiness of U.S. forces and to request that radio contact be maintained as described above.  
(Dept. of State) (16 November 2001)

**SPECIAL WARNING NO. 121.  
PERSIAN GULF.**

1. Coalition naval forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid the inadvertent use of force.
2. All vessels are advised that Coalition naval forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition naval forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition naval forces are advised to maintain radio contact on Bridge-to-Bridge Channel 16, international air distress (121.5 MHz VHF) or military air distress (243.0 MHz UHF).
3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.  
(Dept. of State) (20 March 2003)

**SPECIAL WARNING NO. 122.  
EAST AFRICA.**

As of early 2005, the United States Government has received unconfirmed information that terrorists may attempt to mount a maritime attack using speedboats against a Western ship possibly in East Africa. This information is unconfirmed and the United States is not aware of additional information on the planning, timing, or intended targets of the maritime attack.  
(Dept. of State) (11 March 2005)

**SPECIAL WARNING NO. 123.  
SOMALIA.**

1. Due to continuing conditions of armed conflict and lawlessness in Somalia and waters off its coast, mariners are advised to avoid the Port of Muqdishu (Mogadishu) and to remain at least 200 nautical miles distant from the Somali coast. The U.S. Government does not have an Embassy in Somalia and cannot provide services to US citizens.

**(5) SPECIAL WARNINGS. (Continued).**

2. Recent vessel hijackings off the east coast of Somalia demonstrate that pirates are able to conduct at sea hijackings from as far south as Kismaayo (Chisimayu) (00-22S) - though vessels are advised to transit no closer than 02-00S - to as far north as Eyl (08-00N), and out to a distance of 170 miles. The first known attempt to hijack a cruise vessel occurred in November 2005. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance. Pirates are reported to have used previously hijacked ships as bases for further attacks.
3. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap.
4. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9M) in length. Each vessel has a crew of three to six (3-6) armed men with AK-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping.
5. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.
6. Cancel Special Warning number 111.  
(Dept. of State) (11 November 2005)

**SPECIAL WARNING NO. 124.****NICARAGUA.**

1. Mariners operating small vessels such as yachts and fishing vessels should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, and should exercise caution.
2. The Caribbean waters lying generally south of the 15th parallel and east of the 82nd up to the 79th meridians are subject to a current dispute between Nicaragua and Colombia.
3. The international court of justice has delimited a new maritime boundary line awarding maritime areas to the government of Nicaragua previously claimed by Honduras above the 15th parallel and apparently east of the 82nd meridian.
4. The Nicaraguan navy is patrolling portions of this maritime space, enforcing the requirement that fishing vessels hold a valid Nicaraguan fishing license, and has seized vessels not in compliance.
5. There have been cases where Nicaraguan authorities have seized foreign-flagged fishing and other vessels off the Nicaraguan coast. The government of Nicaragua imposes heavy fines on parties caught fishing illegally within waters of Nicaragua's jurisdiction.
6. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigational equipment has disappeared, and Nicaraguan authorities have held seized vessels for excessive periods.
7. Prompt U.S. embassy consular access to detained U.S. citizens on Nicaragua's Caribbean coast may not be possible because of delays in notification due to the relative isolation of the region.
8. There have been reported incidents of piracy in Caribbean and Pacific waters off the coast of Nicaragua, but the Nicaraguan Navy has increased its patrols and no recent incidents have been reported.
9. Cancel Special Warning number 95.  
(Dept. of State) (10 June 2008)

**SPECIAL WARNINGS FOOTNOTE.**

In January 1977, DMA now NGA commenced issuing warnings as NAVAREAS IV and XII broadcasts in addition to the HYDROLANT and HYDROPAC series.

(Repetition NTM 1(5)09)

(NGA/DEPT. OF STATE)

**(6) TRADE WITH CUBA.**

The President of the United States proclaimed an embargo February 7, 1962 on all trade with Cuba. Except as authorized by Department of Treasury regulations or license, all dealings in property in which Cuba or a Cuban national has an interest (including all financial transactions in Cuba) by any person subject to U.S. jurisdiction are prohibited. Unless otherwise authorized by the Department of Treasury, it is unlawful for any person subject to the jurisdiction of the United States to transport, import, or otherwise deal in or engage in any transaction with respect to any merchandise outside the United States if such merchandise: (1) is of Cuban origin; (2) is or has been located in or transported from or through Cuba; or (3) is made or derived in whole or part from any Cuban growth, produce, or manufacture. It is also unlawful for any person subject to U.S. jurisdiction to engage in any transportation of goods or merchandise from anywhere to Cuba unless the following conditions are met: (1) such transportation is licensed or otherwise authorized by Treasury; and (2) if U.S. goods or merchandise are

**(6) TRADE WITH CUBA. (Continued).**

involved, the exportation is itself licensed or otherwise authorized by the Department of Commerce under the provisions of the Export Administration Act of 1979, as amended. Licenses or authorizations to engage in such trade will not normally be granted. Certain exceptions exist for trade in informational materials. Unless licensed by Treasury, no vessel may enter a U.S. port for any purpose including bunkering or the acquisition of ship's stores if there are on board goods or passengers coming from, or going to, Cuba, or goods in which Cuba or a Cuban national has an interest. Unless licensed by Treasury, no vessel which enters a port or place in Cuba to engage in the trade of goods or services may, within 180 days of such vessel's departure from such port or place in Cuba, load or unload freight at any place in the United States. Persons who violate these restrictions may be subject to criminal or civil sanctions, or both, and vessels involved in such trade contrary to law may be subject to seizure and forfeiture (reviewed November 12, 1998).

(Repetition NTM 1(6)09)

(DEPT. OF STATE)

**(7) AMVER.**

The Internet Web site for Amver is: [www.amver.com](http://www.amver.com). The Amver system, maintained and administered by the United States Coast Guard, with the cooperation of coast radio stations of many nations, is a global ship reporting system for search and rescue (SAR) which provides important aid to the development and coordination of SAR efforts in the offshore areas of the world. Vessels of all nations, on the high seas, are encouraged to voluntarily send movement (sailing) reports and periodic position reports to the Amver Center located in Martinsburg, West Virginia, via selected radio stations and coast earth stations.

Information from these reports is entered into a computer database which is used to generate and maintain dead reckoning positions. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information. Information concerning the predicted location and SAR characteristics of each vessel estimated to be in the search area of interest is made available, upon request and only to recognized SAR agencies of any nation, or vessels needing assistance. Predicted locations are only disclosed for reasons related to maritime safety.

Messages sent within the Amver system are at no cost to the ship owner. Benefits to shipping include: improved chances of aid in emergencies, reduced number of calls for assistance by vessels not favorably located to assist, and reduced time lost by vessels responding to calls for assistance. An Amver participant is under no greater obligation to render assistance during an emergency than a vessel that is not participating.

Instructions on participation in the Amver system are available on the Web site in the following languages: Chinese, Danish, Dutch, English, French, German, Greek, Italian, Japanese, Korean, Norwegian, Philippine, Polish, Portuguese, Russian, Serbo-Croatia, Spanish, and Swedish. Additional information is available from:

Amver Maritime Relations Office  
USCG Battery Park Building  
1 South Street  
New York, NY 10004-1499  
U.S.A.

Telephone: (212) 668-7762  
Fax: (212) 668-7684  
E-mail: [benjamin.m.strong@uscg.mil](mailto:benjamin.m.strong@uscg.mil)  
Web site: <http://www.amver.com>

In addition to its Internet Web site, other sources of information on Amver include U.S. Coast Guard Area and District Offices or Captain of the Port Offices.

Amver reports can be sent at no cost to the ship if sent via Inmarsat-C using the Amver/SEAS software and designated Vizada land earth stations. Necessary equipment includes: a Windows based PC with an operating system of Windows 2000, Windows NT, Windows 98, Windows 95 (works best with 200 MHz Pentium or better); video card that supports 800 x 600 pixels, with 65K colors or better; 10 MB of free hard disk space, and a 3.5 inch floppy disk drive. Additionally, an Inmarsat Standard C transceiver with a 3.5 inch floppy disk drive and capability to transmit a binary file is required as well. Amver/SEAS software is available through the National Oceanic and Atmospheric Administration (NOAA) Web site at:

<http://seas.amverseas.noaa.gov/seas/>.

(Supersedes NTM 1(7)09)

(USCG)

**(8) INTERNATIONAL AERONAUTICAL AND MARITIME SEARCH AND RESCUE (IAMSAR) MANUAL.**

The International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III, Mobile Facilities is to be carried onboard Safety Of Life At Sea (SOLAS)-compliant merchant vessels and is intended to be carried aboard other vessels, aircraft, and rescue units to help with performance of a search, rescue or on-scene coordinator function, and with aspects of search and rescue that pertain to their own emergencies. This Manual can be purchased directly from the International Maritime Organization (IMO) or from selected book sellers around the world as provided under "Publication Bookshop" on IMO Web site: [www.imo.org](http://www.imo.org). It is available in the English, French, and Spanish languages and will also be published in Russian, Chinese, and Arabic languages by the IMO or other sources. Amendments have been issued to this publication and can be obtained through the IMO. A consolidated edition containing previous amendments was published in 2008 and new consolidated editions will be published every two years.

(Supersedes NTM 1(8)09)

(USCG)

**(9) SPECIAL REPORTING INSTRUCTIONS FOR U.S. FLAG VESSELS, VESSELS CARRYING WAR RISK INSURANCE, AND CERTAIN OTHER DESIGNATED VESSELS (Formerly USMER Vessels).**

According to a U.S. Maritime Administration regulation effective 1 August 1983, U.S. flag vessels and foreign-flag "War Risk" vessels must report and regularly update their voyages to the Amver Center.

**Who Must Report**

- A. U.S.-flag vessels of one thousand gross tons or more, operating in foreign commerce.
- B. Foreign-flag vessels of one thousand gross tons or more, for which an Interim War Risk Insurance binder has been issued under the provisions of Title XXI, Merchant Marine Act, 1936.

**Who May Report**

Other merchant vessels, when approved by MARAD, whose owners may have chosen to participate and to have voyage information forwarded to MARAD. (Other merchant vessels may participate in Amver, but information provided by them will be released only for safety purposes or to satisfy certain advance arrival notification requirements of Title 33, Code of Federal Regulations.)

**When to Report**

- A. Sailing plans may be sent days or even weeks prior to departure, but no later than departure.
- B. Departure Report must be sent as soon as practicable upon leaving port.
- C. Position Report must be sent within twenty-four hours of departure, and subsequently no less frequently than every forty-eight hours until arrival.
- D. Arrival Report must be sent immediately prior to or upon arrival at the Port of Destination.
- E. Reports are to be sent during the Radio Officer's normal duty hours, but no later than the above schedule.
- F. At the discretion of the vessel, reports may be sent more frequently than the above schedule, as, for example, in heavy weather or under other adverse conditions.

(Repetition NTM 1(9)09)

(USCG)

**(10) URGENCY AND SAFETY SIGNALS.**

The radiotelephone urgency signal, which is the group of words PAN PAN (pronounced "Pahn-Pahn") spoken three times, is provided for use in cases in which a ship making a call has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or the safety of a person, but it does not necessarily imply that the ship is in imminent danger or requires immediate assistance. The call has priority over all other communications except distress calls and it should be used in all urgent cases in which the sending out of the SOS or MAYDAY signal is not fully justified.

The urgency signal and message may be addressed to all stations or to a specific station. The urgency signal may also be used when the Master of a ship desires to issue a warning that circumstances are such that it may become necessary for him to send out the distress signal at a later stage. The message must be canceled as soon as any action is no longer necessary.

The radiotelephone SAFETY signal "SECURITE" (pronounced "SAY-CUR-E-TAY") spoken three times, is provided for reporting hazards to navigation or meteorological warnings including dangers regarding ice, derelicts, tropical storms, etc.

(Repetition NTM 1(10)09)

(USCG)

**(11) SUBMARINE EMERGENCY IDENTIFICATION SIGNALS AND HAZARD TO SUBMARINES.**

1. U.S. submarines are equipped with signal ejectors which may be used to launch identification signals, including emergency signals. Two general types of signals may be used: smoke floats and flares or stars. A combination signal which contains both smoke and flare of the same color may also be used. The smoke floats, which burn on the surface, produce a dense, colored smoke for a period of fifteen to forty-five seconds. The flares or stars are propelled to a height of three hundred to four hundred feet from which they descend by small parachute. The flares or stars burn for about twenty-five seconds. The color of the smoke or flare/star has the following meaning:
  - a) GREEN-Used under training exercise conditions only to indicate that a torpedo has been fired or that the firing of a torpedo has been simulated.
  - b) YELLOW-Indicates that submarine is about to come to periscope depth from below periscope depth. Surface craft terminate antisubmarine counter-attack and clear vicinity of submarine. Do not stop propellers.
  - c) RED-Indicates an emergency condition within the submarine and that it will surface immediately, if possible. Surface ships clear the area and stand by to give assistance after the submarine has surfaced. In case of repeated red signals, or if the submarine fails to surface within reasonable time, she may be assumed to be disabled. Buoy the location, look for submarine buoy and attempt to establish sonar communications. Advise U.S. Naval authorities immediately.
  - d) WHITE-Two white flares/smoke in succession indicates that the submarine is about to surface, usually from periscope depth (non-emergency surfacing procedure). Surface craft should clear the vicinity of the submarine.
2. A Submarine Marker Buoy consists of a cylindrically shaped object about 3 feet by 6 feet with connecting structure and is painted international orange. The buoy is a messenger buoy with a wire cable to the submarine; this cable acts as a downhaul line for a rescue chamber. The buoy may be accompanied by an oil slick release to attract attention. A submarine on the bottom in distress and unable to surface will, if possible, release this buoy. If an object of this description is sighted, it should be investigated and U.S. Naval Authorities advised immediately.
3. A Submarine Emergency Position Indicating Radio Buoy (SEPIRB) is a serialized signal identifying the submarine and hatch from which to conduct rescue operations.
4. Transmission of the International Distress Signal (SOS) will be made on the submarine's sonar gear independently or in conjunction with the red emergency signal as conditions permit.
5. Submarines may employ any or all of the following additional means to attract attention and indicate their position while submerged:
  - a) Release of dye marker.
  - b) Ejection of oil.
  - c) Release of air bubble.
  - d) Pounding on the hull.
6. United States destroyer-type vessels in international waters will, on occasion, stream a towed underwater object at various speeds engaged in naval maneuvers. All nations operating submarines are advised that this underwater object in the streamed condition constitutes a possible hazard to submerged submarines.

(Supersedes NTM 1(11)09)

(U.S. NAVY)

**(12) RULES, REGULATIONS AND PROCLAMATIONS ISSUED BY FOREIGN GOVERNMENTS.**

The National Geospatial-Intelligence Agency, as a means of promoting maritime safety, includes in its publications rules, regulations, and proclamations affecting navigation as issued by foreign nations.

In this connection, it should be clearly understood that the publication of such material is solely for information relative to the navigational safety of shipping, and in no way constitutes a legal recognition by the United States of the international validity of any rule, regulation, or proclamation so published. While every effort is made to publish all such information, the National Geospatial-Intelligence Agency cannot assume any liability for failure to publish any particular rule, regulation, proclamation, or the details thereof.

(Repetition NTM 1(12)09)

(NGA/PVM)

**(13) WARNING-DANGER FROM SUBMARINE CABLES AND PIPELINES.**

Submarine cables or pipelines pass beneath various navigable waterways throughout the world. Installation of new submarine cables and pipelines may be reported in the Notice to Mariners; their locations may or may not be charted. Where feasible, warning signs are often erected to warn the mariners of their existence. In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing or engaging in underwater operations near areas where these cables or pipelines may exist or have been reported to exist.

**(13) WARNING-DANGER FROM SUBMARINE CABLES AND PIPELINES. (Continued).**

Certain cables carry high voltages; many pipelines carry natural gas under high pressure or petroleum products. Electrocutation, fire or explosion with injury or loss of life or a serious pollution incident could occur if they are penetrated.

Vessels fouling a submarine cable or pipeline should attempt to clear without undue strain. Anchors or gear that cannot be cleared should be slipped; no attempt should be made to cut a cable or pipeline.

(Repetition NTM 1(13)09)

(USCG)

**(14) CAUTION-CLOSE APPROACH TO MOORED OFFSHORE AIDS TO NAVIGATION.**

Courses should invariably be set to pass these aids with sufficient clearance to avoid the possibility of collision. Errors of observation, current and wind effects, other vessels in the vicinity, and defects in steering gear may be, and have been, the cause of collisions. Experience shows that buoys cannot be safely used as leading marks to be passed close aboard, and should always be left broad off the course whenever sea room permits.

It should be borne in mind that most large buoys are anchored to a very long scope of chain and, as a result, the radius of their swinging circle is considerable. The charted position is the approximate location. Furthermore, under certain conditions of wind and current, they are subject to sudden and unexpected sheers which are certain to hazard a vessel attempting to pass close aboard.

Further warning on use of floating aids to navigation for position taking is contained in paragraph 1 of this Notice. When approaching an offshore light structure, large navigational buoy, or a station on a submarine site, on radio bearings, the risk of collision will be lessened by ensuring that the radio bearing does not remain constant.

(Repetition NTM 1(14)09)

(USCG)

**(15) PIPELINE LAYBARGES AND JETBARGES.**

With the increased number of pipeline laying operations in the Gulf of Mexico and other areas, operators of all types of vessels should be aware of the dangers of passing close aboard, close ahead, or close astern of a jetbarge or pipelaying barge. Pipelaying barges and jetbarges usually move at 1/2 knot or less and have anchors which extend out approximately 3500-5000 feet in all directions, and may be marked by lighted anchor buoys. The exposed pipeline behind the pipelaying barge and the areas in the vicinity of anchors are hazardous to navigation and should be avoided. The pipeline and anchor cables also represent a submerged hazard to navigation. It is suggested, if safe navigation permits, for all types of vessels to pass well ahead of the pipelaying barge or well astern of the jetbarge. The pipelaying barge, jetbarge, and attending vessels may be contacted on VHF-FM Channel 16 for passage instructions.

(Repetition NTM 1(15)09)

(USCG)

**(16) REQUIRED REPORTING OF DAMAGED U.S. AIDS TO NAVIGATION.**

It frequently occurs that aids to navigation are collided with, causing damage and displacement, or complete loss, without the knowledge of the Coast Guard District Commander. The replacement or repair of such aids is consequently often not made as promptly as desired. This situation results in diminished protection for marine traffic, and is attributable in large part to the failure of vessel operators to furnish notice of these collisions to the nearest local or district office of the U.S. Coast Guard, or to Coast Guard Headquarters, as required by law and regulation. The prompt submission of notice of any marine casualty or accident, including damage or destruction of aids to navigation, is required by the Marine Investigation Regulations, Section 4.05-20 of Title 46, Code of Federal Regulations, with penalty for noncompliance.

(Repetition NTM 1(16)09)

(USCG)

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS.**

**International Convention for the Prevention of Pollution by Ships - MARPOL 73/78:** In 1973, the International Maritime Organization (IMO) adopted the International Convention for the Prevention of Pollution by Ships and subsequently modified it by Protocol in 1978. The Convention is widely known as MARPOL 73/78. Its objective is to limit ship-borne pollution by restricting operational pollution and reducing the possibility of accidental pollution. MARPOL specifies standards for stowing, handling, shipping, and transferring pollutant cargoes, as well as standards for discharge of ship-generated operational wastes. Acceptance of the convention by national government obliges them to make the requirements part of domestic law.

MARPOL 73/78 consists of six separate Annexes, each set out regulations covering the various sources of ship-generated pollution. Annex I and II are mandatory for all signatory nations to MARPOL while Annexes III, IV, V, and VI are optional.

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS. (Continued).**

Currently, the U.S. is signatory to Annexes I, II, III, V, and VI. Annexes I, II, V, and VI have been incorporated into U.S. law by the Act to Prevent Pollution from Ships (APPS) and implemented within 33 USC 1901 and 33 CFR 151. The U.S. incorporates Annex III by the Hazardous Materials Transportation Act (HMTA) implemented within 46 USC 2101 and 49 CFR 171-174.

and 176. Although the U.S. has not ratified Annex IV, the U.S. has equivalent regulations for the treatment and discharge standards of shipboard sewage – the Federal Water Pollution Control Act (FWPCA) as amended by the Clean Water Act and implemented by 33 USC 1251 and 33 CFR 159.

The table below indicates each Annex by pollution source, its title, U.S. signatory status, and implementing legislation, law, and/or regulations and applicable Coast Guard guidance. A brief discussion of the major provisions of each MARPOL Annex follows.

**International Convention for the Prevention of Pollution by Ships (MARPOL 73/78)**

<b>Annex</b>	<b>Pollution Source</b>	<b>Title</b>	<b>U.S. Signatory</b>	<b>Implementing Legislation/Regulations</b>
I	Oil	Regulations for the Prevention of Pollution by Oil	Yes	Act to Prevent Pollution from Ships of 1980 (APPS) 33 U.S.C. § 1901 – 1912 33 CFR Parts 151, 155, 156, 157 Marine Safety Manual (MSM) Vol. II NVIC 6-94 CG-3PCV Policy Ltr 06-09 G-MOC Policy Ltr 04-011, Rev. 1 G-PCV Policy Ltr 06-01
II	NLS	Regulations for the Control of Pollution by Noxious Liquid Substances (NLS) in bulk	Yes	APPS 33 U.S.C. § 1901 – 1912 33 CFR Parts 151 MSM, Vol. II NVIC 03-06, 03-04
III	Packaged Substances	Regulations for the Prevention of Pollution by Harmful Substances in Packaged Form	Yes	Hazardous Materials Transportation Act of 1974 (HMTA) 49 U.S.C. § 1801 – 1813 46 CFR 148 49 CFR Parts 171-174 & 176 MSM, Vol. II
IV	Sewage	Regulations for the Prevention of Pollution by Sewage from Ships	No	Federal Water Pollution Control Act (FWPCA) as amended by the Clean Water Act (CWA) 33 U.S.C. § 1251 33 CFR 159 MSM, Vol. II NVIC 01-09
V	Garbage	Regulations for the Prevention of Pollution by Garbage from Ships	Yes	APPS 33 U.S.C. § 1901 – 1912 33 CFR Parts 151 MSM, Vol. II
VI	Air	Regulations for the Prevention of Air Pollution from Ships	No	APPS 33 U.S.C. § 1901 – 1912 EPA Engine Emissions: 40 CFR 94 CG-543 Policy Ltr 09-01

Annex I addresses oil pollution prevention. Annex I is applicable to oceangoing tankers over 150 gross tons and all other oceangoing ships over 400 gross tons. Requirements include oily waste discharge limitations, oily-water separating equipment, monitoring and alarm systems for discharges from cargo areas, cargo pump rooms and machinery space bilges, construction of cargo and ballast tanks, crude oil washing and inert gas systems, as well Shipboard Oil Pollution Emergency Plans (SOPEP).

The U.S. implements MARPOL 73/78 Annex II by the Act to Prevent Pollution from Ships (APPS), codified within 33 USC

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS. (Continued).**

1901. The implementing regulations are in 33 CFR 151.

Ships to which Annex I MARPOL 73/78 is applicable are also required to have an International Oil Pollution Prevention (IOPP) Certificate. Annex I, Chapter 2 and 33 CFR 151.19. Issuance of the IOPP Certificate verifies that the vessel is in compliance with the requirements of Annex I and that any required equipment is on board and operational.

Annex I also requires each vessel to maintain an Oil Record Book to record all oil transfers and discharges. Annex I, Regulation 17 & 36, 33 CFR 151.25. The Coast Guard's most recent update to the Oil Record Book was in 2007. A copy is available to all U.S. vessel owners and operators subject to the Oil Record Book requirements through any local Captain of the Port/Officer in Charge, Marine Inspection. Vessel operators are encouraged to obtain and use the latest edition of the Oil Record Book (Rev 01-07).

Regulation 12A - Oil fuel tank protection. Regulation 12A establishes design requirements for protectively located fuel tanks for all ships with an aggregate oil fuel capacity of 600 cubic meters (m<sup>3</sup>) and above which are delivered on or after August 1, 2010, as defined in new regulation 1.28.9 of Annex I. (The text of Regulation 12A is found in Resolution MEPC.141 (54) or in the MARPOL - Consolidated Edition 2006 on page 419.)

CG-543 and the Marine Safety Center have received questions from Coast Guard field offices and from the marine industry as to the extent ships must meet regulation 12A that undergo a major conversion as defined in regulation 1.28.9 of Annex I.

Under the MARPOL Annex I regulatory framework found in regulations 12A and 1.28.9, a ship that undergoes a major conversion is treated the same as a vessel delivered on or after August 1, 2010, irrespective of what provision in regulation 1.28.9 triggers the major conversion determination. Therefore, a ship that undergoes a major conversion is treated the same as a new vessel for regulation applicability, in which all fuel tanks - both new/modified and existing shall comply with the provisions of regulation 12A.

U.S. ships that are required to hold an IOPP certificate, such as ships that engage in voyages to ports or offshore terminals under the jurisdiction of other parties to MARPOL and ships enrolled in the Alternate Compliance Program, regulation 12A applies to all fuel tanks on ships delivered on or after August 1, 2010 as defined in regulation 1.28.9, as well as to both new/modified and existing fuel tanks on ships that undergo a major conversion on or after the dates defined in regulation 1.28.9 of Annex I.

U.S. ships that are not required to hold an IOPP certificate need not presently comply with regulation 12A, but are encouraged to comply in light of the coast guard's intention to revise domestic regulations that will implement regulation 12A.

Annex II addresses discharge criteria and measures for controlling pollution caused by Noxious Liquid Substances (NLS) carried in bulk. Annex II is applicable to oceangoing vessels and non-self propelled oceangoing ships that carry NLS cargoes. These regulations limit at-sea discharges of NLS residue. It requires vessels to discharge its NLS residues to reception facilities, except under specified conditions. The Annex II requirements include discharge restrictions for various classes of cargo residues; the maintenance of a Cargo Record Book for recording all NLS cargo and residue transfers and discharges; and a Procedures and Arrangements Manual describing the correct procedures for off loading and pre-washing cargo tanks.

The U.S. implements MARPOL 73/78 Annex II by the Act to Prevent Pollution from Ships (APPS), codified within 33 USC 1901. The implementing regulations are in 33 CFR 151.

Since April of 1987, Annex II NLS cargoes have been classified in one of four categories: A, B, C, or D. As of January 1, 2007, the IMO revised Annex II to incorporate new classification rules that changed the criteria for assigning values for both the ship type and pollution category. For further details of these new classifications and vessel compliance, see Navigation and Vessel Inspection Circular (NVIC) 03-06.

The existing pollution categories A, B, C, D, and III have been replaced by X, Y, Z and Other Substances (OS). Category X has the most severe pollution hazards, category Y has moderate pollution hazards, category Z has low pollution hazards and category OS has no hazards when discharged from tank cleaning or de-ballasting operations. Category X and other substances that tend to solidify in tanks must be pre-washed in port under the supervision of a Pre-wash Surveyor prior to departure from the off loading terminal. Authorized vessel discharges of NLS residue at sea must be below the water line. Tanks that carry Category Y and Z NLS cargoes must be tested to ensure that after tank stripping only a minimal amount of residues will remain. Reception facilities must be able to assist in cargo stripping operations by reducing backpressure during the final stages of off loading.

Terminals and ports receiving oceangoing tankers, or any other oceangoing ships of 400 GT or more, carrying residues and mixtures containing oil, or receiving oceangoing ships carrying NLS cargoes, are required to provide adequate reception facilities for the wastes generated. Coast Guard Captains of the Port issue a Certificate of Adequacy to terminals or ports to show that they comply with federal reception facility requirements.

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS. (Continued).**Resolution A.673 (16) for Offshore Supply Vessels:

As discussed above, on October 15, 2004, the Marine Environmental Protection Committee (MEPC) of the International Maritime Organization (IMO) adopted revisions to Annex II and the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code). Those amendments entered into force January 1, 2007.

The 2004 revisions to Annex II included changes to Regulation 11. The revised language of Regulation 11.2 of Annex II requires that for the carriage of NLS cargoes listed in Chapter 17 of the IBC Code by those vessels other than chemical tankers or liquefied gas carriers, Flag Administrations shall establish appropriate measures to minimize the uncontrolled discharge of NLS cargoes into the sea. Furthermore, Regulation 11.2 states that each Flag Administration's measures shall be based upon "Guidelines" developed by the IMO. In the associated footnote to the term "Guidelines," reference is made specifically to Resolution A.673 (16).

Resolution A.673 (16) was adopted on October 19, 1980, and later amended by Resolution MSC.236 (82) on December 1, 2006. It provides an alternative to the IBC Code for the design, construction, and operation of OSVs. It is intended to permit limited quantities of NLS substances to be transported in bulk in OSVs with minimum risk to the vessel, its crew, and the environment. The basic philosophy of Resolution A.673 (16) is to apply standards contained in the IBC Code to the extent that that is practicable and reasonable, taking into account the unique design features and service characteristics of these vessels, as well as to limit the quantity of hazardous and noxious liquid substances carried onboard OSVs.

The U.S. implementation of A.673 (16) is found in CG-522 Policy Letter 09-01. This policy has been developed by the Coast Guard, in consultation with the OSV industry, to provide guidance to owners, operators, and designers for the design, construction, and operation of U.S. flagged OSVs. It is intended to resolve any conflicts until such time as relevant U.S. regulations are more completely harmonized with the revised international standards.

Annex III applies to all ships carrying harmful substances in packaged forms, or in freight containers, portable tanks or road and rail tank wagons. Annex III requires standards on packaging, marking, labeling, documentation, stowage, quantity limitations, exceptions and notifications for preventing or minimizing pollution by harmful substances.

The U.S. implements MARPOL 73/78 Annex III under the Hazardous Materials Transportation Act (HMTA), codified within 46 USC 2101. The implementing regulations are in 49 CFR 171 -174 and 176.

For the purpose of Annex III, "harmful substances" are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code), also defined in U.S. domestic regulations under 49 CFR 171.4 and 171.8. On 5 November 1992, the U.S. Research and Special Programs Administration (RSPA) amended the Hazardous Materials Regulations (HMR, 49 CFR 100-177) to list and regulate these marine pollutants in all modes of transportation. Under the HMR, marine pollutants are listed in a separate appendix, (Appendix B to 49 CFR 172.101 – List of Marine Pollutants). In accordance with 49 CFR 172.322, "marine pollutant mark" is required for those materials. The marine pollutant mark is in addition to any existing labels or placards designating a hazardous substance.

Annex IV applies to discharges of sewage into the sea. Annex IV applies to all ships over 400 gross tons engaged in international voyages or to ships less than 400 gross tons certified to carry more than 15 persons. The Annex requires the installation of holding tanks or approved sewage treatment devices.

The U.S. did not ratify Annex IV. Rather, the U.S. has equivalent regulations for the treatment and discharge standards of shipboard sewage – the Federal Water Pollution Control Act (FWPCA) as amended by the Clean Water Act codified in 33 USC 1251. The U.S. considers the implementing regulations of 40 CFR 140 and 33 CFR 159 as equivalent to the sewage treatment requirements of Annex IV. For more information on this equivalency and vessel compliance, see NVIC 01-09.

Section 312 of FWPCA, as amended, requires the installation of a Marine Sanitation Device (MSD), a sewage treatment device to prevent the discharge of untreated or inadequately treated sewage into U.S. waters. The Act requires every vessel that operates in U.S. waters and equipped with an installed toilet to have a certified and operable MSD. A vessel with no installed toilet is not subject to the provisions of section 312. Installed toilets that are not equipped with a certified MSD, and that discharge raw sewage directly over the side are illegal. Section 312(g)(2) of the FWPCA directs the Coast Guard to certify MSDs and 33 CFR 159 sets out equipment construction and operation requirements.

Since the U.S. has not ratified MARPOL 73/78 Annex IV, the Coast Guard will not enforce its provisions aboard foreign vessels during Port State Control examinations, even if the vessel is under the flag of an Annex IV signatory country. Foreign vessels must meet the requirements of 33 CFR 159 when operating in U.S. waters. However, since the U.S. considers Annex IV equivalent to 33 CFR 159, Coast Guard Port State Control officers shall accept foreign vessels that comply with Annex IV. A foreign flag vessel that has a "Certificate of Type Test" under MARPOL Annex IV indicating that its sewage treatment plant meets the test requirements of Resolution MEPC.2(VI) of the International Maritime Organization (IMO) will be

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS. (Continued).**

accepted by the Coast Guard as being in compliance with 33 CFR 159.7(b) or (c). The Coast Guard considers such treatment plants as fully equivalent to a Coast Guard certified Type II MSD (NVIC 9-82, CH-1, dated 8 October 1988) as long as the unit is in operable condition. U.S. registered vessels will continue to be required to have Coast Guard certified MSDs per 33 CFR 159.

Annex V applies to ship-generated garbage, and aims to reduce the amount of garbage - both plastics and other persistent wastes - that ships dump into the oceans. Annex V defines “garbage” broadly, and includes nearly any kind of waste generated during a ship’s normal operations. This Annex requires terminals to provide reception facilities at ports and terminals to receive plastics and other garbage from visiting vessels. Annex V includes a general ban on dumping plastics and synthetic materials at sea – it prohibits all ships from dumping plastics into the marine environment anywhere in the world.

Annex V also specifically designates places where dumping other garbage is prohibited and sets conditions for dumping other garbage at sea (see the table below – Appendix A to 33 CFR 151-151.77). Dunnage, lining and packing materials that float may be disposed of beyond 25 miles from the nearest land. Other garbage that will not float may be disposed of beyond 12 miles of land, except that garbage, which can pass through a 25mm mesh screen (approximately 1 square inch), may be disposed of beyond 3 miles. More restrictive disposal regimes apply in waters designated “Special Areas.”

The U.S. implements MARPOL 73/78 Annex V under the Marine Plastic Pollution Research and Control Act of 1987 (MPPRCA), codified within 33 U.S.C. § 1901 *et seq.* The implementing regulations are in 33 CFR 151.51 – 79. These requirements require adequate waste reception facilities at U.S. ports; that manned ships of certain sizes to display pollution prevention placards; for certain ships to develop a waste management plan; and that certain manned ships maintain waste disposal records. MPPRCA and 33 CFR 151.51 is applicable to all recreational, fishing, uninspected and inspected vessels, and foreign flag vessels on the navigable waters and all other waters subject to the jurisdiction of the United States, out to and including the Exclusive Economic Zone (200 miles).

**APPENDIX A TO §§ 151.51 THROUGH 151.77—  
SUMMARY OF GARBAGE DISCHARGE RESTRICTIONS**

Garbage Type	All Vessels Except Fixed or Floating Platforms and Associated Vessels		Fixed or Floating Platforms & Assoc. Vessels <sup>3</sup> (33 CFR 151.73)
	Outside special areas (33 CFR 151.73)	In special areas <sup>2</sup> (33 CFR 151.71)	
Plastics—includes synthetic ropes and fishing nets and plastic bags.	Disposal prohibited (33 CFR 151.67).	Disposal prohibited (33 CFR 151.67).	Disposal prohibited (33 CFR 151.67).
Dunnage, lining and packing materials that float.	Disposal prohibited less than 25 miles from nearest land and in the navigable waters of the U.S.	Disposal prohibited (33 CFR 151.71).	Disposal prohibited.
Paper, rags, glass, metal bottles, crockery and similar refuse.	Disposal prohibited less than 12 miles from nearest land and in the navigable waters of the U.S.	Disposal prohibited (33 CFR 151.71).	Disposal prohibited.
Paper, rags, glass, etc. comminuted or ground. <sup>1</sup>	Disposal prohibited less than 3 miles from nearest land and in the navigable waters of the U.S.	Disposal prohibited (33 CFR 151.71).	Disposal prohibited.
Victual waste not comminuted or ground.	Disposal prohibited less than 12 miles from nearest land and in the navigable waters of the U.S.	Disposal prohibited less than 12 miles from nearest land.	Disposal prohibited
Victual waste comminuted or ground. <sup>1</sup>	Disposal prohibited less than 3 miles from nearest land and in the navigable waters of the U.S.	Disposal prohibited less than 12 miles from nearest land.	Disposal prohibited less than 12 miles from nearest land and in the navigable waters of the U.S.
Mixed garbage types.	See Note 4.	See Note 4.	See Note 4.

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS. (Continued).**

Note 1: Comminuted or ground garbage must be able to pass through a screen with a mesh size no larger than 25 mm. (1 inch) (33 CFR 151.75)

Note 2: Special areas under Annex V are the Mediterranean, Baltic, Black, Red, and North Seas areas and the Gulfs area. (33 CFR 151.53)

Note 3: Fixed or floating platforms and associated vessels includes all fixed or floating platforms engaged in exploration, exploitation or associated offshore processing of seabed mineral resources, and all ships within 500m of such platforms.

Note 4: When garbage is mixed with other harmful substances having different disposal or discharge requirements, the more stringent disposal restrictions shall apply.

Annex VI outlines international requirements for vessel air emissions and shipboard air pollution prevention measures. Annex VI entered into force for the United States on January 8, 2009. Starting on that date, U.S. ships operating anywhere and foreign-flag ships operating in United States waters must comply with the requirements set out in MARPOL Annex VI. (33 U.S.C. 1901(a) (4) & (5), 1902(a)(1)&(5), and 1907 (a), as amended by the Maritime Pollution Prevention Act of 2008 (MPPA), Pub.L. 110-280, 122 Stat 2611).

Annex VI sets limits on sulphur oxide (SOx) and nitrogen oxide (NOx) emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances. These regulations include a global cap of 4.5% m/m on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel. A mandatory NOx Technical Code defines how vessels can achieve the set limits on NOx emissions.

Additionally, certain regions may be declared as Sulfur Emission Control Areas (SECA). In these areas, the sulphur content of fuel oil used on board ships must not exceed 1.5% m/m. Alternatively, ships must fit an exhaust gas cleaning system or use other technological methods to limit SOx emissions. The Baltic Sea and North Sea Areas have already been designated as SECAs.

Annex VI prohibits deliberate emissions of ozone depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations containing ozone-depleting substances are prohibited. But existing installations containing hydrochlorofluorocarbons (HCFCs) are permitted until 1 January 2020. The Annex also prohibits the incineration on board ships of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

Oil Spill Reporting. Article 8 and Protocol I of MARPOL 73/78 requires the immediate reporting of any un-permitted discharges of oil, NLS substances, or harmful substance in package form to the party in which the vessel is located. For any discharge that occurs within the waters under U.S. jurisdiction, the reporting requirements are found in 33 CFR 153, Subpart B – Notice of the Discharge of Oil or a Hazardous Substance.

33 CFR 153.203 states that any person in charge of a vessel or of an onshore or offshore facility shall, as soon as they have knowledge of any discharge of oil or a hazardous substance shall immediately notify the National Response Center (NRC), NRC's toll free telephone number is (800) 424-8802, fax number is (202) 372-2920.

If direct reporting to the NRC is not practicable, notice of discharge may be made to the Coast Guard or EPA predesignated On-Scene Coordinator (OSC) for the geographic area where the discharge occurs. All such reports shall be promptly relayed to the NRC. If it is not possible to notify the NRC or the predesignated OSC immediately, reports may be made immediately to the nearest Coast Guard unit, provided that the person in charge of the vessel or onshore or offshore facility notifies the NRC as soon as possible.

Any person who fails to notify the appropriate agency of the United States Government immediately of a discharge is, upon conviction, fined in accordance with 18 U.S. Code, or imprisoned for not more than 5 years, or both (33 CFR 153.205).

Penalties for Violation. As stated in 33 CFR 151.04, a person who violates MARPOL 73/78, the Act to Prevent Pollution from Ships (APPS)(33 USC 1901), or the implementing regulations (33 CFR 151), is liable for civil or criminal penalties. Civil penalties carry a fine not to exceed \$25,000 for each violation. A person who makes a false, fictitious statement or fraudulent representation in any matter in which a statement or representation is required to be made to the Coast Guard under MARPOL 73/78, the Act, or the implementing regulations, is liable for a civil penalty of \$5,000 for each statement or representation, as provided by 33 U.S.C. 1908(b)(2). A person who knowingly violates MARPOL 73/78, the Act, or the regulations of this subpart commits a class D felony. 18 U.S.C. 1355 *et seq.*

Vessel owners or operators that discharge oil or hazardous substances into or upon the navigable waters of the United States, adjoining shorelines, or into or upon the waters of the contiguous zone, may be subject to civil penalties. Civil penalties carry a fine of not more than \$10,000 per violation and a maximum amount not exceed \$125,000. 33 U.S.C. 1321 *et seq.*

**(17) REGULATIONS FOR THE PREVENTION OF POLLUTION FROM SHIPS. (Continued).**

**Vessel General Permit (VGP):** The EPA's VGP was issued on 18 December 2008 to regulate incidental discharges under the Clean Water Act (CWA), which prohibits discharge of a pollutant without a National Pollution Discharge Elimination System (NPDES) permit. EPA enforcement began in February 2009.

The VGP requirements apply to all commercial vessels longer than 79 ft operating within U.S. waters. The VGP requires vessel operators to perform inspections, training, recordkeeping and reporting, make assessments and take corrective actions as necessary. The VGP covers 26 different discharges including bilge water, ballast water, anti-fouling hull coatings and grey water. The VGP incorporates the USCG's mandatory BWM and ballast water exchange standard and has additional requirements for eight vessel types such as large and medium-sized cruise ships and oil tankers. Owners and operators are required to submit a Notice of Intent (NOI) from 19 June 2009 to 19 September 2009 to receive permit coverage, a one-time permit report between 30 and 36 months after obtaining permit coverage, conduct self-inspections, monitoring, reporting and recordkeeping. The USCG's current role is to assist the EPA by informing the maritime industry of the VGP requirements via an EPA-provided fact sheet. The EPA developed and manages the VGP, and has the primary federal responsibility for enforcing its provisions. However, in fulfilling its role as the nation's lead maritime law enforcement agency, the Coast Guard will be involved in assisting EPA in verifying VGP compliance during Port State Control and Flag State Inspections.

Roles and expectations regarding Coast Guard VGP enforcement will be established via a formal memorandum of agreement (MOA) between the EPA and the Coast Guard. During the last several months, the Coast Guard and EPA have been developing the MOA, noting that since the VGP requires vessel operators to utilize best practices for the protection of the environment, the EPA and the Coast Guard share a common interest in ensuring vessels comply with the VGP provisions.

Further information on the VGP is provided on the Coast Guard's Homeport web page <http://homeport.uscg.mil/> selecting the following tabs: Missions > Domestic Vessels > Domestic Vessel General > EPA Vessel General Permit (VGP) or on the EPA web page at <http://www.epa.gov/npdes/vessels>.

(Supersedes NTM 1(17)09)

(USCG)

**(18) COMPLIANCE WITH THE ACT TO PREVENT POLLUTION FROM SHIPS.**

Widely known as the London Dumping Convention, the 1972 International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter entered into force on August 30, 1975. This Convention addresses the unregulated dumping of non-ship generated waste materials into ocean waters, and creates a regime to prevent or strictly limit dumping that degrades or endangers human health or the marine environment. The Convention bans the dumping of certain hazardous materials and requires permits for the dumping of other identified materials and other wastes or matter. "Dumping" is defined as the deliberate disposal at sea of wastes or other matter from vessels, aircraft, platforms, or other man-made structures. In addition, the Convention controls the incineration of wastes on board ships, sets out criteria for the selection of dumping and incineration sites at sea, and has provisions to promote regional cooperation.

The Marine Protection, Research, and Sanctuaries Act of 1972 (MPRSA or the Ocean Dumping Act) is codified at 33 U.S.C. §1401 *et seq.* MPRSA implements the 1972 London Dumping Convention under U.S. law. MPRSA was amended in 1988 by Public Law 100-688, Title I of which is the Ocean Dumping Ban Act of 1988, and Title IV of which is the Shore Protection Act.

The purpose of MPRSA is to regulate the transportation of material from the U.S. or by U.S. vessels, aircraft, or agencies for the purpose of dumping the material into ocean waters, and the dumping of material transported by any person from a location outside the U.S. if the dumping occurs in the territorial sea or the contiguous zone of the U.S.

MPRSA establishes the statutory authority to regulate ocean dumping beyond the territorial sea line (three mile limit) from U.S. flag vessels and of material from the U.S.; and regulate dumping by any vessel in the U.S. territorial sea and contiguous zone.

Under MPRSA, no dumping is allowed in U.S. waters except some sewage, sludge, dredge materials, and fish wastes. The EPA may issue a permit for dumping of other materials under extraordinary circumstances.

Various federal agencies share certain responsibilities under the MPRSA. The EPA issues ocean dumping permits, and the U.S. Army Corps of Engineers (USACE) issues permits for the dumping of dredge materials. NOAA monitors the effects of waste dumping. The Coast Guard is responsible to conduct surveillance and other appropriate enforcement activity to prevent unlawful transportation of material for dumping, or unlawful dumping.

**(18) COMPLIANCE WITH THE ACT TO PREVENT POLLUTION FROM SHIPS. (Continued).**

One of the Coast Guard's activities under the MPRSA includes enforcement of regulations relating to safe transportation of municipal and commercial waste (33 CFR 151.1000). Here, the regulations state that a vessel may not transport municipal or commercial waste in coastal waters without a conditional permit issued by the Coast Guard. 33 CFR 151.1009 and 1012 describe the transportation of municipal or commercial waste requirements and the application process for obtaining a conditional permit.

(Repetition NTM 1(18)09)

(USCG)

**(19) INTERNATIONAL SAFETY MANAGEMENT CODE ENFORCEMENT.**

Compliance with the ISM Code is mandatory for passenger ships, cargo ships, bulks carriers, and oil and chemical tankers, gas carriers, as well as high speed craft and MODUs over 500 GT engaged on international voyages. To demonstrate compliance, vessels must present copies of approved Documents of Compliance and Safety Management Certificates to Coast Guard Port State control Boarding Officers during routine compliance examinations. ISM compliance demonstrates that vessel operators have safety and environmental policies, emergency response procedures, designated accident and code non-conformity reporting procedures, and on board maintenance and operating manuals. If inbound vessels are not in compliance with the ISM Code, they will be denied entry into U.S. waters (SOLAS Chapter IX and 33 CFR 96).

(Repetition NTM 1(19)09)

(USCG)

**(20) BALLAST WATER MANAGEMENT FOR CONTROL OF NONINDIGENOUS SPECIES.**

Every day, large quantities of ballast water from all over the world are discharged into United States waters. Carried in this ballast water from ships are plants, animals, bacteria, and pathogens. These organisms range in size from microscopic to large plants and free-swimming fish. These organisms have the potential to become aquatic nuisance species (ANS). ANS may displace native species, degrade native habitats, spread disease, and disrupt human social and economic activities that depend on water resources. Any ship carrying ballast water is a potential invasion source.

In recent years, there has been increased international focus on Ballast Water Management (BWM) due to the ecological, economic, and potential health threats caused by the spread of ANS from ballast water. The United States Coast Guard is responding to these concerns through a comprehensive national BWM program. This program applies to all vessels equipped with ballast water tanks that operate in U.S. waters and are bound for ports or places in the U.S.

Highlights of the BWM program include:

- (a) Requires mandatory ballast water management practices for all vessels that operate in U.S. waters;
- (b) Establishes additional practices for vessels entering U.S. waters after operating beyond the EEZ; and
- (c) Requires the reporting and record keeping of ballasting operations by all vessels.

The BWM program regulations maybe found in 33 CFR Part 151 Subparts C and D. These regulations implement the provisions of the Non indigenous Aquatic Nuisance Prevention and Control Act of 1990 (NANPCA, 16 USC 4701 – 4751) as amended by the National Invasive Species Act of 1996 (NISA).

The Coast Guard provides guidance on the BWM program in NVIC 07-04, CH 1 and NVIC 01-04. The Coast Guard's Aquatic Nuisance Species web page provides an additional guidance on the BWM program: <http://cgweb.comdt.uscg.mil/gms/g-mso/ans.htm>.

(Repetition NTM 1(20)09)

(USCG)

**(21) VESSEL SECURITY REGULATIONS: MTSA AND ISPS CODE.**

In December 2002, the International Maritime Organization (IMO) amended the International Convention of Safety of Life at Sea (SOLAS) by implementing Chapter IX-2: Special measures to enhance maritime security. SOLAS IX-2 implements the International Ship & Port Facility (ISPS) Code, which established a set of international security-oriented regulations relating to vessel and port facilities. ISPS is applicable to all cargo vessels over 500 International Gross Tons engaged on international voyages.

On October 22, 2003, the U.S. Coast Guard implemented domestic security regulations for maritime security under the authority of the. The requirements of the MTSA align, where appropriate, with the security requirements in the SOLAS IX-2 and the ISPS Code. MTSA implementing regulations are found in 33 CFR 101 – 106. Regulations issued under MTSA require the owner of each vessel covered by regulation to comply with an approved Vessel Security Plan (VSP). SOLAS vessels must comply with a similar plan called a Ship Security Plan (SSP).

**(21) VESSEL SECURITY REGULATIONS: MTSA AND ISPS CODE. (Continued).**

To ensure vessels subject to MTSA and/or ISPS are in compliance, the Coast Guard conducts annual security plan verification (SPV) exams on all U.S. flag inspected and uninspected vessels and onboard foreign vessels operating in U.S. waters. In verifying compliance with this plan, the inspector has three tasks: ensure that the vessel or facility complies with the approved plan, ensure that the plan and assessment adequately addresses the security vulnerabilities, and verify that the measures accomplish the intended function.

The Coast Guard conducts SPV exams on inspected vessels during the vessel's normal inspection process. After the initial SPV exam, uninspected vessels subject to MTSA undergo subsequent SPV exams once every 5 years, while vessels subject to both MTSA and ISPS undergo subsequent exams twice every 5 years, to align with the requirements for the International Ship Security Certificate (ISSC). The Coast Guard conducts SPV exams on foreign vessels under its Port State Control program.

Further guidance on the Coast Guard's vessel security program for vessels subject to MTSA/ ISPS is found in NVIC 04-03 and at the Coast Guard's MTSA-ISPS web page at: <http://cgweb.comdt.uscg.mil/g-mp/helpdesk.htm>.

(Repetition NTM 1(21)09)

(USCG)

**(22) WARNING-POSSIBLE DANGER FROM UNLABELED INTERMODAL CONTAINERS AND DRUMS.**

With the many exotic chemicals being transported in inter-modal freight containers and in drums as deck cargo, increasingly more reports are received regarding the loss overboard of these potentially dangerous cargo-carrying units. Empty containers and drums may contain residues which may be extremely hazardous to touch or smell, and vapors emanating from these packages may be explosive.

When encountering derelict inter-modal containers and drums, whether afloat or from the sea bottom, the dangers listed above should be considered. Identifying labels will give adequate warning, but containers and drums are more likely to be found with caution labels washed away. All inter-modal freight containers have unique identifying numbers, which should be included in any sighting report if visible from a safe distance. Avoid direct contact and notify U.S. Coast Guard of any sightings in U.S. coastal waters (24 HR TOLL FREE reporting number 1-800-424-8802), or government authorities of the nearest port state if sighting is near any foreign shores.

(Repetition NTM 1(22)09)

(USCG)

**(23) REPORTING OF DANGERS TO NAVIGATION.**

Mariners will occasionally discover uncharted shoals, malfunctions of important navigational aids or other dangerous situations that should be made known to other navigators. Those items that can be classified as urgent should be reported by any rapid means to the closest responsible charting authority. The general criterion for important data is "that information, without which, a mariner might expose his vessel to unnecessary danger." Reports to the U.S. Coast Guard and to foreign authorities can be made via radio using voice, SITOR and Digital Selective Calling (DSC), via TELEX, or via satellite using telephone and fax. Reports to NGA in Bethesda, MD can be made via Defense Messaging System (DMS) (NGA NAVSAFETY) message, TELEX, telephone, fax and e-mail.

Guidance in preparing reports of dangers to navigation and specific radio frequencies, addresses and telephone numbers are contained in NGA Pub. 117, Radio Navigational Aids. Reports should be brief, but must contain:

What - Description of danger

When - GMT and date

Where - Latitude and Longitude (Reference chart in use.)

Who - Reporting vessel and observer

Additionally, mariners are requested to notify NGA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet found in the back of each Notice to Mariners.

(Repetition NTM 1(23)09)

(NGA/PVM)

**(24) VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS.**

APPLICATION: These regulations (33 CFR 26) contain watch and equipment requirements for VHF-FM Radiotelephone. The regulations apply to the following vessels (including recreational, commercial, public, and military vessels) while underway on the navigable waters of the United States, including internal rivers and tributaries and seaward out to *twelve* nautical miles off the coast:

- (1) Power-driven vessels 20 meters or greater in length;

**(24) VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS. (Continued).**

- (2) Vessels 100 gross tons or more carrying one or more passengers for hire (and vessels carrying more than 6 passengers for hire on the Great Lakes);
- (3) Towing vessels 26 feet or more in length while towing; and
- (4) Dredges and Floating Plants near a channel or fairway.

EQUIPMENT REQUIRED: Vessels subject to these regulations must have two separate VHF-FM radios. Either a single radio, provided that it has two separate receivers; two multi-channel radios; or a single channel radio set to bridge-to-bridge frequency, and a separate multi-channel receiver (multi-channel radios should be capable of transmitting and receiving on VHF-FM Channels 13 (156.65 MHz) or 67 (156.375 MHz), 16 (156.8 MHz), 22A (157.1 MHz), and, the designated Vessel Traffic Service (VTS) frequency as denoted in 33 CFR Table 161.12(c) and NTM 1(25)07, i.e. Channels 5A (156.250 MHz), 11 (156.550 MHz), 12 (156.600 MHz), or 14 (156.700 MHz). A single scanning, or sequential monitoring radio (often referred to as “dual watch” capability) will not meet the requirements for both radios. Hand-held, portable radios may be used to meet these requirements, however, this radio must be permanently associated with the vessel and it must have a connection for an external antenna. Foreign vessels entering into U.S. waters must also meet these provisions, however, may use portable radios brought aboard by a pilot, yet, not permanently associated with the vessel.

WATCH ON CHANNEL 13: The *master, operator, or whomever is designated to pilot the vessel* must, while underway, maintain a listening watch on the designated bridge-to-bridge frequency—Ch. 13 or Ch. 67 (on the Lower Mississippi River). The person maintaining the watch must also be able to communicate in English.

WATCH ON CHANNEL 16: In *addition* to the Ch. 13 watch, vessels must keep a continuous listening watch on Ch. 16 (International Distress and Calling Channel), except when transmitting or receiving traffic on other VHF-FM channels (e.g. vessels may switch to other channels for port operations, to pass traffic, listen to weather reports or safety broadcasts, etc.) or when participating in and monitoring the assigned VTS channel. Note, vessels not required to have a VHF-FM radio onboard, but do, must also maintain a watch on Ch. 16.

MORE INFORMATION: The Vessel Bridge-to-Bridge Radiotelephone regulations are denoted in Title 33, Code of Federal Regulations, Part 26 and can also be found in the U.S. Coast Guard publication Navigation Rules: *International-Inland*, (COMDTINST M16672.2D) or at <http://www.navcen.uscg.gov/mwv/>. Additional VHF-FM Radiotelephone requirements and regulations can be found in Title 47, CFR Part 80—Stations in the Maritime Services. For inquiries or questions mail: Commandant (CG-5413), U.S. Coast Guard, 2100 2nd Street SW, Washington, DC 20593-0001; telephone: (202) 372-1563, e-mail: [cgnav@uscg.mil](mailto:cgnav@uscg.mil).

(Repetition NTM 1(24)09)

(USCG)

**(25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS.**

Center Call Sign -- MMSI <sup>1</sup>	Designated frequency (Channel designation) - purpose <sup>2</sup>	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3,4</sup>
Berwick Bay <i>Berwick Traffic</i> -- 003669950	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18' W.
Buzzards Bay <i>Buzzards Bay Control</i> <sup>5</sup>	156.600 MHz (Ch. 12)	The waters east and north of a line drawn from the southern tangent of Sakonnet Point, Rhode Island, in approximate position latitude 41°27.2' N, longitude 70°11.7' W, to the Buzzards Bay Entrance Light in approximate position latitude 41°23.5' N, longitude 71°02.0' W, and then to the southwestern tangent of Cuttyhunk Island, Massachusetts, at approximate position latitude 41°24.6' N, longitude 70°57.0' W, and including all of the Cape Cod Canal to its eastern entrance, except that the area of New Bedford harbor within the confines (north of) the hurricane barrier, and the passages through the Elizabeth Islands, is not considered to be “Buzzards Bay”.
Houston-Galveston -- 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.

(25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS. (Continued).

Center Call Sign -- MMSI <sup>1</sup>	Designated frequency (Channel designation) - purpose <sup>2</sup>	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3,4</sup>
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A) - <i>Sailing Plans only.</i>	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.).
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A) - <i>Sailing Plans only.</i>	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (29°43.37'N., 95°01.27'W.).
Los Angeles/Long Beach: MMSI/To be determined		
<i>San Pedro Traffic</i>	156.700 MHz (Ch.14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.).
Louisville: Not applicable		
<i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River <sup>6</sup> -- 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch.14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch.12)	<i>New Orleans Sector:</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicularly at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).
New York -- 003669951	1	
<i>New York Traffic</i>	156.550 MHz (Ch. 11) - <i>Sailing Plans only</i> 156.600 MHz (Ch. 12) - <i>For Vessels at anchor</i>	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N, longitude 74°01.6'W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

## (25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS. (Continued).

Center Call Sign -- MMSI <sup>1</sup>	Designated frequency (Channel designation) - purpose <sup>2</sup>	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3,4</sup>
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N (Brooklyn Bridge) and 40°43.70'N (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur <sup>6</sup> -- 003669955		
<i>Sabine Traffic</i>	To be determined.	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W, and, north of 29°10'N.
Prince William Sound -- 003669958		
<i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60° N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound <sup>7</sup>		
<i>Seattle Traffic</i> -- 003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point and Bush Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Seattle Traffic</i> -- 003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point and Bush Point and all waters east of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> -- 003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.

(25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS. (Continued).

Center Call Sign -- MMSI <sup>1</sup>	Designated frequency (Channel designation) - purpose <sup>2</sup>	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3,4</sup>
<i>Victoria Traffic</i> -- 003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco -- 003669956		
<i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N and excluding the San Francisco Offshore Precautionary Area.
St. Marys River -- 003669953		
<i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

NM 1/10

**SECTION I**

**(25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS. (Continued).**

<sup>1</sup> Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§ 161.21 and 164.46 of this subchapter. The requirements set forth in §§ 161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

<sup>2</sup> In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

<sup>3</sup> All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

<sup>4</sup> Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

<sup>5</sup> In addition to the vessels denoted in section 161.16 of this chapter, requirements set forth in subpart B of 33 CFR part 161 also apply to any vessel transiting VMRS Buzzards Bay required to carry a bridge-to-bridge radiotelephone by part 26 of this chapter.

<sup>6</sup> Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR Part 161, except those set forth in §§ 161.21 and 164.46 of this subchapter.

<sup>7</sup> A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies. (Supersedes NTM 1(25)09) (USCG)

**(26) SEISMIC SURVEYS.**

Details of seismic surveys may be broadcast to mariners via HYDROLANT, HYDROPAC, NAVAREA IV and NAVAREA XII broadcast systems. Surveys can be conducted without prior notification or broadcast warnings.

Survey vessels may operate alone or in company with other surface vessels or submersibles. Survey vessels may be towing cables in excess of 2 miles astern. Cables may be marked by buoys and may be towed on the surface or submerged.

During a survey, repeated shock waves are created by using explosive charges, compressed air, mechanical vibrators or by electrical means at any level from the bottom to the surface. Vessels surveying may be underway but sometimes are stopped for extended periods.

Seismic survey vessels which are unable to maneuver are required to carry the lights and signals described in Rule 27 of International Regulations for Preventing Collisions at Sea. These vessels should be given a wide berth.

Charges may be contained in a variety of cylinders, tubes, or bags which may not be marked as dangerous. No attempt to recover such items should be made. Any suspicious charge-like containers inadvertently taken aboard by trawls or any other means should be carefully handled and jettisoned immediately if possible.

(Repetition NTM 1(26)09)

(NGA/PVM)

**(27) UNITED STATES-CAUTION REGARDING SUBMARINE OPERATIONS.**

Boundary limits and designations of submarine operating areas are shown on the charts in magenta or purple lines. As submarines may be operating in these areas, vessels should proceed with caution. During torpedo practice firing, all vessels are cautioned to keep well clear of naval target vessels flying a large red flag where it may best be seen.

During the past a number of potentially dangerous incidents have occurred. Ships have entered Fleet Operating Areas in which UDT (Underwater Demolition Teams) or SEAL (Sea, Air, and Land) Teams were conducting scheduled operations from a submerged submarine. These operations were being conducted in a specific area assigned for that purpose. These submerged operations ordinarily involve transferring swimmers in and out of a submarine while submerged. In this situation, movements of the submarine must be restricted in course, speed, and depth. Furthermore, emergency surfacing could prove hazardous and result in loss of life to swimmers. Therefore, when conducting operations of this type the submarine and swimmer detachment are relatively immobile and are helpless to evade approaching ships passing through their area. There is also a real danger that a well-intentioned ship, unaware of these operations, might turn in the submarine's direction to investigate rubber raft, swimmers, or submarine periscope.

**(27) UNITED STATES-CAUTION REGARDING SUBMARINE OPERATIONS (Continued).**

Notice of date and time prior to any subsurface operations should be provided to Commander Submarine Force, U.S. Atlantic Fleet, 7958 Blandy Rd., Norfolk, VA 23551-2492.

(Repetition NTM 1(27)09)

(U.S. NAVY)

**(28) SPECIAL RULES WITH RESPECT TO ADDITIONAL STATION AND SIGNAL LIGHTS FOR NAVY SHIPS.**

1. Man overboard lights.-Naval vessels may display, as a means of indicating man overboard, two pulsating, all around red lights in a vertical line located on a mast from where they can best be seen.
2. Yard arm signaling lights.-Naval vessels may display, as a means of visual signaling, white all around lights at the end of the yardarms. These lights will flash in varying sequences to convey the intended signal.
3. Aircraft warning lights.-Naval vessels may display, as a means of indicating the presence of an obstruction to low flying aircraft, one or two all around red lights on each obstruction.
4. Underway replenishment contour lights.-Naval vessels may display, as a means of outlining the contour of the delivery ship during night time underway replenishment operations, red or blue lights at deck edge extremities. These lights are being converted to blue, vice red, therefore either color may be seen until conversion is complete.
5. Minesweeping station keeping lights.-Naval vessels engaged in minesweeping operations may display, as an aid in maintaining a prescribed interval and bearing, two white lights in a vertical line visible from 070 through 290 degrees relative.
6. Submarine identification light.-Submarines may display, as a distinctive means of identification, an intermittently flashing amber beacon located where it can best be seen, as near as practicable, all around the horizon.
7. Special operations lights.-Naval vessels may display, as a means of coordinating certain operations, a revolving beam colored red, green or amber, located on either yardarm or mast platform from where it can be seen all around the horizon.
8. Convoy operations stern light.-Naval vessels may display, during periods of convoy operations, a blue light located near the stern, with the same characteristics as, but in lieu of, the normal white stern light.
9. Wake illumination light.-Naval vessels may display a white light located near the stern to illuminate the wake.
10. Flight operations lights.-Naval vessels engaged in night flight operations may display various arrangements of light systems containing combinations of different colored lights as a means of assisting in the launch and recovery of aircraft and enhancing flight safety. These light systems will be located at various points on the vessels, depending on the vessel type and nature of the flight operations being conducted.
11. Amphibious operations lights.-Naval vessels engaged in night amphibious operations may display various arrangements of light systems containing combinations of different colored lights as a means of assisting in the launch and recovery of assault craft and enhancing the safety of the amphibious operation. These light systems will be located at various points on the vessels, depending on the vessel type and the nature of the amphibious operations being conducted.
12. Minesweeping polarity signal lights.-Naval vessels engaged in minesweeping operations may display either a red or green light on each side of vessel.
13. Replenishment-at-sea floodlights.-Naval vessels engaged in replenishment-at-sea operations may display various arrangements of floodlights of different colors for general illumination of equipment, work areas, and cargo being transferred between ships. These lights will be located at various points on the vessels, depending on the vessel type and location of the replenishment-at-sea handling areas.
14. Replenishment-at-sea cargo transfer signal lights.-Naval vessels engaged in replenishment-at-sea operations may display one or more red light signal devices on the delivery side of the vessels. These devices display various combinations of lights to indicate type of cargo being transferred.
15. Replenishment-at-sea truck light.-Naval vessels engaged in replenishment-at-sea operations may display one or more red all-round light(s) located on a mast to assist the receiving vessel in approaching the delivery vessel.
16. Replenishment-at-sea lights.-Naval aircraft carriers and similar type vessels may display two all-round lights installed along the forward starboard flight deck edge to indicate the fore-and-aft axis when the aircraft carrier or similar type vessel is the delivery vessel.

(Repetition NTM 1(28)09)

(U.S. NAVY)

**(29) UNITED STATES NAVAL VESSELS-NAVIGATIONAL LIGHT WAIVERS-DISTINCTIVE LIGHTS AUTHORIZED FOR NAVAL VESSELS.**

1. All ships are warned that, when U.S. Naval vessels are met on the high seas or on navigable waters of the United States during periods when navigational lights may be displayed; certain navigational lights of some naval vessels may vary from the requirements of the Regulations for Preventing Collisions at Sea, 1972, and rules applicable to the navigable waters of the United States, as to number, position, range of visibility or arc of visibility. These differences are necessitated by reasons of military function or special construction of the naval ships. An example is the aircraft carrier where the two masthead lights are considerably displaced to starboard from the center or keel line of the vessel when viewed from ahead. Certain other naval vessels cannot comply with the horizontal separation requirements of the masthead lights, and the two masthead lights on even larger naval vessels, such as some cruisers, will thus appear to be crowded together when viewed from a distance. Other naval vessels may also have unorthodox navigational light arrangements or characteristics when seen either underway or at anchor.
2. Naval vessels may also be expected to display certain other lights. These lights include, but are not limited to, different colored recognition light signals, and aircraft landing lights. These lights may sometimes be shown in combination with navigational lights.
3. During naval maneuvers, naval ships, alone or in company, may also dispense with showing any lights, though efforts will be made to display lights on the approach of shipping.
4. Naval vessels, except for aircraft carriers, may dispense with showing the masthead lights during operations or maneuvers in which the vessels are restricted in ability to maneuver.

(Supersedes NTM 1(29)09)

(CNO)

**(30) TRAFFIC SEPARATION SCHEMES, AREAS TO BE AVOIDED, RECOMMENDED TRACKS, AND OTHER ROUTING MEASURES.**

To increase the safety of navigation, particularly in converging areas of high traffic density, routes incorporating traffic separation schemes have been adopted by the IMO in certain areas of the world. Certain maritime nations have also adopted their own non-IMO approved traffic separation schemes. In the interest of safe navigation, it is recommended that through traffic use these schemes, as far as circumstances permit, by day and by night and in all weather conditions.

An area to be avoided (ATBA) is a routing measure comprising an area within defined limits, in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties, and which should be avoided by all ships, or certain classes of ships.

Recommended tracks are routes, generally found to be free of dangers, which ships are advised to follow to avoid possible hazards nearby.

The International Maritime Organization (IMO) is recognized as the only international body responsible for establishing and recommending measures on an international level concerning ships' routing. In deciding whether or not to adopt or amend a traffic separation scheme, IMO will consider whether the scheme complies with the design criteria for traffic separation schemes and with the established methods of routing. IMO also considers whether the aids to navigation proposed will enable mariners to determine their position with sufficient accuracy to navigate the scheme in accordance with Rule 10 of the International Regulations for Preventing Collisions at Sea (72 COLREGS).

General principles for navigation in traffic separation schemes are as follows:

1. A ship navigating in or near a traffic separation scheme adopted by IMO shall in particular comply with Rule 10 of the 72 COLREGS to minimize the development of risk of collisions with another ship. The other rules of the 72 COLREGS apply in all respects, and particularly the steering and sailing rules if risk of collision with another ship is deemed to exist.
2. Traffic separation schemes are intended for use by day and by night in all weather, in ice-free waters or under light ice conditions where no extraordinary maneuvers or assistance by icebreaker(s) is required.
3. Traffic separation schemes are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate underkeel clearance, a decision to use a traffic separation scheme must take into account the charted depth, the possibility of changes in the sea-bed since the time of last survey, and the effects of meteorological and tidal conditions on water depths.
4. A deep water route is an allied routing measure primarily intended for use by ships which require the use of such a route because of their draft in relation to the available depth of water in the area concerned. Through traffic to which the above consideration does not apply should, if practicable, avoid following deep water routes. When using a deep water route mariners should be aware of possible changes in the indicated depth of water due to meteorological or other effects.
5. The arrows printed on charts merely indicate the general direction of traffic; ships should not set their courses strictly along the arrows.
6. Vessels should, so far as practicable, keep clear of a traffic separation line or separation zone.

**(30) TRAFFIC SEPARATION SCHEMES, AREAS TO BE AVOIDED, RECOMMENDED TRACKS, AND OTHER ROUTING MEASURES. (Continued).**

7. Vessels should avoid anchoring in a traffic separation scheme or in the area near its termination.
8. The signal "YG" meaning "You appear not to be complying with the traffic separation scheme" is provided in the International Code of Signals for appropriate use.  
NOTE.-Several governments administering traffic separation schemes have expressed their concern to IMO about the large number of infringements of Rule 10 of the 72 COLREGS and the dangers of such contraventions to personnel, vessels and environment. Several governments have initiated surveillance of traffic separation schemes for which they are responsible and are providing documented reports of vessel violations to flag states. As in the past, the U.S. Coast Guard will investigate these reports and take appropriate action. Mariners are urged to comply at all times with the 72 COLREGS and, in particular, Rule 10 when operating in or near traffic separation schemes.
9. Notice of temporary adjustments to traffic separation schemes for emergencies or for accommodation of activities which would otherwise contravene Rule 10 or obstruct navigation may be made in Notices to Mariners. Temporary adjustments may be in the form of a precautionary area within a traffic lane, or a shift in the location of a lane.
10. The IMO approved routing measures which affect shipping in or near U.S. waters are:

**UNITED STATES TRAFFIC SEPARATION SCHEMES**

In the Approaches to Portland, Maine  
 In the Approach to Boston, Massachusetts  
 In the Approaches to Narragansett Bay, Rhode Island and Buzzards Bay, Massachusetts  
 Off New York  
 Off Delaware Bay  
 In the Approaches to Chesapeake Bay, including a deep water route  
 In the Approaches to the Cape Fear River  
 In the Approaches to Galveston Bay  
 In the Approaches to Los Angeles-Long Beach  
 In the Santa Barbara Channel  
 Off San Francisco  
 In the Strait of Juan de Fuca and its Approaches  
 In Puget Sound and its approaches  
 In Haro Strait, Boundary Pass, and the Strait of Georgia  
 In Prince William Sound, Alaska

**UNITED STATES AREAS TO BE AVOIDED**

In the region of Nantucket Shoals  
 In the vicinity of Northeast Gateway Energy Bridge Deepwater Port  
 In the Great South Channel  
 Off the Florida Coast (Adjacent to Florida Keys)  
 At Louisiana Offshore Oil Port (LOOP) in the Gulf of Mexico  
 Off the California Coast (In the region of the Channel Islands)  
 Off Washington Coast  
 In the region of the Northwest Hawaiian Islands

**UNITED STATES NO ANCHORING AREAS**

In the vicinity of Northeast Gateway Energy Bridge Deepwater Port  
 Flower Garden Banks  
 Tortugas Ecological Reserve and the Tortugas Bank in the Florida Keys  
 West Cameron area of Northwestern Gulf of Mexico

**UNITED STATES RECOMMENDED TRACKS**

Off the California Coast (Off Monterey Bay for vessels 300 gross tons or more and vessels carrying hazardous cargo in bulk)

**UNITED STATES TWO-WAY ROUTE**

In the Strait of Juan de Fuca

(Supersedes NTM 1(30)09)

(IMO/USCG/NGA)

**(31) FIRING DANGER AREAS.**

Firing and bombing practice exercises take place either occasionally or regularly in numerous areas established for those purposes along the coast of practically all maritime countries.

In view of the difficulty in keeping these areas up to date on the charts, and since the responsibility to avoid accidents rests with the authorities using the areas for firing and/or bombing practice, these areas will not as a rule be shown on NGA charts.

National Ocean Service Charts show firing and bombing practice areas as defined by Code of Federal Regulations (Title 33, Part 334) in United States waters.

Any permanent aid to navigation that may be established to mark a danger area, or any target, fixed or floating, that may constitute a danger to navigation, will be shown on the appropriate charts.

Warning signals, usually consisting of red flags or red lights, are customarily displayed before and during the practice, but the absence of such warnings cannot be accepted as evidence that a practice area does not exist. Vessels should be on the lookout for local warnings and signals, and should, whenever possible, avoid passing through an area in which practice is in progress, but if compelled to do so should endeavor to clear it at the earliest possible moment.

(Repetition NTM 1(31)09)

(NGA/PVM)

**(32) LORAN INFORMATION.**

Loran-C is a long-range hyperbolic radionavigation system using at least three land based radio transmitters (90 to 110 kHz frequency band) and receivers to allow mariners, aviators, and land based navigators to determine their position within 0.25 nautical miles for the continental U.S. and most of Alaska. The accuracy of Loran-C will vary depending on capability of user equipment and location to transmitting stations. The United States cooperates with the Canadian Ministry of Transport and the Russian Inter-Navigation Research and Technical Centre in joint Loran/Chayka system operations. This jointly operated system consists of 31 individual Loran stations. Of these 31 stations, 24 are operated by the U.S. Coast Guard, five are operated by Canada, and two are operated by the Russian Federation. A Loran Coverage Diagram (NGA Ref. No. WOBZP5133) can be found in the NGA/DLIS Catalog of Maps Charts and Related Products.

(Supersedes NTM 1(32)09)

(USCG/NGA)

**(33) ENDANGERED SPECIES (WHALES AND SEA TURTLES) EASTERN SEABOARD.**

National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS), Office of Protected Resources has advised that several species of endangered and threatened sea turtles and endangered whales occur along the U.S. eastern seaboard; all are vulnerable to collisions with ships.

**Sea Turtles.** Sea turtles are highly susceptible to vessel collisions because they regularly surface to breathe and often rest at or near the surface. Leatherback turtles commonly feed on jellyfish near the surface; areas where concentrations of jellyfish are readily visible should be avoided or traversed slowly as turtles are likely to be present and actively feeding. Sea turtles can be difficult to see, especially in choppy or rough seas. Sea turtles are commonly found along the U.S. eastern seaboard from Maine to Florida and throughout the Caribbean. Critically important nesting beaches and associated near shore habitat occurs from North Carolina to Florida, and adult turtles migrate to and from these areas from April through September. These are particularly important times and areas for adults, but sea turtles (both adults and juveniles) are found year-round in waters along the eastern seaboard and care should be taken at all times to avoid collisions.

**North Atlantic Right Whales.** The North Atlantic right whale is one of the world's most endangered large whale species. North Atlantic right whales are found primarily in continental shelf waters between Florida and Nova Scotia. The species is listed as "endangered" under the Endangered Species Act of 1973, and they are protected under the Marine Mammal Protection Act of 1972. Intentionally approaching within 500 yards of right whales is prohibited and is a violation of U.S. federal law.

These whales migrate annually along the east coast between the feeding grounds off New England and Canada and the southern calving grounds off Florida, Georgia and South Carolina. Because right whales mate, rest, feed and nurse their young at the surface, and often do not move out of the way of oncoming ships, they are highly vulnerable to being struck. Pregnant females and females with nursing calves appear to be particularly vulnerable to collisions with ships.

**(33) ENDANGERED SPECIES (WHALES AND SEA TURTLES) EASTERN SEABOARD. (Continued).**

Right whales are large baleen whales. Adults are generally 45 to 55 feet in length and can weigh up to 70 tons. The body is mostly black, but irregularly shaped white patches may be present on the underside. The best field identifiers are a broad back with no dorsal fin, irregular bumpy white patches on the head, and a distinctive two-column V-shaped blow when viewed from directly behind or in front of the whale. The whales have broad, paddle-shaped flippers and a broad, deeply notched tail. Right whales are slow moving and seldom travel faster than 5 or 6 knots. They can stay submerged for 10 to 20 minutes and may appear suddenly when surfacing to breathe. They are often seen alone or in small groups. At times, right whales form large courtship groups of 20 to 30 animals.

The following table describes the seasonal occurrence of North Atlantic right whales. However, in any given year oceanographic variability may affect the seasonal distribution of right whales. There are three areas in U.S. waters designated as critical habitats for right whales, Coastal Florida and Georgia (Sebastian Inlet, Florida, to the Altamaha River, Georgia), the Great South Channel (east of Cape Cod), and Cape Cod Bay extending into Massachusetts Bay. The northern critical habitat areas are feeding and nursery grounds, while the southern area contains a calving area. The waters off South Carolina, Georgia and northern Florida are the only known calving area for North Atlantic right whales.

Location	Season	Comments
Central Gulf of Maine (Jordan Basin, Cashes Ledge)	April-June, October-December	
Cape Cod Bay	December-May	
Great South Channel, Northern Edge of Georges Bank	March-July	
Bay of Fundy, Scotian Shelf (Browns Bank, Roseway Basin)	July - October	Most of the population can be found in this area during this time
Jeffreys Ledge	October-December	Whales are frequently sighted in this area
Stellwagen Bank National Marine Sanctuary	Year-round	Peak sightings occur in the early spring with infrequent sightings in the summer
New York to North Carolina	November-April	The migration corridor between right whale habitats is within 30 miles of the Atlantic coast
South Carolina, Georgia and Florida Calving Area	November-April	Calving right whales have been sighted as far north as Cape Fear, NC and as far south as Miami, FL with rare sightings in the Gulf of Mexico

**(33) ENDANGERED SPECIES (WHALES AND SEA TURTLES) EASTERN SEABOARD. (Continued).**

To address the problem of vessel strikes with right whales the following recommendations and regulations have been established:

As of December 2008, vessels greater than or equal to 65 ft in overall length are subject to mandatory speed restrictions of 10 knots or less in seasonal management areas (SMA) along the U.S. East Coast during times when right whales are likely to be present. The Northeastern SMA speed restrictions are in place from January 1 through May 15 in Cape Cod Bay, from March 1 through April 30 off Race Point, and from April 1 through July 31 in the Great South Channel. Speed restrictions in the U.S. Mid-Atlantic SMAs are in place from November 1 to April 30, and include Block Island Sound, entry into the Ports of New York/New Jersey, Delaware Bay, Entrance to Chesapeake Bay, and the Ports of Morehead City and Beaufort, NC, and within a continuous area approximately 20 nautical miles from shore around the major ports of Wilmington, NC, Charleston, SC and Savannah, GA. Speed restrictions are in place in the Southeastern U.S. SMA from November 15 to April 15, this area extends from shore approximately 30 nautical miles eastward and contains the major ports of Brunswick, GA, Fernandina Beach, FL and Jacksonville, FL. NOAA Fisheries may also establish voluntary Dynamic Management Areas (DMAs) when right whales are present in areas and times not covered by the SMAs. Information about established DMAs will be announced over NOAA's customary maritime communication media. Mariners are encouraged to avoid DMAs or reduce speeds to 10 knots or less while transiting through DMAs. Additional information on SMA locations and exemptions to this law can be found at the following websites: <http://nmfs.noaa.gov/pr/shipstrike>, <http://nero.noaa.gov/shipstrike>, <http://rightwhalesouth.nmfs.noaa.gov>.

As weather and conditions permit, a dedicated seasonal program of aerial and vessel surveys are conducted in the Northeast and Southeast to provide whale sighting information to mariners. Surveys typically occur in the following locations at the specified times: a) Cape Cod Bay from December through May and year-round in the Gulf of Maine (including the Great South Channel); b) South Carolina/North Carolina border south to Crescent Beach, FL from December through March. Survey planes occasionally use VHF-FM channel 16 to contact ships directly if whales have been spotted in close proximity to that vessel. However, many right whales go undetected by surveys. Right whale advisories are broadcast periodically for these and surrounding areas by Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, Cape Cod Canal Vessel Traffic Control, the Bay of Fundy Vessel Traffic Control, and are included in the return message from the Right Whale Mandatory Ship Reporting (MSR) systems. Sighting information may be obtained by sending an email to [ne.rw.sightings@noaa.gov](mailto:ne.rw.sightings@noaa.gov) (Northeast) or [se.rw.sightings@noaa.gov](mailto:se.rw.sightings@noaa.gov) (Southeast).

In addition to the requirements identified above, NOAA National Marine Fisheries Service recommends the following precautionary measures be taken to avoid adverse interactions with North Atlantic right whales:

1. Before entering right whale habitat, check sources for recent right whale sighting reports. Local ship pilots also have information on whale sightings and safe local operating procedures.
2. Review right whale identification materials and maintain a sharp watch with lookouts familiar with spotting whales. Even though right whales are very large, they can be difficult to spot because of their dark color and lack of a dorsal fin.
3. Avoid transiting through the right whale critical habitats and areas where right whales have recently been sighted. If transiting between ports within critical habitats, minimize transit distance. Route around observed or recently reported right whales and anticipate delays due to whale sightings. Vessels should avoid transits at night or during periods of low visibility.
4. If a right whale is sighted from the ship or reported along the intended track of the ship, mariners should exercise caution, post a lookout and reduce speed to 10 knots when consistent with safe navigation. If a right whale is sighted, a vessel must steer a course away from the right whale and immediately leave the area at slow safe speed. Do not assume right whales will move out of the way of an approaching vessel.

Any whale accidentally struck, any dead whale carcass, and any sighting of an injured or entangled whale should be reported immediately to the Coast Guard or NOAA National Marine Fisheries Service noting the precise location, date, and time of the accident or sighting. In the case of an accidental strike other information such as the speed and course of the vessel, vessel specifications such as size and propulsion, water depth, environmental conditions such as visibility, wind speed and direction, description of the impact, fate of the animal, and species and size, if known should be provided. Reports to NOAA for dead, ship struck or injured whales can be made to +1-978-281-9351 in the Northeast U.S. and +1-877-443-8299 in the Southeast U.S.

**(33) ENDANGERED SPECIES (WHALES AND SEA TURTLES) EASTERN SEABOARD. (Continued).**

Recommended Two-Way Routes were developed for vessels entering and transiting through Cape Cod Bay and arriving and departing the ports of Brunswick, GA, Fernandina Beach, FL and Jacksonville, FL. In July 2007, the northern leg of the Boston Traffic Separation Scheme (TSS) was shifted to direct ship traffic away from an area of high whale density. In order to significantly reduce the risk of ship strikes to the North Atlantic right whale, an area to be avoided was established in the Great South Channel, east of the Boston Harbor traffic lanes. Ships of 300 gross tons and above should avoid the area between the period of April 1<sup>st</sup> through July 31<sup>st</sup>. The area is bounded by 41°44'08"N, 69°34'50"W; 42°10'00"N, 68°31'00"W; 41°24'53"N, 68°31'00"W; and 40°50'28"N, 68°58'40"W.

Mandatory Ship Reporting (MSR) Systems areas have also been established for two areas off the east coast of the United States. The system in the northeastern U.S. operates year round and the system in the southeast U.S. operates from November 15 to April 16. The systems require all commercial ships 300 gross tons or greater to report to a shore-based station when entering the areas. In return, ships will receive an automated message indicating precautionary measures mariners can take to reduce the possibility of striking right whales and recent sighting locations. The reporting system requires reporting only and will affect no other aspect of vessel operation. Reports to the Mandatory Ship Reporting Systems can be sent by email: RightWhale.MSR@noaa.gov or Telex: 48156090. Additional information on MSR locations and reporting procedures may be obtained in the U.S. Coast Pilots or at the following Web site: <http://www.nmfs.noaa.gov/pr/shipstrike/msr/>.

Example Report to MSR North:

WHALESNORTH// (Reporting system area, WHALESSOUTH is the other area)  
 M/487654321// (Vessel INMARSAT number)  
 A/CALYPSO/NRUS// (Vessel name and call sign)  
 B/031401Z APR// (Day, time and month of report)  
 E/345// (True course)  
 F/15.5// (Speed in knots and tenths)  
 H/031410Z APR/4104N/06918W// (Date, time and point of entry into system)  
 I/BOSTON/032345Z APR// (Destination and ETA)  
 L/WP/4104N/06918W/10.0//  
 L/WP/4210N/06952W/10.0//  
 L/WP/4230N/07006W/10.0//

Route information can be reported as a set of waypoints (WP) and intended speed shown above or a rhumb line to port and intended speed shown below:

L/RL/10.0

(Supersedes NTM 1(33)09)

(NOAA)

**(34) REPORTING DEPTH INFORMATION.**

The many ships presently equipped with reliable depth recorders constitute a potential wealth of sounding data desired by charting agencies for the purpose of confirming charted depths or charting heretofore unknown depths. While oceanographic survey vessels remain the primary source of bathymetric data, depth recordings submitted by navy, coast guard and merchant vessels will make an important contribution to the vital task of charting the oceans.

Mariners are encouraged to obtain and report soundings whenever bridge routine and equipment capabilities will allow. The American Practical Navigator (Bowditch) (NVPUB9), Sections 2911-2916 describes the bathymetric requirements and provides some guidance for observing and reporting sonic soundings. However, soundings must be correlated to positions and accompanied by supportive data such as:

- (a) Detailed position/time information.
- (b) Mariner's own evaluation of positional accuracy (type of navigational system used and frequency of fixes).
- (c) Ship's course and speed with time of changes noted.
- (d) Echogram scales in use and graduated scales provided, with time of scale changes.
- (e) Draft of vessel and whether zero reference is corrected for draft.
- (f) Regular annotations of date/time marks on echograms to enable correlation with positions.
- (g) State of the tide and weather conditions.
- (h) Other related information considered appropriate.

**(34) REPORTING DEPTH INFORMATION. (Continued).**

An uncharted depth of 15 fathoms/28 meters or less should be considered an urgent danger to navigation, and should be reported via radio without delay. Follow up with substantiating evidence, including the echogram, track chart and/or position log and all relevant navigational data and forward to NGA at the earliest opportunity.

Charts submitted to amplify a sounding report will be replaced, on request, with a new chart, except that foreign charts will be replaced with the equivalent U.S. chart, if available. Data reports and charts should be sent to the National Geospatial-Intelligence Agency, Attn: PVM, MS D-44, 4600 Sangamore Road, Bethesda, MD 20816-5003, either directly by mail or via any U.S. Consulate.

(Repetition NTM 1(34)09)

(NGA/PVM)

**(35) WARNING-MINED AREAS.**

Mines of various types and ages pose a threat to navigation in many parts of the world. Once mined, an area can never be certified to be completely danger free. Sweeping produces only statistical probability of protection. Mines may still remain, having failed to respond to orthodox sweeping methods. Some swept areas have not been covered by modern surveys and may contain uncharted wrecks, shoals or other dangers to navigation.

Prudent seamanship in former mine fields, swept channels and swept areas includes:

- (a) Transit using only established routes or buoyed channels.
- (b) Avoid shallow water. Sweeping techniques often preclude sweeping in restricted waters.
- (c) Avoid fishing, trawling or any other form of submarine or seabed activity.
- (d) Mariners are advised to anchor with caution only in established anchorages.
- (e) Consult local authorities and regulations.

(Repetition NTM 1(35)09)

(U.S. NAVY)

**(36) MINED AREAS REPORTED.**

Minefields-Tarabulus, Libya.

In early 1973 Libya reported that the following areas had been mined. Although these areas are probably no longer a mine threat, they still represent a potential hazard to navigation. The areas reported by Libya are bounded by lines joining the following positions:

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. (a) 32°52'48"N., 13°24'30"E.</li> <li>     (b) 32°57'42"N., 13°24'30"E.</li> <li>     (c) 32°57'42"N., 13°18'00"E.</li> <li>     (d) 32°53'48"N., 13°22'18"E.</li> </ol> | <ol style="list-style-type: none"> <li>2. (a) 32°53'42"N., 13°20'36"E.</li> <li>     (b) 32°55'54"N., 13°18'00"E.</li> <li>     (c) 32°55'54"N., 13°15'00"E.</li> <li>     (d) 32°54'30"N., 13°15'00"E.</li> </ol> |
|--|--|

(Repetition NTM 1(36)09)

(U.S. NAVY)

**(37) MINESWEEPING-CAUTION-ATTENTION IS CALLED TO THE FOLLOWING INSTRUCTIONS.****Minesweeping Operations:**

- (a) United States vessels engaged in minesweeping operations or exercises are hampered to a considerable extent in their maneuvering powers. Other Vessels Must Keep Clear of Minesweepers (COLREGS 1972).
- (b) With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety, all other vessels, whether steamers or sailing craft, must endeavor to keep out of the way of vessels displaying these signals and not approach them inside the distances mentioned herein, especially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.
- (c) All vessels towing sweeps are to show:  
BY DAY.-A black ball at the fore mast and a black ball at the end of each fore yard.  
BY NIGHT.-All around green lights instead of the black balls, and in a similar manner.
- (d) Vessels or formations showing these signals are not to be approached nearer than 1,000 meters on either beam and vessels are not to cross astern closer than 1,000 meters. Under no circumstances is a vessel to pass through a formation of minesweepers.
- (e) Minesweepers should be prepared to warn merchant vessels which persist in approaching too close by means of any of the appropriate signals from the International Code of Signals.

**(37) MINESWEEPING-CAUTION-ATTENTION IS CALLED TO THE FOLLOWING INSTRUCTIONS (Continued).**

- (f) In fog, mist, falling snow, heavy rainstorms, or any other conditions similarly restricting visibility, whether by day or night, minesweepers while towing sweeps when in the vicinity of other vessels will sound signals for a vessel towing (1 prolonged blast followed by 2 short blasts).

**Helicopters Conducting Minesweeping Operations:**

- (a) The United States is increasingly employing helicopters to conduct minesweeping operations or exercises. When so engaged, helicopters, like vessels, are considerably hampered in their ability to maneuver. Accordingly, surface craft approaching helicopters engaged in minesweeping operations should take safety precautions similar to those described in (b) and (d) above with respect to minesweeping vessels.
- (b) Helicopters towing minesweeping gear and accompanying surface escorts, if any, will use all available means to warn approaching ships of the operations or exercises being conducted. Also, measures will be taken where practicable to mark or light the gear or objects being towed.
- (c) Minesweeping helicopters are equipped with a rotating beacon which has selectable red and amber modes. The amber mode is used during towing operations to notify/warn other vessels that the helicopter is towing. While towing, the helicopter's altitude varies from 15 to 95 meters above the water and speeds vary from 0 to 30 knots.
- (d) General descriptions and approximate dimensions for towed minesweeping gear currently being used in conjunction with helicopters are as follows:
- (1) Mechanical sweep gear consisting, in part, of large lengths of submerged cables and explosive cutters. The only items normally visible on the surface are three to five international orange floats, depending upon the quantity of gear in use, which generally define the dimensions of the tow. The maximum width is 100 meters and the maximum distance behind the helicopter is 600 meters.
  - (2) Acoustical sweep device weighing approximately 70 pounds. This device is towed behind the helicopter on a 250-meter orange polypropylene tow cable. When dead in the water, the gear will rise to the surface, supported by a yellow float.
  - (3) A hydrofoil platform containing equipment used for magnetic influence sweeping. The platform is towed on the end of a 140-meter cable and trails electrodes in the water which extend 185 meters behind the platform. Very often, the aforementioned acoustical sweep device is towed in conjunction with this platform by attaching it to the end of one of the electrodes by a 30-meter polypropylene tow line. In this configuration, the total length of the tow is 215 and 350 meters, respectively, behind the hydrofoil platform and helicopter. Special care must be exercised when crossing astern of the hydrofoil platform as the towed cable is barely visible, and the attached acoustic device is submerged just beneath the surface and is not visible to surface vessels.
  - (4) Helicopters employed in minesweeping operations and their tows may function during the day, and in various types of weather conditions. The major danger to any surface vessel is getting the various cables wrapped in its screws. Small craft also are subject to the risk of collision with the hydrofoil platform.

(Repetition NTM 1(37)09)

(U.S. NAVY)

**(38) UNITED STATES-EXPLOSIVE ORDNANCE-WARNING-GENERAL.**

The continental shelf of the United States contains many forms of unexploded ordnance (military weapons), and while some ordnance hazard areas are designated, many unexploded ordnance locations are not known. The types most likely to be encountered are underwater ordnance (weapons) such as torpedoes, mines, depth charges, and aerial bombs, but other ordnance items may be found. In general, any metallic object having fins, vanes, propellers, horns, or possibly plates screwed or bolted to an external surface should be regarded as dangerous. This warning is published for all shipmasters, trawlers, fishermen, divers or persons conducting operations on or near the ocean bottom, and provides instructions on the action to be taken when ordnance items or suspicious objects are encountered:

- (1) **OBJECTS SNAGGED OR NETTED:** Any object which cannot be immediately identified as a non-explosive (inert) item **MUST BE TREATED AS AN EXPLOSIVE ITEM**. If in any doubt about its identity, **TREAT IT AS EXPLOSIVE**. Non-explosive naval ordnance items such as practice torpedoes and practice mines will normally be painted bright orange, for ready identification. Any object which is not painted orange may be dangerous and possibly can explode if brought on board or bumped in any way. If an object is brought to the surface of the water and it cannot be immediately identified as an inert item, **DO NOT ATTEMPT TO BRING IT ON BOARD OR ALONGSIDE**. If possible, release the object immediately and radio the nearest Navy or Coast Guard activity giving position and description of the object. If the object cannot be released, or freed by cutting net or line, the following actions are advised:

**(38) UNITED STATES-EXPLOSIVE ORDNANCE-WARNING-GENERAL. (Continued).**

- (a) stream object as far aft as possible;
- (b) notify nearest Navy or Coast Guard activity and stand by for instructions or help;
- (c) position crew at forward end of vessel, keeping deckhouse between them and the object astern; exposed personnel should remain under cover if possible;
- (d) maintain steerageway as necessary to stay in the area until help or instructions arrive.

If unable to stand by while waiting for instructions because of deteriorating weather or sea conditions or other uncontrollable factors, keep the Navy or Coast Guard activity informed of your vessel's position AND AVOID POPULATED AREAS, OTHER VESSELS, OR SHORE- OR SEA-BASED STRUCTURES.

- (2) **OBJECTS BROUGHT ON BOARD:** If a suspected explosive object is not detected until trawl or net contents have been discharged on board the vessel, take the following actions:
  - (a) avoid any bump or shock to the object;
  - (b) secure it in place against movement;
  - (c) keep it covered up and wet down;
  - (d) radio nearest Navy or Coast Guard activity and standby for instructions.

If unable to stand by while waiting for instructions because of deteriorating weather or sea conditions or other uncontrollable factors, keep the Navy or Coast Guard activity informed of your vessel's position AND AVOID POPULATED AREAS, OTHER VESSELS, OR SHORE-OR SEA-BASED STRUCTURES.

- (3) **FLOATING OBJECTS:** If a floating object cannot be readily identified as non-explosive, IT MUST BE CONSIDERED TO BE EXPLOSIVE. DO NOT APPROACH, OR ATTEMPT TO RECOVER OR BRING ON BOARD. Report location immediately to the nearest Navy or Coast Guard activity and warn all other ships or craft in the vicinity. Try to keep the object in sight until instructions are received.

- (4) **NAVAL MINES:** Naval mines constitute a risk to shipping, fishing, underwater exploration, and other maritime interests. The different types of mines, the conditions under which they are most likely to be sighted, and the recommended action are as follows:

**FLOATING MINES-** Consider all floating mines to be live and dangerous. DO NOT TOUCH OR APPROACH. The possibility of drifting mines being camouflaged with seaweed or other innocent appearing floating objects should be borne in mind and avoiding action taken. The following procedures and precautions are recommended:

**GROUND MINES- ON THE HIGH SEAS.** Report the location of the mine by the most rapid means as soon as circumstances permit, this report is to be similar to that required for any hazard to navigation (See para 5). Mines sighted in anchorage areas or other patrolled water should, if circumstances permit, be kept under observation and reported to the nearest Navy or Coast Guard activity (See para 5). The recovery or handling of the mine should be done only by qualified explosive ordnance disposal personnel. If a mine is drifting down on a vessel at anchor and it cannot be avoided by other means, it is recommended that a stream of water from a fire hose be played near the mine to force it away from the vessel. **WARNING:** Mines may explode if a stream of water is played near them. Exposed personnel should remain under cover until danger is past.

**MOORED MINES-** Moored mines may sometimes be seen several feet under the surface if the water is clear, or the mine may be floating on the surface. Often several mines or even a long row of the mines can be seen. Usually the sighting of one or more such mines indicates the presence of a minefield. Approaching the general vicinity of such mines is dangerous and should not ordinarily be undertaken by vessels. When mines are sighted, the location of the mines should be determined as accurately as possible, the area should be buoyed if this is feasible, all ships in the vicinity should be warned, and the appropriate Navy or Coast Guard activity should be notified immediately. Ground mines are normally laid in water so deep that they will not be seen unless the water is very clear. However, in very clear water with a hard white sand bottom, even a camouflaged mine can often be located because of the long, regular shadow it casts. The sighting of such a mine may indicate a minefield in the neighborhood. Approaching the general vicinity of such a mine is very dangerous. If a mine is sighted, the location should be determined as accurately as possible and buoyed, all ships in the vicinity should be warned, and the appropriate Navy or Coast Guard activity should be notified immediately.

**BEACHED MINES-** Any of the above types of mine may be found on the beach, either thrown up by the waves or mislaid by aircraft. Any mine found beached or floating close inshore should be reported at once to the nearest Navy, Coast Guard, military, or civil authority, and the mine should be kept under guard until the arrival of responsible authorities. No person except qualified explosive ordnance disposal personnel should be allowed closer than 400 yards.

**(38) UNITED STATES-EXPLOSIVE ORDNANCE-WARNING-GENERAL. (Continued).**

- (5) REPORTING OF SUSPICIOUS OBJECTS RESEMBLING MINES: Ships frequently report objects resembling mines but give insufficient information to properly evaluate the reports. As a result, needless time and expense is incurred only to find that they are not mines but other floating objects. HOWEVER, VESSELS SHOULD NOT ATTEMPT TO RECOVER OBJECTS RESEMBLING MINES OR PASS CLOSE ABOARD FOR POSITIVE IDENTIFICATION-KEEP WELL CLEAR. Since mines are a danger to life and property at sea, masters of ships sighting unidentified or suspicious objects are requested to furnish the following information to the nearest Navy or Coast Guard radio station or activity:
- (a) Position of object, and how closely it was approached.
  - (b) Size, shape, condition of painting, and the presence of marine growth.
  - (c) Whether or not horns or rings are attached.
  - (d) Whether or not definite identification possible.

(Repetition NTM 1(38)09)

(U.S. NAVY)

**(39) CAUTION-OIL WELL STRUCTURES IN WATERS CONTIGUOUS TO THE U.S. AND ITS TERRITORIES.**

Caution should be exercised when navigating in the waters contiguous to the U.S. and its territories particularly in the Gulf of Mexico, Santa Barbara Channel, California, and Cook Inlet, Alaska, in order to avoid collision with oil well structures and their associated mooring piles, anchor and mooring buoys, etc.

In general, oil well structures can be identified at night by the display of one or more quick flashing white or red lights, however, ships can expect to encounter unlighted structures as well. Structures may be equipped with a fog signal consisting of a horn sounding one 2-second blast every 20 seconds. Submerged wells may be marked by lighted or unlighted buoys.

Shipping safety fairways have been established through the concentration of oil wells in the Gulf of Mexico and Santa Barbara Channel. Mariners are encouraged to use these fairways and should avoid anchoring within a safety fairway. Certain areas adjacent to shipping safety fairways have been charted as fairway anchorages.

(Repetition NTM 1(39)09)

(USCG)

**(40) CAUTION REGARDING APPROACH OF SINGLE VESSELS TOWARD NAVAL FORMATIONS AND CONVOYS.**

A formation of warships or a convoy is more difficult to maneuver than a single ship. Therefore, the attention of masters is called to the danger of all concerned which is caused by a single vessel approaching a formation of warships or convoy so closely as to involve risk of collision, or attempting to pass ahead of, or through such a formation or convoy. All ships are therefore cautioned to employ the customary manners of good seamanship and, where there is ample sea room, adopt early measures to keep out of the way of a formation of warships or convoy. The fact that in the interests of safety a single vessel should keep out of the way of a formation or convoy does not entitle vessels sailing in company to proceed without regard to the movements of the single vessel. Vessels sailing in formation or convoy should accordingly keep a careful watch on the movements of any single vessel approaching the squadron or convoy and should be ready, in the case the single vessel does not keep out of the way, to take such action as will best aid to avert collision.

(Repetition NTM 1(40)09)

(U.S. NAVY)

**(41) NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY DISTRIBUTION SYSTEM.**

GENERAL INFORMATION AND CUSTOMER ORDERING GUIDANCE.

DEFENSE SUPPLY CENTER RICHMOND-MAPPING CUSTOMER OPERATIONS (DSCR-FAN).

The DSCR Mapping Customer Operations (DSCR-FANB) is available to assist customers during normal duty hours, Monday through Friday, 0630 to 1700 EST. After hours messages are recorded for processing on the next business day. The office can respond to inquires regarding catalog usage, ordering procedures, product availability, disposition of excess stock, subscriptions and many other GGI&S related activities and interests.

Mailing Address:

Defense Supply Center Richmond  
 ATTN: DSCR-QA  
 8000 Jefferson Davis Highway  
 Richmond, VA 23297-5339

**(41) NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY DISTRIBUTION SYSTEM. (Continued).**

## Message Address:

DSCR RICHMOND VA//DSCR-FAN//  
 DSN: 695-6500; Fax: 695-6510  
 Tel: (804) 279-6500; Fax: (804) 279-6510  
 Toll Free: 1-800-826-0342  
 E-mail: acctmgr@dla.mil  
 Web site: www.dscr.dla.mil/rmf/

## After Normal Duty Hours and Crisis Support

Pager-DSCR-QAM Duty Officer: Tel. (804) 279-6500  
 DSN 695-6500  
 Toll Free 1-800-826-0342

## NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY (NGA) CUSTOMER HELP DESK.

The NGA Customer Help Desk is available to assist customers with general questions about NGA products and services. U.S. customers may call from 0600 to 1800 CST, Monday through Friday, toll free at 1-800-455-0899. U.S. and OCONUS customers may call DSN: 693-4864; DSN: Fax: 693-4875, Tel: Fax: (314) 263-4875; (E-mail: chdesk@nga.mil).

## OBTAINING NGA NAUTICAL CHARTS AND PUBLICATIONS.

DoD customers should refer to the ordering procedures contained in the applicable volume or bulletin of the NGA Catalog. Requests for NGA products from non-DoD U.S. Government Agencies are on a reimbursable basis.

## (1) CHARTS

As of 1 October 1992, the public sale of NGA aeronautical and nautical charts and related publications was transferred to the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office (NACO). Public sale customers may purchase NGA aeronautical and nautical charts from:

FAA, AERONAUTICAL NAVIGATION SERVICES  
 AJW-3792  
 10201 Good Luck Road  
 Glen Dale, MD 20769-9700  
 Telephone: 1-800-638-8972 (Within the U.S. only)  
 Telephone: (301) 436-8301  
 Fax: (301) 436-6829  
 E-Mail: 9-AMC-chartsales@faa.gov  
 Web site: <http://naco.faa.gov>

## (2) PUBLICATIONS

New editions of NGA publications, announced in the Notice to Mariners, are available through electronic access at the Maritime Safety Web site (<http://www.nga.mil/maritime>).

Although most NGA navigational publications are no longer offered in printed form from U.S. Government sources, authorized reproductions of these publications can still be purchased from commercial vendors. Known commercial vendors of authorized reproductions are listed below:

ProStar Publications Inc. (<http://www.prostarpublications.com/b1/index.php>)  
 Maryland Nautical (<http://www.mdnautical.com/nauticalbooks.htm>)  
 American Nautical Services ([http://www.amnautical.com/cgi-local/webcat/products\\_page.cgi?cond=BO](http://www.amnautical.com/cgi-local/webcat/products_page.cgi?cond=BO))  
 Waypoint (<http://www.waypoints.com/noaangapubs.html>)  
 Islamorada Internacional (Panama Canal) ([http://www.islamorada.com/english/nautical\\_publications/](http://www.islamorada.com/english/nautical_publications/))  
 Horizon Nautical, Inc. (<http://www.horizon-usa.net>)  
 Celestaire ([http://celestaire.com/catalog/Books\\_and\\_Videos/](http://celestaire.com/catalog/Books_and_Videos/))

**(41) NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY DISTRIBUTION SYSTEM. (Continued).**

This directory represents only that these vendors may offer sale of NGA publications. It is neither exclusive nor exhaustive, and in no way constitutes an endorsement by NGA of the listed vendors, nor the services or products they provide. Vendors of authorized NGA publications that wish to be included in this directory should notify the NGA Maritime Products and Services Domain by e-mail to [webmaster\\_nss@nga.mil](mailto:webmaster_nss@nga.mil) or by telephone at 301-227-3120.

(Supersedes NTM 1(41)09)

(NGA/NOAA)

**(42) INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO).**

The International Hydrographic Organization (IHO) was originally established in 1921 as the International Hydrographic Bureau (IHB), the present name having been adopted in 1970 as a result of a revised international agreement between the member nations. However, the former name, International Hydrographic Bureau, was retained for the IHO's administrative body of three Directors and a small Staff at the Organization's headquarters in Monaco.

The IHO sets forth hydrographic standards as they are agreed upon by the member nations. All Member States are urged and encouraged to follow these standards in their surveys, nautical charts and publications. As these standards are uniformly adopted, the products of the world's hydrographic and oceanographic offices become more uniform. Much has been done in the field of standardization since the Bureau was founded.

The principal work undertaken by the IHO is:

- (a) To bring about a close and permanent association between national hydrographic offices;
- (b) To study matters relating to hydrography and allied sciences and techniques;
- (c) To further the exchange of nautical charts and documents between hydrographic offices of Member Governments;
- (d) To circulate the appropriate documents;
- (e) To tender guidance and advice upon request, in particular to countries needing technical assistance while engaged in setting up or expanding their hydrographic service;
- (f) To encourage coordination of hydrographic surveys with relevant oceanographic activities;
- (g) To extend and facilitate the application of oceanographic knowledge for the benefit of navigators;
- (h) To cooperate with international organizations and scientific institutions which have related objectives.

During the 19th century, many maritime nations established hydrographic offices to provide means for improving the navigation of naval and merchant marine vessels by providing nautical publications, nautical charts and other navigational services. Non-uniformity of hydrographic procedures, charts and publications was much in evidence. In 1889, an International Marine Conference was held at Washington, D.C., and it was proposed to establish a "permanent international commission." Similar proposals were made at the sessions of the International Congress of Navigation held at St. Petersburg in 1908 and again in 1912.

In 1919 the hydrographers of Great Britain and France cooperated in taking the necessary steps to convene an international conference of hydrographers. London was selected as the most suitable place for this conference and on July 24, 1919, the First International Conference opened, attended by the hydrographers of 24 nations. The object of the conference was clearly stated in the invitation to attend. It read, "To consider the advisability of all maritime nations adopting similar methods in the preparation, construction, and production of their charts and all hydrographic publications; of rendering the results in the most convenient form to enable them to be readily used; of instituting a prompt system of mutual exchange of hydrographic information between all countries; and of providing an opportunity for consultations and discussions to be carried out on hydrographic subjects generally by the hydrographic experts of the world." In general, this is still the purpose of the International Hydrographic Organization. As a result of the conference, a permanent organization was formed and statutes for its operations were prepared. The International Hydrographic Bureau, now the International Hydrographic Organization, began its activities in 1921 with 18 nations as members. The Principality of Monaco was selected as the headquarters because of its easy communication with the rest of the world and also because of the generous offer of Prince Albert I of Monaco to provide suitable accommodations for the Bureau in the Principality. The IHO, including the 3 Directors and their staff, is housed in its own headquarters which were built and are maintained by the Government of Monaco.

Officers and enlisted men of naval vessels and masters, mates or navigating personnel of merchant ships, including pleasure craft, are welcome to visit the Bureau's Office at 4 quai Antoine 1er, Monte-Carlo.

**(42) INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO). (Continued).**

The works of the IHO are published in both French and English and distributed through various media. Many of the publications are available to the general public, and a discount of 30 percent is offered to naval or merchant marine officers of any of the member nations. Inquiries as to the availability of the publications should be made directly to the "International Hydrographic Bureau, 4 quai Antoine 1er, B.P. 445, MC 98011 MONACO CEDEX, Principality of Monaco."

In order that the work of the IHO may be reviewed and future plans developed, conferences are held every five years. They are attended by delegates from member nations.

Presently, the following nations are Member States of the International Hydrographic Organization:

Algeria	Iceland	Portugal
Argentina	India	Qatar
Australia	Indonesia	Romania
Bahrain	Iran	Russia
Bangladesh	Ireland	Saudi Arabia
Belgium	Italy	Serbia
Brazil	Jamaica	*Sierra Leone
*Bulgaria	Japan	Singapore
Burma	Kuwait	Slovenia
Canada	Latvia	South Africa
*Cameroon	Malaysia	South Korea
Chile	*Mauritania	Spain
China	Mauritius	Sri Lanka
Colombia	Mexico	Suriname
Congo, Democratic Republic of the	Monaco	Sweden
Croatia	*Montenegro	Syria
Cuba	Morocco	Thailand
Cyprus	Mozambique	Tonga
Denmark	Netherlands	Trinidad and Tobago
Dominican Republic	New Zealand	Tunisia
Ecuador	Nigeria	Turkey
Egypt	North Korea	Ukraine
Estonia	Norway	United Arab Emirates
Fiji	Oman	United Kingdom
Finland	Pakistan	United States
France	Papua New Guinea	Uruguay
Germany	Peru	Venezuela
Greece	Philippines	
Guatemala	Poland	

\* Membership of IHO pending  
(Repetition NTM 1(42)09)

(IHO)

**(43) INTERNATIONAL DISTRESS SIGNALS.**

1. All seamen should be familiar with the international distress signals and procedures, both for recognition purposes and for self-reliance in the event of distress where captain and officers may have been incapacitated.

**(43) INTERNATIONAL DISTRESS SIGNALS. (Continued).**

2. Short range distress signals, limited to range of visibility or audibility are:
  - (a) "SOS" signal made by any audio or visual means.
  - (b) International Code of Signals "NC".
  - (c) Hoisting any square flag with a ball or anything resembling a ball, above or below it.
  - (d) Flames made visible (as a burning oil barrel).
  - (e) A rocket parachute flare or hand held flare showing a red light.
  - (f) Rockets or shells, throwing red stars fired one at a time at short intervals.
  - (g) Orange smoke, as emitted from a distress flare.
  - (h) A gun or other explosive signal fired at intervals of about one minute.
  - (i) A continuous sounding of any fog-signal apparatus.
  - (j) Slowly and repeatedly raising and lowering arms outstretched to each side.
  
3. Radio distress signals via radiotelephone:
  - (a) For MF Radiotelephone. Set transmitter to 2182 kHz and transmit the radiotelephone alarm signal (if available) briefly wait and then transmit the distress message as outline in (c) below.
  - (b) For VHF FM Radiotelephone. Set transmitter to VHF FM Channel 16 and transmit the distress message as outlined in (c) below.
  - (c) Transmit the distress message consisting of the word MAYDAY repeated three times followed by the vessel's identification repeated three times. Immediately continue by giving the position; nature of distress; number of people on board; nature of assistance required and any other information which may facilitate rescue authorities. Pause to await acknowledgement and if none heard within one minute, repeat the same again until acknowledged. Speak the distress message clearly and calmly.
  
4. Radio distress signals via satellite:
  - (a) For satellite terminals equipped with a distress button. Activate the button and follow displayed menu instructions.
  - (b) For satellite terminals without a distress button. Place a call to nearest Rescue Coordination Center or system operator and provide identification, position, nature of distress, number of persons on board and type of assistance requested.
  
5. Radio distress signals via Digital Selective Calling: The distress call should be composed to include ship's position information, the time at which the position was taken, and the nature of distress. If the DSC radio is connected to a navigation receiver, position and time-of-position should already be included. The distress call should be transmitted on VHF Channel 70 (156.525 MHz), 2187.5 kHz, or the HF frequencies 4207.5, 6312, 8414.5, 12577 and 16804.5 kHz. An acknowledgment of the distress call should be received on the DSC frequency. Once an acknowledgment has been received, the radio distress procedures via radiotelephone (above) should be followed on the associated voice channel: VHF Channel 16 (156.800 MHz), 2182, 4125, 6215, 8291, 12290 and 16420 kHz. For DSC distress calls on VHF Channel 70 and 2187.5 kHz, the radio distress procedures via radiotelephone should be followed on the associated voice channel if an acknowledgment is not received after 5 min.
  
6. Simple to follow instructions for the operation of auto alarms, radiotelephone, DSC and satellite communications equipment should be conspicuously posted in the radio rooms of all ships. Procedures outlined here are purposely brief. Complete information on emergency radio procedures is contained in Chapter 4 of Radio Navigational Aids (Pub. 117).
  
7. Procedures for canceling false distress alerts: If a distress alert is inadvertently transmitted, the following steps shall be taken to cancel the distress alert.
  - (a) VHF Digital Selective Calling:
    - (1) Reset the equipment immediately;
    - (2) Immediately cancel the distress alert orally over the telephony distress traffic channel associated with each DSC channel on which the distress alert was transmitted;
    - (3) Set to Channel 16; and
    - (4) Transmit a broadcast message to "All stations" giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert.
  - (b) MF Digital Selective Calling:
    - (1) Reset the equipment immediately;

**(43) INTERNATIONAL DISTRESS SIGNALS. (Continued).**

- (2) Immediately cancel the distress alert orally over the telephony distress traffic channel associated with each DSC channel on which the distress alert was transmitted; and
  - (3) Tune for radiotelephony transmission on 2182 kHz; and
  - (4) Transmit a broadcast message to “All stations” giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert.
- (c) HF Digital Selective Calling:
- (1) Reset the equipment immediately;
  - (2) Immediately cancel the distress alert orally over the telephony distress traffic channel associated with each DSC channel on which the distress alert was transmitted;
  - (3) Tune for radiotelephony on the distress and safety frequency in each band in which a false distress alert was transmitted; and
  - (4) Transmit a broadcast message to “All stations” giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert frequency in each band in which a false distress alert was transmitted.
- (d) INMARSAT ship earth station: Immediately notify the appropriate rescue coordination center that the alert is cancelled by sending a distress priority message by way of the same land earth station through which the false distress alert was sent. Provide ship name, call sign or registration number, and INMARSAT identity with the cancelled alert message.
- (e) EPIRB: If for any reason an EPIRB is activated inadvertently, immediately contact the nearest U.S. Coast Guard unit or appropriate rescue coordination center by telephone, radio or ship earth station and cancel the distress alert.
- (f) General and other distress alerting systems: Notwithstanding paragraphs (a) through (e) of this section, ships may use additional appropriate means available to them to inform the nearest appropriate U.S. Coast Guard rescue coordination center that a false distress alert has been transmitted and should be cancelled.

(Supersedes NTM 1(43)09)

(IMO/USCG)

**(44) WORLDWIDE NAVIGATIONAL WARNING SERVICE (WWNWS).**

The Worldwide Navigational Warning Service (WWNWS) was established in 1977 through the joint efforts of the International Hydrographic Organization (IHO) and the International Maritime Organization (IMO). The WWNWS is a coordinated global service for the promulgation by radio of information on hazards to navigation which might endanger international shipping.

The basic objective of the WWNWS is the timely promulgation by radio of information of concern to the ocean-going navigator. Such information includes the following: failure and/or changes to major navigational aids, newly discovered wrecks or natural hazards including icebergs in or near main shipping lanes, hazardous military operations and areas where search and rescue, anti-pollution operations and cable-laying or other underwater activities are taking place.

Because of the wide ocean coverage of the WWNWS broadcasts, consideration is also being given to its selective use to augment other services for promulgating information concerning overdue and missing ships and aircraft.

For purposes of the WWNWS, the world has been divided into 16 Navigation Warning Areas (NAVAREAS) (see graphic page, I-1.46). Within each NAVAREA one national authority, designated the Area Coordinator, has assumed responsibility for the coordination and promulgation of warnings. Designated “National Coordinators” of other coastal states in a NAVAREA are responsible for collecting and forwarding information to the Area Coordinator. In the Baltic, a Sub-Area Coordinator has been established to filter information prior to passing to the Area Coordinator.

Coordinators are responsible for the exchange of information as appropriate with other coordinators, including that which should be further promulgated by charting authorities in Notice to Mariners.

The language used is English, although warnings may also be transmitted in one or more of the official languages of the United Nations.

Broadcast schedules appear in an Annex to the International Telecommunication Union “List of Radio-determination and Special Service Stations,” Volume II, and in the lists of radio signals published by various hydrographic authorities (in the U.S., Pub. 117). Transmissions usually occur frequently enough during the day to fall within at least one normal radio watch period, and the information is repeated with varying frequency as time passes until either the danger has passed or the information on it has appeared as a Notice to Mariners. Transmission of information over the WWNWS will continue to be affected by the advent of services such as NAVTEX.

A document giving guidance and information on the WWNWS is available free from the International Hydrographic Bureau, 4 quai Antoine 1er, B.P. 445, MC 98011 MONACO CEDEX, Principality of Monaco.

**(44) WORLDWIDE NAVIGATIONAL WARNING SERVICE (WWNWS). (Continued).**

NAVAREA I (United Kingdom)  
 United Kingdom Hydrographer  
 United Kingdom Hydrographic Office  
 Admiralty Way  
 TAUNTON  
 Somerset TA1 2DN  
 Phone: 44 1823 337900 Ext 3054  
 Fax: 44 1823 334260  
 E-mail: navwarnings@btconnect.com  
 Web site: <http://www.hydro.gov.uk>

Baltic Sea Sub-Area NAVAREA I (Sweden)  
 Swedish Maritime Administration  
 BALTICO  
 SE-601 78 Norrkoping  
 Phone: 46 11 191045  
 Fax: 46 11 238945  
 E-mail: ntm.baltico@sjofartsverket.se  
 Web site: <http://www.sjofartsverket.se/baltico>

NAVAREA II (France)  
 Navarea II Co-ordinator  
 EPSHOM BREST  
 13 Rue du Chatellier  
 BP 30316  
 29228 BREST CEDEX2  
 Phone: 33 2 98 22 15 99  
 Fax: 33 2 98 22 14 32  
 E-mail: coord.navarea2@shom.fr  
 Web site: <http://www.shom.fr>

NAVAREA III (Spain)  
 Instituto Hidrografico de la Marina  
 Plaza De San Severiano, 3  
 11007 CADIZ  
 Phone: 34 (956) 599409; 599414  
 Fax: 34 (956) 599396; 258548  
 E-mail: ihmesp@fn.mde.es  
 Web site: <http://www.armada.mde.es/ihm/>

NAVAREAS IV AND XII (United States)  
 National Geospatial-Intelligence Agency  
 Attn: PVM (Mail Stop D-44)  
 4600 Sangamore Road  
 Bethesda, MD 20816-5003 USA  
 Phone: 301 227 3147  
 Fax: 301 227 3731  
 E-mail: navsafety@nga.mil  
 Web site: <http://www.nga.mil/maritime>

NAVAREA V (Brazil)  
 Diretoria de Hidrografia e Navegacao  
 Rua Barao de Jaceguay S/Nº  
 Ponta D'Areia-Niteroi-RJ  
 CEP-24048-900  
 Phone: 55 21 2189-3023/55 21 2189-3210  
 Fax: 55 21 2189-3210/55 21 2620-0073  
 E-mail: segnav@chm.mar.mil.br  
 Web site: <http://www.dhn.mar.mil.br/dhn/dhn/index.html>

NAVAREA VI (Argentina)  
 Servicio de Hidrografia Naval  
 Avenida Montes de Oca 2124  
 C 1270ABV - BUENOS AIRES  
 Phone: 54 11 4301-2249  
 Fax: 54 11 4303-2299/4303-0393  
 E-mail: NAVAREA\_VI@hidro.gov.ar  
 Web site: <http://www.hidro.gov.ar/Nautica/Radioav.asp>

NAVAREA VII (Republic of South Africa)  
 Hydrographic Office  
 Private Bag X1,  
 TOKAI  
 7966  
 Cape Town, South Africa  
 Phone: 27 (21) 787 2408/2444  
 Fax: 27 (21) 787 2233/2228 9  
 E-mail: hydrosan@iafrica.com  
 Web site: <http://www.sanho.co.za>

NAVAREA VIII (India)  
 National Hydrographic Office  
 107-A, Rajpur Road  
 P.B. No. 75, Dehradun,  
 Uttarakhand - 248 001  
 Phone: 91 135 2747365  
 Fax: 91 135 2748373  
 E-mail: inho\_marinesafety@dataone.in  
 Web site: <http://www.hydrobharat.nic.in>

NAVAREA IX (Pakistan)  
 Hydrographer of the Pakistan Navy  
 Hydrographic Department  
 11, Liaquat Barracks  
 Karachi - 75530  
 Phone: 92 21 48506151-4  
 Fax: 92 21 9201623  
 E-mail: hydropk@paknavy.gov.pk  
 Web site: <http://www.paknavy.gov.pk/hydro>

**(44) WORLDWIDE NAVIGATIONAL WARNING SERVICE (WWNWS). (Continued).**

NAVAREA X (Australia)  
 Emergency Response Division  
 Australian Maritime Safety Authority  
 PO Box 1332  
 Freemantle, WA 6959  
 Phone: 61 (8) 94302130  
 Fax: 61 (8) 94302121  
 E-mail: rccaus@amsa.gov.au  
 Web site: <http://www.amsa.gov.au>

NAVAREA XIV (New Zealand)  
 Land Information New Zealand  
 LINZ Hydrographic Services  
 PO Box 5501  
 WELLINGTON  
 Phone: 0800 665 463/64 4 460 0110  
 Fax: 64 4 460 0161  
 E-mail: [info@linz.govt.nz](mailto:info@linz.govt.nz)  
 Web site: <http://www.linz.govt.nz>

NAVAREA XI (Japan)  
 Director, Notices to Mariners Office  
 Hydrographic and Oceanographic Department  
 Japan Coast Guard  
 3-1 Tsukiji 5-chome  
 Chuo-ku, TOKYO 104-0045  
 Phone: 81 (3) 3541 3817  
 Fax: 81 (3) 3542 7174  
 E-mail: [tuho@jodc.go.jp](mailto:tuho@jodc.go.jp)  
 Web site: <http://www1.kaiho.mlit.go.jp/jhd-E.html>

NAVAREA XV (Chile)  
 Director del Servicio Hidrografico y Oceanografico de la  
 Armada de Chile  
 Errazuriz 254  
 Playa Ancha  
 VALPARAISO  
 Phone: 56 32 2266666  
 Fax: 56 32 2266542  
 E-mail: [shoa@shoa.cl](mailto:shoa@shoa.cl)  
 Web site: <http://www.shoa.cl>

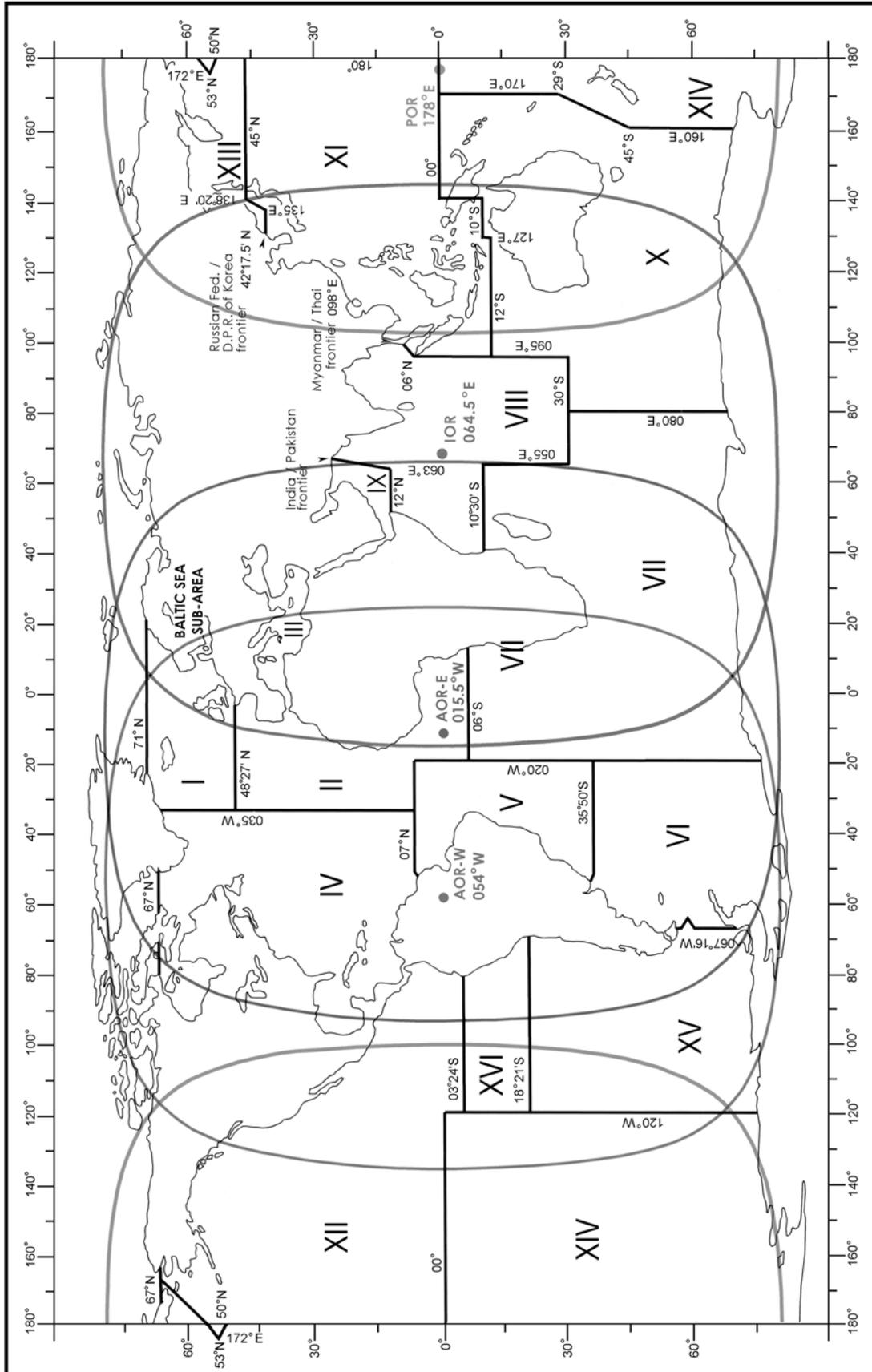
NAVAREA XIII (Russian Federation)  
 Department of Navigation and Oceanography  
 8, 11 Liniya, B-34  
 ST. PETERSBURG 199034  
 Phone: 7 812 717 59 00  
 Fax: 7 812 717 5900  
 E-mail: [main@gunio.ru](mailto:main@gunio.ru)  
 Web site: none

NAVAREA XVI (Peru)  
 Direccion de Hidrografia y Navegacion  
 Avda. Gamarra No. 500  
 Chucuito  
 CALLAO 1  
 Phone: 51-1465 8312/4296019/4299063  
 Fax: 51 1 465 2995  
 E-mail: [dihidronav@dhn.mil.pe](mailto:dihidronav@dhn.mil.pe)  
 Web site: <http://www.dhn.mil.pe/>

Chairman, IHO Commission on Promulgation of Radio Navigational Warnings  
 4 Quai Antoine 1<sup>er</sup>, B.P. 445  
 MC 98011 MONACO CEDEX  
 Principality of MONACO  
 Telephone: 377 93 10 81 03  
 Fax: 377 93 10 81 40  
 Telex: 479164 MC INHORG  
 E-mail: [info@ihb.mc](mailto:info@ihb.mc)  
 Web site: <http://www.iho.shom.fr>

(Supersedes NTM 1(44)09)

(IHO/IMO/NGA)



**(45) WEATHER OBSERVATION REPORTS.**

All ships are encouraged to participate in the international Voluntary Observing Ship (VOS) program. For information, and to arrange assistance from a U.S. National Weather Service Port Meteorological Officer (PMO) contact:

Voluntary Observing Ship Program  
NOAA/NWS National Data Buoy Center (W/OPS51)  
Building 3203  
Stennis Space Center, MS 39529-6000  
Telephone: (228) 688-1457  
Fax: (228) 688-3923  
E-mail: vos@noaa.gov  
Web site: <http://www.vos.noaa.gov>

Details on the coding and transmission of weather observations may be found in "Observing Handbook No. 1" provided to ships participating in the U.S. VOS program. The U.S. VOS program also makes available a PC software program known as Amver/SEAS which greatly assists in coding and transmitting VOS observations and Amver position reports.

Detailed information on the dissemination of National Weather Service marine products including radiofax, such as frequency and scheduling information may be found in NGA Publication 117, the British Admiralty List of Radio Signals Volume 3(2), and at <http://www.nws.noaa.gov/om/marine/home.htm> (includes links to products).

**GENERAL INSTRUCTION FOR REPORTING WEATHER OBSERVATIONS**

**CODED WEATHER MESSAGES:** All weather report messages by radio or Inmarsat will be coded in World Meteorological Organization (WMO) ship synoptic code FM13-IX.

**STANDARD SYNOPTIC OBSERVATION TIMES:** The regular synoptic hours for reporting are 0000, 0600, 1200, and 1800 UTC. However, watch schedules and other ship functions sometimes make it impractical to meet the synoptic weather reporting schedule. Weather observations may also be submitted at the intermediate hours of 0300, 0900, 1500, and 2100 UTC. These should be reported as soon as possible, but no later than three (3) hours after the synoptic observation time.

**TIMELINESS AND REPORT VALUE:** All weather reports should be transmitted as soon as possible to the National Weather Service. Weather reports can be ingested by computer forecast models for only for a limited time after the reporting hour. Major computer programs are run at all synoptic hours and a few programs are run every three (3) hours. Forecasters look at, and use, all timely reports in making their forecasts and warnings.

**SPECIAL WEATHER OBSERVATIONS**

**TROPICAL STORMS/HURRICANES:** Hurricane season has been designated May 15 through November 30 because of the number of tropical storms and hurricanes during the period. Many special programs are in operation during this season and it is requested that the observation schedule, when in the vicinity of a tropical storm or hurricane, be set to transmit weather reports at least every three (3) hours (00, 03, 06, 09, etc.). Hourly reports when within a storm (winds over 48 knots) would be very helpful, if ship routine permits.

**SPECIAL REQUESTS FOR OBSERVATIONS:** The U.S. National Weather Service may request ships located in areas of suspected storm development to take special observations at more frequent intervals than the routine six (6) hourly synoptic observation times. If your ship happens to be in such an area, your report will be helpful even though conditions may not appear bad enough to warrant a special observation.

**OBSERVATIONS DURING STORM CONDITIONS:** Whenever TROPICAL STORM, TYPHOON, or HURRICANE conditions are encountered anywhere, "SAFETY OF LIFE AT SEA CONVENTION," Chapter V, requires all ships to take special observations and transmit the report to the closest national meteorological service via the most convenient radio or Inmarsat station. In addition to this requirement, it is highly desirable that weather reports be transmitted hourly, if possible; but in any case, not less frequently than every three (3) hours.

**EXTRATROPICAL STORMS:** Submit a weather report message as soon as the average wind equals or exceeds 48 knots. Report at least every three (3) hours when under STORM conditions.

**COASTAL REPORTS:** The weather starts changing as soon as the air moves from land out over the water. Ship weather reporting should continue as close to the coast as ship routine permits. When within 200 miles of the U.S. or Canadian coastlines, reports are requested every three (3) hours.

**(45) WEATHER OBSERVATION REPORTS. (Continued).**

**TRANSMISSION OF WEATHER REPORTS**

Below is a summary of the primary means by which VOS observations are transmitted to the National Weather Service. Details on these and other available transmission services may be found in “Observing Handbook No. 1.”

**INMARSAT-B:** Follow the instructions with your Inmarsat terminal for sending a telex message. Use the Special Access Code 41 (except when using the Amver/SEAS software in compressed binary format with Inmarsat-C terminals), and do not request a confirmation when sending. No cost is involved with this transmission. Below is a typical procedure for using an Inmarsat-B transceiver:

1. Select appropriate Land Earth Station Identity (LES-ID). (See table below.)
2. Select routine priority.
3. Select duplex telex channel.
4. Initiate the call. Wait for the GA+ signal.
5. Select the dial code for meteorological reports, 41+.
6. Upon receipt of our answerback, NWS OBS MHTS, transmit the weather message starting with BBXX and the ship’s call sign. The message must be ended with 5 periods. Do not send any preamble. Example:

```
GA+
41+
NWS OBS MHTS
BBXX WLXX 29003 99131 70808 41998 60909 10250 2021/ 4011/ 52003 71611 85264 22234 00261
20201 31100 40803.....
```

The 5 periods indicate the end of the message, and must be included after each report. Do not request a confirmation.

**INMARSAT-C:** All major Inmarsat-C terminals have the ability to transmit the encoded weather observation (BBXX) with the Special Access Code 41. No cost is involved with this transmission. Do not request a confirmation when sending. The detailed instructions necessary to setup and address the Code 41 message and transmission instructions according to the different manufacturers are listed on the VOS Web site at [http://www.vos.noaa.gov/vos\\_resource.shtml](http://www.vos.noaa.gov/vos_resource.shtml).

**Land-Earth Station Identity (LES-ID) of U.S. Inmarsat Stations  
Accepting Ships Weather (BBXX) and Oceanographic (JJYY) Reports**

Operator	Service	Station ID			
		AOR-W	AOR-E	IOR	POR
VIZADA	B	01	01	01	01
VIZADA	C	004	104	304	204
VIZADA	C (Amver/SEAS)	004	104	304	204

Use abbreviated dialing code 41. Do not request a confirmation.

Some common mistakes include: (1) failure to end the message with 5 periods when using Inmarsat-B, (2) failure to include BBXX in the message preamble, (3) incorrectly coding the Date, Time, Latitude, Longitude, or quadrant of the globe, (4) requesting a confirmation (which increases cost to NWS).

If your ship’s Inmarsat terminal does not contain a provision for using abbreviated dialing code 41, telex address 0023089406 may be used via Vizada. Please note that the ship will incur telecommunication charges for any messages sent to telex address 0023089406 using any Inmarsat earth station other than Vizada.

**EMAIL TRANSMISSIONS:** In the event that your ship’s Inmarsat equipment fails or you are not mandated to have an Inmarsat system onboard your vessel, weather observations can be e-mailed directly into the NWS gateway system. Send your e-mailed observations to: [webship@inetsrv.arh.noaa.gov](mailto:webship@inetsrv.arh.noaa.gov). Place your observation in the body of the message and end your encoded observation with an equal sign (=). This tells the computer to end transmission. Detailed instructions on setup, addressing, and transmitting the message are listed on the VOS Web site at [http://www.vos.noaa.gov/vos\\_resource.shtml](http://www.vos.noaa.gov/vos_resource.shtml). The ship is responsible for paying email transmission costs.

**SITOR, SINGLE SIDEBAND, OR VHF WEATHER REPORTS THROUGH THE U.S. COAST GUARD:** U.S. Coast Guard frequencies can be found at <http://www.navcen.uscg.gov/marcomms>. Using SITOR (preferred), type BBXX, the ship’s call sign, then the encoded weather observation. When using HF or VHF voice, initiate contact with the nearest U.S. Coast Guard communications station and say, “I have weather for you.” When acknowledged, phonetically pronounce “BBXX”

**(45) WEATHER OBSERVATION REPORTS. (Continued).**

(Bravo-Bravo-Xray-Xray), say the ship's call sign, then say the rest of the numbers in the encoded weather observation. The U.S. Coast Guard will relay the weather observation to the National Weather Service.

**WEATHER REPORTS THROUGH SPECIFIED U.S. COMMERCIAL RADIO STATIONS:** If the U.S. Coast Guard cannot be contacted and ship is not Inmarsat equipped, as a backup, U.S. commercial radio stations specified in the publication "Observing Handbook No. 1" may be contacted to relay weather messages.

(Supersedes NTM 1(45)09)

(NOAA/NWS)

**(46) RADAR BEACONS (RACONS).**

Radar beacons (RACONS) are radar responder devices designed to produce a distinctive image on the screens of ship's radar sets, thus enabling the mariner to determine his position with greater certainty than would be possible using a normal radar display alone.

The U.S. Coast Guard operates approximately 80 radar beacons (RACONS) as maritime navigational aids in the Great Lakes, off the Atlantic, Pacific, and Gulf coasts, and on the North Slope of Alaska. RACONS are used to mark and identify points on shore; channel separation, LNB, and other buoys; channel entrances under bridges; and uncharted hazards to navigation (the Morse letter "D", dash-dot-dot, has been reserved for this purpose). RACON marks displayed on a radar screen are Morse characters typically of length 1 to 2 miles, always start with a dash, and always extend radially outward from the radar target marked by the beacon. RACON locations and identifications are included on most marine navigation charts.

RACONS should be visible to most commercial shipboard radar systems on vessels 6-20 miles from the RACON installation, regardless of radar size. No additional receiving equipment is required. Some precautions are necessary, however, if use of RACONS is desired. Radars that operate in the 10 cm band (2900-3100 MHz) are usually installed as a second radar on larger vessels, and may not respond to RACONS. The Coast Guard now installs dual band (3 cm and 10 cm) RACONS in most locations. In addition, rain clutter control switches on radars must be switched off or, if necessary, on low to ensure that the RACON is visible. Finally, most RACONS operating in the U.S. are frequency agile RACONS. Pulse correlation circuitry (interference or clutter rejection on some radars) installed on most newer radars, if on, may prevent the radar from displaying some RACONS. This circuitry should be switched off.

(Repetition NTM 1(46)09)

(USCG)

**(47) NAVTEX.**

NAVTEX is an international automated medium frequency (518 kHz) direct-printing service for promulgation of navigational and meteorological warnings and forecasts, as well as urgent marine safety information to ships. It was developed to provide a low-cost, simple, and automated means of receiving this information aboard ships at sea within approximately 200 nautical miles of shore. NAVTEX receivers may be user adjusted to screen incoming messages to not print certain categories of messages of no interest to a particular user and prevent printing of messages previously received. Mariners who do not have NAVTEX receivers but have SITOR radio equipment can also receive these broadcasts by operating it in the FEC mode and tuning to 518 kHz. Internationally, NAVTEX is also broadcast on the alternate NAVTEX frequencies of 490 and 4209.5 kHz.

The Coast Guard broadcasts NAVTEX messages from:

BOSTON, MA (NMF):

Identification (B<sub>1</sub>): F

Schedule (UTC): 0045, 0445, 0845<sup>1</sup>, 1245, 1645, 2045<sup>1</sup>

CHESAPEAKE (PORTSMOUTH), VA (NMN):

Identification (B<sub>1</sub>): N

Schedule (UTC): 0130, 0530, 0930<sup>1</sup>, 1330, 1730, 2130<sup>1</sup>

CHARLESTON, SC: (NMN)

Identification (B<sub>1</sub>): E

Schedule (UTC): 0040, 0440, 0840<sup>1</sup>, 1240, 1640, 2040<sup>1</sup>

MIAMI, FL (NMA):

Identification (B<sub>1</sub>): A

Schedule (UTC): 0000, 0400, 0800<sup>1</sup>, 1200, 1600, 2000<sup>1</sup>

ISABELLA (SAN JUAN), PR (NMR):

Identification (B<sub>1</sub>): R

Schedule (UTC): 0200<sup>1</sup>, 0600, 1000, 1400<sup>1</sup>, 1800, 2200

**(47) NAVTEX. (Continued).**

NEW ORLEANS, LA (NMG):	Identification (B <sub>1</sub> ): G Schedule (UTC): 0300 <sup>1</sup> , 0700, 1100, 1500 <sup>1</sup> , 1900, 2300
KODIAK, AK (NOJ):	Identification (B <sub>1</sub> ): J Schedule (UTC): 0300, 0700, 1100 <sup>1</sup> , 1500, 1900, 2300 <sup>1</sup>
KODIAK, AK (NOJ) <sup>2</sup> :	Identification (B <sub>1</sub> ): X Schedule (UTC): 0340, 0740, 1140 <sup>1</sup> , 1540, 1940, 2340 <sup>1</sup>
ASTORIA, OR (NMC):	Identification (B <sub>1</sub> ): W Schedule (UTC): 0130, 0530, 0930 <sup>1</sup> , 1330, 1730, 2130 <sup>1</sup>
POINT REYES (SAN FRANCISCO), CA (NMC):	Identification (B <sub>1</sub> ): C Schedule (UTC): 0000, 0400 <sup>1</sup> , 0800, 1200, 1600 <sup>1</sup> , 2000
CAMBRIA, CA (NMC):	Identification (B <sub>1</sub> ): Q Schedule (UTC): 0045, 0445 <sup>1</sup> , 0845, 1245, 1645, 2045 <sup>1</sup>
HONOLULU, HI (NMO):	Identification (B <sub>1</sub> ): O Schedule (UTC): 0040, 0440, 0840 <sup>1</sup> , 1240, 1640, 2040 <sup>1</sup>
GUAM (NRV):	Identification (B <sub>1</sub> ): V Schedule (UTC): 0100, 0500, 0900, 1300, 1700, 2100

<sup>1</sup> Routine weather forecasts are broadcast four times per day with these being the normal times when repeats of Notices to Mariners are broadcast in lieu of weather. Weather warnings may be broadcast at any time.

<sup>2</sup> Kodiak also broadcasts weather forecasts during time slots initially allocated to Adak.

Information broadcast over NAVTEX includes weather forecasts, offshore marine advisory warnings, search and rescue information, and navigational information that applies to waters from the line of demarcation (separating Inland Rules waters from COLREG Rules waters) to 200NM offshore. Navigational information that affects the safety of navigation of deep draft (15 feet or more) vessels within U.S. Inland Rules waters will also be included.

NAVAREA IV/XII, HYDROLANT/HYDROPAC and ice information broadcasts are issued over HF SITOR/NBDP (Simplex Telex Over Radio/Narrow Band Direct Printing) from Coast Guard Stations in Boston, Point Reyes, Honolulu and Guam. Broadcasts are made on 6314 kHz, 8416.5 kHz, 12579 kHz, 16806.5 kHz and 22376 kHz. See NGA Pub. 117, Radio Navigational Aids, for schedules.

(Supersedes NTM 1(47)09)

(USCG)

**(48) SATELLITE DETECTION OF DISTRESS SIGNALS.**

The Cospas-Sarsat System is an international cooperative program using satellites to detect distress beacons carried by vessels, aircraft, and persons in distress. This system uses a number of different satellite constellations including low earth-orbiting (LEO) and geostationary (GEO) satellites. Together, these satellites enable distress signals to be received by the system from virtually anywhere on the planet, 24 hrs a day, 7 days a week, in many cases nearly instantaneously.

When a satellite receives a distress signal, it is relayed to a network of ground stations and Mission Control Centers (MCCs). The USMCC (operated by NOAA) processes signals originating in the United States and sends alert information to the appropriate Rescue Coordination Center (RCC)--either a U.S. Coast Guard RCC or the U.S. Air Force RCC (AFRCC). There are three types of distress beacons: EPIRBs (Emergency Position Indicating Radio Beacons) for use in the Maritime Community, ELTs (Emergency Locator Transmitters) found on aircraft and PLBs (Personal Locator Beacons) for individual use. Some EPIRBs and all ELTs are capable of automatic activation, where PLBs can only be activated manually.

**(48) SATELLITE DETECTION OF DISTRESS SIGNALS. (Continued).****EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB).**

The Emergency Position Indicating Radio Beacon (EPIRB) is an emergency radio transmitting device used for maritime distress alerting and locating. Table 1 provides an overview of the different classes of EPIRBs currently authorized for use in the U.S. It should be noted that classes A, B, and S EPIRBs are no longer permitted for use within the United States as of January 1, 2007. These EPIRBs should be replaced by Cat I or Cat II 406 MHz Satellite EPIRBs. Some EPIRBs also allow GPS units to be integrated into the distress signal. This GPS-encoded position dramatically improves the location accuracy down to the 100-meter level. As of February 1, 2009 the Cospas-Sarsat System ceased processing of all 121.5/243.0 MHz beacon signals. For current carriage requirements refer to Navigation and Vessel Inspection Circular No. 3-99; any questions concerning requirements to carry EPIRBs or other safety equipment should be referred to the U.S. Coast Guard Lifesaving and Fire Safety Division, telephone (202) 372-1385.

**TABLE 1**

<b>CLASS</b>	<b>FREQUENCY</b>	<b>DESCRIPTION</b>	<b>DETECTION</b>
Cat I	406 MHz with 121.5 MHz homing signal	Float free automatically activated beacon	Polar orbiting and geostationary satellites
Cat II	406 MHz with 121.5 MHz homing signal	Manually activated	Polar orbiting and geostationary satellites

**PERSONAL LOCATOR BEACON (PLB)**

The Personal Locator Beacon (PLB) is a portable, individual use distress beacon that operates much the same as an EPIRB or ELT. These beacons are designed to be carried by an individual person instead of on a boat or aircraft. Unlike ELTs and some EPIRBs, they can only be activated manually and operate exclusively on 406 MHz. And like EPIRBs and ELTs all PLBs also have a built-in, low-power homing beacon that transmits on 121.5 MHz. This allows rescue forces to home in on a beacon once the 406 MHz satellite system has gotten them “in the ballpark” (about 2-3 miles). Some PLBs also allow GPS units to be integrated into the distress signal. This GPS-encoded position dramatically improves the location accuracy down to the 100-meter level. In the United States, PLBs became permitted for nationwide use when the FCC granted authorization in 2003.

**FALSE ALERTS**

Distress beacon false alarms are a major problem. The EPIRB user must be aware of how false activations can quickly overburden search and rescue resources. Inadvertent EPIRB activations should be reported immediately to the nearest U.S. Coast Guard Rescue Coordination Center (RCC) to protect system integrity and prevent costly false alarm response. Minimize false alarms with proper handling and storage of EPIRBs and PLBs; understand and comply with manufacturer’s operating instructions for your particular EPIRB and tune a radio to 121.5 or 243.0 MHz to monitor the frequency/detect any inadvertent activation. EPIRBs with two-condition, automatic activation switches (e.g. out of bracket and in water) have significantly demonstrated a reduction in false alert rates with no adverse impact on automatic distress performance. Again, report inadvertent activations immediately.

**MAINTENANCE**

EPIRB and PLB owners should routinely test their beacons in accordance with manufacturer instructions, and examine them for water tightness, battery expiration date and registration expiration date.

406 MHz beacons can be tested at any time using the beacon’s self-test switch only. The 121.5 MHz homer can be detected by an FM radio tuned to 99.5 MHz or an AM radio tuned to any vacant frequency and located close to an EPIRB or PLB.

**(48) SATELLITE DETECTION OF DISTRESS SIGNALS. (Continued).****BEACON REGISTRATION**

406 MHz beacon registration has been mandatory since 13 September 1994 by Federal Communications Commission regulations. All 406 MHz emergency beacons MUST be registered with the National Oceanic and Atmospheric Administration (NOAA) which maintains the U.S. beacon registration database. Registration is free of charge, and must be renewed every two (2) years. When a 406 MHz alert is received, the system automatically checks the data base for an ID match and appends vital registration information (when available) to the alert message that is sent to the responsible RCC.

Registration information can be used in conjunction with geostationary satellite's immediate alerting capability to allow a SAR response 45-90 minutes sooner than otherwise possible - a significant response advantage. In rare circumstances where the Cospas-Sarsat System is not able to calculate a distress position, registration data may provide the only link to rescue. It is therefore imperative that the information in NOAA's registration database is verified by the beacon owner. Updates or corrections can be made at any time by using the contact information below.

If you purchase a new or a used 406 MHz EPIRB or PLB, you MUST register it with NOAA. If you change any contact information (such as your phone number, address, or your emergency contact information), you MUST update your registration data with NOAA.

You may register or update your beacon information online at <http://www.beaconregistration.noaa.gov>. You may also submit a 406 MHz beacon registration form via mail or fax to:

NOAA SARSAT Beacon Registration  
NSOF, E/SP3  
4231 Suitland Road  
Suitland, MD 20746

Fax: (301) 817-4565

Web site: <http://www.beaconregistration.noaa.gov>

Call (301) 817-4515 or toll-free (888) 212-SAVE for further information on registering EPIRBs or PLBs.

Once a beacon is registered, NOAA will send a proof-of-registration decal to be affixed to the beacon to confirm registration and as ready evidence of compliance. NOAA also contacts all registered beacon owners on a two year schedule to maintain database accuracy. This service is free of charge. Please keep your registration current - IT MAY SAVE YOUR LIFE.

Mariners are reminded that as of 1 January 2007, the operation of 121.5MHz EPIRBs is prohibited and that the Cospas-Sarsat System ceased monitoring of the 121.5 MHz and 243.0 MHz frequencies on 1 February 2009.

(Supersedes NTM 1(48)09)

(USCG/NOAA)

**(49) HF AND VHF RADIOTELEPHONE AND RADIOTELEX MARINE SAFETY BROADCASTS.**

Urgent and routine broadcasts of marine safety information are announced on VHF Channel 16 (156.8 MHz) and made on Channel 22A (157.1 MHz), the ship station transmit frequency portion of Channel 22, of Appendix 18 of the International Telecommunications Union (ITU) Radio Regulations.

The Coast Guard normally broadcasts selected coastal navigational warnings, local major navigational warnings, and local minor navigational warnings on VHF Channel 22A. NAVTEX broadcasts normally include only coastal navigational warnings and weather information. Medium frequency radiotelephone broadcasts can include coastal or selected coastal and local major navigational warnings. These single sideband voice broadcasts are announced on 2182 kHz and are made on 2670 kHz.

Questions and comments concerning VHF marine safety broadcasts should be addressed to the local Coast Guard District staff, or to:

Commandant (CG-652)  
U. S. Coast Guard STOP 7101  
Washington, DC 20593-0001  
E-mail: CGCOMMS@USCG.MIL

**(49) HF AND VHF RADIOTELEPHONE AND RADIOTELEX MARINE SAFETY BROADCASTS. (Continued).**

## FORMAT OF MARINE INFORMATION BROADCAST/MESSAGES.

## 1. Urgent Marine Information Message.

## a. Radiotelephone:

- (1) 2182 kHz and/or Channel 16 (156.8 MHz). PAN-PAN (3 times)  
ALL STATIONS THIS IS (voice call sign twice)  
(brief identifying data) LISTEN (2670 kHz or Channel 22A) OUT
- (2) 2670 kHz and/or Channel 22A (157.1 MHz). PAN-PAN (3 times)  
ALL STATIONS THIS IS (voice call sign twice) break (text) break  
THIS IS (voice call sign once) OUT

## b. Cancellation message:

- (1) Radiotelephone: 2182 kHz and/or Channel 16 (156.8 MHz). PAN-PAN  
ALL STATIONS ALL STATIONS ALL STATIONS  
THIS IS (voice call sign once, date and time of message and brief identifying data  
on canceled urgent traffic) CANCEL PAN-PAN THIS IS (voice call sign once) OUT

## 2. Safety Marine Information Message Format.

## Radiotelephone:

- (1) 2182 kHz and/or Channel 16 (156.8 MHz) SECURITE (3 times)  
ALL STATIONS THIS IS (voice call sign twice)  
COAST GUARD MARINE INFORMATION BROADCAST (or)  
HURRICANE ADVISORY/STORM WARNING etc. LISTEN  
(2670 kHz and/or Channel 22A) OUT
- (2) 2670 kHz and/or Channel 22a (157.1 MHz) SECURITE (3 times)  
ALL STATIONS THIS IS (voice call sign once) break (text) break  
THIS IS (voice call sign once) OUT

## 3. Scheduled Broadcast Format.

## Radiotelephone:

- (1) 2182 kHz and/or Channel 16 (156.8 MHz). ALL STATIONS (3 times)  
THIS IS (voice call sign twice)  
COAST GUARD MARINE INFORMATION BROADCAST LISTEN  
(2670 kHz and/or Channel 22A) OUT
- (2) 2670 kHz and/or Channel 22A (157.1 MHz) ALL STATIONS (3 times)  
THIS IS (voice call sign once) break (text) break THIS IS  
(voice call sign once) OUT

## a. No preliminary announcement is made for HF broadcasts.

## b. When no information is to be transmitted during a scheduled broadcast, the station shall make the following transmission after the call: "NO MARINE INFO BCST THIS SCHEDULE."

## 4. Abbreviations.

- a. In order to reduce the circuit time of Marine Information Broadcasts, readily recognizable abbreviations shall be used by the originator where there is no chance of ambiguity.
- b. When broadcasting National Weather Service (NWS) information the exact text as received from the NWS shall be transmitted.

(Repetition NTM 1(49)09)

(USCG)

**(50) MARAD ADVISORIES. (In force 2 January 2010).**

MARAD Advisories rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations, and other timely maritime matters. MARAD Advisories are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators and other U.S. maritime interests. The texts of MARAD Advisories are published in weekly Notice to Mariners No. 1, and can be accessed through the National Geospatial-Intelligence Agency's Maritime Safety Web site (<http://www.nga.mil/maritime>) and through the MARAD Web site (<http://marad.dot.gov>).

**MARAD ADVISORY NO. 05-01 (221817Z JUL 05)**

**SUBJECT: THREAT INFORMATION AND MARITIME INDUSTRY REPORTING OF SUSPECTED/ACTUAL TERRORIST INCIDENTS**

**TO: OPERATORS OF U.S. FLAG AND EFFECTIVE U.S. CONTROLLED VESSELS AND OTHER MARITIME INTERESTS**

This MARAD Advisory updates and reiterates information to the maritime industry and vessels regarding sources of threat information and reporting of hostile incidents.

1. The Coast Guard's National Response Center (NRC) should be notified of any suspected domestic terrorist incident, particularly those affecting transportation systems in addition to oil and hazardous substance releases. All reports of suspected or actual incidents are to be reported to the NRC at 800-424-8802 or 202-267-2675. Suspicious activity should also be reported to the local FBI office. The following Web site lists telephone numbers for all the FBI field offices:  
<http://www.fbi.gov/contact/fo/fo.htm>.
2. Hostile actions directed at merchant shipping are a present and growing problem. These hostile actions include piracy, theft and terrorism. In order to establish a reliable database of incidents to define the area and degree of the problem, a database has been instituted by the National Geospatial-Intelligence Agency (NGA) as the Anti-Shipping Activity Messages (ASAM) file. This file can be accessed via the internet at NGA's Maritime Safety Web site: <http://www.nga.mil/maritime>. Another excellent threat assessment report produced weekly by the Office of Naval Intelligence (ONI) is the ONI Worldwide Threat to Shipping. This report is also available on the NGA Web site.
3. NGA has also established Ship Hostile Action Report (SHAR) procedures to rapidly disseminate information within the U.S. Government on hostile actions against U.S. merchant ships. The procedures for sending SHAR reports are detailed in NGA Publication 117, Radio Navigational Aids, Edition 2005, on page 4-15. The Maritime Administration (MARAD) urges all vessels to carry Pub 117, which can also be downloaded from NGA's above listed Web site.
4. It should be noted that neither the ASAM nor SHAR reports are a distress message. U.S. and effective U.S. controlled (EUSC) vessels under attack or threat of attack may request direct assistance from U.S. naval forces by following the emergency call-up procedures in Chapter 4, Part II of Pub 117.
5. All U.S.-flag vessels required by MARAD regulation, agreement, or those who voluntarily file Amver position reports, are reminded of the importance in filing voyage and update reports. Those ships operating in the north Arabian Sea, Gulf of Oman, Persian Gulf, Gulf of Aden, Red Sea and the Suez Canal are reminded to file Amver position update reports every 24 hours vice every 48 hours.
6. All U.S.-flag operators are requested to forward this Advisory to their ships by the most expedient means. This Advisory will subsequently be listed in NGA's Web site, as well as MARAD's Web site: <http://www.marad.dot.gov/headlines>.
7. This Advisory cancels and replaces MARAD Advisories 01-07, 02-05, 02-07 and 03-04.
8. For further information regarding this Advisory, contact the Maritime Administration, Office of Ship Operations, Code MAR-613, Room 2122, 400 7th Street, Washington, DC 20590; Telephone 202-366-5735, or by e-mail to [opcentr1.marad@dot.gov](mailto:opcentr1.marad@dot.gov).

**MARAD ADVISORY NO. 06-01 (281900Z JUL 06)**

**SUBJECT: ACTIVATION OF THE NATO SHIPPING CENTER IN SUPPORT OF MERCHANT SHIPPING ON THE EASTERN MEDITERRANEAN SEA**

**TO: OPERATORS OF U.S.-FLAG VESSELS AND OTHER MARITIME INTERESTS**

1. The NATO Shipping Center (NSC) in Northwood, UK continues to support NATO Naval forces deployed in the Eastern Mediterranean and has recently activated the NSC due to the recent incidents between Israel and Hezbollah. The NSC was activated to provide advice and guidance to NATO nation merchant ships.
2. The purpose of activating the NSC is to collect and distribute information relevant for the safe passage of vessels in the area off the coast of Lebanon and the Eastern Mediterranean. NSC will compile a situational plot and contribute this information to the NATO Military Commander in the area. Reporting of shipping data is on a voluntary basis.
3. Until further notice, the NSC will be manned continuously to provide better service for ships' masters, owners or managers. The NSC will provide information to ships on the following main communication media:  
- E-mail: [shippingcentre@manw.nato.int](mailto:shippingcentre@manw.nato.int)

**50) MARAD ADVISORIES. (Continued).**

- NSC Web site: <http://shipping.manw.nato.int>
  - Direct email communication with ships taking part in Operation ACTIVE ENDEAVOUR (OAE) voluntary reporting program.
  - Phone: +44 1923 843574
  - Fax: +44 1923 843575
4. Since the area of concern coincides with the reporting area for Operation ACTIVE ENDEAVOUR, no additional reporting for ships will be established.
  5. For further general information regarding this Advisory, contact the Maritime Administration, Office of Ship Operations, Division of Operations Support, Code MAR-613 Room 2121, 400 Seventh Street SW, Washington, DC 20590; Telephone (202) 366-1875, Fax (202) 366-3702.
  6. This Advisory cancels MARAD Advisory 02-02 (03 Jun 02).

**MARAD ADVISORY NO. 07-01 (051511Z FEB 07)**

SUBJECT: REPLACEMENT OF ATP 2 VOL II NAVAL CONTROL OF SHIPPING - ALLIED GUIDE TO MASTERS  
TO: OPERATORS OF U.S.-FLAG AND OTHER MARITIME INTERESTS

1. NATO has released a non-classified publication "ATP - 2(B) Vol II - Naval Co-operation and Guidance for Shipping Manual (NCAGS) - Guide to Owners, Operators, Masters and Officers." This publication replaces "ATP-2, Vol II, Allied Naval Control of Shipping Manual - Guide to Masters" and "ATP-2, Vol II, Bridge Supplement." Both of these publications should be destroyed. The new publication can be downloaded from [www.ncags.com](http://www.ncags.com) as listed below from the Norwegian Shipowners' Association, Circular Letter to Members.
2. "Following NATO's operations policy review for merchant shipping, the concept "Naval Co-operation And Guidance for Shipping" (NCAGS) was developed. The concept (approved by the North Atlantic Council on 1 October 2003) replaced the previous cold-war Naval Control of Shipping (NCS).  
Since then NATO's Shipping Working Group (NSWG) has developed the Allied Tactical Publication (ATP) titled "ATP - 2(B) Vol II - Naval Co-operation and Guidance for Shipping Manual (NCAGS) - Guide to Owners, Operators, Masters and Officers" the purpose of which is to provide information to owners and operators, masters and officers regarding the interaction between naval forces and commercial shipping in a military operations area. The publication lists NCAGS principles and procedures and seeks to advance the safety of shipping in times of tension, crisis and conflict.  
The new publication supersedes the previous "ATP-2, Vol II, Allied Naval Control of Shipping Manual - Guide to Masters" which shall be destroyed.  
As the aim of the NCAGS concept is to facilitate seamless interaction in a military operations area, it is in the industry's own best interest. All shipping companies engaged in international trading are therefore recommended to acquire the document which can be downloaded from [www.ncags.com](http://www.ncags.com).  
It is also available in electronic format (CD) or hard copy from:  
FLO/F/MS/EF/PUBL & BILDE/SJO, Boks 63 Haakonvern, 5886 Bergen, Norway  
e-mail: [grishaug@mil.no](mailto:grishaug@mil.no) or [idavanger@mil.no](mailto:idavanger@mil.no)  
[www.ncags.com](http://www.ncags.com) contains a link to NATO Shipping Center which you may find useful."
3. For further general information regarding this Advisory, contact the Maritime Administration, Office of Ship Operations, Division of Operations Support, Code MAR-613 Room 2122, 400 Seventh Street SW, Washington, DC 20590; Telephone (202) 366-5752, Fax (202) 366-3702 or e-mail to [opcentr1@marad.dot.gov](mailto:opcentr1@marad.dot.gov).

**MARAD ADVISORY NO. 08-01 (121314Z FEB 08)**

SUBJECT: NIGERIAN TERRITORIAL WATERS

TO: OPERATORS OF U.S. FLAG AND EFFECTIVE U.S. CONTROLLED VESSELS AND OTHER MARITIME INTERESTS

1. This MARAD Advisory on maritime crime in Niger Delta area of Nigerian territorial waters originated from the National Maritime Intelligence Center, Office of Naval Intelligence.
2. Nineteen acts of aggression against vessels have been reported in the Niger Delta region since September 2007. Sixteen incidents occurred in rivers state in the vicinity of Bonny River between Port Harcourt and Bonny. Three occurred in the vicinity of Escravos in Delta State.
3. A leading Niger delta militant group said on 10 Jan 08 that it sponsored "freelance freedom fighters" who reportedly shot at six oil industry ships on 09 Jan 08, and threatened a bigger attack. In an email to the media a loosely identified a group referred to as the movement for the emancipation of the Niger Delta (mend) said it sponsored gunmen who shot at six oil industry vessels in the Bonny River channel, in which two people were injured. "Mend will be supporting these small independent groups to harass and sabotage the oil industry at will," the group said. Mend is an umbrella organization for

**(50) MARAD ADVISORIES. (Continued).**

several heavily-armed militias in the Niger Delta, an impoverished region of mangrove-lined creeks and swamp which is home to most of Nigerias oil reserve.

4. Additionally, in 2007, there have been reports of excessive fines levied by Nigerian drug enforcement officers on crewmembers for vessels calling on Nigerian ports. The port of Lagos had 24 incidents of concern reported by mariners in 2007.
5. Extreme caution and vigilance should be exercised in Niger Delta area of Nigerian waters.
6. U.S. flag vessel operators and owners should refer to the security requirements detailed in the most recent MARSEC directive 104-6, guidelines for U.S. vessels operating in high risk waters, dated December 29, 2005 when operating in Nigerian territorial waters. A copy of the current MARSEC directives may be obtained from your local USCG Captain of the Port. For further information regarding MARSEC directive 104-6, contact LCDR Malcolm McLellan, Vessel Activities (CG-5432), vessel security program manager, phone: 202-372-1223, email: malcolm.r.mclellan@uscg.mil.
7. For further information regarding this advisory, contact the Maritime Administration, Office of Security, Code MAR-420, Room 2W23-312, 1200 New Jersey Ave, SE, Washington, DC 20590; Telephone 202-366-1883, or by e-mail to owen.doherty@dot.gov.
8. Suspected activity or actual piracy/terrorist incident reporting guidance is provided in MARAD Advisory 05-01.

**MARAD ADVISORY NO. 09-07 (091310Z SEP 09)**

SUBJECT: INDIAN OCEAN. GULF OF ADEN. RED SEA. PIRACY COUNTERMEASURES.

1. THIS MARAD ADVISORY PROVIDES GUIDANCE FOR TRANSITING THE GULF OF ADEN, RED SEA AND THE INDIAN OCEAN.
2. ANTICIPATE AN INCREASE IN PIRACY ATTACKS NOW THROUGH LATE DECEMBER DUE TO CALMER WEATHER FAVORABLE FOR SMALL BOAT ACTIVITY.
3. ALL U.S. FLAG SHIPS OPERATING IN HIGH RISK WATERS SHALL COMPLY WITH U.S. COAST GUARD MARITIME SECURITY (MARSEC) DIRECTIVE 104-6 (REV 2). GUIDANCE, ADVISORIES AND LINKS TO ASSIST U.S. FLAG VESSELS IN COMPLYING WITH THE MARSEC DIRECTIVE AND IN COMBATING PIRACY MAY BE ACCESSED ON HOMEPORT AT [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY". QUESTIONS MAY BE DIRECTED TO LCDR JAMES FOGLE, U.S. COAST GUARD, PHONE: 202 372 1038 OR E-MAIL: [JAMES.T.FOGLE@USCG.MIL](mailto:james.t.fogle@uscg.mil). NONE OF THE GUIDANCE IN THIS NOTICE IS MEANT TO SUPERSEDE MARSEC 104-6 (REV 2) OR SUPPORTING PORT SECURITY ADVISORIES.
4. NON-U.S. FLAG VESSELS, TO WHICH THE US COAST GUARD MARSEC DIRECTIVE DOES NOT APPLY, SHOULD BE AWARE AND CONSIDER MEASURES DIRECTED TO U.S. FLAG VESSELS. THIS GUIDANCE IS AVAILABLE IN U.S. COAST GUARD PORT SECURITY ADVISORY (PSA) 2-09 ON [HTTP://HOMEPORT.USCG.MIL/](http://homeport.uscg.mil/) UNDER "ANTI-PIRACY".
5. ALL U.S. FLAG SHIPS REQUIRED BY REGULATION TO FILE AMVER POSITION REPORTS AND OPERATING IN THE GULF OF ADEN AND THE INDIAN OCEAN SHALL FILE AMVER REPORTS EVERY 24 HOURS IN LIEU OF EVERY 48 HOURS. THE CHANGE IS DIRECTED BY THE MARITIME ADMINISTRATOR IN ACCORDANCE WITH 46 CFR PART 307.11. THIS IS NOT TO BE CONSTRUED AS A WAR ZONE DECLARATION.
6. ALL U.S. FLAG OPERATORS WITH SHIPS IN THE AFFECTED AREAS ARE REQUESTED TO FORWARD THIS ADVISORY TO THEIR SHIPS BY THE MOST EXPEDITIOUS MEANS.
7. SINCE AUGUST 2008 THE NUMBER OF PIRATE ATTACKS ON MERCHANT SHIPS THROUGHOUT THE GULF OF ADEN (GOA) AND OFF THE EAST COAST OF AFRICA, PARTICULARLY SOMALIA, HAS INCREASED SIGNIFICANTLY. THE MAJORITY OF THE PIRATE ATTACKS ARE CLUSTERED ALONG THE SHIPPING LANES IN THE GOA BUT MORE RECENTLY IN 2009, THERE HAS BEEN AN INCREASE IN THE NUMBER OF ATTACKS WELL TO THE EAST OF THE HORN OF AFRICA (HOA) INCLUDING ATTACKS 500 MILES OR MORE OFF THE COAST. IT IS CLEAR THAT ANY VESSEL TRAVELING BETWEEN THE SEYCHELLES AND THE EAST COAST OF AFRICA IS SUBJECT TO AS MUCH OF A THREAT AS A VESSEL TRAVELING THROUGH THE GOA AND SHOULD TAKE AS MUCH CARE IN PLANNING AND PREPARING FOR POTENTIAL ATTACKS. VIGILANCE SHOULD BE HIGHEST AT FIRST LIGHT AND LAST LIGHT AS THE MAJORITY OF ATTACKS OCCUR DURING THESE PERIODS. ATTACKS HOWEVER, HAVE TAKEN PLACE AT ALL TIMES OF THE DAY AND MORE RECENTLY DURING NIGHT TIME HOURS, PARTICULARLY WITH MOONLIGHT. THEREFORE VIGILANCE MUST BE MAINTAINED AT ALL TIMES. ANALYSIS OF SUCCESSFUL ATTACKS CONTINUES TO INDICATE THAT THE FOLLOWING COMMON VULNERABILITIES ARE EXPLOITED BY THE PIRATES: LOW SPEED, LOW FREEBOARD, INADEQUATE PLANNING AND PROCEDURES, VISIBLY LOW STATE OF ALERT AND/OR EVIDENT SELF PROTECTIVE MEASURES AND WHERE A SLOW RESPONSE BY THE SHIP IS EVIDENT.

**(50) MARAD ADVISORIES. (Continued).**

8. ON 22 AUGUST 2008, COMBINED MARITIME FORCES (CMF) ESTABLISHED THE MARITIME SECURITY PATROL AREA (MSPA) IN THE GOA. THE MSPA WAS ESTABLISHED IN SUPPORT OF THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) ONGOING EFFORTS TO ENSURE THE SAFETY OF SHIPS AND MARINERS AT SEA. THE MSPA IS A NAVAL MILITARY TERM FOR USE BY WARSHIPS WHEN COMMUNICATING WITH EACH OTHER AND IS A GEOGRAPHIC REGION IN THE GOA UTILIZED BY CMF AND POSITIONED TO MAXIMIZE DEPLOYMENT OF AVAILABLE FORCES IN AREAS OF HIGH RISK. COALITION FORCES PATROL THE MSPA ON A ROUTINE BASIS. THE MSPA IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS.
9. ON 01 FEBRUARY 2009, CMF IN COOPERATION WITH THE EUROPEAN UNION NAVAL FORCE (EUNAVFOR) "ATALANTA" AND THE UNITED KINGDOM MARITIME TRADE OFFICE (UKMTO) ESTABLISHED THE INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC) THROUGH THE GOA. THIS REVISED CORRIDOR WAS INTENDED TO DECONFLICT COMMERCIAL TRANSIT TRAFFIC WITH YEMINI FISHERMEN, PROVIDE A MEASURE OF TRAFFIC SEPARATION, AND ALLOW MARITIME FORCES TO CONDUCT DETERRENT OPERATIONS IN THE GOA WITH A GREATER DEGREE OF FLEXIBILITY.
10. THE IRTC INCLUDES SEPARATE EAST-BOUND AND WEST-BOUND TRANSIT LANES. EACH LANE IS FIVE MILE WIDE, SEPARATED BY A TWO MILE BUFFER ZONE. THE EAST-BOUND LANE BEGINS AT 045-00E BETWEEN 11-48N AND 11-53N. THE LANE IS ORIENTED ALONG A STRAIGHT LINE COURSE OF 072 DEGREES AND TERMINATES AT 053-00E BETWEEN 14-18N AND 14-23N. THE WESTBOUND LANE BEGINS AT 053-00E BETWEEN 14-25N AND 14-30N. THE LANE IS ORIENTED ALONG A COURSE OF 252 DEGREES AND TERMINATES AT 045-00E BETWEEN 11-55N AND 12-00N. THE IRTC IS NOT MARKED OR DEFINED BY VISUAL NAVIGATIONAL MEANS, NOR IS IT INTENDED TO BE A DEDICATED TRAFFIC SEPARATION SCHEME. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PORT SECURITY ADVISORY (PSA) 2-09, UNLESS OTHERWISE DIRECTED OR ADVISED BY ON SCENE MILITARY FORCES, ALL U.S. FLAG SHIPS NAVIGATING THROUGH THE GOA SHALL PLAN VOYAGES USING THE IRTC AND FOLLOW THE GOA GROUP TRANSIT (GT) IF SPEED RANGES FROM 10 TO 18 KNOTS. VESSELS THAT MAKE LESS THAN 10 KNOTS SHALL CONTACT UKMTO FOR ROUTING GUIDANCE. INFORMATION ON IRTC AND GOA GT CAN BE FOUND ON THE MSC-HOA WEB SITE.
11. THE MSPA SHOULD NOT BE CONFUSED WITH THE GOA IRTC. THE IRTC IS THE RECOMMENDED PATH THROUGH THE GOA TO ALLOW MINIMAL RESPONSE TIME TO ATTACKS. MSPA PATROLS ARE INTENDED TO MONITOR ACTIVITY BOTH INSIDE AND OUTSIDE THE IRTC.
12. CMF, IN COOPERATION WITH FORCES FROM NATO, THE EUROPEAN UNION (EU), CHINA, INDIA, MALAYSIA, RUSSIA, JAPAN, KOREA AND INDONESIA CONTINUE TO PATROL IN THE MSPA AND HAVE HAD SOME SUCCESS IN DETERRING ATTACKS ON MERCHANT SHIPPING. A FAR GREATER NUMBER OF ATTACKS HAVE BEEN THWARTED THROUGH DEFENSIVE AND PROTECTIVE MEASURES TAKEN BY COMMERCIAL AND CIVILIAN SHIPS PRIOR TO ENTERING AND DURING TRANSIT THROUGH THE AREA. DESPITE THE INCREASE IN PRESENCE AND EFFECTIVENESS OF NAVAL FORCES IN THE REGION, AS WELL AS THE EFFECTIVENESS OF DEFENSIVE AND PROTECTIVE MEASURES, PIRATE ACTIVITY HAS CONTINUED AND A NUMBER OF COMMERCIAL AND CIVILIAN SHIPS HAVE BEEN SUCCESSFULLY ATTACKED AND SEIZED. THERE ARE INDICATIONS THAT PIRATES IN THE AREA CONTINUE TO ADAPT THEIR TECHNIQUES AND PROCEDURES IN ORDER TO ACHIEVE SUCCESS IN CAPTURING VESSELS, BOTH IN THE GOA AS WELL AS IN THE OPEN OCEAN OFF THE EAST COAST OF AFRICA, PARTICULARLY IN THE INCREASED DISTANCES THAT THEY ARE ABLE TO OPERATE EFFECTIVELY OFF THE EAST COAST OF SOMALIA POTENTIALLY UTILIZING MOTHER SHIPS. NAVAL VESSELS PATROLLING THE MSPA PROVIDE A MEASURE OF DETERRENCE THROUGH THEIR PRESENCE, BUT THIS IS LIMITED DUE TO THE VAST AREA OF THE GOA AND IS EVEN LESS EFFECTIVE IN THE OPEN WATERS EAST OF SOMALIA. GIVEN THE HIGH VOLUME OF SHIPPING IN THE REGION, THE SAFETY OF ALL SHIPS CANNOT BE GUARANTEED DUE TO THE OFTEN LONG RESPONSE TIMES DUE TO THE CONSIDERABLE DISTANCES INVOLVED. MASTERS ARE THEREFORE ADVISED TO CONTINUE TO EMPLOY ALL AVAILABLE DEFENSIVE MEASURES TO MAKE THEIR VESSELS LESS VULNERABLE TO ATTACK WHEN OPERATING IN THE GOA AND OFF THE EAST COAST OF AFRICA.
13. WHENEVER POSSIBLE, VESSELS SHOULD AVOID ROUTES THAT TRANSIT THROUGH AREAS WHERE ATTACKS ARE KNOWN TO HAVE TAKEN PLACE. IN LIGHT OF THE RECENT INCREASED THREAT TO VESSELS TRANSITING OFF THE EAST COAST OF AFRICA, ADVICE TO MASTERS IS THAT UNLESS THEY SPECIFICALLY HAVE BUSINESS TO CONDUCT ON THE EAST COAST OF AFRICA THEY ARE STRONGLY ADVISED TO AVOID THOSE HIGH RISK WATERS DESIGNATED IN U.S. COAST GUARD MARSEC DIRECTIVE

**(50) MARAD ADVISORIES. (Continued).**

- 104-6(REV 2). EVEN NEAR HIGH RISK WATERS, VESSELS SHOULD TAKE ALL NECESSARY PRECAUTIONS TO AVOID, DETER AND DELAY POTENTIAL PIRATE ATTACKS.
14. DUE TO THE PIRATES' INCREASED RESOLVE AND ADAPTABILITY, CONTINUOUS RISK ASSESSMENTS ARE ENCOURAGED. ALL VESSELS SHOULD CONDUCT A PRE-VOYAGE RISK ASSESSMENT WHEN PLANNING TRANSITS THROUGH HIGH RISK WATERS, ESPECIALLY IN CASES WHERE SPEED AND MANEUVERABILITY LIMITATIONS AND LOW FREEBOARD MAKE A SHIP PARTICULARLY VULNERABLE. OWNERS AND MASTERS SHOULD ENSURE THE VESSELS ARE PREPARED FOR POSSIBLE ATTACK AND ALL CREW AND PASSENGERS SHOULD FULLY UNDERSTAND PROCEDURES REQUIRED TO PROTECT THE VESSEL AND THEMSELVES IN THE EVENT OF AN ATTACK.
15. IN ADDITION TO COMMUNICATIONS REQUIRED IN THE COAST GUARD MARSEC DIRECTIVE, MASTERS SHOULD REMAIN IN CONTACT WITH THE UNITED KINGDOM MARITIME TRADE OPERATIONS (UKMTO) AND THE UNITED STATES MARITIME LIAISON OFFICE (MARLO) TO THE MAXIMUM EXTENT POSSIBLE. THE EU HAS ESTABLISHED A WEB BASED RESOURCE FOR SHIPS TO RECEIVE THE LATEST ALERTS AND TO REGISTER VESSELS PRIOR TO TRANSITING HIGH RISK AREAS IN THE REGION. IN ACCORDANCE WITH THE MARSEC DIRECTIVE, OWNERS AND OPERATORS OF U.S. FLAG VESSELS THAT OPERATE IN THE HOA/GOA SHALL REGISTER WITH THE MARITIME SECURITY CENTRE - HORN OF AFRICA (MSC-HOA), AT WWW.MSCHOA.ORG. ADDITIONALLY, THEY SHALL ESTABLISH CONTACT BY E-MAIL OR PHONE WITH UKMTO AT UKMTO@EIM.AE.
16. THE FOLLOWING RECOMMENDATIONS REMAIN IN EFFECT FOR ALL VESSELS:
- A. DEMONSTRATE A WILLINGNESS TO DEFEND YOURSELF. DO NOT PRESENT AN ATTRACTIVE TARGET FOR ATTACK AND DO NOT SURRENDER IMMEDIATELY AT THE FIRST SIGN OF A THREAT.
  - B. EMPLOY SPEED AND MANEUVER TO AVOID ATTACK. CONDUCT TRANSIT OF HIGH THREAT AREAS AT MAXIMUM SUSTAINABLE SPEED AT ALL TIMES. MAINTAIN A FULL VISUAL AND RADAR WATCH THROUGHOUT TRANSIT. PROVIDE EXTRA LOOKOUTS IF POSSIBLE, ESPECIALLY DURING DAYLIGHT HOURS. LOOKOUTS SHOULD BE POSITIONED TO ENSURE A 360 DEGREE UNOBSTRUCTED FIELD OF VIEW WITH FULL VIEW OF ALL FREEBOARD AREAS. AVOID TRANSITING NEAR SMALL BOATS WHENEVER POSSIBLE. IT MAY BE DIFFICULT TO DISTINGUISH FISHING BOATS FROM PIRATE VESSELS, BUT TRANSITING NEAR SMALL BOATS, MOST OF WHICH ARE FISHING BOATS, MAY BE UNAVOIDABLE AT TIMES DUE TO THE SHEER NUMBER OF SMALL BOATS IN THE REGION. ACTIVELY WATCH FOR DEVELOPING RULES OF THE ROAD SITUATIONS AND TAKE EARLY ACTION TO INCREASE CPAS. AFT LOOKOUTS MUST BE PARTICULARLY VIGILANT FOR SMALL BOATS APPROACHING FROM ASTERN. MANEUVER AGGRESSIVELY IF UNDER ATTACK. MANEUVER TO REMOVE ANY LEE FROM EITHER SIDE OF SHIP (SEA STATE DEPENDENT). IF ENGINEERING OR OTHER TECHNICAL PROBLEMS CAUSE REDUCED SPEED, IMMEDIATELY ACTIVATE DEFENSIVE MEASURES TO REDUCE VULNERABILITY.
  - C. ADOPT DEFENSIVE MEASURES OUTLINED IN THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09. TAKE ALL PRECAUTIONS DETAILED FOR SPEED AND MANEUVER. TAKE DEFENSIVE PRECAUTIONS PRIOR TO ENTERING HIGH THREAT AREAS, INCLUDING RIGGING FIRE HOSES, AND RAISING OUTBOARD EQUIPMENT AND/OR POSITIONING IT INBOARD. CONSIDER OTHER NON-LETHAL MEASURES SUCH AS FOCUSED SONIC DEVICES AND FLARES.
  - D. IN ACCORDANCE WITH THE US COAST GUARD MARSEC DIRECTIVE, U.S. FLAG VESSELS THAT OPERATE IN HIGH RISK WATERS SHOULD CONSIDER SUPPLEMENTING VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL. IF TRANSITING THE HOA/GOA, ALL VESSELS SHALL SUPPLEMENT VESSEL'S CREW WITH ARMED OR UNARMED SECURITY PERSONNEL BASED ON A PIRACY SPECIFIC VESSEL THREAT ASSESSMENT CONDUCTED BY THE OPERATOR. SUPPLEMENTAL SECURITY PERSONNEL SHOULD MEET THE MINIMUM TRAINING REQUIREMENTS AND GUIDELINES SET FORTH IN PSA (5-09)(REV 1).
  - E. IN ACCORDANCE WITH THE U.S. COAST GUARD MARSEC DIRECTIVE AND PSA 2-09, AS SOON AS THE MASTER THINKS A THREAT IS DEVELOPING, CONTACT UKMTO, PHONE: 9715 0552 3215. IF ATTACKED OR BOARDED, MASTERS SHOULD ACTIVATE THE SHIP SECURITY ALERT SYSTEM (SSAS). BROADCAST ATTACKS IMMEDIATELY ON ALL AVAILABLE RADIO CIRCUITS, ADJUST SPEED AND MANEUVER, AND ACTIVATE ALL AVAILABLE DEFENSIVE MEASURES. DO NOT IMMEDIATELY SURRENDER UPON APPROACH OF SUSPECTED PIRATE BOATS. ATTACKS HAVE BEEN THWARTED IN MANY CASES WHERE DEFENSIVE MEASURES WERE USED AND THE VESSELS BECAME DIFFICULT TARGETS. AN ATTACK HAS EVEN BEEN SUCCESSFULLY THWARTED WHEN PIRATES WERE ABLE TO BOARD A SHIP BUT WERE UNABLE TO GAIN ACCESS TO THE SUPERSTRUCTURE DUE TO THE CAREFUL PREPARATIONS

**(50) MARAD ADVISORIES. (Continued).**

OF THE CREW IN SECURING ALL ACCESS POINTS.

- F. ADDITIONAL GUIDANCE REGARDING PRACTICES RECOMMENDED FOR MARINERS OPERATING IN VICINITY OF HIGH RISK AREAS HAVE BEEN PUBLISHED BY INTERNATIONAL MARITIME ORGANIZATION (IMO) REVISED MARITIME SAFETY COMMITTEE (MSC) CIRCULARS. THESE DOCUMENTS CAN BE ACCESSED VIA IMO WEBSITE AT THE FOLLOWING INTERNET ADDRESS: WWW.IMO.ORG/SAFETY/MAINFRAME.ASP?TOPIC\_ID=1147.
17. ALL VESSELS ARE ADVISED TO CHECK IN WITH UKMTO AT LEAST 96 HOURS PRIOR TO ENTERING THE IRTC THROUGH THE GOA. CHECK IN AGAIN UPON ENTERING THE CORRIDOR AND CHECK OUT UPON EXITING THE CORRIDOR. WHILE IN HIGH RISK WATERS OFF THE HORN OF AFRICA IT IS RECOMMENDED TO REPORT VESSEL POSITIONS TO UKMTO A MINIMUM OF EVERY 6 HOURS.
18. THE FOLLOWING IS THE UKMTO REPORT FORMAT:
- A. SHIP NAME:
  - B. IRCS (CALL SIGN):
  - C. IMO #:
  - D. CARGO:
  - E. LAST PORT:
  - F. NOON POSITION (GMT):
  - G. NEXT PORT:
  - H. ADDITIONAL PORTS:
  - I. SECURITY TEAM ABOARD (Y/N):
  - J. REPORTING VIA AMVER?:
  - K. PUBLICATION 117 ABOARD?:
  - L. PRESENT POSITION:
19. ESCORT SERVICE MAY BE REQUESTED FOR VESSELS BY CONTACTING MARLO BAHRAIN, PHONE: 973 973 3927 OR E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL.
20. IF ATTACKED OR BOARDED BY PIRATES, COMMUNICATIONS MUST BE LIMITED TO DISTRESS CALLING AND RESPONSE COORDINATION PER THE VESSEL SECURITY PLAN. IN ACCORDANCE WITH THE MARSEC DIRECTIVE AND PSA 2-09, INFORMATION ABOUT THE VESSEL'S MOVEMENT, CAPABILITIES, OR THE INCIDENT ITSELF SHOULD BE CONSIDERED SENSITIVE SECURITY INFORMATION AND SHOULD NOT BE RELEASED TO FAMILY, FRIENDS OR THE MEDIA.
21. U.S. FLAG VESSELS ARE ENCOURAGED TO CONTACT THE MARITIME ADMINISTRATION, OFFICE OF SECURITY FOR ANTI-PIRACY TEAM ASSESSMENTS OF VESSELS.
22. FOR FURTHER INFORMATION, CONTACT MARITIME LIAISON OFFICE (MARLO) BAHRAIN, PHONE: 973 1785 3925 OR 973 3940 1395 FOR AFTER HOURS EMERGENCIES (IF IN DOUBT OF THE TIME, CALL BOTH UNTIL YOU REACH A PERSON), OR E-MAIL: MARLO.BAHRAIN@ME.NAVY.MIL OR THE UK MARITIME TRADE ORGANIZATION (UKMTO), PHONE: 9715 0552 3215 OR E-MAIL: UKMTO@EIM.AE., OR MSC-HOA, PHONE: 44 019 2395 8545 OR E-MAIL: POSTMASTER@MSCHOA.ORG.
23. THIS ADVISORY WILL BE PUBLISHED ON THE MARAD WEB SITE AT WWW.MARAD.DOT.GOV UNDER THE HORN OF AFRICA PIRACY PORTAL AND ON THE U.S. COAST GUARD HOMEPORT SITE. OTHER PERTINENT INFORMATION IS ALSO POSTED ON THESE THE WEB SITES.
24. FOR FURTHER INFORMATION REGARDING THIS ADVISORY, CONTACT MR. DOHERTY, MARITIME ADMINISTRATION, OFFICE OF SECURITY, CODE: MAR-420, ROOM W23-312, 1200 NEW JERSEY AVE, S.E., WASHINGTON, DC 20590, PHONE: 202 366 1883, FAX: 202 366 3954, TELEX II: 710 822 9426 (MARAD DOT WSH) OR E-MAIL: OWEN.DOHERTY@DOT.GOV.

(Supersedes NTM 1(50)09)

(U.S. MARITIME ADMINISTRATION)

**(51) NAVIGATION RULES, INTERNATIONAL-INLAND.**

The latest edition of the Coast Guard publication Navigation Rules was promulgated in March 1999. This book contains the International Regulations for Preventing Collisions at Sea, commonly called the 72 COLREGS, and the Inland Navigation Rules which supersede the old Inland Rules, Western Rivers Rules, Great Lakes Rules, and other Pilot rules. The book also includes sections on COLREGS demarcation lines, penalty provisions, alternative compliance, the Vessel Bridge-to-Bridge Radiotelephone Regulations, and Vessel Traffic Services.

**PENALTIES:** All vessel operators, whether recreational or commercial, are required to understand and follow these Navigation Rules. Violation of the Navigation Rules or negligent operation of a vessel may result in civil penalties up to \$5000.

**(51) NAVIGATION RULES, INTERNATIONAL-INLAND. (Continued).**

**CARRIAGE REQUIREMENT:** The operator of each self-propelled vessel 12 meters or more in length is required to carry on board and maintain for ready reference a copy of the Inland Navigation Rules (contained in this publication).

**HOW TO ORDER:** The Navigation Rules: International-Inland is available from the Government Printing Office for \$23.00. To order by telephone using VISA, MasterCard or Discover Card call 1-866-512-1800 or in Washington, DC call (202) 512-1800, ask for the book by name and give GPO stock number 050-012-00407-2, or mail check or money order payable to Superintendent of Documents, to Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The book can also be ordered online at <http://bookstore.gpo.gov>. COMDTINST M16672.2D (Navigation Rules, International-Inland) is available online for free download at <http://www.navcen.uscg.gov/mwv/navrules/download.htm>.

**CHANGES:** Changes are published, as they occur, in the Notice to Mariners and appear in Summary of Corrections (Volume 5). For questions concerning the Navigation Rules please write to:

Commandant (CG-5413)  
 U.S. Coast Guard  
 2100 2nd Street SW  
 Washington, D.C. 20593-0001  
 Telephone: (202) 372-1544.

You may also submit your questions to the USCG Web site <http://www.navcen.uscg.gov/mwv/navrules/navrules.htm>.  
 (Repetition NTM 1(51)09) (USCG)

**(52) IMPROPER USE OF STROBE LIGHTS, SEARCHLIGHTS AND DANGEROUS CARGO LIGHT.**

**STROBE LIGHTS:** The Coast Guard has received reports of the use of white strobe lights as “anticollision” lights and as fishing net markers. A white strobe light is a distress signal in Inland Waters and prohibited under International Rules (except for use as a distress signal on life jackets). Misuse of these lights may result in civil penalties up to \$5000.

**SEARCHLIGHTS:** Fishing vessels using searchlights while setting and recovering gear, and other vessels using searchlights, are reminded that improper use of searchlights violates both Inland and International Navigation Rules. Examples of violations include: (a) leaving searchlights lit constantly while underway, so as to interfere with visibility of navigation lights and (b) shining at other vessels so as to embarrass them and impair the night vision of other mariners.

**DANGEROUS CARGO LIGHT:** Warning: foreign vessels operating in the Far East, specifically in the Straits of Malacca, commonly use an all around red light to indicate carriage of a dangerous cargo. In addition, these vessels often use deck security lighting underway to deter piracy; this may obscure the vessel’s running lights. U.S. vessels transiting these areas should be aware of these practices and plan accordingly.

**NOTE:** This notice does not prohibit vessels from using additional lights so long as they cannot be confused with or obscure navigation lights. Mariners are cautioned that all types of high intensity lights, when used at sea, must be properly directed or adequately screened so as to not embarrass another vessel or be misinterpreted. When these lights are not being used for a specific task they should be extinguished.

(Repetition NTM 1(52)09) (USCG)

**(53) GUIDELINES FOR WGS DATUM CONVERSION.**

1. The following information is provided to assist navigators in converting geographic positions from World Geodetic System 1972 (WGS 72) to World Geodetic System 1984 (WGS 84) and vice versa:
  - a. Positions obtained from satellite navigation systems or measured from charts referred to the World Geodetic System 1972 must be moved 0.01 minute eastward and 0.00 minute northward to be placed on the World Geodetic System 1984.
  - b. Positions obtained from satellite navigation systems (or charts) referred to the World Geodetic System 1984 must be moved 0.01 minutes westward and 0.00 minutes southward to be placed on the World Geodetic System 1972.
2. Individuals who need somewhat more precise values may use the following tables to minimize the error due to the truncation of transformed coordinates.
3. Users with a need for the most accurate transformation from WGS 72 to WGS 84 may use the following transformation equations:

$$\begin{aligned} \text{Latitude Shift} &= (4.5 \cos \emptyset / a \sin 1'') + (f \sin 2 \emptyset / \sin 1'') \\ &= 0.1455 \cos \emptyset + 0.0064 \sin 2 \emptyset \text{ seconds northward} \\ \text{Longitude Shift} &= 0.554 \text{ seconds eastward} \\ \text{Where: } \emptyset &= \text{latitude} \\ f &= \text{difference in flattening of the ellipsoids} = 0.3121057 \times 10^7 \end{aligned}$$

**(53) GUIDELINES FOR WGS DATUM CONVERSION. (Continued).**

a = semi-major axis of WGS 72 ellipsoid = 6,378,135 meters.

The datum shift from WGS 84 to WGS 72 is computed using the same equation but the direction of the computed shift is reversed—e.g. the latitude shift is southward and the longitude shift is westward.

4. Since the maximum shift only amounts to approximately 17 meters in longitude and 4 meters in latitude on the ground, the shift need not be used to plot positions on charts at scales smaller than 1:50,000.

POSITIONS REFERRED TO WORLD GEODETIC SYSTEM 1972 MUST BE MOVED AS  
INDICATED TO BE IN AGREEMENT WITH WORLD GEODETIC SYSTEM 1984

90N	0.0000	MINUTES NORTH AND	0.0092	MINUTES EAST
85N	0.0002	MINUTES NORTH AND	0.0092	MINUTES EAST
80N	0.0005	MINUTES NORTH AND	0.0092	MINUTES EAST
75N	0.0007	MINUTES NORTH AND	0.0092	MINUTES EAST
70N	0.0009	MINUTES NORTH AND	0.0092	MINUTES EAST
65N	0.0011	MINUTES NORTH AND	0.0092	MINUTES EAST
60N	0.0013	MINUTES NORTH AND	0.0092	MINUTES EAST
55N	0.0015	MINUTES NORTH AND	0.0092	MINUTES EAST
50N	0.0017	MINUTES NORTH AND	0.0092	MINUTES EAST
45N	0.0018	MINUTES NORTH AND	0.0092	MINUTES EAST
40N	0.0020	MINUTES NORTH AND	0.0092	MINUTES EAST
35N	0.0021	MINUTES NORTH AND	0.0092	MINUTES EAST
30N	0.0022	MINUTES NORTH AND	0.0092	MINUTES EAST
25N	0.0023	MINUTES NORTH AND	0.0092	MINUTES EAST
20N	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
15N	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
10N	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
5N	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
0N	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
5S	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
10S	0.0024	MINUTES NORTH AND	0.0092	MINUTES EAST
15S	0.0023	MINUTES NORTH AND	0.0092	MINUTES EAST
20S	0.0022	MINUTES NORTH AND	0.0092	MINUTES EAST
25S	0.0021	MINUTES NORTH AND	0.0092	MINUTES EAST
30S	0.0020	MINUTES NORTH AND	0.0092	MINUTES EAST
35S	0.0019	MINUTES NORTH AND	0.0092	MINUTES EAST
40S	0.0018	MINUTES NORTH AND	0.0092	MINUTES EAST
45S	0.0016	MINUTES NORTH AND	0.0092	MINUTES EAST
50S	0.0015	MINUTES NORTH AND	0.0092	MINUTES EAST
55S	0.0013	MINUTES NORTH AND	0.0092	MINUTES EAST
60S	0.0011	MINUTES NORTH AND	0.0092	MINUTES EAST
65S	0.0009	MINUTES NORTH AND	0.0092	MINUTES EAST
70S	0.0008	MINUTES NORTH AND	0.0092	MINUTES EAST
75S	0.0006	MINUTES NORTH AND	0.0092	MINUTES EAST
80S	0.0004	MINUTES NORTH AND	0.0092	MINUTES EAST
90S	0.0000	MINUTES NORTH AND	0.0092	MINUTES EAST

POSITIONS REFERRED TO WORLD GEODETIC SYSTEM 1984 MUST BE MOVED AS  
INDICATED TO BE IN AGREEMENT WITH WORLD GEODETIC SYSTEM 1972

90N	0.0000	MINUTES SOUTH AND	0.0092	MINUTES WEST
85N	0.0002	MINUTES SOUTH AND	0.0092	MINUTES WEST
80N	0.0005	MINUTES SOUTH AND	0.0092	MINUTES WEST
75N	0.0007	MINUTES SOUTH AND	0.0092	MINUTES WEST
70N	0.0009	MINUTES SOUTH AND	0.0092	MINUTES WEST
65N	0.0011	MINUTES SOUTH AND	0.0092	MINUTES WEST

**(53) GUIDELINES FOR WGS DATUM CONVERSION. (Continued).**

60N	0.0013	MINUTES SOUTH AND	0.0092	MINUTES WEST
55N	0.0015	MINUTES SOUTH AND	0.0092	MINUTES WEST
50N	0.0017	MINUTES SOUTH AND	0.0092	MINUTES WEST
45N	0.0018	MINUTES SOUTH AND	0.0092	MINUTES WEST
40N	0.0020	MINUTES SOUTH AND	0.0092	MINUTES WEST
35N	0.0021	MINUTES SOUTH AND	0.0092	MINUTES WEST
30N	0.0022	MINUTES SOUTH AND	0.0092	MINUTES WEST
25N	0.0023	MINUTES SOUTH AND	0.0092	MINUTES WEST
20N	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
15N	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
10N	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
5N	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
0N	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
5S	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
10S	0.0024	MINUTES SOUTH AND	0.0092	MINUTES WEST
15S	0.0023	MINUTES SOUTH AND	0.0092	MINUTES WEST
20S	0.0022	MINUTES SOUTH AND	0.0092	MINUTES WEST
25S	0.0021	MINUTES SOUTH AND	0.0092	MINUTES WEST
30S	0.0020	MINUTES SOUTH AND	0.0092	MINUTES WEST
35S	0.0019	MINUTES SOUTH AND	0.0092	MINUTES WEST
40S	0.0018	MINUTES SOUTH AND	0.0092	MINUTES WEST
45S	0.0016	MINUTES SOUTH AND	0.0092	MINUTES WEST
50S	0.0015	MINUTES SOUTH AND	0.0092	MINUTES WEST
55S	0.0013	MINUTES SOUTH AND	0.0092	MINUTES WEST
60S	0.0011	MINUTES SOUTH AND	0.0092	MINUTES WEST
65S	0.0009	MINUTES SOUTH AND	0.0092	MINUTES WEST
70S	0.0008	MINUTES SOUTH AND	0.0092	MINUTES WEST
75S	0.0006	MINUTES SOUTH AND	0.0092	MINUTES WEST
80S	0.0004	MINUTES SOUTH AND	0.0092	MINUTES WEST
90S	0.0000	MINUTES SOUTH AND	0.0092	MINUTES WEST

(Repetition NTM 1(53)09)

(NGA)

**(54) ANTI-SHIPING ACTIVITIES MESSAGE.**

The Anti-Shipping Activities Message (ASAM) database, a part of the Maritime Safety Web site is a National Geospatial-Intelligence Agency service for mariners providing reports of hostile actions directed against ships. The ASAM database was developed at the request of the U.S. Interagency Working Group on Piracy and Maritime Terrorism. It contains random reports of various forms of aggression against shipping around the world. Events are categorized by date and by geographic area and are based on the NGA subregion system. The user can submit an ASAM, with the full particulars of an incident to be reported, or search the existing ASAM database by user-defined queries via the Maritime Safety Web site (<http://www.nga.mil/maritime>). Upon receipt of the ASAM at NGA, the text is reviewed and evaluated for further action, edited, and stored in the ASAM database for access by all customers. The database can be used as a voyage planning tool by providing cautionary information to ship owners and masters concerning security conditions in and near ports and narrow channels around the world. Examples of ASAM Reports in this file include the ACHILLE LAURO incident, robberies of ships transiting the Malacca Straits, attacks on fishing boats and merchants ships coasting off Western Sahara, and certain events occurring in and around the Persian Gulf. When sending a hostile action report the user of ASAM should provide NGA with as much of the following information as is possible:

1. Date of Occurrence;
2. Geographic Location;
3. Known or Suspected Aggressor;
4. Victim (Ship's) Name;
5. A detailed description of the occurrence being reported.

**(54) ANTI-SHIPPING ACTIVITIES MESSAGE. (Continued).**

For further information on the ASAM database, users may contact (301) 227-3147 or write:

MARITIME PRODUCTS AND SERVICES DOMAIN (PVM)  
ST D 44  
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY  
4600 SANGAMORE ROAD  
BETHESDA, MD 20816-5003

Recent reports have stated there are 700 identifiable terrorist groups who have committed more than 8000 major acts of political violence since 1962. In one recent year there were 450 such actions against ships around the globe. Subregions that cover the crossroads of the world are more active with anti-shipping activities than some remote areas. **Note that the ASAM file is only an indicator of hostile actions reported to NGA and is not a complete listing of all hostile actions that have occurred worldwide.** NGA strongly urges the mariner to assist in the population of the ASAM database by sending reports of hostile actions.

(Repetition NTM 1(54)09)

(NGA/PVM)

**(55) CAUTION ON ANNOUNCEMENT OF NEW CHARTS AND PUBLICATIONS.**

**CAUTION: DO NOT USE A NEW CHART OR PUBLICATION UNTIL IT IS ANNOUNCED IN NOTICE TO MARINERS.** There may be occasions when a new edition of a chart or publication is received prior to the official announcement of its release being published in Notice to Mariners. Since Notice to Mariners corrections are for specific editions of products, it is imperative that the user neither discard the previous edition nor use the new edition until this official announcement is received. Further, since Notice to Mariners corrections are for specific editions of products, it is critical that the user update only the specifically-referenced product edition. Additionally, users of the NGA Web site are advised that announcements of new editions in this system appear approximately one week ahead of the date of the published Notice to Mariners.

**CAUTION: ANNOUNCEMENT OF ELECTRONIC CHARTS WILL OCCUR SOME SIX TO EIGHT WEEKS BEFORE THE NEW PRINTED VERSION IS AVAILABLE.** NGA recognizes two paper nautical chart products:

- the Enterprise Product on Demand-Maritime (ePOD-M) chart, and
- the traditional NGA paper chart distributed by the Defense Logistics Agency and the Federal Aviation Administration.

The Enterprise Product on Demand-Maritime (ePOD-M) chart is available the day after NGA clears a New Edition for release and is available to Department of Defense (DoD) customers and other authorized U.S. Government users. The traditional paper chart is available six to eight weeks later. Each is official, should be put into service immediately, and meets Federal chart carriage requirements immediately upon its release. Each should be updated from the dates shown in the lower left corner of the chart. For questions, contact NGA at mcdepod@nga.mil.

(Repetition NTM 1(55)09)

(NGA/PVM)

**(56) GLOBAL POSITIONING SYSTEM (GPS) AND DIFFERENTIAL GPS (DGPS) INFORMATION.**

The Global Positioning System (GPS) is a satellite-based radionavigation system with continuous worldwide coverage. It provides navigation, position, and timing information to air, marine, and land based users. GPS is operated and controlled by the Department of Defense (DoD) under Air Force management. Although originally intended for military use only, federal radionavigation policy has established that the GPS Standard Positioning Service (SPS) will be available for civil use.

The U.S. Department of Transportation is the Government's interface for civil users of GPS and works closely with the U.S. Coast Guard to disseminate information to the public. The Coast Guard established the Navigation Information Service (NIS), as a part of the Coast Guard Navigation Center (NAVCEN) located in Alexandria, Virginia, to meet the needs of the civil user. The information provided includes planned, current or recent satellite outages, constellation changes, user instructions and tutorials, system status, information about Coast Guard provided radionavigation systems, and information about federal radionavigation policy and systems.

Whenever possible, advance notice of GPS satellite outages will be provided by the DoD and made available by the U.S. Coast Guard. The DoD must provide at least 48-hour advance notice for any planned disruption of the Standard Positioning Service (SPS) in peacetime. The NIS advisory services are updated whenever new information is received.

NIS services are described below:

1. Watchstanders are available 24 hours to answer phones (703) 313-5900, email TIS-PF-NISWS@uscg.mil and fax (703) 313-5920. The NIS 24 hour voice recording provides access to a 90-second message of the current system status. Forecasted outages, historical outages, and other changes in the GPS are included as time permits. The NIS 24-hour voice recording phone number is (703) 313-5907.

**(56) GLOBAL POSITIONING SYSTEM (GPS) AND DIFFERENTIAL GPS (DGPS) INFORMATION. (Continued).**

2. The Department of Commerce transmits recorded time information on WWV/WWVH 2.5, 5, 10, 15, and 20 MHz frequencies. During the 40-second interval between time ticks, navigation information is announced by voice. Listen at minute 14 and 15 on WWV and minute 43 and 44 on WWVH for GPS status and current or forecasted outages. Internet access is available from the World Wide Web at <http://www.navcen.uscg.gov>.
3. The NIS disseminates GPS Advisory Broadcast Messages through USCG broadcast stations using VHF-FM voice, HF-SSB voice, and NAVTEX broadcasts. The broadcasts provide the GPS user in the marine environment with the current status of the GPS satellite constellation, as well as any planned/unplanned system outages that could affect GPS navigational accuracy. Information is provided in message format via an established system of message dissemination. NIS provides the GPS Operational Advisory Broadcast information to NGA for broadcast in NAVAREA, HYDROLANT, or HYDROPAC messages. These messages are generally geared to the deep draft mariner. NGA also publishes a Weekly Notice to Mariners (NTM) containing USCG Marine Information Broadcasts and NGA broadcast warnings for a seven-day period.

To comment on any of these services or ask questions about GPS status, contact the NIS at:

COMMANDING OFFICER, NAVCEN  
 NAVCEN MS 7310  
 7323 TELEGRAPH ROAD  
 ALEXANDRIA, VA 20598-7310  
 NIS Phone: (703) 313-5900  
 Fax: (703) 313-5920

The Civil GPS Service Interface Committee (CGSIC) was established to address issues and problems that relate to the civil use of GPS. The CGSIC is the official interface between civil GPS users and the GPS operators (DoD). The CGSIC consists of a General Committee, an Executive Panel, and three Subcommittees:

1. Timing Information
2. International Information
3. U.S. States and localities

The U.S. Department of Transportation, Research and Innovation Technology Administration (RITA), chairs the CGSIC. The U.S. Coast Guard Navigation Center (NAVCEN) is the deputy chair and administrator. Points of contact are:

CGSIC EXECUTIVE SECRETARIAT  
 COMMANDING OFFICER CGSIC  
 NAVCEN MS 7310  
 7323 TELEGRAPH ROAD  
 ALEXANDRIA, VA 20598-7310  
 Phone: (703) 313-5930  
 Fax: (703) 313-5920  
 E-mail: [Stephen.R.Hamilton@uscg.mil](mailto:Stephen.R.Hamilton@uscg.mil)

NAVCEN operates the Coast Guard Maritime Differential GPS (DGPS) Service and the developing Nationwide DGPS Service, consisting of two control centers and over 80 remote broadcast sites. DGPS is an all-weather system that broadcasts correction signals on marine radio-beacon frequencies to improve the accuracy and integrity of GPS-derived positions. In all established coverage areas, the Coast Guard DGPS Service provides 10-meter (2 dRMS) accuracy and GPS/DGPS out-of-tolerance alarms within 10 seconds of detection. Typically, the positional error of a DGPS position is 1 to 3 meters, greatly enhancing harbor entrance and approach navigation. The combined Maritime and Nationwide DGPS services provide single coverage for approximately 92% of the lower 48 states and dual coverage for 65%, which includes service of the continental U.S., the Great Lakes, Puerto Rico, portions of Alaska and Hawaii, and a greater part of the Mississippi River Basin. Many foreign nations are implementing standard DGPS services modeled after the U.S. Coast Guard's system to significantly enhance maritime safety in their critical waterways.

Information concerning DGPS status, including planned/unplanned system outages, is disseminated through local USCG Broadcast Notice to Mariners, NAVTEX broadcasts, and internet access at <http://www.navcen.uscg.gov>.

(Supersedes NTM 1(56)09)

(USCG)

**(57) TELEVISION ANTENNAE INTERFERENCE WITH GPS.**

It has come to the attention of the U.S. Coast Guard and Federal Communications Commission (FCC) that certain consumer electronics-grade active VHF/UHF marine television antennas are causing operational degradation in the performance of Global Positioning System (GPS) receivers. This interference may be realized as a display of inaccurate position information or a complete loss of GPS receiver acquisition and tracking ability.

The interference is not limited to the GPS equipment onboard the vessel with the installed active marine television antennae. There have been reports of interference occurring on other vessels and installations operating up to 2000 feet away from vessels using such antennas.

If experiencing recurring outages or degradation of your GPS receiver operation, perform an on-off test of the TV antenna. If turning off the power to the antenna results in improvement in the GPS receiver performance, the antenna may be the source of interference in the GPS band. In that case, contact the manufacturer of the antenna and identify the symptoms.

The FCC identified the following models of marine television antennas as having potential problems during the investigation of GPS interference:

- a. TDP (Tandy Distribution Products) Electronics – Mini state Electronic amplified UHF/VHF TV Antenna – Models 5MS740, 5MS750, AND 5MS921.
- b. Radio Shack Corporation – Long Range Amplified omni directional TV antenna - Model 15-1624.
- c. Shakespeare Corporation – Seawatch - Models 2040/Code Date 02A00, 2050/Code Date 03A00 (Code dates are found on the antenna power supply).

The GPS interference problems may not be limited to the marine television models listed above. If mariners identify another marine television antenna, not listed above, with GPS interference problems contact the watchstander at the Coast Guard Navigation Information Service at TIS-PF-NISWS@uscg.mil or telephone (703) 313-5900.

(Supersedes NTM 1(57)09)

(USCG)

**(58) DIGITAL SELECTIVE CALLING DISTRESS ALERT.**

Digital selective calling (DSC) is a capability offered with some VHF and HF maritime radios, intended to initiate calls and provide distress alert information to the U.S. Coast Guard and other rescue coordination centers. DSC is a major element of the Global Maritime Distress and Safety System (GMDSS), an International Maritime Organization-mandated telecommunications system required on vessels subject to the provisions of the Safety of Life at Sea Convention (SOLAS). All vessels should interconnect their GPS with their DSC radios to provide an accurate position in the event of sending a distress alert. The interconnection of the DSC radio with the GPS is required for SOLAS vessels and is required by the International Telecommunications Union for non-SOLAS vessels.

Coast Guard Communications Stations and other select Coast Guard Stations operate VHF, MF and HF DSC, and can be reached using the Maritime Mobile Service Group Identity (MMSI) 003669999. The United States has not declared GMDSS Sea Areas A1 or A2 effective. Continue listening on the working channel to ensure communications between the Coast Guard and ship in distress is established. In the event communications are not heard between the vessel in distress and the Coast Guard, advise the Coast Guard by any means available.

(Supersedes NTM 1(58)09)

(USCG)

**(59) VESSEL SQUAT IN SHALLOW WATER.**

The following discussion is primarily aimed towards mariners who are navigating ocean-going commercial vessels on approaches to ports, where water depths are beginning to shoal (less than 3 times the ship's draft). The discussion describes the phenomenon of "squat" and is intended to help mariners recognize circumstances where it could significantly affect the navigational draft of their vessels.

In August 1992, a 950-foot passenger liner ran aground in an area where the charted depth of 39 feet was more than 7 feet greater than the vessel's maximum calculated draft. One major contributing factor was that neither the master nor the pilot adequately judged the considerable squatting effect (sinkage & trim) caused by the high-speed transit (24.5 knots) in relatively shallow water (which was about 1.22 times the ship's draft).

**DISCUSSION OF SQUAT:** The term "squat" describes the combination of sinkage (overall settling of the hull) and trim (the bow up/down rotation of the hull). This phenomenon occurs in waters of any depth, but is particularly affected by the proximity to the sea floor. Therefore, the effects of squat become more pronounced in shallow and/or restricted waters (such as canals or dredged channels). As a ship moves forward, water must quickly flow around and under the hull to fill the void left behind. This accelerated water flow affects the pressure distribution along the hull. Consequently, the vessel squats, effectively increasing its draft and trim. Depending upon the vessel's speed and hull form, the ship may trim by either the bow or the stern.

**(59) VESSEL SQUAT IN SHALLOW WATER. (Continued).**

Generally, full-bodied hulls (where  $C_b > 0.7$ , such as tankers) tend to trim by the bow, whereas fine-bodied hulls (such as container ships) tend to trim by the stern.

**SHALLOW WATER EFFECTS:** Shallow water affects a ship in two manners: squat (which increases the effective draft at bow and/or stern), and maneuverability (which reduces maneuvering responses compared to open, deep water performance). Also, the faster the vessel's speed, the greater the magnitude of the effects.

**CALCULATION OF SQUAT:** Squat is a function of the vessel's speed through the water, the ratio of ship draft to water depth, the ratio of cross-sectional areas of the hull and channel, the block coefficient of the hull, and other factors. Formulas for predicting squat for any particular ship are complex and may not be practical for direct use by mariners. However, a useful "rule of thumb" can be used as long as mariners understand its limitations, as discussed below.

In general, shallow water effects can begin to appear when water depth is less than 3 times the vessel's draft, and can become significant by the time water depth is less than 1.5 times the draft. For a ship in unrestricted shallow water (i.e., not within the confines of a dredged channel or canal), a conservative rule-of-thumb for estimating squat is:

$$S = 0.033C_b V^2$$

[where:  $s$  = squat (*ft*),  $V$  = ship speed, including any head current (*knots*), and  $C_b$  = block coefficient of hull]. For example: at 15 knots, the squat for a container ship ( $C_b = 0.60$ ) proceeding against a 1-knot head current would be approximately 5.1 feet and for a tanker ( $C_b = 0.85$ ) would be approximately 7.2 feet.

The estimated squat should be added to the deepest calculated draft of the vessel (bow or stern). This rule-of-thumb conservatively overestimates the squat of a ship and is therefore considered to be safe for operational decisions.

However, the above rule-of-thumb is valid only when the ship's speed is less than:

$$V < 2.52 \times \text{SQRT}(d)$$

[where  $V$  = ship speed (*kts*), and  $\text{SQRT}(d)$  = square root of the water depth " $d$ " (*ft*)]. For example: in 50 feet of water, the above squat estimate is valid only if the ship's speed is less than 17.8 knots. As the ship moves into shallower water, the limiting speed will decrease. For example, in 30 feet of water, the limiting speed for the rule-of-thumb decreases to 13.8 knots. If the ship's speed is faster than the limiting speed, then the squat prediction is no longer reliable and a greater squat should be assumed. Therefore, if the ship maintains a constant speed as it proceeds into shallower water, it may eventually exceed the limiting speed and experience a significant increase in squat.

If the block coefficient  $C_b$  is not known, it may be approximated as follows:

$$C_b = 35\text{Disp}/(\text{LBT})$$

[where  $\text{Disp}$  = full-load displacement (*long tons*),  $L$  = length between perpendiculars (*ft*),  $B$  = beam (*ft*), and  $T$  = full load draft (*ft*)]. For example, the block coefficient  $C_b$  of a container ship 810'L x 106'B x 36'T with a full-load displacement of 51,710 Ltons is approximately 0.59.

**UNDERKEEL CLEARANCE:** When evaluating the underkeel clearance in shallow waters, mariners are advised to also take into account the wave-induced motions of the ship (heave and pitch), the uncertainty within their own draft & trim calculations, as well as a prudent margin for uncertainty in the charted water depths (even modern hydrographic surveys may not locate all sea floor obstructions or the shallowest depths). In particular, sudden changes in water depth (such as passing over a shoal area) can cause transient squat effects that can be more substantial than predicted. Similarly, sudden changes in ship speed (acceleration or deceleration) can also cause transient changes in squat. For broad-beamed ships with a relatively "tender" rolling periods (such as modern, post-Panamax container ships), rolling motions can significantly increase drafts at the bilges, in addition to the effects of squat.

**MANEUVERABILITY:** In addition to squat, the mariner should also be aware that shallow water may increase turning diameter. Modeling of tankers has shown an increase in turning diameter of 60% to 100% in water less than 1.25 times the ship's draft. Hydrodynamic effects such as yawing and sheering should also be taken into account in shallow and restricted waters, especially when passing another vessel. Also, the vessel will require substantially more revolutions to maintain the same speed (during sea trials with a 270-foot destroyer drawing 8 feet of water, the ship required 400 rpm to reach 22 knots in 100 feet of water, but nearly 500 rpm to maintain the same speed in 45 feet of water).

**(59) VESSEL SQUAT IN SHALLOW WATER. (Continued).**

**RESTRICTED WATERS:** When the ship is transiting shallow restricted waters (such as a dredged channel within a shallow bay), the hydrodynamic flow around the hull is confined by the banks of the channel, creating a different pressure distribution and aggravating the squat condition (usually by increasing the stern squat). The squat estimated by the above “rule of thumb” should be doubled. Maneuverability is also further degraded; which is of particular concern when passing (meeting or overtaking) another vessel in the waterway or when maneuvering near banks or in channel curves.

**RECOGNIZING SHALLOW WATER EFFECTS:** Signs that a ship has entered shallow water conditions can include one or more of the following:

- Vibration increases suddenly,
- Engine loads down and revolutions decrease,
- Wavemaking increases, especially at the bow,
- Ship becomes more stable and slower to respond to controls,
- Echo sounders indicate a change in clearance or depth,
- The shaft horsepower (shp) speed decreases at the same engine revolutions,
- Water flow around the ship changes, and water color darkens (possibly indicating entrained mud).

**REGULATIONS:** The Code of Federal Regulations (CFR) requires that the person directing the movement of the vessel set the vessel’s speed with consideration for the tendency of the vessel underway to squat and suffer impairment of maneuverability when there is small underkeel clearance [33 CFR 164.11(p)(3)]. In addition, the International Maritime Organization recommends that

ships be provided with a bridge poster, a pilot card, and a maneuvering booklet. These should include information on the squat and maneuvering characteristics for that particular vessel [see also USCG Navigation Safety Inspection Circular 7-89].

For more information, contact:

Commandant, U.S. Coast Guard  
 Naval Architecture Division (CG-5212)  
 2100 Second Street SW  
 Washington, D.C. 20593-2967  
 Telephone: (202) 372-1372

(Repetition NTM 1(59)09)

(USCG)

**(60) PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS.**

The purpose of this information is to provide mariners with the details of the promulgation of Maritime Safety Information (MSI) via the Global Maritime Distress and Safety System (GMDSS) by U.S. information providers, namely the National Geospatial-Intelligence Agency (NGA), the U.S. Coast Guard (USCG), and the National Weather Service (NWS).

The equipment needed to receive MSI is a GMDSS type-approved Inmarsat-C transceiver for SafetyNET broadcasts via Inmarsat satellites and a NAVTEX receiver for Coastal Warnings. SafetyNET is an international service for the broadcast and automatic reception of MSI by means of direct printing through Inmarsat’s Enhanced Group Call (EGC) system. NAVTEX is an internationally coordinated system for the automatic reception of MSI via MF 518 kHz. The area of coverage for the United States is NAVAREA/METAREA IV and XII for SafetyNET and for NAVTEX, approximately 200 nautical miles from each NAVTEX station (see graphic, page I-1.71). Additionally, the NWS is providing further coverage for NAVAREA/METAREA XVI (Peru) for weather forecasts and warnings.

The major categories of MSI in the United States for both SafetyNET and NAVTEX are:

- a. navigational warnings (including electronic navigation system messages such as Loran-C and GPS)
- b. meteorological warnings
- c. ice reports
- d. search and rescue information
- e. meteorological forecasts

**(60) PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS.**  
**(Continued).**

The following table details the scheduled times for the U.S. information providers and what types of broadcasts are being sent. For a depiction of the Inmarsat satellite footprints overprinted on the worldwide NAVAREA/METAREAS, see the graphic on page I-1.46.

In order to ensure that all relevant SafetyNET MSI is received before sailing, it is recommended that the Inmarsat-C receiver remain in operation while the ship is in port. To receive SafetyNET traffic automatically, the ship's receiver must be set up properly at the start of the voyage:

- a. select the appropriate satellite (AOR-W, AOR-E, POR, IOR)
- b. enter extra NAVAREA/METAREA codes in addition to the one that the vessel is currently in, if desired
- c. key in the ship's position and ensure a periodic update (at least every 12 hours is recommended). This determines the NAVAREA/METAREA that will be monitored. If the position is not updated for more than 12 hours, ONLY geographically addressed messages with priorities greater than routine within the entire ocean region will be printed out.

In order to ensure that all relevant NAVTEX MSI is received before sailing, it is recommended that the NAVTEX receiver remain in operation while the ship is in port. To receive MSI automatically via NAVTEX, the ship's NAVTEX receiver must be programmed with the desired NAVTEX stations and subject identifiers.

Within the U.S., it is intended that all NAVTEX weather be broadcast with subject indicator "B," for forecasts containing meteorological warnings, which cannot be rejected by the NAVTEX receiver, and "E" for routine forecasts. The prudent mariner, however, should include subject indicator "E" in order to be assured of receiving all weather forecasts and warnings via NAVTEX, and thereby maintaining greater situational awareness.

The repetition rates of SafetyNET and NAVTEX messages vary, depending on the type of broadcast and situation. Effective October 1, 2006 routine weather forecasts via NAVTEX are broadcast four times per day (no repeats) and repeats of Notices to Mariners are broadcast in lieu of weather in the remaining time slots. SafetyNET weather forecast messages from the NWS normally are sent once unless an unscheduled warning is being issued, in which case an echo is used. The echo is rebroadcast six minutes after the initial transmission to give vessels which are transmitting at the time of the initial broadcast another opportunity to receive the message.

NGA promulgates all of its SafetyNET messages (which do not have a known cancellation within 24 hours of the initial broadcast) once each day until canceled. Those messages canceling others and those with a known expiration within 24 hours are sent only once.

For search and rescue, the USCG determines the repetition of the broadcast depending upon the type of incident, area of the incident, and known potential rescue vessels.

During the ice season the USCG's International Ice Patrol, which sends SafetyNET messages concerning the status of ice in the Atlantic Ocean, sends its traffic once.

All type-approved Inmarsat SafetyNET and NAVTEX receivers are designed to suppress redundant copies of correctly copied messages.

Beginning 2004, National Weather Service hurricane advisories, and high seas forecasts containing warnings of hurricanes not forecast to occur within 48 hours, will be broadcast via SafetyNET with a priority code of "Safety" versus "Urgent".

Meteorological warnings and meteorological forecasts for the Hudson Bay area are not yet transmitted via GMDSS SafetyNet or NAVTEX. The U.S. high seas forecast for METAREA IV is currently limited to the western part of the North Atlantic Ocean eastwards of the North American coast to 35°W, from 7°N to 67°N, including the Gulf of Mexico and Caribbean Sea. Information on available forecasts and broadcast services for Hudson Bay may be found at the "Marine Weather for Canada" webpage [http://www.weatheroffice.gc.ca/marine/index\\_e.html](http://www.weatheroffice.gc.ca/marine/index_e.html) and in the Canadian Coast Guard's "Radio Aids to Marine Navigation" publication ([http://www.ccg-gcc.gc.ca/eng/CCG/MCTS\\_Radio\\_Aids](http://www.ccg-gcc.gc.ca/eng/CCG/MCTS_Radio_Aids)). For further information, contact [marine.weather@noaa.gov](mailto:marine.weather@noaa.gov)

For further discussion of GMDSS and its many aspects, users are encouraged to read the appropriate chapter in The American Practical Navigator (Bowditch) and/or in Publication 117, Radio Navigational Aids. Pub. 117 also lists in-depth worldwide GMDSS coverage. Other valuable GMDSS reference sources include:

- IMO Newsletters
- NOAA Mariners Weather Log (<http://www.vos.noaa.gov>)
- USCG Amver Bulletins
- USCG Local Notice to Mariners
- British Admiralty List of Radio Signals, Volumes 3 and 5
- Many commercial maritime magazines

**(60) PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS.**  
**(Continued).**

**SCHEDULED BROADCAST TIMES**

<b>WHAT</b>	<b>WHO</b>	<b>WHEN (UTC)</b>	<b>HOW</b>	<b>NAVAREA/ METAREA</b>	<b>SATELLITE</b>
High seas warnings and forecasts	NWS	0430, 1030, 1630, 2230	SafetyNET	IV	AOR-W
High seas warnings and forecasts	NWS	0545, 1145, 1745, 2345	SafetyNET	XII	AOR-W/POR
High seas warnings and forecasts	NWS	0515, 1115, 1715, 2315	SafetyNET	XVI	AOR-W
Hurricane advisories West Atlantic	NWS	as required	SafetyNET	IV	AOR-W
Hurricane advisories East Pacific	NWS	as required	SafetyNET	XII	POR/AOR-W
Hurricane advisories Central Pacific	NWS	as required	SafetyNET	XII	POR
Pacific Tsunami warnings	NWS	as required	SafetyNET	XII	POR/AOR-W/ AOR-E
Hawaii Tsunami warnings	NWS	as required	SafetyNET	XII	POR
West Coast, Canada, Tsunami warnings	NWS	as required	SafetyNET	XII	POR/AOR-W
East Coast, Canada, Puerto Rico, Virgin Is., Tsunami warnings	NWS	as required	SafetyNET	IV	AOR-W/AOR- E
Caribbean Tsunami warnings	NWS	as required	SafetyNET	IV	AOR-W/AOR- E
Long range navigational warnings	NGA	1000, 2200	SafetyNET	IV	AOR-W
Long range navigational warnings	NGA	1030, 2230	SafetyNET	XII	POR/AOR-W
Long range search and rescue	USCG	upon receipt	SafetyNET	IV/XII	AOR-W/POR

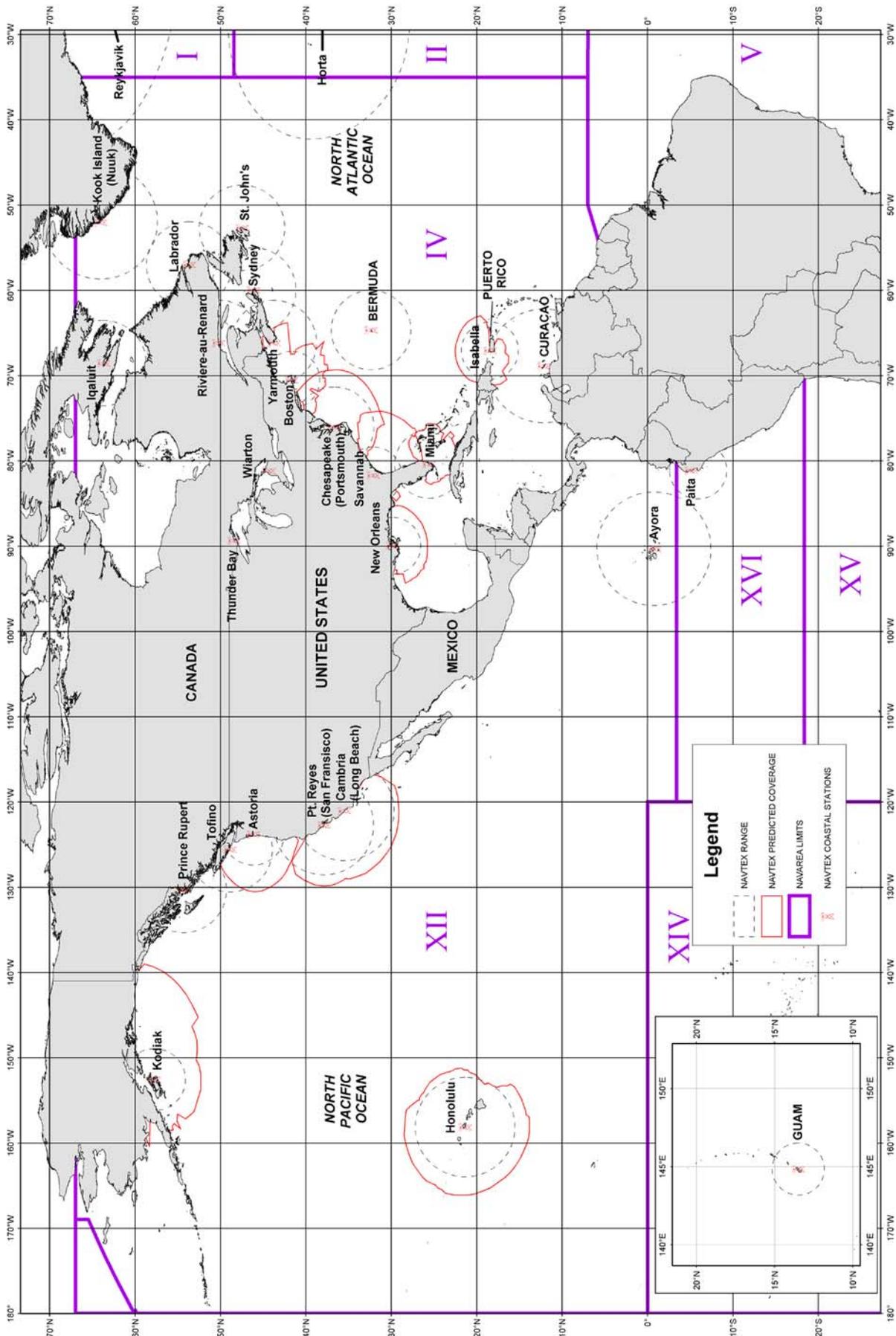
**(60) PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS.**  
**(Continued).**

<b>WHAT</b>	<b>WHO</b>	<b>WHEN (UTC)</b>	<b>HOW</b>	<b>NAVAREA/ METAREA</b>	<b>SATELLITE</b>
Coastal MSI	USCG	4 to 6 times daily for routine traffic; upon receipt for distress	NAVTEX	Generally, within 200 miles of the coastline	None; see Pub 117 for stations and times
Status of ice* in North Atlantic Ocean	USCG	1200	SafetyNET	IV	AOR-W

\*Ice information is also broadcast via various other means. The Commander, International Ice Patrol announces complete broadcast information at the commencement of each North Atlantic Ice Patrol Season.

(Supersedes NTM 1(60)09)

(USCG/NGA)



**(61) COAST GUARD SAFETY INFORMATION AVAILABLE ON INTERNET.**

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, provides information for all radionavigation and maritime telecommunications systems. The NIS is staffed 24 hours a day, 7 days a week, providing general information and as appropriate current operational status, and effective policies for Global Positioning System (GPS), Differential GPS (DGPS), Loran-C, Universal Shipborne Automatic Identification System (AIS), and the Global Maritime Distress and Safety System (GMDSS), including NAVTEX, Digital Selective Calling (DSC), Inmarsat SafetyNET, and other Maritime Safety Information (MSI) broadcasts. Access to this information can be made directly, at no charge, via the Internet at <http://www.navcen.uscg.gov>.

The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM) and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center Web site (<http://www.navcen.uscg.gov/gps/default.htm>). LNM's can also be obtained via e-mail subscription through the USCG Navigation Center Web site (at <http://www.navcen.uscg.gov/lnm/listserver.htm> or via an RSS Feed at <http://navcen.uscg.gov/misc/feeds.htm>). In addition, the NIS investigates all reports of degraded or loss of GPS, DGPS, AIS, LRIT, or LORAN-C service. Mariners are encouraged to report all degradation, outages, or other incidents or anomalies of radionavigation services to the NIS via any of the following: Phone: 703-313-5900, E-mail: TIS-PF-webmasternavcen@uscg.mil. You can also contact the the NIS on the World Wide Web at <http://www.navcen.uscg.gov/misc/contact.htm>.

(Supersedes NTM 1(61)09)

(USCG)

**(62) NATIONAL OCEAN CLAIMS.**

The following list shows national claims of maritime jurisdiction. Publication of this material is solely for information relative to the navigational safety of shipping and in no way constitutes legal recognition by the United States. The information has been compiled from the best available sources.

<b>Country</b>	<b>Territorial Sea</b>	<b>Fisheries or Economic Zone</b>	<b>Contiguous Zone</b>	<b>Continental Shelf</b>
Albania	12*	12	---	200m or E
Algeria	12*	32-52	24	---
Angola	12	200	24	---
Antigua and Barbuda**	12*	200	24	200NM or CM
Argentina	12* (1)	200	24	200NM or CM
Australia	12 (2)	200	24	200NM or CM
Bahamas, The**	12	200	---	200m or E
Bahrain	12	---	24	---
Bangladesh	12*	200	18 (3)	CM
Barbados	12*	200	---	---
Belgium	12	--- (4)	24	--- (4)
Belize	12 (5)	200	---	---
Benin	200	200	---	---
Bosnia and Herzegovina	--- (6)	---	---	---

## SECTION I

NM 1/10

## (62) NATIONAL OCEAN CLAIMS. (Continued).

Brazil	12* (7)	200 (7)	24	200NM or CM
Brunei	12	200 (8)	---	---
Bulgaria	12 (9)	200	24	200m or E (9)
Burma	12* (10)	200	24 (10)	200NM or CM
Cambodia	12*	200	24 (11)	200NM
Cameroon	12	--- (12)	24	200NM or CM
Canada	12 (13)	200	24	200NM or CM
Cape Verde**	12*	200	24	200NM
Chile	12	200	24	200/350NM (14)
China	12*	200 (15)	24 (15)	200NM or CM
Colombia	12	200	---	200NM
Comoros**	12	200	---	---
Congo (Brazzaville)	200*	---	---	---
Congo (Kinshasa)	12	--- (16)	---	---
Cook Islands	12	200	---	200NM or CM
Costa Rica	12	200 (17)	---	200NM
Côte d'Ivoire	12	200	---	200NM
Croatia	12*	200 (18)	---	200m or E
Cuba	12 (19)	200	24	200m
Cyprus	12	200	24	200m or E
Denmark	12* (20)	200	24	200m or E
Djibouti	12 (21)	200	24	---
Dominica	12	200	24	---
Dominican Republic**	12 (22)	200	24	200NM or CM
Ecuador	200 (23)	200	---	--- (23)
Egypt	12* (24)	200	24 (24)	200m or E
El Salvador	12 (25)	200	24	200NM
Equatorial Guinea	12	200	---	---

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

Eritrea	12 (26)	---	---	---
Estonia	12 (27)	Defined by coordinates	---	---
Fiji**	12	200		200m or E
Finland	12*(28)	Defined by coordinates	14	200m or E
France	12 (29)	200 (29)	24	200m or E
Gabon	12	200	24	---
Gambia, The	12	200	18	---
Georgia	12	--- (30)	---	--- (30)
Germany	12	200	---	200m or E
Ghana	12	200	24	200NM
Greece	6 (31)	---	---	200m or E
Grenada	12*	200	---	---
Guatemala	12 (32)	200	---	200m or E
Guinea	12	200	---	---
Guinea-Bissau	12	200	---	---
Guyana	12*	200	---	200NM or CM
Haiti	12 (33)	200	24 (33)	E
Honduras	12 (34)	200	24	---
Iceland	12	200	---	200NM or CM
India	12*	200	24 (35)	200NM or CM
Indonesia**	12 (36)	200	---	---
Iran	12*	--- (37)	24 (37)	--- (37)
Iraq	12	---	---	CS
Ireland	12	200	24	Partially defined by coordinates
Israel	12	---	---	E
Italy	12 (38)	---	---	200m or E
Jamaica**	12	200	24	200NM or CM

## SECTION I

NM 1/10

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

Japan	12 (39)	200	24	200NM or CM
Jordan	3	---	---	---
Kenya	12 (40)	200	---	200m or E
Kiribati**	12	200	---	---
Korea, North (DPRK)	12* (41)	200	50 (41)	---
Korea, South (ROK)	12* (42)	200	24	CS
Kuwait	12	---	---	---
Latvia	12 (43)	200	---	200m or E
Lebanon	12	---	---	---
Liberia	200	---	---	---
Libya	12* (44)	74	---	CS
Lithuania	12	(45)	---	---
Madagascar	12	200	24	200NM (46)
Malaysia	12 (47)	200	---	200m or E
Maldives**	12*	200	24	---
Malta	12*	25	24	200m or E
Marshall Islands**	12	200	24	---
Mauritania	12 (48)	200	24	200NM or CM
Mauritius	12*	200	24	200NM or CM
Mexico	12 (49)	200	24	200NM or CM
Micronesia, Federated States of	12	200	---	---
Monaco	12	12	---	---
Montenegro	(50)	---	---	---
Morocco	12	200	24	200m or E
Mozambique	12	200	---	200NM or CM
Namibia	1 2	200	24	200NM or CM
Nauru	12	200	24	---
Netherlands	12* (51)	defined by coordinates	24	---

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

New Zealand	12 (52)	200 (52)	24	200NM or CM
Nicaragua	12*	200	24	---
Nigeria	12*	200	---	200m or E
Niue	12	200	---	---
Norway	12 (53)	200	24 (53)	200NM or CM
Oman	12*	200	24	---
Pakistan	12* (54)	200	24 (54)	200NM or CM
Palau	3	200	---	---
Panama	12(55)	200	24	200NM or CM
Papua New Guinea**	12	200	---	200m or E
Peru	200 (56)	200	---	200
Philippines**	--- (57)	200	---	E
Poland	12 *(58)	200 (58)	---	---
Portugal	12 (59)	200	24	200m or E
Qatar	12	--- (60)	24	CS
Romania	12*	200	24	200m or E
Russia	12 (61)	200	24	200NM or CM
Saint Kitts and Nevis	12	200	24	200NM or CM
Saint Lucia	12	200	24	200NM or CM
Saint Vincent and the Grenadines**	12*	200	24	---
Samoa	12	200	24	---
Sao Tome and Principe**	12	200	---	---
Saudi Arabia	12 (62)	---	18 (62)	CS
Senegal	12	200	24	200NM or CM
Seychelles**	12*	200	24	200NM or CM
Sierra Leone	12	200	24	200NM
Singapore	12(63)	(63)	---	---
Slovenia	12* (64)	---	---	---

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

Solomon Islands**	12	200	---	200NM
Somalia	200*	200	---	---
South Africa	12	200	24	200NM or CM
Spain	12 (65)	200 (65)	24	---
Sri Lanka	12* (66)	200	24 (66)	200NM or CM
Sudan	12*	---	18 (67)	200m or E
Suriname	12	200	---	---
Sweden	12 (68)	200	---	200m or E
Syria	12*	200	24	200m or E
Tanzania	12	200	---	---
Thailand	12 (69)	200	---	---
Timor-Leste	12	200	24	200NM or CM
Togo	30	200	---	---
Tonga	12 (70)	200	---	200m or E
Trinidad and Tobago**	12	200	24	200NM or CM
Tunisia	12 (71)	---(72)	24	---
Turkey	(73)	200 (73)	---	---
Tuvalu**	12	200	24	---
Ukraine	12 (74)	200	---	200m or E
United Arab Emirates	12*	200 (75)	24	200NM or CM
United Kingdom	12	200 (76)	---	Defined by coordinates
United States	12	200 (77)	24	200NM or CM
Uruguay	12 (78)	200	24	200NM or CM
Vanuatu**	12	200	24	200NM or CM
Venezuela	12	200	15 (79)	200m or E
Vietnam	12* (80)	200	24 (80)	200NM or CM
Yemen	12* (81)	200	24 (81)	200NM or CM

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

## Abbreviations:

CS - Continental Shelf (no specified limits)

CM - Continental Margin

E - Limit of Exploitation

m - meters (depth)

NM - nautical miles

\* Indicates a state which requires advance permission or notification for innocent passage of warships in the territorial sea. The United States does not recognize this requirement.

\*\* Indicates an archipelagic state.

## FOOTNOTES

The numbers presented in the table reflect a claim regarding the breadth of a zone contained in national legislation - regardless of whether this legislation contains an additional specific reference to the need for delimitation of maritime boundaries with adjacent or opposite states. Therefore there are instances where a state claim exceeds the maximum possible breadth due to the distance to opposite states.

Security Zone - A state claim to control activity beyond its territorial sea for security reasons unrelated to that state's police powers in its territory, including its territorial sea. This Summary lists only those Security Zones which presently claim to restrict navigation and overflight activities conducted exclusively beyond their claimed territorial seas. A claim of right of surveillance beyond the territorial sea or a claim of the right of "hot pursuit" in enforcing violations of law which occur in a state's territorial sea, inland waters, or land territory does not constitute a claimed Security Zone.

Fishery zones not extending beyond a claimed territorial sea or EEZ are encompassed within the territorial sea or EEZ and not listed separately.

Many coastal nations have established straight baselines or have asserted historic waters claims. These footnotes mention some of the more significant ones. It exceeds the scope of this Summary, however, to provide an exhaustive list of baseline and historic waters claims. Accordingly, users should refer to other sources of information to obtain a complete compendium of maritime claims.

1. Argentina. Claims San Matias Gulf (Golfo San Matias), Nuevo Gulf (Golfo Nuevo) and San Jorge Gulf (Golfo San Jorge) as internal waters and claims, jointly with Uruguay, the Rio de la Plata estuary as internal waters.

2. Australia. Claims Anxious, Rivoli, Encounter and Lacedpede Bays as historic waters.

3. Bangladesh. Contiguous Zone also considered a Security Zone. Nuclear-powered vessels and vessels transporting nuclear materials or other radioactive substances are required to give notice prior to entering territorial sea.

4. Belgium. EEZ limits set by coordinates found in the Act concerning the EEZ of Belgium in the North Sea of April 1999. Fishery zone and CS extend to median line equidistant from baseline of neighbors.

5. Belize. From the mouth of the Sarstoon River to Ranguana Cay, Belize's territorial sea is 3NM; according to Belize's Maritime Areas Act, 1992, the purpose of this limitation is "to provide a framework for the negotiation of a definitive agreement on territorial differences with the Republic of Guatemala."

6. Bosnia and Herzegovina. No information on maritime claims is available.

7. Brazil. Claims to require permission for more than 3 warships of same flag to be in territorial sea at same time. Military exercises can be carried out in EEZ only with Brazil's consent.

8. Brunei. 200NM or median EEZ.

9. Bulgaria. In territorial sea and internal waters, foreign submarines shall be required to navigate on the surface. Innocent passage of warships limited to designated sea lanes. CS limits will be established by agreement between states with adjacent or opposite coasts on Black Sea on basis of international law.

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

10. Burma. Claims as internal waters all waters inside a 223NM baseline closing Gulf of Martaban as well as waters inside straight baselines connecting coastal islands. Contiguous Zone also considered a Security Zone.
11. Cambodia. Contiguous Zone also considered a Security Zone.
12. Cameroon. EEZ will stretch from the external boundary of the territorial sea to the limit placed under its jurisdiction by international law.
13. Canada. Claims as internal waters all waters between its islands in the Arctic; also claims Hudson Bay as a historic bay.
14. Chile. Claimed continental shelves for Easter Island and Sala y Gomez Island, extending 350 nautical miles from their respective baselines.
15. China. Claims right to create safety zone around any structure in EEZ, right to require prior authorization to lay submarine cables and pipelines, and right to broad powers to enforce laws in the EEZ. Contiguous Zone also considered a Security Zone.
16. Congo. EEZ limits to be fixed in coordination with neighboring states.
17. Costa Rica. Permit required for foreign flag fishing vessels to transit Costa Rican waters.
18. Croatia. Established “ecological and fisheries protection zone.”
19. Cuba. Claims straight baselines enclosing varying distances of water between Cape Frances (Cabo Frances), the Isle of Pines (Isla de la Juventud) (notable are those enclosing 21-35.6N and 79-50.5W), Breton Cay (Cayo Breton) and Cape Cruz (Cabo Cruz) as internal waters.
20. Denmark. No prior notification required in straits, unless more than 3 warships at once. Includes Greenland and Faroe Islands. Straight baselines have the effect of enclosing waters between the Faroe Islands. Drogden and Hollænderdyb claimed as internal waters. 3NM territorial sea for Greenland. 12NM territorial sea for Faroe Islands.
21. Djibouti. Nuclear-powered vessels and vessels transporting nuclear materials or other radioactive substances are required to give notice prior to entering territorial sea.
22. Dominican Republic. Claims Samana, Ocoa, Neiba, Escocesa and Santo Domingo Bays as historic bays; Samana, Ocoa and Neiba bays qualify as juridical bays.
23. Ecuador. Straight baselines have the effect of enclosing waters between the Galapagos Islands. Claims right to enforce environmentally-based navigational restrictions in the vicinity of the Galapagos. Beyond 200NM, CS claimed along the undersea Carnegie Ridge (measured 100 miles from the 2500m-depth isobath).
24. Egypt. Contiguous Zone also considered a Security Zone. Claims right to prior permission for entry of nuclear-powered vessels or vessels carrying nuclear materials and foreign ships carrying hazardous or other wastes.
25. El Salvador. Claims Gulf of Fonseca (Golfo de Fonseca) as a historic bay.
26. Eritrea. Jurisdiction claimed to the limit of the pearl and sedentary fishery grounds.
27. Estonia. Nuclear-powered ships must apply for permission 30 days in advance to enter territorial sea. Innocent passage prohibited for ships carrying radioactive materials, explosives and marine pollutants defined as hazardous and certain oil and fertilizer products unless those cargoes are loaded or unloaded in an Estonian port.
28. Finland. In the Gulf of Finland territorial sea is 3NM.

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

29. France. Territorial sea limits apply to all French dependencies. EEZ claim includes the following French dependencies: Clipperton Island, French Guiana, French Polynesia, French Southern and Antarctic Lands, Guadeloupe, Glorioso Islands, Juan de Nova Island, Europa Island, Bassas da India, Martinique, New Caledonia, St. Pierre and Miquelon, Tromelin Island, and Wallis and Futuna.
30. Georgia. National legislation establishes the limits only by reference to the delimitation of maritime boundaries with adjacent or opposite states.
31. Greece. Territorial airspace claim extends to 10NM for control of civil aviation.
32. Guatemala. Claims Gulf of Amatique (Bahia de Amatique) as a historic bay.
33. Haiti. Draws territorial sea limits in a manner which implies straight baselines including across the mouth of the Gulf of Gonave (Golfe de la Gonave). Contiguous Zone also considered a Security Zone.
34. Honduras. Claims Gulf of Fonseca (Golfo de Fonseca) as a historic bay.
35. India. Contiguous Zone also considered a Security Zone. Claims Gulf of Mannar and Palk Bay as historic waters.
36. Indonesia. Submarines must navigate above water level and show national flag. Nuclear vessels and vessels carrying nuclear material must carry documents and adhere to international special preventative measures.
37. Iran. Claims security jurisdiction in Contiguous Zone. EEZ and CS extend to median line equidistant from baseline of neighbors.
38. Italy. Claims the Gulf of Taranto (Golfo di Taranto) as a historic bay.
39. Japan. Claims straight baselines. A high seas corridor remains in 5 “international straits”: Tsugaru Strait (Tsugaru-kaikyo), La Perouse Strait, Osumi Strait (Osumi-kaikyo) and East and West channels of Tsushima.
40. Kenya. Established straight baseline system. Claims Ungwana Bay as a historic bay.
41. Korea, North (DPRK). Measures claims from claimed straight baselines, not coastline. Claims a 50/200NM Security Zone within which all foreign vessels and aircraft are banned without permission; it extends to 50NM in the Sea of Japan and to the limit of EEZ in the Yellow Sea.
42. Korea, South (ROK). Claims straight baselines. A high seas corridor remains in Korea Strait.
43. Latvia. Banned foreign warships with nuclear powered engines or cargo from entering territorial seas or ports without providing 30 days prior notice and permission.
44. Libya. Claims the Gulf of Sidra as a historic bay. All merchant ships required to give prior notice of innocent passage.
45. Lithuania. EEZ limit established by reference to the delimitation by agreement with states with adjacent or opposite coasts.
46. Madagascar. CS 200NM or 100NM from 2500m-depth isobath.
47. Malaysia. Prior authorization requirement for nuclear-powered ships or ships carrying nuclear material to enter the territorial sea.
48. Mauritania. Claims 89NM straight baseline from Cape Blanc (Cap Blanc) to Cape Timiris (Cap Timiris).
49. Mexico. No more than 3 foreign warships will be authorized in Mexican ports on each coast at the same time, and no more than one in any given port. Port calls by more than one training vessel can be authorized only if permission is requested three months in advance. Nuclear-powered and nuclear-armed ships are not allowed to enter Mexican territorial waters or dock in Mexican ports.

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

50. Montenegro. No information on maritime claims is available.
51. Netherlands. Considers the Westerschelde internal waters through which passage requires prior permission. Includes Aruba and the Netherlands Antilles.
52. New Zealand. Includes Tokelau. Prohibits entry of nuclear-powered and nuclear armed ships into its ports.
53. Norway. Territorial sea claim includes Jan Mayen and Svalbard. Contiguous Zone claim applies only to Norway.
54. Pakistan. Foreign supertankers, nuclear-powered ships and ships carrying nuclear materials are required to give prior notification for entry into territorial sea. Contiguous Zone also considered a Security Zone.
55. Panama. Claims Gulf of Panama as a historic bay.
56. Peru. 200 mile territorial sea is without prejudice to freedom of international communication, "in conformity with the laws and treaties ratified by the state."
57. Philippines. In addition to its claim of archipelagic waters, claims as maritime territorial waters areas embraced within the lines described in the 1898 Treaty of Paris as subsequently modified. The resulting territorial sea varies from one-half to 285NM in width.
58. Poland. Claims a closing line across Gulf of Gdansk and a fishing zone to the median line in the Baltic. EEZ is determined by lines connecting extreme points of specified lateral limits.
59. Portugal. Established straight baselines for various areas along continental coast and Madeira and Azores island groups. Claims Tagus and Sado estuaries and associated bays as historic waters.
60. Qatar. Extends to median line with neighboring states.
61. Russia. In a Joint Statement with Ukraine declared that the Sea of Azov and Strait of Kerch are historic internal waters of the two nations.
62. Saudi Arabia. Claims power to regulate nuclear-powered vessels in the territorial sea and to require prior authorization for such vessels. Contiguous Zone also considered a Security Zone.
63. Singapore. Singapore has stated that it will negotiate agreed maritime boundary delimitations with neighboring countries whose territorial sea and exclusive economic zone claims overlap with Singapore's.
64. Slovenia. Foreign warships require 24-hour advance notice for innocent passage through territorial sea and must use designated sea lanes only.
65. Spain. Claims to control transit passage by aircraft and exercise pollution control over vessels in international strait. Claims 200NM Economic Zone in Atlantic only. Fishery zone in the Mediterranean defined by coordinates.
66. Sri Lanka. Contiguous Zone also considered a Security Zone. Claims Palk Bay, Palk Strait and Gulf of Mannar as historic waters.
67. Sudan. Contiguous Zone also considered a Security Zone.
68. Sweden. Territorial sea claim is less than 12NM (but varying) in certain areas of the Skagerrak, the Kattegat and the Baltic.
69. Thailand. Claims inner Gulf of Thailand as a historical bay to 12°35'45"N.
70. Tonga. Claims 12NM territorial sea for Minerva Reef.

**(62) NATIONAL OCEAN CLAIMS. (Continued).**

71. Tunisia. Claims straight baselines enclosing Gulf of Tunis (Khalij Tunis) and Gulf of Gabes (Khalij Gabes) as internal waters.
72. Tunisia. EEZ limits to be fixed in coordination with neighboring states.
73. Turkey. Claims a 12NM territorial sea in the Black Sea and in the Mediterranean and a 6NM territorial sea in the Aegean. EEZ is claimed in the Black Sea.
74. Ukraine. In a Joint Statement with Russia declared that the Sea of Azov and Strait of Kerch are historic internal waters of the two nations.
75. United Arab Emirates. EEZ extends to agreed CS boundaries or to median lines.
76. United Kingdom. Fishery claims include Ascension, Bermuda, British Virgin Islands, Cayman Islands, Ducie and Oeno Atolls, Henderson Island, Pitcairn Island, St. Helena, Tristan da Cunha, Turks and Caicos Islands. Has also established a fishing zone around the Falkland/Malvinas Islands; although 200NM wide, the zone is only enforced to a distance of 150NM. Established Environment (Protection and Preservation) Zone for the British Indian Ocean Territory.
77. United States. EEZ applies to Northern Marianas (consistent with the Covenant), American Samoa, Guam, Puerto Rico, U.S. Virgin Islands and other U.S. possessions and territories.
78. Uruguay. Claims, jointly with Argentina, the Rio de la Plata estuary as internal waters.
79. Venezuela. Claims 15NM Security Zone.
80. Vietnam. Claims half of the Gulf of Tonkin as historic internal waters and uses straight baselines for measuring the territorial sea. Baselines purport to enclose portions of the South China Sea up to approximately 75NM in width as internal waters. Contiguous Zone also considered a Security Zone.
81. Yemen. Claims notice requirement for warships, nuclear-powered vessels and vessels transporting nuclear materials or other radioactive substances prior to entering the territorial sea. Contiguous Zone also considered a Security Zone.  
(Supersedes NTM 1(62)08) (DEPT. OF STATE)

**(63) U.S. ECONOMIC SANCTIONS.**

U.S. mariners and shippers may unknowingly face a variety of risks and pitfalls relating to U.S. economic and trade sanctions. Such risks can arise from transactions not even related to the movement of goods or vessels to or from the United States. For example, imagine a vessel transporting a shipment from South America to various ports-of-call along the Atlantic seaboard. The vessel is northbound for a final destination at a large Mid-Atlantic port in the United States. As the vessel makes its way through the Caribbean, it stops in various locations, including Santiago de Cuba in order to perform minor repairs.

Upon leaving Santiago de Cuba, the vessel continues north, for its primary destination in the United States. In accordance with U.S. law, the vessel provides advanced identification to the final port of entry. Upon learning that the vessel has just left Cuban territory, the vessel is instructed that it will not be allowed to enter any U.S. port for a period of 180 days.

The captain of the vessel unsuccessfully appeals to U.S. customs officials saying that the vessel contains a full shipment of produce that requires unloading within ten days.

The end result: a container ship full of spoiled produce, a financial loss for the importers and exporters, a captain that must answer for his or her actions, and a ship that will be barred from further commerce in the United States for the next six months. Furthermore, if the ship is owned or managed by a U.S. citizen or company, penalties could be assessed for having scheduled the stop in Cuba.

This is but one example of the potential consequences of disregarding or being unfamiliar with U.S. economic and trade sanctions. These sanctions are based on U.S. foreign policy and national security goals and are administered and enforced by the U.S. Treasury Department's Office of Foreign Assets Control (OFAC). Currently, OFAC administers sanctions programs against targeted foreign countries, as well as terrorists, international narcotics traffickers, proliferators of weapons of mass destruction and others.

**(63) U.S. ECONOMIC SANCTIONS. (Continued).**

This paragraph provides an overview of OFAC, including a review of current sanctions programs, enforcement and licensing regimes and reporting procedures and requirements. U.S. sanctions programs are subject to change, and this overview serves merely as a “snap-shot” of current programs. For additional information or questions on sanctions, including program updates and changes, we recommend visiting the OFAC Web site at: [www.treas.gov/ofac](http://www.treas.gov/ofac) or contact the Office of Compliance Outreach and Implementation at: 1-800-540-6322.

**OFAC JURISDICTION**

Who, exactly, is subject to OFAC jurisdiction?

OFAC regulations apply to the following groups: *All U.S. citizens and permanent resident aliens located anywhere in the world, any individual located in the United States, U.S.-registered vessels and other vessels subject to U.S. jurisdiction, all companies organized in the United States, all foreign branches and representative offices of U.S. companies, as well as all individuals and entities located in the United States (including domestic affiliates of foreign companies). Foreign subsidiaries of U.S. companies are also subject to the U.S. sanctions against Cuba. As was seen in the example above, however, all shipping companies are potentially affected by OFAC regulations.*

OFAC’s jurisdiction is broad and individuals or companies subject to OFAC jurisdiction are generally prohibited from providing trade facilitation, maritime transportation, vessel chartering, brokerage services, and maritime insurance or reinsurance involving the following:

- Shipments of goods or technology where the country of origin is subject to trade sanctions;
- Shipments of goods to or from countries or targets subject to trade sanctions;
- Export of U.S.-origin vessels to countries subject to trade sanctions;
- Carriage of passengers to or from Cuba;
- Carriage of passengers who are blocked Cuban nationals;
- Shipments of goods or technology in which there is an interest of a target government or a Specially Designated National (SDN) or, in the case of Cuba, an interest of any Cuban national;
- The purchase of services or bunkering at ports located within the territory of a country subject to trade sanctions;
- Transshipments through the United States of cargo from or destined for countries or targets subject to trade sanctions;
- Shipments aboard vessels owned or controlled by sanctioned countries or targets.

It is important to review the regulations and be aware of which programs and prohibitions apply to your business operations. U.S. sanctions programs vary and have unique nuances, so that what may be prohibited with regard to one sanctions target may be permitted or licensable for another. Sanctions programs are subject to frequent change. To ensure continued compliance, it is important that individuals and entities remain up-to-date on the latest prohibitions.

One might mistakenly assume, based on the scope of OFAC jurisdiction defined above, that a foreign subsidiary of a U.S. company is *not* subject to OFAC sanctions programs against countries that do not concern them like Cuba. This is a dangerous assumption. All foreign subsidiaries of U.S. companies must comply with sanctions against Cuba. Additionally, any person or entity under OFAC jurisdiction is prohibited from facilitating or assisting foreign companies (e.g., as financiers, brokers, shippers or other intermediaries) with transactions in which they themselves could not participate directly. Meaning, even if a foreign subsidiary is not under OFAC jurisdiction, the U.S. parent company could risk committing a violation if it uses the foreign subsidiary to evade U.S. sanctions or broker, facilitate or engage in any transaction with a sanctions target.

“But what if I work for a foreign company? Aren’t I exempt from these sanctions?”

No. If you are a U.S. citizen or permanent resident alien, then you are prohibited from engaging in unauthorized transactions on behalf of your employer, regardless of whether the employer is a U.S. or foreign company.

Finally, a vessel may be subject to U.S. jurisdiction, depending on its ownership or location. If your vessel meets any of the following definitions it is subject to U.S. jurisdiction, and hence, OFAC regulations:

- It is a U.S. flag vessel;
- It is owned or controlled by any U.S. company or companies;
- It is within U.S. waters;
- In accordance with sanctions against Cuba, the vessel is owned or controlled by foreign subsidiaries of U.S. companies.

**(63) U.S. ECONOMIC SANCTIONS. (Continued).****OFAC LICENSING**

OFAC has the authority to authorize transactions that are prohibited by issuing licenses to allow certain transactions. For some sanctions programs, OFAC may license commercial exports of agricultural commodities, medicine and medical devices. Limited provisions also exist for licensing the exportation of other items, including civil aviation equipment. OFAC's licensing unit generally reviews all license applications on a first-in, first-out, case-by-case basis and issues or denies licenses based on U.S. foreign policy and national security interests. The OFAC licensing unit can be reached by telephone (202) 622-2480 and by fax (202) 622-1657. If an export transaction is licensed by OFAC, then U.S. persons are authorized to engage in transactions incident and necessary to the licensed export. Incident and necessary transactions could include: brokering, freight forwarding, shipping, insuring and certain forms of financing.

**GENERAL TRADE RESTRICTIONS BY PROGRAM**

The sanctions administered by OFAC are imposed, modified, or lifted based on U.S. foreign policy and national security objectives, and therefore, each sanctions regime tends to have restrictions and nuances that vary in terms of the types of transactions prohibited and the scope of the program in general. The following summary provides a broad overview of trade sanctions administered by OFAC as of December 2006. While a few programs target entire countries, most of these sanctions programs target specific persons and do not include general restrictions on all cross-border trade.

For many sanctions programs the exportation or importation of information and informational materials, which includes most books, magazines, and other publications, prerecorded video and audio tapes, and CD-ROMs, is exempt from the scope of the prohibitions. In many cases humanitarian donations of articles, such as food, clothing and medicine, are also exempt. Note that certain transactions that are not prohibited by OFAC may be subject to licensing or notification requirements from/to other U.S. government agencies (e.g., the Departments of Commerce or State or U.S. Coast Guard).

**Balkans-** There are no general restrictions on trade with Belarus. Nevertheless, there are sanctions in place which prohibit the following: exportation or reexportation of goods, services or technology to specifically designated persons and entities as well as to the Government of Belarus; the importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; and dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Special Designated Nationals and Blocked Persons (see below).

**Belarus-** There are no general restrictions on trade with Belarus. Nevertheless, there are sanctions in place which prohibit the following: exportation or reexportation of goods, services or technology to designated members of the Government of Belarus; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; and dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**Burma (Myanmar)-** The following are prohibited: new investment that includes the economic development of resources in Burma; importation into the United States of items of Burmese origin; exportation of financial services to Burma; dealing in property in which any listed Burmese entity (currently including the three main Burmese financial institutions) has an interest. These institutions can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below). There are no general restrictions on the export of U.S. origin goods to Burma. Transactions that are incident and necessary to such exports, including payment and the export of financial services, are authorized by general license.

**Cote d'Ivoire (Ivory Coast)-** There are no general restrictions on trade with Cote d'Ivoire. Nonetheless, there are sanctions in place which prohibit the following: exportation or reexportation of goods, services or technology to designated individuals and entities who threaten peace and national reconciliation efforts in Cote d'Ivoire; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; and dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**Cuba-** The following are prohibited: exportation or reexportation of goods, services, or technology to Cuba, except items licensed by the U.S. Department of Commerce (current Commerce licensing policy includes case-by-case licensing of agricultural and medical exports); importation of goods or services from Cuba; dealing in Cuban-origin goods or in property in which the Government of Cuba or a Cuban national has an interest; brokering of Cuban trade contracts; use, brokering, or insuring of Cuban-owned vessels. In addition, absent OFAC authorization, no vessel that enters a Cuban port to engage in an

**(63) U.S. ECONOMIC SANCTIONS. (Continued).**

unauthorized trade of goods or the purchase of services may enter a U.S. port to load or unload freight for a period of 180 days following departure from Cuba. No vessel carrying goods or passengers to or from Cuba or carrying goods in which Cuba or a Cuban national has an interest may enter a U.S. port with such goods or passengers on board. Unauthorized travel-related transactions to, from, and within Cuba are prohibited.

**Democratic Republic of Congo-** There are no general restrictions on trade with the Democratic Republic of Congo (DRC). However, there are sanctions in place which prohibit the following: exportation or reexportation of goods, services or technology to designated individuals and entities who have impeded the disarmament, demobilization and reintegration of combatants in the DRC; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; and dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**Conflict Diamonds-** This program restricts the direct or indirect import and export of rough diamonds not controlled through the Kimberly Process Certification Scheme (KPCS). Shipments of rough diamonds imported into the United States from a KPCS participating country or exported from the United States to a KPCS participating country must be accompanied by a Kimberly Process Certificate and sealed in a tamper-resistant container. For complete information on the KPCS certificate and other restrictions on the trade of rough cut diamonds, please review the information available at: <http://www.treas.gov/offices/enforcement/ofac/sanctions/t11diam.pdf>.

**Iran-** In general, the following transactions are prohibited: exportation or reexportation of goods, services, or technology to Iran; direct or indirect importation of goods or services from Iran; dealing in Iranian-origin goods and transactions that involve the trading of Iranian oil or petroleum products, or transactions that would benefit the Iranian petroleum industry. In addition, facilitation of transactions with Iran and brokering of unauthorized Iranian trade contracts are expressly prohibited. An amendment to the Iranian Sanctions Regulations on May 04, 2007 authorizes the exportation or reexportation, directly or indirectly, from the United States or by a U.S. person, wherever located, of any goods or technology to a third-country government, or to its contractors or agents, for shipment to Iran via a diplomatic pouch. Broad exceptions are made via general license for the importation of foodstuffs intended for human consumption (that are classified under chapters 2-23 of the Harmonized Tariff Schedule of the U.S.) and carpets and other textile floor coverings (that are classified under Chapter 57 or heading 9706.00.60 of the Harmonized Tariff Schedule of the U.S.). Exports of agricultural commodities, medicine, or medical equipment may be licensed by OFAC on a case-by-case basis.

**Iraq-** There is no general restriction on exports to or imports from Iraq. Nevertheless, the sanctions prohibit: exportation or reexportation of goods, services or technology to designated family members, supporters and members of the regime of former President Hussein; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**Liberia-** There is no general restriction on exports to Liberia. Nevertheless, the sanctions prohibit: exportation or reexportation of goods, services or technology to designated family members, supporters and members of the regime of former President Charles Taylor; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below). The program also includes a specific ban on the importation of Liberian origin lumber.

**Narcotics Trafficking-** The sanctions prohibit the following: exportation or reexportation of goods, services or technology to designated narcotics traffickers; importation of goods, services or technology and brokering or other facilitation of trade with such designated entities; dealing in property in which such designated persons have an interest. These entities can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**Nonproliferation-** OFAC currently administers two separate sanctions programs against proliferators of weapons of mass destruction. The first level of sanctions prohibit the importation of goods, technology, or services produced or provided by certain foreign persons designated by Secretary of State for having promoted the proliferation of weapons of mass destruction. Additionally, on June 28, 2005, the President signed Executive Order 13382, designating several organizations and their supporters in Iran, North Korea and Syria as proliferators of WMD. Under these sanctions, the following transactions are prohibited: exportation or reexportation of goods, services or technology to designated proliferators of WMD technology;

**(63) U.S. ECONOMIC SANCTIONS. (Continued).**

importation of goods, services or technology and brokering or other facilitation of trade with such designated entities; and dealing in property in which such designated persons have an interest. The entities designated under this program can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**North Korea-** The sanctions against North Korea remain in place until notified otherwise, however, nearly all transactions are authorized pursuant to various general licenses. Goods of North Korean origin may not be imported into the United States either directly or through third countries, without prior notification to and approval from OFAC. Effective May 8, 2006, U.S. persons are prohibited from owning, leasing, operating or insuring any vessel flagged by North Korea.

**Sudan-** The United States has maintained comprehensive sanctions against Sudan and its government since 1997-including a complete prohibition on the importation and exportation of goods and services to and from Sudan, and a blocking of Sudanese Government assets. An amendment to the Sudanese Sanctions Regulations on May 04, 2007 authorizes the exportation or reexportation, directly or indirectly, from the United States or by a U.S. person, wherever located, of any goods or technology to a third-country government, or to its contractors or agents, for shipment to Sudan via a diplomatic pouch. Additionally, in October 2007, OFAC revised the Sudanese Sanctions Regulations to implement Executive Order 13412. This Order exempts all trade and related transactions and humanitarian assistance in specified areas of Sudan, including Southern Sudan, Southern Kordofan/Nuba Mountains State, Blue Nile State, Abyei, Darfur, and four official camps for internally displaced persons (Mayo, El Salaam, Wad El Bashir, and Soba) from the sanctions imposed on Sudan by Executive Order 13067. All other areas of Sudan remain subject to the comprehensive sanctions regime.

**Syria-** The Department of Commerce enforces a ban on the unauthorized exportation of products of the United States to Syria. OFAC-implemented sanctions with respect to Syria prohibit the receipt of unlicensed donations from the Government of Syria by U.S. persons and participation in any financial transaction with the Government of Syria that poses a risk of furthering terrorist acts in the United States. In addition, the sanctions prohibit: exportation or reexportation of goods, services or technology to persons determined to be contributing to the Government of Syria's harboring of terrorists, its military presence in Lebanon; its pursuit of weapons of mass destruction; and its undermining of stabilization efforts in Iraq; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; and dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below). There is no general ban on imports into the United States from Syria.

**Terrorists-** The sanctions prohibit the following: exportation or reexportation of goods, services or technology to designated terrorists and terrorist networks; importation of goods, services or technology and brokering or other facilitation of trade with such designated entities; dealing in property in which such designated persons have an interest. The names of these targets can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

*Caution:* In light of the election of members of Hamas to the Palestinian Authority, OFAC has determined that Hamas has a property interest in transactions involving the Palestinian Authority. The terrorist group Hezbollah is also known to have major influence in the country of Lebanon. Although there are no broad sanctions against Palestine or Lebanon, exporters must exercise extreme caution when dealing in these territories to ensure that they are not dealing with terrorist organizations. OFAC has issued several general licenses allowing specific types of transactions with the Palestinian Authority. These specific licenses can be found on OFAC's Web site at <http://www.treas.gov/ofac>.

**Zimbabwe-** There is no general restriction on exports to or imports from Zimbabwe. Nevertheless, the sanctions prohibit: exportation or reexportation of goods, services or technology to persons designated as undermining Zimbabwe's democratic processes or institutions; importation of goods, services or technology and brokering or other facilitation of trade with such designated persons; dealing in property in which such designated persons have an interest. These individuals can be found on OFAC's list of Specially Designated Nationals and Blocked Persons (see below).

**Specially Designated Nationals And Blocked Persons (SDNs)-** As part of its enforcement efforts, OFAC designates individuals, entities and companies owned or controlled by, or acting for or on behalf of, sanctions targets. OFAC publishes a list of these designations, as well as of individuals, groups, and entities, such as terrorists, narcotics traffickers and proliferators of WMD technology designated under programs that are not country-specific. Collectively, such individuals and companies are called "Specially Designated Nationals" or "SDNs." U.S. persons are generally prohibited from dealing with SDNs and any property or assets in which an SDN has an interest must be blocked if under the control of a U.S. person. OFAC also publishes a list of vessels owned or controlled by sanctioned countries or other targets.

**(63) U.S. ECONOMIC SANCTIONS. (Continued).****KEEPING CURRENT ON OFAC SANCTIONS PROGRAMS**

OFAC's public information documents are updated whenever there is a change to an existing program, or when a new program is announced. Although OFAC does not maintain a mailing list, a starter kit of essential OFAC information is available on the OFAC Web site and from OFAC's fax-on-demand service. This information can be very helpful to a company in the initial stages of developing or incorporating OFAC compliance procedures into existing export controls. Corporations may keep current with OFAC sanctions programs via the following user-friendly electronic resources:

**On the Internet-** All of OFAC's program "brochures," as well as SDN information, are available free in downloadable Adobe Acrobat® PDF format on the OFAC Web site. Under the "Contents" heading, the date of OFAC's last change is displayed next to the "Financial Operations Bulletin" heading and the "SDN and Blocked Persons" heading. Additionally, the "Recent Actions" file summarizes the latest sanctions developments. Access is also provided to statutes, United Nations resolutions, Executive orders, and regulations under the "Legal Documents" heading. Users have the opportunity to subscribe to Listserv Operations and Actions Bulletins. Additionally, OFAC has an RSS feed for its "Recent OFAC Actions" notices, so that information can be pushed out to users at their discretion. OFAC's Web site is: [www.treas.gov/ofac](http://www.treas.gov/ofac).

**OFAC Fax-on-demand Service-** OFAC operates a free automated fax-on-demand service, which can be accessed 24 hours a day, seven days a week, by dialing (202) 622-0077 from any touch tone phone and following voice prompts. The index lists all of the documents OFAC makes available by fax, and indicates the date each document was last updated.

**OFAC File Transfer Protocol server-** OFAC maintains many of its critical files, such as the SDN list in a variety of formats, on a File Transfer Protocol (FTP) server run by the Government Printing Office. This server can be accessed at: <ftp://fedbbs.access.gpo.gov>. OFAC also maintains its own FTP server, accessible at: <ftp://ofacftp.treas.gov>. Both servers will accept anonymous logins.

**SANCTIONS ENFORCEMENT**

OFAC's outreach to the public is a fundamental element in deterring violations of economic sanctions as well as educating exporters on the current status of OFAC programs. OFAC works to encourage public compliance with these programs through public speaking engagements and by providing updated, publicly-available sanctions information.

Any U.S. person who believes that a violation of the sanctions has occurred is encouraged to report these transactions to OFAC. Self-disclosures of violations may be submitted to:

Office of Foreign Assets Control  
Attn: Enforcement  
U.S. Department of the Treasury  
1500 Pennsylvania Ave, NW  
Washington, DC 20220

If a member of the public learns of possible violations of sanctions, OFAC will extend confidential treatment to an incoming report. Calls may be placed to OFAC's Enforcement unit at (202) 622-2430.

In the event a violation has occurred, OFAC will take enforcement action at a level deemed appropriate to the circumstances. Not every sanctions violation is equal and there are numerous mitigating circumstances taken into consideration when making enforcement decisions. Warning letters may be used in lieu of civil or criminal penalties in instances where the transaction may be of a technical or other low-level impact to overall sanctions policy or the circumstances surrounding the occurrence warrant no further OFAC action. More serious violations may result in civil and/or criminal penalties.

The existence of a sanctions compliance program at the time of a violation or the implementation of one after detecting a violation is a mitigating factor for OFAC to consider in resolving a civil enforcement case. Other factors such as self-disclosure, first-time or inadvertent violations are also considered and may reduce the amount of a penalty. At the same time, aggravating factors such as second or repeat offenses, willful blindness, negligence or the lack of a compliance policy are taken into consideration in determining a penalty.

**(63) U.S. ECONOMIC SANCTIONS. (Continued).****QUESTIONS (THE OFAC HOTLINE)**

OFAC does not require your company to establish any particular internal OFAC-related compliance procedures, but the potential damage to national security, the substantial civil and criminal penalties, as well as the company's reputation should alert you to the importance of incorporating an appropriately tailored OFAC compliance program into your company's existing compliance program. If your company has any questions regarding OFAC-administered sanctions programs, OFAC compliance, or questions about specific trade transactions (past, present, or future); please call OFAC's Compliance Hotline at 1-800-540-6322. Compliance Officers are available to help you on weekdays from 7:00 a.m. until 7:00 p.m. eastern time. Comments or questions may also be posted via OFAC's Web site. OFAC has a Miami branch office with a special bi-lingual hotline relating to information on the Cuban sanctions, which can be reached at (786) 845-2829. If you have questions regarding this article or OFAC regulations, you may contact the Compliance Outreach and Implementation area of the Office of Foreign Assets Control at 1-800-540-6322 or fax at (202) 622-2426.

**NOTE:** *This overview is meant to alert mariners to potential issues arising under U.S. sanctions and does not have the force of law. Reference should be made to the controlling legal authorities to determine the applicability of specific prohibitions, exceptions, and licensing provisions. The regulations governing OFAC sanctions programs are found in chapter V of title 31, Code of Federal Regulations. Prior to the issuance of regulations, a new OFAC sanctions program is governed by the relevant Presidential Executive order imposing sanctions and delegating implementation authority to the Secretary of the Treasury.*  
(Supersedes NTM 1(63)09) (DEPT. OF TREASURY)

**(64) MARITIME INDUSTRY REPORTING OF A SUSPECTED OR ACTUAL TERRORIST INCIDENT.**

In addition to oil and hazardous substance releases, the National Response Center (NRC) must be notified of any suspected or actual terrorist incident (e.g., chemical, radiological, biological, or etiological discharge into the environment) anywhere in the United States and its territories, particularly one affecting transportation systems. Coast Guard units that receive reports of suspected or actual incidents should ensure such reports are reported to the NRC at 800-424-8802 or (202) 267-2675. Individuals are encouraged to visit the NRC Web site (<http://www.nrc.uscg.mil>) for reporting requirements and other helpful information.

(Repetition NTM 1(64)09)

(USCG)

**(65) ELECTRONIC VESSEL NOTICE OF ARRIVAL (NOA) SUBMISSION.**

The Coast Guard's Notice of Arrival (NOA) rule was published in February 2003 and requires ships to submit accurate vessel, crew, passenger, and cargo information to the Coast Guard's National Vessel Movement Center (NVMC) prior to arrival in a U.S. port or place. Time frames for submitting this information are based on a vessel's voyage time. Failure to submit a NOA prior to arrival in a U.S. port or place is a violation of the regulation and may result in civil or criminal penalties or denial of a vessel to enter port. Even if a NOA is submitted, failure to submit one using the methods specified in the regulation or without accurate or complete data may result in significant delays, so industry is reminded to be familiar with submission requirements.

Vessels and their respective maritime stakeholders should review the NOA regulations found in 33 Code of Federal Regulations (CFR) Part 160, Subpart C, to ensure submission of complete and accurate reports and minimize any disruption to trade.

The regulation requires NOAs to be submitted to the NVMC via telephone, fax, email, or one of three electronic methods. The electronic methods are an easy way to complete the requirements and comply with the regulation. All required information can be entered via the electronic Notice of Arrival and Departure (eNOAD), available on the NVMC Web site at <http://www.nvmc.uscg.gov>, and consisting of the following three formats:

- A Web site that can be used to submit NOA information directly to the NVMC;
- Raw eXtensible Markup Language (XML) formatted documents that conform to the eNOAD schema, provided for those interested in creating their own application; this format would draw information from their existing systems to submit, via web service, XML formatted data to comply with NOA requirements;
- A Microsoft InfoPath template, designed for those wanting to input NOA data offline (when not connected to the Internet) for submission later via their Internet connection or as an email attachment to the NVMC.

Vessels should remember that the eNOAD serves as a collection for the Coast Guard's Notice of Arrival requirements and U.S. Custom and Border Protection's (CBP) Advanced Passenger Information System (APIS) requirements, which were published on 5 April 2005. Submissions received through one of the three eNOAD formats fulfill both agencies' requirements.

**(65) ELECTRONIC VESSEL NOTICE OF ARRIVAL (NOA) SUBMISSION. (Continued).**

Submitting a NOA via fax, telephone, or regular email does not meet CBP vessel APIS requirements published in 19 CFR Part 4. The responsibility for ensuring that an NOA/D report is provided to the NVMC remains with the vessel owner/operator or agent. The NVMC Web site (listed above) offers information on both agencies' requirements, methods of submission, and frequently asked questions (FAQs).

The NVMC can be contacted at [sans@nvmc.uscg.gov](mailto:sans@nvmc.uscg.gov) or by telephone at 1-800-708-9823 or 304-264-2502 for more information. The U.S. Coast Guard Headquarters POC for NOA regulatory issues is LT Sharmine Jones, who may be reached at (202) 372-1234. The U.S. Customs and Border Protection POC for APIS questions is Deborah Nesbitt, who may be reached at (409) 727-0285 ext. 235.

(Repetition NTM 1(65)09)

(USCG)

**(66) AMERICA'S WATERWAY WATCH.**

The U. S. Coast Guard and the Coast Guard Auxiliary have established a national awareness program called America's Waterway Watch that asks those who work, live, or recreate on or near the water to be aware of suspicious activity that might indicate threats to our country's homeland security. Americans are urged to adopt a heightened sensitivity toward unusual events and individuals they may encounter in or around ports, docks, marinas, riversides, beaches, or communities.

Anyone observing suspicious activity is asked to note details and contact the National Response Center at 1-877 24 WATCH (9-2824). In the case of immediate danger to life or property, call local authorities at 911. The Coast Guard cautions people not to approach or challenge anyone acting in a suspicious manner.

**Suspicious activities include:**

- People appearing to be engaged in surveillance of any kind;
- Unattended vessels or vehicles in unusual locations;
- Lights flashing between boats;
- Unusual diving activity;
- Unusual number of people onboard a vessel;
- Unusual night operations;
- Recovering or tossing items into/onto the waterway or shoreline;
- Operating in or passing through an area that does not typically have such activity.

**Watch for vessels and individuals in locations:**

- Under and around bridges, tunnels, or overpasses;
- Near commercial areas or services like ports, fuel docks, cruise ships, or marinas;
- Near industrial facilities like power plants and oil, chemical, or water intake facilities;
- Near military bases and vessels, other government facilities, or security zones.

More information, downloadable file of brochures, decals, posters, and wallet size cards are available at:

<http://www.americaswaterwaywatch.org/>

For more information about the America's Waterway Watch program, contact LCDR Jim Rocco at (202) 372-1106.

(Repetition NTM 1(66)09)

(USCG)

**(67) LOSS OF INMARSAT-C SAFETY MESSAGES.**

This advisory notifies users of Inmarsat-C ship earth stations that urgent marine information, weather warning and navigational warning broadcast messages, distress-related messages, as well as routine messages may be lost if a printer is not connected to and maintained with the Inmarsat-C terminal, or if floppy drive maintenance is not regularly performed on the terminal. Additionally, certain non-GMDSS-approved software (e.g., windows-based software) may freeze up if this maintenance is not performed. See <http://www.uscg.mil/hq/g-m/moa/docs/4-04.htm>.

(Repetition NTM 1(67)09)

(USCG)

**(68) AUTOMATIC IDENTIFICATION SYSTEM.**

Automatic Identification System (AIS) is a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), adopted by the International Maritime Organization (IMO), that: Provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft; receives automatically such information from similarly fitted ships; monitors and tracks ships; and exchanges data with shore-based facilities. (47 CFR 80.5). It includes a digital VHF radio communication system that relies upon an open, standardized, internationally agreed to protocol (SOTDMA - Self-Organizing Time-Division Multiple Access) that permits two-way communications in an autonomous and continuous manner (between 2-10 seconds while underway, every 3 minutes at anchor).

*Carriage.* AIS Class A is mandatory on all tankers, vessels of 150 gross tonnage and more while carrying more than 12 passengers, or, other ships of 300 gross tons or more (SOLAS V/19.2.4) or of 65 feet or more in length that engage in international voyages. The U.S. Coast Guard has expanded upon this international requirement to include all commercial self-propelled vessels 65 feet or more in length (except fishing and small passenger vessels), towing vessels 26 feet or more in length and exceeding 600 horsepower, or, any vessel certificated to carry 150 or more passengers for hire – when these vessels are navigating in specified Vessel Traffic Service areas (33 CFR §164.46 and NM1/09(25)).

On December 16, 2008 the Coast Guard published a proposed rule to amend the current AIS regulations, expand AIS requirements—beyond Vessel Traffic Service (VTS) areas to all U.S. navigable waters, and require AIS carriage for additional commercial vessels, including commercial vessels carrying 50 or more passengers, fishing vessels 65 feet or greater, hi-speed passenger vessels, dredges and floating plants operating in or near channels or fairways, and vessels carrying or moving certain dangerous cargo. You may visit [www.regulations.gov](http://www.regulations.gov) [Docket: USCG 2005-21869] to view the public comments submitted for this proposal and to register for email notifications regarding future actions on this rulemaking.

*Alert.* Although they do not meet current carriage requirements, AIS Class B devices are now available worldwide and are being voluntarily fitted on many ships and boats. These lower cost AIS devices are interoperable with existing AIS Class A devices; unfortunately not all AIS Class A units have been updated to readily “see” these newest AIS devices.

As with most evolving technology, there are challenges. Although all Class A devices will receive Class B information; unfortunately, some older Class A models are unable to render this information on their Minimum Keyboard and Display (MKD) or may only have available the Class B vessel's dynamic data (i.e. position, course and speed) but not its static data (i.e. vessel name, call-sign). Therefore, the Coast Guard cautions new AIS Class B users to not assume that they are being “seen” by all other AIS users or that all their information is available to all Class A users. Further, we strongly encourage users of certain AIS Class A units to, as soon as practicable, update their MKD's and/or other external navigation display systems (e.g. Electronic Chart Systems, Electronic Chart & Display Information Systems, radar, etc.) in order to view this new stream of valuable AIS information that will enhance navigation safety and mitigate the risk of collision. For a listing of Coast Guard type-approved AIS Class A units which require an update in order to display AIS Class B information, visit [http://www.navcen.uscg.gov/enav/ais/AIS\\_Advisory.htm](http://www.navcen.uscg.gov/enav/ais/AIS_Advisory.htm).

*Warning.* AIS is another available means (i.e. radar) to determine risk of collision, however, assumptions should not be made on the basis of AIS information alone, and, as with any source of navigation information: it should not be solely relied upon in making navigational and collision-avoidance decisions. Further, while AIS allows for safety related ship-to-ship text messaging to communicate with others, e.g. passing arrangements, these communications do relieve users from the requirements set forth in the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201 *et. seq.*) nor do they relieve a vessel from sound or display signals requirements of the Navigation Rules (International–Inland).

*Notice* AIS users are compelled to properly operate their AIS at all times (33 CFR § 164.46). The Coast Guard has noticed that many AIS users are not updating their unit to accurately reflect voyage related information – navigation status, static draft, destination, ETA, etc.; and, has also encountered AIS units that either do not transmit at all or improperly transmit the vessel's dynamic data – position, course, speed, heading, etc. The former problem requires due diligence on behalf of the user, the latter is most likely due to loss of power, the improper installation or operation of external sensors – gyro or heading device and vessel GPS system – inputted into the AIS. Some AIS units require reprogramming after a power loss. AIS users should pay close attention to these matters and are encouraged to make each other aware of AIS discrepancies they come upon – and correct them immediately. Improper operation of AIS could subject the user to civil penalties not to exceed \$25,000.

*Report:* To report a problem or for further information regarding AIS, including our plans to extend carriage requirements, see: [www.navcen.uscg.gov/enav/ais](http://www.navcen.uscg.gov/enav/ais).

(Supersedes NTM 1(69)09)

(USCG)

**(69) CELLULAR TELEPHONE USE FOR MARITIME DISTRESS NOTIFICATION.**

Cellular telephone ownership and coverage areas have expanded greatly in recent years. Many areas in the coastal maritime environment have some cellular service coverage. The Coast Guard has seen a significant increase in distress notifications via cellular telephone call from the mariner.

The Coast Guard urges mariners to regard cellular telephone capability as a backup to, not a replacement for, VHF-FM radio capability. While the Coast Guard responds to cellular calls the same as any other distress notification, cellular telephones have a number of inherent disadvantages when used in a maritime search and rescue environment. These include:

- Other mariners in the local area cannot hear the call;
- Maritime coverage areas for cellular service are sporadic since most coverage is not designed to cover the marine environment;
- To contact a Coast Guard unit directly, the caller must have a list of phone numbers;
- 911 operators may or may not know proper procedures for handling a maritime distress case;
- Responding rescue forces cannot use direction finding equipment to locate the distressed mariner.

If a mariner makes a distress call by cellular telephone, in addition to the information requested for any distress notification (such as location, type of vessel, type of distress, number of persons, etc.), it is important that the mariner also provide his/her cellular telephone number and a land based backup number.

(Repetition NTM 1(70)09)

(USCG)

**(70) DISCOLORED WATER.**

Discolored water is an area of seawater having a color distinctly different from the surrounding water. These observations will normally be of seawater having a color other than the blues and greens typically seen. Variations of the colors – including red, yellow, green and brown, as well as black and white have been reported. This may be due to dumping (pollution), the existence of shoals, or underwater features such as submerged volcanoes. In near-shore areas, discoloration often results from disturbance of sediment, e.g., disturbances by propeller wash. Discolorations may appear in patches, streaks, or large areas and may be caused by concentrations of inorganic or organic particles or plankton.

In normally deep waters, discolored water can be a strong indication of undersea growth of coral reefs, submerged volcanoes, seamounts, pinnacles and the like. As these features grow in size and dimension, their only indication may be in the form of discolored water on the surface of the sea. Mariners must be prudent in such waters, as they will normally be in areas that are not well surveyed and outside of established routes for oceangoing vessels.

NGA does not maintain a database of such occurrences worldwide. In areas of active submerged volcanoes, discolored water is a common occurrence and all such reports are charted or included in a Notice to Mariners correction. Mariners are urged to submit new reports of discolored water to the nearest NAVAREA Coordinator via coast radio stations (for NAVAREA IV and NAVAREA XII, by e-mail to [navsafety@nga.mil](mailto:navsafety@nga.mil)). Reports can also be submitted via the NGA Maritime Safety Web site (<http://www.nga.mil/maritime>).

The legend “Discolored water” appears on many NGA charts, particularly those of the Pacific Ocean where underwater volcanic action is known to occur. In such areas, shoal water or discolored water may suddenly appear where only deep water has been historically depicted. Most of these legends remain on the charts from the last century, when very few deep sea soundings were available and less was known about the causes of discolored water. Few reports of discolored water have proved on examination to be caused by shoals. Nonetheless, due to the isolated areas normally in question, mariners should always give prudent respect to what may lie beneath the surface.

Today, such reports can be compared with the accumulated information for the area concerned. A more thorough assessment can be made using imagery if the water conditions and depth (roughly less than 100 feet) allow.

Mariners are therefore encouraged, while having due regard to the safety of their vessels, to approach sightings and areas of discolored water to find whether or not the discoloration is due to shoaling. If there is good reason to suppose the discoloration is due to shoal water, a report should be made as noted above.

**Volcanic activity.** On occasion, volcanic eruptions may occur beneath the surface of the water. These submarine eruptions may occur more frequently and may be more widespread than has been suspected in the past. Sometimes the only evidence of a submarine eruption is a noticeable discoloration of the water, a marked rise in sea surface temperature, or floating pumice.

**(70) DISCOLORED WATER. (Continued).**

Mariners witnessing submarine volcanic activity have reported trails of steam with a foul sulfurous odor rising from the sea surface and unusual sounds heard through the hull, including shocks resembling a sudden grounding. A subsea volcanic eruption may be accompanied by rumbling and hissing, as hot lava meets the cooler sea.

In some cases, reports of discolored water at the sea surface have been investigated and found to be the result of newly-formed volcanic cones on the sea floor. These cones can grow rapidly and constitute a hazardous shoal in only a few years

**Variations in Color.** The normal color of the sea in the open ocean in middle and low latitudes is an intense blue or ultramarine. The following variations in appearance occur elsewhere:

- In coastal regions and in the open sea at higher latitudes, where the minute floating animal and vegetable life of the sea (plankton) is in greater abundance, the blue of the sea is modified to shades of green and bluish-green. This discoloration results from a soluble yellow pigment discharged by the plant constituents of the plankton.
- When plankton is found in dense concentrations, the color of the organisms themselves may discolor the sea, giving it a more or less intense brown or red color. The Red Sea, Gulf of California, the region of the Peru Current, South African waters, and the Malabar Coast of India are particularly liable to this variation, seasonally.
- Plankton is sometimes exterminated suddenly by changes in sea conditions, producing a dirty brown or grayish-brown discoloration. This occurs on an unusually extensive scale at times off the Peruvian coast, where the phenomenon is called "Aguaje."
- Larger masses of animate matter, such as fish spawn or floating kelp may produce other kinds of temporary discoloration.
- Mud carried down by rivers produces discoloration which, in the case of the great rivers, may affect a large sea area, such as the Amazon River outfall. Soil or sand particles may be carried out to sea by wind or dust storms, and volcanic dust may fall over a sea area. In all such cases, the water is more or less muddy in appearance.
- Submarine earthquakes may also produce mud or sand discoloration in relatively shallow water, and crude oil has sometimes been seen to gush up. The sea may be extensively covered with floating pumice after a volcanic eruption.
- Isolated shoals in deep water may make the water appear discolored, the color varying with the depth of the water. The play of the sun and cloud on the sea may often produce patches appearing at a distance convincingly like shoal water.

**Visibility.** The distance at which coral reefs can be seen is dependent upon the observer's height of eye, the state of the sea, and the relative position of the sun. When the sea is glassy calm, it is extremely difficult to distinguish the color difference between shallow and deep water. The best conditions for sighting reefs result from a relatively high position, with the sun above 20 degrees elevation and behind the observer, and a sea ruffled by a slight breeze. Under these conditions, with a height of eye of 10-15 meters it is usually possible to sight patches at a depth of less than 6-8 meters from a distance of a few hundred yards.

The use of polarized lenses is strongly recommended, as they make the variations in color of the water stand out more clearly.

If the water is clear, patches with depths of less than 1 meter will appear to be light brown in color; those with depths of 2 meters or more appear to be light green, deepening to a darker green for depths of about 6 meters, and finally to a deep blue for depths over 25 meters. Cloud shadows and shoals of fish may be quite indistinguishable from reefs, but it may be possible to identify them by their movement.

The edges of coral reefs are usually more uniform on their windward or exposed sides and are therefore more easily seen, while the leeward sides are frequently characterized by detached coral heads that are more difficult to see clearly. Water over submerged coral reefs is normally a light blue.

Due to the uncertainty of what discolored water may indicate, mariners are always urged to exercise extreme caution when in its vicinity. New reports of discolored water should be reported immediately with resulting chart, publication and radio/satellite warnings issued as appropriate.

(Repetition NTM 1(71)09)

(NGA)

**(71) INTERNATIONAL MARITIME BUREAU (IMB) MARITIME SECURITY HOTLINE.**

The International Maritime Bureau (IMB) Piracy Reporting Center has established a dedicated hotline for mariners, port workers, shipping agents, shipyard personnel, brokers, stevedores, and all concerned parties to report any information that they may have seen, heard, known of, etc., relating to maritime crime and security. All information received will be treated in strict confidence and will be passed on to the relevant authorities for further action. Maritime crime and security concerns all and with your help, the IMB can try to minimize the risks and help save lives and properties.

The IMB Maritime Security Hotline can be contacted 24 hours a day at:

E-mail: [imbsecurity@icc-ccs.org](mailto:imbsecurity@icc-ccs.org)  
Telephone: 603 2031 0014  
Fax: 603 2078 5769  
Telex: MA34199 IMBPCI

(Repetition NTM 1(72)09)

(NGA/IMB)

**(72) TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC).**

TWIC was established by Congress through the Maritime Transportation Act of 2002 (MTSA) and is administered by the Transportation Security Administration (TSA) and U.S. Coast Guard (USCG). TWICs are tamper-resistant biometric credentials that will be issued to ALL USCG CREDENTIALLED MERCHANT MARINERS, as well as workers who require unescorted access to secure areas of ports, vessels, and outer continental shelf facilities.

As of April 15, 2009, all USCG credentialed mariners are required to hold a TWIC in order for their license, Merchant Mariner Document (MMD), Certificate of Registry (COR), or Standards of Training, Certification, and Watchstanding (STCW) endorsement to remain valid or to apply for an Merchant Mariner Credential (MMC). Failure to obtain a TWIC may result in suspension or revocation of a mariner's credential under 46 U.S.C. 7702 and 7703 and any new application, renewal, or upgrade will not be processed without first showing proof of having obtained a TWIC.

To obtain a TWIC, an individual must visit an enrollment center where they will pay the enrollment fee, provide biographic information and a complete set of fingerprints, and sit for a digital photograph. Pre-enrollment is highly encouraged as it is designed to save the applicant time and provides the ability to make an appointment. You will need to pick up your TWIC, after being notified it is ready, at the same enrollment center where you applied. The cost for TWIC is \$132.50 and it is valid for 5 years. Mariners who already hold a USCG credential may pay a reduced fee of \$105.25, however, their TWIC will then expire when their USCG credential expires.

For more information on the TWIC program including enrollment locations please visit TSA's websites at <http://www.twicinformation.com/twicinfo/index.jsp> or <http://www.tsa.gov/twic>.

Additional information can be found on the Coast Guard's HOMEPORT website at <http://homeport.uscg.mil/twic>.

(Supersedes NTM 1(73)09)

(USCG)

**(73) LONG RANGE IDENTIFICATION AND TRACKING (LRIT) SYSTEM.**

Long Range Identification and Tracking (LRIT) system regulatory requirements can be found in the U.S. Code of Federal Regulations, Title 33: Navigation and Navigable Waters, Part 169 – Ship Reporting Systems. General regulation and special LRIT announcements can be found on the U.S. Coast Guard's Homeport website: <http://homeport.uscg.mil> under the Domestic Vessels section. Specific LRIT system requirements can be found on the U.S. Coast Guard's Navigation Center website which can also be accessed thru Homeport or directly at: <http://www.navcen.uscg.gov/lrit/>.

The LRIT system provides for the global identification and tracking of ships worldwide. LRIT requirements were developed by the International Maritime Organization (IMO) and implemented in the Safety of Life at Sea (SOLAS) 1974 Convention under Regulation V/19-1. The U.S. Coast Guard serves as the Administration for adopting, implementing and enforcing LRIT regulatory and system requirements. The LRIT system consists of the shipborne LRIT information transmitting equipment, the Communication Service Provider(s), the Application Service Provider(s), the LRIT Data Center(s), including any related Vessel Monitoring System(s), the LRIT Data Distribution Plan and the International LRIT Data Exchange. LRIT data serves many purposes including, but not limited to: navigation safety, maritime security and domain awareness, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

**(73) LONG RANGE IDENTIFICATION AND TRACKING (LRIT) SYSTEM. (Continued).**

The U.S. Coast Guard operates an International Data Exchange (IDE) in support of the IMO and international maritime member state countries. Also, the U.S. Coast Guard maintains a National Data Center (NDC) that monitors vessels that are 300 gross tons or greater on international voyages and either bound for a U.S. port or traveling within 1000 nautical miles of the U.S. coast.

Operators of U.S. flagged vessels subject to 33 CFR Part 169 LRIT regulations are encouraged to contact the U.S. Coast Guard from the websites listed above to discuss LRIT regulatory and conformance testing requirements. Vessels with existing GMDSS, SSAS, or LRIT capable equipment can demonstrate compliance with LRIT regulations through issuance of a Conformance Test Report (CTR) issued by the Authorized Service Provider (ASP). Vessels purchasing new LRIT stand-alone equipment with U.S. Coast Guard type approval (<http://cgmix.uscg.mil/equipment/>) along with a CTR is needed to demonstrate compliance with the LRIT regulations.

On behalf of the United States, the U.S. Coast Guard recognizes POLESTAR SPACE APPLICATIONS LIMITED as the ASP. For more information on scheduling an LRIT conformance test, please visit the U.S. Coast Guard Navigation Center's website and contact page at: [http://www.navcen.uscg.gov/misc/NIS\\_contact\\_us.htm](http://www.navcen.uscg.gov/misc/NIS_contact_us.htm) - select "LRIT" from the "Subject" pull down menu, enter your contact information, and enter "Test Scheduling" in the comments field. A U.S. Coast Guard representative associated with the LRIT service provider will reply.

(USCG)

**(74) ANTI-PIRACY.**

Under the authority of the U.S. Code of Federal Regulations (CFR), Title 33: Navigation and Navigable Waters, Part 101.405 – Maritime Security Directives, the U.S. Coast Guard issued MARSEC Directive 104-6, effective May 26, 2009, to provide direction to U.S. flagged vessels operating on high risk waters.

The general requirements include: the conduct of vessel specific threat assessments, measures taken to harden the vessel, consideration to utilizing security personnel, and submittal of a piracy annex to the Vessel Security Plan (VSP) for U.S. Coast Guard review and approval. MARSEC Directive 104-6, Annex 1, addresses special requirements for commercial vessels operating on the Horn of Africa and Gulf of Aden waters.

The U.S. Coast Guard and U.S. Maritime Administration (MARAD) maintain anti-piracy websites with detailed information including, but not limited to: anti-piracy guidelines, piracy reports, port security advisories, joint agency initiatives and international efforts on deterring piracy. U.S. Coast Guard piracy information can be obtained on Homeport at: <http://homeport.uscg.mil/piracy> and MARAD's site at: [http://www.marad.dot.gov/news\\_room\\_landing\\_page/horn\\_of\\_africa\\_piracy/horn\\_of\\_africa\\_piracy.htm](http://www.marad.dot.gov/news_room_landing_page/horn_of_africa_piracy/horn_of_africa_piracy.htm).

(USCG)

SECTION I  
CHART CORRECTIONS

NM 1/10

<b>530</b>	32Ed. 6/07	LAST NM 50/09	1/10		
	Change	Light to Fl 13M	19°38'N 156°00'W		
	(49/09 CG14)				
<b>540</b>	19Ed. 4/08	LAST NM 52/09	1/10		
	Change	Light to Fl 13M	19°38'N 156°00'W		
	(49/09 CG14)				
<b>705</b>	(INT 705)	3Ed. 6/5/82	LAST NM 47/09	1/10	
	Delete	Wreck (PA)	14°00'N 74°16'E		
	(18(308)09	Dehra Dun)			
<b>706</b>	(INT 706)	4Ed. 4/19/86	LAST NM 46/09	1/10	
	Delete	Wreck (PA)	14°00'N 74°16'E		
	(18(308)09	Dehra Dun)			
<b>1116A</b>	Ed. 8/09	LAST NM 51/09	1/10		
	Substitute	Dashed-line circle "Obstn (Fish haven) (cov 14fms)" [K46.2] for danger circle and platform	28°12.5'N 91°41.2'W		
	(NOS)				
<b>11004</b>	8Ed. 10/14/06	LAST NM 51/09	1/10		
	Substitute	Dashed-line circle "Obstn (Fish haven) (cov 25.6m)" [K46.2] for danger circle	28°12.5'N 91°41.2'W		
	(NOS)				
<b>11305</b>	2Ed. 5/14/05	LAST NM N45/09	N1/10		
	Delete	Buoy "B"	27°49'01.2"N 97°12'39.2"W		
	(49/09 CG8)				
<b>11308</b>	24Ed. 9/08	LAST NM 43/09	1/10		
	Delete	(Side A) Buoy "B"	27°49'01.7"N 97°12'39.4"W		
	(49/09 CG8)				
<b>11309</b>	39Ed. 12/07	LAST NM 45/09	1/10		
	Delete	Buoy "B"	27°49'01.2"N 97°12'39.2"W		
	(49/09 CG8)				
<b>★11312</b>	5Ed. 7/09	LAST NM 45/09	1/10		
	Delete	Buoy "B"	27°49'01.3"N 97°12'39.2"W		
	(Inset)				
	Delete	Buoy "B"	27°49'01.2"N 97°12'39.2"W		
	(49/09 CG8)				
<b>11318</b>	2Ed. 5/14/05	LAST NM N45/09	N1/10		
	Delete	Buoy "B"	27°49'01.2"N 97°12'39.2"W		
	(49/09 CG8)				
<b>★11340</b>	74Ed. 8/09	LAST NM 51/09	1/10		
	Substitute	Dashed-line circle "Obstn (Fish haven) (cov 14fms)" [K46.2] for danger circle and platform	28°12.5'N 91°41.2'W		
	(NOS)				
<b>★11353</b>	5Ed. 1/08	LAST NM 49/09	1/10		
	Add	Dangerous wreck [K28] (PA)	29°24'00.0"N 88°58'00.0"W		
	(49/09 CG8)				
<b>11363</b>	42Ed. 9/09	LAST NM 42/09	1/10		
	Add	Dangerous wreck [K28] (PA)	29°24'00"N 88°58'00"W		
	(49/09 CG8)				
<b>11366</b>	12Ed. 4/09	LAST NM 50/09	1/10		
	Add	Dangerous wreck [K28] (PA)	29°24.0'N 88°58.0'W		
	(49/09 CG8)				
<b>11505</b>	3Ed. 8/06	LAST NM 46/09	1/10		
	Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 46/09-11505)			
	(NOS)				
<b>★11506</b>	44Ed. 4/09	LAST NM 46/09	1/10		
	Add	Tabulation of controlling depths from Subsection I-3 (See 46/09-11506)			
	(NOS)				
<b>★11512</b>	61Ed. 10/06	LAST NM 46/09	1/10		
	Delete	Range lights (2) and range line between 32°08'54"N 81°08'29"W 32°09'05"N 81°08'46"W			
	Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 46/09-11512)			
	(NOS; 48/09 CG7)				
<b>11514</b>	30Ed. 10/08	LAST NM 46/09	1/10		
	Delete	(Side A) Range lights (2) and range line between 32°08'53.9"N 81°08'29.3"W 32°09'04.2"N 81°08'45.0"W			
	Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 46/09-11514)			
	(NOS; 48/09 CG7)				
<b>★12200</b>	49Ed. 6/07	LAST NM 49/09	1/10		
	Delete	TOWER "C" (lighted) (See 31/08-12200)	35°37.0'N 75°16.0'W		
	Add	TOWER "C" Fl Y 2.5s 71ft (49/09 CG5)	35°57.0'N 75°16.0'W		
<b>12201</b>	26Ed. 3/11/06	LAST NM N49/09	N1/10		
	Delete	TOWER "C" (lighted) (See N31/08-12201)	35°37.0'N 75°16.0'W		
	Add	TOWER "C" Fl Y 2.5s 71ft (49/09 CG5)	35°57.0'N 75°16.0'W		
<b>★12207</b>	22Ed. 10/09	NEW EDITION	1/10		
	(NOS)				
<b>12263</b>	55Ed. 4/07	LAST NM 32/09	1/10		
	Add	Buoy "AN" Y, Fl Y 4s (49/09 CG5)	38°57'49"N 76°26'48"W		
<b>12270</b>	34Ed. 8/06	LAST NM 25/09	1/10		
	Add	Buoy "AN" Y, Fl Y 4s (49/09 CG5)	38°57'49"N 76°26'48"W		
<b>12280</b>	9Ed. 6/09	LAST NM 52/09	1/10		
	Add	Buoy "AN" Y, Fl Y 4s (49/09 CG5)	38°57.8'N 76°26.8'W		
<b>12282</b>	35Ed. 10/05	LAST NM 51/09	1/10		
	Add	Buoy "AN" Y, Fl Y 4s (49/09 CG5)	38°57'49.0"N 76°26'48.4"W		
<b>★12283</b>	26Ed. 3/06	LAST NM 25/09	1/10		
	Add	Buoy "AN" Y, Fl Y 4s (49/09 CG5)	38°57'49.0"N 76°26'48.4"W		
<b>12285</b>	39Ed. 3/08	LAST NM 50/09	1/10		
	Add	(Page E) Buoy "UP" Y, Fl Y 4s (49/09 CG5)	38°47'16"N 77°02'08"W		
<b>★12289</b>	49Ed. 6/05	LAST NM 25/09	1/10		
	Add	Buoy "UP" Y, Fl Y 4s (49/09 CG5)	38°47'16"N 77°02'08"W		
<b>★12300</b>	47Ed. 5/08	LAST NM 47/09	1/10		
	Add	Buoy "A" Y, Fl Y 4s (Priv) (45/09 CG1)	40°58.2'N 71°07.5'W		

**12301** 22Ed. 4/29/06 LAST NM N45/09 N1/10  
 Add Buoy "A" Y, pillar, Fl Y 4s (Priv) 40°58.2'N 71°07.5'W  
 (45/09 CG1)

★**12312** 55Ed. 8/09 LAST NM 51/09 1/10  
 Add Buoy "D" W Or, can (Priv) 39°45'11"N 75°29'24"W  
 (49/09 CG5)

★**12401** 10Ed. 10/09 NEW EDITION 1/10  
 (NOS)

**13003** 49Ed. 4/07 LAST NM 48/09 1/10  
 Delete TOWER "C" (lighted) 35°37.0'N 75°16.0'W  
 (See 31/08-13003)  
 Add TOWER "C" Fl Y 2.5s 71ft 35°57.0'N 75°16.0'W  
 Buoy "A" Y, Fl Y 4s (Priv) 40°58.2'N 71°07.5'W  
 (45, 49/09 CG1)

**13006** 35Ed. 4/09 LAST NM 45/09 1/10  
 Add Buoy "A" Y, Fl Y 4s (Priv) 40°58.2'N 71°07.5'W  
 (45/09 CG1)

**13218** 41Ed. 10/09 LAST NM 47/09 1/10  
 Relocate Buoy "4" from 41°29'54"N 71°04'35"W to  
 41°29'56"N 71°04'23"W  
 (45/09 CG1)

★**13228** 11Ed. 5/17/97 LAST NM 37/08 1/10  
 Relocate Buoy "4" from 41°29'54.4"N 71°04'35.0"W to  
 41°29'56.3"N 71°04'23.3"W  
 (45/09 CG1)

★**13232** 5Ed. 11/09 NEW EDITION 1/10  
 (NOS)

★**14839** 37Ed. 10/09 NEW EDITION 1/10  
 (NOS)

**14973** 27Ed. 2/03 LAST NM 36/09 1/10  
 Delete Depth 14 feet 46°35'52"N 90°53'49"W  
 Substitute Depth 13 feet for 15 feet 46°35'42"N 90°54'01"W  
 Add Depth 11 feet 46°35'48"N 90°53'36"W  
 Depth 12 feet 46°35'50"N 90°53'53"W  
 (NOS)

★**14974** 24Ed. 5/18/96 LAST NM 29/09 1/10  
 Delete Depth 18 feet 46°35'48.5"N 90°53'56.3"W  
 (See 29/09-14974)  
 Substitute Depth 13 feet for 15 feet 46°35'41.9"N 90°54'01.0"W  
 Depth 11 feet for 12 feet 46°35'47.8"N 90°53'36.2"W  
 Change Legend to "19½ FT FOR WIDTH OF 400-750  
 FT JUN 2009" 46°35'50.5"N 90°53'41.5"W  
 Add Depth 14 feet 46°35'47.4"N 90°53'59.4"W  
 Depth 15 feet 46°35'48.4"N 90°53'54.9"W  
 Depth 12 feet 46°35'50.1"N 90°53'53.3"W  
 (NOS)

★**16012** 22Ed. 3/05 LAST NM 41/09 1/10  
 Add Superbuoy DART [Q58] "21415" Y,  
 Fl(4) Y 20s (PA) 50°10.4'N 171°50.2'E  
 (45/09 CG17)

★**16471** 12Ed. 10/09 NEW EDITION 1/10  
 (NOS)

**16660** 30Ed. 6/06 LAST NM 52/09 1/10  
 Add Depth 5 fathoms 5 feet Rk [K14.1] 61°13.3'N 150°00.0'W  
 (NOS)

**16663** 8Ed. 3/06 LAST NM 52/09 1/10  
 Substitute Depth 5 fathoms 5 feet Rk [K14.1] for  
 8 fathoms 2 feet 61°13'16"N 149°59'57"W  
 Depth 2 fathoms 5 feet Wk [K26] for  
 4 fathoms 5 feet Wk 61°14'58"N 149°53'15"W  
 (NOS)

★**16665** 9Ed. 3/06 LAST NM 52/09 1/10  
 Substitute Depth 35 feet Rk [K14.1] for 50 feet  
 61°13'16"N 149°59'57"W  
 Depth 17 feet Wk [K26] for 29 feet Wk  
 61°14'58"N 149°53'15"W  
 (Inset)  
 Substitute Depth 35 feet Rk [K14.1] for 50 feet  
 61°13'16.4"N 149°59'57.4"W  
 Depth 17 feet Wk [K26] for 29 feet Wk  
 61°14'57.6"N 149°53'14.6"W  
 (NOS)

**17360** 35Ed. 6/08 LAST NM 37/09 1/10  
 Substitute Depth 3¾ fathoms Rk [K14.1] for 5½ fathoms  
 56°32.9'N 133°44.8'W  
 (NOS)

★**17372** 11Ed. 9/03 LAST NM 34/08 1/10  
 (Right Panel)  
 Delete Depth 72 feet 56°31'42.9"N 133°41'22.3"W  
 Substitute Depth 16 feet Rk [K14.2] for 20 feet  
 56°33'37.5"N 133°43'25.0"W  
 Depth 23 feet Rk [K14.2] for 32 feet  
 56°32'54.2"N 133°44'50.1"W  
 Depth 5 feet for 13 feet 56°33'14.8"N 133°46'11.1"W  
 Add Depth 3 feet Rk [K14.1] 56°32'00.6"N 133°43'29.4"W  
 Depth 9 feet Rk [K14.1] 56°32'10.0"N 133°43'22.8"W  
 Depth 15 feet Rk [K14.2] 56°33'57.8"N 133°43'19.4"W  
 Depth 18 feet Rk [K14.2] 56°32'27.5"N 133°41'10.6"W  
 Depth 21 feet Rk [K14.2] 56°32'20.4"N 133°43'09.7"W  
 Depth 24 feet Rk [K14.2] 56°32'48.3"N 133°44'51.5"W  
 Depth 30 feet Rk [K14.2] 56°31'27.6"N 133°41'26.8"W  
 Depth 32 feet Rk [K14.2] 56°31'09.8"N 133°43'07.2"W  
 Depth 26 feet 56°31'42.9"N 133°41'19.6"W  
 (NOS)

**17400** 17Ed. 3/07 LAST NM 42/09 1/10  
 Substitute Depth 6 fathoms Rk [K14.1] for 10 fathoms  
 55°25.1'N 133°08.9'W  
 Depth 8 fathoms Rk [K14.1] for 10 fathoms  
 55°27.0'N 133°09.3'W  
 Depth 7 fathoms Rk [K14.2] for 12 fathoms  
 55°26.2'N 133°08.9'W  
 Add Depth 9 fathoms Rk [K14.1] 55°24.8'N 133°08.8'W  
 (NOS)

★**17405** 16Ed. 10/08 LAST NM 46/09 1/10  
 Delete Depth 11 fathoms 55°27'08.1"N 133°07'15.1"W  
 Depth 4 fathoms 55°26'41.2"N 133°02'31.0"W  
 Substitute Depth 1¼ fathoms Rk [K14.2] for 2¾ fathoms  
 55°25'52.4"N 133°05'20.1"W  
 Depth 6¾ fathoms Rk [K14.2] for 11 fathoms  
 55°26'29.4"N 133°03'01.1"W  
 Depth 8 fathoms Rk [K14.2] for 13 fathoms  
 55°24'42.5"N 133°04'58.9"W  
 Depth 2¾ fathoms Rk [K14.2] for 6 fathoms  
 55°24'29.1"N 133°04'30.6"W  
 Add Rock awash [K12] 55°27'14.9"N 133°07'20.1"W  
 Rock awash [K12] 55°26'07.4"N 133°06'11.7"W  
 Depth 6 fathoms Rk [K14.1] 55°25'05.3"N 133°08'51.6"W  
 Depth 8 fathoms Rk [K14.1] 55°27'02.3"N 133°09'21.5"W  
 Depth 1¼ fathoms Rk [K14.2]  
 55°26'40.7"N 133°02'35.3"W  
 Depth 7 fathoms Rk [K14.2] 55°26'13.1"N 133°08'51.6"W  
 Depth 8 fathoms Rk [K14.2] 55°26'11.7"N 133°09'15.6"W  
 Depth 9 fathoms Rk [K14.2] 55°24'49.4"N 133°08'50.7"W  
 Depth 5 fathoms 55°27'09.6"N 133°07'13.0"W  
 Depth 8 fathoms 55°24'58.4"N 133°05'18.8"W  
 (NOS)

## SECTION I

NM 1/10

★17424	9Ed. 10/09	NEW EDITION		1/10			
	(NOS)						
17511	1Ed. 11/4/05	LAST NM N34/09		N1/10			
	Change	Visibility (range) of light to 15M	48°55'16"N 125°32'28"W				
		(Can LL)					
18007	33Ed. 2/09	LAST NM 49/09		1/10			
	Change	Light (Fl HORN) to Fl 5s 49ft 16M HORN	37°47.6'N 122°30.6'W				
		(47/09 CG11)					
18423	37Ed. 10/09	LAST NM 48/09		1/10			
		(Page C)					
	Change	Light to Fl 19ft 5M Ra Ref	48°41'19"N 123°23'47"W				
		(Can LL)					
18649	66Ed. 2/09	LAST NM 51/09		1/10			
	Change	Visibility (range) of light "6" to 5M	37°49'59.6"N 122°22'21.0"W				
		(47/09 CG11)					
★18650	56Ed. 9/09	LAST NM 51/09		1/10			
	Change	Visibility (range) of light "6" to 5M	37°49'59.6"N 122°22'21.0"W				
		(47/09 CG11)					
★18652	35Ed. 8/09	LAST NM 51/09		1/10			
		(Page A)					
	Change	Legend to "BAR CHAN 47 FT"	37°48'08"N 122°21'28"W				
		(Page B, Inset 5)					
	Change	Legend to "47 FT JUL 2009 BAR CHANNEL"	37°48'09"N 122°21'21"W				
		Visibility (range) of light "6" to 5M	37°50'00"N 122°22'21"W				
		(Page C)					
	Substitute	Depth 8 feet for 12 feet	38°03'51"N 122°16'00"W				
	Change	Legend to "32 FT FOR WIDTH OF 600 FT JUL 2009"	38°02'30"N 122°20'57"W				
		Legend to "32 FT FOR WIDTH OF 600 FT JUL 2009"	38°03'20"N 122°18'05"W				
		(Page D, Inset 7)					
	Substitute	Depth 8 feet for 12 feet	38°03'51"N 122°16'00"W				
		(NOS; 47/09 CG11)					
★18653	11Ed. 10/09	NEW EDITION		1/10			
	Delete	HORN from buoy "4"	37°50'49.3"N 122°23'47.2"W				
		(Previously published 50/09)					
		(NOS)					
★18654	44Ed. 1/08	LAST NM 27/09		1/10			
	Substitute	Depth 8 feet for 10 feet	38°03'51"N 122°16'01"W				
	Add	Tabulation of controlling depths from Subsection I-3					
		(Supersedes 24/09-18654)					
		(NOS)					
★18655	59Ed. 10/06	LAST NM 27/09		1/10			
	Substitute	Depth 10 feet for 15 feet	38°03'50.6"N 122°16'03.0"W				
		Depth 8 feet for 13 feet	38°03'51.5"N 122°16'00.7"W				
	Add	Depth 10 feet	38°03'51.3"N 122°15'58.0"W				
		(NOS)					
18773	41Ed. 10/08	LAST NM 39/09		1/10			
	Add	Legend "(Priv)" to light "B"	32°43'16.7"N 117°13'16.5"W				
		(47/09 CG11)					
19002	10Ed. 4/29/06	LAST NM N46/09		N1/10			
	Change	Light to Fl 13M	19°38.3'N 156°00.1'W				
		Light to Q 14-11M	19°33.7'N 155°57.7'W				
		(49/09 CG14)					
19004	38Ed. 5/06	LAST NM 46/09		1/10			
	Delete	Light (Fl 4s 35ft 8M)	19°33.7'N 155°57.7'W				
	Change	Light to Fl 6s 32ft 13M	19°38.3'N 156°00.1'W				
		Light to Q 25ft 14-11M	19°33.7'N 155°57.7'W				
		Note: Sectors remain unchanged					
		(49/09 CG14)					
19007	18Ed. 12/06	LAST NM 52/09		1/10			
	Change	Characteristic of light to Fl 6s	19°38.3'N 156°00.1'W				
		(49/09 CG14)					
19008	5Ed. 1/19/08	LAST NM 52/09		1/10			
	Change	Light to Fl 13M	19°38.3'N 156°00.1'W				
		(49/09 CG14)					
19010	19Ed. 10/06	LAST NM 46/09		1/10			
	Delete	Light (Fl 4s 35ft 8M)	19°33.7'N 155°57.7'W				
	Change	Light to Fl 6s 13M	19°38.3'N 156°00.1'W				
		Light to Q WGR 25ft 14-11M	19°33.7'N 155°57.7'W				
		Note: Sectors remain unchanged					
		(49/09 CG14)					
19320	17Ed. 2/08	LAST NM 42/09		1/10			
	Delete	Light (Fl 4s 35ft 8M)	19°33.7'N 155°57.7'W				
	Change	Light to Fl WGR 4s 31ft 7-5M	19°38.3'N 155°59.8'W				
		Note: Sectors remain unchanged					
		Characteristic of light to Fl 6s	19°38.3'N 156°00.1'W				
		Light to Q WGR 25ft 14-11M	19°33.7'N 155°57.7'W				
		Note: Sectors remain unchanged					
		(49/09 CG14)					
★19327	11Ed. 6/05	LAST NM 42/09		1/10			
	Delete	Light (Fl 4s 35ft)	19°33'44"N 155°57'43"W				
	Change	Light to Fl WGR 4s 31ft 7-5M	19°38'18"N 155°59'49"W				
		Note: Sectors remain unchanged					
		Characteristic of light to Fl 6s	19°38'16"N 156°00'03"W				
		Light to Q WGR 25ft 14-11M	19°33'44"N 155°57'43"W				
		Note: Sectors remain unchanged					
		(Inset)					
	Delete	Light (Fl 4s 35ft)	19°33'43.7"N 155°57'43.1"W				
	Change	Light to Q WGR 25ft 14-11M	19°33'43.7"N 155°57'43.1"W				
		Note: Sectors remain unchanged					
		(49/09 CG14)					
★19331	7Ed. 3/3/01	LAST NM 24/08		1/10			
	Change	Light to Fl WGR 4s 31ft 7-5M	19°38'18.5"N 155°59'48.6"W				
		Note: Sectors remain unchanged					
		Characteristic of light to Fl 6s	19°38'16.1"N 156°00'03.2"W				
		(49/09 CG14)					
25480	1Ed. 1/21/95	LAST NM 47/07		1/10			
	Delete	Depth 15.3 meters	12°03'40.8"N 61°45'41.4"W				
		Depth 14.9 meters	12°03'41.0"N 61°45'38.9"W				
		Depth 1.8 meters	12°03'29.5"N 61°45'19.8"W				
		(See 47/07-25480)					
	Relocate	Buoy (mooring) from	12°03'36.9"N 61°45'27.6"W to				
			12°03'36.0"N 61°45'21.8"W				
		Buoy (mooring) from	12°03'35.1"N 61°45'27.9"W to				
			12°03'34.6"N 61°45'21.5"W				
		Buoy (mooring) from	12°03'28.8"N 61°45'19.2"W to				
			12°03'29.4"N 61°45'19.8"W				

(continued on next page)

<b>25480</b>	(Continued)				
	Buoy (mooring) from				
	12°03'27.2"N 61°45'19.7"W to	12°03'28.0"N 61°45'19.6"W			
Add	Depth 13.9 meters	12°03'39.9"N 61°45'39.8"W			
	(7(665)07 Taunton)				
<b>25525</b>	17Ed. 12/3/94 LAST NM 30/08				1/10
Delete	Buoy "TR2"	14°47'36.0"N 60°57'58.0"W			
Add	Submarine pipeline [L41.1] between	14°45'45.5"N 60°55'39.6"W			
		14°46'13.8"N 60°55'40.8"W			
	(37(99)09 Brest; 40(5238)09 Taunton)				
<b>25526</b>	2Ed. 6/10/95 LAST NM 52/09				1/10
Delete	Buoy "TR2"	14°47'36"N 60°57'56"W			
	(37(99)09 Brest)				
<b>26001</b>	4Ed. 5/25/96 LAST NM 47/09				1/10
Add	Depth 27 meters enclosed by depth contour	20°17.2'N 80°09.8'W			
	(50-meter)				
	Depth 128 meters enclosed by depth contour	20°19.3'N 80°13.0'W			
	(200-meter)				
	(42(5540)09 Taunton; US CH 11013)				
<b>27005</b>	4Ed. 6/1/96 LAST NM 49/09				1/10
Add	Depth 27 meters enclosed by depth contour	20°17.2'N 80°09.8'W			
	(50-meter)				
	Depth 128 meters enclosed by depth contour	20°19.3'N 80°13.0'W			
	(200-meter)				
	(42(5540)09 Taunton; US CH 11013)				
<b>27120</b>	4Ed. 7/3/99 LAST NM 14/08				1/10
Add	Depth 128 meters enclosed by depth contour	21°54.9'N 85°14.1'W			
	(200-meter)				
	(42(5540)09 Taunton; US CH 11013)				
<b>27160</b>	2Ed. 12/2/95 LAST NM 30/08				1/10
Add	Depth 27 meters enclosed by depth contour	20°17.2'N 80°09.8'W			
	(50-meter)				
	Depth 128 meters enclosed by depth contour	20°19.3'N 80°13.0'W			
	(200-meter)				
	(42(5540)09 Taunton; US CH 11013)				
<b>28004</b>	1Ed. 7/4/92 LAST NM 45/09				1/10
Add	Depth 27 meters enclosed by depth contour	20°17.2'N 80°09.8'W			
	(50-meter)				
	Depth 128 meters enclosed by depth contour	20°19.3'N 80°13.0'W			
	(200-meter)				
	Depth 128 meters	21°54.9'N 85°14.1'W			
	(42(5540)09 Taunton; US CH 11013)				
<b>28196</b>	4Ed. 3/27/99 LAST NM 14/08				1/10
Add	Buoy Y, conical "rep (2009)"	20°28'30"N 86°58'50"W			
	(NTM0026/2009)				
<b>28197</b>	4Ed. 5/2/98 LAST NM 25/09				1/10
Add	Buoy Y, conical "rep (2009)"	20°28'30.0"N 86°58'49.8"W			
	(NTM0026/2009)				
<b>37005</b>	17Ed. 7/12/08 LAST NM 29/09				1/10
Change	Buoy "NAM 24" to "VEN 1" Y, spherical,	54°59.8'N 4°56.5'E			
	Fl(4) Y 10s				
	(48(558)09 Den Haag)				
<b>37010</b>	24Ed. 5/17/08 LAST NM 21/09				1/10
Change	Buoy "NAM 24" to "VEN 1" Y, spherical,	54°59.8'N 4°56.5'E			
	Fl(4) Y 10s				
	(48(558)09 Den Haag)				
<b>37165</b>	3Ed. 2/3/07 LAST NM 52/09				1/10
Change	Buoy "NAM 24" to "VEN 1" Y, spherical,	54°59.8'N 4°55.0'E			
	Fl(4) Y 10s				
	(48(558)09 Den Haag)				
<b>37166</b>	3Ed. 7/19/08 LAST NM 48/09				1/10
Substitute	Swept depth 22.5 meters Wk [K27] for	51°49.8'N 2°49.1'E			
	23 meters Wk				
	(49(580)09 Den Haag)				
<b>37221</b>	14Ed. 6/21/08 LAST NM 52/09				1/10
Delete	Buoy "Amerskerk"	53°35.7'N 6°10.1'E			
Add	Buoy "Wreck GN" BY, pillar, double cone	53°35.8'N 6°10.3'E			
	topmark points upward, VQ				
	(48(556)09 Den Haag)				
<b>37222</b>	13Ed. 11/1/97 LAST NM 51/09				1/10
Relocate	Buoy from 53°34'39"N 6°34'28"E to	53°34'30"N 6°34'25"E			
	(49(571)09 Den Haag)				
<b>37223</b>	14Ed. 9/2/95 LAST NM 41/09				1/10
Delete	Buoy "Amerskerk"	53°35.8'N 6°10.0'E			
Change	Designation of buoy "Kalo" to	53°35.2'N 6°09.7'E			
	"Wreck A-KERK"				
Add	Buoy "Wreck GN" BY, pillar, double cone	53°35.8'N 6°10.3'E			
	topmark points upward, VQ				
	(48(556)09 Den Haag)				
<b>37241</b>	19Ed. 4/4/09 LAST NM N49/09				N1/10
Substitute	Depth 27.5 meters Wk [K26] for 28 meters Wk	52°03.03'N 3°26.38'E			
	Depth 25 meters Wk [K26] for 26.5 meters Wk	52°03.05'N 3°38.60'E			
Add	Depth 28 meters Obstn [K41]	52°03.13'N 3°28.84'E			
	(48(560)09 Den Haag)				
<b>37242</b>	11Ed. 7/29/06 LAST NM 49/09				1/10
	(Panel A)				
Delete	Buoy "Lyondell"	51°57'49.0"N 4°02'00.0"E			
	(49(577)09 Den Haag)				
<b>37243</b>	7Ed. 5/23/98 LAST NM 41/09				1/10
	(Panel C)				
Change	Characteristic of beacon "2" to Iso R 4s	51°49'20.3"N 4°40'48.4"E			
	(5(72)09 Den Haag)				
<b>37244</b>	11Ed. 2/1/97 LAST NM 45/09				1/10
Substitute	Swept depth 22.5 meters Wk [K27] for	51°49.8'N 2°49.1'E			
	23 meters Wk				
	(49(580)09 Den Haag)				
<b>42760</b>	5Ed. 8/19/95 LAST NM 49/09				1/10
Add	Position circle "R Tr"	69°08.3'N 33°31.7'E			
	Position circle "R Tr"	69°23.9'N 33°29.8'E			
	(35(4586, 4587)09 St. Petersburg)				
<b>44000</b>	16Ed. 11/15/97 LAST NM 48/09				1/10
Add	Purple dashed line (deep water route limit)	60°29.5'N 18°56.4'E			
	[M27.2] joining	60°18.9'N 18°59.2'E			
		60°15.3'N 18°58.1'E			
	Purple dashed line (deep water route limit)	60°15.3'N 19°03.5'E			
	[M27.2] joining	60°18.5'N 19°01.7'E			
		60°29.5'N 19°04.6'E			
	Legend "DEEP WATER ROUTE"	60°22.0'N 19°00.0'E			
	Purple dashed line (deep water route limit)	59°42.3'N 19°51.6'E			
	[M27.2] joining	59°39.7'N 19°55.2'E			
		59°34.3'N 20°08.4'E			
		59°30.3'N 20°08.4'E			

(continued on next page)



**44200** (Continued)  
 Purple dashed line (deep water route limit) between 60°20.8'N 19°02.2'E  
 60°14.9'N 19°03.9'E  
 Legend "DW 18.2m" 60°19.7'N 19°00.6'E  
 Legend "DW 18.2m" 60°15.1'N 19°01.4'E  
 Add Purple dashed line (deep water route limit) [M27.2] joining 60°29.5'N 18°56.4'E  
 60°18.9'N 18°59.2'E  
 60°15.3'N 18°58.1'E  
 Purple dashed line (deep water route limit) [M27.2] joining 60°15.3'N 19°03.5'E  
 60°18.5'N 19°01.7'E  
 60°29.5'N 19°04.6'E  
 Legend "DEEP WATER ROUTE" 60°22.2'N 19°00.5'E  
 Purple dashed line (recommended two-way route limit) [M27.2] between 59°45.7'N 20°24.5'E  
 59°47.0'N 19°58.9'E  
 Legend "RECOMMENDED TWO-WAY ROUTE" 59°45.5'N 20°10.0'E  
 Note: The above changes to Deep Water Route and added Recommended Route have been adopted by IMO (Supersedes 48/09P-44200) (NTM0017/2009)  
**44203** 1Ed. 2/6/93 LAST NM 48/09 1/10  
 Delete Purple dashed line (deep water route) between 60°20'54"N 18°59'18"E  
 60°15'04"N 18°58'06"E  
 Purple dashed line (deep water route) between 60°15'31"N 19°03'29"E  
 60°20'54"N 19°02'18"E  
 Add Purple dashed line (deep water route limit) [M27.2] joining 60°20'54"N 18°58'36"E  
 60°18'52"N 18°59'10"E  
 60°15'17"N 18°58'05"E  
 Purple dashed line (deep water route) [M27.2] joining 60°15'16"N 19°03'30"E  
 60°18'28"N 19°01'41"E  
 60°20'54"N 19°02'13"E  
 Legend "DEEP WATER ROUTE" 60°18'05"N 19°00'30"E  
 Note: The above changes to Deep Water Route have been adopted by IMO (Supersedes 48/09P-44203) (NTM0017/2009)  
**52180** 14Ed. 7/31/99 LAST NM 46/09 1/10  
 Change Visibility (range) of light to 11M 36°48.4'N 10°18.5'E (Fr LL)  
**52186** 3Ed. 7/8/95 LAST NM 47/09 1/10  
 Change Visibility (range) of light to 11M 36°48'24"N 10°18'30"E  
 (Plan)  
 Change Visibility (range) of light to 11M 36°48'23.0"N 10°18'32.0"E (Fr LL)  
**53081** 9Ed. 7/24/04 LAST NM 50/09 1/10  
 Delete Buoy 43°03'58"N 5°56'58"E (41(38)09 Brest)  
**53082** 14Ed. 7/24/04 LAST NM 50/09 1/10  
 Delete Buoy 43°03'57.8"N 5°56'58.1"E  
 Change Buoy to "Manteau 1" G, spar, cone topmark, QG 43°05'33.0"N 5°54'22.3"E  
 Add Buoy "Manteau 2" R, spar, can topmark, QR 43°05'31.8"N 5°54'21.6"E  
 Light Fl R 2.5s to buoy 43°05'13.8"N 5°54'26.4"E  
 Depth 9.2 meters Wk [K26] 43°05'28.7"N 5°55'33.8"E  
 Depth 9.6 meters Obstn [K41] 43°05'31.8"N 5°55'28.0"E  
 Depth 8.7 meters Obstn [K41] 43°05'46.0"N 5°55'30.7"E

Depth 8.1 meters Obstn [K41] 43°05'48.8"N 5°55'26.5"E  
 Depth 5.3 meters Obstn [K41] 43°06'00.6"N 5°55'32.5"E  
 Depth 4.9 meters Obstn [K41] 43°06'01.3"N 5°55'29.6"E  
 Depth 9.1 meters Obstn [K41] 43°06'02.3"N 5°55'40.7"E  
 Depth 5 meters Obstn [K41] 43°06'03.8"N 5°55'44.6"E  
 Depth 11 meters Obstn [K41] 43°06'49.0"N 5°54'39.2"E  
 Depth 10 meters Obstn [K41] 43°06'49.9"N 5°54'38.6"E  
 Depth 8.4 meters Obstn [K41] 43°06'55.0"N 5°54'40.0"E  
 Legend "Submarine cables" 43°06'54.0"N 5°55'33.0"E (See 11/09-53082)  
 (7(26), 20(24), 41(38)09 Brest)  
**53088** 8Ed. 10/9/04 LAST NM 51/09 1/10  
 Delete Light 44°16'42.2"N 8°26'57.2"E  
 Change Light to Fl Y 3s 6m 5M 44°17'28.2"N 8°27'47.3"E (Ital LL)  
**53101** 7Ed. 1/29/94 LAST NM 51/09 1/10  
 Delete Light 44°16'42"N 8°26'57"E  
 Change Light to Fl Y 3s 6m 5M 44°17'28"N 8°27'48"E  
 Light to FR 8m 3M 44°21'10"N 8°34'10"E  
 Height of light to 8m 44°21'08"N 8°34'04"E  
 Light to Fl R 3s 9m 3M 44°23'58"N 8°41'16"E  
 Light to Fl G 3s 9m 3M 44°23'57"N 8°41'12"E  
 Height of light to 7m 44°18'12"N 9°12'42"E (Ital LL)  
**53104** 3Ed. 10/3/09 LAST NM N50/09 N1/10  
 Add "X" topmark to superbuoy 44°23'39.3"N 8°49'53.0"E (Ital LL)  
**53122** 3Ed. 8/24/96 LAST NM 22/08 1/10  
 Change Height of light to 7m 44°18'13.5"N 9°12'43.5"E (Ital LL)  
**53123** 3Ed. 11/9/96 LAST NM 22/08 1/10  
 Change Height of light to 7m 44°18'09.5"N 9°12'49.0"E (Ital LL)  
**54360** 12Ed. 9/22/90 LAST NM 48/09 1/10  
 Substitute Depth 69 meters Wk [K26] for wreck 40°04.9'N 26°01.2'E  
 Depth 73 meters Wk [K26] for wreck 40°02.9'N 26°07.3'E  
 Depth 70 meters Wk [K26] for wreck 40°02.4'N 26°01.9'E (26(129)08 Istanbul)  
**54363** 3Ed. 7/14/84 LAST NM 17/09 1/10  
 Substitute Depth 69 meters Wk [K26] for wreck 40°04'52"N 26°01'14"E  
 Depth 73 meters Wk [K26] for wreck 40°02'52"N 26°07'16"E  
 Depth 70 meters Wk [K26] for wreck 40°02'22"N 26°01'54"E (26(129)08 Istanbul)  
**54369** 4Ed. 4/6/96 LAST NM 48/09 1/10  
 Delete Light 39°50'11"N 26°04'39"E  
 Substitute Depth 69 meters Wk [K26] for wreck 40°04'52"N 26°01'14"E  
 Depth 73 meters Wk [K26] for wreck 40°02'52"N 26°07'16"E  
 Depth 70 meters Wk [K26] for wreck 40°02'22"N 26°01'54"E  
 Add Buoy B, pillar, Fl G 3s 39°50'08"N 26°04'37"E (26(129), 42(220)08 Istanbul; BA LL)  
**54380** 6Ed. 5/11/91 LAST NM 48/09 1/10  
 Change Visibility (range) of light to 12M 38°37.2'N 26°44.7'E (31(129)05 Istanbul)  
**54382** 9Ed. 6/1/96 LAST NM 47/09 1/10  
 Change Visibility (range) of light to 5M 39°19'15"N 26°31'38"E  
 Light to Fl R 3s 10m 12M 38°37'06"N 26°44'39"E (31(129)05 Istanbul; BA LL)

## SECTION I

NM 1/10

<b>54387</b>	7Ed. 2/3/96 LAST NM 36/09	1/10	
	Change Light to Fl R 3s 10m 12M	38°37'06"N 26°44'39"E	
	(31(129)05 Istanbul; BA LL)		
<b>55040</b>	4Ed. 7/31/99 LAST NM 49/09	1/10	
	Add Racon (T) [S3.1] at light	40°44.3'N 29°30.9'E	
	(2(5)05 Istanbul)		
<b>55046</b>	4Ed. 11/30/96 LAST NM 49/09	1/10	
	Add Purple dashed line with legend "Tuzla Port		
	Limit" [N49] between	40°48'24"N 29°09'00"E	
		40°45'30"N 29°21'24"E	
	(30(125)05 Istanbul; BA CH 497)		
<b>55049</b>	6Ed. 8/24/96 LAST NM 52/09	1/10	
	(Panel A)		
	Add Racon (T) [S3.1] at light	40°44'27.6"N 29°30'53.4"E	
	Purple dashed line with legend "Tuzla Port		
	Limit" [N49] between	40°45'20.4"N 29°21'13.2"E	
		40°45'43.0"N 29°19'40.9"E	
	(2(5), 30(125)05 Istanbul; BA CH 497)		
<b>55205</b>	1Ed. 12/24/05 LAST NM 47/09	1/10	
	Add Buoy R, pillar, can topmark, Fl R 3s	45°07'00"N 36°37'53"E	
	Buoy G, pillar, cone topmark, Fl G 3s	45°06'53"N 36°37'58"E	
	(35(4649)09 St. Petersburg)		
<b>63005</b>	18Ed. 2/26/94 LAST NM 49/09	1/10	
	Delete Wreck	14°00.0'N 74°16.0'E	
	Wreck	13°50.8'N 74°11.0'E	
	(18(308)09 Dehra Dun)		
<b>63102</b>	21Ed. 1/17/09 LAST NM N52/09	N1/10	
	Delete Legend "Pilot Vessel's Cruising Ground"	18°50'54"N 72°50'00"E	
	Add Pilot station symbol [T1.1]	18°50'54"N 72°49'59"E	
	(19(321)09 Dehra Dun; 48(6282)09 Taunton)		
<b>63103</b>	19Ed. 12/20/08 LAST NM N35/09	N1/10	
	Delete Legend "Pilot Vessels Cruising Ground"	18°50'54.0"N 72°50'00.0"E	
	Add Pilot station symbol [T1.1]	18°50'54.0"N 72°49'59.4"E	
	(19(321)09 Dehra Dun; 48(6282)09 Taunton)		
<b>63110</b>	4Ed. 6/15/85 LAST NM 50/09	1/10	
	Delete Dangerous wreck	14°02.5'N 74°26.5'E	
	Wreck (PA)	13°59.8'N 74°16.0'E	
	(18(308)09 Dehra Dun)		
<b>63120</b>	2Ed. 9/19/81 LAST NM 48/09	1/10	
	Delete Dangerous wreck	14°02.5'N 74°26.5'E	
	Wreck (PA)	14°00.0'N 74°16.0'E	
	Foul ground symbol	13°54.0'N 74°30.0'E	
	Wreck	13°50.6'N 74°10.9'E	
	Substitute Dangerous wreck [K28] for depth 7.3 meters		
	Wk	13°55.3'N 74°24.6'E	
	Add Depth 11.9 meters enclosed by depth contour		
	(20-meter) centered	13°55.2'N 74°24.5'E	
	(18(308)09 Dehra Dun)		
<b>63121</b>	6Ed. 1/14/06 LAST NM 48/09	1/10	
	(Plan A)		
	Add Legend "Lesser depths reported" between	12°55'15.0"N 74°46'48.0"E	
		12°55'21.0"N 74°47'21.0"E	
	(Plan B)		
	Add Legend "Lesser depths reported" between	12°55'17.0"N 74°46'59.0"E	
		12°55'20.0"N 74°47'14.5"E	
	(20(333)09 Dehra Dun)		
<b>63324</b>	2Ed. 2/18/06 LAST NM 50/09	1/10	
	Add Buoy R, conical, Mo(U) R 15s	20°12'30.0"N 86°39'03.6"E	
	(19(323)09 Dehra Dun)		
<b>95140</b>	15Ed. 10/7/95 LAST NM 37/09	1/10	
	Add Buoy BRB, pillar, double ball topmark, Fl(2) 5s	34°39.5'N 128°16.0'E	
	[Q130.4]		
	(4(82)09 Inchon)		
<b>95142</b>	9Ed. 12/15/01 LAST NM 43/09	1/10	
	(Plan B)		
	Delete Depth 4.9 meters	34°55'24.0"N 128°04'34.5"E	
	Add Solid line (breakwater) [F4.1] between	34°55'21.4"N 128°04'40.8"E	
		34°55'19.4"N 128°04'32.1"E	
	Light Fl R 6s 13m 9M	34°55'19.3"N 128°04'32.2"E	
	(4(83)09 Inchon)		
<b>95143</b>	12Ed. 4/7/07 LAST NM N22/09	N1/10	
	Add Buoy BRB, pillar, double ball topmark, Fl(2) 5s	34°39'32"N 128°16'00"E	
	[Q130.4]		
	(4(82)09 Inchon)		
<b>95144</b>	10Ed. 6/10/06 LAST NM 37/09	1/10	
	Add Buoy BRB, pillar, double ball topmark, Fl(2) 5s	34°39'32"N 128°16'00"E	
	[Q130.4]		
	(4(82)09 Inchon)		
<b>96028</b>	5Ed. 8/13/94 LAST NM 19/06	1/10	
	Add Superbuoy DART [Q58] "21415" Y,		
	Fl(4) Y 20s (PA)	50°10.4'N 171°50.2'E	
	(45/09 CG17)		
<b>97040</b>	5Ed. 6/14/97 LAST NM 30/09	1/10	
	Change Visibility (range) of light to 6M	40°33.7'N 141°32.1'E	
	(Jpn LL)		
<b>97041</b>	9Ed. 7/25/98 LAST NM 21/08	1/10	
	Delete Position circle "Y Lt"	40°33'55.8"N 141°32'05.9"E	
	Change Visibility (range) of light to 6M	40°33'44.0"N 141°32'05.9"E	
	Add Light Fl(2) G 6s 8m 5M	40°33'56.8"N 141°32'05.7"E	
	(24(691)06 Tokyo; Jpn LL)		
<b>97080</b>	6Ed. 2/14/04 LAST NM 26/09	1/10	
	Delete Light	36°54'52"N 140°53'12"E	
	(44(1887)09 Tokyo)		
<b>97100</b>	4Ed. 8/8/98 LAST NM 47/09	1/10	
	Delete Light	36°54.9'N 140°53.3'E	
	(44(1887)09 Tokyo)		
<b>97104</b>	4Ed. 2/17/96 LAST NM 22/08	1/10	
	Delete Light	36°54'54.4"N 140°53'17.3"E	
	(44(1887)09 Tokyo)		
<b>97105</b>	3Ed. 4/9/94 LAST NM 32/08	1/10	
	Delete Light	36°54'52"N 140°53'16"E	
	(44(1887)09 Tokyo)		
<b>97221</b>	21Ed. 3/28/09 LAST NM N52/09	N1/10	
	Change Light to Iso G 6s 5M	34°39'06"N 135°24'51"E	
	(Jpn LL)		
<b>97222</b>	12Ed. 12/27/97 LAST NM 52/09	1/10	
	Delete Light	34°21'13"N 134°53'44"E	
	Change Visibility (range) of light to 5M	34°21'01"N 134°54'04"E	
	Add Light Fl(2) R 6s 11m 5M	34°21'09"N 134°53'46"E	
	(Jpn CH W1143)		

<b>97225</b>	32Ed. 1/24/04	LAST NM 52/09		1/10
	Delete	Light	34°21'13"N 134°53'44"E	
	Change	Visibility (range) of light to 5M	34°21'00"N 134°54'04"E	
	Add	Light Fl(2) R 6s 5M (Jpn CH W1143)	34°21'09"N 134°53'46"E	
<b>97261</b>	15Ed. 1/31/98	LAST NM 50/09		1/10
	Change	Visibility (range) of light to 5M (44(1889)09 Tokyo)	34°10'39"N 132°52'10"E	
<b>97262</b>	11Ed. 5/10/08	LAST NM N43/09		N1/10
	Change	Light to Iso G 6s 14m 5M (44(1889)09 Tokyo)	34°10'39.0"N 132°52'09.0"E	
<b>97266</b>	5Ed. 7/5/97	LAST NM 50/09		1/10
	Change	Visibility (range) of light to 5M (44(1889)09 Tokyo)	34°10.7'N 132°52.1'E	
<b>97383</b>	16Ed. 9/6/97	LAST NM 46/09		1/10
	Change	Light to Fl G 3s 3M	32°28'15"N 130°26'18"E	
		Light to Fl(2) R 6s 5M	32°23'10"N 130°24'35"E	
		Light to Fl G 3s 3M	32°14'25"N 130°25'52"E	
		Visibility (range) of light to 8M	32°16'35"N 130°11'23"E	
		Visibility (range) of light to 4M	32°16'40"N 130°12'49"E	
		Visibility (range) of beacon to 4M	32°14'37"N 130°12'48"E	
		Visibility (range) of light to 5M	32°15'24"N 130°11'07"E	
	(Jpn LL)			
<b>97385</b>	11Ed. 10/14/06	LAST NM 44/09		1/10
	Change	Light to Fl G 3s 14m 3M	32°28'13"N 130°26'18"E	
		Light to Fl(2) R 6s 5M	32°23'09"N 130°24'35"E	
	(Jpn LL)			
<b>97387</b>	3Ed. 9/16/06	LAST NM 44/09		1/10
	Change	Light to Fl G 3s 14m 3M	32°28'13"N 130°26'18"E	
		Light to Fl(2) R 6s 10m 5M	32°23'09"N 130°24'34"E	
		Light to Fl G 3s 12m 3M	32°14'25"N 130°25'52"E	
	(Jpn LL)			

SECTION I

Chart 11505

NM 1/10

SAVANNAH RIVER CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
TYBEE RANGE	43.0	43.5	45.0	43.5	10-09	600	3.79	44
BLOODY POINT RANGE	42.0	44.0	44.0	42.0	10-09	600	3.41	44
JONES ISLAND RANGE	43.5	44.5	44.5	44.5	10-09	600	1.33	44
TYBEE KNOLL CUT RANGE	44.0	44.5	44.0	44.0	10-09	500	2.84	42

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.  
 NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.  
 NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11506

NM 1/10

BRUNSWICK HARBOR CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)	
ENTRANCE THRU TURTLE RIVER								
ST. SIMON RANGE	D32.0	D35.0	30.0	9-09	500	9.7	38	
PLANTATION CREEK RANGE	35.0	39.0	38.0	9-09	400	1.8	36	
JEKYLL ISLAND RANGE	38.0	38.0	37.0	9-09	400	1.9	36	
CEDAR HAMMOCK RANGE	36.0	33.0	29.5	9-09	400	1.4	36	
BRUNSWICK POINT CUT RANGE	36.0	37.0	37.0	9-09	400	2.4	36	
TURTLE RIVER LOWER RANGE	37.0	37.0	36.0	9-09	400	1.8	36	
BLYTHE ISLAND RANGE	30.0	26.0	25.0	9-09	300	1.5	30	
TURTLE RIVER UPPER RANGE	27.5	27.0	26.0	9-09	300	2.7	30	
EAST RIVER (A)								
ENTRANCE TO SECOND AVE (B)	32.0	32.0	31.5	9-09	400	1.2	37- 41	
SECOND AVE TO MAYOR'S POINT	C37.0	37.0	38.0	9-09	400	1.0	36	
SOUTH BRUNSWICK RIVER	34.0	36.5	35.0	9-09	400	1.3	36	

A. THE EAST RIVER TURNING BASIN LEAST DEPTHS WERE 33.5 FEET 100 FEET FROM BACKSIDE, 32.0 FEET 400 FEET FROM BACKSIDE AND 33.0 FEET 600 FEET FROM BACKSIDE.  
 B. THE EAST RIVER, ENTRANCE TO SECOND AVE WIDENER LEAST DEPTHS WERE 32.5 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT, AND 34.0 FEET, LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE.  
 C. EXCEPT FOR A DANGEROUS WRECK LOCATED IN APPROXIMATE POSITION 31°08'49.8"N, 81°29'59.3"W.  
 D. EXCEPT FOR A 35 FEET OBSTRUCTION LOCATED BY A NOS SURVEY OF JUL 2006 AT 31°04'15.5"N, 081°16'57.4"W.  
 NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN)  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

Chart 11512

NM 1/10

SAVANNAH RIVER CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
TYBEE RANGE	43.0	43.5	45.0	43.5	10-09	600	3.79	44
BLOODY POINT RANGE	42.0	44.0	44.0	42.0	10-09	600	3.41	44
JONES ISLAND RANGE	43.5	44.5	44.5	44.5	10-09	600	1.33	44
TYBEE KNOLL CUT RANGE	44.0	44.5	44.0	44.0	10-09	500	2.84	42
NEW CHANNEL RANGE (A)	40.0	42.0	43.0	40.5	10-09	500	1.89	42
L. I. CROSSING RANGE	40.5	42.0	43.0	42.0	10-09	500	3.03	42
LOWER FLATS RANGE	42.0	45.5	45.5	43.0	10-09	500	1.52	42
UPPER FLATS RANGE	42.5	44.5	45.5	43.0	10-09	500	1.33	42
THE BIGHT CHANNEL	44.0	47.0	47.0	47.0	10-09	500	1.7	42
FT. JACKSON RANGE	45.5	47.0	47.5	45.0	10-09	500	0.76	42
OGLETHORPE RANGE	42.0	46.0	45.0	44.0	10-09	500	1.33	42
WRECKS CHANNEL (B)	40.0	44.0	46.5	45.0	10-09	500	1.7	42
CITY FRONT CHANNEL	42.0	45.0	44.5G	38.5	10-09	500	1.7	42
MARSH ISLAND CHANNEL (C)	40.0H	42.5	45.0	41.0	10-09	500	1.9	42
KINGS ISLAND CHANNEL (D)	39.0	41.5	41.0	41.0I	10-09	500	2.46	42
WHITEHALL CHANNEL (E)	29.0	30.0	32.0	34.0	10-09	400	0.66	42-36
PORT WENTWORTH CHANNEL (F)	30.0J	30.5	32.5	32.0	12-94; 10-09	200	1.33	30

A. OYSTER BED I. TURNING BASIN-CONTROLLING DEPTH 42.5 FT, 38.5 FT 100 FT FROM BACKSIDE.  
 B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 39.0 FT, 27.5 FT 100 FT FROM BACKSIDE.  
 C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 34.0 FT, 25.5 FT 100 FT FROM BACKSIDE.  
 D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 35.0 FT, 34.0 FT 100 FT FROM BACKSIDE.  
 E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 32.0 FT 100 FT FROM BACKSIDE.  
 F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 30.0 FT, 20.0 FT 100 FT FROM BACKSIDE.  
 G. EXCEPT FOR A 41 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W  
 H. EXCEPT FOR A 39 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W  
 I. EXCEPT FOR A 38 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°07'27.45"N 81°08'02.29"W  
 J. EXCEPT FOR A 31 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.  
 NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.  
 NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11514 (Side A)

NM 1/10

SAVANNAH RIVER CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
OGLETHORPE RANGE	42.0	46.0	45.0	44.0	10-09	500	1.33	42
WRECKS CHANNEL (A)	40.0	44.0	46.5	45.0	10-09	500	1.7	42
CITY FRONT CHANNEL	42.0	45.0	44.5F	38.5	10-09	500	1.7	42
MARSH ISLAND CHANNEL (B)	40.0G	42.5	45.0	41.0	10-09	500	1.9	42
KINGS ISLAND CHANNEL (C)	39.0	41.5	41.0	41.0H	10-09	500	2.46	42
WHITEHALL CHANNEL (D)	29.0	30.0	32.0	34.0	10-09	400	0.66	42-36
PORT WENTWORTH CHANNEL (E)	30.0I	30.5	32.5	32.0	12-94; 10-09	200	1.33	30

A. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 39.0 FT, 27.5 FT 100 FT FROM BACKSIDE.  
 B. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 34.0 FT, 25.5 FT 100 FT FROM BACKSIDE.  
 C. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 35.0 FT, 34.0 FT 100 FT FROM BACKSIDE.  
 D. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 32.0 FT 100 FT FROM BACKSIDE.  
 E. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 30.0 FT, 20.0 FT 100 FT FROM BACKSIDE.  
 F. EXCEPT FOR A 41 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W  
 G. EXCEPT FOR A 39 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W  
 H. EXCEPT FOR A 38 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°07'27.45"N 81°08'02.29"W  
 I. EXCEPT FOR A 31 FOOT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.  
 NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.  
 NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

Chart 18654

NM 1/10

PINOLE SHOAL CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2009							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW (FEET)
CHANNEL ENTRANCE (38°01'33"N, 122°22'47"W) TO LT. 11 THENCE TO 38°03'31"N, 122°17'08"W	32.0	34.0	33.0	7-09	600	2.8	35
	32.0	35.0	34.0	7-09	600	2.2	35
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

## SECTION I

NM 1/10

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
11	2	8,23,33,47/09	607	1	14,48/09	11340	74	40*,41,42,43,45,48,49,50,51/09;1/10	11416	10	1*,3,8,14,16,34,39,41,46/09
12	1	23,29,33,34,45,47/09	608	2	8,10,15,48/09	11341	42	50/08:2,5,11,15,23,27,33,35,38,42,49,50/09	11420	28	7,16,23,24,29,31,33,40,46,51,52/09
13	1	23,29,33,34,45,47/09	609	2	7,48/09	11342	53	50,52/08:4,6,11,14,22,23,25,27,30,38,41,45,49/09	11423	8	N7,N16,N24,N29,N31,N33,N40,N46,N51,N52/09
20	3	4/09	622	9	52/08:8,13,17,20,28,29,33,35/09	11343	38	50,52/08:8,22,23,25,27,30,38,41,45,49/09	11424	19	7,16,25,26,29,33,36,46/09
21	4	18,46,48/09	623	9	52/08:29,33/09	11345	34	31,35,50/09	11425	37	7,29,33/09
22	1	4,46,48/09	625	4	48/09	11346	2	34*,40,41,43,48,49/09	11426	38	17/09*
50	6	6,22,23,26,28,29,34,35,36,37,39,40,41/09	700	4	18/09	11347	38	7,22,31,33,36,38,43,50,51/09	11427	34	37,41/09
51	1	6,13,22,28,34,35,39,40,41/09	702	5	47/09	11348	22	31,51/09	11429	22	11/09
52	1	52/08:37,38,47/09	703	4	24/09	11349	43	50/08:9,24,31,35,42,45,50/09	11430	27	17*,30/09
53	2	4,22,32,34,35,38,39,40,41,47,50/09	704	1	38/09	11348	22	31,51/09	11434	28	31,40,52/09
62	3	41/09	705	3	24,38,47/09;1/10	11349	43	50/08:9,24,31,35,42,45,50/09	11435	14	N31,N40,N52/09
70	4	51/08:18/09	706	4	24,46/09;1/10	11350	27	35,45/09	11439	26	31,45,52/09
71	4	24,46/09	707	2	24,46/09	11441	41	2,4,8,10,15,25,30,41,42/09	11441	41	15,40/09
72	4	23,24/09	708	3	18/09	11351	41	2,4,8,10,15,25,30,41,42/09	11442	35	40/09
73	4	51/08:18,24,46/09	800	4	17,31,41/09	11352	40	3,4,8,10,11,17,21,22,24,25,35,41,42,45,48/09	11446	32	15/09
105	4	46/09	803	1	17,26,31,32,36,37,41,45/09	11353	5	50/08:3,9,13,14,15,16,22,24,28,31,32,33,35,49/09;1/10	11447	37	7/09*
107	3	47,49/09	805		N17/09	11356	38	2,7,8,10,15,25,42,49/09	11451	34	52/09*
108	9	8,23,24,26,30,33,34,38,46,47/09	1113A		7,16,23,24,29,31,33,40,46,51,52/09	11357	40	31*,35,36,41,43,48,49/09	11460	42	47/09*
109	5	8,30/09	1114A		51/08:7,8,22,24,30,41,45/09	11358	55	31*,41,42,45,49/09	11461	5	23,37,40,51/09
111	3	45/09	1115A		3*,4,5,10,12,13,15,16,25,31,32,33,34,35,38,40,41,42,43,45,49,50/09	11359	13	11*,49/09	11462	24	11/09
120	6	8,23,29,33,34,45,46,47,49/09	1116A		40*,41,42,43,45,48,49,50,51/09;1/10	11360	43	3*,4,5,10,12,13,15,16,25,31,32,33,34,35,38,40,41,42,43,45,49,50/09	11463	38	11,15,27,30,32,39/09
124	10	23,29,33,34,45,46,47,49/09	1117A		2,4,5,6,8,14,15,16,23,25,32,38,41,43/09	11361	75	40*,41,50/09	11466	38	5,11,27,30,31,32,34,39,40,49/09
145	16	8,23,29,34,41,45,46,49/09	11004	8	50,51/08:4,8,9,10,15,16,17,22,23,24,25,27,28,29,30,31,32,33,34,35,36,41,42,43,51/09;1/10	11362	5	N51/08:N4,N5,N10,N12,N13,N15,N16,N25,N31,N32,N33,N34,N35,N38,N40,N41,N42,N43,N45,N49,N50/09	11467	41	11,15,27,30,31,32,39,40/09
200	3	4,48/09	11006	33	17*,24,25,26,28,31,32,34,35,38,40,41,43,45,49,52/09	11363	42	42/09*;1/10	11468	41	15,27,31,39/09
201	2	4/09	11009	38	52/08:3,10,22,24,26,33,38,45,46,47,52/09	11364	43	42*,50/09	11469	8	12,27,30,31,39/09
203	2	6/09	11013	47	8,16,22,24,27,28,31,32,40,45,51,52/09	11365	21	26*,40,41,45,48,49/09	11470	38	27,32/09
211	5	4,46,48/09	11299	1	N23,N38,N45/09	11366	12	23*,25,27,30,31,32,34,35,36,40,41,42,43,49,50/09;1/10	11471	1	N27/09
301	1	4,16,37,39/09	11300	42	2,4,5,6,8,14,15,16,23,25,32,38,41,43/09	11367	35	12,13,30,31,32/09	11472	34	37*,41,46,49/09
302	1	1,4,30,39/09	11301	25	4,15,17,22,23,35,38/09	11368	24	12,13,30,31,43/09	11473	1	N27,N30,N31/09
310	20	4,37,39/09	11302	32	15,22,23,35,38/09	11369	47	46/09*	11474	10	8,29/09
400	3	1,4,23,24,26,28,29,33,34,45,46,47,49,51/09	11305	2	N4,N23,N32,N38,N42,N45/09;N1/10	11370	27	3*,4,8,14,21,34,41,45,48,49/09	11475	19	31*,46,49/09
401	5	1,16,24,28,33,34,47/09	11307	37	38/09	11371	38	50/08:33/09	11476	21	15,18,25,27,28,32/09
402	4	4,16,23,29,47,49,51/09	11308	24	4,32,42,43/09;1/10	11372	33	50/08:10,31,33,38/09	11477	6	N1,N18,N25,N27,N28,N32,N45,N48/09
411	52	1,3,4,5,8,10,14,16,24,25,28,32,33,34,41,45,52/09	11309	39	4,23,32,38,42,43,45/09;1/10	11373	47	50/08:1,5,7,10,14,15,21,22,28,30,31,33,34,35,36,38,40,41,48,50/09	11478	21	52/08:1,15,18,20,26,27,28,32,48/09
500	8	26,32,36,37/09	11310	2	N23,N38,N45/09	11374	35	44*,48,50/09	11479	5	N8,N18,N22,N24,N25,N27,N28,N30,N31,N45/09
501	13	35*,36,47/09	11311	24	23,38,45/09	11375	36	52/08:5,11,14,15,22,28,34,35,38,40,41,48,50/09	11480	40	15,24,25,30,32,34,45/09
502	2	52/08:13,26,27,43/09	11312	5	34*,38,42,45/09;1/10	11376	53	3,8,11,12,14,21,22,25,28,29,31,32,34,35,38,41,43,45,48,49,51/09	11481	7	46*,48/09
503	4	1,41,43/09	11313	23	50,52/08:8,10,38,41,42,43/09	11377	8	22*,25,28,29,32,34,35,38,41,42,43,45,48,49,51/09	11482	1	N27/09
504	4	6,16,22,27,28,29,34,35,38,39,40/09	11314	25	3/09*	11378	36	39*,40,41,42,43,45,48/09	11484	23	15,25,27,28,32/09
505	2	14,21/09	11316	41	9,23,38,42,45/09	11380	1	3,11,12,25,34,38,41,43,48,51/09	11486	15	32/09
506	2	52/08:37,47/09	11317	32	19*,38,45/09	11382	40	10,23,38,40,43,48/09	11488	26	52/08:34/09
507	2	52/08:37,47/09	11318	2	N4,N23,N32,N38,N42,N45/09;N1/10	11383	51	51/08:8,22,23,25,30,38,40,43,45,48/09	11489	38	11*,16,23,35,48/09
508	2	38/09	11319	33	9/09	11384	35	51/08:23,38,40,43,45,48/09	11490	19	52/08:23,34,46/09
509	4	23,29,38/09	11320	1	N38/09	11388	17	51/08:10,31/09	11491	36	52/08:9,23,30,46/09
510	3	23,29,37,38,47/09	11321	30	51/08:16,27/09	11389	33	51/08:9,21,25,28,38,42,43,45/09	11493	10	N48/09*
511	4	23,24/09	11322	32	3*,6,23,25,38/09	11390	24	9,21,28,30,35,45,50/09	11494	8	N7,N15,N16,N48/09
513	7	4,41,50/09	11323	62	51,52/08:2,5,6,11,15,16,23,24,25,27,29,38,45,49/09	11391	24	9,21,28,30,35,43,45,50/09	11496	10	N3,N15,N24,N25,N30,N33,N34,N45/09
520	127	6,13,22,23,26,27,28,32,34,35,36,37,39,40/09	11324	36	11*,23,24,25,27,29,34,38,41,45,49/09	11392	7	9,45,50/09	11502	31	11,16,30/09
521	11	52/08:4,22,27,34,35,38,39,40,41,50/09	11325	39	6,23,25,38,45/09	11393	21	51/08:45/09	11503	42	7,11,15,16,48/09
522	87	52/08:24,29,37,38,47/09	11326	36	2,4,5,6,9,10,11,23,24,25,27,29,34,38,41,45,49/09	11400	36	51/08:7,8,22,24,30,41,45/09	11504	17	35/09
523	8	4,6,22,24,27,28,29,32,34,35,37,38,39,40,41,47,50/09	11327	34	14*,23,38,45/09	11401	30	22,45,48/09	11505	3	9,18,30,41,43,46/09;1/10
524	12	52/08:29,37,38,47/09	11328	25	23,38,45/09	11402	21	48/09	11506	44	22*,39,46/09;1/10
525	3	52/08:37,38,47/09	11329	38	6,23,38,45/09	11403	23	22,43,48/09	11507	33	16,37/09
526	10	52/08:6,20,22,28,29,33,34,35,37,38,39,40,47/09	11330	19	51/08:2,5,6,9,15,16,17,22,23,24,25,27,29,30,32,33,34,36,41,45,50,51/09	11404	29	51/08:29	11509	31	1*,5,16,35,37/09
530	32	52/08:4,6,11,21,22,23,26,27,28,29,30,32,34,35,36,37,38,39,40,41,42,46,50/09;1/10	11331	21	11*,22,27,30,41,49/09	11405	29	51/08	11510	20	16/09
531	24	4,5,8,23,24,26,32,36,37,43,47/09	11332	30	50,51,52/08:2,11,15,23,27,35,38,42,49,50/09	11406	23	22,43,48/09	11511	17	5,35,37/09
532	17	32,41,50/09	11333	1	N38/09	11407	23	22,43,48/09	11512	61	3,9,18,30,37,41,43,46/09;1/10
540	19	6,16,22,27,28,29,30,34,35,39,40,41,42,45,46,52/09;1/10	11339	2	7,22,31,33,34,36,38,41,43,50,51/09	11412	44	9,14,16,30,39,41/09	11513	25	8/09
541	2	6,20,28,29,35,45/09	11339	2	7,22,31,33,34,36,38,41,43,50,51/09	11415	8	14,24,30,41/09	11514	30	1*,3,9,18,30,41,43,46/09;1/10
550	7	28/09							11516	31	23/09
600	5	13/09							11517	18	8/09
601	4	13/09							11518	36	3,5,17,20,23,41,43/09
602	6	8,18,28,29,33/09							11520	43	3,21,24,25,42/09
604	5	52/08:8/09							11521	29	15,23,28,41,43/09
605	4	8,15,20,35/09							11522	20	28/09
606	1	20,35,48/09							11523	24	15,23,39,41,43/09
									11524	51	52/08:3,5,15,17,18,20,23,37,39,41,42,43/09
									11525	7	N52/08:N3,N5,N10,N21,N24,N25,N33,N42,N46/09
									11527	17	39/09
									11532	21	13,15,18,36/09

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
11534	36	42*,47/09	12300	47	50/08;5,6,8,11,13,14,19,21,24,25,26,29,30,35,37,39,45,47/09;1/10	13233	18	50/08*;13,14,20,50/09	14095	1	N27/09**
11535	12	27/09				13235	6	20,50/09	14096	1	N6/09*
11536	18	3,9,40,47,51/09	12301	22	N50/08;N5,N6,N8,N11,N13,N14,N18,N19,N21,N24,N25,N26,N29,N30,N32,N37,N39,N45/09;N1/10	13236	30	6,41,46/09	14130	2	27/09**
11537	38	9*,17,20,21,26,27,39,40,47/09				13237	40	11,14,15,19,20/09	14135	2	6/09**
11539	18	10,12/09				13238	16	14,20/09	14164		N28/09**
11541	38	3*,10,12,14,26,36,43/09				13241	16	15/09	14167	1	N20/09
11542	17	12,21/09	12304	45	39/09	13246	38	2,26,29,30,33,41,46/09	14168	1	N23/09*
11543	23	12,21,25/09	12311	45	7*,9,15,18,29,32,36,47/09	13249	13	2,41/09	14169	2	28/09**
11545	63	50/08;3,8,10,11,14,25,26,30,36,43/09	12312	55	39*,48,51/09;1/10	13250	8	2,41/09	14174		N2,N11,N18,N19/09
11547	37	50/08;3,8,10,14,25,26,36,43/09	12313	52	7*,14,24,35,48,51/09	13251	15	41/09	14175		N28/09**
11548	40	5,24,47/09	12314	32	52/08;8,35,37/09	13253	19	41/09	14176		N28/09**
11550	29	5,24/09	12316	34	24,25/09	13260	40	51/08;1,8,9,12,26,27,30,32,33,40,41/09	14177		N28/09**
11552	20	3,6/09	12317	32	24/09	13263	8	N51/08;N1,N8,N9,N12,N26,N27,N30,N32,N33,N40,N41/09	14178		N28/09**
11553	29	47/09	12318	44	25,37/09	13267	34	51/08;1,9,12,19,33,35,40,41/09	14184		N11,N19/09
11555	40	5,25,42/09	12323	25	3*,8,25,37,48/09	13269	10	9/09	14190	2	6/09**
12200	49	50,52/08;5,6,7,8,18,31,37,42,48,49/09;1/10	12326	51	23*,45/09	13270	63	9,23,30,35,43/09	14191		N28/09**
12201	26	N50,N52/08;N5,N6,N7,N8,N9,N10,N13,N18,N31,N36,N37,N42,N48,N49/09;N1/10	12327	102	31*,33,37,39,42,43,44,45,49,52/09	13272	50	5,6,8,23,30,33,35,37,38/09	14214	1	N30/09*
12204	37	2,9,31/09	12331	31	51/08;3,10,19,20,44,45/09	13274	27	51/08;9,19,25,30,33,35,47/09	14217		N30/09
12205	31	52/08;2,9,29,31,51/09	12332	22	51/08;10,19,20/09	13275	31	51/08;9,20,33,35/09	14224		N28/09**
12206	33	26,31,42/09	12333	35	6,8,10,12,30,33,37,38,39,43,44,45,52/09	13276	22	51/08;20/09	14229		N28/09**
12207	22	1/10*	12334	70	35*,39,44,52/09	13278	27	47*,52/09	14247		N28/09**
12208	14	44*,49,51/09	12335	43	22*,38/09	13279	33	39/09*	14248		N28/09**
12210	38	13,21,26,37,39,42,48/09	12337	23	8,30,38,43,44/09	13282	12	46/09*	14249		N18/09
12211	43	50/08;5,7,8,9,10,13,15,17,21,26,27,36,39,42,48/09	12339	46	35/09	13283	20	11,33,47,52/09	14250		N28/09**
12214	48	50,52/08;17,37,39,48,49/09	12341	27	35/09*	13285	11	12,47/09	14251		N28/09**
12216	28	8,39/09	12342	23	6/09	13286	30	15,41,47,52/09	14254	1	N6,N22/09
12221	80	9*,22,24,29,32,36,37,38,39,49,51/09	12343	19	6,22,31/09	13287	12	15/09	14320	1	N29/09**
12222	52	44*,51/09	12345	10	6/09	13288	42	23,25,36,41,42,52/09	14321	19	8/09**
12224	24	3,8,22,24,37,40/09	12346	11	6/09	13290	37	10,13,25,41,52/09	14322	4	6/09**
12225	58	27*,36,37,40,42,44,49,50,52/09	12347	30	31,45/09	13292	38	10,13,25,41/09	14323	1	N29/09**
12226	18	39*,42,50/09	12348	33	30,31/09	13293	34	11,30,36,42/09	14325	13	29/09**
12228	32	7,27,40,42,44,50,52/09	12350	59	40,41/09	13295	11	11,36/09	14327	8	29/09**
12230	64	17*,27,41,44,49,50,52/09	12354	42	51/08;9,10,11,14,18,21,22,38,44/09	13296	25	30,36,42/09	14328	6	29/09**
12231	28	44/09*	12358	20	9,10,18,21,22/09	13301	20	23/09	14329	5	29/09**
12233	37	7,8,11,18,41,50/09	12363	40	51/08;12,14,15,29,49/09	13302	22	5,41,45/09	14334	1	N9*,N22/09
12235	32	51/08;5,9,20,25,36,37,38,42,44,49,50/09	12364	38	51/08;14,15,29,36,49/09	13303	12	41/09	14337	1	N29/09**
12237	27	51/08;2,5,47/09	12365	26	11/09	13305	28	52/08;5,45/09	14339	1	N10/09*
12238	40	31*,37/09	12366	29	51/08;29/09	13313	20	21/09	14340	25	9/09**
12241	22	20,38/09	12367	24	11,14,15,49/09	13316	22	21/09	14341	5	29/09**
12243	13	20,43/09	12368	27	11,36/09	13318	18	21,45/09	14342	2	24/09**
12244	13	20,43/09	12371	24	11,13/09	13321	9	45/09	14345	5	29/09**
12245	67	8,12,24,25,32,39/09	12372	34	51/08;2,9,11,14,15,19,21,38,44/09	13326	13	52/08	14347	7	10/09**
12248	42	50/08;6,7,9,47/09	12401	10	1/10*	13392	2	11/09	14353	3	29/09**
12251	23	6,18,32,47/09	12402	11	31*,49/09	13394	3	52/08;1/09	14354	2	29/09**
12252	24	2,14,35,52/09	13000	1	N6,N8,NP15,N23,N26,N27,N32,N33/09	13396	4	52/08;1/09	14355	3	29/09**
12253	46	5,8,9,11,12,13,24,26,31,42/09	13003	49	50,51/08;5,6,8,9,11,15,17,18,19,21,23,26,27,29,30,33,36,37,38,48/09;1/10	13398	3	11,43/09	14357	1	N29/09**
12254	48	17*,29,32/09	13006	35	23*,27,29,30,33,39,40,45/09;1/10	14000		N20/09	14358	1	N29/09**
12255	17	29/09	13009	34	23*,27,29,33,40,41/09	14001		N2,N8,N18,N20/09	14359	1	N25/09*
12256	16	14*,29,32/09	13200	37	23*,29,33,40/09	14003	6	50/08;5,6,7,8,P15,23,26,27,29,33/09	14360	36	19,23/09
12261	29	20/09	13201	11	N51/08;N1,N2,N5,N6,N9,N12,NP15,N19,N23,N26,N29,N32,N33,N40/09	14004		N18,N20,N22/09	14361	6	25/09**
12263	55	2,4,7,8,12,32/09;1/10	13203	13	23/09*	14006		N22/09	14366	1	25/09**
12264	30	13,15,20/09	13204	12	6/09	14007		N11,N18,N20/09	14369	1	N29/09**
12266	29	8,18,32/09	13205	38	5,10,14,21,30,38,39,42,44,46/09	14011		N22/09	14403	5	30/09**
12270	34	2,4,7,12,13,25/09;1/10	13209	25	9,10,14,21,22/09	14012		N18,N20/09	14404	4	30/09**
12272	31	36,51/09	13212	38	1*,2,9,21,38,44/09	14013		N2/09	14415		19/09
12273	57	5,18,26,35,41,51/09	13213	41	2,9,15,19,38,44/09	14016		N8,N18/09	14427		N10/09**
12274	35	5,26,41/09	13215	18	5,30,39,42,46,47/09	14019		N2,N8,N18,N20/09	14756		N30/09
12277	34	26,29,36/09	13217	15	42,46,47/09	14021	1	N8/09	14760		N30/09
12278	76	5,9,18,26,35,51/09	13218	41	47/09*;1/10	14024	5	18,19/09	14775	1	N14/09*
12280	9	31*,32,36,37,39,41,42,44,49,50,51,52/09;1/10	13221	57	19,30,31,43/09	14028		N4,N8,N20/09	14776	14	7*,30/09
12281	52	51/08;3,9,26,35,38,51/09	13223	41	35*,43/09	14030		N8,N20/09	14800	10	24/09
12282	35	52/08;2,7,12,13,18,25,35,51/09;1/10	13224	39	39/09*	14031		N20/09	14804	24	24/09
12283	26	2,7,12,13,25/09;1/10	13226	6	19,30/09	14034		N27/09**	14805	24	40/09
12284	16	35/09*	13228	11	1/10	14038		N27/09**	14809	1	N6/09*
12285	39	7,11,18,22,24,25,41,44,49,50/09;1/10	13229	30	51/08;3,6,8,11,13,20,22,41,46,50/09	14047	1	N13/09*	14812	3	6/09**
12286	30	11,24/09	13230	49	51/08;3,8,13,16,22,41,46/09	14055	2	N27/09**	14815	23	24/09
12287	18	46/09*	13232	5	1/10*	14056	1	N27/09**	14820	21	8,16,22/09
12288	20	11,15,41/09				14057	2	N27/09**	14824	26	48/09
12289	49	22,25/09;1/10				14058		N2/09	14825	25	16,22/09
						14061	27	1,11/09	14826	27	6,8,22,24/09
						14063	1	N27/09**	14828	6	22/09
						14069	1	N27/09**	14829	6	8,16,22,24/09
						14071	1	N27/09**	14830	32	10,16,24,26,40/09
						14074	1	N27/09**	14832	34	4,42,48/09
						14081	21	27/09**	14833	26	4,42,48/09
						14082	1	N27/09**	14835	32	6/09
						14092	1	N27/09**	14836	27	48/09
						14094	1	N27/09**	14837	28	40/09

## SECTION I

NM 1/10

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
14839	37	1/10*	15022	1	N31/09**	16549	15	50/08;7,8,9,11,12,23,43/09	17456	1	N44/09*
14841	29	7/09	15024	1	N6/09*				17458	1	N13/09*
14842	15	16,24,34,49/09	15025	1	N31/09**	16553	6	1,18,44/09	17460		N24,N27,N43,N44,N47,N51/09
14843	23	2/09	15034	1	N31/09**	16556	5	18/09			
14844	32	8,24,34,36/09	15035	1	N6*;N32/09	16570	11	20/09	17464	4	31,34/09
14845	27	10,36,49/09	15036	1	N31/09**	16580	14	37/09	17467	3	22/09**
14846	13	10,11,16,24,26,31,40/09	15037	1	N31/09**	16606	11	27/09	17472	4	34/09**
14847	31	11,31/09	15043	3	31/09**	16640	24	27,41/09	17480	4	51/08;27,43,44,47/09
14848	58	9,11,25,29,32/09	15046	4	31/09**	16645	18	52/08;27,41/09	17482	1	N7/09*
14850	53	4,8,14,16,17,29,32,36/09	15064	1	31/09**	16646	13	41/09	17483		N5,N9/09
14852	46	4,14,16,17,29,36,37/09	15067	2	13/09**	16647	3	52/08;27,41/09	17484	3	34/09**
14853	17	4,8,9,11,12,16,17,24,25,29,32,36,37/09	15068	2	6/09**	16660	30	11,12,30,51,52/09;1/10	17485	4	44/09**
			15069	4	24/09**	16662	8	12,30,51,52/09	17486	3	13/09**
14854	14	9,11,32/09	15070	3	6/09**	16663	8	11,12,30,51,52/09;1/10	17487	3	34/09**
14860	36	30,40/09	15074	1	31/09**	16665	9	11,30,52/09;1/10	17489	19	34/09
14862	28	29,49/09	15081	4	31/09**	16680	11	27/09	17491	3	34/09**
14863	31	24/09	15083	6	31/09**	16681	10	27/09	17493	1	N27/09
14864	26	32/09	15140	7	1/09	16682	17	27/09	17494	1	N34/09**
14865	16	17,29,37,49/09	15300	1	N48/09*	16700	31	11*;23,52/09	17496	1	N6/09*
14867	26	51,52/08;11,24,29,30,41/09	15312	1	6/09**	16701	22	4,21/09	17498	1	N44/09*
			15444		N32/09**	16702	14	47/09*	17499	1	N48,N51/09
14868	1	N10/09*	15445		N32/09**	16704	13	12/09	17501	1	N31/09
14870	1	N30/09*	15446	1	N32/09**	16706	10	7,34,50/09	17502	1	N34/09**
14871	2	41/09**	15449	1	N32/09**	16707	13	17/09*	17506		N51/09
14872	3	1/09**	15450		N32/09**	16708	27	3*;4,11/09	17511	1	N24,N34/09;N1/10
14874	2	30/09**	15484	1	N44/09*	16709	24	23/09	17514	1	N25,N26,N37/09
14875	2	30/09**	15505		N32/09**	16762	9	39/09	17515	7	6/09**
14876	1	N30/09**	15520	1	N44/09*	17003	4	23,26,47/09	17517	8	44/09**
14877	1	N8/09*	15540		N39/09	17005	10	23,25,31,35,40,43,44,46/09	17520	2	N5/09
14878	1	N35/09*	15543	1	N35/09*				17521	1	N31/09
14880	32	24,30,40/09	15561	1	N45/09	17007	1	N27,N43,N47/09	17522	1	N44/09
14881	33	27*;30,40/09	15568	1	N46/09*	17300	31	18,34,35,42/09	17524		N27,N34,N35,N40/09
14883	43	2,40,43/09	15569	1	N23/09*	17302	18	18,21/09	17525		N35/09
14884	39	6/09	15570	1	N46/09*	17311	1	42/09	17528		N27/09
14901	15	50/08;4,6,12,13,14,16,17,24,25,27,30,32,36/09	15644	1	N32/09**	17312	2	42/09	17541	3	34/09**
			15661		N32/09**	17313	9	31/09*	17542	6	25/09**
14902	29	50/08;4,6,14,24,25,30,32,36/09	15672	1	N44/09*	17314	12	42/09	17545	13	34/09**
			15724	1	N27/09*	17315	24	4,11,20,27,35,42/09	17546	22	34,42,44/09
14903	24	16/09	15750	1	N25/09*	17316	20	11,20,21,27,34,35,42/09	17549	6	34/09**
14904	26	2,6,12,16,32/09	15770	1	N25/09*	17317	20	34/09	18000	8	52/08;13,26,27/09
14905	31	3,6,13,17,22,24,27,31,32/09	15785	1	N44/09*	17318	7	19/09*	18002	7	N50,N52/08;N13,N26,N27,N30,N34,N37,N41,N46/09
			15800	1	N7/09*	17320	18	52/08;8,18,20,28,37,42,52/09			
14906	24	9,16,32/09	15822	1	N44/09*	17323	12	42/09	18003	20	5,8,21,22,25,30,39,44,46,47,48/09
14907	27	17/09*	15881		N25/09	17324	15	21,42/09			
14908	18	4,25/09	15883		N32/09**	17325	9	52/09	18005	5	N50,N52/08;N6,N11,N22,N25,N28,N41,N42/09
14909	20	24,32,36,44/09	15884		N32/09**	17326	16	52/08;1,8,18,20,21,22,28/09			
14911	21	52/08	15885	1	N32/09**	17327	23	52/08;8,11,21,22/09	18006	4	N52/08;N25,N41/09
14912	17	50/08;14,24/09	15900	1	N24/09*	17328	7	1,8/09	18007	33	14*;16,21,23,25,34,42,44,47,49/09;1/10
14913	19	24/09	15925		N32/09**	17338	14	42/09			
14915	25	25/09	15926		N50/08;N35,N38/09	17339	12	18,25,42/09	18008	8	N5,N11,N16,N21,N23,N25,N33,N42,N44,N47,N49/09
14917	24	2/09	15932		N32/09**	17360	35	52/08;20,37/09;1/10			
14918	27	48/09	15937		N32/09**	17372	11	1/10	18009	3	N51/08;N6,N11,N22,N28,N42/09
14919	28	37/09	15940		N38/09	17375	21	50/08;8,42/09			
14922	20	3*;8,16/09	15945		N35,N38/09	17382	17	42,52/09	18010	21	50/08;6,9,11,16,22,28,34,42,48,51/09
14924	28	51,52/08;16,24,48/09	15948	1	N44/09*	17383	3	42/09			
14926	11	3,13,17,24,27,32/09	15952		N46/09	17384	9	42/09	18020	38	50,52/08;6,11,26,27,28,34,37,42,46/09
14927	25	3,13,17,24,27/09	15956	1	N7/09*	17385	16	1,20,42,52/09			
14928	22	3,24,27/09	16003	17	50/08;27,28,31,41/09	17400	17	52/08;5,7,8,9,18,20,21,22,26,29,30,37,42/09;1/10	18022	35	50,52/08;6,9,10,11,16,24,25,26,28,30,34,37,42,46/09
14929	24	13,17,27/09	16004	12	50/08						
14930	25	31,35/09	16005	10	50/08;27,28,31,41/09						
14932	23	9,10,29,42/09	16006	35	34,41,52/09						
14933	24	4,24,32,44/09	16011	37	50/08;34,41,43,52/09						
14934	29	16,27,34,49/09	16012	22	4,41/09;1/10	17402	11	52/08;37/09			
14935	21	10/09	16013	30	3,4,27,36,37,41/09	17403	14	21/09	18400	48	7*;14,15,19,20,22,23,25,27,29,34,36,37,40,42,43,47,48,49/09
14937	24	51/08;16,37/09	16016	21	26,27,36,42/09	17404	14	50/08*-5,9,18,29,30/09			
14938	24	3,7,13,36/09	16041	8	38/09	17405	16	51*;52/08;5,8,9,18,21,29,46/09;1/10	18411		N35/09**
14961	12	8,9,29,31,32,36,40,42,43/09	16045	7	50/08				18419	11	31/09
			16082	7	50/08	17406	7	52/08;1,5,7,8,9,18,21,22,46/09	18421	49	51/08;15,22,29,33,36,39,43,47,49,51/09
14962	20	4,10,29/09	16101	6	50/08						
14963	20	4,40,43/09	16123	6	4/09	17407	15	5,8,9,18,20/09			
14964	21	32,40,42,43/09	16124	6	4/09	17411	1	N25,N43/09	18422	1	N35/09**
14965	21	9,12,13,31,35/09	16200	14	41/09	17420	28	33,42/09	18423	37	46*;47,48/09;1/10
14966	27	15,29,31,36/09	16220	5	41/09	17422	9	42/09	18424	27	22,36,51/09
14967	23	9,13/09	16323	9	41/09	17423	14	50/08	18425	1	N35/09**
14968	28	12,40/09	16363	12	52/08	17424	9	1/10*	18428	9	22/09
14970	26	7,29/09	16471	12	1/10*	17426	15	42/09	18429	10	36,39,42,46/09
14972	26	33,43/09	16500	10	14/09	17428	10	21,22,43/09	18430	8	36,39/09
14973	27	12,15,31,36/09;1/10	16520	23	29,34,35,39,52/09	17429	2	N43/09	18431	7	51/08;47,48/09
14974	24	2,29/09;1/10	16522	6	52/09	17430	11	21,22,32,43/09	18432	6	23,33/09
14975	35	50,51/08;9,10,25/09	16528	17	26,52/09	17432	7	42/09	18433	6	46/09
14976	18	40/09	16529	15	12,26,38/09	17433	11	42/09	18434	7	15,42,47/09
15000	1	N23/09*	16530	6	12,26,38/09	17436	9	42/09	18436	1	N33/09
15007	1	N19/09	16531	7	43,52/09	17438	12	25,33,42,44/09	18437	1	N33/09
15010	1	N31/09**	16535	12	52/08;12,21/09	17442	1	N27,N29/09	18438	1	N35/09**
15016	1	N31/09**	16540	12	1,7,9,11,18,34,35,41,43,44,52/09	17443	12	48/09	18439	1	N35/09**
15019	1	N31/09**				17445	2	25,32,42,44/09			
15021	1	N31/09**	16547	9	41,43/09	17452	1	N34/09**			

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
18440	29	8,9,11,12,14,15,16,19,20,22,24,26,28,33,40,41,42,43,47,48/09	18655	59	21,27/09;1/10	19369	6	51/08;3,4,26,28,33,48/09	22124	2	52/08;10,14,24,35/09
			18656	55	8,12,21,24,27/09	19379	2	N32,N41,N48/09	22125	2	10,14,26/09
			18657	19	8,24/09	19380	15	32,41,48/09	22126	1	14/09
18441	46	9,11,14,15,16,18,20,22,26,33,34,41,42,43,47,48,52/09	18658	31	8,24/09	19381	9	11*,23,25,36/09	22130	2	8,16,26/09
			18659	15	8,12,21/09	19383	17	23/09	22138	3	10,16,35/09
			18660	3	51/08;12/09	19388	3	N27,N35,N39,N40/09	22140	2	52/08;14,26,35/09
18442	1	N48/09	18661	30	19/09*	19401	9	31/09	22142	2	52/08;8,10,14,35,42/09
18443	16	18,42,47/09	18662	22	26/09*	19402	7	31/09	22143	4	52/08;14,15/09
18444	16	18,19,47/09	18666	1	8,24/09	19421	8	31/09	22160	2	52/08;15,26,30,35/09
18445	33	28*,30,33,40,41,42,47,49,50,51/09	18680	31	51/08;5,9,11,14,22,23,26,28,42/09	19441	8	31/09	22170	3	52/08;10,14,15,16,26,30,35/09
						19442	6	31/09			
18446	17	15,24,29,34,42/09	18685	33	5,9,14,22,24,31/09	19461	7	31/09	22172	8	52/08;30,35/09
18447	29	15,24,25,29,36,40/09	18700	22	52/08;5,10,25,41,44/09	19480	9	31/09	22173	36	15,26,30,35,42/09
18448	34	8,11,21,24,26,28,40,42,47/09	18703	25	5,7,10,44/09	19481	11	31/09	22180	2	25/09
			18720	33	5,21,25,30,44,49/09	19482	9	31/09	22181	17	8,10,14,42/09
18449	18	14,16,20,21,27,33,47,50,51/09	18721	11	5,25,28,30,41,44,49/09	19483	6	31/09	22182	7	8,10,14,31/09
			18723	3	41,44/09	21005	5	13/09	22183	4	52/08;10/09
18450	18	14,27,33/09	18724	2	19*,21,50/09	21008	62	3,42/09	22190	2	8,14/09
18451	1	N19/09	18725	29	8,21/09	21011	5	8/09	22205	2	9/09
18452	16	20,47/09	18740	42	5,15,16,17,21,24,30,34,37,46,47/09	21014	72	3,4,8,11,13,14/09	22221	20	9,52/09
18453	25	9,10,11,12,17,24,25,28,40/09	18741	19	N50/08;N24,N26,N30,N34,N46/09	21017	50	4,5,8,13,14,46/09	22225	2	6,21/09
						21020	42	1,3,46/09	22250	2	21/09
18454	5	N26,N42/09	18744	32	6,15,16,20/09	21021	3	3,4,6/09	22263	2	9,12,22/09
18455	2	N11/09	18746	37	5,37,47/09	21023	41	4,5,12/09	22264	3	9,12,22,48/09
18456	20	8,21/09	18748	1	5,13,16/09	21026	47	4/09	22275	3	48/09
18458	16	9,11,12/09	18749	42	5,8,14,18,20,21,36,37,41,47/09	21033	46	1,7,24,41,43/09	22282	17	12,21/09
18459	5	N9,N11/09				21036	7	1,5,41/09	22285	1	12,21/09
18460	13	50/08;4,25,26,27,37,46/09	18751	46	42/09*	21100	29	8/09	22290	4	7,9,48/09
			18754	17	51/08	21120	27	8,11,14/09	22293	15	9,12,48/09
18461	1	N19/09	18760	7	N50/08;N5,N24,N25,N26,N34,N37,N41,N46/09	21121	18	8,14/09	22294	16	12/09
18462	1	N46/09				21122	5	1/09	22305	2	7,21/09
18464	25	16,26,34,41/09	18761	3	N17,N24,N34/09	21140	1	50/08;1,3,24,26/09	22311	19	13/09
18465	38	14,19,20,39,42,43,46/09	18762	15	17,24,34,46/09	21141	23	3/09	22312	2	7,13/09
18471	11	16,19,20,26,34,41,42,48/09	18763	10	17,24,34,46/09	21180	1	13/09	22313	2	7,13/09
			18764	9	46/09	21182	34	3,4/09	22314	1	7,13/09
18473	8	15,22,24,34,41,42,48/09	18765	16	21,24,30/09	21200	1	8/09	22331	2	N22/09
18474	8	9,11,12,14,16,20,24,27,28,33,40,47,50,51/09	18766	7	50/08;1,24,30/09	21301	13	4,14/09	22335	4	21/09
			18767	5	50/08;1,24,30/09	21338	4	4,8/09	22341	9	21/09
18476	5	9,11/09	18768	5	N50/08;N1,N24,N30/09	21342	28	3/09	22342	9	52/09
18477	5	41,48/09	18769	3	N17,N24,N34,N46/09	21384	4	3,5/09	22343	1	N21/09
18480	31	50/08;4,25,26,27,37,42,46/09	18772	48	30/09	21401	20	4/09	22347	6	N52/09
			18773	41	14,23,39/09;1/10	21441	27	4,12/09	22351	1	N21/09
18484	12	39/09	18774	11	21,46/09	21478	3	42/09	22352	6	22/09
18485	16	50/08;25,39/09	18775	3	N17,N24,N34,N46/09	21483	1	16/09	22360	2	22/09
18500	30	21,22,26,39/09	19002	10	N6,N16,N24,N28,N29,N32,N41,N42,N46/09;N1/10	21500	1	1,41/09	22361	2	N48/09
18502	86	3,22,23,28,32,47/09				21510	1	4/09	22370	2	48/09
18504	66	8,40/09	19004	38	51/08;6,13,14,16,24,28,32,41,42,46/09;1/10	21520	1	25,30/09	22371	5	48/09
18520	27	27*,30,47,48,49,50/09				21521	15	25,30/09	22410	32	21,22/09
18521	74	40*,42,48,49,51,52/09	19007	18	6,16,22,27,28,30,34,35,39,40,42,46,52/09;1/10	21524	3	29/09	22413	9	N20/09
18523	56	13,16,18,22,27,28,36,41,42,49,52/09	19008	5	6,16,22,27,28,29,34,35,39,40,42,46,52/09;1/10	21526	4	30/09	22421	4	N21,N22/09
			19010	19	51/08;6,13,14,16,24,28,41,42,46/09;1/10	21529	2	25,30/09	22425	2	22/09
18524	36	3,13,17,22,27,34,40,50,52/09	19013	18	13,14,22,24,27,30,32,34,35,39,40,41,42,46,52/09	21560	33	1,41/09	22427	1	N21,N22/09
			19016	12	16,22,27,30,34,35,40/09	21563	3	26,30/09	22471	31	9/09
18525	36	22*,27,33,40,48,52/09	19019	11	30/09	21581	5	41/09	22482	16	9,21/09
18526	59	31*,40,48,52/09	19022	12	30/09	21584	2	41/09	22521	3	5,6/09
18527	22	8,11,24,30,48/09	19320	17	51/08;16,24,25,41,42/09;1/10	21601	4	41/09	22523	3	27/09
18528	11	8/09	19327	11	51/08;18,25,36,42/09;1/10	21602	2	41*,51/09	22524	2	27/09
18531	22	52/08;3,27,37,40,52/09				21603	10	41/09*	22529	3	5,10/09
18532	21	3,28,36/09	19330	11	18,36/09	21604	26	50/09*	22531	2	10/09
18556	25	23,50/09	19331	7	1/10	21661	12	5,13/09	22532	2	5/09
18558	38	22,47,50/09	19339	2	N51/08;N3,N13,N14,N24,N32,N41,N42,N43,N46,N48,N49/09	22000	16	5,6,10,18/09	22544	2	18/09
18561	12	22,30/09	19340	27	51/08;3,13,14,24,32,41,42,43,46,48,49/09	22004	38	52/08;8,10,14/09	22545	1	5,18/09
18580	22	5,26,30,43,47/09				22008	35	52/08;8,14,15,16,30,35/09	22547	3	5,10/09
18581	18	50/08*;16,21,22,23,30/09	19342	10	42/09				22549	2	5/09
			19347	18	13,24,41/09	22012	31	8,9,10,14,25/09	23020	4	4/09
18583	39	21,43,47/09	19348	8	36/09	22032	20	22/09	23030	6	4,8/09
18584	48	15,22,43/09	19350	11	49/09	22040	1	52/08;19,43/09	23102	7	N39/09*
18587	70	9,15,20,22,26,30,33/09	19351	10	14,24,41/09	22050	4	6,7,24,28,42/09	23123	3	47/09
18588	37	20,26/09	19353	12	14/09	22051	19	18/09	23125	4	47/09
18600	14	1,19,48,51/09	19357	24	51/08;3,32,41,43,46,48,49/09	22052	7	18,23/09	23141	7	4/09
18601	14	25/09	19358	21	36/09	22054	1	20/09	23142	10	4/09
18602	12	16,19,48,51/09	19359	12	51/08;46/09	22055	1	18/09	23145	3	4,8/09
18603	16	19,36,41,47/09	19360	1	N48/09	22080	3	6/09	24000	39	33/09
18605	12	1/09	19361	8	36,48/09	22081	1	7/09	24004	36	27,33,39/09
18620	23	1,8,16/09	19362	14	39*,43,48/09	22084	4	5,17,49/09	24008	42	27/09
18622	54	8,22,45/09	19366	37	9,18,48/09	22090	2	10,14,35,44/09	24012	40	31/09
18623	11	16/09	19367	39	26,28,33/09	22100	3	28/09	24016	53	31,43/09
18640	25	9,11,22,23,26,42/09				22101	20	4/09	24024	46	48/09
18645	26	51/08;9,11,23,26,42/09				22102	19	17,27,46/09	24028	6	1,48,49/09
18647	16	22/09*				22103	2	27,46/09	24050	11	4/09
18649	66	15*,23,27,28,32,35,47,50,51/09;1/10				22109	3	27,28,46/09	24051	1	25/09
						22112	3	20,28,40,41,44,52/09	24052	16	25/09
18650	56	46*,47,50,51/09;1/10				22113	8	6,9,18,29,40,41/09	24055	6	25/09
18651	44	23,33/09				22114	5				

## SECTION I

NM 1/10

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
24120	9	33/09	25525	17	1/10	28300	1	3,4,8,14/09	36014	1	N50/08;N1/09
24130	14	39/09	25526	2	52/09;1/10	28302	16	1,4,6,11,12,44,48,52/09	36016	1	N50/08
24131	8	37,43/09	25527	31	52/09	28303	1	N48/09*	36017		N50/08;N3/09
24132	13	33,37,39/09	25550	2	8,31,52/09	28310	2	3,4,8,11,44/09	36020	1	N1,N3/09
24140	18	33/09	25561	24	51/09	28320	6	52/08;3,4,6,14,42/09	36022	1	N3/09
24141	4	33,39/09	25563	50	52/09	28323	2	52/08;3,4,6,21,42/09	36025	1	N4,N9/09
24150	27	33/09	25570	3	8,31/09	28325	2	52/08;6,42/09	36026	1	N41/09**
24151	4	33/09	25575	4	8/09	28330	2	4,8,42/09	36027	3	N41/09**
24153	6	5,37/09	25600	47	46,52/09	35000	26	52/08;15/09	36028	2	N41/09**
24154	12	37/09	25607	4	52/09	35001	2	N33/09*	36029	1	N41/09**
24155	6	37/09	25609	5	26/09	35002	1	N32/09	36030	1	N1,N3/09
24160	21	33,37/09	25613	3	42,46,49,52/09	35008	21	4,15,21/09	36031	1	N41/09**
24161	11	27,39,45/09	25640	43	3/09*	35014	3	N33/09*	36033		N3/09
24162	9	27,39,45/09	25641	27	26/09	35015	2	N8,N10/09	36034	1	N33/09*
24164	6	5/09	25644	13	8/09	35024	2	N50/08;N7/09	36035	1	N33/09*
24170	14	32,33/09	25646	7	N8/09	35025	1	N39/09**	36037		N41/09**
24171	19	32/09	25647	11	26/09	35027		N39/09**	36038		N41/09**
24172	4	32/09	25649	19	30/09	35028	1	N39/09**	36042		N8/09
24180	15	33/09	25668	20	1/09*	35034		N39/09**	36043	3	N41/09**
24220	14	31,37,41/09	25670	43	8,20,30/09	35035	1	N52/08*;N6/09	36044	1	N1/09
24221	17	20/09	25671	18	41/09	35037	1	N52/08*;N6/09	36045		N41/09**
24222	3	31,37,41/09	25673	16	17/09	35038	2	N39/09**	36047		N41/09**
24223	33	41/09	25677	21	3*,5/09	35039	1	N39/09**	36048		N41/09**
24224	1	27/09	25683	19	31/09*	35045	1	N1,N10/09	36049	1	N33/09*
24240	5	31/09	25700	3	41/09	35046		N39/09**	36051		N41/09**
24251	23	39/09	25800	3	26/09	35048	1	N4/09*	36052		N41/09**
24252	5	39/09	25842	10	26/09	35049		N39/09**	37000	22	9/09
24270	3	44/09	26001	4	2,47/09;1/10	35050	1	N50/08	37001		N42/09**
24271	14	33/09	26050	1	52/08	35051		N39/09**	37002		N42/09**
24274	2	42/09	26081	8	51/08	35052		N4/09	37004	2	N1/09
24320	4	5/09	26122	30	22,29/09	35053		N39/09**	37005	17	4,21,29/09;1/10
24322	6	5/09	26130	20	22,42/09	35054	1	N39/09**	37008	2	N1/09
24360	1	48/09	26147	31	52/08;32/09	35055	1	N10/09	37009		N42/09**
24370	1	48/09	26186	17	34/09	35056	1	N51/08;N10/09	37010	24	1,4,9,21/09;1/10
24380	2	1,31,52/09	26218	2	40/09	35057	1	N51/08	37011		N42/09**
24385	1	31/09	26229	11	40/09	35058	1	N51/08	37012	1	N42/09**
24388	2	1,31,52/09	26230	12	51/08;34,48/09	35059	2	N33/09*	37013		N42/09**
24390	3	1,49/09	26244	3	37/09	35061	2	N39/09**	37014	1	N42/09**
24404	9	9,41,42/09	26250	18	37/09	35065	1	N4/09	37018	1	N42/09**
24405	11	N7*,N9,N42/09	26282	7	N34,N45/09	35067	1	N4/09	37022	1	N42/09**
24406	31	N9/09	26295	1	34,45/09	35069	1	N39/09**	37023	1	N42/09**
24408	21	44/09	26300	7	24/09	35078	2	N1,N10/09	37025	26	52/08;41,49/09
24410	2	41/09	26308	5	24/09	35079	2	N22*,N34/09	37026		N42/09**
24423	2	46/09	26310	1	N24/09	35089	1	N1/09	37027	1	N6/09
24430	5	4,21,27,40,41,42,46/09	26311	1	N24/09	35093	2	N52/08*	37028		N1,N2/09
24431	14	21,27,40/09	26320	5	12,22,24,27,30,31,40,49/09	35094	1	N1,N4/09	37029		N42/09**
24434	4	27,41/09				35095	2	N1/09	37030	1	N43/09**
24450	3	49/09	27005	4	24,31,34,45,49/09;1/10	35098	1	N39/09**	37031	1	N43/09**
24452	7	49/09	27040	5	37/09	35102	1	N40/09**	37035		N43/09**
24454	5	41,52/09	27041	4	37/09	35105	1	N40/09**	37036	1	N43/09**
24460	4	20,41,43/09	27060	2	23,37/09	35106	2	N33/09*	37037	1	N43/09**
24461	4	46/09	27061	5	23/09	35107	1	N40/09**	37038	1	N43/09**
24463	6	41/09	27080	4	23,31,40,51,52/09	35108	1	N40/09**	37039	3	N43/09**
24465	6	45/09	27083	39	51/08;50/09	35109	1	N8/09	37040	2	N22/09*
24468	1	42,43/09	27100	2	40/09	35111	1	N40/09**	37050	9	52/08
24469	1	42,43/09	27120	4	1/10	35112	1	N40/09**	37051	1	N52/08*;N2/09
24470	4	20,34,43/09	27160	2	1/10	35116	1	N8/09	37052	2	N50/08;N9/09
24471	9	31,34/09	27180	2	28/09	35118	2	N33/09*	37053	1	N43/09**
24480	1	52/08;2,7,37/09	27211	22	28/09	35119	2	N50/08;N8/09	37054		N43/09**
24481	7	16/09	28004	1	31,34,45/09;1/10	35121	1	N8,N29/09	37055		N4/09
24485	1	4,43/09	28041	4	41/09	35122	1	N40/09**	37056	1	N43/09**
24486	1	42/09	28042	3	35,41/09	35123		N1/09	37057	2	N50/08
24490	3	52/08;2,4,43/09	28053	2	27/09	35124	1	N40/09**	37062	3	N33/09*
24491	3	52/08;2,4,7,43,49/09	28054	2	27,52/09	35125	2	N40/09**	37066	5	N22/09*
24492	21	N4,N43/09	28104	2	34/09	35126	1	N1/09	37067	5	N43/09**
24500	1	52/08;2,4,5,7,16,20,23,25,31,49/09	28130	1	34/09	35127	1	N1/09	37080	3	32/09
			28144	4	27/09	35128	1	N1/09	37085	8	43/09**
24501	3	2,7/09	28150	3	30/09	35129	1	N40/09**	37091	1	N43/09**
24502	6	52/08;4,5,7,16,20,23,25,31,44,49/09	28153	1	51/09	35132	1	N40/09**	37110	11	2/09
			28154	2	27,40,51/09	35133	1	N40/09**	37115	2	2/09
24504	7	52/08;2,37/09	28161	4	30/09	35134	2	N40/09**	37120	3	1,2,2,30,31,33,43,45/09
24507	1	52/08;2,37/09	28162	29	30,48/09	35137		N40/09**	37121	11	2/09
24508	3	37/09	28164	17	48/09	35145	1	N40/09**	37125	15	1/09
24509	2	2,37,44/09	28165	21	23/09*	35146	1	N40/09**	37129	6	19,23,27,28,31,32,33,34,37,39,43/09
24510	2	52/08;37/09	28168	24	N30/09*	35147	1	N50/08;N3,N7,N27/09			
24511	2	52/08	28170	1	31/09	35172	3	N33/09*	37140	33	1,2,4,9,33/09
24517	2	42/09	28171	1	30,31/09	35180	6	29/09	37162	12	38,40,41,45,47/09
24521	3	43/09	28196	4	1/10	35303	7	43/09**	37163	20	N39,N41,N49/09
24531	4	43/09	28197	4	25/09;1/10	36000	1	N50/08;N4,N7,N9/09	37164	5	N25*,N38,N41,N45/09
25001	7	4,29,31,42,47,51,52/09	28201	8	42/09	36001		N52/08	37165	3	4,5,6,9,11,14,15,19,21,22,26,30,31,32,33,37,40,41,43,44,47,48,49,52/09;1/10
25017	6	N29/09	28202	22	8/09	36002		N50/08;N3,N27/09			
25400	2	42/09	28260	30	3,4,6,8,14,22/09	36003	1	N41/09**			
25480	1	1/10	28263	3	5,6,8,14,42/09	36004	1	N41/09**			
25485	45	25,48/09	28264	3	5,6,42/09	36005	2	52/08	37166	3	50/08;9,40,41,48/09;1/10
25487	2	25,48/09	28265	4	N25/09*	36006	1	N7,N10/09	37200	16	16*,29,44/09
25521	35	52/09	28281	32	3,4,5/09	36008	1	N8/09	37205	3	5*,33,44,49,52/09
25524	43	52/09	28282	2	3,4,5/09	36013	1	N41/09**			

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
37221	14	4,5,9,11,18,20,21,23,31,32,37,39,47,52/09;1/10	43260	4	31/09	44319	2	3,11,12,17,23,26,27,37,41,43/09	52051	2	N7/09*
37222	13	4,5,14,15,21,23,26,39,49,51/09;1/10	43262	5	2,11,17,25,31/09	44320	4	9,13,17,20,26,27,32/09	52080	14	4/09
37223	14	21,32,39,40,41/09;1/10	43263	7	12,17,25,30/09	44340	12	9,10,12,20,26,30,36,37,41,43/09	52083	2	37/09
37224	11	3,5,14,15,21,26,51/09	43264	2	11,25,31/09	44341	7	26/09	52085	3	37/09
37226	18	N4,N5,N11,N13,N23,N30,N31,N34,N39,N41,N43/09	43265	2	12,17,25/09	44352	3	N9,N13,N15,N19,N20,N26,N32,N34,N36,N41/09	52144	6	N11/09*
37228	14	11,14,31,41,43,52/09	43280	5	30/09	44360	10	9,13,23,25,31,37,41,48,52/09	52145	1	N11/09*
37229	15	4,34,52/09	43281	6	11,29,31/09	44361	6	14,25,31,32,46,48,49/09	52160	7	51/08;3,4,6,17,27,33/09
37230	14	13,19,30/09	43283	6	31/09	44366	1	25/09	52161	14	4,6,33/09
37231	18	4,5,6,11,13,14,15,19,21,26,28,31,39,43,49,52/09	43285	5	27/09	44400	4	3,9,11,12,13,23,25,26,27,29,32,33,34,37,39,41,43/09	52162	2	4,17/09
37232	13	N4,N5,N9,N18,N41/09	43287	2	11,15,31/09	44401	7	19,51/09	52170	3	51/08;3,6,9,17,20,27,33,35,36/09
37234	13	4,9,15,18,19,23,43/09	43300	5	12/09	44410	4	3,11,23,32,39,43/09	52172	2	17,36/09
37235	11	9,15,18/09	43303	4	30/09	44420	6	11,19,23,32,48,51,52/09	52180	14	52/08;3,4,6,16,18,25,29,32,36,40,46/09;1/10
37236	9	15/09	43321	6	52/08;30/09	44430	2	52/08;1,8,11,18,19,31,32,33,35,39,40,45,48,51/09	52184	3	25,46/09
37238	6	39,41,45,49,51/09	43323	4	31/09	44442	1	N39*,N51/09	52200	8	52/09
37241	19	N20*,N38,N39,N41,N44,N49/09;N1/10	43324	4	26,31/09	44443	1	N39/09*	52202	7	52/09
37242	11	41,45,48,49/09;1/10	43341	7	10,27,30/09	44444	7	N44/09*	52207	7	16/09
37243	7	41/09;1/10	43342	7	10,26,27/09	44445	1	N26*,N31/09	53011	2	3,4,12,13,16,17,39,41/09
37244	11	23,30,31,32,33,34,41,43,44,45/09;1/10	43345	4	21,26/09	44446	1	N35/09*	53031	1	35,47,49/09
37246	15	23,27,31,32,33,38,39,41,44,45,48,49/09	43356	2	11/09	44461	10	52/08;1,2,13,17,18,20,32,35,39,40,45/09	53060	14	4,50/09
37248	19	19,22,23,27,28,29,30,32,33,34,37,39,45,49,51/09	43360	21	21/09	44462	4	52/08;1,2,6,20/09	53081	9	50/09;1/10
37320	16	52/08	43365	5	29/09	44463	9	1,17,18,35,40/09	53082	14	11,14,50/09;1/10
37330	2	52/08	43368	5	11,17/09	44465	2	52/08;1,2,6,13,17,18,20,31,32,35,40,45/09	53088	8	18,26,51/09;1/10
37342	3	3,4,12/09	43369	6	17/09	44481	2	2,18,26,35/09	53100	17	16,35,48,51/09
37344	11	3/09	43371	13	11,19,24,27,29,30/09	51002	7	21,46/09	53101	7	4,12,18,23,51/09;1/10
37360	15	3,12,36/09	43372	4	27/09	51007	22	52/08;15,23,27,41,46/09	53104	3	N50/09*;N11/10
37362	6	26,48/09	43373	8	24,32/09	51013	4	23,32/09	53106	7	28,37,51/09
37366	2	52/08;26/09	43374	1	19,24,27,29,30/09	51017	31	36/09	53107	17	N33/09
37380	2	52/08;26/09	43377	2	24/09	51022	11	36/09	53108	3	16,32/09
37400	10	52/08;33,44,45,46,49,51,52/09	44000	16	26,P48/09;1/10	51027	8	38/09	53120	14	11,12,33,40,41,47,49/09
37401	9	44,45,47,49,51,52/09	44001	2	23,26,29,32,P48/09;1/10	51032	10	38/09	53122	3	1/10
37403	23	12,52/09	44015	9	49*,51/09;1/10	51041	3	19,21,48/09	53123	3	1/10
37420	1	31,51,52/09	44030	8	29*,43,P48/09;1/10	51061	14	18,19,27,41/09	53125	2	33/09
37461	9	38/09	44036	5	41,49/09	51062	28	18,19,37,41/09	53130	1	11/09
37481	7	37/09	44037	5	29,49/09	51064	2	27,37/09	53135	2	23,33,47/09
37506	4	24/09	44040	23	29,43,49/09	51081	10	19,21,34,46/09	53141	5	14,41,47/09
38030	1	1/09	44044	6	43/09	51082	7	21,37,48/09	53147	3	3,15,35/09
38032	6	17/09	44045	6	32/09	51100	7	51/08;13,15,16,20,22,23,38/09	53149	3	N10*,N40/09
38220	2	49/09	44046	10	42/09	51103	10	37/09	53160	14	11,12,14,16,41,47,49/09
38460	7	49/09	44048	12	N5/09*	51109	5	52/08;13,16,20,22,23/09	53161	8	3,5,12,13,16,22,28,38,42,47,48,49/09
38603	2	50/08;27,43/09	44052	1	N29/09	51120	6	51/08;16,18,23,27,37,41,46/09	53162	7	3,16,22,42/09
38604	1	52/08;14/09	44054	1	N26/09*	51135	2	N31/09*	53164	9	16,42/09
38606	1	43/09	44057	5	15,19,20/09	51142	2	13,18,20,41,48/09	53165	14	N6/09*
38607	2	51,52/08;31,43/09	44061	22	45/09*	51143	4	18,41/09	53166	1	16,22,28,29,38,42,47,48/09
38610	1	51/08;1,7,31,43/09	44062	8	29/09	51144	3	41/09	53179	1	N39/09*
38641	4	1/09	44064	19	26,42,49/09	51145	2	18,41/09	53180	10	52/08;5,16,17,23,35,38,49/09
38650	1	1/09	44065	7	4,6,13,29,31/09	51146	3	51/08;18,41,45/09	53181	4	3,38,43,49/09
38670	2	27/09	44066	10	18,29,30,43/09	51150	1	15,18,21,23,41,48/09	53183	13	52/08;14,22/09
38681	3	51,52/08;14/09	44067	23	42*,52/09	51151	1	N48/09*	53184	5	13,23,26/09
38690	2	52/08	44068	11	6,13,14,19,20,30,42/09	51153	1	51/08;20/09	53200	7	52/08;12,25,39,46/09
42760	5	17,49/09;1/10	44069	16	5,6,11,13,14,20,26,29,30,37,39,52/09	51155	1	51/08;20,21/09	53201	6	33,37,40/09
42762	3	N49/09	44070	7	6,15,19/09	51160	21	52/08;21,23/09	53203	11	23/09
43030	24	43/09	44071	4	26/09	51166	4	N1*,N52/09	53204	10	23/09
43058	3	17/09	44072	4	13,19,44/09	51167	7	N1*,N52/09	53206	7	N23,N45/09
43059	3	17/09	44073	2	11,18/09	51260	4	36/09	53212	3	33,46/09
43060	4	17/09	44075	4	6,52/09	51261	23	18,20/09	53220	7	9,12,25,35,39,46/09
43123	3	1/09	44076	3	6,9,19,31,34,41,49/09	51343	3	36/09	53226	3	5,25,27,35/09
43124	5	1/09	44081	9	2,4,6/09	51344	2	35/09	53263	1	13,37/09
43126	4	1/09	44082	11	1,15,48/09	51380	5	36/09	53265	6	37/09
43143	4	10/09	44083	8	51,52/08;1,2,9,18,20,31/09	51400	3	36/09	53268	4	13,37/09
43144	4	15,25/09	44084	1	1,2,7,15/09	51500	7	44*,45/09	53269	5	13,17,37/09
43145	4	15/09	44085	2	6,11,30,37,48/09	51520	4	37/09	53279	4	50/08;3,42/09
43146	2	24/09	44100	7	1,4,15,19,28,42,48/09	51540	3	38,41,44/09	53282	8	32,47/09
43148	4	25/09	44120	7	1,15,28,48/09	51559	4	9/09*	53283	4	43/09
43150	3	N24/09	44140	8	51/08;2,13,18,20,26,35,40,41,45,48/09	51601	9	N1/09*	53284	4	50/08
43160	6	24/09	44180	6	P48/09;1/10	51641	5	N48/09*	53285	4	50/08;3,42/09
43162	3	2/09	44181	6	N26/09*	51642	4	N19/09*	53287	6	50/08;3,42/09
43167	5	27/09	44182	5	N42/09*	52031	1	4/09	53290	1	17/09
43181	3	27/09	44185	8	N42/09*	52039	4	44/09	54040	3	49/09
43203	3	4/09	44187	2	42/09	52040	18	44/09	54041	7	23,26,38,40,43/09
43220	3	4/09	44192	1	35/09	52043	21	2,39,44/09	54043	2	17,28,33,38,41,43/09
43221	4	4/09	44200	9	P48/09;1/10	52045	6	2/09	54060	5	52/08;3,5,15,25,26,27,28,32,37,41,49/09
43224	3	4/09	44201	1	P48/09;1/10				54061	12	N52/08;N23,N27/09
43240	4	30/09	44205	2	35/09				54063	3	3/09
43242	4	30/09	44206	1	32/09				54064	2	28,49/09
43244	4	29/09	44240	8	35/09				54081	3	50,52/08;48,51/09
43245	4	29/09	44260	7	12/09				54082	13	N27/09
43246	5	11/09	44280	9	43/09				54085	2	52/08;3,5,20,25,39,40,47/09
43247	5	4/09	44282	1	35/09				54090	3	50,52/08;3,5,9,15,20,25,26,28,41,42,49/09

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NM 50/08 THROUGH NM 1/10**

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54091	1	41/09*	54365	6	52/08:8,17,50/09	57380	3	6/09	62440	8	10/09
54095	3	3,5,8,20,25,27,29,34,40,47/09	54367	3	19/09	57400	4	26/09	62444	2	7/09
54105	3	52/08:8,21,27,28,29,34,40,41,47/09	54369	4	1,9,11,48/09;1/10	57408	2	23/09	62446	4	N10/09
54115	3	14,18,21,25,28,29,33,34,37,41/09	54380	6	51/08:1,9,20,35,48/09;1/10	57420	3	23/09	62449	4	7/09
54120	5	52/08:5,8,21,28,33,37,38,41/09	54382	9	11,41,47/09;1/10	57440	3	23/09	62453	6	N18/09*
54125	4	52/08:3,5,14,15,23,24,25,26,28,31,34,35,40,41,43,47/09	54386	10	20,30,35,50/09	57460	4	13,34/09	62460	4	7,21,25/09
54131	2	50,52/08:3,12,15,20,25,28,37,39,40,41,49/09	54387	7	36/09;1/10	57471	3	23/09	62462	2	7,32/09
54140	8	5,14,18,24,28,33,35,40,41,47/09	54389	8	51/08:50/09	57482	12	4,23/09	62463	2	32/09
54151	1	51/08:1,8,14,30/09	54400	8	50,51/08:11,13,14,18,24,25,31,36,48/09	61000	20	6,10,23,26/09	62480	2	7,21,22,25,36,51/09
54161	12	52/08:15,26,35,43/09	54404	4	51/08:18/09	61003	17	6,23,31/09	62490	2	7/09
54165	2	29/09	54406	2	2/09	61020	2	6/09	62510	3	7,21,25,36/09
54168	1	23,33,35,38/09	54407	4	8,20,25/09	61040	6	10/09	62512	3	N7,N21,N25,N36/09
54169	3	14,23,24,29,33,35,47/09	54408	4	50/08:4,24,25,31/09	61050	5	6,23,34/09	62515	2	10/09
54180	7	23,24,25,29,33,34,47,51/09	54409	4	8,9/09	61060	6	23/09	62520	6	7,10,51/09
54195	3	25,33,51/09	54412	1	24/09	61061	10	6/09	62521	4	N7,N10,N51/09
54200	4	23,25,29,31,34,47,51/09	54413	3	50/08:9,31/09	61090	6	31/09	62530	6	7,9,51/09
54201	6	25,31,34,47/09	54416	5	51/08:13,18,27/09	61092	14	N34/09	62531	4	N7,N9,N51/09
54220	5	24,29,30,34,41,44,47/09	54418	4	50/08:4,24,25/09	61100	4	6,31/09	62540	6	7,24,40/09
54222	4	34/09	54419	2	47/09	61110	3	6/09	62541	3	N7,N24,N40/09
54223	2	25,31,34/09	54421	6	33/09	61210	6	8,48/09	62550	3	7,9,51/09
54224	2	30,31,33,47/09	54422	4	23,33/09	61212	3	N7/09	62570	4	24/09
54225	2	30,34,41/09	54425	1	23/09	61220	5	8/09	62590	3	24/09
54226	2	47/09	54462	5	11/09	61221	1	N8/09*	62591	4	N24/09
54227	3	N6/09*	54480	8	11/09	61541	8	45/09	63000	13	6,19,21,31,35,48/09
54230	1	44/09*	55040	4	33,34,37,38,39,40,42,49/09;1/10	61542	7	45/09	63005	18	11,19,35,48,49/09;1/10
54266	2	42/09	55041	7	33,34,35/09	61550	2	31/09	63010	14	6,24/09
54279	4	50/08:5,9,10,12,17,18,30/09	55042	1	38,39,42/09	61582	5	31/09	63015	11	7,11,48/09
54280	11	50,51/08:2,10,11,12,17,20,29,30,32,36,50/09	55043	2	38,43/09	61581	5	31/09	63050	2	9,20,21,31/09
54281	6	51/08:12,18,29,47/09	55044	5	34,37,38/09	62000	20	15/09	63053	5	9/09
54283	5	12,14,22/09	55045	2	37,38,42/09	62001	5	1,24,38/09	63054	3	9,31/09
54284	1	51,52/08:4,14,18,24,30/09	55046	4	39,40,42,43,48,49/09;1/10	62028	15	21,22,31,38/09	63060	7	6,9,21,35/09
54285	1	29,36/09	55047	8	40,42,43/09	62032	16	7,22,25,36,51/09	63062	8	6,7,8,11,18,21,35,47,49,52/09
54286	4	4/09	55048	12	43/09	62033	3	N7,N22,N25,N36,N51/09	63063	9	6,35,49,52/09
54287	7	51,52/08:12,13,17,23,26,29,32,36,48/09	55049	6	48,49,52/09;1/10	62080	5	15/09	63070	4	7,8,11,17,18,19,35,49/09
54288	5	50,51/08:10,11,24,26/09	55060	8	N30/09*	62090	7	15/09	63080	6	6,35,48/09
54289	8	51,52/08:1,10,17,23,24,26,35,36,50/09	55082	9	8,17,23,37/09	62092	7	51/09	63090	9	23*,30,52/09
54300	12	17,25,33,44,46/09	55085	9	23,37,43/09	62093	8	9/09	63091	4	6,7,35,48/09
54301	4	5,31/09	55100	8	46,48,49/09	62095	4	9/09	63100	2	11,35/09
54302	1	25,33,44/09	55101	5	8,48,49,52/09	62097	6	15/09	63101	17	N14*,N48,N52/09
54303	4	25/09	55102	4	25,51/09	62098	7	15/09	63102	21	N14*,N35,N52/09;N11/0
54314	2	12,13,17/09	55103	3	N51/08*:N47/09	62099	7	15/09	63103	19	N7*,N11,N35/09;N11/0
54318	3	17,36,44/09	55104	2	14/09	62105	4	N16/09*	63110	4	11,19,35,49,50/09;1/10
54320	4	51/08:8,11,13,14,17,20,24,25,26,36,44/09	55105	7	45,46,47,48/09	62110	10	24/09	63111	10	14,15,50/09
54321	3	N16*,N24,N36/09	55127	2	37,49/09	62143	3	36/09	63120	2	50/08:19,35,48/09;1/10
54322	8	51/08:4,11,13,17,44/09	55128	3	N43/09	62144	3	36/09	63121	6	50/08:35,48/09;1/10
54327	4	4,14,20,33/09	55129	7	43/09	62170	2	33/09	63150	1	6,24,50/09
54329	4	50/08:11,17,25,44/09	55130	2	14,23,25,43,46,48,49/09	62171	4	33/09	63172	5	N4/09
54330	2	25/09	55131	1	23,25,49/09	62188	4	1/09	63200	5	37/09
54332	3	13,22,26,27/09	55133	3	23/09	62225	4	N38/09*	63201	11	N41*,N52/09
54333	3	51/08	55135	1	8/09*	62230	3	24,38/09	63202	2	52/09
54334	3	50/08:1,4/09	55140	2	17,36,46,47/09	62241	10	51/09	63210	3	24/09
54335	3	51/08:12,44,50/09	55170	2	8,37,48/09	62250	5	33/09	63230	6	47/09
54337	4	N19*,N47/09	55180	2	52/08:43,45,47/09	62271	5	49/09	63231	9	N47/09
54338	2	47/09	55190	2	23/09	62276	3	49/09	63250	6	35,48/09
54339	9	N18*,N47,N50/09	55200	2	32,43,45/09	62290	4	24,49/09	63252	2	N48/09
54340	8	51,52/08:4,9,14,22,24,26,27,37,41,44,50/09	55205	1	23,32,37,43,44,47/09;1/10	62295	4	24/09	63260	6	17,35/09
54341	4	2,8,22,26,44/09	56011	1	51/08:4,12,22,46/09	62313	4	8,51/09	63270	7	18,48,52/09
54343	10	50/08:14,16,19,41,47,50/09	56031	1	11,14/09	62314	3	25/09	63271	9	N48,N51/09
54344	6	50/08:12,14,41,44,47,50/09	56060	9	3/09	62343	4	25/09	63280	3	7,11/09
54346	9	1,5,16,19,47,50/09	56063	1	5/09	62350	3	22/09	63290	7	6,7,11,52/09
54349	4	52/08:3,9,22,24,37/09	56064	6	5/09	62353	4	22/09	63291	9	6/09
54350	4	51/08:1,9,11,27,30/09	56065	3	3,5/09	62355	7	22/09	63310	5	50/09
54351	7	48,50/09	56067	3	3/09	62360	5	21,22,51/09	63320	8	50/09
54352	3	52/08:9,48/09	56100	14	10/09	62361	2	N21,N22,N51/09	63324	2	50/09;1/10
54359	2	51/08:2,33,36/09	56101	7	24/09	62362	1	22/09	63352	6	16/09
54360	12	51/08:1,9,11,13,24,30,33,36,48/09;1/10	56102	24	24/09	62364	1	8,22,51/09	63370	2	8/09
54361	10	51/08:2,24,33,36/09	56103	7	51/09	62366	4	13/09	63380	2	7,11,16/09
54363	3	52/08:8,9,17/09;1/10	56120	13	24/09	62377	2	21/09	63390	2	7/09
			57006	5	38/09	62387	3	N23/09*	63400	1	30,46/09
			57029	9	6,26/09	62388	3	N14/09*	63430	3	48/09
			57035	10	34/09	62389	1	N8/09	63440	4	22,24,48/09
			57100	10	25,38/09	62391	5	21/09	71005	1	7,18,30,43/09
			57101	18	38/09	62392	7	21,25/09	71027	9	6,7,37/09
			57120	13	38/09	62393	7	25,36,51/09	71040	5	24,26,30,38/09
			57160	10	19/09	62394	10	25,36/09	71043	3	26/09
			57162	7	19/09	62395	3	25/09	71044	2	24,25/09
			57180	6	52/08	62400	17	7/09	71050	2	46,48/09
			57241	13	N12/09*	62403	5	7/09	71058	3	N7,N12/09
			57242	9	25/09*	62404	3	18/09	71059	2	N7,N12/09
			57245	2	38/09*	62411	1	7,15,48/09	71061	16	N7,N12/09
						62412	13	9,11/09	71066	2	7,22,45/09
						62413	13	9,11/09	71239	4	N23,N32/09
						62416	14	36/09	71241	11	N8*,N11,N13,N22,N32/09
						62417	2	N48/09*	71243	6	18,32/09
						62420	5	9/09	71244	4	14,23,32/09
						62437	12	51/09			

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
71247	19	18,43,44/09	74397	1	N42,N43,N46,N50,N51/09	81059	1	N52/08;N47/09	93721	6	N51/08;N6,N8,N13,N22,N25,N36,N49/09
71248	3	N18/09	74399	1	N12/09**	81060	2	52/08;47/09	93726	5	6,21/09
71250	1	N36,N43,N44/09	74410	3	12,43/09	81067	9	14/09*	93728	2	7/09
71251	13	N36,N43,N44/09	74420	3	12/09	81435	4	5/09*	93730	4	51/08;4,6,8,11,13,25,49/09
71252	2	N52/08;N2,N11,N13,N14,N16,N22,N23,N32,N36,N43/09	74475	2	10/09	81453	7	51/08*	93733	14	N51/08;N4,N6,N13,N40,N49/09
71253	11	2,14,18,36,43/09	74492	7	12/09**	81711	6	43/09	93734	13	N51/08;N6,N13/09
71254	2	N52/08;N14,N36/09	74493	3	10,12/09	81715	4	39,41,43,49/09	93736	25	N51/08;N6,N31,N40,N49/09
71255	7	N41*,N44/09	74496	1	N12/09**	82005	5	52/08	93778	8	16/09
71256	2	N6,N11,N14,N18,N23,N32,N35/09	74510	2	50/09	82020	7	8/09	94004	6	52/08;2,6,15,34,48/09
71261	9	16,22,40/09	74514	4	50/09	82025	3	8/09	94016	2	6,9,12,15,16,19,26,34,37,46/09
71262	7	13,16,32/09	74588	1	N44/09	82030	8	8/09	94028	8	48/09*
71265	4	52/08;2,11,14,16,18,23,32,36,43/09	74589	1	N12/09**	83010	6	12/09	94033	5	6,8,9,15,23,38/09
71271	11	7,32,40/09	74590	2	12,45/09	83015	8	21/09	94040	14	52/08;6,15/09
71272	11	31,36,40/09	74593	1	N45/09	83021	1	52/09	94042	9	6,7,9/09
71273	3	7,32,36,40/09	75000	6	12/09	83023	4	48/09	94060	12	2,15,48/09
71275	4	52/08;7,14,16,18,22,36,43/09	75052	2	13/09	83024	2	48/09	94063	5	28/09
71285	4	7,18,32/09	75119	1	N13/09**	83025	1	48/09	94067	11	51/08;6,15,27,28/09
71295	2	7,22/09	75130	16	52/08;45/09	83026	32	12,35/09	94080	7	52/08;15,28/09
71305	2	8,30,32,45/09	75134	3	52/08;13,45/09	83034	1	10/09	94082	9	16,28/09
71315	2	8,24,30,45/09	75136	1	N13/09**	83039	11	10,12,15,35/09	94083	12	16/09
71320	1	11/09	75137	2	N39,N45/09	83153	2	7/09*	94084	1	16/09
71330	13	11/09	75142	5	13/09**	83251	2	21/09	94120	7	6,8,15,28,34/09
71331	11	11/09	75143	4	13/09	83252	8	21/09	94122	8	N39/09*
71333	2	11/09	75144	1	N13/09**	83253	2	21/09	94123	9	6,15,28,34/09
71440	2	11,18,36,43/09	75154	1	N13/09**	83254	2	21/09	94124	15	N6,N15/09
72014	10	14/09	75155	1	N13/09**	83383	2	25/09	94127	2	28/09
72028	7	4/09	75160	6	13/09	83385	19	11,25/09	94160	9	34/09
72070	4	47/09	75162	1	N13/09**	83425	6	30/09	94164	2	51/08;9/09
72075	2	47/09	75163	1	N13/09**	83425	6	30/09	94165	4	52/08;8,9/09
72100	7	14/09	75166	1	N52/09	83484	11	35/09	94180	9	51/08;9,16/09
72105	2	14/09	75169	1	N14/09**	83500	1	10,19,22/09	94182	2	N16/09
72107	2	14/09	75170	12	52/09	83560	3	19,22/09	94188	2	52/08;6,10/09
72110	9	14/09	75177	7	38/09	83567	3	21/09	94203	10	6,8,9,10/09
72143	5	32/09	75178	2	N49/09	83570	2	10/09	94205	5	N6/09
72173	2	14/09	75182	1	N14/09**	83580	2	10/09	94220	4	6,8,10/09
73014	10	23/09	75188	1	N14/09**	83633	5	25,29/09	94260	5	6,10/09
73081	2	14/09*	75207	2	14/09**	83637	4	25,29/09	94280	5	7,23/09
73341	8	23/09	75208	2	14/09**	91005	6	38/09	94281	7	N7/09
73395	1	N10/09**	75210	1	N14/09**	91008	1	52/08;2,6,8,15,23,27,28,33,48/09	94282	9	2/09
73398	1	N10/09**	75212	2	14/09**	91010	6	52/08;2,6,8,15,23,27,28,33,48/09	94283	8	N18/09
73441	3	N43/09*	75220	12	19/09	91020	5	23,47,51/09	94287	2	2/09
74000	6	41/09	75222	8	14/09**	91030	3	47/09	94290	2	2,6/09
74001	1	N10/09**	75223	1	N14/09**	91120	3	33/09	94322	14	38/09
74002	2	52/08;29,33/09	75252	1	N52/09	91140	4	23,33/09	94360	6	3,6,8,11,15,18,23/09
74003	5	29/09	75255	1	N14/09**	91175	3	1*,23,33/09	94363	4	11,13,15,18/09
74004	2	52/08	75268	1	N14/09**	91247	6	N14/09*	94380	4	N6/09
74010	1	N10/09**	75271	1	N14/09**	91286	10	50/08	94420	3	51/08;6,9,15,23/09
74011	1	N10/09**	75272	1	N14/09**	91289	19	50/08	94421	11	7,15/09
74016	3	10/09**	75273	2	N14/09**	91331	3	23,47/09	94423	12	7,15/09
74019	1	N10/09**	76015	1	13,14,22,23,25,32,48/09	91340	3	23,47,51/09	94427	2	N51/08
74020	4	10/09	76020	7	8/09	91360	2	47/09	94440	3	6,38/09
74021	7	10,50/09	76030	9	8,48/09	92006	5	23/09	95016	8	14,23,29/09
74033	1	N50/09	76040	8	14,16/09	92010	3	32/09	95060	14	23,28,42/09
74045	1	N10/09**	76041	2	13,15,16,19,31/09	92030	4	23/09	95065	6	28/09
74150	1	N48/09	76050	8	14,20,21,22,23,25,32,48/09	92440	4	23,47/09	95066	12	28,32,41/09
74154	1	N48/09	76052	8	13,14,15,20,21,22,23,25,30,32,48/09	92450	3	47/09	95067	15	N44/09*
74155	1	N48/09	76054	5	14,21/09	92470	3	23/09	95068	2	N44/09
74171	4	41/09	76056	3	19,22,25,48/09	92560	4	35/09	95080	14	8,9,11,13,18,22,28,31,32,34,39,40,42/09
74190	7	11/09	76061	7	13,22,23/09	93006	3	51,52/08;4,6,11,28,49/09	95082	10	N1*,N8,N31,N32,N34,N39,N41/09
74191	2	11/09**	76063	3	14,16,19,22,23/09	93010	6	6,7,24,26,27,30,35,37/09	95083	8	9,22,27,43,50/09
74208	1	N43/09	76066	3	14,16,19,22,23/09	93018	8	6,7,24,26,30,35,37/09	95084	7	32,43,48/09
74209	1	N43/09	76070	9	13/09	93036	11	51/08;6,11,28/09	95085	4	51,52/08
74217	1	N11/09**	76071	9	18,22/09	93048	1	11/09	95086	5	51,52/08
74222	1	N11/09**	76079	8	14,21/09	93050	1	N37/09	95100	13	52/08;9,11,14,26,28,31,32/09
74224	1	N11/09**	76080	8	14,21/09	93110	2	6,11/09	95101	8	9,18,22,26,28,30,48/09
74225	1	N11/09**	76081	7	19,21,22,42/09	93113	3	N7,N22/09	95102	8	9,11,22,30/09
74235	1	N11/09**	76083	3	13,21/09	93115	3	N30/09*	95103	8	51,52/08;9,14,23,27,30,32,42,49/09
74237	2	N22/09*	76090	6	23,49/09	93117	3	7,11/09	95120	9	52/08;49/09
74251	8	11/09	76120	6	14,19,31/09	93160	4	6,12,24,30/09	95138	9	N14/09
74255	1	N11/09**	76141	8	22,34/09	93180	8	N24,N30,N35,N37/09	95140	15	22,24,25,37/09;1/10
74256	1	N11/09**	76142	1	19/09	93200	4	24,30,35,37/09	95141	8	6,9,11,14,27,47,50/09
74276	1	N11/09**	76146	1	15/09	93220	6	24,26,27,35,37/09	95142	9	42,43/09;1/10
74286	2	11/09**	76147	1	15/09	93240	11	24,26,27,28,35,37/09	95143	12	N6,N8,N13,N14,N22/09;N11/10
74290	12	20/09*	76150	6	15/09	93241	9	25,26,28,51,52/09	95144	10	9,18,31,32,37/09;1/10
74292	8	11/09	76161	10	15,16,18,49/09	93243	6	25/09	95146	16	27,31,48/09
74302	1	N12/09	76162	1	19/09	93244	8	25,37/09	95147	14	48/09
74312	1	N12/09**	76170	7	18/09	93245	6	25,30,35,51/09	95149	10	6,22,27,30,32,40,51/09
74341	1	N12/09**	76171	10	13,19/09	93248	1	26,35/09			
74342	1	N41/09	81001	1	46/09	93249	1	30,37/09			
74343	1	N12/09**	81002	6	52/08;47/09	93260	8	24,26,28,35/09			
74344	1	N12/09**	81004	5	37,38,47/09	93261	5	28,35/09			
74346	1	N12/09**	81012	3	46/09	93650	2	8,9/09			
74386	1	N12/09**	81025	3	N52/08;N37,N38,N47/09	93710	3	8/09			
			81048	10	20,36,52/09	93720	11	51/08;6,13,25,49/09			
			81054	16	7/09						

## SECTION I

NM 1/10

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 50/08 THROUGH NM 1/10

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
95151	18	8,22,32,40,51/09	97080	6	22,26/09;1/10	97300	6	30,36,38,46/09	809679	2	N30/09
95152	6	22,40/09	97082	6	N39/09	97320	6	38,43,46/09	809780	1	N13,N37/09
95160	14	48/09*	97100	4	7,26,47/09;1/10	97340	8	26,34/09			
95161	16	9,11,13,21,28,40,41,42, 43,49,50/09	97101	2	30,47/09	97342	14	34/09			
95162	2	51/08;4,9/09	97104	4	1/10	97343	12	34/09			
95163	2	31,44/09	97105	3	1/10	97360	6	23,24,37,46,52/09			
95164	4	4,22,43/09	97108	4	30,47/09	97380	7	8,9,10,14,16,17,24,25,46, 47/09			
95167	11	N35/09*	97120	6	52/08;4,6,15,16,30,37, 47/09	97381	7	37,46,52/09			
95169	2	4,9,41,42/09	97140	17	51/08;6,15,16,25,30,32, 34,35,36,37/09	97383	16	24,25,37,44,46/09;1/10			
95171	1	8,13,23/09	97141	5	4,6,15,47/09	97384	5	44,46/09			
95173	1	49,50/09	97143	12	51/08;1,4,6,15,30,44, 50/09	97385	11	25,44/09;1/10			
95174	1	50/09	97144	14	51/08;1,4,6,15,16,30,44, 50/09	97386	6	40/09			
95177	2	N43/09*	97145	2	30,37,50/09	97387	3	36,44/09;1/10			
95180	11	8,11,13,23,41,44,49/09	97146	10	51/08;3,30,50,51/09	97390	6	N13*,N14,N25,N34, N44,N47/09			
95200	6	14,49/09	97148	9	52/08;1,4,15,38,50/09	97391	27	34/09			
95250	4	21,23,36,41,47/09	97149	21	N24*,N30/09	97392	5	17,25,34/09			
95252	2	24,25/09	97150	13	30/09	97396	14	8,9,10,14,17,25,47/09			
95258	3	25,40/09	97151	17	1,4,15,30/09	97397	8	N9*,N10,N14,N17/09			
95261	7	24,25,26,38/09	97155	15	30/09	97398	4	9,10/09			
95264	9	N39/09	97156	6	44/09	97400	4	8,10,37,39/09			
95267	6	37/09	97159	6	25,34,37/09	97409	5	26/09			
95268	16	48/09	97163	14	52/09	97410	9	25,36/09			
95270	5	49/09	97164	1	52/09	97412	7	25/09			
95271	5	N50/09*	97167	3	25/09	97420	17	24,25,36,41,46,47/09			
95273	2	24,25,43/09	97180	6	26,31,32,34,36,37,45, 50/09	97421	13	47/09			
95274	4	24,25,26,38/09	97181	20	26,30,32,36,37,46,48, 50/09	97423	3	N25,N47/09			
95276	4	45/09	97182	14	N33*,N48/09	97425	7	N5*,N25,N36/09			
95280	10	24,26/09	97183	9	30,36/09	97440	8	26,37,43,46/09			
95281	15	42/09	97184	16	N35/09*	97441	5	24,43,46/09			
95282	7	26,38,48/09	97185	2	47/09	97443	6	24,43,46/09			
95285	3	26,48/09	97187	3	36/09	97460	7	6,12,16,19,37,43,46/09			
95300	6	34,37/09	97188	3	47,52/09	97461	9	6,12,14,16,19,37/09			
95320	15	41,45/09	97189	2	30/09	97465	9	6,12,14,23,34/09			
95341	9	N8*,N34,N35,N41,N42, N46,N47/09	97190	2	26,31,32,36,37,45,50/09	97466	3	N48/09*			
96000	5	24/09	97200	9	38,47,48,52/09	97469	10	12,34/09			
96004	14	14,21,24,29/09	97201	7	26,45/09	97471	6	N25/09*			
96020	4	45/09	97202	16	N47/09	97472	8	6,12/09			
96028	5	1/10	97204	9	31,38,52/09	97473	7	16/09			
96036	2	41/09	97218	3	37/09	97474	7	12/09			
96039	7	14,47/09	97219	4	37,52/09	97480	8	6,8,15/09			
96041	11	39,47/09	97220	4	50/09	97481	6	34/09			
96042	11	17,39,47/09	97221	21	N18*,N31,N35,N41, N47,N48,N50,N52/09; N1/10	97483	7	32,38/09			
96043	8	14/09	97222	12	31,41,48,52/09;1/10	97521	6	49/09			
96044	10	48,51/09	97225	32	31,41,50,52/09;1/10	97564	3	34/09			
96181	5	39/09	97228	16	N34/09*	800113	6	N26*,N46/09			
96200	5	17,24,44,45,48/09	97229	12	50/09	800669	9	N26*,N34,N46/09			
96340	4	46/09	97231	11	37/09	800744	1	N51/08;N3,N26,N41, N46/09			
96381	2	46/09	97232	9	31/09	801217	1	N6,N12,N16/09			
96660	4	41/09	97233	12	35,39,43,50/09	801959	2	N21/09			
96760	4	36,38,44/09	97234	17	35,49/09	802184	4	N52/08			
96762	4	36,38,48/09	97236	20	31,43,49/09	802260	6	N26*,N34/09			
96763	7	36,38,45/09	97238	11	31/09	803222	1	N31/09*			
96764	3	36,44,48/09	97239	10	35,37,43/09	803405	1	N46/09*			
96900	4	24,36,44,45,47/09	97241	6	35,36/09	803408	1	N47/09*			
96901	3	24,36,44,45,47/09	97243	9	N31,N34,N37,N39,N43, N50/09	803410	1	N46/09*			
96904	3	44/09	97244	5	39/09	803418	1	N47/09*			
96906	2	24/09	97246	7	31/09	803436	1	N47/09*			
96937	2	44,52/09	97251	4	31,52/09	803456	1	N47/09*			
96938	4	24,44,45/09	97261	15	31,35,36,38,50/09;1/10	803458	1	N46/09*			
96939	3	24,36/09	97262	11	N43/09;N1/10	803470	1	N46/09*			
96940	1	N24/09	97263	10	31,35/09	803475	1	N46/09*			
96941	8	3,23,24,32,38/09	97266	5	26,28,31,35,36,38,39,41, 43,47,50/09;1/10	803482	1	N47/09*			
96942	10	N5*,N23/09	97267	16	28,39,44,47,50/09	803486	1	N47/09*			
96943	15	21,23,29,36,38,41/09	97269	12	N39/09*	803496	1	N46/09*			
96944	6	26,42,47/09	97270	7	N38,N47/09	804233	1	N31/09*			
96945	3	21,23,24,29,38,41/09	97271	12	31,41/09	804344	1	N31/09*			
96948	8	21,36/09	97272	11	27,35,41,43,52/09	804567	4	N40/09			
96949	21	21/09	97273	11	27,31,41,52/09	805118	3	N52/08			
96960	3	3,23,24,32,36,45/09	97274	19	31,40,48,52/09	805576	1	N31/09*			
96962	4	21,36/09	97276	2	44/09	805647	2	N32,N43,N48/09			
97005	9	21,22,23,25,29,36/09	97277	12	26,31,35,39,41,43/09	805980	4	N24,N41/09			
97015	10	7,25,35,37,47/09	97278	12	31,38,43,46/09	806413	1	N31/09*			
97021	7	7,25,26,31,37/09	97279	10	N14/09*	806464	1	N31/09*			
97026	10	7,26,29,38,45,46/09	97283	4	N31/09	806675	1	N31/09*			
97029	3	7,25,32,35,37/09	97285	7	41,52/09	806901	1	N47/09*			
97040	5	22,30/09;1/10	97286	7	34,41,47,52/09	806946	1	N46/09*			
97041	9	1/10	97287	6	34,44,47/09	806952	1	N47/09*			
97042	7	22,30/09				806958	1	N47/09*			
97043	2	26,49/09				807448	2	N24,N41/09			
97060	8	22,27,30/09				808528	1	N41/09			
97061	4	22/09				808568	1	N49/09			
97062	13	10*,22,39/09				808916	4	N6/09*			
97063	2	30/09				809310	10	N47/09*			
97064	2	22,30/09				809381	1	N31/09*			
97065	2	22/09									

**SECTION II**  
**NGA/DLIS CATALOG CORRECTIONS**

**NM 1/10**

Note: Underlining indicates that column in which a correction has been made or new information added.			Edition		Price Category	NTM
NGA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date		
REGION 1						
12AHA12207 (7642014010298)	Cape Henry to Currituck Beach Light (LORAN-C)	80,000	<u>22</u>	<u>10/09</u>	NOS	1/10
12AHA12401 (7642014007442)	New York Lower Bay-Southern Part	15,000	<u>10</u>	<u>10/09</u>	NOS	1/10
13ACO13232 (7642014007388)	New Bedford Harbor	20,000	<u>5</u>	<u>11/09</u>	NOS	1/10
	Inset: Continuation of Apponagansett Bay	20,000				
14XHA14839 (7642014010661)	Cleveland Harbor	10,000	<u>37</u>	<u>10/09</u>	NOS	1/10
16ACO16471 (7642014011244)	Atka Pass to Adak Strait (LORAN-C)	120,000	<u>12</u>	<u>10/09</u>	NOS	1/10
	Insets: Kanaga Island-Kanaga Bay	20,000				
	Adak Island-Three Arm Bay	40,000				
	Adak Island-Chapel Roads and Chapel Cove	20,000				
17BCO17424 (7642014011395)	Eastern Part of Behm Canal	80,000	<u>9</u>	<u>10/09</u>	NOS	1/10
18AHA18653 (7642014014992)	Angel Island to Point San Pedro	20,000	<u>11</u>	<u>10/09</u>	NOS	1/10

Price Categories effective 1 October 2009

A	21.00	E	10.75	G	6.25
D	13.00	F	10.75	H	10.75

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DS Distribution Limited  
GPO Government Printing Office  
NOS National Ocean Service  
UKHO United Kingdom Hydrographic Office  
DHO Danish Hydrographic Office  
AHS Australian Hydrographic Service  
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For questions concerning the availability and distribution of announced hardcopy charts, users should contact the Defense Logistics Agency (DLA) at 1-800-826-0342 or 804-279-6500; DSN 695-6500; Fax 804-279-6524.

SECTION II  
NAVIGATION PUBLICATIONS

NM 1/10

COAST PILOT CORRECTIONS

COAST PILOT 2      39 Ed 2010      Change No. 3  
LAST NM 49/09

Page 135—Paragraph 2595, line 6; read:  
Broadcast.

**§165.156 Regulated Navigation Area, East Rockaway Inlet to Atlantic Beach Bridge, Nassau County, Long Island, New York.**

(a) *Location.* The following area is a Regulated Navigation Area; All waters of East Rockaway Inlet in an area bounded by lines drawn from position 40°34'56"N., 073°45'19"W., (approximate position of Silver Point breakwater buoy, LLNR 31500) running north to a point of land on the northwest side of the inlet at position 40°35'28"N., 073°46'12"W., thence easterly along the shore to the east side of the Atlantic Beach Bridge, State Route 878, over East Rockaway Inlet, thence across the bridge to the south side of East Rockaway Inlet, thence westerly along the shore and across the water to the beginning.

(b) *Regulations.* (1) The general regulations contained in 33 CFR 165.10, 165.11 and 165.13 apply.

(2) In accordance with the general regulations, the following regulations apply to vessels carrying petroleum products in excess of 250 barrels:

(i) The vessel must have plans in place to maintain a minimum of two feet under keel clearance at all times.

(ii) A vessel requiring a nighttime transit through East Rockaway Inlet may only do so only after receiving approval from the Captain of the Port Long Island Sound.

(iii) Vessels are prohibited from transiting East Rockaway Inlet if a small craft advisory or greater has been issued for the area unless specific approval is received from the Captain of the Port Long Island Sound.

(iv) In an emergency, any vessel may deviate from the regulations in this section to the extent necessary to avoid endangering the safety of persons, the environment, and or property. If deviation from the regulations is necessary, the master or their designee shall inform the Coast Guard as soon as it is practicable to do so.

(c) *Waivers.* (1) The Captain of the Port Long Island Sound may, upon request, waive any regulation in this section.

(2) An application for a waiver must state the need for the waiver and describe the proposed vessel operations through the Regulated Navigation Area.  
(FR 11/10/09) 1/10

Page 208—Paragraph 164, lines 8 to 10; read:  
mark the channel through West Bay. In 1981-2001, a ...  
(NOS 13229) 1/10

Page 237—Paragraph 245, line 5; read:  
**Nye Ledge**, covered 7 to 18 feet, about 0.4 mile south-eastward ...  
(NOS 13232) 1/10

Page 237—Paragraph 248, lines 6 to 7; read:  
available. In September 2009, a reported depth of 15 feet could be carried to the boatyard with 5 feet alongside.  
(DB 18199-small) 1/10

COAST PILOT 2      39 Ed 2010      Change No. 4

Page 355—Paragraph 439; read:

**South Brother Island Channel**, project depth 35 feet, leads from deep water east of North Brother Island and along the west side of Rikers Island to a turning basin on the west side of Bowery Bay. The channel is marked by lighted and unlighted buoys. (See Notice to Mariners and the latest editions of charts for controlling depths.)  
(CL 1111/09; BPs 193442-43; 44/09 CG1) 1/10

Page 375—Paragraph 4, line 7; read:  
Harbor, Ambrose Channel Lighted Whistle Buoy A, equipped with a racon, will be ...  
(40/09 CG1) 1/10

COAST PILOT 3      42 Ed 2009      Change No. 18  
LAST NM 50/09

Page 266—Paragraph 72; insert after:

A submerged natural gas pipeline crosses Newport News Channel and extends from Newport News to Craney Island, across Anchorage H and Anchorage J. Though deeply buried through the channel and anchorages, reported pipeline points can reach within 10 feet of the surface. Mariners are advised to use extreme caution when anchoring in these areas.  
(CL 1702/09; CL 79/09; NOS 12245) 1/10

Page 284—Paragraph 81, lines 5 to 9; read:  
**117.49**, chapter 2, for drawbridge regulations.)  
(CL 1729/09) 1/10

Page 284—Paragraph 86, lines 8 to 9; read:  
200 yards below the I-95 bridge. The channel through the flats at the ...  
(CL 1728/09) 1/10

**COAST PILOT 3 (Continued)**

Page 284—Paragraph 91, line 1; read:

The I-95 bridge, ...  
(CL 1728/09) 1/10

Page 292—Paragraph 53, lines 3 to 5; read:

have depths of about 36 to 39 feet at their outer ends. A ...  
(CL 1681/09; 43/07 CG5; H 11295) 1/10

Page 349—Paragraph 202; read:

A dredged entrance channel leads from deep water in the Choptank River to a turning basin at the mouth of **Cambridge Creek**. Another dredged channel continues from the west corner of the turning basin through Cambridge Creek for about 0.7 mile to a turning basin at the head of the project. Anchorage basins are on each side of the channel about 0.2 mile inside the entrance. In April 2009, the controlling depths were 20.7 feet in the entrance channel, thence 18.8 feet in the turning basin. In 1984, the channel through Cambridge Creek had a controlling depth of 11 feet to the turning basin at the head of the project with depths of 9 to 12 feet in the basin; both anchorage basins had depths of 8 to 10 feet.  
(CEM-Baltimore/90; NOS 12266;  
BP 123786-87; CL 1424/09; DD 15796) 1/10

**COAST PILOT 3      42 Ed 2009      Change No. 19**

Page 266—Paragraph 80, lines 4 to 5; read:

is southeastward of York Spit Channel Lighted Buoy 38.  
(CL 1702/09; NOS 12224) 1/10

Page 284—Paragraph 79; strike out.

(CL 1799/09) 1/10

Page 285—Paragraph 94, line 5; read:

called The Corkscrew. There is no contemporary hydrography for the Curles of the James River, and severe shoaling has been reported. Mariners are advised to use extreme caution and local knowledge.  
(CL 1738/09; CL 88/09) 1/10

Page 287—Paragraph 123; read:

The **Kanawha Ship Canal** is at the north end of the Richmond waterfront. The canal's lock gate mechanisms are damaged and inoperable, restricting all passage.  
(CL 1764/09) 1/10

Page 289—Paragraph 7; insert after:

**Quarantine, customs, immigration, and agricultural quarantine**

(See Chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service,

Chapter 1.) The **quarantine anchorage** is southeastward of York Spit Channel Lighted Buoy 38.  
(CL 1702/09; NOS 12224) 1/10

**COAST PILOT 6      39 Ed 2009      Change No. 20  
LAST NM 50/09**

Page 254—Paragraph 504, lines 2 to 3; read:

and marked channel leads to Pipe Creek. Marinas on the N side of the creek can provide transient berths, gasoline, electricity, water, launching ramps, pump-out facility and marine supplies. A 30-ton marine lift and 50-ton marine railway are available for hull and engine repairs. In 1999, the channel had a ...  
(DB 18280-small; NOS 14845) 1/10

Page 256—Paragraph 534, lines 7 to 9; read:

Clinton has a few transient berths available and can provide: gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. The marina also has a 35-ton marine lift and hull/engine repairs can be made.  
(DB 17965-small; CL 2226/99) 1/10

Page 311—Paragraph 54, lines 4 to 8; read:

marked by lights on the outer ends of the breakwaters. In September 2009, the controlling depth was 5 feet (7½ feet at midchannel) in the entrance channel to the basin, thence depths of 5 to 8 feet were available in the basin (except for shoaling to 1 foot along the E edge.)  
(DD 15843; LL/09) 1/10

Page 311—Paragraph 60, lines 6 to 7; read:

ends of the breakwaters are marked by lights. In September 2009, the controlling depth was 8 feet in the entrance ...  
(DD 15876) 1/10

Page 311—Paragraph 69, lines 6 to 10; read:

harbor. In June 2009, the controlling depth was 19 feet in the entrance channel with gradual shoaling to 14 feet towards the SW corner, thence depths of 15 to 18 feet were available in the buoyed section on the SW side of the basin with gradual shoaling to 10 feet towards ...  
(DD 15816) 1/10

Page 354—Paragraph 191; read:

In August 2009, the controlling depths were 16 feet (21 feet at midchannel) 7 through the outer harbor basin and river channel to Manistee Lake (except for shoaling to 12 feet in the left outside quarter of the entrance channel just NW of the North Pierhead Light and along the S side of the channel between 44°14'49"N., 86°20'17"W. and 44°14'50"N., 86°20'03"W.)  
(DD 15875; DDs 15822-24) 1/10

**COAST PILOT 6 (Continued)**

Page 428—Paragraph 889, lines 1 to 17; read:

In June-September 2009, the controlling depths were 18½ feet (23 feet at midchannel) in the entrance and through the dredged channel to the mouth of the Fox River. A large shoal area, the S tip of Long Tail point, encroaches into the right half of the channel between Lighted Buoy 16A and Inner Range Front Light and has a least depth of 1 foot. From the mouth of the Fox River, the controlling depth in the river channel was 21 feet (with lesser depths to 17 feet along the edges) to the second turning basin just above the Canadian National Railroad bridge (44°29'38"N., 88°01'26"W.); thence in May-August 2003, 5.7 feet (6.6 feet at midchannel) to the De Pere turning basin. Depths in the turning basins were: at the mouth of the East River, 16 to 22 feet; just above the Canadian National Railroad bridge, 11 to 19 feet; and at ...

(DDs 15168-73; DDs 16051-60;  
NOS 14918; NOS 14919) 1/10

Page 470—Paragraphs 155 to 156; read:

**Channels**

A Federal project provides for channel depths of 25 to 28 feet through the E entrance (lower entrance) at the mouth of Portage River to the Portage River Harbor of Refuge, thence 25 feet through Portage River to deep water in Portage Lake. The project depths in the entrance from Lake Superior (upper entrance) are 25 to 32 feet to the Lily Pond Harbor of Refuge, thence 25 feet to the upper end of Portage Lake. (See Local Notice to Mariners for controlling depths.) The channels through the waterway are well marked by lighted and unlighted buoys, lights, and lighted ranges.

The E entrance in Keweenaw Bay is protected by a breakwater that extends S from the E side of the mouth of Portage River. The breakwater should not be approached closer than 20 feet by vessels exceeding a 12-foot draft as it is lined with riprap on the channel side. The entrance at Lake Superior is protected by converging breakwaters.

(CEM-Detroit/82; NOS 14972) 1/10

Page 470—Paragraph 161; strike out.

(NOS 14972) 1/10

Page 470—Paragraph 162, line 15 to Paragraph 163, line 3; read:

0.15 to 0.4 mile.

A 19-foot spot and a 20-foot spot ...  
(NOS 14972; NOS/09) 1/10

Page 470—Paragraph 163, lines 9 to 18; read:

Lake for about 0.7 mile SE of Grosse Point.  
(NOS 14972; NOS/09) 1/10

Page 471—Paragraph 173; strike out.

(NOS 14972; NOS/09) 1/10

Page 473—Paragraph 203, lines 6 to 9; read:

buoy and a 105° lighted range. In August 2009, the dredged harbor basin had general depths of 9 to 11 feet with shoaling to 2 feet in about 47°27'31"N., 88°08'57"W., and 47°27'33"N., 88°08'53"W.

(DD 15814) 1/10

**COAST PILOT 6 39 Ed 2009 Change No. 21**

Page 323—Paragraph 208, lines 1 to 5; read:

In August 2007, the controlling depth was 7 feet in the entrance channel to the basin (except for shoaling to 3½ feet extending into the W half of the channel near the outer end of the W breakwater), thence depths of 8 to 10 feet available in the N part of the basin. The remainder ...

(DD 9627) 1/10

Page 345—Paragraph 67, lines 5 to 7; read:

available. The harbormaster monitors VHF-FM channel 9. Repair facilities are close by and gasoline and diesel fuel are available at a ...

(DB 18345-small) 1/10

Page 351—Paragraph 147, lines 1 to 6; read:

In June-August 2009, the controlling depth was 12 feet in the entrance channel between the breakwaters and pier to the anchorage area (except for lesser depths to 8 feet along the NW edge of the channel near the outer end of the breakwater), thence 10 feet was available in the anchorage area with lesser depths to 3 feet along the NW side, thence 5½ feet in ...

(DD 15820) 1/10

Page 354—Paragraph 182, lines 5 to 6; read:

by lights; a fog signal is at the N outer end light. In September 2009, the controlling depth was 9½ feet in the entrance

...  
(DD 15870) 1/10

Page 404—Paragraph 601, lines 7 to 13; read:

lights. In August 2009, the controlling depth was 10 feet in the entrance channel to the basin (except for shoaling to 4½ feet in the a large area, extending into the right half of the channel just E of Kenosha Light), thence depths of 22 to 24 feet were available in the basin with lesser depths to 12 feet along the W side, thence 9 feet to the 50<sup>th</sup> Street bridge.

(DDs 15846-47) 1/10

**COAST PILOT 6 (Continued)**

Page 437—Paragraph 962, lines 4 to 7; read:  
marked by private lighted buoys. In June 2009, the controlling depth was 3 feet in the entrance channel and through the river to the head of the project (except for shoaling to 1½ feet along the N side of the ...  
(DDs 15844-45) 1/10

Page 438—Paragraph 984; read:

In July 2009, the controlling depths were 19 feet in the entrance, between the piers, and in the river channel to just above the turning basin (except for lesser depths to 15 feet on the SE edge of the channel near the outer end of the S pier, 17 feet along the N edge about 0.3 mile below the Ogden Street bridge, and 15 feet on the N side just above the bridge), thence 12 feet with gradual shoaling to 8 feet at the head of the project; the turning basin had depths of 16 to 21 feet with shoaling to 4½ feet along the SE side.  
(DDs 15848-51) 1/10

Page 439—Paragraph 1002, lines 6 to 7; read:

end of the pier is marked by a light. In July 2009, the controlling depth was 3 feet between the piers and ...  
(DD 15852) 1/10

Page 464—Paragraph 70, line 5 to Paragraph 71; read:

In August 2009, the controlling depth was 8 feet through the channel and basin to the lake (except for shoaling to 6 feet in about 46°42'56"N., 82°21'50"W.) Mariners are cautioned to use care in navigating the entrance and are advised the channel can experience significant shoaling, especially after storms.  
(DD 15821; NOS/09) 1/10

Page 468—Paragraph 133, lines 5 to 8; read:

respectively. In 2004-September 2006, the controlling depth was 3 feet in the entrance channel to the basin (except for shoaling to bare in the left half of the channel in about 46°49'36"N., 87°43'37"W.), thence depths of 7 to 9 feet were available in the basin with shoaling to bare at then N side in about 46°49'35"N., 87°43'37"W.  
(DD 5496; DD 9525) 1/10

**COAST PILOT 6      39 Ed 2009      Change No. 22**

Page 472—Paragraph 180, lines 6 to 11; read:

upstream in the river for about 350 feet. In August 2009, the controlling depths were 2½ feet in the entrance and between the breakwaters to the basin, thence depths of 8 to 10 feet in the basin, thence 4 feet in the extension channel to the head of the project.  
(DD 15815) 1/10

Page 472—Paragraph 184, line 6 to Paragraph 185, line 5; read:  
up to 37 feet deep.

**Channels**

The canal is entered between parallel piers at its mouth in Bete Grise Bay. The outer ends of the piers are marked by lights. In August 2009, the controlling depth was 7 feet in the entrance and the first 0.3 mile of the canal; thence in 1984, 6 feet in the remainder ...  
(DD 15818; 17/98 CG9; LL/09; NOS 14964) 1/10

Page 474—Paragraph 213, lines 6 to 10; read:

pierhead light. In July 2009, the controlling depth was 19 feet in the entrance channel and between the piers to the head of the project (except for lesser depths to 17½ feet along the SW edge of the entrance channel in about 46°52'44"N., 89°19'48"W.) Shoaling in the harbor ...  
(DD 15825) 1/10

Page 478—Paragraph 265, lines 7 to 9; read:

detached breakwater. In July 2009, the controlling depth was 8 feet in the entrance, thence depths of 7 to 8 feet were available in the basin with shoaling to 4 feet in the NE corner.  
(DD 15819; CEM-Detroit/82) 1/10

Page 480—Paragraph 291, lines 5 to 14; read:

outer end of the E pier is marked by a light. In September 2009, the controlling depths were 11½ feet (13½ feet at midchannel) in the entrance channel to the inner basin, thence 14 to 15 feet in the basin, thence 6 feet in the E inner channel. In September 2007, the S inner channel had a controlling depth of 3½ feet; it has not been maintained for several years and is subject to severe shoaling from drifting sand.  
(DD 15826) 1/10

Page 486—Paragraph 373, lines 5 to 7; read:

about 0.2 mile long. In July 2009, the controlling depth was 6 feet to the head of the project; local knowledge is advised.  
(DD 15817) 1/10

Page 487—Paragraph 379, line 7 to Paragraph 380; read:

the N and E limits of the area. In October 2007-July 2009, the maneuvering area had depths of 27 to 30 feet in the majority of the basin with lesser depths to 26 feet along the E edge.  
(DD 15827) 1/10

## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>Allerton Harbor</b>							
<i>Aids maintained from May 15 to Sep. 30.</i>							
12125	Buoy 1	42 17 55 N 70 53 19 W		3	2	Green.	Private aid.
	*	*	*				1/10
12130	Buoy 2	42 17 56 N 70 53 18 W		3	2	Red.	Private aid.
	*	*	*				* 1/10
12140	- Buoy 4	42 18 08 N 70 53 14 W				Red nun.	Private aid.
		*					1/10
34990	<i>Gowanus Flats Lighted Bell Buoy 32</i>	40 40 19 N 74 02 24 W	<b>FIR 4s</b>		3	Red.	
						*	1/10
35877	- Buoy 30A					Red nun.	* 1/10
35885	- Channel Buoy 32					Red nun.	* 1/10
35905	- Channel Buoy 35					Green can.	* 1/10
35930	- Channel Buoy 39					Green can.	* 1/10
35940	- Channel Buoy 42					Red nun.	* 1/10
35945	- Channel Buoy 44	40 19 23 N 73 59 46 W				Red nun.	* 1/10
35950	- Channel Buoy 46					Red nun.	* 1/10
35955	- Channel Buoy 47					Green can.	* 1/10
35990	- Danger Buoy B	40 23 03 N 73 58 43 W				White with orange bands.	* 1/10
35995	- Danger Buoy C	40 23 00 N 73 58 46 W				White with orange bands.	* 1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
36070	- Lighted Buoy 20	40 22 07 N 74 03 05 W	F I R 4s		2	Red.	* 1/10
37746	WHOI Research Lighted Buoy TC						Remove from list. * 1/10
37806	WHOI Research Lighted Buoy HC						Remove from list. * 1/10
37807	WHOI Research Lighted Buoy HS						Remove from list. * 1/10

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME II ATLANTIC COAST, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*3017.2	DIAMOND STATE PIER LIGHT Q	39 42 28 N 75 30 50 W	F I Y 2.5s	12		On mooring dolphin.	Private aid.  1/10
*3017.3	DIAMOND STATE PIER LIGHT R	39 42 27 N 75 30 50 W	F I Y 2.5s	12		On mooring dolphin.	Private aid.  1/10
<b>Brewerton Channel Eastern Extension</b>							
<i>Channel buoys located 75 feet outside channel limit.</i>							
8385	Brewerton Channel Eastern Extension Lighted Buoy 2BE	39 08 55 N 76 19 59 W	F I R 2.5s		6	Red.	Replaced by LIB of reduced intensity from Dec. 1 to Mar. 15.  * 1/10
11230	- ENTRANCE LIGHT 8		F I R 4s	15	3	TR on pile.	* 1/10
*18823	ST. JEROME CREEK LIGHT 11	38 07 23 N 76 20 43 W	F I G 4s	15	4	SG on pile.	Light equipment removed from Dec. 1 to Mar 15.  1/10
<b>Locust Point West Channel</b>							
21240	-Locust Point West Channel Lighted Buoy 1LW	39 15 25 N 76 35 54 W	F I G 2.5s		5	Green.	* * * 1/10
21245	Locust Point West Channel Lighted Buoy 2W	39 15 25 N 76 35 44 W	F I R 2.5s		5	Red.	* * * 1/10

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**SECTION II**

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II ATLANTIC COAST, 2009							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
21250	-Locust Point West Channel Lighted Buoy 4W		FI R 4s		5	Red.	
	*		*		*	*	1/10
29655	- Buoy 1	34 31 27 N 77 19 50 W				Green can.	
		*					1/10
30165	- Buoy 4	35 10 42 N 77 48 14 W				Red nun.	
		*					1/10
32315	FRISCO LIGHT 10	35 15 26 N 75 36 36 W	FI R 6s	15	3	TR on pile.	
		*					1/10

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV GULF OF MEXICO - ECONFINA RIVER, FLORIDA TO THE RIO GRANDE, TEXAS, 2009							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*257	Shell Mooring Buoy	30 10 45 N 88 04 56 W				White with blue band.	Private aid.
							1/10
*493	Newfield-108-2 Lighted Buoy	28 57 23 N 89 45 07 W	FI W 2.5s			White with orange bands.	SIGN: NEC-WD-72-10. Private aid.
							1/10
5240	- LIGHT 45 250 feet outside channel limit.		Q G	17	4	SG on piles.	Ra ref.
						*	1/10
5310	- LIGHT 55 200 feet outside channel limit.	30 29 18 N 88 01 12 W	FI G 4s	17	4	SG on piles.	Ra ref.
						*	1/10
5375	- LIGHT 69 200 feet outside channel limit.		FI G 4s	17	4	SG on piles.	Ra ref.
						*	1/10

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
105	HUNTINGTON BEACH PIER LIGHT	33 39 12 N 118 00 24 W	FI W 4s	32		At end of concrete pier	Private aid.
				*			1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
190 3585	<b>Point Hueneme Light</b>	34 08 42 N 119 12 35 W	<b>FI (5) W</b> 30s 0.1s fl 4.9s ec. 0.1s fl 4.9s ec. 0.1s fl 4.9s ec. 0.1s fl 9.9s ec.	52	20	White square tower on building. 48	Light obscured from 296° to 155°. The sound signal can be activated upon request to the Coast Guard via VHF-FM Ch 16. HORN: 1 blast ev 30s (3s bl). 251 feet from light.
							* 1/10
203	<b>PLATFORM HARVEST LIGHT</b>	34 28 09 N 120 40 57 W	<b>FI W</b> 6s	60	10	Platform	
						*	1/10
<b>POINT SUR TO SAN FRANCISCO (Chart 18680)</b>							
280	<b>Point Sur Light</b>	36 18 23 N 121 54 06 W	<b>FI W</b> 15s	250	25	Light House 48	Emergency light of reduced intensity when main light is extinguished.
						*	1/10
282	<i>-Scripps Waverider Lighted Research Buoy "157"</i>	36 20 16 N 122 06 05 W	<b>FI(5)Y</b> 20s			Yellow.	Private aid.
	*						1/10
289	<i>-Scripps Waverider Lighted Research Buoy "156"</i>	36 45 39 N 121 56 49 W	<b>FI (5) Y</b> 20s			Yellow.	Private aid.
	*						1/10
290	<b>Point Pinos Light</b>	36 38 00 N 121 56 01 W	<b>Oc W</b> 4s	89	17	Building 28	Emergency light of reduced intensity when main light is extinguished.
						*	1/10
320	<b>Pigeon Point Light</b>	37 10 54 N 122 23 38 W	<b>FI W</b> 10s	148	20	Cylindrical 155	Emergency light of reduced intensity when main light is extinguished.
						*	1/10
381	<i>-Scripps Waverider Lighted Research Buoy 029</i>	37 56 45 N 123 28 12 W	<b>FI (5) Y</b> 20s			Yellow sphere with whip antenna.	Private aid.
	*						1/10
420	<b>Point Arena Light</b>	38 57 17 N 123 44 26 W	<b>FI W</b> 15s	155	25	Light House 115	Emergency light of reduced intensity when main light is extinguished.
						*	1/10
450	<b>Point Cabrillo Light</b>	39 20 54 N 123 49 33 W	<b>FI W</b> 10s	81	22	Light House 47	Emergency light of reduced intensity when main light is extinguished.
						*	1/10
478	<i>Scripps Waverider Lighted Research Buoy 094</i>	40 17 38 N 124 44 25 W	<b>FI (5) Y</b> 20s			Yellow sphere with whip antenna.	Private aid.
	*						1/10

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
487	<i>-Scripps Waverider Lighted Research Buoy 128</i>	40 45 12 N 124 18 48 W	<b>FI (5) Y 20s</b>			Yellow sphere with whip antenna.	Private aid.
	*						1/10
<b>TRINIDAD HEAD TO CAPE BLANCO (Chart 18600)</b>							
525	<b>Trinidad Head Light</b>	41 03 06 N 124 09 05 W	<b>Oc W 4s</b>	196	14	Lighted House 25	Light obscured northward of 140°. Emergency light of reduced intensity when main light is extinguished. HORN: 1 blast ev 30s (3s bl).
						*	1/10
590	<i>NOAA Environmental Lighted Buoy 46015</i>	42 44 44 N 124 49 24 W	<b>FI (4) Y 20s</b>			Yellow disc-shaped buoy.	Aid maintained by NOAA.
	*	*					1/10
641	<i>NOAA Environmental Lighted Buoy 46050</i>	44 37 27 N 124 30 00 W	<b>FI (4) Y 20s</b>			Yellow disc-shaped buoy.	Aid maintained by NOAA.
	*						1/10
685 9875	Nehalem River Approach Whistle Buoy NR	45 39 17 N 123 57 33 W				Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
							* 1/10
688	<i>NOAA Environmental Lighted Buoy 46029</i>	46 08 31 N 124 30 37 W	<b>FI (4) Y 20s</b>			Yellow disk-shaped buoy.	Aid maintained by NOAA.
	*						1/10
689	<i>NOAA Environmental Lighted Buoy 46089</i>	45 53 36 N 125 49 09 W	<b>FI (4) Y 20s</b>			Yellow disc-shaped buoy.	Aid maintained by NOAA.
	*						1/10
690	<i>Columbia River Approach Lighted Whistle Buoy CR</i>	46 11 05 N 124 11 03 W	<b>Mo (A) W</b>		5	Red and white stripes.	RACON: M (-). No topmark will be shown on this aid as required by IALA standards due to weather.
							* 1/10
733	<i>NOAA Environmental Lighted Buoy 46041</i>	47 21 10 N 124 43 50 W	<b>FI (4) Y 20s</b>			Yellow disc-shaped buoy.	Aid maintained by NOAA.
	*	*					1/10
755 16135	<i>Strait of Juan de Fuca Traffic Separation Lane Lighted Buoy J</i>	48 29 37 N 125 00 00 W	<b>FI Y 2.5s</b>		6	Yellow.	RACON: O (- - -).
	*						1/10
756 16136	<i>Straight of Juan De Fuca Traffic Lane Separation Lighted Buoy JA</i>	48 29 38 N 124 43 38 W	<b>FI Y 2.5s</b>		3	Yellow.	
	*						1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS (Chart 530)</b>							
765.1	NOAA Environmental Lighted Buoy 46002	42 34 12 N 130 27 36 W	FI (4) Y 20s			Yellow boat-shaped hull.	Aid Maintained by NOAA.
	*						1/10
765.2	NOAA Environmental Lighted Buoy 46005	46 03 00 N 131 01 12 W	FI (4) Y 20s			Yellow boat-shaped hull.	Aid maintained by NOAA.
	*						1/10
765.7	DART Tsunami Warning Lighted Buoy 46419	48 45 42 N 129 37 00 W	FI (4) Y 20s			Yellow disc shaped hull.	Aid maintained by NOAA.
	*	*				*	1/10
905	LOOKOUT ISLAND LIGHT (C)	49 59 54 N 127 27 00 W	F I G 4s	48	9	White circular tower with green band at top, on white rectangular building. 23	HORN: 1 blast ev 20s (2s bl).
			*				1/10
982	NOAA Data Lighted Buoy 46080	58 02 06 N 149 59 38 W	FI (4) Y 20s			Yellow boat-shaped hull.	
		*					1/10
984.1	NOAA Data Lighted Buoy 46066	52 44 14 N 154 57 40 W	FI (4) Y 20s			Yellow boat-shaped hull.	
		*					1/10
984.2	NOAA Tsunami Warning Lighted Buoy 46403	52 38 11 N 156 55 54 W	FI(4) Y 20s			Red and white disc shaped hull.	Aid maintained by NOAA.
	*	*					1/10
984.3	NOAA Tsunami Warning Lighted Buoy 46402	51 04 10 N 164 00 38 W	FI Y 20s			Red and White disc shaped hull.	Aid maintained by NOAA.
	*						1/10
984.4	NOAA Tsunami Warning Lighted Buoy 46408	49 37 34 N 169 52 17 W	FI(4)Y 20s			Yellow disc shaped hull.	Aid maintained by NOAA.
	*						1/10
984.5	NOAA Tsunami Warning Lighted Buoy 46409	55 18 03 N 148 29 42 W	FI (4)Y 20s			Red and White Disc Shaped Hull	Aid Maintained by NOAA
	*	*					1/10
984.6	NOAA Tsunami Warning Lighted Buoy 46410	57 38 00 N 143 48 13 W	FI (4)Y 20s			Red and White Disc Shaped hull.	Aid Maintained by NOAA.
	*						1/10
984.7	NOAA Tsunami Warning Lighted Buoy 46413	48 40 18 N 174 35 36 W	FI (4)Y 20s			Red and white disc-shaped hull	Aid maintained by NOAA.
	*						1/10

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
984.8	NOAA Tsunami Warning Lighted Bouy 21414	48 56 17 N 178 16 52 W	FI(4)Y 20s			Red and white disc shaped hull.	Aid maintained by NOAA.
	*	*					1/10
984.85	NOAA Tsunami Warning Lighted Buoy 21415	50 11 00 N 171 59 36 E	FI(4)Y20s			Yellow disc shaped hull.	Aid maintained by NOAA.
	*	*					1/10
1082	NOAA Data Lighted Buoy 46083	58 14 33 N 137 59 36 W	FI (4) Y20s			Yellow boat-shaped hull.	
		*					1/10
1097	NOAA Data Lighted Buoy 46082	59 41 17 N 143 23 56 W	FI (4) Y 20s			Yellow boat-shaped hull.	
		*					1/10
1131	NOAA Data Lighted Buoy 46061	60 13 04 N 146 49 30 W	FI(4)Y 20s			Yellow boat-shaped weather buoy.	Aid maintained by NOAA.
							1/10
1187	NOAA DATA LIGHTED BUOY 46078	56 04 25 N 152 34 20 W	FI (4) Y 20s			Yellow boat-shaped buoy.	
		*					1/10
1570	BALLAST POINT LIGHT B	32 41 10 N 117 13 57 W	FI W 4s	16	10	NG on platform on dolphin.	HORN: 1 blast ev 15s (2s bl).
	*						1/10
1571	Ballast Point Shoal Buoy	32 41 12 N 117 14 00 W				White can labeled SHOAL, with orange bands.	
						*	1/10
<b>San Diego Bay</b>							
1800	San Diego Bay Pier B Sound Signal	32 43 03 N 117 10 35 W					HORN: 1 blast ev 15s (2s bl).
	*						1/10
2052.1	SAN DIEGO BAY SPEED CONTROL LIGHT A	32 38 34 N 117 07 38 W	FI W 4s	11		White sign with orange border on pile.	Private aid.
	*						1/10
2052.2	SAN DIEGO BAY SPEED CONTROL LIGHT B	32 38 30 N 117 07 46 W	FI W 4s	11		White sign with orange border on pile.	Private aid.
							* 1/10
2110	- LIGHT 13	32 37 50 N 117 07 48 W	Q G	14		SG on pile.	Private aid.
				*			1/10
2289.1	Scripps Waverider Lighted Research Buoy "100"	32 55 49 N 117 23 33 W	FI (5) Y 20s			Yellow sphere with whip antenna.	Private aid.
	*						1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2289.2	<i>Scripps Waverider Lighted Research Buoy "45"</i>	33 10 46 N 117 28 17 W	<b>FI (5) Y 20s</b>			Yellow sphere with whip antenna.	Private aid.
	*						1/10
2289.6	<i>Scripps Waverider Lighted Research Buoy "043"</i>	33 13 12 N 117 26 23 W	<b>FI (5) Y 20s</b>			Yellow.	Private aid.
	*						1/10
<b>GULF OF SANTA CATALINA (Chart 18774)</b>							
<b>Oceanside</b>							
<i>Due to frequently changing conditions, positions of buoys are not listed.</i>							
2290	<i>- Approach Lighted Whistle Buoy OC</i>	33 12 06 N 117 24 29 W	<b>Mo (A) W</b>		5	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
							* 1/10
2395	<i>- BREAKWATER LIGHT 3</i>	33 27 15 N 117 41 29 W	<b>FIG 4s</b>	32	6	SG on post.	The sound signal can be activated upon request to the Coast Guard via VHF-FM Ch 16. HORN: 1 blast ev 10s (1s bl).
							* 1/10
2536	<i>Scripps Waverider Lighted Buoy 028</i>						<i>Remove from list.</i>
							* 1/10
2560	<b>-Wilson Cove Sound Signal</b>	33 00 26 N 118 33 38 W					HORN: 1 blast ev 15s (2s bl).
	*						1/10
2775	<i>- Entrance Lighted Whistle Buoy 2 50 feet outside channel limit.</i>	33 43 00 N 118 06 36 W	<b>Q R</b>		3	Red.	
		*					* 1/10
2780	<i>- RANGE FRONT LIGHT</i>	33 44 12 N 118 05 32 W	<b>Q G</b>	45		KRW on skeleton tower.	Visible 4° each side of rangeline. Lighted throughout 24 hours.
							* 1/10
2790	<i>- Entrance Buoy 3 50 feet outside channel limit.</i>					Green.	
							* 1/10
2795	<i>- Entrance Buoy 4 50 feet outside channel limit.</i>					Red.	
							* 1/10

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**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2800	- WEST JETTY LIGHT 5	33 43 39 N 118 06 06 W	FIG 2.5s	31	4	SG on post.	The sound signal can be requested to the Coast Guard via VHF-FM CH 16. HORN: 2 blasts ev 20s (2s bl-2s si-2s bl-14s si).  * 1/10
2810	- Channel Buoy 7					Green.  *	1/10
2815	- Channel Buoy 8					Red.  *	1/10
2827	- Channel Buoy 13					Green.  *	Buoy maybe frequently relocated due to changing conditions.  * 1/10
2828	- Channel Buoy 15	33 43 56 N 118 05 20 W				Green can.	Buoy maybe frequently relocated due to changing conditions.  * 1/10
2829	- Channel Buoy 17					Green.  *	Buoy maybe frequently relocated due to changing conditions.  * 1/10
2835	- WEST JETTY LIGHT 1	33 44 14 N 118 07 19 W	FIG 2.5s	16	4	SG on post.	The sound signal can be activated upon request to the Coast Guard via VHF-FM Ch 16. BELL: 1 stroke ev 15s.  * 1/10
<b>Long Beach Harbor</b>							
2845	LONG BEACH BREAKWATER EAST END LIGHT 1	33 43 23 N 118 08 13 W	FIG 6s	43	5	SG on skeleton tower.	The sound signal can be activated upon request to the Coast Guard via VHF-FM Ch 16. HORN: 1 blast ev 15s (2s bl).  * 1/10
3345	KING HARBOR BASIN 2 LIGHT 1		FG	5		On post.	Private aid.  * 1/10
3350	KING HARBOR BASIN 2 LIGHT 2		FR	5		On post.	Private aid.  * 1/10
3360	- BASIN 1 LIGHT 2		FR	5		On post.	Private aid.  * 1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3455	- LIGHT 3	33 57 46 N 118 27 42 W	FI G 4s	45	6	SG on white building.	Obscured 151° to 331°. The fog signal can be activated upon request to the Coast Guard via VHF- FM Ch 16. HORN: 2 blasts ev 20s (2s bl-2s sl-2s bl-14s sl).  * 1/10
3595	- Entrance Lighted Whistle Buoy PH	34 08 18 N 119 13 00 W	Mo (A) W		6	Red and white stripes. No topmark will be shown on this aid as required by IALA standards due to weather.  * 1/10	
3690	- Ventura Marina Buoy 4	34 14 33 N 119 16 27 W				Red nun.	  * 1/10
3755	- Lighted Bell Buoy SB	34 24 06 N 119 40 48 W	Mo (A) W		5	Red and white stripes. No topmark will be shown on this aid as required by IALA standards due to the weather.  * 1/10	
3796	Scripps Waverider Lighted Research Buoy 071	34 27 28 N 120 46 49 W	FI (5) Y 20s			Yellow sphere with whip antenna. Private aid.  * 1/10	
3820	San Luis Obispo Buoy 2	35 09 24 N 120 43 54 W				Red.  * 1/10	
3833	Scripps Waverider Lighted Research Buoy 076	35 12 14 N 120 51 34 W	FI (5) Y 20s			Yellow sphere with whip antenna. Private aid.  * 1/10	
<b>Morro Bay Channel</b>							
<i>Buoys inside the harbor are set to best mark the channel and are not charted.</i>							
3840	Morro Bay Approach Lighted Whistle Buoy MB	35 21 36 N 120 52 50 W	Mo (A) W		5	Red and white stripes. No topmark will be shown on this aid as required by IALA standards due to weather.  * 1/10	
3964	Scripps Waverider Lighted Research Buoy 158	36 37 35 N 121 54 26 W	FI(5)Y 20s			Yellow sphere with whip antenna. Private aid.  * 1/10	
*3971.1	Monterey Bay Special Purpose Buoy MY1	36 37 16 N 121 53 05 W	FI Y 4s			Yellow. Private aid.  1/10	

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**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*3971.2	<i>Monterey Bay Special Purpose Buoy MY2</i>	36 37 59 N 121 54 16 W	<b>FI Y 4s</b>			Yellow	Private aid.  1/10
*3971.3	<i>Monterey Bay Special Purpose Buoy MY3</i>	36 38 42 N 121 55 24 W	<b>FI Y 4s</b>			Yellow.	Private aid.  1/10
*3971.4	<i>Monterey Bay Special Purpose Buoy MY4</i>	36 40 00 N 121 54 24 W	<b>FI Y 4s</b>			Yellow	Private aid.  1/10
*3971.5	<i>Monterey Bay Special Purpose Buoy MY6</i>	36 38 18 N 121 51 18 W	<b>FI Y 4s</b>			Yellow	Private aid.  1/10
*3971.6	<i>Monterey Bay Special Purpose Buoy MY7</i>	36 36 54 N 121 52 30 W	<b>FI Y 4s</b>			Yellow	Private aid.  1/10
4000	- HARBOR ENTRANCE RANGE FRONT LIGHT	36 48 33 N 121 47 07 W	<b>Q G</b>	15		KRW on red pile.	Visible 5.5° each side of rangeline.  * 1/10
4005	- HARBOR ENTRANCE RANGE REAR LIGHT 63 yards, 052° from front light.	36 48 34 N 121 47 05 W	<b>Iso G 6s</b>	25		KRW on red pile.	Visible 5.5° each side of the rangeline.  * 1/10
<b>Santa Cruz</b>							
<i>Buoys inside the harbor are set to best mark the channel and are not charted.</i>							
4080	- <i>Lighted Whistle Buoy SC</i>	36 56 20 N 122 00 35 W	<b>Mo (A) W</b>		6	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.  * 1/10
4085 300	- WEST BREAKWATER LIGHT	36 57 36 N 122 00 06 W	<b>Oc G 4s</b>	36	6	White cylindrical structure.	HORN: 1 blast ev 30s (2s bl). Operates from May 01 to Oct 20  * 1/10
4187	<i>Scripps Waverider Lighted Research Buoy 142</i>	37 46 53 N 122 35 56 W	<b>FI(5)Y 20s</b>			Yellow.	3 foot sphere with whip antenna. Private aid.  * 1/10
6252	OZOL PIER WEST LIGHT	38 01 46 N 122 09 47 W	<b>FR</b>	12		West pier corner.	Private aid.  * 1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6253	Ozol Pier East Light	38 01 41 N 122 09 37 W	<b>F R</b>	12		East Pier Conner	Private aid
				*			1/10
6362	AVON TURNING BASIN SOUTH LIGHT	38 02 52 N 122 05 49 W	<b>FI W 4s</b>	18		Single pile.	Private aid.
				*			1/10
6363	AVON TURNING BASIN NORTH LIGHT	38 03 06 N 122 05 56 W	<b>FI W 4s</b>	18		Single pile.	Private aid.
				*			1/10
6970	- RANGE C REAR LIGHT 300 yards, 306° from front light.	38 02 47 N 121 30 17 W	<b>Iso W 6s</b>	35		KRW on pile.	Visible all around; higher intensity on rangeline.
		*					* 1/10
7010	- RANGE E REAR LIGHT 170 yards, 126° from front light.	38 01 21 N 121 27 50 W	<b>Iso G 6s</b>	35		KRW on pile.	Visible all around; higher intensity on the rangeline.
							* 1/10
7100	- RANGE H FRONT LIGHT	37 59 05 N 121 23 19 W	<b>Q G</b>	25		KRW on pile.	Visible all around; higher intensity on the rangeline.
							* 1/10
7105	- RANGE H REAR LIGHT 657 yards, 115° from front light.	37 58 57 N 121 22 56 W	<b>Iso G 6s</b>	51		KRW on skeleton tower.	Visible all around; higher intensity on the rangeline.
							* 1/10
7120	- RANGE J FRONT LIGHT	37 59 11 N 121 23 31 W	<b>Q W</b>	20		KRW on pile.	Visible all around; higher intensity on the rangeline.
							* 1/10
7125	- RANGE J REAR LIGHT 750 yards, 317° from front light.	37 59 23 N 121 23 45 W	<b>Iso W 6s</b>	65		KRW on pile.	Visible all around; higher intensity on the rangeline.
							* 1/10
7575	- RANGE E REAR LIGHT 370 yards, 000° from front light.	38 32 49 N 121 35 04 W	<b>Iso W 6s</b>	40		KRW on white column.	Visible all around; higher intensity on the rangeline.
							* 1/10
7785	- CHANNEL RANGE A FRONT LIGHT 3	38 18 19 N 123 03 24 W	<b>Q G</b>	13		KRW on pile, SG facing upstream.	Visible all around; higher intensity on the rangeline.
							* 1/10
7790	- CHANNEL RANGE A-B REAR LIGHT 153 yards, 269° from range A front light. 193 yards, 209° from range B front light.	38 18 19 N 123 03 30 W	<b>Iso G 6s</b>	25		KRW on frame.	Visible all around; higher intensity on the rangelines.
						*	* 1/10

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7850	- CHANNEL RANGE C REAR LIGHT 225 yards, 179° from front light.	38 18 41 N 123 03 07 W	<b>Iso R</b> 6s	23		KRW on pile.	Visible all around; higher intensity on rangeline.  * 1/10
7970	- CHANNEL RANGE D REAR LIGHT 275 yards, 359.5° from front light.	38 20 05 N 123 03 09 W	<b>Iso G</b> 6s	23		KRW on white timber structure.	Visible all around; higher intensity on rangeline.  * 1/10
8145	- APPROACH RANGE REAR LIGHT 167 yards, 105° from front light.	40 45 51 N 124 13 47 W	<b>Oc W</b> 4s	55	12	KRW on pile. On same structure as Humboldt Bay Light.	Visible 4° each side of rangeline. Lighted throughout 24 hours.  * 1/10
8300	- RANGE REAR LIGHT 100 yards, 326.5° from front light.	40 44 36 N 124 13 40 W	<b>Iso R</b> 6s	30	6	KRW on pile.	Visible all around; higher intensity on rangeline.  * 1/10
8627	<b>Chetco River Sound Signal</b>	42 02 40 N 124 16 13 W					HORN: 1 blast ev 30s (3s bl). HORN is activated by keying the mic 5 times on VHF-FM Channel 79A (156.975mhz). HORN will operate for 45 minutes.  * 1/10
8660	- NORTH JETTY LIGHT 3	42 25 14 N 124 25 59 W	<b>FI G</b> 2.5s	23	4	SG on skeleton structure.	HORN: Light and sound signal maintained from May 20 to Oct. 1 1 blast ev 30s (3s bl). Operates continuously.  * 1/10
8762	- North Jetty Sound Signal	43 21 31 N 124 20 41 W		6			HORN: 1 blast ev 30s(3s bl). (3s bl). Fog signal sounded continuously from May 20 to Oct 01.  * 1/10
9150	- Regulated Boating Area Warning Sign (2)	43 20 51 N 124 19 16 W	<b>Q Y</b>	10		NW worded ROUGH BAR.	Lights flashing when seas exceed four feet in height, lights extinguished for lesser sea conditions, but with no guarantee that bar is safe.  * 1/10
9247	-South Jetty Sound Signal	43 39 59 N 124 13 10 W					HORN: 1 blast ev 15s (2s bl). Maintained from May 20 to Oct 01  * 1/10
9287	<i>Winchester Bay West Basin Regulatory Lighted Buoy A</i>	43 40 58 N 124 11 03 W	<b>FI W</b> 4s			White and orange.	Private aid. Maintained from Jun 01 to Sep 30.  * 1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
9289	Winchester Bay West Basin Regulatory Lighted Buoy B	43 40 56 N 124 10 58 W	FI W 4s			White can.	Private aid. Maintained from Jun 01 to Sep 30.
						*	1/10
9297	Winchester Bay East Basin Regulatory Lighted Buoy A	43 41 02 N 124 10 46 W	FI W 4s			White and orange.	Private aid. Maintained from Jun 01 to Sep 30.
						*	1/10
9299	Winchester Bay East Basin Regulatory Lighted Buoy B	43 41 01 N 124 10 46 W	FI W 4s			White and orange.	Private aid. Maintained from Jun 01 to Sep 30.
						*	1/10
9452	- North Jetty Sound Signal.	44 01 09 N 124 08 46 W					Maintained from May 20 to Oct. 01. HORN: 1 blast ev 30s (3s bl).
	*						* 1/10
9607	- South Jetty Sound Signal	44 36 32 N 124 04 51 W					HORN 1 blast ev 15s (2s bl) Operates continuously Maintained from May 20 to Oct 01. .
	*						1/10
9790	-Sound Signal	44 48 29 N 124 03 40 W				White square house.	HORN: 1 blast ev 30s (3s bl). HORN is activated by keying the mic 5 times on VHF-FM Channel 79A (156.975mhz). HORN will operate for 15 minutes.
	*						1/10
9822	- North Jetty Sound Signal	45 34 14 N 123 57 51 W					HORN 1 blast ev 30s (3s bl) Maintained from Jun 01 to Oct 01. .
	*						1/10
9837	- Regulated Boating Area Warning Sign (2)	45 34 13 N 123 57 22 W	Q Y			NW worded ROUGH BAR.	Lights flashing when seas exceed four feet in height. Lights extinguished for lesser sea conditions with no guarantee that bar is safe.
	*						1/10
<b>Tillamook Bay</b>							
9865	- Tillamook Bay Boat Basin Small Boat Warning Sign	45 33 16 N 123 55 08 W	Q Y	12		NW worded ROUGH BAR.	Visible from 234° to 333°. Lights flashing when seas exceed four feet in height. Lights extinguished for lesser sea conditions with no guarantee that bar is safe.
				*			1/10

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>NEHALEM RIVER (Chart 18556)</b>							
<b>Nehalem River</b>							
9875 685	- Approach Whistle Buoy NR	45 39 17 N 123 57 33 W				Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.  * 1/10
9880	- Entrance Range Front Daybeacon	45 39 36 N 123 55 48 W				KRW on multi-pile structure.  *	Due to seasonal changes in entrance channel, use only with local knowledge. Private aid.  1/10
9885	- Entrance Range Rear Daybeacon 120 yards, 085° from front daybeacon.					KRW on multi-pile structure.  *	Private aid.  1/10
<b>Desdemona Sands</b>							
9975	- CHANNEL LEADING LIGHT	46 16 10 N 124 02 21 W	<b>FI W 4s</b>	31	6	Black and White stripes on pile structure.  *	1/10
10005	FORT STEVENS WHARF LIGHT 26	46 12 27 N 123 57 05 W	<b>FI R 6s</b>	35	5	TR on multi-pile.  *	1/10
10105	- LOWER RANGE FRONT LIGHT	46 11 29 N 123 50 10 W	<b>Iso R 2s</b>	40		KRB on roof.	Visible 1.5° each side of channel. Lighted throughout 24 hours.  * 1/10
10110	- LOWER RANGE REAR LIGHT 570 yards, 241.2° from front light.	46 11 21 N 123 50 32 W	<b>Oc R 4s</b>	175		KRB on pile structure.	Visible 1.5° each side of channel. Lighted throughout 24 hours.  * 1/10
10633	COLUMBIA RIVER GEODETIC SURVEY LIGHT	46 11 06 N 123 11 12 W	<b>FI Y 10s</b>	10		On steel dolphin.	Maintained by U.S. Geological Survey. Private aid.  * 1/10
15940	DAMON POINT LIGHT	46 57 02 N 124 06 21 W	<b>FI Y 4s</b>	20	5	NW on pile structure.  *	Ra ref.  1/10
<b>STRAIT OF JUAN DE FUCA ENTRANCE (Chart 18460)</b>							
<b>Strait of Juan De Fuca</b>							
16135 755	<i>Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy J</i>	48 29 37 N 125 00 00 W	<b>FI Y 2.5s</b>		6	Yellow.	RACON: O ( - - - ).  * 1/10

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16136 756	- Traffic Separation Lane Lighted Buoy JA	48 29 38 N 124 43 38 W	FI Y 2.5s		3	Yellow.	
	*						1/10
19180	- Lighted Buoy 6	48 35 27 N 122 39 07 W	FI R 4s		3	Red.	
					*		1/10
<b>Portland Inlet</b>							
21860	LIZARD POINT LIGHT (C)	54 50 00 N 130 16 30 W	FI W 6s	24	7	White circular tower.	
					*		1/10
21865	RAMSDEN POINT LIGHT (C)	54 59 00 N 130 06 16 W	FI (3) W 12s	27	5	Orange ball daymark on pole.	Obscured from 117.5° to 260°.
		*			*		1/10
<b>Pearse Canal</b>							
21870	- ISLAND LIGHT (C)	54 47 02 N 130 36 36 W	FI W 4s	18	5	White square daymarks on E., S. and W. sides of square skeleton tower.	
		*			*		1/10
21880	HATTIE ISLAND LIGHT (C)	55 17 15 N 129 58 29 W	FI W 6s	21	5	Orange circular slatwork daymark on pole.	Visible from 171° to 336°.
		*					1/10
21900	STEWART LIGHT (C)	55 54 38 N 129 59 29 W	FI (3) W 12s 0.5s fl 2s ec. 0.5s fl 2s ec. 0.5s fl 6.5s ec.	12	5	Square skeleton tower.	
		*			*		1/10
21905	STEWART DOLPHIN WEST LIGHT (C)	55 54 46 N 130 00 17 W	FI G 4s	23	4	Three pile dolphin.	
		*	*		*	*	1/10
28021	LAUPAHOEHOE HARBOR BREAKWATER LIGHT 2	19 59 30 N 155 14 23 W	FI R 4s	27	3	TR on post.	
						*	1/10
28130	<b>Cape Kumukahi Light</b>	19 30 59 N 154 48 39 W	FI W 15s	156	24	White pyramidal skeleton tower. 153	Lighted throughout 24 hours. Obscured from 015° to 120°. Emergency light of reduced intensity when main light is extinguished. Emergency light operates during periods of darkness only.
						*	1/10

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
28345	- ENTRANCE RANGE REAR LIGHT 470 yards, 177° from front light.	20 53 13 N 156 28 18 W	<b>F R</b>	91		KRW on post.	Visible 4° each side of rangeline. Lighted throughout 24 hours.
						*	1/10
<b>Maui Island</b>							
28415	<b>McGregor Point Light</b>	20 46 39 N 156 31 22 W	<b>Iso G 6s</b>	72	10	On white tower. 20	Obscured from 082° to 221°.
							1/10
	*						
28524	-UH Wave Lighted Buoy 146	20 47 25 N 157 00 50 W	<b>FI Y 20s</b>			Yellow spherical buoy.	Private aid.
							1/10
	*						
28675.1	WECB Lighted Buoy G	21 27 57 N 157 45 02 W	<b>FI Y 4s</b>			Yellow buoy with black letter "G". Radar reflector.	Private aid.
							1/10
	*						
28815	- RANGE REAR LIGHT 475 yards, 217.2° from front light.	21 25 54 N 157 48 27 W	<b>Iso R 6s</b>	80	15	KRW on post. 40	Visible 4° each side of rangeline.
							1/10
			*				
28890	- UH Wave Lighted Buoy 098	21 25 00 N 157 40 00 W	<b>FI Y 20s</b>			Yellow spherical buoy.	Private aid.
							1/10
	*						
<b>OAHU ISLAND (Chart 19357)</b>							
29060	<b>Diamond Head Light</b>	21 15 21 N 157 48 34 W	<b>Oc (2) W 10s</b> (R sector)	147	W 17 R 14	Lighthouse. 64	Obscured from 110° to 272°, red from 099° to 110°. Between 105° to 110°, red sector may be obscured by vegetation. Emergency light of reduced intensity when main light is extinguished.
			2s fl 1.5s ec. 5s fl 1.5s ec.				1/10
							*
29100	- CHANNEL RANGE FRONT LIGHT	21 17 18 N 157 50 36 W	<b>F R</b>	30		KRW on post.	Private aid.
							1/10
							*
29105	- CHANNEL RANGE REAR LIGHT 90 yards, 013.5° from front light.		<b>Q R</b>	48		KRW on post.	Private aid.
							1/10
							*
29175	-Honolulu Harbor Entrance Lighted Buoy H	21 16 51 N 157 52 48 W	<b>Mo (A) W</b>		6	Red and white stripes with red spherical topmark.	RACON: O (— — —).
							1/10
	*						

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## SECTION II

## CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
29380	-PEARL HARBOR ENTRANCE RANGE FRONT LIGHT LIGHT	21 19 36 N 157 58 15 W	<b>Q R</b>	51		KRW on post. 50	Visible 4° on either side of rangeline.
	*						1/10
29734.5	-UH Wave Lighted Buoy 106	21 40 22 N 158 06 57 W	<b>FI (4) Y 20s</b>			Yellow spherical buoy.	Private aid.
	*						1/10
<b>Nawiliwili Harbor</b>							
29755	KUKII POINT LIGHT	21 57 24 N 159 20 53 W	<b>FI W 2.5s (two R sectors)</b>	47	W 6 R 5	White pyramidal concrete tower. 17	Red from 045° to 065° and 250° to 290°.
			*				1/10
*29898	-PORT ALLEN SMALL BOAT HARBOR BREAKWATER LIGHT 2	21 54 03 N 159 35 21 W	<b>FI R 2s</b>	20		Pole on concrete base.	Private aid.
							1/10
29908	PMRF Mooring Buoy T	22 00 20 N 159 47 20 W				White.	Maintained by U.S. Navy.
						*	1/10
30261	-Ta'u Harbor Range Rear Daybeacon 33 yards, 045° from front daybeacon.	14 14 20 N 169 30 38 W		33		KRW on spindle. 25	
	*						1/10
<b>Faleasao Harbor</b>							
30265	-Faleasao Harbor Range Front Daybeacon	14 13 17 S 169 30 54 W				KRW on spindle. 13	
	*						1/10
30266	- Faleasao Harbor Range Rear Daybeacon 66 yards, 200.5° from front daybeacon.	14 13 18 N 169 30 54 W				KRW on spindle. 23	
	*						1/10
30680	-AGAN SMALL BOAT BASIN APPROACH LIGHT 2	13 28 56 N 144 45 12 E	<b>FI R 2.5s</b>	22	4	SR on pile.	
	*						1/10
<b>Apra Outer Harbor</b>							
30690	-Apra Outer Harbor Entrance Lighted Buoy 1	13 27 02 N 144 37 24 E	<b>FI G 4s</b>		4	Green.	
	*						1/10
30725	-APRA OUTER HARBOR PIER DOG LIGHT	13 27 47 N 144 38 54 E	<b>FI W 4s</b>	25	6	NB on post.	Obscured from 090° to 270°.
	*						1/10

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
<b>Cabras Island Channel</b>							
30735	-Cabras Island Channel Lighted Buoy 2	13 27 33 N 144 39 19 E	<b>FI R</b> 2.5s		3	Red.	
	*						1/10
30751	Piti Channel Entrance Light 1	13 27 35 N 144 40 25 E	<b>FI G</b> 4s	10	4	TG on pile.	
	*						1/10
30770	-Apra Outer Harbor Lighted Buoy 8	13 27 09 N 144 39 36 W	<b>FI R</b> 6s		4	Red.	
	*	*					1/10
30810.5	ACOE Wave Meter Lighted Buoy	13 22 12 N 144 38 36 E	<b>FI Y</b> 4s			Yellow sphere.	Aid Maintained by U.S. Army Corps of Engineers.
							* 1/10
30811	Agat Harbor Entrance Lighted Buoy AG	13 22 04 N 144 38 31 E	<b>Mo (A) W</b>		3	Red and white stripes with red spherical topmark.	
	*						1/10
<b>SAIPAN (Chart 81076)</b>							
<b>Tanapag Harbor</b>							
30855	-Tanapag Harbor Approach Lighted Buoy T	15 12 11 N 145 40 29 E	<b>Mo (A) W</b>		6	Red and white stripes with red spherical topmark.	
	*						1/10
30870	-Tanapag Harbor Channel Lighted Buoy 2	15 13 13 N 145 41 25 E	<b>Q R</b>		4	Red.	
	*						1/10
30880	-TANAPAG HARBOR RANGE REAR LIGHT 1,100 yards, 088.4° from front light.	15 13 43 N 145 44 52 W	<b>Iso G</b> 6s	97		KRW on skeleton tower.	Visible 4° each side of rangeline.
	*	*					1/10
30885	-Tanapag Harbor Channel Lighted Buoy 3	15 13 39 N 145 42 06 E	<b>FI G</b> 2.5s		4	Green.	
	*						1/10
30905	-Tanapag Harbor Channel Lighted Buoy 7	15 13 42 N 145 43 03 E	<b>FI G</b> 4s		3	Green.	
	*						1/10
<b>Sugar Dock Channel</b>							
30918	Sugar Dock Channel Buoy 3	15 08 55 N 145 41 50 E				Green can.	Private aid.
	*						1/10

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### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30918.1	Sugar Dock Channel Buoy 4	15 08 57 N 145 41 49 E				Red nun.	Private aid.
	*						1/10
30918.2	-Sugar Dock Channel Buoy 5	15 09 01 N 145 41 54 E				Green can.	Private aid.
	*						1/10
30918.3	-Sugar Dock Channel Buoy 6	15 09 01 N 145 41 53 E				Red Nun.	Private aid.
	*						1/10
30918.4	-Sugar Dock Channel Buoy 7	15 09 03 N 145 41 56 E				Green can.	Private aid.
	*						1/10
30918.5	-Sugar Dock Channel Buoy 8	15 09 07 N 145 41 59 E				Red nun.	Private aid.
	*						1/10
30918.6	-Sugar Dock Channel Buoy 10	15 09 06 N 145 41 57 E				Red nun.	Private aid.
	*						1/10
30918.7	-Sugar Dock Channel Buoy 12	15 09 07 N 145 41 59 E				Red nun.	Private aid.
	*						1/10
30919	USHI POINT LIGHT	15 06 02 N 145 38 39 E	FI W 2.5s	18	6	NB on pile.	
						*	1/10
30925	- <i>Tinian Harbor Channel Lighted Buoy 2</i>	14 57 24 N 145 37 22 E	FI R 2.5s		3	Red.	
	*						1/10
30940	-TINIAN HARBOR CHANNEL LIGHT 5	14 57 51 N 145 37 24 E	FI G 4s	20	4	TG on post. On corner of pier. 12	
	*						1/10

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII GREAT LAKES AND THE ST. LAWRENCE RIVER ABOVE THE ST. REGIS RIVER, 2009

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
4025	-GLERL <i>Cleveland</i>	41 44 01 N 81 41 54 W	FI Y 4s				Secured with two-point mooring system, lighted spar buoys with the same flash characteristics marking mooring locations. Private aid.
	*	*				*	1/10

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CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII GREAT LAKES AND THE ST. LAWRENCE RIVER ABOVE THE ST. REGIS RIVER, 2009							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
4025.1	Lake Erie Research Lighted Buoy B						Remove from list.  * 1/10
4025.2	Lake Erie Research Lighted Buoy C						Remove from list.  * 1/10
4036	Lake Erie Research Lighted Buoy D						Remove from list.  * 1/10
4036.1	Lake Erie Research Lighted Buoy E						Remove from list.  * 1/10
4036.2	Lake Erie Research Lighted Buoy F						Remove from list.  * 1/10
*6029	-GLERL Maumee	41 45 14 N 83 13 53 W	FI Y 4s				Secured with two point mooring system, lighted spar buoys with the same flash characteristics marking mooring locations. Private aid.  1/10
*18704	-GLERL Muskegon	43 11 17 N 86 20 38 W	FI Y 4s				Secured with two point mooring system, lighted spar buoys with the same flash characteristics marking mooring locations. Private aid.  1/10

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added. Denotes a new entry when preceding the station number.

## SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2009 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3906 <i>M 6624.85</i>	-Detached breakwater, N. end.	40° 33.7' N 141° 32.1' E	<b>Fl.(2)G.</b> period 6s	56 17	6	White concrete tower; 52.	Fl.(2)G. 6s 8m 5M marks N. head of breakwater.
		*			*	*	* 1/10
4628 <i>M 6500.2</i>	-W. breakwater, S. head.						<i>Remove from list.</i>
							* 1/10
7344 <i>M 5920</i>	-N. harbor entrance, breakwater, head.	34° 39.1' N 135° 24.9' E	<b>Iso.G.</b> period 6s	43 13	5	White tower; 29.	
		*	*	*	*	*	1/10
7548 <i>M 5819.5</i>	--N. breakwater.	34° 21.0' N 134° 54.1' E	<b>Fl.R.</b> period 3s	46 14	5	Red tower; 33.	
				*	*		1/10
7592 <i>M 5821</i>	--Takeno Kuchi, N. breakwater, head.	34° 21.1' N 134° 53.8' E	<b>Fl.(2)R.</b> period 6s	36 11	5	Red tower; 22.	
	*	*	*	*	*	*	1/10
8848 <i>M 5697</i>	Mitarai Ko, breakwater, head.	34° 10.6' N 132° 52.2' E	<b>Iso.G.</b> period 6s	46 14	5	White round concrete structure; 32.	
		*		*	*	*	1/10
11228 <i>M 5136.7</i>	Tunagi Wan.	32° 14.4' N 130° 25.9' E	<b>Fl.G.</b> period 3s	39 12	3	White round concrete structure; 29.	
		*	*		*	*	1/10
11276 <i>M 5139</i>	Hino Shima.	32° 23.2' N 130° 24.5' E	<b>Fl.(2)R.</b> period 6s	33 10	5	Red tower; 31.	
			*		*	*	1/10
11296 <i>M 5140.6</i>	Yatusiro Ko, W. breakwater.	32° 28.2' N 130° 26.3' E	<b>Fl.G.</b> period 3s	46 14	3	White round concrete structure; 31.	
			*		*	*	1/10
11389 <i>M 5129.7</i>	Mehuki Seto, Hyotan Sima.	32° 14.6' N 130° 12.8' E	<b>Fl.R.</b> period 3s	31 9	4	STARBOARD (B) R, beacon, topmark; 22.	
		*			*		1/10
11390 <i>M 5129.8</i>	Kuzuwa Ko, breakwater.	32° 15.4' N 130° 11.2' E	<b>Iso.G.</b> period 6s	29 9	5	White tower; 22.	
		*		*	*		1/10
11392 <i>M 5129</i>	Mate Shima.	32° 16.6' N 130° 11.4' E	<b>Fl.W.</b> period 4s	79 24	8	White round concrete structure; 30.	
		*			*		1/10
11394 <i>M 5129.05</i>	Katasoba Ko.	32° 16.7' N 130° 12.8' E	<b>Fl.R.</b> period 5s	28 8	4	Red concrete structure; 19.	
		*		*	*		1/10

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## SECTION II

### CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2009 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
* 16999 <i>M 4319.2</i>	-W. breakwater, head.	34° 55.3' N 128° 04.5' E	<b>F.I.R.</b> period 6s	43 <b>13</b>	9	Red round concrete tower; 30.	
							1/10

### CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2009 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7456 <i>E 1186</i>	-Pontile I.P. Range, front.						<i>Remove from list.</i>
							* 1/10
7484 <i>E 1188</i>	-Pontile Chevron.	44° 17.5' N 8° 27.8' E	<b>F.L.Y.</b> period 3s fl. 1s, ec. 2s	20 <b>6</b>	5		Private light.
							* * * * 1/10
7504 <i>E 1198</i>	Varazze, Molo Frangiflutti, head.	44° 21.1' N 8° 34.2' E	<b>F.R.</b>	26 <b>8</b>	3	Red post; 10.	To avoid reef, vessels should pass not closer than 40 meters. Private light.
							* * * 1/10
7508 <i>E 1199</i>	-Molo Sottoflutto, head.	44° 21.1' N 8° 34.1' E	<b>F.G.</b>	26 <b>8</b>	3	Green post; 23.	Private light.
							* * 1/10
7512 <i>E 1199.2</i>	-Molo Frangiflutti, head.						<i>Remove from list.</i>
							* 1/10
7516 <i>E 1201</i>	Arenzano, outer mole, head.	44° 24.0' N 8° 41.3' E	<b>F.I.R.</b> period 3s fl. 0.5s, ec. 2.5s	30 <b>9</b>	3	Red post.	Private light.
							* * * 1/10
7520 <i>E 1201.3</i>	-Inner mole, head.	44° 24.0' N 8° 41.0' E	<b>F.I.G.</b> period 3s fl. 0.5s, ec. 2.5s	30 <b>9</b>	3	Green post.	Private light.
							* * * 1/10
7538 <i>E 7010.5</i>	--SE. oil terminal.	44° 23.7' N 8° 49.9' E	<b>F.L.Y.</b> period 4s fl. 1s, ec. 3s	36 <b>11</b>	6	SPECIAL Y, post, topmark; 26.	Private light.
							* 1/10
7604 <i>E 1226</i>	-Molo Vecchio.	44° 24.4' N 8° 55.2' E	<b>F.I.G.</b> period 3s fl. 1s, ec. 2s	26 <b>8</b>	7	Green truncated conical tower; 16.	Private light.
							* * 1/10
7640 <i>E 1246</i>	-Entrance, N. side.	44° 18.2' N 9° 12.8' E	<b>F.I.G.</b> period 3s fl. 0.5s, ec. 2.5s	23 <b>7</b>	7	Bracket on building.	
							* 1/10

**Note:** Asterisks (\*) indicate that column(s) in which a correction has been made or new information added. Denotes a new entry when preceding the station number.

## SECTION II

### CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2009 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7657 <i>E 1256</i>	Pennello Boate.	44° 20.7' N 9° 14.0' E	<b>2 F.G.</b> (vert.)	23 7 20 6	3	Green post; 23.	Private light.
				*			1/10
16872 <i>E 4566.5</i>	--Entrance, N. side, breakwater, head.						<i>Remove from list.</i>
							* 1/10
17256 <i>E 4924</i>	-Dil Burnu, S. entrance point.	40° 44.4' N 29° 30.9' E	<b>Fl.W.</b> period 3s fl. 0.3s, ec. 2.7s	39 12	10	White metal framework tower; 30.	
	-RACON		<b>T(-)</b>		20		
	*		*		*		1/10
19784 <i>E 4611</i>	-Yumurta Adasi.	39° 19.2' N 26° 31.6' E	<b>iso.R.</b> period 2s	62 19	5	White metal framework tower; 13.	
		*			*		1/10
19856 <i>E 4621.5</i>	-Azaplar Kayalari.	38° 37.1' N 26° 44.6' E	<b>Fl.R.</b> period 3s	33 10	12	Concrete tower.	
				*	*		1/10
21996 <i>E 6396</i>	--Jeteo Nord, No. "9", head.	36° 48.4' N 10° 18.5' E	<b>Fl.(3)W.</b> period 12s fl. 1s, ec. 1.5s fl. 1s, ec. 1.5s fl. 1s, ec. 6s	43 13	11	Gray pylon, green top; 26.	Visible 215°-035° and 090°- 121°. Reserve light F.W. 8M.
		*			*	*	1/10

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## SECTION II

NM 1/10

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS  
THROUGH NM 1/10

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

NGA Reference No.	Ed.	Notice to Mariners No.	NGA Reference No.	Ed.	Notice to Mariners No.	NGA Reference No.	Ed.	Notice to Mariners No.
<b>NGA/DLIS CATALOGS CATCDLIMDIS</b>			<b>Region 7</b>			<b>Region 7</b>		
Region 1	2005	11*,12,13,14,15,16,18,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,38,39,40,41,42,43,45,46,47,48,49,50,51,53/05;2,3,4,5,6,8,9,10,11,12,14,15,16,17,19,20,21,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,45,46,48,49,50,51,52/06;1,3,4,6,7,8,10,11,12,13,14,17,19,20,22,23,24,25,26,30,31,32,33,34,36,37,38,40,41,43,44,45,46,47,49,50,51,52/07;1,5,6,7,8,11,12,13,15,16,17,18,19,20,21,22,23,24,25,27,28,30,31,32,33,34,36,37,38,38,39,40,41,42,43,44,46,47,48,50,51/08;1,3,6,7,8,9,10,11,13,14,15,17,19,22,23,24,25,26,27,28,29,30,31,32,34,35,37,39,40,41,42,44,46,47,48,52/09;1/10	Region 8	2005	11*,14,43,47,52/05;12,14,15,17,18,19,20,21,25,27,35,42,45,46,47,48,49,52/06;3,4,8,9,10,11,12,13,14,15,16,17,18,19,20,23,30,34,35,36,39,42,50/07;1,7,10,16,17,20,22,25,26,37,42,43,48/08;1,8,10,11,12,13,14,20,22,41,43/09	PUB140	2008	35/08*
						PUB141	2009	31/09*
						PUB142	2009	4/09*
						PUB143	2008	46/08*
						PUB145	2009	13/09*
						PUB146	2009	20/09*
						PUB147	2009	31/09*
						PUB148	2009	47/09*
						PUB153	2009	47/09*
						PUB154	2007	34/07*
						PUB155	2009	31/09*
						PUB157	2009	40/09*
						PUB158	2008	29/08*
						PUB159	2009	51/09*
						PUB160	2009	38/09*
						PUB161	2008	35/08*
						PUB162	2009	49/09*
						PUB163	2009	28/09*
						PUB164	2009	20/09*
						PUB171	2008	47/08*
						PUB172	2009	45/09*
						PUB173	2007	32/07*
						PUB174	2008	31/08*
						PUB175	2008	23/08*
						PUB180	2008	40/08*
						PUB181	2008	37/08*
						PUB182	2009	19/09*
						PUB183	2009	17/09*
						PUB191	2009	50/09*
						PUB192	2009	18/09*
						PUB193	2009	41/09*
						PUB194	2009	52/09*
						PUB195	2008	45/08*
						PUB200	2009	8/09*
Region 2	2005	11*,25,41/05;8,12,13,14,20,23,25,26,27,29,31,37,39,42/06;3,10,12,13,21,24,32,34,51/07;21,31,34,45,48,49/08;1,3,7,23,25,30,31,39,41,48,50/09	Miscellaneous Charts and Publications	2005	11*,12,13,14,15,16,18,19,20,21,22,24,25,27,28,29,31,32,33,35,36,37,38,39,41,42,43,44,46,47,48,50,52,53/05;1,3,4,5,6,7,9,10,11,13,14,15,16,17,18,19,20,22,23,24,25,26,27,28,29,30,31,32,35,36,39,40,41,42,44,45,46,49,50,51,52/06;1,3,4,6,7,10,13,17,18,19,21,22,24,26,27,29,30,31,32,33,34,35,36,37,38,39,40,43,44,45,46,47,48,49,50,51,52/07;1,2,3,4,6,7,8,9,10,11,12,13,14,16,17,18,19,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,44,45,46,47,48,52/08;1,2,3,4,6,7,8,9,10,11,12,13,17,18,19,20,22,24,25,26,27,28,29,30,31,32,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/09			
Region 3	2005	11*,12,13,14,16,17,19,23,24,25,27,31,32,34,35,37,40,45,46,47,51/05;4,5,8,12,15,17,18,20,21,22,23,25,26,27,29,30,32,40,42,43,47,52/06;2,3,4,5,6,7,9,11,12,13,14,20,21,24,27,28,29,30,37,38,42,44/07;6,7,8,10,16,21,25,26,27,31,32,33,36,37,38,46,49,52/08;4,5,16,20,22,25,33,34,39,40,41,42,43/09						
Region 4	2005	11/05*;20,43/07;17,20,25,43,45/08;5,26,29,35,39,42,43,44,45,49/09						
Region 5	2005	11*,14,18,20,22,23,28,36,41,43,45,49/05;4,5,7,9,10,12,14,27,32,45/06;3,20,23,25,28,30,31,41/07;8,13,17,20,22,25,29,31,33,36,38,40,51/08;1,5,6,7,8,9,10,11,12,16,18,19,24,25,30,31,38,39,41,44,48,50/09						
Region 6	2005	11*,18,23,28,43,46,52/05;5,7,10,12,14,16,25,30,35,36,40,41,42,43,45,50/06;3,6,7,10,12,20,28,30,35,39,41,42,50/07;3,7,8,11,13,15,20,22,32,34,37,43,45,46/08;7,8,14,16,18,23,38,41,48/09						
			<b>NGA LIST OF LIGHTS</b>					
			LLPUB110	2009	29*,31,32,33,34,35,37,40,42,43,44,45,47,48,49,51,52/09			
			LLPUB111	2009	45*,46,47,48,49,52/09			
			LLPUB112	2009	47*,49,50,51,52/09;1/10			
			LLPUB113	2009	45*,46,47,48,49,50,51,52/09;1/10			
			LLPUB114	2009	39*,42,43,44,48,51/09			
			LLPUB115	2009	46*,49/09			
			LLPUB116	2009	41*,43,44,48,49,51,52/09			
			<b>SAILING DIRECTIONS</b>					
			PUB120	2008	38/08*			
			PUB123	2009	50/09*			
			PUB124	2007	34/07*			
			PUB125	2008	4/08*			
			PUB126	2008	40/08*			
			PUB127	2008	38/08*			
			PUB131	2008	29/08*			
			PUB132	2008	31/08*			
						<b>USCG LIGHT LIST VOLUMES I - VII</b>		
						COMDTM165021	2009	12*,13,14,15,16,17,18,19,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/09;1/10
						COMDTM165022	2009	12*,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/09;1/10
						COMDTM165023	2009	12*,13,14,15,16,17,18,19,20,22,23,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/09;1/10
						COMDTM165024	2009	12*,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/09
						COMDTM165025	2008	44/08*
						COMDTM165026	2009	12*,13,14,15,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/09;1/10
						COMDTM165027	2009	12*,14,15,16,17,18,19,20,21,22,23,24,26,27,28,29,30,31,32,33,34,35,36,37,38,41,42,43,45,47,48,52/09;1/10
						<b>DIGITAL PUBS - QUARTERLY</b>		
						CDPUBQTLTY	2009	N47/09*
						<b>FLEET GUIDES</b>		
						CDPUBFGATL	2005	N28/05*
						CDPUBFGPAC	2004	N17/04*

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS  
THROUGH NM 1/10**

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

NGA Reference No.	Ed.	Notice to Mariners No.	NGA Reference No.	Ed.	Notice to Mariners No.
<b>NOS MISCELLANEOUS PUBLICATIONS</b>			<b>NOS TIDE TABLES</b>		
NOSPBCATALOGA	2009	27/09*	NOSPBTTWCWPACIN0	2010	N51/09*
NOSPBCATALOGG	2009	9/09*	NOSPBTTTECSTNSA0	2010	N51/09*
NOSPBCATALOGK	2009	31/09*	NOSPBTTTEURAFR0	2010	N51/09*
NOSPBCATALOGL	2009	19/09*	NOSPBTTWCSTNSA0	2010	N51/09*
NOSPBCATALOGP	2009	17/09*	<b>TIDAL CURRENT TABLES</b>		
<b>ALMANACS</b>			NOSPBTTCTATCSTN0	2010	N51/09*
AIRALMANAC101	2010	30/09*	NOSPBTTCTPACAS0	2010	N51/09*
NAUTALMANAC10	2010	24/09*			
<b>COAST PILOT</b>					
NOSPBCP1	39	18*,19,24,26,28,29, 32,43,46,48,51/09			
NOSPBCP2	39	48*,49/09;1/10			
NOSPBCP3	42	8*,10,13,21,23,25, 27,30,32,33,37,41, 45,48,50/09;1/10			
NOSPBCP4	41	42*,44,46,50/09			
NOSPBCP5	37	25*,26,27,28,29,31, 32,33,34,35,37,42, 43,46,49/09			
NOSPBCP6	39	13*,14,21,22,24,25, 31,34,35,36,37,41, 43,48,50/09;1/10			
NOSPBCP7	41	2*,7,8,10,11,12,13, 14,15,16,18,20,25, 31,33,36,37,41,42, 43,44,46,48,49/09			
NOSPBCP8	31	31*,32,37,48/09			
NOSPBCP9	27	36*,43/09			
<b>RADIO NAVIGATIONAL AIDS</b>					
PUB117	2005	4/05*			
<b>AMERICAN PRACTICAL NAVIGATOR</b>					
NVPUB9	2002	36/02*;14,38/03; 40/05			
<b>INTERNATIONAL CODE OF SIGNALS</b>					
PUB102	2003	20/03*			
<b>WORLD PORT INDEX</b>					
PUB150	2009	46/09*			
<b>DISTANCES BETWEEN PORTS</b>					
NVPUB151	2001	4/02*			
<b>RADAR NAVIGATION AND MANEUVERING BOARD MANUAL</b>					
CDPUBNV1310	2001	51/01*			
<b>SIGHT REDUCTION TABLES (MARINE)</b>					
SRPUB229V1	1970	11/71*			
SRPUB229V2	1970	11/71*			
SRPUB229V3	1970	7/71*			
SRPUB229V4	1970	3/71*			
SRPUB229V5	1970	3/71*			
SRPUB229V6	1970	23/70*			
<b>SIGHT REDUCTION TABLES (AIR)</b>					
SRPUB249V1	2007	38/07*			
SRPUB249V2	1952	46/52*			
SRPUB249V3	1952	46/52*			
<b>CHART NO. 1</b>					
WOBZC1	1997	18/98*			
<b>CHART NO. 4</b>					
WOBZC4	1988	N23/91*			
<b>ATLAS OF PILOT CHARTS</b>					
NVPUB106	2002	42/03*			
NVPUB107	1998	30/99*			
NVPUB109	2001	49/02*			
<b>USCG NAVIGATION RULES</b>					
COMDTM166722D	1999	44/99*;52/00;16/04			

**BROADCAST WARNINGS**

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

**NAVAREA IV**

Messages in force 231400Z December 2009:

2009 series	394(GEN)	469(28)	496(28)	540(24)
70(24)	441(11)	491(11)	516(25)	544(GEN)
354(24)	468(11)	494(11)	538(27,28)	545(11)

The summary of all NAVAREA IV messages in force as of 17 December 2009 is given in Section III of NM 52/09.

**NAVAREA IV WARNINGS issued from 171430Z to 231400Z December 2009.**

539/09. CANCELED.

540/09(24). BRAZIL-NORTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 06 JAN 10 BY M/V SEA SURVEYOR TOWING 10000 METER LONG CABLES IN AREA BOUND BY 08-00N 048-30W, 05-00N 048-30W, 01-00N 045-00W, 04-00N 043-00W. TEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 07 JAN 10.

(180122Z DEC 2009)

541/09 thru 543/09. CANCELED.

544/09(GEN).

1. NAVAREA IV MESSAGES IN FORCE 191000Z DEC 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 491(11), 494(11), 496(28), 516(25), 538(27,28), 540(24), 541(GEN).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 17 DEC 2009 IS GIVEN IN SEC III OF NM 52/09.
3. CANCEL NAVAREA IV 532/09.

(191103Z DEC 2009)

545/09(11). GULF OF MEXICO.

1. RED BUOY ADRIFT VICINITY 25-34.93N 089-26.34W ON 19 DEC.
2. CANCEL THIS MSG 222150Z DEC.

(192205Z DEC 2009)

546/09 thru 549/09. CANCELED.

## SECTION III

NM 1/10

## HYDROLANTS

Messages in force 231400Z December 2009:

2007 series	154(54)	1799(GEN)	2242(24)	2364(55)	2482(25)
1924(24)	374(57)	1830(56)	2263(GEN)	2389(26)	2485(37)
2008 series	413(24)	1842(37)	2268(11)	2397(37)	2486(52,53)
889(35)	498(37)	1871(52)	2274(24)	2406(54)	2487(37)
1354(24)	716(37)	1899(51)	2275(GEN)	2407(24)	2488(37)
1463(24)	743(37)	1960(52,53)	2277(GEN)	2415(24)	2489(25)
1670(56)	1191(24)	2002(35)	2278(57,61)	2425(GEN)	2490(24)
1746(36)	1194(24)	2024(36)	2280(24)	2426(11)	2491(24)
1852(37)	1278(57)	2026(24)	2304(11,26)	2436(11,26)	2492(24)
1917(24)	1321(51)	2031(52)	2315(57)	2437(52)	2493(24)
2009 series	1481(37)	2119(57)	2324(54)	2442(22)	
83(24)	1600(56)	2139(24)	2327(36,37)	2458(56)	
151(54)	1658(52)	2187(36)	2333(GEN)	2459(24)	
152(54)	1664(36)	2229(56)	2339(24)	2473(GEN)	
153(54)	1757(51)	2239(25)	2354(GEN)	2481(37)	

The summary of all HYDROLANTS in force as of 17 December 2009 is given in Section III of NM 52/09.

**HYDROLANT WARNINGS issued from 171430Z to 231400Z December 2009.**

2455/09 thru 2457/09. CANCELED.

2458/09(56). EASTERN MEDITERRANEAN SEA.  
M/V REBORN IN NEED OF ASSISTANCE VICINITY  
33-14.6N 032-29.2E AT 161940Z DEC. VESSELS IN  
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO JRCC LARNACA,  
INMARSAT-C: 421099999, TELEX: 321099992,  
PHONE: 357 2430 4723, FAX: 357 2464 3254.

(172122Z DEC 2009)

2459/09(24). BRAZIL-NORTH COAST.  
1. SEISMIC SURVEY IN PROGRESS UNTIL 06 JAN 10 BY  
M/V SEA SURVEYOR TOWING 10000 METER LONG  
CABLES IN AREA BOUND BY  
08-00N 048-30W, 05-00N 048-30W,  
01-00N 045-00W, 04-00N 043-00W.  
TEN MILE BERTH REQUESTED.  
2. CANCEL THIS MSG 07 JAN 10.

(180119Z DEC 2009)

2460/09 thru 2472/09. CANCELED.

2473/09(GEN).  
1. HYDROLANT MESSAGES IN FORCE 191000Z DEC 2009. ONLY THOSE  
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2009 SERIES: 2187(36), 2229(56), 2239(25), 2242(24), 2263(GEN),  
2268(11), 2274(24), 2275(GEN), 2277(GEN), 2278(57,61), 2280(24),  
2302(56), 2304(11,26), 2315(57), 2324(54), 2327(36,37),  
2333(GEN), 2339(24), 2354(GEN), 2364(55), 2378(24,57), 2382(57),  
2389(26), 2397(37), 2406(54), 2407(24), 2415(24), 2425(GEN),  
2426(11), 2436(11,26), 2437(52), 2441(24), 2442(22), 2449(24),  
2456(35,37), 2458(56), 2459(24), 2461(37), 2463(57), 2465(24),  
2466(35), 2467(24), 2468(24), 2469(24), 2470(24), 2471(57).  
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS  
OF 17 DEC 2009 IS GIVEN IN SEC III OF NM 52/09.  
3. CANCEL HYDROLANT 2130/09, 2148/09, 2174/09, 2370/09, 2386/09,  
2394/09, 2398/09, 2402/09, 2418/09, 2419/09, 2422/09.

(191106Z DEC 2009)

2474/09 thru 2480/09. CANCELED.

2481/09(37). SOUTHERN NORTH SEA.  
NGA CHART 37057 (2ND ED).  
ALL NAVIGATIONAL AIDS AT PLATFORM 48/19A  
53-22.1N 001-39.1E INOPERATIVE.

(210426Z DEC 2009)

2482/09(25). WEST INDIES. SAINT MAARTEN.  
DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN 18-00N 063-00W  
AT 211948Z DEC. VESSELS IN VICINITY REQUESTED  
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.  
REPORTS TO USCG SAN JUAN, PHONE: 787 289 2041,  
E-MAIL: SSJCC@USCG.MIL.

(220404Z DEC 2009)

2483/09 and 2484/09. CANCELED.

2485/09(37). SOUTHERN NORTH SEA.  
 NGA CHART 37166 (2ND ED).  
 ALL NAVIGATIONAL AIDS AT PLATFORM 53/4A  
 52-59.1N 002-44.1E INOPERATIVE.

(221606Z DEC 2009)

2486/09(52.53). STRAIT OF SICILY.  
 1. CABLE OPERATIONS IN PROGRESS UNTIL 30 JAN 10  
 BY M/V PETER FABER VICINITY OF  
 TRACKLINE JOINING  
 38-02.32N 007-57.25E,  
 37-52.90N 008-15.66E,  
 37-50.30N 009-17.44E,  
 37-14.36N 011-13.08E,  
 36-12.02N 012-35.15E.  
 2. CANCEL THIS MSG 31 JAN 10.

(221637Z DEC 2009)

2487/09(37). SOUTHERN NORTH SEA.  
 NGA CHART 37058 (2ND ED).  
 PLATFORM 49/9B 53-49.9N 002-46.3E UNLIT.

(221835Z DEC 2009)

2488/09(37). SOUTHERN NORTH SEA.  
 NGA CHART 37166 (2ND ED).  
 ALL NAVIGATIONAL AIDS AT PLATFORM 49/30-A  
 53-00.3N 002-53.8E INOPERATIVE.

(222203Z DEC 2009)

2489/09(25). EASTERN CARIBBEAN SEA.  
 TWO PERSONS OVERBOARD FROM F/V FLU FUN TIME  
 IN 13-30N 061-12W AT 220700Z DEC. VESSELS  
 IN VICINITY REQUESTED TO KEEP A SHARP  
 LOOKOUT. ASSIST IF POSSIBLE. REPORTS TO  
 MRCC FORT DE FRANCE, TELEX: 42912008,  
 PHONE: 59 659 670 9292, FAX: 59 659 663 2450.

(222326Z DEC 2009)

2490/09(24). BRAZIL-NORTHEAST COAST.  
 1. SEISMIC SURVEY IN PROGRESS UNTIL 27 DEC  
 BY M/V VERITAS VANTAGE TOWING 5.4 MILE  
 LONG CABLE IN AREA BOUND BY  
 07-36.0S 034-33.6W, 07-52.1S 033-47.1W,  
 08-52.6S 034-08.2W, 08-36.4S 034-54.8W.  
 SEVEN MILE BERTH REQUESTED.  
 2. CANCEL HYDROLANT 2470/09.  
 3. CANCEL THIS MSG 28 DEC.

(230104Z DEC 2009)

2491/09(24). BRAZIL-SOUTHEAST COAST.  
 1. SEISMIC SURVEY 230300Z TO 310259Z DEC BY  
 M/V OCEAN EUROPE AND M/V SANCO STAR  
 IN AREA BOUND BY  
 21-59.42S 040-00.70W, 21-59.57S 039-42.57W,  
 22-08.95S 039-42.72W, 22-08.02S 040-01.32W.  
 SIX MILE BERTH REQUESTED.  
 2. CANCEL HYDROLANT 2469/09.  
 3. CANCEL THIS MSG 310359Z DEC.

(230135Z DEC 2009)

2492/09(24). BRAZIL-SOUTHEAST COAST.  
 1. SEISMIC SURVEY 230300Z TO 310259Z DEC BY  
 M/V WESTERN NEPTUNE TOWING 12 3.5 MILE LONG  
 CABLES AND M/V GECO DIAMOND TOWING 250 METER  
 LONG CABLE IN AREA BOUND BY  
 21-57S 039-11W, 21-44S 039-23W,  
 23-13S 040-42W, 23-25S 040-29W.  
 SIX MILE BERTH REQUESTED.  
 2. CANCEL HYDROLANT 2467/09.  
 3. CANCEL THIS MSG 310359Z DEC.

(230151Z DEC 2009)

2493/09(24). BRAZIL-SOUTH COAST.  
 1. SEISMIC SURVEY 230300Z TO 310259Z DEC.  
 BY M/V RAMFORM SOVEREING TOWING 14  
 8100 METER LONG CABLES IN AREA BOUND BY  
 24-41.52S 041-50.80W, 25-07.12S 042-58.12W,  
 24-01.78S 043-28.42W, 23-36.62S 042-21.30W.  
 SIX MILE BERTH REQUESTED.  
 2. CANCEL THIS MSG 310359Z DEC.

(230205Z DEC 2009)

SECTION III

NM 1/10

NAVAREA XII

Messages in force 231400Z December 2009:

2009 series	564(19)	597(18)	599(16,19)
430(GEN)	594(GEN)	598(GEN)	

The summary of all NAVAREA XII messages in force as of 17 December 2009 is given in Section III of NM 52/09.

**NAVAREA XII WARNINGS issued from 171430Z to 231400Z December 2009.**

593/09. CANCELED.

594/09(GEN).

1. NAVAREA XII MESSAGES IN FORCE 191000Z DEC 2009. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2009 SERIES: 564(19), 586(18).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 17 DEC 2009 IS GIVEN IN SEC III OF NM 52/09.
3. CANCEL NAVAREA XII 549/09, 550/09, 551/09, 552/09, 585/09.

(191109Z DEC 2009)

595/09 and 596/09. CANCELED.

597/09(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY IN AREA BOUND BY  
34-02N 119-04W, 33-52N 119-06W, 33-29N 118-37W,  
33-20N 118-37W, 32-11N 120-16W, 31-54N 121-35W,  
35-09N 123-39W, 35-29N 123-00W, 35-57N 121-32W,  
34-04N 119-04W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ) SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE WITHIN THE RANGE.
3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S SAFETY WHEN PASSING THROUGH THE VICINITY OF THE SEA RANGE. IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.
4. CANCEL NAVAREA XII 586/09.

(200943Z DEC 2009)

598/09(GEN). NORTH PACIFIC. ALASKA.

LORAN-C STATION ATTU, RATE 9990-X, UNUSABLE.

(201821Z DEC 2009)

599/09(16,19). NORTH PACIFIC.

1. 14 CONTAINERS ADRIFT VICINITY OF TRACKLINE BETWEEN 44-18N 162-37W AND 44-50N 164-07W.
2. CANCEL THIS MSG 250429Z DEC.

(221135Z DEC 2009)

600/09 and 601/09. CANCELED.

## SECTION III

NM 1/10

## HYDROPACS

Messages in force 231400Z December 2009:

2007 series	554(62)	2109(76)	2292(81)	2360(95)	2387(72)
1284(71)	561(73,74)	2122(94)	2312(63)	2361(95)	2388(62)
2008 series	889(97)	2165(81)	2318(63)	2362(62)	2390(75)
44(GEN)	1001(74)	2175(57,61)	2323(75)	2363(62)	2391(GEN)
427(74)	1128(22)	2189(83)	2326(94)	2364(63)	2392(16,19)
835(62)	1239(96)	2194(76)	2328(81)	2366(63)	2393(74)
1345(92)	1269(74)	2204(94)	2329(74)	2367(63)	2394(71)
1497(71)	1642(63)	2205(97)	2333(63)	2372(71)	2395(62)
1831(62)	1655(62)	2206(94)	2337(97)	2374(63)	2397(16,19)
1933(22)	1696(GEN)	2234(62,63)	2338(97)	2375(63)	2398(92)
2043(62)	1776(96)	2237(63)	2340(74)	2376(63)	2400(74)
2241(62)	1810(74)	2238(63)	2341(73)	2377(95,96)	2401(73,74)
2286(74)	1834(94)	2242(71)	2344(63)	2379(93)	2402(95)
2507(73,82)	1876(74)	2244(GEN)	2350(71)	2380(63)	2403(95)
2009 series	1894(22)	2250(GEN)	2355(63)	2381(63)	2404(95)
12(62)	1914(71,72)	2266(73)	2357(63)	2384(GEN)	2405(95)
401(63)	1932(63)	2273(19)	2358(95)	2385(62)	2407(61)
424(74)	2057(82,83)	2290(75)	2359(95)	2386(94)	

The summary of all HYDROPACS in force as of 17 December 2009 is given in Section III of NM 52/09.

**HYDROPAC WARNINGS issued from 171430Z to 231400Z December 2009.**

2373/09. CANCELED.

2374/09(63). ARABIAN SEA. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0400Z TO 1700Z DAILY

17 THRU 19, 21 THRU 24, 26 AND 28 THRU 31 DEC:

A. IN AREA BOUND BY

24-19.00N 066-58.00E, 24-00.00N 066-39.00E,

24-11.00N 066-27.00E, 24-24.30N 066-42.00E.

B. WITHIN 3.5 MILES OF 24-53.76N 066-36.40E.

2. CANCEL THIS MSG 311800Z DEC.

(171614Z DEC 2009)

2375/09(63). WESTERN INDIAN OCEAN. PIRACY.

POSSIBLE MOTHERSHIP ACTIVITY WITH TWO SKIFFS

IN AREA BETWEEN 03-00N 02-47N AND 059-58E 060-18E

AT 170900Z DEC. MARINERS ARE ADVISED TO KEEP

100 MILES CLEAR OF THIS AREA. REPORTS TO UKMTO DUBAI,

PHONE: 971 50 552 3215, E-MAIL: UKMTO@EIM.AE.

(171654Z DEC 2009)

2376/09(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 220900Z TO 221200Z,

290900Z TO 291200Z AND 291230Z TO 291430Z DEC

IN AREA BOUND BY

09-57.5N 075-59.5E, 09-57.7N 076-14.2E,

09-44.0N 076-17.5E, 09-42.5N 076-09.5E.

2. CANCEL THIS MSG 291530Z DEC.

(171755Z DEC 2009)

2377/09(95,96). SEA OF JAPAN. MISSILES.

1. HAZARDOUS OPERATIONS 2300Z TO 0200Z COMMENCING

DAILY 22 THRU 24 DEC AND 0400Z TO 0700Z DAILY

23 THRU 25 DEC IN AREA BOUND BY

42-05N 131-42E, 42-17N 131-03E,

42-30N 131-03E, 42-46N 131-50E,

42-45N 132-37E, 42-05N 132-37E.

2. CANCEL THIS MSG 250800Z DEC.

(180818Z DEC 2009)

2378/09. CANCELED.

2379/09(93). SOUTH CHINA SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 14 JAN 10

BY M/V PACIFIC EXPLORER IN AREA BOUND BY

08-31.29N 116-33.58E, 08-30.27N 116-41.13E,

08-48.57N 116-57.55E, 08-55.13N 116-55.09E.

2. CANCEL THIS MSG 15 JAN 10.

(181537Z DEC 2009)

- 2380/09(63). ANDAMAN SEA. HAZARDOUS OPERATIONS.  
 1. HAZARDOUS OPERATIONS 220030Z TO 220430Z DEC  
 IN AREA BETWEEN  
 07-20N 07-38N AND 093-30E 093-48E.  
 2. CANCEL THIS MSG 220530Z DEC.

(181724Z DEC 2009)

- 2381/09(63). INDIA-WEST COAST.  
 1. SEISMIC SURVEY IN PROGRESS UNTIL 17 JAN 10  
 BY M/V PACIFIC SWORD TOWING TWO 2.5 MILE  
 LONG CABLES IN AREA BOUND BY  
 20-44.9N 071-27.1E, 20-48.6N 071-26.8E,  
 21-02.3N 071-48.6E, 21-02.3N 071-54.7E.  
 FIVE MILE BERTH REQUESTED.  
 2. CANCEL THIS MSG 18 JAN 10.

(181752Z DEC 2009)

2382/09 and 2383/09. CANCELED.

- 2384/09(GEN).  
 1. HYDROPAC MESSAGES IN FORCE 191000Z DEC 2009. ONLY THOSE  
 MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
 2009 SERIES: 2057(82,83), 2109(76), 2122(94), 2165(81),  
 2175(57,61), 2189(83), 2194(76), 2204(94), 2205(97), 2206(94),  
 2213(74), 2228(63), 2234(62,63), 2237(63), 2238(63), 2242(71),  
 2244(GEN), 2250(GEN), 2266(73), 2273(19), 2290(75), 2292(81),  
 2305(94), 2311(72), 2312(63), 2318(63), 2323(75), 2326(94),  
 2328(81), 2329(74), 2333(63), 2334(96), 2337(97), 2338(97),  
 2340(74), 2341(73), 2342(63), 2343(63), 2344(63), 2345(63),  
 2350(71), 2355(63), 2356(63), 2357(63), 2358(95), 2359(95),  
 2360(95), 2361(95), 2362(62), 2363(62), 2364(63), 2366(63),  
 2367(63), 2369(94), 2371(63), 2372(71), 2374(63), 2375(63),  
 2376(63), 2377(95,96), 2378(61), 2379(93), 2380(63), 2381(63).  
 2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS  
 OF 17 DEC 2009 IS GIVEN IN SEC III OF NM 52/09.  
 3. CANCEL HYDROPAC 475/07, 195/08, 529/08, 1369/09, 1920/09,  
 1989/09, 2168/09, 2182/09, 2262/09, 2277/09,  
 2284/09, 2327/09, 2349/09.

(191112Z DEC 2009)

- 2385/09(62). GULF OF ADEN. ORDNANCE.  
 1. BOMBING EXERCISES IN PROGRESS UNTIL 312359Z DEC  
 IN AREA BETWEEN  
 12-56N 13-06N AND 046-11E 046-22E.  
 2. CANCEL THIS MSG 010059Z JAN 10.

(191134Z DEC 2009)

- 2386/09(94). TAIWAN-EAST COAST. GUNNERY.  
 1. GUNNERY EXERCISES 2300Z TO 0900Z COMMENCING  
 DAILY 23, 24 AND 27 THRU 30 DEC  
 WITHIN 31 MILES OF 23-26.5N 122-21.5E.  
 2. CANCEL THIS MSG 311000Z DEC.

(191146Z DEC 2009)

- 2387/09(72). JAVA SEA. FLORES SEA.  
 1. SEISMIC SURVEY IN PROGRESS UNTIL 27 DEC  
 BY M/V NORDIC ENERGY TOWING 6000 METER  
 LONG CABLE IN AREA BOUND BY  
 06-52.5S 117-00.0E, 06-52.1S 118-09.0E,  
 07-21.0S 118-09.0E, 07-21.0S 117-00.0E.  
 2. CANCEL HYDROPAC 2311/09.  
 3. CANCEL THIS MSG 28 DEC.

(200910Z DEC 2009)

- 2388/09(62). ARABIAN SEA. HAZARDOUS OPERATIONS.  
 1. HAZARDOUS OPERATIONS 212000Z TO 241959Z DEC  
 IN AREA BETWEEN  
 23-00N 24-05N AND 061-16E 062-00E.  
 2. CANCEL THIS MSG 242059Z DEC.

(201024Z DEC 2009)

2389/09. CANCELED.

- 2390/09(75). AUSTRALIA-SOUTHEAST COAST.  
 PIPELAYING OPERATIONS IN PROGRESS UNTIL FURTHER  
 NOTICE BY M/V SEVEN NAVICA IN 38-41S 142-38E.  
 2.5 MILE BERTH REQUESTED.

(201140Z DEC 2009)

## SECTION III

NM 1/10

- 2391/09(GEN). NORTH PACIFIC. ALASKA.  
LORAN-C STATION ATTU, RATE 9990-X, UNUSABLE. (201823Z DEC 2009)
- 2392/09(16,19). NORTH PACIFIC.  
M/V APJ SURYAVIR, 28 PERSONS ON BOARD, DISABLED  
AND ADRIFT IN 44-55N 176-07E AT 202045Z DEC.  
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP  
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO ANY  
U.S. COAST GUARD STATION. (210158Z DEC 2009)
- 2393/09(74). AUSTRALIA-NORTH COAST.  
1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE  
BY GEO ATLANTIC IN AREA BETWEEN  
11-33S 12-55E AND 127-00E 128-00E.  
SIX MILE BERTH REQUESTED.  
2. CANCEL HYDROPAC 2213/09. (210412Z DEC 2009)
- 2394/09(71). SINGAPORE STRAIT. PIRACY.  
1. PIRATES BOARDED A TUG AND TOOK A HOSTAGE IN  
01-18.2N 104-12.0E AT 191945Z DEC.  
DUTY OFFICER RAISED THE ALARM AND PIRATES  
ESCAPED WITH STOLEN VESSEL'S STORES.  
CAUTION ADVISED.  
2. CANCEL THIS MSG 06 JAN 10. (211216Z DEC 2009)
- 2395/09(62). GULF OF ADEN. ORDNANCE.  
1. BOMBING EXERCISES 220001Z TO 312359Z DEC  
IN AREAS BOUND BY:  
A. 13-13-14N 047-13-25E, 13-04-00N 047-16-34E,  
13-00-57N 047-06-57E, 13-09-59N 047-03-56E.  
B. 12-54-00N 045-32-00E, 12-44-30N 045-35-30E,  
12-47-30N 045-45-00E, 12-57-00N 045-42-00E.  
2. CANCEL THIS MSG 010059Z JAN 10. (211247Z DEC 2009)
- 2396/09. CANCELED.
- 2397/09(16,19). NORTH PACIFIC.  
1. 14 CONTAINERS ADRIFT VICINITY OF  
TRACKLINE BETWEEN 44-18N 162-37W  
AND 44-50N 164-07W.  
2. CANCEL THIS MSG 250429Z DEC. (220432Z DEC 2009)
- 2398/09(92). SULU SEA.  
1. UNDERWATER OPERATIONS 27 DEC THRU 07 MAR 10  
BY M/V WEST AQUARIUS IN 06-42-05.7N 118-47-32.4E.  
2. CANCEL THIS MSG 08 MAR 10. (220813Z DEC 2009)
- 2399/09. CANCELED.
- 2400/09(74). AUSTRALIA-NORTHWEST COAST.  
SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE  
BY M/V GEOWAVE VOYAGER TOWING FOUR MILE LONG CABLE  
IN AREA BETWEEN 11-49S 14-21S AND 121-04E 123-44E.  
FIVE MILE BERTH REQUESTED. (222228Z DEC 2009)
- 2401/09(73,74). ARAFURA SEA.  
DISTRESS SIGNAL RECEIVED ON 406 MHZ VICINITY  
09-33.8S 133-40.8E AT 222120Z DEC. VESSELS IN  
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO RCC AUSTRALIA,  
PHONE: 612 6230 6811, FAX: 612 6230 6868,  
E-MAIL: RCCAUS@AMSA.GOV.AU. (230522Z DEC 2009)
- 2402/09(95). YELLOW SEA. GUNNERY.  
1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
28 THRU 30 DEC IN AREA BETWEEN  
36-05N 36-35N AND 124-50E 125-42E.  
2. CANCEL THIS MSG 300900Z DEC. (230822Z DEC 2009)

2403/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
28 THRU 30 DEC IN AREA BETWEEN  
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 300900Z DEC.

(230824Z DEC 2009)

2404/09(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
28 THRU 30 DEC IN AREA BOUND BY  
36-35-00N 125-36-00E, 36-35-00N 124-50-00E,  
37-06-00N 124-50-00E, 37-10-10N 125-36-00E.
2. CANCEL THIS MSG 300900Z DEC.

(230830Z DEC 2009)

2405/09(95). SEA OF JAPAN. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
28 THRU 30 DEC IN AREA BOUND BY  
38-08N 129-51E, 38-08N 130-10E,  
37-39N 130-10E, 37-42N 129-51E.
2. CANCEL THIS MSG 300900Z DEC.

(230834Z DEC 2009)

2406/09. CANCELED.

2407/09(61). WESTERN INDIAN OCEAN. PIRACY.

1. MOTHERSHIP ACTIVITY VICINITY 04-01S 048-47E AT  
211310Z DEC. MARINERS ARE WARNED TO STEER CLEAR  
OF THIS AREA IF POSSIBLE. AREA WILL REMAIN HIGH  
RISK FOR AT LEAST THE NEXT 24-48 HOURS.
2. CANCEL HYDROL PAC 2396/09.

(231115Z DEC 2009)

### MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NGA Maritime Safety Web site (<http://www.nga.mil/maritime>), by referring to Section I (paragraph 50) of US Notice to Mariners 1/10 for those in-force as of 2 January 2010, or by contacting the Maritime Administration, Office of Security, Code MAR-420, Room W23-312, 1200 New Jersey Avenue S.E., Washington DC 20590, Telephone (202) 366-1883, FAX (202) 366-3954, Cell (202) 641-5071.

MARAD ADVISORIES in force 23 December 2009: 05-1, 06-1, 07-1, 08-1 and 09-7.

### SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NGA Maritime Safety Web site (<http://www.nga.mil/maritime>) or by referring to Section I (paragraph 5) of US Notice to Mariners 1/10 for those in-force as of 2 January 2010.

SPECIAL WARNINGS in force 23 December 2009: 1, 29, 77, 81, 82, 89, 92, 107, 108, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123 and 124.

## MARINE INFORMATION

## NATIONAL OCEAN SERVICE OFFICES

Information concerning National Ocean Service (NOS) charts and related publications can be obtained by addressing:

**Director, Coast Survey, N/CS  
National Ocean Service, NOAA  
1315 East-West Highway  
Silver Spring, MD 20852  
Telephone: 301-713-2770**

Information concerning the sale of NOS and/or NGA products may be obtained by addressing:

**FAA, Aeronautical Navigation Services  
AJW-3792  
10201 Good luck Road  
Glenn Dale, MD 20769-9700  
Telephone: 1-800-638-8972 (within the U.S. only); 301-436-8301  
Fax: 301-436-6829  
E-Mail address: 9-AMC-chartsales@faa.gov  
On-line Ordering: <http://www.naco.faa.gov/index.asp?xml=naco/ecom>  
Web site: <http://naco.faa.gov>**

## U.S. ARMY CORPS OF ENGINEERS

OFFICE OF THE CHIEF OF ENGINEERS, USACE  
ATTN: CECW-OD  
441 G. STREET, N.W.  
WASHINGTON, D.C. 20314-1000  
TELEPHONE: 202-761-0011

## DISTRICT OFFICES (COASTAL)

Concord, MA 01742-2751	696 Virginia Road, Tel. 978-318-8111
Detroit, MI 48226-2575	477 Michigan Ave., Tel. 313-226-4680
Buffalo, NY 14207-3199	1776 Niagara St., Tel. 716-879-4410
Chicago, IL 60606-7206	111 N. Canal St., Tel. 312-846-5330
New York, NY 10278-0090	26 Federal Plaza., Tel. 917-790-8007
Philadelphia, PA 19107-3390	The Wanamaker Bldg., 100 Penn Square East, Tel. 215-656-6515
Baltimore, MD 21203-1715	10 S. Howard St., Tel. 410-962-7608
Norfolk, VA 23510-1096	803 Front St., Tel. 757-201-7606
Wilmington, NC 28403-1343	69 Darlington Ave., Tel. 910-251-4625
Charleston, SC 29403-5107	69-A Hagood Ave., Tel. 843-329-8123
Savannah, GA 31402-0889	100 W. Oglethorpe Ave., Tel. 912-652-5279
Jacksonville, FL 32207-0019	701 San Marco Blvd., Tel. 904-232-2234
Mobile, AL 36602-3630	109 St. Joseph St., Tel. 256-690-2505
New Orleans, LA 70118-0267	7400 Leake Ave., Tel. 504-862-2201
Galveston, TX 77550-3211	2000 Ft. Point Rd., Tel. 409-766-3004
Anchorage, AK 99506-0898	Bldg. 21-700, Elmendorf Air Force Base, Tel. 907-753-2520
Los Angeles, CA 90053-2325	915 Wilshire Blvd., Tel. 213-452-3333
San Francisco, CA 94103-1398	1455 Market St., Tel. 415-503-6804
Portland, OR 97204-3440	Robert Duncan Plaza, 333 S.W. 1st Avenue, Tel. 503-808-5150
Seattle, WA 98134-2385	4735 East Marginal Way South, Tel. 206-764-3742
Sacramento, CA 95814-2922	1325 J St., Tel. 916-557-7461

U.S. ARMY CORP OF ENGINEERS  
DIVISION OFFICES (COASTAL)

North Atlantic	302 General Lee Avenue, Tel. 718-765-7018
South Atlantic	Brooklyn, New York 11252-9505
Mississippi Valley	60 Forsyth Street S.W., Tel. 404-562-5011
	Atlanta, Georgia 30303-8801
	1400 Walnut Street, Tel. 601-634-5760
	Vicksburg, Mississippi 39180-3262

Southwestern	1100 Commerce Street, Tel. 469-487-7007 Dallas, Texas 75242-1317
South Pacific	1455 Market Street, Tel. 415-503-6804 San Francisco, California 94103-1398
Northwestern	1125 NW Couch Street, Suite 500 Tel. 503-808-5150 Portland, Oregon 97209-4142
Great Lakes and Ohio River	550 Main Street, Tel. 513-684-3010 Cincinnati, Ohio 45202-3222
Pacific Ocean	Building 230, Tel. 808-438-9682 Ft. Shafter, Hawaii 96858-5440

**UNITED STATES COAST GUARD DISTRICT OFFICES**

Commander, 1st Coast Guard District, 408 Atlantic Ave., Boston, MA 02110-3350.  
Phone, 800-848-3942, Ext. 8356.

Commander, 5th Coast Guard District, Federal Bldg., 431 Crawford St., Portsmouth, VA 23704-5000.  
Phone, 757-398-6486, 757-398-6552.

Commander, 7th Coast Guard District, Brickell Plaza Federal Bldg., 909 S.E. 1st Ave., Miami, FL 33131-3050.  
Phone, 305-415-6730, 305-415-6751.

Commander, 8th Coast Guard District, Hale Boggs Federal Bldg., 500 Poydras St., New Orleans, LA 70130-3319.  
Phone, 504-589-6225.

Commander, 9th Coast Guard District, 1240 East 9th St., Cleveland, OH 44199-2060.  
Phone, 216-902-6073.

Commander, 11th Coast Guard District, Coast Guard Island, Building 50-2, Alameda, CA 94501-5100.  
Phone, 510-437-3701.

Commander, 13th Coast Guard District, Federal Building, 915 Second Ave., Seattle, WA 98174-1067.  
Phone, 206-220-7280.

Commander, 14th Coast Guard District, 300 Ala Moana Blvd., Room 9-204, Honolulu, HI 96580-4982.  
Phone, Day 808-535-3409, Night 808-842-2600/2601.

Commander, 17th Coast Guard District, P.O. Box 25517, Juneau, AK 99802-5517.  
Phone, Day 907-463-2269, Night 907-463-2000.

**NGA CHART NEW EDITIONS AND THEIR AVAILABILITY**

NGA recognizes two paper nautical chart products:

- the Enterprise Product on Demand-Maritime (ePOD-M) chart, and
- the traditional NGA paper chart distributed by the Defense Logistics Agency and the Federal Aviation Administration.

The Enterprise Product on Demand-Maritime (ePOD-M) chart is available the day after NGA clears a New Edition for release and is available to Department of Defense (DoD) customers and other authorized U.S. Government users. The traditional paper chart is available six to eight weeks later. Each is official, should be put into service immediately, and meets Federal chart carriage requirements immediately upon its release. Each should be updated from the dates shown in the lower left corner of the chart. For questions, contact NGA at mcdepod@nga.mil.

This week's new editions released by NGA are listed below. These NGA charts are now available for download in the ePOD-M format (large PDF print file) at the following websites:

- NIPRNet: <https://www.geointel.nga.mil/products/dnc/epods/index.htm>
- SIPRNet: <http://www.geoint.nga.smil.mil/products/dnc1/epods/index.htm>

57482	13 <sup>th</sup> Ed. Dec. 19, 2009 NEW EDITION	WGS-84	(NGA Bethesda, MD)
	VALSBAAI (FALSE BAY)		1:50,000
	(Correct through NM 51/09).		Limited Distribution

**NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY'S IMPLEMENTATION OF A HARDCOPY TO DIGITAL TRANSITION STRATEGY**

Since the mid-1990's, the National Geospatial-Intelligence Agency (NGA) has been working to improve digital navigation product support for the US Navy and other US Government users. The US Navy is transitioning to digital navigation, thus reducing the need for NGA to continue production of hardcopy charts. Therefore, NGA has begun a gradual transition from

hardcopy chart production to a digital data maintenance environment. This notice is to advise mariners, chart agents, and other users of this strategy.

During the gradual transition from hardcopy charts to digital charts, NGA will continue to make certain hardcopy charts available only to US Government-approved entities, in accordance with US law or international agreement. These particular charts will be identified as “bilateral charts,” since they are the product of international bilateral agreements and are duplicates of foreign copyright charts. Each bilateral chart will carry an NGA chart number, a National Stock Number (NSN), a bar code, and will show the number of any existing NGA chart that it replaces only when the chart is a one-for-one replacement. For those charts that are not a one-for-one replacement, no canceled chart number will appear. In the case where more than one new chart is being introduced to replace a single NGA chart, the existing chart will not be canceled until all new replacement charts have been announced in the Notice to Mariners.

Bilateral charts are the result of NGA international agreements and are duplicates of foreign copyrighted charts. The charts are printed in English, use metric units, refer to WGS-84 datum and are marked as “Distribution Limited.” However, certain bilateral charts have not yet been converted to WGS-84 datum, and are of sufficiently large scale (generally larger than 1:50,000) where the difference from WGS-84 datum is noticeable. These exception charts are printed with datum shift values, which must be applied in order to plot GPS-derived positions correctly. The exception charts are scheduled for eventual conversion to WGS-84 datum; until this occurs, their chart numbers will appear bold-faced in the announcement list below.

Bilateral charts will contain references to host nation charts and publications, and may use symbology not yet found in US Chart No. 1. In most cases, NGA will not attempt to change these references to the equivalent US charts, publications or symbology. However, it should be noted that relevant maritime information referenced in a foreign publication can also usually be found within Sailing Directions, Notice to Mariners No. 1 (Special Paragraphs), List of Lights, Radio Navigational Aids, or Chart No. 1. Updates to Sailing Directions and other electronic publications can be made through the application of digital patch files (PDU files), available for download from the NGA Maritime Safety Web site.

As the US Navy completes its transition to digital navigation, the use of bilateral charts will be gradually phased out. Until then, Section II of the Notice to Mariners, NGA/DLIS Catalog Corrections, will contain information about specific bilateral charts being announced as well as cancellation of any existing charts that they replace. Update information for bilateral charts will appear in Section I of the Notice to Mariners, Chart Corrections. Standard chart policy remains intact, in that NGA charts are not to be placed in service until their announcement appears in the US Notice to Mariners.

NGA has begun adopting bilateral charts in waters of Australia, Canada, and the UK, with additional countries to follow. What this further means is that NGA no longer provides certain hardcopy charts (i.e., those replaced by bilateral charts) for public sale. To obtain these hardcopy charts, civilian users will be required to purchase bilateral chart equivalents from their producer nations and their agents. Contact information for purchasing Australian, Canadian, and UK charts is listed below:

Australian Hydrographic Service Web site: <http://www.hydro.gov.au>

Australian Distribution Network: <http://www.hydro.gov.au/prodserv/distributors/distributors.htm>

Canadian Hydrographic Service Web site: <http://notmar.com/charts/index.php>

Canadian Sales Agents: <http://www.chs-shc.dfo-mpo.gc.ca/chs/en/Dealers/locate.htm>

UK Hydrographic Office Web site: <http://www.ukho.gov.uk>

UK Sales Agents: [http://www.ukho.gov.uk/list\\_of\\_agents.html](http://www.ukho.gov.uk/list_of_agents.html)

NGA standard (non-bilateral) charts and NOS charts can still be purchased from the FAA, National Aeronautical Charting Office. The following Web site can be used to search for FAA sales agents by geographic region:

United States NOAA/FAA Sales Agents: [http://www.naco.faa.gov/agents\\_acc.asp](http://www.naco.faa.gov/agents_acc.asp)

NGA issues this notice weekly. It will also appear in the “See What’s New” section of the Maritime Safety Web site (<http://www.nga.mil/maritime>); however, the following list of announced bilateral charts will only appear in the Notice to Mariners.

NGA bilateral Australian, Canadian, and UK charts announced to date:

<i>Former US Chart No.</i>	<i>Current US Chart No.</i>	<i>Foreign Chart No.</i>	<i>Originally Announced in NTM</i>	<i>Later Edition</i>
14002	14ACO14000	Can. 4023	23/04	
14005	14ACO14001	Can. 4012	23/04	
14009	14ACO14004	Can. 4015	23/04	
14009	14ACO14006	Can. 4016	23/04	
14009	14ACO14011	Can. 4047	23/04	
14009	14ACO14012	Can. 4002	29/04	
14009	14ACO14013	Can. 4013	29/04	
14009	14ACO14015	Can. 4045	29/04	
14014	14ACO14013	Can. 4013	29/04	
14040	14ACO14016	Can. 4010	29/04	
14041	14XHA14019	Can. 4011	29/04	
14042	14XHA14020	Can. 4396	1/05	
14043	14AHA14021	Can. 4116	8/05	42/08
14044	14AHA14022	Can. 4117	14/05	
14046	14BHA14023	Can. 4140	14/05	
14062	14XCO14025	Can. 4118	43/04	
14062	14XCO14026	Can. 4243	12/05	
14065	14BHA14027	Can. 4245	12/05	
14066	14XCO14026	Can. 4243	12/05	
14066	14XHA14028	Can. 4230	14/05	
14066	14XHA14029	Can. 4241	14/05	
14066	14XHA14030	Can. 4242	33/05	
14066	14XHA14031	Can. 4210	33/05	
14067	14XHA14029	Can. 4241	14/05	
14067	14XHA14032	Can. 4209	47/05	
14068	14XHA14032	Can. 4209	47/05	
14083	14AHA14036	Can. 4320	45/05	34/07
14085	14AHA14037	Can. 4328	45/05	
14087	14AHA14039	Can. 4385	46/05	
14088	14AHA14047	Can. 4201	46/05	
14089	14AHA14048	Can. 4202	39/06	
14090	14AHA14049	Can. 4237	6/05	
14091	14AHA14050	Can. 4203	48/06	
14093	14AHA14051	Can. 4236	25/07	
14100	14XHA14052	Can. 4235	25/07	
14100	14XHA14053	Can. 4234	25/07	
14105	14AHA14054	Can. 4321	22/07	
14115	14XCO14058	Can. 4227	29/04	
14121	14XHA14059	Can. 4374	23/07	
14123	14XHA14060	Can. 4375	23/07	
14125	14AHA14064	Can. 4376	22/07	
14133	14XHA14072	Can. 4278	23/07	
14134	14XHA14073	Can. 4279	23/07	
14136	14AHA14075	Can. 4266	25/07	
14141	14AHA14076	Can. 4462	22/07	
14144	14XHA14143	Can. 4950	38/03	11/08
14145	14AHA14077	Can. 4448	22/07	
14146	14XHA14078	Can. 4404	25/07	
14151	14XHA14079	Can. 4403	23/07	
14156	14BHA14080	Can. 4419	22/07	
14190	14ACO14096	Can. 4905	6/09	

## SECTION III

NM 1/10

14203	14XHA14195	Can. 1431	42/03	11/08
14222	14XHA14211	Can. 1312	40/03	5/08
14253	14ACO14004	Can. 4015	23/04	
14340	14ACO14334	Can. 4016	9/09	
14349	14AHA14339	Can. 4622	10/09	
14364	14AHA14359	Can. 4846	25/09	
14366	14AHA14359	Can. 4846	25/09	
14812	14XHA14809	Can. 2085	6/09	
15011	15ACO15002	Can. 7050	16/08	
15017	15ACO15003	Can. 5450	33/07	
15041	<b>15ACO15007</b>	Can. 4731	41/08	
15061	15ACO15014	Can. 4732	42/08	
15070	15BHA15024	Can. 5143	6/09	
15080	15BHA15027	Can. 5023	46/07	
15120	15ACO15030	Can. 4775	31/07	
15160	15ACO15032	Can. 5300	34/08	
15312	15ACO15035	Can. 5400	6/09	
17008	<b>17ACO17007</b>	Can. 3002	40/08	
17412	<b>17XHA17410</b>	Can. 3890	40/08	
17413	<b>17ACO17411</b>	Can. 3802	42/08	
17414	<b>17BCO17415</b>	Can. 3854	42/08	
17416	<b>17BCO17417</b>	Can. 3853	41/08	
17441	17BHA17442	Can. 3927	12/07	
17441	17BHA17447	Can. 3746	25/07	
17444	17XHA17448	Can. 3955	32/08	
17465	<b>17XHA17451</b>	Can. 3742	41/08	
17485	17XHA17456	Can. 3936	44/09	
17486	<b>17XCO17458</b>	Can. 3727	13/09	
17495	17ACO17493	Can. 3605	6/07	
17513	17XHA17497	Can. 3539	8/05	1/08
17515	17XHA17496	Can. 3513	6/09	
17517	17XHA17498	Can. 3512	44/09	
17518	17BHA17499	Can. 3463	31/07	
17519	17BHA17500	Can. 3526	23/07	
17543	17ACO17501	Can. 3604	1/08	
17548	17BCO17511	Can. 3671	31/07	
17550	17ACO17514	Can. 3602	24/07	
18401	18BHA18404	Can. 3459	42/08	
18405	18BHA18426	Can. 3493	25/07	
18406	18BHA18435	Can. 3481	23/07	
18407	18BHA18436	Can. 3494	12/07	
18408	18BHA18437	Can. 3495	42/08	
18413	18BHA18442	Can. 3442	31/07	
18414	18XHA18451	Can. 3478	31/07	
18415	18BHA18461	Can. 3441	24/07	
18416	18AHA18462	Can. 3440	24/07	
18418	18AHA18466	Can. 3419	24/07	
18420	18BHA18467	Can. 3479	12/07	16/08
18475	18XHA18472	Can. 3685	43/08	
35009	35ACO35002	UK 266	19/04	3/07
35009	35ACO35003	UK 268	19/04	3/07
35009	35ACO35004	UK 273	19/04	4/07
35009	35ACO35005	UK 278	23/04	4/07
35009	35ACO35006	UK 1191	24/04	8/06
35009	35ACO35010	UK 1192	28/04	12/06
35009	35ACO35013	UK 1409	23/04	49/04
35009	35ACO35014	UK 1407	23/04	33/09

35016	35ACO35015	UK 2635	26/06	10/08
35022	35ACO35017	UK 1128	16/08	32/08
35023	35ACO35018	UK 1129	37/07	
35031	35ACO35019	UK 1127	4/06	6/08
35032	35ACO35020	UK 1125	7/07	
35036	35ACO35024	UK1123	3/07	20/07
35040	35ACO35006	UK 1191	24/04	8/06
35060	35ACO35010	UK 1192	28/04	
35080	35ACO35014	UK 1407	23/04	33/09
35081	35BHA35035	UK 734	28/04	52/08
35082	35BHA35037	UK 735	31/04	52/08
35084	35BHA35045	UK 1481	32/04	12/06
35086	35BHA35048	UK 736	32/04	4/09
35088	35BHA35050	UK 190	28/04	12/06
35100	35ACO35013	UK 1409	23/04	49/04
35101	35BHA35052	UK 223	33/04	
35120	35ACO35055	UK 115	23/04	10/08
35130	35ACO35056	UK 1942	12/06	
35135	35ACO35057	UK 2249	27/07	
35136	35ACO35058	UK 2250	27/07	
35141	35ACO35059	UK 2162	21/07	33/09
35144	35XCO35062	UK 2584	27/07	49/08
35150	35ACO35063	UK 1119	27/07	
35155	35ACO35064	UK 1234	27/07	
35159	35ACO35065	UK 3271	30/07	
35160	35ACO35066	UK 1233	27/07	
35163	35ACO35067	UK 3272	27/07	
35166	35ACO35068	UK 3283	27/07	
35169	35ACO35071	UK 3281	29/07	
35170	35ACO35072	UK 3282	30/07	
35200	35ACO35001	UK 1954	28/04	33/09
35205	35ACO35073	UK 2720	27/07	6/08
35210	35ACO35074	UK 1785	27/07	6/08
35220	35ACO35075	UK 2721	37/07	6/08
35230	35ACO35078	UK 1794	24/07	10/08
35236	<b>35AHA35079</b>	UK 2207	28/07	22/09
35237	<b>35AHA35089</b>	UK 2208	30/07	
35239	<b>35AHA35090</b>	UK 2210	28/07	
35243	<b>35BHA35091</b>	UK 3146	37/07	6/08
35246	35ACO35092	UK 1795	21/07	6/08
35247	35AHA35093	UK 1796	28/07	52/08
35248	<b>35BHA35094</b>	UK 2209	38/07	
35250	35BHA35095	UK 2540	29/07	7/08
35255	<b>35AHA35096</b>	UK 2171	30/07	
35256	35AHA35097	UK 2390	24/07	
35260	35ACO35104	UK 2722	27/07	7/08
35265	35ACO35106	UK 1778	27/07	33/09
35270	<b>35AHA35109</b>	UK 2169	29/07	
35272	35ACO35110	UK 1770	12/07	
35277	35BHA35113	UK 2326	22/06	7/08
35278	35BHA35114	UK 2343	4/06	
35279	35BHA35115	UK 2397	29/06	
35295	35BHA35116	UK 2481	22/06	
35296	35BHA35117	UK 2396	25/06	
35298	35BHA35118	UK 2168	7/07	33/09
35299	35ACO35119	UK 2724	26/06	5/07
35300	35ACO35121	UK 2723	18/06	

## SECTION III

NM 1/10

35302	35ACO35123	UK 2798	46/05	
35307	35ACO35126	UK 2199	5/06	
35308	35ACO35127	UK 2198	25/06	
35310	35ACO35128	UK 2725	27/06	
35350	35ACO35131	UK 2173	12/07	
35380	35ACO35138	UK 2254	30/06	
35390	35ACO35139	UK 2423	22/06	
35400	35ACO35140	UK 2424	5/06	
35420	35ACO35147	UK 2049	18/06	
35421	35AHA35148	UK 1777	46/05	
35423	35AHA35149	UK 1773	46/05	
35424	35AHA35151	UK 1765	46/05	
35011	35XCO35172	UK 219	8/08	33/09
36010	36ACO36000	UK 1121	26/06	
36015	36ACO36001	UK 2649	47/05	
36040	36ACO36002	UK 1410	47/05	
36060	36ACO36006	UK 1141	12/07	
36061	<b>36BHA36007</b>	UK 1468	20/07	
36062	<b>36BHA36008</b>	UK 1415	4/06	
36063	36BHA36009	UK 1447	12/07	
36081	36BHA36011	UK 1753	7/07	
36098	36AHA36012	UK 2221	47/05	
36103	36BHA36014	UK 2126	9/07	
36104	36BHA36016	UK 2220	6/07	
36106	36BHA36017	UK 2131	47/05	
36108	36BHA36018	UK 2000	4/06	
36110	36BHA36019	UK 2007	8/06	
36115	36BHA36020	UK 1994	3/07	
36116	36AHA36021	UK 1867	23/05	
36117	36BHA36022	UK 1907	11/07	
36118	36BHA36023	UK 2383	25/06	
36119	36BHA36024	UK 2491	4/06	
36120	36ACO36025	UK 1826	13/07	
36127	36BHA36030	UK 3746	32/06	
36128	36BHA36030	UK 3746	32/06	
36137	36AHA36032	UK 1478	39/04	
36138	36AHA36033	UK 3275	39/04	9/05
36139	36BHA36034	UK 3274	39/04	33/09
36140	36ACO36035	UK 1178	39/04	33/09
36141	36BHA36036	UK 2878	41/04	9/05
36161	36BHA36039	UK 1152	52/04	
36162	36BHA36041	UK 1182	1/05	
36163	36BHA36042	UK 1176	1/05	
36165	36BHA36044	UK 1165	17/05	52/06
36180	36ACO36049	UK 2565	27/05	33/09
37043	37AHA37003	UK 1267	15/06	
37044	37AHA37004	UK 30	25/05	10/08
37045	37AHA37006	UK 1901	25/05	20/07
37046	37AHA37007	UK 1613	34/05	18/06
37047	37XHA37008	UK 1902	25/05	27/08
37060	36ACO36050	UK 442	25/05	
37075	37ACO37015	UK 2454	25/08	
37079	37AHA37016	UK 2625	32/05	4/06
37081	37AHA37017	UK 2045	32/05	4/06
37083	37AHA37019	UK 2037	25/05	38/08
37084	37AHA37020	UK 2036	5/06	38/08
37086	37AHA37021	UK 2631	31/05	16/08

37119	37AHA37027	UK 1698	8/06	
37122	37AHA37028	UK 1828	19/05	
37141	37AHA37040	UK 1607	9/05	22/09
37145	37AHA37051	UK 1185	37/04	52/08
37147	37BHA37052	UK 1975	36/04	7/08
37150	37ACO37055	UK 1504	37/04	17/05
37170	37ACO37057	UK 1503	38/04	8/08
37175	37ACO37058	UK 1187	38/04	8/08
37180	37ACO37059	UK 1190	38/04	10/05
37182	37AHA37062	UK 109	38/04	33/09
37183	37BHA37066	UK 1188	6/05	22/09
74071	74BHA74072	Aus. 615	35/07	
74071	74BHA74073	Aus. 616	35/07	
74071	74BHA74074	Aus. 617	35/07	
74141	74XHA74142	Aus. 618	35/07	
74141	74XHA74143	Aus. 610	35/07	
74151	74AHA74154	Aus. 809	12/07	
74152	74BHA74150	Aus. 208	8/07	
74153	74BHA74155	Aus. 207	8/07	
74162	74BCO74163	Aus. 811	13/07	
74162	74BCO74164	Aus. 810	13/07	
74183	74AHA74180	Aus. 237	9/07	
74186	74AHA74189	Aus. 238	47/05	
74192	74BHA74213	Aus. 818	9/07	
74201	74BHA74199	Aus. 246	8/07	
74202	74BHA74208	Aus. 247	13/07	
74204	74BHA74209	Aus. 819	14/07	
74206	74AHA74212	Aus. 244	15/07	
74210	74BCO74245	Aus. 820	13/07	
74221	74BCO74227	Aus. 821	11/07	
74229	74BHA74226	Aus. 250	13/07	
74229	74BCO74246	Aus. 824	16/08	
74229	74BCO74247	Aus. 249	16/08	
74231	74BHA74226	Aus. 250	13/07	
74232	74BHA74216	Aus. 256	10/07	
74234	74BHA74237	Aus. 257	11/07	22/09
74253	74BCO74262	Aus. 830	13/07	
74271	74BCO74275	Aus. 833	18/07	
74271	74BCO74277	Aus. 280	35/07	
74272	74BHA74267	Aus. 834	13/07	
74287	74BHA74279	Aus. 289	52/06	
74293	74ACO74311	Aus. 839	12/06	
74294	74BCO74300	Aus 292	47/05	
74294	74ACO74311	Aus. 839	12/06	
74310	74BCO74395	Aus. 302	18/07	
74320	74BCO74313	Aus. 303	18/07	
74330	74BCO74387	Aus. 304	52/06	
74340	74BCO74384	Aus. 305	35/07	
74350	74BCO74383	Aus. 306	35/07	43/08
74391	74BHA74390	Aus. 720	35/07	
74391	74BHA74396	Aus. 721	35/07	
74393	74BHA74397	Aus. 26	47/06	
74394	74BHA74397	Aus. 26	47/06	
74415	74ACO74416	Aus. 726	35/07	
74430	74ACO74431	Aus. 315	22/08	48/08
74450	74ACO74451	Aus. 319	34/07	48/08
74521	75AHA75147	Aus. 744	19/06	

**SECTION III****NM 1/10**

74555	74ACO74593	Aus. 334	34/07	
74581	74AHA74585	Aus. 112	18/07	
75010	75ACO75111	Aus. 341	36/07	
75010	75ACO75114	Aus. 342	36/07	
75110	75ACO75111	Aus. 341	36/07	
75120	75ACO75114	Aus. 342	36/07	
75132	75BHA75137	Aus. 137	19/06	42/08
75144	75BHA75146	Aus. 344	47/05	
75171	75AHA75165	Aus. 143	21/06	20/08
75171	75AHA75174	Aus. 158	18/06	
75173	75AHA75174	Aus. 158	18/06	
75175	75AHA75178	Aus. 154	18/06	25/08
75261	75AHA75274	Aus. 808	11/07	
75264	75AHA75269	Aus. 201	12/07	
75264	75AHA75267	Aus. 202	48/06	
75265	75AHA75266	Aus. 197	17/07	

## MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

**Observer:** name(s) of person(s) making observation and rank, rate or title.

**Ship/Organization:** name of vessel or organization.

**Address:** complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

**Date of Observation:** day, month and year at which the observation was made.

**Time of Observation:** local time at which the observation was made.

**Latitude/Longitude:** exact position of the observation expressed as accurately as possible.

**Datum:** horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

**Navigation System:** method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

**Verified by Navigator:** indicate whether observation was verified by navigator.

**Product(s) Affected:** product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

**Edition:** edition number and/or year of affected product.

**Latest correction applied:** the latest Notice to Mariners to which your copy of affected product has been corrected.

**Sounding sensor or method used:** equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

**Soundings corrected for draft:** indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

**Details of Information Reported:** use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NGA to update our records and obtain additional or later information.

**User Feedback:** use this space to provide feedback and suggestions for improving NGA products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

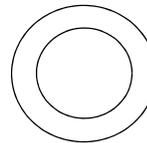
Due to the large volume of information received, NGA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of our Bathymetric Database. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).





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4600 SANGAMORE ROAD  
BETHESDA MD 20816-5003**



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**ARCTIC MARITIME SAFETY INFORMATION REPORT SHEET**

Observer \_\_\_\_\_

Ship/Organization \_\_\_\_\_

Phone \_\_\_\_\_ Email Address \_\_\_\_\_

Describe Hazard (e.g. dredge, buoy, current meter, operations): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is hazard remotely monitored? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, list Internet URL where most recent position will be posted (if any): \_\_\_\_\_

Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): \_\_\_\_\_

Date of Insertion \_\_\_\_\_ Latitude \_\_\_\_\_ Longitude \_\_\_\_\_

Date of Expected Removal \_\_\_\_\_

Most Recent Observation: Date \_\_\_\_\_ Time (Local) \_\_\_\_\_

Latitude \_\_\_\_\_ Longitude \_\_\_\_\_ Datum \_\_\_\_\_

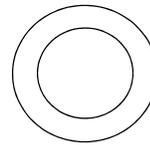
Navigation System \_\_\_\_\_ Verified by Navigator: Yes \_\_\_\_\_ No \_\_\_\_\_

Sounding sensor or method used \_\_\_\_\_

Sounding(s) corrected for draft: Yes \_\_\_\_\_ No \_\_\_\_\_

Details of Information Reported (continue on additional sheets as necessary): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



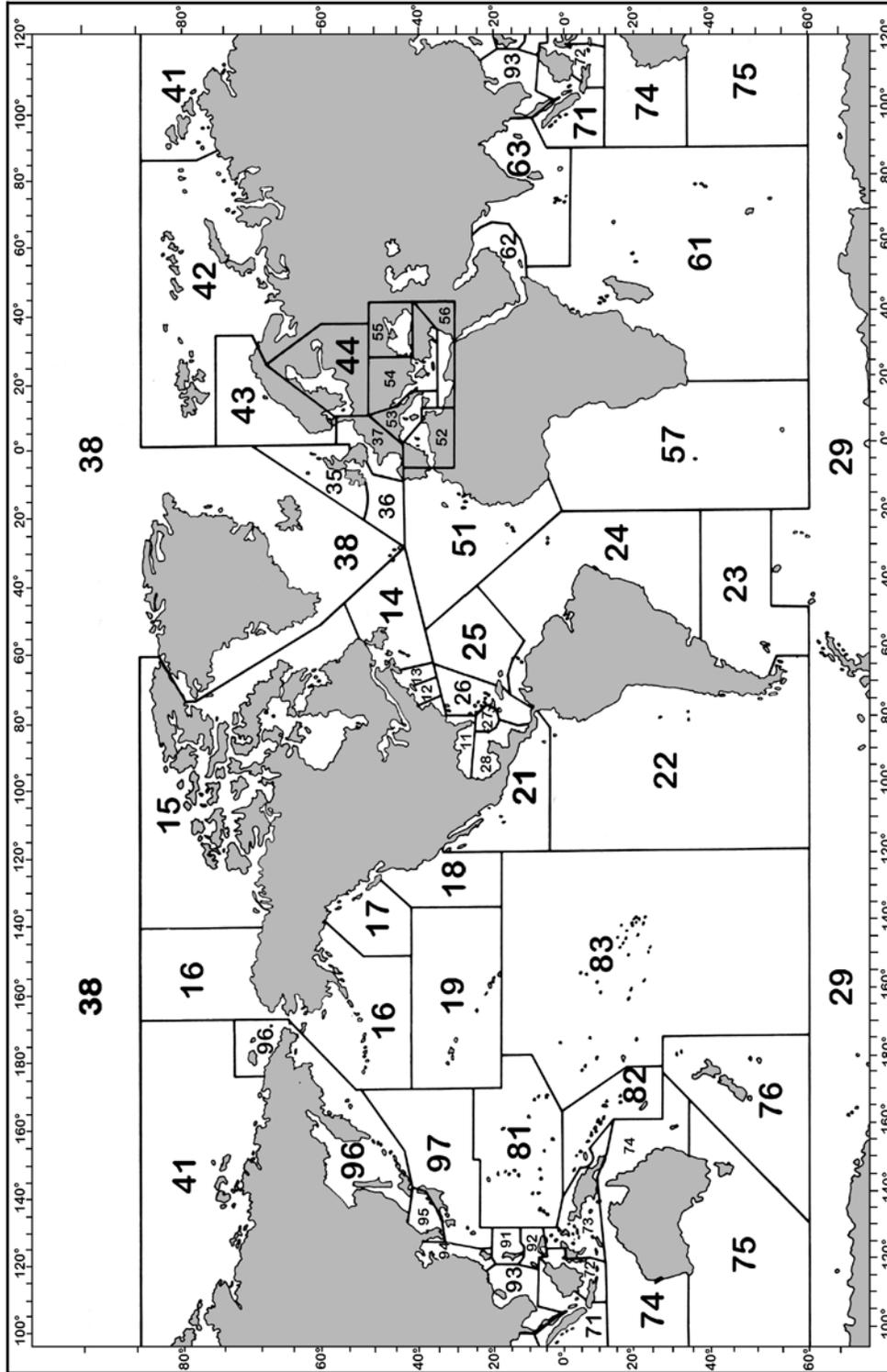
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# GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NGA/DLIS Catalog of Maps Charts and Related Products. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Subregion number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

**IMPORTANT**  
NAVIGATIONAL INFORMATION  
**TIME—DATED**



**NOTICE TO  
MARINERS**

**PLEASE EXPEDITE DELIVERY**