

## NAVIGATION PUBLICATIONS

## SAILING DIRECTIONS CORRECTIONS

**PUB 180**      **11 Ed 2014**      **LAST NM 38/14**  
 Publication Data Update (PDU) #1 for Pub. 180 is available for download on the NGA Maritime Website.  
<http://www.msi.nga.mil/NGAPortal/MSI.portal>  
 (NGA) 1/15

**PUB 193**      **15 Ed 2014**      **LAST NM 33/14**  
 Publication Data Update (PDU) #1 for Pub. 193 is available for download on the NGA Maritime Website.  
<http://www.msi.nga.mil/NGAPortal/MSI.portal>  
 (NGA) 1/15

## COAST PILOT CORRECTIONS

**COAST PILOT 1**      **44 Ed 2014**      **30 NOV 2014**  
**LAST NM 49/14**

Chapter 1—Paragraphs 189.01 to 189.05; read:

<sup>(189.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(189.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

<sup>(189.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(189.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(189.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.  
 (L 423-2014) 1/15

**COAST PILOT 3**      **47 Ed 2013**      **30 NOV 2014**  
**LAST NM 50/14**

Chapter 1—Paragraphs 182.01 to 182.05; read:

<sup>(182.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(182.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

<sup>(182.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(182.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(182.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.

(L 423-2014) 1/15

**COAST PILOT 4**      **46 Ed 2014**      **30 NOV 2014**  
**LAST NM 49/14**

Chapter 1—Paragraphs 189.01 to 189.05; read:

<sup>(189.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(189.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

**COAST PILOT 4 (Continued)**

<sup>(189.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(189.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(189.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.  
(L 423-2014) 1/15

**COAST PILOT 5            42 Ed 2014            30 NOV 2014**  
**LAST NM 43/14**

Chapter 1—Paragraphs 189.01 to 189.05; read:

<sup>(189.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(189.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

<sup>(189.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(189.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(189.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.  
(L 423-2014) 1/15

Chapter 2—Paragraphs 2624.01 to 2624.17; read:

<sup>(2624.01)</sup> **161.70 Vessel Traffic Service Port Arthur**

<sup>(2624.02)</sup>(a) The VTS area consists of the navigable waters of the United States to the limits of the territorial seas bound by the following points:

<sup>(2624.03)</sup> 30°10.00'N., 92°37.00'W.; then south to

<sup>(2624.04)</sup> 29°10.00'N., 92°37.00'W.; then west to

<sup>(2624.05)</sup> 29°10.00'N., 93°52.25'W.; then northwest to

<sup>(2624.06)</sup> 29°33.70'N., 94°21.25'W.; then north to

<sup>(2624.07)</sup> 30°10.00'N., 94°21.25'W.; then east along the

<sup>(2624.08)</sup> 30°10'N. latitude to the origination point.

<sup>(2624.09)</sup> Note: Although mandatory participation in VTS Port Arthur is limited to the area within the navigable waters of the United States, prospective users are encouraged to report at the safe water marks in order to facilitate vessel traffic management in the VTS Area and to receive advisories or navigational assistance.

<sup>(2624.10)</sup> (b) Precautionary areas. (see table)

<sup>(2624.11)</sup> Insert **Table 161.70(b)** from back of this Subsection.

<sup>(2624.12)</sup> (c) Reporting points (Inbound). (see table)

<sup>(2624.13)</sup> (d) Reporting points (Outbound). (see table)

<sup>(2624.14)</sup> (e) Reporting points (Eastbound). (see table)

<sup>(2624.15)</sup> (f) Reporting points (Westbound). (see table)

<sup>(2624.16)</sup> Insert **Table 161.70(c), Table 161.70(d), Table 161.70(e), Table 161.70(f), Table 161.70(g)** from back of this Subsection.

<sup>(2624.17)</sup> (g) Reporting points (Offshore Safety Fairway).  
(see table)

(FR 8/21/2013) 1/15

**COAST PILOT 6            44 Ed 2014            30 NOV 2014**  
**LAST NM 50/14**

Chapter 1—Paragraphs 193.01 to 193.05; read:

<sup>(193.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(193.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

<sup>(193.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation

**COAST PILOT 6 (Continued)**

is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(193.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(193.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.

(L 423-2014) 1/15

**COAST PILOT 8 36 Ed 2014 30 NOV 2014  
LAST NM 34/14**

Chapter 1—Paragraphs 189.01 to 189.05; read:

<sup>(189.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(189.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

<sup>(189.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(189.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(189.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.

(L 423-2014) 1/15

**COAST PILOT 9 32 Ed 2014 30 NOV 2014  
LAST NM 34/14**

Chapter 1—Paragraphs 189.01 to 189.05; read:

<sup>(189.01)</sup> **Automatic Identification System (AIS) Aids to Navigation**

<sup>(189.02)</sup> AIS is an automatic communication and identification system intended to improve the safety of navigation by assisting the efficient operation of a Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations. AIS is increasingly being used as an aid to navigation. An AIS-equipped aid to navigation may provide a positive identification of the aid. It may also have the capability to transmit an accurate position and provide additional information such as actual tide height and/or weather information.

<sup>(189.03)</sup> The AIS message may represent an aid to navigation that physically exists (Physical AIS Aid to Navigation) or the message, transmitted from a remote location, may represent an aid to navigation that does not physically exist (Virtual AIS Aid to Navigation). A virtual aid to navigation is a digital information object promulgated by an authorized service provider that can be presented on navigational systems.

<sup>(189.04)</sup> Physical AIS aids to navigation are charted with the symbol for the physical aid (such as a buoy or light) with a magenta circle surrounding the symbol and labeled AIS. Virtual aids to navigation are charted with a small central dot with a topmark symbol indicating the purpose of the aid, surrounded by a magenta circle and labeled V-AIS. Temporary AIS aids to navigation and stations remotely transmitting an AIS signal shall not be charted. See U.S. Chart No. 1, Section S, for additional information and examples.

<sup>(189.05)</sup> Add new graphic titled **Examples of Charted AIS Aids to Navigation** from back of this Subsection.

(L 423-2014) 1/15

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 1

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 3

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 4

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 5

## Chapter 2

TABLE 161.70(b)–VTS PORT ARTHUR PRECAUTIONARY AREAS

Precautionary area name	Radius	Center point latitude	Center point longitude
Petco Bend <sup>(1)</sup>	2000 yards	30°00.80'N.	93°57.60'W.
Black Bayou <sup>(1)</sup>	2000 yards	30°00.00'N.	93°46.20'W.
Orange Cut <sup>(1)</sup>	2000 yards	30°03.25'N.	93°43.20'W.
Neches River Intersection <sup>(1)</sup>	2000 yards	29°58.10'N.	93°51.25'W.
Texaco Island Intersection <sup>(1)</sup>	2000 yards	29°49.40'N.	93°57.55'W.
Sabine-Neches Waterway	N/A	All waters of the Sabine-Neches Waterway between the Texaco Island Precautionary Area and the Humble Island Precautionary Area.	

<sup>(1)</sup> Precautionary Area encompasses a circular area of the radius denoted around the center point with the exception of the Sabine-Neches Waterway.

## COAST PILOT 5

TABLE 161.70(c)–INBOUND

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
1	Sabine Bank Channel "SB" Buoy	Sabine Bank Sea Buoy	29°25.00'N, 93°40.00'W	Sailing Plan Report
2	Sabine Pass Buoys "29/30"	Sabine Pass Buoys "29/30"	29°35.90'N, 93°48.20'W	
3	Port Arthur Canal Light "43"	Keith Lake	29°46.50'N, 93°56.47'W	
4	North Forty GIWW Mile 279	North Forty	29°56.40'N, 93°52.10'W	
5	FINA Highline Neches River Light "19"	FINA Highline	29°59.10'N, 93°54.30'W	
6	Ready Reserve Fleet Highline	Channel at Cove Mid-Point	30°00.80'N, 93°59.90'W	
7	Sabine River MM 268	268 Highline	30°02.00'N, 93°44.30'W	

TABLE 161.70(d)–OUTBOUND

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
1	Sabine River Light "2"	Black Bayou	30°00.00'N, 93°46.25'W	
2	Ready Reserve Fleet Highline	Channel at Cove Mid-Point	30°00.80'N, 93°59.90'W	
3	FINA Highline Neches River Light "19"	FINA Highline	29°59.09'N, 93°54.30'W	
4	GIWW Mile 285	The School House	29°52.70'N, 93°55.55'W	Sector Shift
5	Port Arthur Canal Light "43"	Keith Lake	29°46.50'N, 93°56.47'W	
6	Sabine Pass Buoys "29/30"	Sabine Pass Buoys "29/30"	29°35.90'N, 93°48.20'W	
7	Sabine Bank Channel "SB" Buoy	Sabine Bank Sea Buoy	29°25.00'N, 93°40.00'W	Final Report

TABLE 161.70(e)–EASTBOUND (ICW)

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
1	GIWW Mile 295	ICW MM 295	29°47.25'N, 94°01.10'W	Sailing Plan Report
2	North Forty GIWW Mile 279	North Forty	29°56.40'N, 93°52.10'W	
3	Sabine River MM 268	268 Highline	30°02.20'N, 93°44.30'W	
4	GIWW Mile 260	260 Highline	30°03.50'N, 93°37.50'W	Final Report

TABLE 161.70(f)–WESTBOUND (ICW)

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
1	GIWW Mile 260	260 Highline	30°03.50'N, 93°37.50'W	Sailing Plan Report
2	Sabine River Light "2"	Black Bayou	30°00.03'N, 93°46.18'W	
3	GIWW Mile 285	The School House	29°52.71'N, 93°55.55'W	Sector Shift
4	GIWW Mile 295	ICW MM 295	29°46.20'N, 94°02.60'W	Final Report

TABLE 161.70(g)–OFFSHORE SAFETY FAIRWAY

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
1	Sabine Pass Safety Fairway–East	East Dogleg	29°35.00'N, 93°28.00'W	
2	Sabine Pass Safety Fairway–West	West Dogleg	29°28.00'N, 93°58.00'W	

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 6

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 8

Chapter 1

Examples of Charted AIS Aids to Navigation



COAST PILOT 9