



No. 1



3 JANUARY 2009

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

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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	301-227-3183	287-3183	301-227-3174
Navigation Publications	301-227-3120	287-3120	301-227-3731
DLA Catalog of Maps Charts and Related Products	269-961-5741	661-5741	269-961-4983

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, for information affecting Sailing Directions and all other navigational publications use NAV PUBS@nga.mil, for information concerning the Maritime Safety Web site, use webmaster_nss@nga.mil and for information concerning the World Wide Navigational Warning Service, use 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: The **USS LAKE CHAMPLAIN (CG-57)** is the eleventh ship in the *Ticonderoga* class of Aegis guided missile cruisers and the tenth built by Ingalls Shipbuilding of Pascagoula, Mississippi. She commemorates Lake Champlain, NY where two significant naval battles were fought. The first was the Revolutionary War Battle of Valcour Island and the second was the War of 1812 Battle of Lake Champlain. **LAKE CHAMPLAIN** provides multi-mission offensive and defensive capabilities in support of the Nation's maritime security and can operate independently or as part of an aircraft carrier strike group, surface action groups, or as an expeditionary strike group. The ship's armament includes the MK 41 vertical launching system for Standard surface-to-air missiles, Harpoon anti-ship missiles, Tomahawk cruise missiles, anti-submarine rockets (ASROC)s, six MK 46 torpedoes, two Phalanx Close-in Weapons Systems (CIWS) for self-defense against enemy aircraft and missiles, and two MK 45 five-inch/54 caliber lightweight guns. In addition, she carries two SH-60 Seahawk helicopters for anti-submarine warfare. She is powered by four General Electric LM 2500 gas turbine engines that provide a top speed in excess of 30 knots. Commissioned 12 August 1988, the **LAKE CHAMPLAIN** has a displacement of 9600 tons fully loaded, is 567 feet long, has a beam of 55 feet and a draft of 34 feet. She carries a crew of 324 Sailors, 27 Chief Petty Officers and 33 Officers. The homeport of the **USS LAKE CHAMPLAIN** is San Diego, CA.

INFORMATION
OF
SPECIAL INTEREST
OR
IMPORTANCE
TO
MARINERS

NM 1/09

HYDROGRAM

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

SPECIAL
ANNOUNCEMENTS
NEW PRODUCTS
OR SERVICES
IMPORTANT
CHANGES

3 January 2009

IMPORTANT INFORMATION

THIS NOTICE CONTAINS A VARIETY OF SUBJECTS AMPLIFYING INFORMATION NOT USUALLY FOUND ON CHARTS OR IN NAVIGATIONAL PUBLICATIONS. PARAGRAPHS 1 THRU 73 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.

AUTOMATIC IDENTIFICATION SYSTEM (AIS) PROPOSED RULE

THE UNITED STATES COAST GUARD SEEKS COMMENT ON ITS PROPOSED RULEMAKING THAT CLARIFIES EXISTING AIS REQUIREMENTS. SEE SECTION III.

NOAA CHART NEW EDITIONS AND THEIR AVAILABILITY

NOAA RECOGNIZES TWO PAPER NAUTICAL CHART PRODUCTS: CHARTS-ON-DEMAND AND TRADITIONAL NOAA/NOS PAPER CHARTS. FOR ADDITIONAL INFORMATION, SEE SECTION III FOR DETAILS.

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.

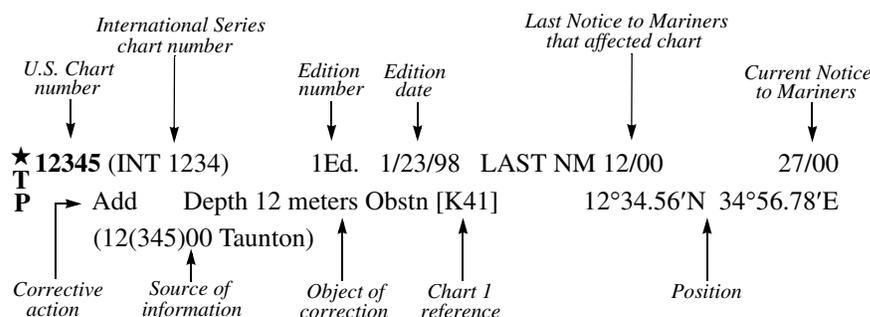
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY’S IMPLEMENTATION OF A HARDCOPY TO DIGITAL TRANSITION STRATEGY

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.

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* Denotes significant change

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* 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 also 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 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.

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 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. 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 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>).

(Repetition NTM 1(1)08)

(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)08)

(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)08)

(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. 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. 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.

(Supersedes NTM 1(4)08)

(USCG)

(5) SPECIAL WARNINGS. (In force 3 January 2009).**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.

(Supersedes NTM 1(5)08)

(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)07)

(DEPT. OF STATE)

(7) AMVER.

The Internet Web site for Amver is: 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

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/>.

(Repetition NTM 1(7)08)

(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 Catalogue" on IMO Web site: 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, and a consolidated edition containing previous amendments was published May 8, 2006.

(Repetition NTM 1(8)08)

(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)08)

(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)08)

(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. 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.
4. 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.
5. 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.

(Repetition NTM 1(11)08)

(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)08)

(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.

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.

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

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)08)

(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)08)

(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)08)

(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)08)

(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. Currently, the U.S. is signatory to Annexes I, II, III, and V. Annexes I, II, and V 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

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

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. Congress is currently in the process of passing legislation that would implement Annex VI.

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

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

Annex	Pollution Source	Title	U.S. Signatory	Implementing Legislation/Regulations
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
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
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
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
V	Garbage	Regulations for the Prevention of Pollution by Garbage from Ships	Yes	APPS 33 U.S.C. § 1901 – 1912 33 CFR Parts 151
VI	Air	Regulations for the Prevention of Air Pollution from Ships	No (pending)	(pending as of 2007) EPA Engine Emissions: 40 CFR 94

Annex I of MARPOL 73/78 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 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).

Annex II of MARPOL 73/78 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 cargos. 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

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

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 back pressure 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.

Annex III of MARPOL 73/78 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 of MARPOL 73/78 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 G-MOC Policy Letter 03-03.

Section 312 of FWPCA, as amended, requires the installation of a Marine Sanitation Device (MSD), a sewage treatment devices 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 of MARPOL 73/78 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 ³ (33 CFR 151.73)
	Outside special areas (33 151.73)	In special areas ² (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. ¹	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. ¹	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 of MARPOL 73/78 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).

Annex VI entered into force internationally on May 19, 2005. Currently, the U.S. has not ratified Annex VI. Until the expected ratification occurs, the Coast Guard implemented a voluntary compliance policy for those U.S. flagged vessels engaged on voyages to ports or offshore terminals under the jurisdiction of a party to Annex VI - MOC Policy Letter 05-02. Upon U.S. ratification, the Annex will become mandatory for all U.S. flagged vessels and for foreign vessels that operate in U.S. waters.

MARPOL 73/78 - 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).

MARPOL 73/78 - 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 a 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, as described in 18 U.S.C. 3551 *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.*

(Supersedes NTM 1(17)08)

(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.

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.

(Supersedes NTM 1(18)08)

(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).

(Supersedes NTM 1(19)08)

(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:

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

- (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/g-ms/g-mso/ans.htm>.

(Supersedes NTM 1(20)08)

(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).

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>.

(Supersedes NTM 1(21)08)

(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)08)

(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

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

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)08)

(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;
- (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.

(Supersedes NTM 1(24)08)

(USCG)

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

Center <i>Call Sign</i> -- MMSI ¹	Designated frequency (Channel designation) - <i>purpose</i> ²	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area ^{3,4}
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.
Houston-Galveston <i>Houston Traffic</i> -- 003669978	156.250 MHz (Ch. 5A) - <i>Sailing Plans only.</i>	The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
	156.550 MHz (Ch. 11)	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.).
	156.600 MHz (Ch. 12)	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 <i>San Pedro Traffic</i> -- <i>To be determined.</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 <i>Louisville Traffic</i> -- Not applicable	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 ⁵ <i>New Orleans Traffic</i> -- 0036699954	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).
New York <i>New York Traffic</i> -- 003669983	156.550 MHz (Ch. 11) - <i>Sailing Plans only.</i> 156.600 MHz (Ch. 12) - <i>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 ¹	Designated frequency (Channel designation) - purpose ²	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area ^{3,4}
	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).
	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 ⁵ Sabine Traffic -- 03669980	<i>To be determined.</i>	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 Valdez Traffic -- 003669970	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 ⁶ Seattle Traffic -- 003669987	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon 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.
Seattle Traffic -- 003669987	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 Marrowstone Point and Lagoon 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.
Tofino Traffic -- 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.
Victoria Traffic -- 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.

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

Center <i>Call Sign</i> -- MMSI ¹	Designated frequency (Channel designation) - <i>purpose</i> ²	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area ^{3,4}
San Francisco <i>San Francisco Traffic</i> -- 003669708	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.
	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 <i>Soo Traffic</i> -- 003669964	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).

¹ 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. The requirements set forth in §§ 161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number. The requirements set forth in §§ 161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

² 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.

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

⁴ 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.

⁵ 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.

⁶ 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. (Repetition NTM 1(25)08) (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.

(26) SEISMIC SURVEYS. (Continued).

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)08)

(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.

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)08)

(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 or the flight operations being conducted.

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

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)07)

(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 carrier types (CV and CVN), may dispense with showing the masthead lights during operations or maneuvers in which the vessels are restricted in ability to maneuver.

(Repetition NTM 1(29)08)

(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.

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

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.
 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 Approaches 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 in the Strait of Georgia
 In Prince William Sound, Alaska

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

UNITED STATES AREAS TO BE AVOIDED

In the region of Nantucket Shoals
 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

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

(Repetition NTM 1(30)08)

(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)08)

(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. Loran-C nautical chart coverage can be found in the NGA/DLIS Catalog of Maps Charts and Related Products.

(Supersedes NTM 1(32)08)

(USCG/NGA)

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

NOAA's National Marine Fisheries Service, 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.

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

Sea Turtles. Sea turtles are highly susceptible to vessel collisions because they regularly surface to breathe and often rest at or near 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. Ship strikes and fishing gear entanglements are the two known sources of human-related mortality.

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 ventral surface. The best field identification marks are a broad back with no dorsal fin, irregular bumpy white patches (callosities) 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)	December-March	
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

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

Location	Season	Comments
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

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 Mid-Atlantic U.S. 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 boundary 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. Seasonal right whale advisories and sighting reports 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 (Northeast) or 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.

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

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.

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.

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)08)

(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.

(34) REPORTING DEPTH INFORMATION. (Continued).

- (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.

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)08)

(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)08)

(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:

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

(Repetition NTM 1(36)08)

(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.

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

- (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.
- (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)08)

(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

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

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:

- (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.

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

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.

- (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)08)

(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)08)

(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)08)

(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.

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

Mailing Address:

Defense Supply Center Richmond
ATTN: DSCR-FAN
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Richmond, VA 23297-5339

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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-FANB 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, National Aeronautical Charting Office
Distribution Division, AJW-3550
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>)

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

American Nautical Services (http://www.amnautical.com/cgi-local/webcat/products_page.cgi?cond=BO)
 Waypoint (<http://www.waypoints.com/noaangapubs.html>)
 Safe Navigation, Inc. (<http://www.safenavigation.com/products/cat.asp>)
 Islamorada Internacional (Panama Canal) (http://www.islamorada.com/english/nautical_publications/)
 Horizon Nautical, Inc. (<http://www.horizon-usa.net>)
 CG Publications, Inc. (<http://www.cgpublications.com>)
 Celestaire (http://celestaire.com/catalog/Books_and_Videos/)

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 or by telephone at 301-227-3120.

(Supersedes NTM 1(41)08)

(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

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

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.

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
(Repitition NTM 1(42)08)

(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 a reasonable time (30 sec to 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). The nearest U.S. Coast Guard rescue coordination center MUST be notified whenever an inadvertent distress alert is transmitted.

(Repetition NTM 1(43)08)

(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.

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

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-1.43). 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.

NAVAREA I (United Kingdom)
United Kingdom Hydrographer
United Kingdom Hydrographic Office
Admiralty Way
Taunton, Somerset TA1 2DN, United Kingdom
Phone: 44 1823 337900
Fax: 44 1823 284077
E-mail: navwarnings@btconnect.com
Web site: <http://www.hydro.gov.uk>

Baltic Sea Sub-Area NAVAREA I (Sweden)
Swedish Maritime Administration
BALTICO
S-601 78 Norrköping, Sweden
Phone: 46 11 19 10 00
Fax: 46 11 19 14 00
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
29603 BREST CEDEX, France
Phone: 33 2 98221667
Fax: 33 2 98221432
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, Spain
Phone: 34 956 599 409
Fax: 34 956 599 396
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 da Armacao
24048-900 Niteroi-RJ Brazil
Phone: 55 21 2613 8210/2620 0073
Fax: 55 21 2189 3210/2620 0073
E-mail: segnav@chm.mar.mil.br
Web site: <http://www.dhn.mar.mil.br/dhn/chm/avgantes/english/index.htm>

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

NAVAREA VI (Argentina)
 Servicio de Hidrografia Naval
 Avenida Montes de Oca 2124
 C 1270ABV Buenos Aires, Argentina
 Phone: 54 11 4301-0061/67
 Fax: 54 11 4301 2249
 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 2445/2444
 Fax: 27 21 787 2228
 E-mail: hydrosan@iafrica.com
 Web site: <http://www.sanho.co.za>

NAVAREA VIII (India)
 National Hydrographic Office
 Post Box No. 75
 107-A Rajpur Road
 Dehradun 248001, India
 Phone: 91 135 2747360/2747365
 Fax: 91 135 2748373
 E-mail: inho_navwarnings@dataone.in
 Web site: <http://www.hydrobharat.nic.in>

NAVAREA IX (Pakistan)
 Hydrographic Department
 Naval Headquarters
 11, Liaquat Barracks
 Karachi 75530, Pakistan
 Phone: 92 21 48506151/48506152
 Fax: 92 21 9201623/9203246
 E-mail: hydropk@paknavy.gov.pk
 Web site: <http://www.paknavy.gov.pk/hydro/index.asp>

NAVAREA X (Australia)
 Australian Search and Rescue (AusSAR)
 Australian Maritime Safety Authority (AMSA)
 GPO Box 2181
 Canberra ACT 2601, Australia
 Phone: 61 2 6279 5000
 Fax: 61 2 6279 5950
 E-mail: rccaus@amsa.gov.au
 Web site: <http://www.amsa.gov.au>

NAVAREA XI (Japan)
 Notices to Mariners Division
 Hydrographic and Oceanographic Department
 Japan Coast Guard
 5-3-1 Tsukiji
 Chuo-ku, Tokyo 104-0045, Japan
 Phone: 81 3 3541 3812/3817/3685
 Fax: 81 3 3542 7174/3248 1250
 E-mail: tuho@jodc.go.jp
 Web site: <http://www1.kaiho.mlit.go.jp/jhd-E.html>

NAVAREA XIII (Russian Federation)
 Department of Navigation and Oceanography
 8, 11 Liniya, B-34
 Saint Petersburg 199034, Russia
 Phone: 7 812 717 5900/323 7548
 Fax: 7 812 717 5900/323 7260
 E-mail: gunio@homepage.ru
 Web site: none

NAVAREA XIV (New Zealand)
 Land Information New Zealand
 LINZ Hydrographic Services
 PO Box 5501
 Wellington, New Zealand
 Phone: 64 4 460 0110
 Fax: 64 4 472 2244
 E-mail: info@linz.govt.nz
 Web site: <http://www.linz.govt.nz>

NAVAREA XV (Chile)
 Director del Servicio Hidrografico y Oceanografico de la
 Armada de Chile
 Errazuriz 254 Playa Ancha
 Valparaiso 237-0168, Chile
 Phone: 56 32 2266666
 Fax: 56 32 2266542
 E-mail: shoa@shoa.cl
 Web site: <http://www.shoa.cl>

NAVAREA XVI (Peru)
 Direccion de Hidrografia y Navegacion de la Marina
 Avenida Gamarra No. 500
 Chucuito, Callao 1, Peru
 Phone: 0511-6136767
 Fax: 51 1 465 2995
 E-mail: dihidronav@dhn.mil.pe
 Web site: <http://www.dhn.mil.pe/>

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

Chairman, IHO Commission on Promulgation of Radio Navigational Warnings
4 quai Antoine 1er
B.P. 445
MC 98011 MONACO CEDEX
Principality of Monaco

Telephone: 337 93 10 81 00
Fax: 337 93 10 81 40
Telex: 479164 MC INHORG
E-mail: info@ihb.mc
Web site: <http://www.iho.shom.fr>

(Supersedes NTM 1(44)08)

(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.

**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. 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. 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)08)

(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)08)

(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 (B₁): F
Schedule (UTC): 0045, 0445, 0845¹, 1245, 1645, 2045¹

CHESAPEAKE (PORTSMOUTH), VA (NMN): Identification (B₁): N
Schedule (UTC): 0130, 0530, 0930¹, 1330, 1730, 2130¹

CHARLESTON, SC: (NMN) Identification (B₁): E
Schedule (UTC): 0040, 0440, 0840¹, 1240, 1640, 2040¹

MIAMI, FL (NMA): Identification (B₁): A
Schedule (UTC): 0000, 0400, 0800¹, 1200, 1600, 2000¹

ISABELLA (SAN JUAN), PR (NMR): Identification (B₁): R
Schedule (UTC): 0200¹, 0600, 1000, 1400¹, 1800, 2200

(47) NAVTEX. (Continued).

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

¹ 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.

² 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)08)

(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. A constellation of satellites in a low-altitude earth orbit (LEO) detects and relays emergency beacon signals to ground stations and Mission Control Centers (MCCs). The system then delivers distress alerting and position information to the appropriate Rescue Coordination Center (RCC). Emergency beacons operating on 406 MHz have global coverage via the LEO constellation.

The Cospas-Sarsat 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.

There are three types of distress beacons: EPIRBs (Emergency Positioning Indicating Radio Beacons) for use in the maritime community, ELTs (Emergency Locator Transmitters) found on aircraft and PLBs (Personal Locator Beacons) for individual use. EPIRBs and ELTs are capable of automatic activation, where PLBs can only be set off manually.

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

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).

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. As of February 1, 2009 the Cospas-Sarsat System will cease detection and processing of all 121.5/243.0 MHz emergency beacons. 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

CLASS	FREQUENCY	DESCRIPTION	DETECTION
Cat I	406 MHz with 121.5 MHz homing signal	Float free automatically activated beacon	Polar orbiting and geostationary satellites, high flying aircraft
Cat II	406 MHz with 121.5 MHz homing signal	Manually activated	Polar orbiting and geostationary satellites, high flying aircraft

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.

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. The aviation equivalent, the Emergency Locator Transmitter (ELT), has an extremely poor track record in regard to false alarms. The EPIRB user must be aware of how false activations can quickly overburden search and rescue resources. Inadvertent activations should be reported immediately to the nearest RCC to protect system integrity and prevent costly false alarm response.

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

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. When a 406

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

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.

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 will cease to monitor the frequency 121.5 MHz effective 1 February 2009.

(Supersedes NTM 1(48)08)

(USCG)

(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-622)
United States Coast Guard
Washington, DC 20593-0001
E-mail: CGCOMMS@USCG.MIL

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)

HELLO 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)

HELLO ALL STATIONS THIS IS (voice call sign twice) break (text) break

THIS IS (voice call sign once) OUT

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

b. Cancellation message:

(1) Radiotelephone: 2182 kHz and/or Channel 16 (156.8 MHz). PAN-PAN
HELLO ALL STATIONS HELLO ALL STATIONS HELLO 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)
HELLO 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)
HELLO 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). HELLO 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) HELLO 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)08)

(USCG)

(50) MARAD ADVISORIES. (In force 3 January 2009).

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. 00-07 (221500Z NOV 00)

SUBJECT: YEMEN

TO: ALL OPERATORS OF U.S. FLAG AND EFFECTIVE U.S. CONTROL VESSELS

1. The National Geospatial-Intelligence Agency (NGA) requested that the Maritime Administration (MARAD) issue HYDROPAC 1694/00(62) as a MARAD Advisory to ensure wider dissemination to the maritime community. Below is HYDROPAC 1694/00(62) in its entirety.
2. Due to recent events in Yemen, mariners are advised to use increased caution when approaching or entering Yemen waters. Special warning 113 is still in effect. See U.S. Notice to Mariners 45/2000 dated November 4, 2000 or the NGA Maritime Safety Web site at <http://www.nga.mil/maritime>.

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

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
 - 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

(50) MARAD ADVISORIES. (Continued).

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 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.

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 or idavanger@mil.no

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.

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. 08-03 (140205Z AUG 08)**SUBJECT: OUTBREAK OF HOSTILITIES IN GEORGIA**

1. Recent outbreak of hostilities between Russia and Georgia has risen to a level where there are reports of Russian planes bombing infrastructure.
2. A travel warning issued by the Department of State on August 11, 2008 updates information on the armed conflict in South Ossetia between Georgian forces on the one hand and Russian and separatist forces on the other.
3. On August 09, 2008 the Department of State authorized the departure from Georgia of eligible family members. The department recommends that American citizens defer non-essential travel to Georgia and that American citizens remaining in Georgia review their security situation. U.S. citizens remaining in Georgia should avoid unnecessary travel within Georgia, defer all travel north of Gori and avoid all travel to the separatist regions of South Ossetia and Abkhazia. Private Americans unable to reach Tbilisi should consider transportation available in the Batumi area.
4. The Maritime Administration advises vessel operators to check the current warning status from the Department of State, Task Force 1, telephone: 202-647-6611, or e-mail: taskforce-1@state.gov, before approaching seaports in Georgia.
5. For further information regarding this advisory, contact Mr. Doherty, Maritime Administration, Office of Security, Code: MAR-420, Room W23-312, 1200 New Jersey Ave, SE, Washington, DC 20590, Telephone: 202-366-1883, facsimile: 202-366-3954, tlx ii: 710 822 9426 (marad dot wsh), or e-mail: owen.doherty@dot.gov.

MARAD ADVISORY NO. 08-04 (261326Z AUG 08)**SUBJECT: GULF OF ADEN**

1. This MARAD Advisory alerts mariners to be vigilant in the Gulf of Aden. There is extremely high activity in the Gulf of Aden with four vessels hijacked and two attacked between 19 and 21 Aug.
2. ONI further advises mariners to be on high alert when transiting this area, particularly through the end of November, when mild weather of the fall transition period is conducive to small boat operation.
3. UKMTO releases flash security alert for the Gulf of Aden, 21 Aug. Two vessels have been taken this morning on 21 Aug. It is strongly advised that vessels transit the region maintaining 35 to 40 miles off the Yemen coast and keep clear of the area bounded by 12-40N 046-40E south of the Somali coast and from 14-30N 053-00E south to Socotra (remaining at the very least 50 miles from the island). It must be pointed out though the last incident with the chemical tanker (Irene) has taken place north of the northern attack line and UKMTO is monitoring this closely. CTF 150 continues to patrol its region (UKMTO).
4. IMB issued a piracy warning to all vessels sailing the Gulf of Aden, 19 Aug. In addition to the most recent activity, there have been four further hijackings since the beginning of June. Three additional vessels have also been fired upon since that time. IMB director Pottengal Mukundan stated, the situation in this region is grave. We are seeing at least one attack every couple of weeks. These pirates are not afraid to use significant firepower in attempts to bring vessels under their control. Unless further action is taken, seafarers remain in serious danger whilst navigating the GOA. In all reported instances, vessels have been approached by speedboats containing men armed with machine guns and RPG launchers. In their attempts to slow down and board the vessels, the pirates have opened fire against the unarmed merchant ships. It is understood that coalition warships have intervened and helped prevent two of the attacks. This is in line with United Nations Security Council Resolution 1816 (2008) that allows states cooperating with Somalia to enter its territorial waters in order to repress acts of piracy and armed robbery, by all necessary means. Mr. Mukundan continued, whilst the

(50) MARAD ADVISORIES. (Continued).

intervention of coalition navies has helped in isolated cases, it is by no means a long term solution. It is clear that the threat or presence of coalition navies has done little to stem the tide of attacks in this region. The IMB advises that master maintain strict 24 hour piracy watches and be especially wary of any approaching smaller crafts. The IMB urges the reporting of all actual or attempted attacks, as well as any suspicious vessel movements, to the IMB Piracy Reporting Centre. ONI comment: shortly after this reporting was released, the (Bunga Melati Dua) was hijacked in the Gulf of Aden. Three more vessels, including the (Irene) were hijacked on 21 Aug in the eastern Gulf of Aden as well (IMB, ONI).

5. For further information regarding this advisory, contact Mr. Doherty, Maritime Administration, Office of Security, Code: MAR-420, Room W23-312, 1200 New Jersey Ave, SE, Washington, DC 20590, Telephone: 202-366-1883, fax: 202-366-3954, telex ii: 710 822 9426 (marad dot wsh) or e-mail: owen.doherty@dot.gov.
6. Cancel MARAD Advisory 04/07.

MARAD ADVISORY NO. 08-05 (2614095Z AUG 08)

SUBJECT: GULF OF ADEN

1. This MARAD Advisory provides suggested way point for commercial vessels to transit the Gulf of Aden.
2. MARLO Bahrain sent a message on 25 August which stated that the Commander, U.S. Naval Central Command has directed the establishment of a maritime security patrol area (MSPA) in the Gulf of Aden.
3. Furthermore, a force of coalition navy warships will patrol the area, and aircraft will fly in the airspace above. Commodore Bob Davidson (Canadian Navy), Commander Combined Task Force 150, will command naval forces in the patrol area. The MSPA is being established in support of the International Maritime Organization's (IMO) ongoing efforts. Coalition actions will give the IMO time to work international preventative efforts that will ultimately lead to a long term solution. Coalition ships are in the area as part of our continual presence in this region. While they have conducted routine operations in the area in the past, the establishment of the MSPA will focus the efforts to counter destabilizing activities in the region and improve security while long-term initiatives mature.
4. Suggested corridor through the Gulf of Aden along trackline joining:
12-15N 045-00E, 12-35N 045-00E, 13-35N 049-00E, 13-40N 049-00E,
14-10N 050-00E, 14-15N 050-00E, 14-35N 053-00E, 14-45N 053-00E.
5. MARLO Bahrain may be contacted at duty phone: 973-3940-1395, duty e-mail: marlo.bahrain@me.navy.mil for regional information in the USCENTCOM area of responsibility.
6. For further information regarding this advisory, contact Mr. Doherty, Maritime Administration, Office of Security, Code: MAR-420, Room W23-312, 1200 New Jersey Ave, SE, Washington, DC 20590, telephone: 202-366-1883, fax: 202-366-3954, telex ii: 710 822 9426 (marad dot wsh) or e-mail: owen.doherty@dot.gov.

MARAD ADVISORY NO. 08-06 (291304Z SEP 08)

SUBJECT: GULF OF ADEN

1. This MARAD Advisory provides suggested reporting procedures for commercial vessels transiting the Gulf of Aden.
2. Vessels are advised to check in with MARLO Bahrain at least 48 hours prior to entering the suggested corridor (ref. Advisory 5/08) through the Gulf of Aden. Check in again upon entering the corridor and check out upon exiting the corridor.
3. Check in points are as follows:
eastbound traffic waypoint: 12-15N 045-00E.
westbound traffic waypoint: 14-45N 053-00E.
4. The following is the MARLO 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:
5. Contact MARLO at: marlo.bahrain@me.navy.mil duty phone: 973 3940 1395 (e-mail preferred).

(50) MARAD ADVISORIES. (Continued).

6. Vessels are advised that the presence of large groups of Yemeni fishing vessels in the corridor are likely and the posting of additional lookouts is recommended.
7. For further information regarding this advisory, contact Mr. Doherty, Maritime Administration, Office of Security, Code: MAR-420, Room W23-312, 1200 New Jersey Ave, SE, Washington, DC 20590, telephone: 202-366-1883, fax: 202-366-3954, telex ii: 710 822 9426 (marad dot wsh), or e-mail: owen.doherty@dot.gov.

MARAD ADVISORY NO. 08-07 (100715Z OCT 08)

SUBJECT: GULF OF ADEN

1. This MARAD Advisory provides suggested anti-piracy precautions for commercial vessels transiting the Gulf of Aden. All vessels are advised to proceed through the entire Gulf of Aden at maximum possible speed. Vessels with speeds of 15 knots or less, and with low freeboard, should transit as much as possible of the eastern Gulf of Aden in hours of darkness.
2. Report from the Office of Naval Intelligence indicates that the vast majority of recent attacks in the eastern Gulf of Aden have been occurring during hours of daylight. The average speed of boarded vessels was 14 knots. Attack activity within these boundaries is likely due to a combination of factors that impact small boat operations such as currents, prevailing winds, sea state and distance from pirate staging areas.
3. Vessels are advised to stay at least 200 nm from the east coast of Somalia. Vessels advised to transit through the recommended Gulf of Aden corridor of waypoints (ref. Advisory 2008-05, HYDROPAC 1656/08). The boundaries for the eastern Gulf of Aden are 046-38E and 050-32E of longitude.
4. For further information regarding this advisory, contact Mr. Rawlins, Maritime Administration, Office of Security, Code: MAR-420, Room W23-440, 1200 New Jersey Ave, SE, Washington, DC 20590, telephone: 202 366 5524, fax: 202 366 3954, tlx ii 710 822 9426 (marad dot wsh), e-mail: michael.rawlins@dot.gov.

MARAD ADVISORY NO. 08-08 (231850Z OCT 08)

SUBJECT: GULF OF ADEN PIRACY COUNTERMEASURES

1. This MARAD Advisory provides suggested piracy countermeasures for commercial vessels transiting the Gulf of Aden. These guidelines used input from imo/msc/circular 623/rev.3, which should be reviewed for appropriate implementation (http://www.imo.org/includes/blast_bindoc.asp?doc_id 941 and format pdf).
2. An office of naval intelligence review of incident reports in the Gulf of Aden 15 Jul thru 15 sep 08 indicates that:
 - A. All but one hijacking occurred during daylight hours. No vessels have been attacked in the Gulf of Aden between the hours of 1800 and 0400 local time.
 - B. Vessels operating under 16 knots and with a low freeboard (less than six meters) should consider themselves at extremely high risk of being attacked by pirates.
 - C. Operators of vessels with these characteristics should consider the lack of pirate activity at night when planning a transit.
3. Preparation of transit:
 - A. Notify MARLO Bahrain of schedule 48 hours prior to passage. Contact MARLO at telephone: 9 733 940 1395, e-mail: marlo.bahrain@me.navy.mil.
 - B. Secure a pre-designated area for crewmembers to muster.
 - C. Secure alternative steering location, if possible.
 - D. Prepare a list of contact numbers and email addresses for assistance.
 - E. Emphasize extra security measures by adding more security personnel and roving watches as necessary.
 - F. Establish duress word for crew.
 - G. Ensure crew radios and in-vessel communications (phones) are in good working order.
 - H. Stage anti-piracy equipment (fire hoses, spotlights, etc.).
 - I. Remove any equipment hanging over the side that could be used to gain access, e.g. raising the accommodation ladder.
 - J. Practice piracy drills, provide refresher training for the crew concerning anti-piracy measures.
4. Making the passage:
 - A. Use Gulf of Aden transit corridor (ref Advisory 2008/05, HYDROLANT 1377/08).
 - B. Check in with MARLO Bahrain upon entering transit corridor.
 - C. Transit at highest practicable speed.
 - D. Mount fullest watch possible-assure that lookouts are positioned to ensure 360 degree coverage.
 - E. Use extra radar watch.
 - F. Single point of entry into the house.
 - G. Secure deck lighting (except for mandatory navigation lights).

(50) MARAD ADVISORIES. (Continued).

5. If under attack:
 - A. Make obvious measures (e.g. muster, man high-pressure hoses, alter course, fire flares, turn on all lights if at night).
 - B. Sound alarm signals.
 - C. Activate SSAS.
 - D. Notify MARLO Bahrain.
6. If pirates open fire:
 - A. Change course repeatedly if unable to outrun pirate craft (consistent with safe navigation).
 - B. Hose team to remain behind cover until it can be used effectively.
 - C. Use hoses to prevent boarding.
 - D. Remainder of crew to go to secure location.
 - E. If cannot use hoses, send crew to secure location and/or alternative steering positions.
7. If pirates board, do not resist.
8. For further information regarding this advisory, contact Mr. Rawlins, Maritime Administration, Office of Security, Code: MAR-420, Room W23-440, 1200 New Jersey Ave, SE, Washington, DC 20590, Telephone: 202-366-5524, fax: 202-366-3954, tlx ii 710.822.9426 (marad dot wsh), or e-mail: maradsecurity@dot.gov.

MARAD ADVISORY NO. 08-09 (071424Z NOV 08)**SUBJECT: GULF OF ADEN PIRACY COUNTERMEASURES**

1. This MARAD Advisory provides suggested anti-piracy distress calling procedures for commercial vessels transiting the Gulf of Aden.
2. When in distress, call for help on VHF-16 and MF/HF DSC.
3. Immediately contact UKMTO by phone: 971 50 552 3215, e-mail: ukmto@eim.ae.
4. If no answer call MARLO Bahrain phone: 973 3940 1395, e-mail: marlo.bahrain@me.navy.mil.
5. Also activate SSAS (ship security alert system).
6. This advisory was coordinated with UKMTO (United Kingdom Maritime Trade Organization) and MARLO (Maritime Liaison Office) Bahrain.
7. For further information regarding this advisory, contact Mr. Rawlins, Maritime Administration, Office of Security, Code: MAR-420, Room W23-440, 1200 New Jersey Ave, SE, Washington, DC 20590, Telephone: 202-366-5524, fax: 202-366-3954, telex ii: 710 822 9426 (marad dot wsh) or e-mail: maradsecurity@dot.gov.

(Supersedes NTM 1(50)08)

(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.

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

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

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>.

(Supersedes NTM 1(51)08)

(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)08)

(USCG)

(53) GUIDELINES FOR WGS DATUM CONVERSION.

- 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:
 - 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.
 - 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.
- Individuals who need somewhat more precise values may use the following tables to minimize the error due to the truncation of transformed coordinates.
- Users with a need for the most accurate transformation from WGS 72 to WGS 84 may use the following transformation equations:

$$\begin{aligned} \text{Latitude Shift} &= (4.5 \cos \varnothing / a \sin 1'') + (f \sin 2 \varnothing / \sin 1'') \\ &= 0.1455 \cos \varnothing + 0.0064 \sin 2 \varnothing \text{ seconds northward} \end{aligned}$$

$$\text{Longitude Shift} = 0.554 \text{ seconds eastward}$$

Where: \varnothing = latitude

$$f = \text{difference in flattening of the ellipsoids} = 0.3121057 \times 10^7$$

$$a = \text{semi-major axis of WGS 72 ellipsoid} = 6,378,135 \text{ meters.}$$

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.

- 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

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

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
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

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

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)08)

(NGA)

(54) ANTI-SHIPPING 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.

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.

(Supersedes NTM 1(54)08)

(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)08)

(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.

GPS Initial Operational Capability (IOC) was established on December 8, 1993. At IOC, the GPS achieved its operational configuration for providing SPS. Full Operational Capability (FOC) to meet operational military functionality was achieved July 17, 1995. Computer programs are available from commercial sources so that interested users can determine the availability and quality of GPS coverage at their particular location.

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.
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.

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

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

The program manager for all U.S. Coast Guard civil GPS activities is:

Commandant (CG-54132)
U.S. Coast Guard
2100 2nd St. SW
Washington, DC 20593-0001
Phone: (202) 372-1558
Fax: (202) 372-1931

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 with a signal availability goal of 99.7% or greater. The Service 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)08)

(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.

In one particular case, the interference caused the position of the vessel as displayed on the electronic chart to move erratically and dramatically often across large expanses of land. As can be expected, various data displays indicated erroneous information such as excessive speeds. In these instances, the problem would occasionally correct itself while at other times required resetting the system. To the vessel's crew, these annoyances were frustrating and caused concerns that perhaps less obvious inaccuracies were occurring. Ultimately, this affected their confidence in the performance of the GPS and Electronic Chart Display and Information System.

If you are experiencing recurring outages or degradation of your GPS receiver operation, you should perform an on-off test of your 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, you should 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.

(Repetition NTM 1(57)08)

(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 operate 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. Medium frequency installations are ongoing. A contract has been awarded for the installation of VHF FM DSC equipment with completion scheduled for 2006. Until then, the Coast Guard cannot receive a VHF DSC distress alert unless a mariner with a DSC-compatible radio receives an alert and relays it to the Coast Guard. Mariners receiving a VHF distress alert should attempt to contact the vessel sending the distress alert and obtain information concerning the distress, and then contact the Coast Guard to pass on this information. The Coast Guard will treat these alerts as legitimate distress calls. Continue listening on the working channel to ensure communications between the Coast Guard and ship in distress is established. Finally, be ready to provide further assistance if asked by the Coast Guard.

(Repetition NTM 1(58)08)

(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.

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

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. 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 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.

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

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).

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

(Supersedes NTM 1(59)08)

(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-1.68). Additionally, the NWS is providing further coverage for NAVAREA/METAREA XVI (Peru) for weather forecasts and warnings.

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

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

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-1.43.

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".

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

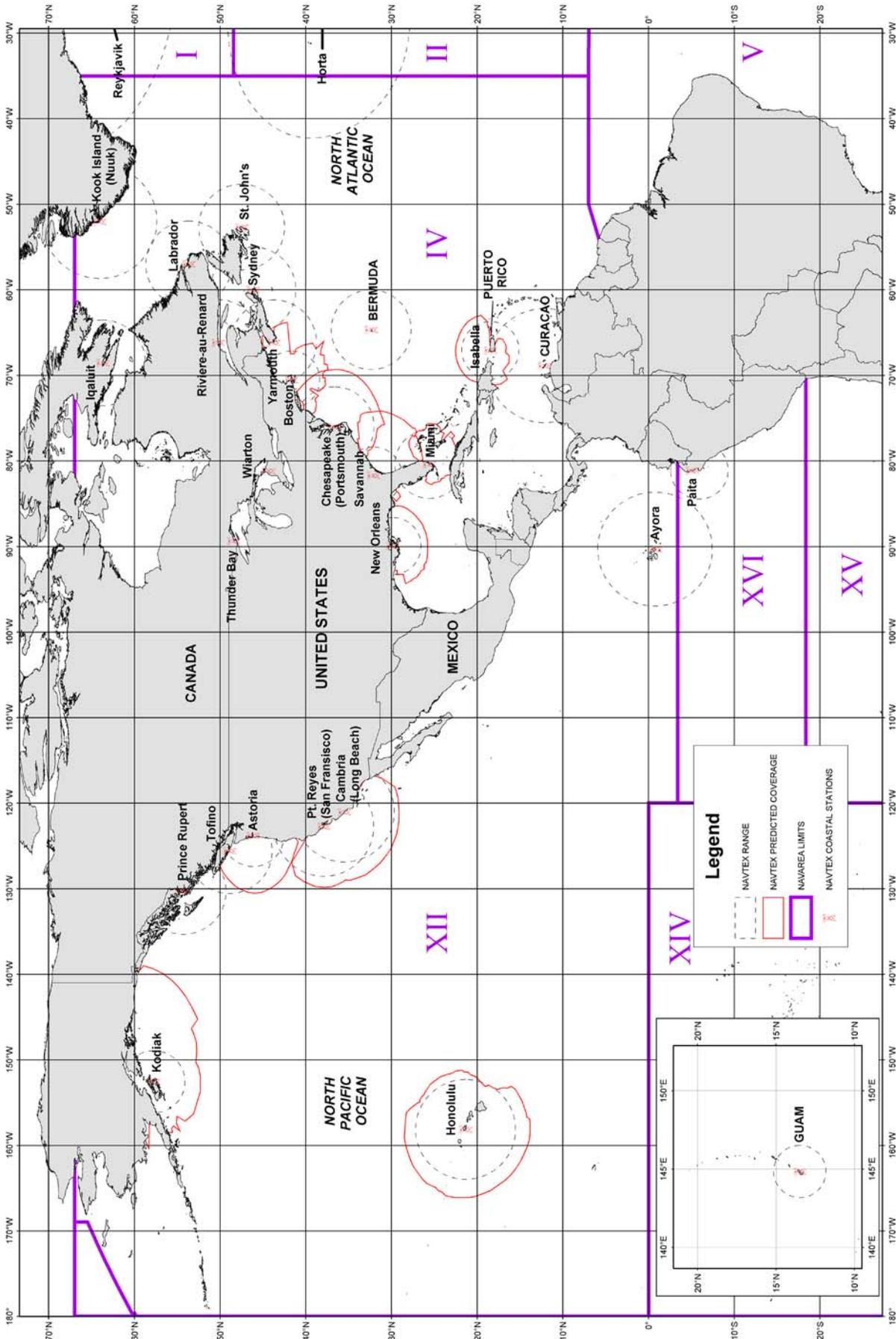
**(60) PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS.
(Continued).**

SCHEDULED BROADCAST TIMES

WHAT	WHO	WHEN (UTC)	HOW	NAVAREA/ METAREA	SATELLITE
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).**

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
(Supersedes NTM 1(60)08)					(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 (<http://www.navcen.uscg.gov/lnm/listserver.htm>). In addition, the NIS investigates all reports of degraded or loss of GPS, DGPS 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, or on the World Wide Web at <http://www.navcen.uscg.gov>. (Repetition NTM 1(61)08) (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.

Country	Territorial Sea	Fisheries or Economic Zone	Contiguous Zone	Continental Shelf
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)	---	---	---
Brazil	12* (7)	200 (7)	24	200NM or CM

(62) NATIONAL OCEAN CLAIMS. (Continued).

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	---	---
Eritrea	12 (26)	---	---	---

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(62) NATIONAL OCEAN CLAIMS. (Continued).

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
Japan	12 (39)	200	24	200NM or CM

(62) NATIONAL OCEAN CLAIMS. (Continued).

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	---
New Zealand	12 (52)	200 (52)	24	200NM or CM

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62) NATIONAL OCEAN CLAIMS. (Continued).

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)	---	---	---
Solomon Islands**	12	200	---	200NM

(62) NATIONAL OCEAN CLAIMS. (Continued).

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.
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,

(62) NATIONAL OCEAN CLAIMS. (Continued).

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.

50. Montenegro. No information on maritime claims is available.

(62) NATIONAL OCEAN CLAIMS. (Continued).

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.
71. Tunisia. Claims straight baselines enclosing Gulf of Tunis (Khalij Tunis) and Gulf of Gabes (Khalij Gabes) as internal waters.

(62) NATIONAL OCEAN CLAIMS. (Continued).

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.

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 or contact the Office of Compliance Outreach and Implementation at: 1-800-540-6322.

(63) U.S. ECONOMIC SANCTIONS. (Continued).**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 and North Korea. 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 and North Korea. This is a dangerous assumption. All foreign subsidiaries of U.S. companies must comply with sanctions against Cuba and North Korea. 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 and North Korea, the vessel is owned or controlled by foreign subsidiaries of U.S. companies.

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

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

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 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.

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

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).

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

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; 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).

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

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.

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.*
(Repetition NTM 1(63)08) (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)08)

(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. Submitting a NOA via fax, telephone, or regular email does not meet CBP vessel APIS requirements published in 19 CFR Part

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

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 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 Julie Miller, who may be reached at (202) 372-1244. 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)08)

(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.

(Supersedes NTM 1(66)08)

(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)08)

(USCG)

(68) U.S. COAST GUARD CHANGES HF LONG RANGE CALLING FREQUENCIES.

Effective 010001Z JAN 05, the United States Coast Guard changed its high frequency long range single sideband voice contact channels to the following Global Maritime Distress and Safety System frequencies: 4125, 6215, 8291, 12290, and 16420 kHz.

These frequencies are intended for initial contact or safety purposes only. The shore station will reply on the same frequency and arrange mutually satisfactory working frequencies if required.

(68) U.S. COAST GUARD CHANGES HF LONG RANGE CALLING FREQUENCIES. (Continued).

Watch keeping on 4134, 6200, 8240, 12242 and 16432 kHz (ITU channels 424, 601, 816, 1205 and 1625) ceased this date.
(Repetition NTM 1(68)08) (USCG)

(69) 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)).

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.

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.
(Supersedes NTM 1(69)08) (USCG)

(70) 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.

(70) CELLULAR TELEPHONE USE FOR MARITIME DISTRESS NOTIFICATION. (Continued).

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)08)

(USCG)

(71) 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). 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. 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.

(71) DISCOLORED WATER. (Continued).

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)08)

(NGA)

(72) 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
Telephone: 603 2031 0014
Fax: 603 2078 5769
Telex: MA34199 IMBPCI

(NGA/IMB)

(73) 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.

By April 15, 2009, all USCG credentialed mariners will be 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. Failure to obtain a TWIC may result in suspension or revocation of a mariner's credential under 46 U.S.XC. 7702 and 7703.

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>.

(USCG)

**SECTION I
CHART CORRECTIONS**

NM 1/09

302 (INT 302)	1Ed. 5/7/83	LAST NM 48/08	1/09	★11363	41Ed. 6/07	LAST NM 50/08	1/09
Delete	Depth 35 meters	39°29'N 25°11'E		Add	Platform [L10]	29°33'16"N 88°41'14"W	
	(12(254)06 Athens)				(50/08 CG8)		
400 (INT 400)	3Ed. 12/25/93	LAST NM 42/08	1/09	11366	11Ed. 1/08	LAST NM 51/08	1/09
Relocate	Superbuoy ODAS "42003" from	25°58'N 85°36'W		Delete	Dashed line (fish haven limit) between	28°44.6'N 89°44.4'W	
	26°04'N 85°57'W to					28°44.4'N 89°43.8'W	
	(50/08 CG8)			Add	Dashed-line lesser arc of a circle (fish haven limit) [K46.2], radius 0.35 mile, centered	28°44.3'N 89°44.1'W	
401 (INT 401)	5Ed. 6/15/91	LAST NM 25/08	1/09		arc between	28°44.6'N 89°44.4'W	
Relocate	Superbuoy ODAS "42003" from	25°58'N 85°36'W				28°44.4'N 89°43.8'W	
	26°04'N 85°57'W to			(NOS)			
	(50/08 CG8)			★11373	47Ed. 10/08	LAST NM 50/08	1/09
411	52Ed. 9/07	LAST NM 42/08	1/09	Add	Depth 17 feet Obstn [K41] "Rep (2006)"	30°14'54"N 88°23'10"W	
Relocate	Superbuoy ODAS "42003" from	25°58'N 85°36'W			Depth 15 feet Obstn [K41] "Rep (2006)"	30°14'48"N 88°22'00"W	
	26°04'N 85°57'W to				Depth 12 feet Obstn [K41] "Rep (2006)"	30°15'05"N 88°20'52"W	
	(50/08 CG8)				Depth 14 feet Obstn [K41] "Rep (2006)"	30°15'53"N 88°20'15"W	
503 (INT 811)	4Ed. 7/27/96	LAST NM 46/08	1/09		Depth 13 feet Obstn [K41] "Rep (2006)"	30°16'14"N 88°20'02"W	
Substitute	Depth 21 meters, blue tint and enclosing dotted-line circle "Rep (2007)" for 13 meters	8°19'N 83°54'W			Depth 9 feet Obstn [K41] "Rep (2006)"	30°16'33"N 88°18'51"W	
	(Supersedes 46/08-503)				Depth 10 feet Obstn [K41] "Rep (2006)"	30°16'41"N 88°19'04"W	
	(NTM0030/2008)				Depth 9 feet Obstn [K41] "Rep (2006)"	30°17'11"N 88°18'53"W	
★11006	32Ed. 8/05	LAST NM 51/08	1/09		Depth 10 feet Obstn [K41] "Rep (2006)"	30°17'26"N 88°18'27"W	
Relocate	Superbuoy ODAS "42003" from	25°57.8'N 85°36.1'W			Depth 12 feet Obstn [K41] "Rep (2006)"	30°17'31"N 88°19'04"W	
	26°04.1'N 85°56.7'W to				Depth 6 feet Obstn [K41] "Rep (2006)"	30°18'49"N 88°18'24"W	
	(50/08 CG8)			(NOS)			
★11358	54Ed. 2/07	LAST NM 51/08	1/09	11374	34Ed. 10/07	LAST NM 48/08	1/09
Add	Submarine pipeline [L40.1] between	28°56'26"N 89°57'08"W		(Side A)	Add	Depth 17 feet Obstn [K41] "Rep (2006)"	
		28°57'46"N 89°54'53"W				30°14'54.1"N 88°23'10.4"W	
	Submarine pipeline [L40.1] joining	28°58'26"N 89°57'15"W			Depth 15 feet Obstn [K41] "Rep (2006)"	30°14'47.8"N 88°22'00.2"W	
		28°58'53"N 89°58'38"W			Depth 12 feet Obstn [K41] "Rep (2006)"	30°15'05.0"N 88°20'52.0"W	
		28°59'23"N 89°57'51"W			Depth 14 feet Obstn [K41] "Rep (2006)"	30°15'52.8"N 88°20'15.3"W	
		28°59'55"N 89°57'32"W			Depth 13 feet Obstn [K41] "Rep (2006)"	30°16'14.4"N 88°20'02.1"W	
	Submarine pipeline [L40.1] joining	29°01'53"N 89°55'26"W			Depth 9 feet Obstn [K41] "Rep (2006)"	30°16'33.1"N 88°18'51.0"W	
		29°02'27"N 89°53'49"W			Depth 10 feet Obstn [K41] "Rep (2006)"	30°16'40.8"N 88°19'04.2"W	
		29°03'03"N 89°50'27"W			Depth 9 feet Obstn [K41] "Rep (2006)"	30°17'10.8"N 88°18'53.3"W	
	Submarine pipeline [L40.1] joining	28°55'36"N 89°46'55"W			Depth 10 feet Obstn [K41] "Rep (2006)"	30°17'25.5"N 88°18'27.0"W	
		28°55'48"N 89°46'28"W			Depth 12 feet Obstn [K41] "Rep (2006)"	30°17'31.1"N 88°19'03.9"W	
		28°56'00"N 89°46'23"W			(Side B)		
		28°56'49"N 89°46'29"W			Add	Depth 13 feet Obstn [K41] "Rep (2006)"	
		28°57'51"N 89°47'01"W				30°16'14.4"N 88°20'02.1"W	
(NOS)						Depth 9 feet Obstn [K41] "Rep (2006)"	
★11359	12Ed. 6/05	LAST NM 49/08	1/09			30°16'33.1"N 88°18'51.0"W	
Delete	Dashed line (fish haven limit) between	28°44'34"N 89°44'21"W				Depth 10 feet Obstn [K41] "Rep (2006)"	
		28°44'24"N 89°43'45"W				30°16'40.8"N 88°19'04.2"W	
Add	Dashed-line lesser arc of a circle (fish haven limit) [K46.2], radius 700 yards, centered	28°44'20"N 89°44'06"W				Depth 9 feet Obstn [K41] "Rep (2006)"	
	arc between	28°44'34"N 89°44'21"W				30°17'10.8"N 88°18'53.3"W	
		28°44'24"N 89°43'45"W				Depth 10 feet Obstn [K41] "Rep (2006)"	
	Submarine pipeline [L40.1] joining	28°55'36"N 89°46'55"W				30°17'25.5"N 88°18'27.0"W	
		28°55'42"N 89°46'38"W				Depth 12 feet Obstn [K41] "Rep (2006)"	
		28°55'48"N 89°46'28"W				30°17'31.1"N 88°19'03.9"W	
		28°56'00"N 89°46'23"W				Depth 6 feet Obstn [K41] "Rep (2006)"	
(NOS)				(NOS)			
★11361	74Ed. 9/07	LAST NM 52/08	1/09	★11416	10Ed. 10/08	NEW EDITION	1/09
Substitute	Dashed-line symbol (submerged platform) [K1] for platform	29°01'03"N 89°16'42"W		(NOS)			
	Dashed-line symbol (submerged platform) [K1] for platform	29°01'04"N 89°16'27"W		(NOS)			
(NOS)							

11477 6Ed. 2/15/97 LAST NM N19/08 N1/09
 Add Tabulation of controlling depths from Subsection I-3
 (NOS)

★11478 21Ed. 5/05 LAST NM 52/08 1/09
 Delete Depth 27 feet 28°24'39.4"N 80°36'15.9"W
 Change Legend to "30½ FT FEB 2006-JUL 2008" 28°24'32.0"N 80°35'53.0"W
 Legend to "39 FT JUL 2008" 28°24'30.0"N 80°34'31.0"W
 Legend to "EAST BASIN 39 FT JUL 2008 (PROJECT DEPTH 41 FT)" 28°25'06.5"N 80°35'44.2"W
 Legend to "29 FT APR 2003-NOV 2007 (PROJECT DEPTH 35 FT)" 28°24'52.0"N 80°36'31.5"W
 (NOS)

11481 6Ed. 11/06 LAST NM 52/08 1/09
 Delete Depth 34 feet 28°25'03.7"N 80°35'37.5"W
 Depth 35 feet 28°24'58.6"N 80°35'37.6"W
 Change Legend to "30½ FT FEB 2006-JUL 2008" 28°24'32.0"N 80°35'53.0"W
 Legend to "39 FT JUL 2008" 28°24'31.0"N 80°34'35.0"W
 Legend to "EAST BASIN 39 FT JUL 2008 (PROJECT DEPTH 41 FT)" 28°25'06.5"N 80°35'44.2"W
 Legend to "29 FT APR 2003-NOV 2007 (PROJECT DEPTH 35 FT)" 28°24'50.0"N 80°36'30.0"W
 (NOS)

★11509 31Ed. 10/08 NEW EDITION 1/09
 (NOS)

★11514 30Ed. 10/08 NEW EDITION 1/09
 (NOS)

13009 33Ed. 5/07 LAST NM 51/08 1/09
 Change Legend to "(see note J)" 42°23.0'N 70°33.2'W
 Note to "Note J
 The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas and Safety and Security Zones. Refer to chart 13267."
 41°39.5'N 70°31.0'W
 (See 16/08-13009)
 (NOS)

13200 35Ed. 5/07 LAST NM 51/08 1/09
 Change Legend to "(see note H)" 42°22.7'N 70°36.4'W
 Note to "Note H
 The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas and Safety and Security Zones. Refer to chart 13267."
 40°13.8'N 65°53.5'W
 (See 29/08-13200)
 (NOS)

13201 11Ed. 1/14/06 LAST NM N51/08 N1/09
 Change Legend to "(see NOTE NO 8)" 42°23.0'N 70°34.5'W
 Note No 8, to "8. The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas and Safety and Security Zones. Refer to chart 13267."
 40°04.5'N 66°35.5'W
 (See N16/08-13201)
 (NOS)

★13212 38Ed. 11/08 NEW EDITION 1/09
 (NOS)

13260 40Ed. 5/07 LAST NM 51/08 1/09
 Change Legend to "(see note H)" 42°22.6'N 70°36.0'W
 Note to "NOTE H
 The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas and Safety and Security Zones. Refer to chart 13267."
 43°35.0'N 70°32.0'W
 (See 16/08-13267)
 (NOS)

13263 8Ed. 2/19/05 LAST NM N51/08 N1/09
 Change Legend to "(see NOTE NO 7)" 42°23.0'N 70°34.5'W
 Note No. 7 to "7. The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas and Safety and Security Zones. Refer to chart 13267."
 44°38.5'N 69°31.0'W
 (See 16/08-13263)
 (NOS)

★13267 34Ed. 5/07 LAST NM 51/08 1/09
 Delete Legend "Anchoring Prohibited" 42°23'46"N 70°36'09"W
 Legend "Area to be Avoided 33CFR165.T01-0191 (see note F)" 42°23'18"N 70°36'24"W
 (See 16, 29/08-13267)
 Change Note to "Note F
 The Northeast Gateway Deepwater Port is encompassed by multiple boundaries. The outermost boundary represents an Area to be Avoided and is referenced in 33 CFR 150.940. The central boundaries represent areas designated as No Anchoring Areas as well as Regulated Navigation Areas and are referenced in 33 CFR 165.117 and 33 CFR 150.940, respectively. The innermost boundaries represent Safety Zones and Security Zones, both of which are referenced in 33 CFR 164.117. See note A for information regarding the publication of Navigation regulations."
 42°36'00"N 70°44'30"W
 Add Legend "NORTHEAST GATEWAY DEEPWATER PORT (see Note F)" 42°23'01"N 70°36'40"W
 (NOS)

13394 3Ed. 7/02 LAST NM 13/08 1/09
 Change Buoy to "3" G, Fl G 2.5s 44°53'10"N 66°59'27"W
 Add Buoy "HP2" Y, Fl Y 2.5s (Priv) 44°55'13"N 66°59'47"W
 Buoy "HP3" Y, Fl Y 2.5s (Priv) 44°55'13"N 66°59'39"W
 Buoy "RL1" Y, Fl Y 2.5s (Priv) 44°52'26"N 67°00'18"W
 Buoy "RL2" Y, Fl Y 2.5s (Priv) 44°52'34"N 67°00'35"W
 (3, 49/08 CG1)

★13396 4Ed. 12/8/01 LAST NM 52/08 1/09
 Change Buoy to "3" G, Fl G 2.5s 44°53'09.5"N 66°59'27.4"W
 Add Buoy "HP2" Y, Fl Y 2.5s (Priv) 44°55'12.9"N 66°59'47.0"W
 Buoy "HP3" Y, Fl Y 2.5s (Priv) 44°55'12.9"N 66°59'39.4"W
 Buoy "RL1" Y, Fl Y 2.5s (Priv) 44°52'26.4"N 67°00'18.3"W
 Buoy "RL2" Y, Fl Y 2.5s (Priv) 44°52'33.5"N 67°00'34.9"W
 Buoy "RL3" Y, Fl Y 2.5s (Priv) 44°52'17.9"N 67°00'25.4"W
 Buoy "RL4" Y, Fl Y 2.5s (Priv) 44°52'28.0"N 67°00'41.0"W
 (3, 49/08 CG1)

14061 27Ed. 12/24/94 LAST NM 40/08 1/09
 Change Buoy to "3" G, pillar. Fl G 2.5s 44°53'10"N 66°59'27"W
 (49/08 CG1)

SECTION I

NM 1/09

★14872	3Ed. 4/8/95	CHART CANCELED	1/09	Substitute	Depth 1¾ fathoms Rk [K14.1] for 7 fathoms 55°17'09"N 133°35'33"W
	(NGA)			Add	Depth 2¾ fathoms Rk [K14.1] 55°15'18"N 133°36'24"W (NOS)
★14876	1Ed. 6/7/96	NEW CHART	N1/09	★18600	14Ed. 1/26/02 LAST NM 48/08 1/09
	(NGA)			Delete	Depth 11 fathoms 41°06.5'N 124°10.6'W
15140	7Ed. 1/23/88	LAST NM 34/07	1/09	Substitute	Depth 1½ fathoms enclosed by depth contour (3-fathom) for 4 fathoms 41°06.3'N 124°10.5'W
Add	Depth 1¼ fathoms, blue tint and enclosing dotted-line circle 60°18.0'N 64°30.0'W (7(4773)08 Ottawa)				Depth 4¼ fathoms, blue tint and enclosing depth contour (10-fathom) for 17 fathoms 41°04.0'N 124°10.7'W
★15449	1Ed. 7/8/05	NEW EDITION	N1/09		Depth 2 fathoms enclosed by depth contour (3-fathom) for 5½ fathoms 41°03.4'N 124°10.0'W
	(NGA)				Depth 2 fathoms enclosed by depth contour (3-fathom) for 7 fathoms 41°07.1'N 124°10.1'W
16540	12Ed. 1/05	LAST NM 30/08	1/09		Depth 2 fathoms enclosed by depth contour (3-fathom) for 8 fathoms 41°06.4'N 124°10.1'W
Delete	Depth 17 fathoms 55°11.5'N 160°03.6'W			Add	Depth 7 fathoms, blue tint and enclosing depth contour (10-fathom) centered 41°06.8'N 124°10.5'W
(NOS)					Depth 8 fathoms, blue tint and enclosing depth contour (10-fathom) centered 41°03.8'N 124°10.4'W
★16553	6Ed. 7/08	LAST NM 42/08	1/09		Depth 10 fathoms, blue tint and enclosing depth contour (10-fathom) centered 41°04.2'N 124°10.6'W (NOS)
Delete	Depth 17 fathoms 55°11'31"N 160°03'39"W			★18605	12Ed. 3/03 LAST NM 7/08 1/09
	Depth 9 fathoms 55°11'38"N 160°03'17"W			Substitute	Depth 36 feet for 46 feet 41°01'57.5"N 124°09'42.4"W
Add	Depth 5 fathoms Rk [K14.2] 55°11'33"N 160°03'19"W				Note: Depth contour remains
(NOS)				Add	Depth 26 feet enclosed by depth contour (60-foot) centered 41°03'55.0"N 124°10'37.0"W
17326	16Ed. 11/07	LAST NM 52/08	1/09		Depth 35 feet enclosed by depth contour (60-foot) centered 41°03'59.3"N 124°10'40.8"W
Substitute	Depth 2 fathoms 3 feet Rk [K14.1] for 4 fathoms 1 foot 56°40'25"N 135°10'27"W				Depth 45 feet enclosed by depth contour (60-foot) centered 41°02'40.5"N 124°09'57.0"W
Add	Depth 5 fathoms 3 feet 56°40'19"N 135°08'32"W				Depth 46 feet enclosed by depth contour (60-foot) centered 41°02'22.2"N 124°09'55.9"W
(NOS)					Depth 46 feet enclosed by depth contour (60-foot) centered 41°03'48.6"N 124°10'26.0"W
★17328	7Ed. 11/03	LAST NM 19/08	1/09		Depth 58 feet enclosed by depth contour (60-foot) centered 41°04'10.2"N 124°10'35.4"W (NOS)
Delete	Depth 7½ fathoms 56°39'51"N 135°10'51"W			★18620	23Ed. 6/1/02 LAST NM 24/08 1/09
	Depth 12 fathoms 56°38'33"N 135°08'10"W			Delete	Depth 8¼ fathoms 41°03.2'N 124°10.0'W
	Depth 9 fathoms 56°38'41"N 135°08'14"W				Depth 5 fathoms 41°03.1'N 124°09.4'W
	Depth 12 fathoms 56°37'27"N 135°07'54"W			Substitute	Depth 2 fathoms enclosed by depth contour (3-fathom) for 5½ fathoms 41°03.6'N 124°10.2'W
	Depth 18 fathoms 56°37'07"N 135°07'48"W				Depth 6 fathoms for 6¼ fathoms 41°01.9'N 124°09.7'W
	Depth 15 fathoms 56°37'37"N 135°07'52"W			Add	Depth 4¼ fathoms enclosed by depth contour (10-fathom) 41°03.9'N 124°10.6'W
Substitute	Rock awash [K12] for depth 1½ fathoms Rk 56°38'33"N 135°09'58"W				Depth 8 fathoms enclosed by depth contour (10-fathom) 41°02.4'N 124°09.9'W (NOS)
	Depth 2½ fathoms Rk [K14.1] for 4¼ fathoms 56°40'26"N 135°10'28"W			18766	7Ed. 11/26/83 LAST NM 50/08 1/09
	Depth 4½ fathoms Rk [K14.1] for 15 fathoms 56°39'41"N 135°08'47"W			Delete	Buoys (4), dashed line and legend "Port Construction Area" in vicinity 31°59.1'N 116°51.1'W
	Depth 6 fathoms Rk [K14.2] for 16 fathoms 56°40'00"N 135°12'12"W			Add	Position circle "LNG Terminal" (11(199)08 Mexico, D.F.) 31°59.3'N 116°50.9'W
	(See 11/08-17328)				
Add	Depth 7½ fathoms 56°37'28"N 135°07'57"W			18768	5Ed. 8/18/07 LAST NM N50/08 N1/09
	Depth 7½ fathoms 56°37'08"N 135°07'51"W			Delete	Dashed line area and legend "Port Construction Area (marked by buoys)" in vicinity 31°59.1'N 116°51.2'W
	Depth 9 fathoms 56°37'37"N 135°07'54"W			Add	Position circle "LNG Terminal" (11(199)08 Mexico, D.F.) 31°59.3'N 116°51.0'W
	Depth 1¼ fathoms Rk [K14.1] 56°38'43"N 135°08'14"W				
	Depth 1¼ fathoms Rk [K14.1] 56°39'53"N 135°10'53"W			21020	42Ed. 10/17/81 LAST NM 32/08 1/09
	Depth 1¾ fathoms Rk [K14.1] 56°40'05"N 135°11'13"W			Add	Light Fl(2) (SCT 11/08 Mexico, D.F.) 17°23.5'N 101°10.4'W
	Depth 2 fathoms Rk [K14.1] 56°38'41"N 135°10'09"W				
	Depth 3½ fathoms Rk [K14.1] 56°38'38"N 135°08'09"W				
	Depth 3¾ fathoms Rk [K14.1] 56°37'54"N 135°08'13"W				
	Depth 3¾ fathoms Rk [K14.1] 56°38'35"N 135°08'13"W				
	Depth ¾ fathoms Rk [K14.1] 56°38'17"N 135°09'35"W				
	Depth 7½ fathoms Rk [K14.1] 56°36'58"N 135°07'54"W				
	Depth 9 fathoms Rk [K14.1] 56°38'06"N 135°08'21"W				
	Depth 5½ fathoms 56°38'51"N 135°10'27"W				
	Depth 5½ fathoms 56°40'19"N 135°08'32"W				
	Depth 6¼ fathoms 56°37'20"N 135°07'59"W				
	Depth 7 fathoms 56°38'44"N 135°09'03"W				
	Depth 8 fathoms 56°37'45"N 135°08'01"W				
	Depth 8 fathoms 56°38'47"N 135°08'48"W				
(NOS)					
★17385	16Ed. 9/06	LAST NM 28/08	1/09		
Substitute	Depth 1¼ fathoms Rk [K14.1] for 5½ fathoms 55°54'44"N 132°11'46"W				
	Depth 1¾ fathoms Rk [K14.1] for 9 fathoms 55°55'08"N 132°10'37"W				
(NOS)					
★17406	7Ed. 2/04	LAST NM 52/08	1/09		
Delete	Depth 10 fathoms 55°14'15"N 133°36'16"W				
	Depth 7 fathoms 55°15'18"N 133°36'28"W				

21033 46Ed. 8/17/96 LAST NM 47/08 1/09
 Substitute Depth 36 meters enclosed by dotted-line circle
 "Rep (2007)" for 28 meters 8°17.1'N 83°53.1'W
 (Supersedes 46/08-21033)
 (NTM0030/2008)

21036 7Ed. 8/10/96 LAST NM 47/08 1/09
 Delete Depth 13.5 meters enclosed by dotted-line
 circle "Rep (2007)" 8°19.2'N 83°54.2'W
 (See 46/08-21036)

Add Depth 21.5 meters enclosed by dotted-line
 circle "Rep (2007)" 8°19.2'N 83°54.2'W
 (NTM0030/2008)

21122 5Ed. 8/16/97 LAST NM 47/02 1/09
 Delete Buoy "18" 24°45'48"N 112°08'04"W
 Buoy "21" 24°45'24"N 112°06'46"W

Relocate Buoy "5" from 24°41'28"N 112°06'38"W to
 24°41'31"N 112°06'45"W
 Buoy "7" from 24°42'53"N 112°07'19"W to
 24°42'54"N 112°07'32"W
 Buoy "11" from 24°44'12"N 112°07'27"W to
 24°44'14"N 112°07'40"W
 Buoy "12" from 24°44'11"N 112°07'24"W to
 24°44'16"N 112°07'32"W

Add Buoy "18" R, pillar, Fl R 3s 24°45'53"N 112°08'15"W
 Buoy "21" G, pillar, Fl G 3s 24°45'28"N 112°06'57"W
 (11(206-211)08 Mexico, D.F.)

21140 1Ed. 7/9/88 LAST NM 50/08 1/09
 Add Position circle "LNG Terminal" 31°59.3'N 116°51.0'W
 (11(199)08 Mexico, D.F.)

21500 1Ed. 8/10/85 LAST NM 46/08 1/09
 Substitute Depth 36 meters enclosed by dotted-line circle
 "Rep (2007)" for 28 meters 8°17.1'N 83°53.1'W

Depth 21.5 meters, blue tint and enclosing
 dotted-line circle "Rep (2007)" for 13.5 meters
 8°19.2'N 83°54.2'W

Depth 35 meters enclosed by dotted-line circle
 "Rep (2007)" for 27 meters 8°21.8'N 83°56.1'W
 (Supersedes 46/08-21500)
 (NTM0030/2008)

21560 33Ed. 2/3/96 LAST NM 46/08 1/09
 Substitute Depth 36 meters enclosed by dotted-line circle
 "Rep (2007)" for 28 meters 8°17.1'N 83°53.1'W
 Depth 21.5 meters enclosed by dotted-line
 circle "Rep (2007)" for 13.5 meters 8°19.2'N 83°54.2'W
 Depth 35 meters enclosed by dotted-line circle
 "Rep (2007)" for 27 meters 8°21.8'N 83°56.1'W
 (Supersedes 46/08-21560)
 (NTM0030/2008)

24028 6Ed. 8/11/01 LAST NM 44/08 1/09
 Add Depth 62 meters Obstrn 9°55.4'N 60°32.2'W
 (NTM0035/2008)

24380 2Ed. 3/6/99 LAST NM 30/08 1/09
 Delete Buoy "Essequibo" 7°01.3'N 58°11.9'W

Add Buoy "Essequibo" G, can, Fl G 7°02.0'N 58°11.5'W

(Plan)
 Delete Buoy "Essequibo" 7°01'17"N 58°11'54"W

Add Buoy "Essequibo" G, can, Fl G 7°02'00"N 58°11'30"W
 (34(383)08 Den Haag)

24388 2Ed. 10/30/93 LAST NM 30/08 1/09
 Delete Buoy "Essequibo" 7°01'17"N 58°11'54"W

Add Buoy "Essequibo" G, can, Fl G 7°02'00"N 58°11'30"W
 (34(383)08 Den Haag)

24390 3Ed. 1/4/86 LAST NM 32/08 1/09
 Add Depth 62 meters Obstrn 9°55.4'N 60°32.2'W
 (NTM0035/2008)

★25668 20Ed. 10/08 NEW EDITION 1/09
 (NOS)

28302 16Ed. 10/10/98 LAST NM 15/07 1/09
 Change Visibility (range) of light to 3M 19°06'13"N 96°05'52"W
 (11(202)08 Mexico, D.F.)

35045 1Ed. 2/2/06 LAST NM N48/06 N1/09
 Delete Buoy "No 2" 56°25.95'N 3°00.90'W
 (49(6635)08 Taunton)

35078 (INT 1625) 2Ed. 5/3/07 LAST NM N10/08 N1/09
 Delete Depth 5 meters R "(Rep 1996)" 58°07.35'N 6°22.10'W

Add Depth 3.6 meters R [J9] 58°07.34'N 6°22.22'W
 (47(6402)08 Taunton)

35089 1Ed. 3/12/93 LAST NM N30/07 N1/09
 Add Submarine pipeline (outfall) [L41.1] between
 57°12.87'N 5°37.35'W
 57°12.82'N 5°37.71'W
 (49(6654)08 Taunton)

35094 1Ed. 4/17/03 LAST NM N38/07 N1/09
 Add Submarine pipeline (outfall) [L41.1] between
 57°12.87'N 5°37.35'W
 57°12.82'N 5°37.71'W
 (49(6654)08 Taunton)

35095 2Ed. 11/1/07 LAST NM N7/08 N1/09
 Add Submarine pipeline (outfall) [L41.1] between
 57°12.851'N 5°37.435'W
 57°12.800'N 5°37.780'W
 (49(6654)08 Taunton)

35123 Ed. 5/12/05 LAST NM N29/08 N1/09
 Substitute Depth 22 meters for 25.5 meters 55°22.78'N 6°23.91'W
 (47(6386)08 Taunton)

35126 1Ed. 11/4/04 LAST NM N11/08 N1/09
 Delete Depth 48 meters 55°00.45'N 5°44.20'W

Add Depth 43 meters 55°00.40'N 5°44.07'W
 (47(6378)08 Taunton)

35127 1Ed. 8/5/04 LAST NM N11/08 N1/09
 Delete Depth 48 meters 55°00.45'N 5°44.20'W

Add Depth 43 meters 55°00.40'N 5°44.07'W
 (47(6378)08 Taunton)

35128 1Ed. 10/28/99 LAST NM N40/08 N1/09
 Add Depth 18 meters Wk [K30] (unsurveyed)
 54°35.44'N 8°28.22'W
 (49(6579)08 Taunton)

36013 1Ed. 9/15/05 LAST NM N50/08 N1/09
 (Plan C)
 Delete Chimney symbol (49) 55°25.068'N 5°36.200'W
 Legend "Sch" 55°25.055'N 5°36.165'W

Change Legend to "TV Mast 251.3" 55°25.434'N 5°34.260'W
 (49(6593)08 Taunton)

36014 1Ed. 11/4/04 LAST NM N50/08 N1/09
 Delete Chimney symbol "(49)" 55°25.07'N 5°36.20'W
 (49(6593)08 Taunton)

36020 1Ed. 7/6/00 LAST NM N3/07 N1/09
 Change Light to Fl G 6s 1m 3M 55°57.77'N 4°49.05'W
 (49(6650)08 Taunton)

SECTION I

NM 1/09

36030	1Ed. 3/13/03 LAST NM N32/06	N1/09	62°57.1'N 20°31.6'W
	Change Light to Fl G 6s 11m 3M	55°57.77'N 4°49.05'W	62°53.3'N 20°33.5'W
	(49(6650)08 Taunton)		(9-10(38)03, 7-10(23)08 Reykjavik)
36037	Ed. 11/22/01 LAST NM N36/06	N1/09	
	Delete Buoy	51°32.55'N 4°11.89'W	38610 1Ed. 2/9/91 LAST NM 51/08 1/09
	Buoy	51°32.71'N 4°11.70'W	Add Submarine cable [L30.1] joining
	(47(6428)08 Taunton)		63°36.2'N 20°21.0'W
			63°34.5'N 20°29.2'W
			63°33.6'N 20°32.2'W
			63°32.4'N 20°40.7'W
			63°32.5'N 20°50.0'W
			63°32.3'N 20°52.0'W
			63°31.5'N 20°54.5'W
			63°30.5'N 20°55.7'W
			63°29.1'N 20°55.4'W
			63°27.5'N 20°53.7'W
			63°25.2'N 20°48.8'W
			63°21.4'N 20°44.6'W
			63°16.5'N 20°41.3'W
			63°13.9'N 20°36.2'W
			63°13.1'N 20°35.0'W
			63°10.9'N 20°30.6'W
			63°09.4'N 20°30.0'W
			63°03.8'N 20°32.5'W
			63°03.4'N 20°33.0'W
			63°02.1'N 20°31.6'W
			62°57.1'N 20°31.6'W
			62°53.3'N 20°33.5'W
			(7-10(23)08 Reykjavik)
37004 (INT 1722)	2Ed. 11/1/07 LAST NM N10/08	N1/09	
	(Inset)		
	Substitute Position circle "TOWER" for crane symbol	50°23.385'N 4°11.356'W	38641 4Ed. 11/9/96 LAST NM 17/07 1/09
	(47(6305)08 Taunton)		Add Submarine cable [L30.1] joining
			65°17.0'N 13°58.8'W
			65°16.8'N 13°58.5'W
			65°16.9'N 13°58.2'W
			65°17.2'N 13°56.0'W
			65°18.1'N 13°52.0'W
			65°17.9'N 13°45.4'W
			65°19.1'N 13°38.6'W
			65°19.2'N 13°37.3'W
			65°19.5'N 13°34.9'W
			65°19.6'N 13°27.8'W
			65°19.8'N 13°25.2'W
			65°19.7'N 13°23.5'W
			65°19.8'N 13°22.9'W
			65°19.9'N 13°17.4'W
			65°19.5'N 13°14.9'W
			65°19.6'N 13°09.4'W
			65°19.5'N 13°00.4'W
			65°19.7'N 12°58.5'W
			65°19.9'N 12°57.3'W
			65°20.2'N 12°54.6'W
			(9-10(38)03 Reykjavik)
37008	2Ed. 12/28/06 LAST NM N27/08	N1/09	
	Substitute Position circle "TOWER" for crane symbol	50°23.385'N 4°11.356'W	38650 1Ed. 3/9/91 LAST NM 48/08 1/09
	(47(6305)08 Taunton)		Add Submarine cable [L30.1] joining
			65°17.9'N 13°45.2'W
			65°19.5'N 13°34.7'W
			65°19.5'N 13°00.3'W
			65°20.4'N 12°52.6'W
			65°21.7'N 12°33.3'W
			65°17.4'N 11°39.7'W
			65°18.6'N 11°25.1'W
			65°15.1'N 11°12.8'W
			65°07.4'N 10°03.6'W
			64°53.6'N 10°02.2'W
			64°45.1'N 10°13.9'W
			64°44.4'N 10°13.7'W
			64°41.2'N 10°02.2'W
			64°35.7'N 9°23.2'W
			64°28.9'N 8°59.4'W
			63°36.2'N 20°21.0'W
			63°32.4'N 20°40.7'W
			63°32.3'N 20°52.0'W
			63°31.5'N 20°54.5'W
			63°29.1'N 20°55.4'W
			63°25.2'N 20°48.8'W
			63°16.5'N 20°41.3'W
			63°13.9'N 20°36.2'W
			63°09.4'N 20°30.0'W
			(9-10(38)03 Reykjavik)
37010	24Ed. 5/17/08 LAST NM 49/08	1/09	
	Change Visibility (range) of light float "Sandtietie" to	51°09.4'N 1°47.2'E	43123 3Ed. 2/15/97 LAST NM 27/06 1/09
	22M		Add Light Fl 3s
	(47(6414)08 Taunton)		Light Fl G 5s
			(17(987, 988)08 Stavanger)
			69°36'18"N 17°57'23"E
			69°36'30"N 18°01'28"E
37028	Ed. 2/10/05 LAST NM N40/07	N1/09	
	Add Legend "Bank Extending Reported (2008)"		43124 5Ed. 1/4/97 LAST NM 11/05 1/09
	between	51°18'18.0"N 1°32'36.0"E	Add Light Fl 3s
		51°17'12.0"N 1°32'42.0"E	Light Fl G 5s
	(47(6413)08 Taunton)		(17(987, 988)08 Stavanger)
			69°36'18"N 17°57'23"E
			69°36'30"N 18°01'28"E
37120	3Ed. 3/3/07 LAST NM 26/08	1/09	
	Change Visibility (range) of light float "Sandtietie" to	51°09.4'N 1°47.1'E	43126 4Ed. 3/16/96 LAST NM 11/05 1/09
	22M		Add Buoy G, spar
	(47(6414)08 Taunton)		(17(989)08 Stavanger)
			69°31'09"N 17°26'38"E
37125	15Ed. 8/24/96 LAST NM 26/08	1/09	
	Change Visibility (range) of light float "Sandtietie" to	51°09'22"N 1°47'08"E	
	22M		
	and height to 15m		
	(47(6414)08 Taunton)		
37140	33Ed. 5/25/96 LAST NM 26/08	1/09	
	Change Visibility (range) of light float "Sandtietie" to	51°09.4'N 1°47.2'E	
	22M		
	height to 15m		
	(47(6414)08 Taunton)		
38030	1Ed. 4/4/92 LAST NM 48/08	1/09	
	Add Submarine cable [L30.1] joining	65°17.9'N 13°45.2'W	
		65°19.5'N 13°34.7'W	
		65°19.5'N 13°00.3'W	
		65°20.4'N 12°52.6'W	
		65°21.7'N 12°33.3'W	
		65°17.4'N 11°39.7'W	
		65°18.6'N 11°25.1'W	
		65°15.1'N 11°12.8'W	
		65°07.4'N 10°03.6'W	
		64°53.6'N 10°02.2'W	
		64°45.1'N 10°13.9'W	
		64°44.4'N 10°13.7'W	
		64°41.2'N 10°02.2'W	
		64°35.7'N 9°23.2'W	
		64°28.9'N 8°59.4'W	
		63°36.2'N 20°21.0'W	
		63°32.4'N 20°40.7'W	
		63°32.3'N 20°52.0'W	
		63°31.5'N 20°54.5'W	
		63°29.1'N 20°55.4'W	
		63°25.2'N 20°48.8'W	
		63°16.5'N 20°41.3'W	
		63°13.9'N 20°36.2'W	
		63°09.4'N 20°30.0'W	

44082	11Ed. 12/16/95 LAST NM 42/08	1/09	
	Delete Racon from buoy "N-4" (52(683)05 Gdynia)	54°07'24"N 14°13'12"E	
44083	8Ed. 4/6/96 LAST NM 52/08	1/09	
	Delete Racon from light (52(684)05 Gdynia)	53°37'05"N 14°35'39"E	
44084	1Ed. 8/25/90 LAST NM 43/08	1/09	
	Delete Racon from light (52(684)05 Gdynia)	53°37'05"N 14°35'39"E	
44100	7Ed. 3/9/96 LAST NM 42/08	1/09	
	Delete Racon from buoy (52(683)05 Gdynia)	54°07.4'N 14°13.2'E	
44120	7Ed. 2/22/97 LAST NM 44/08	1/09	
	Delete Racon from buoy "N-4" (52(683)05 Gdynia)	54°07.4'N 14°13.2'E	
44430	2Ed. 6/22/96 LAST NM 52/08	1/09	
	Add Foul ground symbol [K31] (47(6308)08 Taunton)	55°43.6'N 20°54.8'E	
44444	6Ed. 5/15/99 LAST NM 48/08	1/09	
	(Plan B) Add Foul ground symbol [K31] (47(6308)08 Taunton)	55°43'36.0"N 20°54'46.2"E	
44461	10Ed. 1/11/97 LAST NM 52/08	1/09	
	Add Depth 11.6 meters (27(461)08 Gdynia)	54°26.6'N 18°44.0'E	
44462	4Ed. 3/16/96 LAST NM 52/08	1/09	
	Change Light to L Fl G 6s 13m 8M Add Depth 11.6 meters (27(461, 462)08 Gdynia; BA LL)	54°24'39.0"N 18°39'34.2"E 54°26'38.6"N 18°44'00.2"E	
44463	9Ed. 10/28/95 LAST NM 48/08	1/09	
	Add Double dashed line with land tint (breakwater under construction) between Light Fl G Buoy "2" R, spar, Fl R 2s (27(466)08 Gdynia)	54°30'59.0"N 18°33'14.5"E 54°30'57.4"N 18°33'12.6"E 54°30'57.4"N 18°33'12.6"E 54°30'54.6"N 18°33'12.6"E	
44465	2Ed. 4/23/94 LAST NM 52/08	1/09	
	Add Depth 11.6 meters (27(461)08 Gdynia)	54°26'39"N 18°44'00"E	
★51165	9Ed. 10/18/08 NEW EDITION (NGA)	N1/09	
★51166	4Ed. 10/18/08 NEW EDITION (NGA)	N1/09	
★51167	7Ed. 10/18/08 NEW EDITION (NGA)	N1/09	
★51601	9Ed. 11/22/08 NEW EDITION (NGA)	N1/09	
54151	1Ed. 6/20/92 LAST NM 51/08	1/09	
	Substitute Depth 151 meters for 35 meters "Rep (1981)" (PA) (12(254)06 Athens)	39°29.4'N 25°11.0'E	
54289	8Ed. 11/23/85 LAST NM 52/08	1/09	
	Add Light Fl R 3s 26ft 3M (10(194)08 Athens)	38°00'43"N 22°45'11"E	
54334	3Ed. 5/18/96 LAST NM 50/08	1/09	
	(Plan A) Add Light Fl G 3s 26ft 3M 37°34'01"N 25°06'40"E (Plan D) Distances and bearings from Whf light (Fl R 3s 29ft 7M) on west mole		
	Delete Double dashed line, land tint and legend "Under construction (2000)" joining positions 170 meters 207° 260 meters 150°45' 370 meters 128°		
	Add Buoy G, pillar, Fl G 2s 190 meters 176° (3(68)04, 11(224)07 Athens; Gr CH 421/3)		
54339	8Ed. 9/10/94 LAST NM 47/08	1/09	
	Delete Buoy 38°00'10.0"N 23°34'13.0"E		
	Add Depth 23 meters Foul (10(197, 198)08 Athens)	38°00'23.0"N 23°33'44.4"E	
54346	9Ed. 4/3/04 LAST NM 49/08	1/09	
	Delete Buoy (mooring) Buoy (mooring) Buoy (mooring) (10(200)08 Athens)	37°56'43.4"N 23°35'19.6"E 37°56'41.4"N 23°35'23.6"E 37°56'37.4"N 23°35'11.6"E	
54350	4Ed. 12/18/93 LAST NM 51/08	1/09	
	(Plan A) Change Light to Fl 3s 10m 5M Height of light to 13m Height of light to 40m (10(202)08 Athens; Gr LL)	39°09'39"N 23°29'42"E 39°08'20"N 23°28'06"E 39°08'50"N 23°31'44"E	
54360	12Ed. 9/22/90 LAST NM 51/08	1/09	
	Substitute Depth 151 meters for 35 meters "Rep (1981)" (PA) (12(254)06 Athens)	39°29.4'N 25°11.0'E	
54369	4Ed. 4/6/96 LAST NM 43/08	1/09	
	Substitute Depth 151 meters for 35 meters "Rep (1981)" (PA) (12(254)06 Athens)	39°29'24"N 25°11'00"E	
54380	6Ed. 5/11/91 LAST NM 51/08	1/09	
	Substitute Depth 151 meters for 35 meters "Rep (1981)" (PA) (12(254)06 Athens)	39°29.4'N 25°11.0'E	
62001	5Ed. 2/1/03 LAST NM 19/07	1/09	
	Substitute Depth 25.2 meters for 22.9 meters (Plan) Substitute Depth 25.2 meters for 22.9 meters (NTM0005/2008)	27°07.0'N 33°59.7'E 27°07.0'N 33°59.7'E	
★62188	4Ed. 7/17/04 LAST NM 33/07	1/09	
	Substitute Depth 25.2 meters for 22.9 meters (NTM0005/2008)	27°07'00"N 33°59'39"E	
★91175	3Ed. 9/20/08 NEW EDITION	1/09	
	Delete Depth contour in vicinity 19°50.5'N 122°02.7'E		
	Add Depth contour (200-meter) centered Legend "Tide Rips" (NGA)	20°14.0'N 121°55.0'E 20°04.5'N 121°49.5'E	
★95082	10Ed. 10/4/08 NEW EDITION (NGA)	N1/09	
97143	12Ed. 2/14/04 LAST NM 51/08	1/09	
	Delete Buoy "EG" Buoy "EH"	35°23'50"N 139°41'24"E 35°23'44"N 139°41'18"E	
	Change Visibility (range) of beacon to 5M 35°22'30"N 139°40'29"E		

(continued on next page)

- 97148** (Continued)
- Anchorage area "TK" [N12.3] bound by chart border and purple dashed-line greater arc of a circle, radius 650 meters, centered
 35°21'52.2"N 139°41'08.5"E
 arc between 35°21'42.0"N 139°40'46.0"E
 35°21'42.0"N 139°41'30.9"E
 Note: Area extends beyond chart border
- Anchorage area "YL3" [N12.3] bound by chart border and purple dashed line between
 35°25'46.0"N 139°43'27.6"E
 35°25'33.2"N 139°43'49.0"E
 Note: Area extends beyond chart border
- Anchorage area "YL4" [N12.3] bound by chart border and purple dashed line joining
 35°25'46.0"N 139°42'03.8"E
 35°25'00.2"N 139°41'59.9"E
 35°24'32.8"N 139°42'32.5"E
 35°24'58.0"N 139°42'57.9"E
 35°25'27.1"N 139°43'49.0"E
 Note: Area extends beyond chart border
- Anchorage area "Y2" [N12.3] bound by chart border and purple dashed line joining
 35°25'46.0"N 139°41'32.1"E
 35°25'29.0"N 139°41'25.0"E
 35°25'00.2"N 139°41'59.9"E
 35°25'46.0"N 139°42'03.8"E
 Note: Area extends beyond chart border
- Purple solid line with legend "Position Reporting Line (UN Line) between
 35°22'50.0"N 139°43'04.0"E
 35°22'50.0"N 139°38'53.6"E
- Note
 "POSITION REPORT
 Vessels should report on VHF CH16 to TOKYO MARTIS when first passing the following Position Reporting Line:
 -UN Line (270° from Tokyo Wan Naka-no-Se B Light Beacon) for vessels leaving NEGISHI and HONMOKU Fairways." 35°21'46.0"N 139°37'15.0"E
 (Jpn CH 1085; Jpn LL)
- 97149** 20Ed. 11/29/97 LAST NM 52/08 1/09
 Add Anchorage area "YL4" [N12.3] bound by chart border and purple dashed line joining
 35°25'32.6"N 139°43'49.8"E
 35°26'01.2"N 139°43'02.2"E
 35°25'41.4"N 139°42'53.3"E
 35°26'09.8"N 139°42'05.8"E
 35°25'32.6"N 139°42'02.5"E
 Note: Area extends beyond chart border
- Anchorage area "Y2" [N12.3] bound by existing purple dashed line, chart border and purple dashed line joining
 35°25'32.6"N 139°41'26.6"E
 35°25'56.0"N 139°41'36.5"E
 35°25'59.9"N 139°41'23.5"E
 35°26'28.1"N 139°41'35.3"E
 35°26'09.8"N 139°42'05.8"E
 Note: Area extends beyond chart border
- Purple dashed line between 35°25'32.6"N 139°43'59.2"E
 35°25'53.8"N 139°44'36.2"E
 (Jpn CH 66, Jpn CH 1085)
- 97151** 17Ed. 11/19/05 LAST NM 30/08 1/09
 Delete Buoy "EG" 35°23'50.0"N 139°41'24.0"E
 Buoy "EH" 35°23'44.5"N 139°41'17.5"E
- Change Visibility (range) of light to 9M 35°25'19.5"N 139°40'48.0"E
- Add Buoy "EE" Y, pillar, "X" topmark, Fl Y 3s 35°24'04.2"N 139°41'35.6"E
 Buoy "EF" Y, pillar, "X" topmark, Fl Y 3s 35°23'56.8"N 139°41'31.3"E
 (Jpn CH 1085; Jpn LL)

SECTION I

NM 1/09

Chart 11477

NM 1/09

PORT CANAVERAL CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2008 AND SURVEYS TO JUL 2008								
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 (METERS)	LENGTH (NAUT. MILES)	DEPTH MLLW (METERS)
OUTER REACH	12.9	13.0	12.8	12.7	7-08	122	1.4	A13.4
MIDDLE REACH	13.3	13.2	13.1	12.8	7-08	122	0.3	A13.4
INNER REACH	11.9	12.6	12.2	11.2	4-03; 2-06; 6-07; 11-07; 7-08	122	0.2	A12.2
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09**

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.
10	2	4,35/08	550	7	38,46/08	11324	35	41*,49/07;8,12,13,15,18,21,27,28,32,38,39,44,49/08	11375	36	37,40,45/07;5,8,27,29,32,34,37,38,39,40,43,48,49,52/08
11	2	10,40,43/08	600	5	35,36,37,39,40/07;3,22/08	11325	39	28*,32,39,41/08	11376	53	43*,46,48/08
12	1	10/08	601	4	10/08	11326	36	44*,45/08	11377	7	49*,51/07;5,13,18,32,37,46,48/08
13	1	10/08	602	6	35,41,42/07;13,14,21,22,24,27,40,41/08	11327	33	37,49/07;15,18,21,28,33,39,45/08	11378	35	19*,27,35,36,38,48/08
14	4	10,40/08	603	6	52/07;19,24/08	11328	25	36*,39/08	11380	1	37,40,51/07;5,18,32,48/08
20	3	40/07;19/08	604	5	14,24,37,40,48,52/08	11329	38	28*,32,39,41/08	11382	40	46,49/07;38,49/08
21	4	41/07;19,35/08	605	4	39/07;13,22/08	11330	19	43*,45,46,51/08	11383	51	49/07;6,27,37,38,51/08
22	1	19,35/08	606	1	35,37,39,41/07;13/08	11331	20	5,12,17,27,41,43,45,48,50,51,52/08	11384	35	49/07;6,38,51/08
50	6	36/07;2,3,P10,17,19,20,27,28,33,38,43/08	607	1	35,37/07;28,35/08	11332	30	36,49/07;4,8,9,13,15,20,26,28,33,35,37,38,39,41,42,43,45,49,50,51,52/08	11388	17	46/07;51/08
51	1	45,47,50/07;7,P10,17,35,43/08	608	2	43/08	11340	73	38*,39,40,41,42,43,44,45,46,47,48,49,50,51/08	11389	33	18,34,36,43,46,48,51/08
52	1	P10,17,24,28,32,37,38,39,48,52/08	609	2	8/08	11341	42	30*,33,35,37,38,39,41,42,50/08	11390	24	40/07*;18,28,34,36,43,46/08
53	2	P10,15,17,28,32,43/08	621	5	36,38,39,41,43/07;3,7,13,28,35/08	11342	53	36,49/07;4,5,9,12,15,17,18,27,28,32,36,37,38,39,41,48,50,52/08	11391	24	46/07;18,28,34,36,43,46/08
62	3	41,45,47/07;20,34,35,43/08	622	9	35,36,37/07;3,10,13,14,21,24,27,40,41,48,52/08	11343	38	36/07;12,15,17,18,27,37,39,41,43,45,49,50,52/08	11393	21	48,51/08
70	4	35,38,39/07;51/08	623	9	14,19,21,24,27,37,39,40,48,52/08	11344	38	24*,26,27,29,34,37,38,42/08	11400	36	6,31,48,51/08
72	4	35/07	624	3	39/07;3,10/08	11345	34	24/08*	11401	30	6/08
73	4	38,39/07;51/08	625	4	38,43/07	11346	1	38*,40,41,42,43,44,46,47/08	11405	29	51/08
100	1	4,35/08	632	8	19,24,46/08	11347	38	30*,32,33,38,48/08	11408	29	36/08*
101	3	48/08	700	4	40/07	11348	22	30*,33/08	11409	29	5*,34/08
102	5	24,40/08	701	3	1/08	11349	43	30*,33/08	11411	17	19*,34/08
103	5	10/08	705	3	7,48/08	11350	27	30*,33/08	11412	44	35,45/07;13,15,20,27,43,44,48/08
108	9	42/07;5,8,25,39/08	706	4	32/08	11351	41	36*,42,43/08	11415	8	45/07;13,15,20,27,43/08
109	5	42,44/07;25,39,43/08	707	2	19/08	11352	40	27*,32,43,44,46,47/08	11416	10	1/09*
110	2	36/07	708	3	19/08	11353	5	12*,17,20,31,34,50/08	11420	28	35/07;4,28,39,46,49/08
111	3	36/07;24/08	709	2	35/07	11354	27	39/08*	11423	8	N35/07;N4,N28,N39,N46,N49/08
112	6	48/08	803	1	40/07;3/08	11355	28	19/08*	11424	19	39,46,49/08
113	4	4/08	804	5	4/08	11356	38	31*,34,35,38,39,41,42,43,44,45/08	11425	37	44/07*
120	6	10,20,43/08	805		N36,N40/07;N5,N24/08	11357	39	18*,21,27,35,40,42,44,46,47,48/08	11428	35	42/08*
121	5	10,20,40,43,48/08	1113A		35/07;4,28,39,46,49/08	11358	54	50/07;6,8,9,11,12,13,17,19,22,28,29,33,35,37,39,40,41,43,44,46,47,48,49,50,51/08	11429	22	28,33,39/08
124	10	20/08	1114A		6,31,48,51/08	11359	12	13,40,44,45,46,47,48,49/08;1/09	11430	34	30,31/08
126	39	10,40/08	1115A		46,50/07;6,9,12,13,15,17,18,19,20,21,22,26,28,31,32,35,37,38,44,45,46,49,51/08	11360	42	46,50/07;6,9,12,13,15,17,18,19,20,21,22,26,28,31,32,35,37,38,44,45,46,49,51/08	11432	38	36/08*
145	16	36,45,47/07;34/08	1116A		39*,40,41,42,43,44,45,46,47,48,49,50,51/08	11361	74	47/07*;9,15,16,19,22,26,27,28,33,35,36,41,43,44,45,46,47,52/08;1/09	11433	14	N35/07;N28/08
200	3	40/07;8/08	1117A		19*,20,21,26,31,34,35,38,41,49/08	11362	5	N46,N50/07;N6,N9,N12,N13,N17,N18,N19,N20,N21,N22,N26,N28,N31,N32,N35,N37,N38,N44,N45,N46,N49,N51/08	11434	13	17/08*
201	2	18,19/08	11004	8	41,52/07;1,8,9,11,12,13,18,31,32,35,36,37,42,43,45,46,48,49,50,51/08	11363	41	36*,41,50/07;8,9,11,13,15,17,20,27,31,34,37,44,47,50/08;1/09	11435	26	35/07
202	2	18/08	11006	32	35,46,50/07;6,9,11,13,17,18,19,28,31,37,39,45,46,49,51/08;1/09	11364	42	44/07*;8,11,16,17,20,22,26,27,31,32,37,42,47/08	11436	41	35/07;16,18,23/08
211	5	40,41,46/07;8,19,35/08	11009	38	42/07;5,12,19,25,36,39,44,52/08	11365	20	17*,40,44,47/08	11437	10	28/08
301	1	20,33/08	11013	47	17*,20,25,26,28,39,46/08	11366	11	13*,15,17,18,19,20,21,26,27,28,29,31,32,33,35,38,43,44,45,46,47,48,49,50,51/08;1/09	11438	38	36*,46/08
302	1	20,47,48/08;1/09	11299	1	N37,N40,N49/07;N4,N39/08	11367	35	28*,32,42,48/08	11439	41	32*,38,40,46/08
310	20	20/08	11300	42	19*,20,21,26,31,34,35,38,41,49/08	11368	24	40/07*;19,26,32,42,48/08	11441	41	35,36/07;30/08
400	3	17,42/08;1/09	11301	25	27*,37,39,49/08	11369	46	51/07*;8,17,20,27,31,42/08	11442	1	N5,N38/08
401	5	17,25/08;1/09	11302	32	12*,19,21,39,49/08	11370	26	40/07;9,11,13,17,22,26,27,28,31,34,36,38,42,43,44,46,49,51/08	11443	23	5,15,18,22/08
402	4	4,42,44/08	11303	21	27/08	11371	38	41/07;39,44,49,50/08	11444	35	40/07*;5,15,19,22/08
411	52	49*,50/07;9,13,14,17,19,42/08;1/09	11304	13	15/08	11372	33	41/07;6,16,18,33,39,49,50/08	11445	26	33,48,52/08
500	8	38/07;3,19,20,27,28,37,40,43/08	11305	2	N37,N40,N49/07;N22,N26,N32,N33,N35,N39,N47/08	11373	47	47*,48,50/08;1/09	11446	37	45,47/07;5,30/08
501	12	38,46/07;3,26,30,31,33,38,52/08	11307	37	8,20,26,49/08	11374	34	49/07*;5,6,8,27,29,31,32,34,37,39,40,43,48/08;1/09	11447	19	45/07;18,33,48,52/08
502	2	46/07;52/08	11308	24	47/08*				11448	21	38/08
503	4	45,47,50/07;19,35,42,43,46/08;1/09	11309	39	8*,22,26,32,33,35,39,47/08				11493	9	N19,N48/08
504	4	36/07;P10,13,17,20,33,46/08	11310	2	N37,N40,N49/07;N4,N26,N35,N36,N39/08				11494	8	N5,N19,N30,N33,N48/08
505	2	7/08	11311	24	37,40,49/07;26,28,39/08				11496	10	N42/07;N13,N19,N22,N25,N33,N48/08
506	2	13,19,24,38,39,46,52/08	11312	4	37,40,49/07;4,22,26,33,35,36,39,47/08						
507	2	13,24,38,39,47,52/08	11313	23	8,9,21,26,34,49,50,52/08						
508	2	19,46/08	11314	24	36/08						
509	4	28,38/08	11316	41	5*,9,15,21,28,34/08						
510	3	32/08	11317	31	19*,28/08						
511	4	32/08	11318	2	N37,N40,N49/07;N22,N32,N33,N35,N39,N47/08						
512	2	35/07	11319	33	9/08						
513	7	2,28,42,43/08	11320	1	N26/08						
520	127	36,46/07;3,7,P10,13,17,33,34,43/08	11321	30	22,26,27,31,34,36,51/08						
521	11	2,7,P10,15,17,33,42,43,46,52/08	11322	31	1*,4,15,31,32/08						
522	87	13,24,28,32,38,39,47,52/08	11323	62	37,49/07;8,9,12,13,15,16,17,21,26,27,32,35,38,39,43,49,51,52/08						
523	8	2,P10,13,15,17,28,33,38,43,46/08									
524	12	13,14,19,24,37,38,39,40,47,48,52/08									
525	3	13,24,38,39,46,47,52/08									
526	10	7,P10,13,14,17,19,24,27,33,37,38,39,40,41,46,47,48,52/08									
530	32	36,48/07;2,3,P10,15,17,26,30,31,33,35,37,38,42,43,46,52/08									
531	24	36/07*;18,24,38,40/08									
532	17	2/08									
540	19	25/08*									
541	2	36/07;7,P10,13,14,17,33/08									

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09

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.
11502	31	13,33,44/08	12272	31	40,50/07;9,12,22/08	13200	35	2,7,12,16,20,24,29,36,39,44,45,51/08;1/09	14001		N49/07;NP9,N15,N17,N29,N35,N38,N40,N41,N47/08
11503	42	5,19,30,31,33,48/08	12273	57	8*;49/08	13201	11	N40,N42/07;N2,N7,N12,N16,N20,N24,N31,N36,N44,N45,N51/08;N1/09	14003	6	40,42/07;8,P9,10,16,17,25,37,38,39,41,43,50/08
11505	3	37,40,45/07;10,19,20,39/08	12274	35	8*;49/08				14004		N37,N42,N43,N51/07;N21,N39/08
11506	43	37,45,47/07;18,39/08	12277	34	43/07*;19,22,24,30,31,49/08	13203	12	42/07	14006		N42,N43/07;N21/08
11507	33	13,33/08	12278	76	7*;24,43,45,49/08	13204	12	31/08	14007		N37,N44,N50/07;N14,N39/08
11509	31	1/09*	12280	8	19*;35,36,39,45,46/08	13205	38	11,14,16,43,49/08	14011		N42/07
11510	20	44/07*;13/08	12281	52	42*;51/08	13209	25	11/08	14012		N44/07;N25,N39/08
11511	17	45/07;46/08	12282	35	44/07;6,12,13,18,36,46,52/08	13211	15	44/07*;49/08	14013		N40,N50/07;NP9,N15,N17,N21,N38,N39,N41/08
11512	61	37,40,45/07;18,20,39,43/08	12283	26	6,12,18,42,46/08	13212	38	1/09*	14015		N37/07;N21,N39,N43/08
11513	25	44,48/08	12284	15	20/08	13213	41	44/07;11,16,22,46/08	14019		N49/07;NP9,N17,N29,N35,N40/08
11514	30	1/09*	12285	39	19*;36,41/08	13214	28	8,16/08	14021	1	N42/08*
11516	31	33,44/08	12286	30	44/07;17,25,26/08	13215	18	14/08	14022		N40,N51/07
11517	18	7/08*	12288	20	47/07*;42/08	13216	1	N16/08	14024	5	42/07;36,39/08
11518	36	36*;38,43/08	12289	49	17,36,41,42/08	13218	40	17*;37,38,41,44,51/08	14025		N49/07;N15,N37,N41/08
11520	43	48/08*	12300	47	32*;37,49,50/08	13219	12	8/08	14026		N29/08
11521	29	18*;26,38,41,43/08	12301	22	N37,N50/07;N8,N12,N24,N29,N30,N37,N38,N43,N49,N50/08	13221	57	17*;32,44,46/08	14027		N18/08
11522	20	31,48/08				13222	40	36*;44,46/08	14028		NP9,N14,N17,N29,N35/08
11523	24	23*;26,30,38,41,43/08	12304	45	18*;30,46/08	13223	38	13/08	14029		N35/07;N14,N22,N35/08
11524	51	17*;30,38,39,41,43,52/08	12311	44	50/07;16,19,21,22,24,30,44,45,46/08	13225	33	5,13/08	14030		N35,N40/07;N14,N22,N29/08
11525	7	N4,N9,N12,N16,N36,N39,N41,N49,N52/08	12312	54	16,19,21,24,25,39,45,46/08	13226	6	42,50/07;11,21,31/08	14031		N40/07;N14,N22/08
11527	17	12,44,48/08	12313	51	19,21,25,28,46/08	13227	14	11/08	14034		N40/07;N14,N38/08
11531	22	34/08	12314	32	18*;46,52/08	13228	11	37/08	14036	1	N15,N38,N41,N47/08
11532	21	34/08	12316	34	36*;41,46/08	13229	30	25*;37,41,44,51/08	14038		N15/08
11534	35	12*,16,36,39/08	12317	32	16,30,41,46/08	13230	49	42*;44,51/08	14039		N41/08
11536	18	16,26,27,36,39,49/08	12318	44	17,30,35/08	13231	4	37,44/08	14040		N35/07;N14,N22,N35/08
11537	37	3,6,16,22,24,27,36,39/08	12319	32	16,30,41,46/08	13232	18	50/08*	14041		N29/08
11539	18	25,40,41/08	12318	44	17,30,35/08	13233	30	39/07;12/08	14042		N40/07;N14,N22/08
11541	37	11,24,41/08	12318	44	17,30,35/08	13234	40	50/07;12,22,26,44/08	14034		N40/07;N14,N38/08
11542	17	13/08*	12323	24	50/07;18,23,30,35/08	13235	16	40/07*	14036	1	N15,N38,N41,N47/08
11543	23	11,12,16/08	12324	33	19*;21,29,46,49,50/08	13236	16	47/07;12,22,44/08	14038		N15/08
11544	39	11/08	12325	4	47/08*	13237	30	47/07;16/08	14039		N41/08
11545	63	25*;39,49,50/08	12326	50	37,50,51/07;8,11,12,14,16,22,26,29,48,49,50/08	13238	40	50/07;12,26/08	14040		N22/08
11547	37	43/07*;11,16,39,49,50/08	12327	101	28*;29,41,42,49,50,51/08	13238	16	40/07*	14041	1	N11/08
11555	40	44/07;9,39/08	12331	31	39,52/07;25,49,51/08	13238	16	47/07;12,22,44/08	14042		N15/08
12200	49	36/07*;4,9,31,36,38,49,50,52/08	12332	22	39,52/07;13,24,25,48,51/08	13239	15	39/07	14043		N41/08
			12332	22	39,52/07;13,24,25,48,51/08	13240	40	49/07;2,7,P9,10,16,17,20,36,39,41,44,45,51/08;1/09	14044	1	N15,N41/08
12201	26	N48/07;N3,N4,N9,N31,N36,N38,N39,N42,N45,N47,N49,N50,N52/08	12333	35	40*;50/07;2,7,21,24,41,49/08	13260	40	49/07;2,7,P9,10,16,17,20,36,39,41,44,45,51/08;1/09	14045	1	N35/07;N15,N41/08
			12333	35	40*;50/07;2,7,21,24,41,49/08	13260	40	49/07;2,7,P9,10,16,17,20,36,39,41,44,45,51/08;1/09	14052	2	N20*;N38/08
12204	37	49/07*;5,16,31,38/08	12334	69	44*;45,49/08	13263	8	N40,N49,N50/07;N2,N7,NP9,N10,N11,N16,N17,N20,N29,N35,N36,N39,N41,N44,N45,N51/08;N1/09	14057	2	N20/08*
12205	31	8*;9,35,38,39,52/08	12335	42	19*;49/08				14058		N15,N41/08
12206	33	47/08*	12337	23	12,13,21,49/08				14060	1	N39/08
12207	21	28,35,50,52/08	12339	46	36/08*				14061	27	51/07;40/08;1/09
12208	13	39*;49,52/08	12341	26	52/07;12/08				14069	1	N37,N41/07
12210	38	27*;41/08	12342	23	50/07;13/08	13264	103	31/08**	14073	1	N38/08
12211	43	51/07*;4,23,45,47,50/08	12343	19	39/07;13,20,26,31,38/08	13267	34	2,7,16,20,26,29,30,36,44,45,46,51/08;1/09	14075	1	N41/07
12214	48	51/07*;6,30,42,50,52/08	12345	10	12,20,26/08	13270	63	42*;45/08	14076	1	N50/07
12216	28	24/08*	12346	11	20,26/08	13272	50	42/08*	14077	1	N50/07
12221	79	36*;41/07;3,5,9,13,26,27,28,35,39,43,46,49,51,52/08	12347	30	8/08*	13274	27	17,19,20,26,31,44,46,51/08	14078	1	N15/08
			12348	33	39/07				14081	21	40/07;14,38/08
12222	50	43*;49/08	12350	59	37,47,52/07;22,42,48/08	13275	31	30*;51/08	14135	2	38/08
12224	24	44/07;9,13,35,49/08	12352	32	8*;22/08	13276	22	9,31,51/08	14143	1	N11*;N18/08
12225	57	27*;42,45,46,51/08	12354	42	37,41/07;11,25,31,51/08	13277	22	9,31,51/08	14164		N22/08
12226	17	5*;30,31,35,45/08	12362	16	22,23/08	13278	26	44/07;20,31,41,43,44/08	14166	1	N15/08
12228	32	19*;31,42/08	12363	40	37/07;31,32,51/08	13279	32	44,45/08	14169	2	15/08
12230	63	40,48/07;8,13,18,27,31,36,41,45/08	12364	38	39*;41,51/08	13281	18	44/08	14174		N13,N20,N33/08
12231	27	6,13,18,31,36/08	12365	26	42,45/08	13282	11	20/08	14184		N13,N20/08
12233	37	40/07;8,13,27,41,45/08	12366	29	38*;51/08	13283	20	5*;31/08	14190	2	19,22/08
12235	32	27*;46,51/08	12367	24	42/08	13285	11	9,11,13,31/08	14191		N22/08
12237	27	23,26,27,39,51/08	12368	27	1,42/08	13286	30	44,50/07;2,10,36/08	14193		N48/07;N37/08
12238	39	41/07;2,5,9,13,16,22,26,27,28,43,51/08	12369	26	7,28,42/08	13288	42	42/07;5,12,21,29,36/08	14195	1	N11/08*
12241	22	17*;22/08	12370	20	43/08	13290	37	42/07;1,5,12,13,21,24,29,36/08	14196		N48,N50/07
12243	13	50/07;9,17,27,30,40,41/08	12371	24	42/07;43/08	13292	38	42/07;1,5,12,13,21,24,29/08	14197		N48/07;N21/08
12244	13	27/08	12372	34	11,16,22,25,31,46,51/08	13293	34	39,44/07;5/08	14198	1	N32/08*
12245	67	42/08*	12373	15	44/07;8,43/08	13297	11	5/08*	14202	29	48/07;37/08
12248	42	12*;21,40,46,50/08	12374	14	44/07*;25/08	13302	22	11,22/08	14209	1	N32/08*
12251	23	6,11,12,20,21,30,35,43/08	12375	21	44/07	13305	28	50/07;12,22/08	14211	1	N5/08*
			12377	14	44/07	13307	10	50/07;12,22/08	14212	1	N16/08*
12252	24	16,20,24/08	12378	14	44/07	13309	28	11,31,52/08;1/09	14213	1	N33/08*
12253	46	42*;47/08	12401	9	36/07*;5,13,14,21,29,48,49/08	13312	22	42,50/07;1,10,16,25,31/08	14214		N48/07
12254	47	19*;46,49,50,52/08	12402	10	47/07;14,22,42,48,49/08				14216	1	N47/08*
12255	17	48/08*	13000	1	N22*;N25,N31,N39,N41/08	13313	20	10/08	14217		N21,N37,N43/08
12256	15	39,40/07;3,16,26,30,39,46,50,52/08	13003	49	40/07;8,9,P9,10,11,12,16,17,20,21,25,30,31,35,36,37,38,39,41,49,50,51/08	13316	22	42/07;1,16,25/08	14218		N43/08
						13318	18	50/07;16/08	14220		N44/07;N37/08
12261	29	18,25,36/08				13322	9	50/07	14221	26	46/07
12263	55	40,48/07;17,18,30/08	13006	34	49/07;7,8,P9,10,12,16,17,18,20,25,29,30,36,39,41,44,45,50,51/08	13324	14	26,31/08	14254	1	N22/08*
12264	30	36/07*;20,41,45/08				13325	15	26,49/08	14322	4	30/08
12266	29	40,44/07;30,40/08				13					

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09**

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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.
14355	3	16/08	14924	28	17*,51,52/08	16200	14	41/07;12,17,27/08	17316	20	15,18,21,39,43/08
14357		N38/08	14925	23	24,32/08	16204	6	12,17/08	17317	20	40/08
14358		N42/07;N34,N38/08	14926	11	24,47/08	16206	8	9/08	17318	6	13/08*
14360	36	42/07;19,34/08	14927	25	24/08	16220	5	41/07	17320	18	19*,25,26,31,32,52/08
14361	1	N47/08*	14928	22	24,36,46/08	16240	10	15,17,22,27/08	17321	9	13/08
14369	1	N38/07*	14929	24	47/08	16300	9	18,34/08	17322	10	22/08
14372	2	39/08	14930	25	11,20,24,26,27/08	16322	8	30/08	17324	15	45,48/08
14373	2	19/08	14931	24	5,41/08	16363	12	16,52/08	17326	16	5*,52/08;1/09
14380	19	16/08	14932	23	8,21,27,30,31,37/08	16382	11	20/08	17327	23	36*,52/08
14384	4	38/07**	14933	24	4,6,29,40/08	16467	2	20,21,24/08	17328	7	39/07;11,18,19/08;1/09
14402	2	35/08	14934	29	17*,35,41,42/08	16471	11	9,21,24/08	17330	9	5/08*
14415	4	30,34/08	14937	24	4,6,11,41,51/08	16475	9	9,24/08	17333	9	51/07*
14757		N20/08	14938	24	36/08*	16476	10	13/08	17336	9	16,26/08
14759	1	N6/08*	14942	26	13,38/08	16480	11	49/08	17337	9	18,23,25/08
14773	17	18/08	14961	12	21,29,30,32,33,43,49/08	16520	23	39*,49/08	17339	12	41/07*;12,13,19,22,24/08
14777	1	N46/08*	14962	20	13,15,21,38/08	16522	6	12,20/08	17341	9	36/07*;25/08
14786	13	39/08	14963	20	30,32,38/08	16528	17	36/08*	17360	35	31*,52/08
14800	10	7/08	14964	21	46/08	16529	15	12,18,40/08	17365	12	16/08
14804	24	7/08	14965	21	20,28,29,42/08	16530	6	8,12,18/08	17368	7	32,34,37/08
14805	24	33,39/08	14966	27	6,25,28/08	16531	7	13,15,16,19,20/08	17372	11	4,20,26,28,34/08
14813	21	30/08	14967	23	36/07*;29/08	16535	12	52/08	17375	21	27,31,42,50/08
14814	25	9,32/08	14968	28	12,43/08	16540	12	11,16,17,19,20,21,22,24,27,28,30/08;1/09	17376	8	38/08*
14815	23	3,45,46/08	14969	22	30,46/08	16549	15	15,17,19,20,21,22,28,30,32,36,44,50/08	17382	17	18,21/08
14820	21	10,11,15,18,44/08	14970	26	4,20,31,32/08	16551	10	27/08*	17384	9	36/08*
14822	32	21/08	14972	26	29,33/08	16553	6	39*,42/08;1/09	17385	16	12,18,19,28/08;1/09
14825	25	10,18/08	14973	27	25/08	16556	5	19,24/08	17386	4	31/08
14826	27	10,11,18,28,33,37/08	14974	24	9,14,15/08	16566	11	44/07*	17400	17	4,6,9,12,15,17,18,19,20,21,22,24,25,31,34,36,52/08
14829	6	10,11,14,15,18,19,37/08	14975	35	7*,50,51/08	16568	13	39/07	17401	12	19/08
14830	32	36/07*;9,11,28,37,42,49/08	15000		N36/07	16576	4	24,28/08	17402	11	19,52/08
14832	34	21,47/08	15002	1	N16/08*	16580	14	13*,18,21,30,32,34,39,40,43,44/08	17403	14	19/08
14833	26	21,47/08	15007	1	N41/08*	16587	1	39/07;39,40,43,44,47/08	17404	14	50/08*
14835	32	19,22,46/08	15010	1	N46/07*	16590	11	44*,48/07;18,21,30,32,34/08	17405	16	51*,52/08
14837	28	18/08	15011	2	16/08**	16591	9	16/08	17406	7	8,17,19,21,22,27,36,52/08;1/09
14839	36	11,30,51,52/08	15014	1	N42/08*	16592	10	15,18,34/08	17410	1	N40/08*
14841	29	38/08*	15018	3	36/07;36/08	16593	11	14,19/08	17411	1	N42/08*
14842	15	21*,42,44/08	15025	1	N42/08*	16594	13	31,44/08	17412	2	40/08**
14843	23	46/08	15027	1	N46/07*	16595	15	14,26,31/08	17413	2	42/08**
14844	32	9,10,11,44/08	15032	1	N34/08*	16596	12	14,26/08	17414	3	42/08**
14846	13	10,11,13,15,28,42,44,46/08	15036	1	N46/07*	16598	10	30/08	17415	1	N42/08*
14847	31	13/08	15038	1	N33/08*	16601	11	31/08	17416	3	41/08**
14848	58	49/07*;27,46/08	15041	16	41/08**	16606	11	31,40/08	17417	1	N41/08*
14850	53	7,40,43,46/08	15043	3	30/08	16640	24	41/07;31,32,40,42/08	17418	1	N43/08*
14852	46	12,14,22,41,45,49/08	15044	4	19/08	16645	18	41/07;16,27,31,40,42,52/08	17419	1	N41/08*
14853	17	25*,27,40,43,45/08	15061	3	42/08**	16646	13	5*,31,37/08	17420	28	4,16,18,19,48/08
14854	14	4,46/08	15072	4	42/08**	16647	3	41/07;27,31,40,42,52/08	17423	14	50/08
14860	36	8,13,16,18,32,37,44/08	15074	1	35/07	16660	30	48/07;12,15,18,20,21,28,29,30,32,36/08	17424	8	49/08
14862	28	13,16/08	15080	1	46/07**	16661	6	21,32,40/08	17426	15	22/08
14863	31	4,5,12,13,37/08	15083	6	40/08	16662	8	44/07*;30,32,36/08	17428	10	13,28/08
14864	26	13,36/08	15140	7	1/09	16663	8	48/07;12,15,18,20,28,29,30,32,36/08	17430	11	4,13/08
14865	16	4,6/08	15160	5	34/08**	16665	9	48/07;12,20,28,29,32/08	17433	11	17/08
14867	26	12,15,29,51,52/08	15163	2	36/07	16680	11	36/08*	17434	13	27,28,30/08
14869	26	36/08	15300		N24/08	16681	10	32/08	17444	4	32/08**
14872	3	1/09**	15313	1	46/07**	16682	17	32,40/08	17446	1	N23/08*
14873	2	20/08	15449	1	N1/09*	16683	11	32/08	17448	1	N32/08*
14874	2	20/08	15460	1	N47/08*	16700	30	8*,13,18,21,23,25,40,42,44/08	17451	1	N41/08*
14875	2	44/08	15560	1	N48/08*	16701	22	5/08	17460		N12,N42/08
14876	1	N1/09*	15563	1	N20/08*	16702	22	13*,21,40/08	17465	4	41/08**
14880	32	8,31,45/08	15565	1	N11/08*	16703	13	21,40/08	17472	4	12,32/08
14881	32	12,31,41/08	15566	1	N16/08*	16705	20	41/07*;36/08	17480	4	12,32,51/08
14882	35	10,12,14,29/08	15570	1	N32/08*	16706	10	36/08	17482		N12,N29,N32,N42/08
14883	43	11,49/08	15870	1	N5/08	16707	12	41/07;23,28,30,31/08	17485	4	51/08
14884	39	4/08	15880		N5/08	16708	26	39,41,44/07;15,16,18,23,24,28,29,30,31,34,40,52/08	17494	1	N24/08*
14885	21	36,49/08	15885	1	N11/08*	16709	24	42/08*	17497	1	N1*,N10/08
14886	11	42/08	15899	1	N11/08*	16710	17	48/07;18,23,29,40/08	17499	1	N35/08
14901	15	5,7,8,24,28,30,32,39,41,43,45,50/08	15900		N5,N21/08	16712	15	18,20,25/08	17500	1	N42/08
14902	29	5,7,8,22,44,50/08	15919		N5/08	16715	16	30/08	17501	1	N1/08*
14903	24	47/08*	15925		N11/08	17003	4	38/07;3,26,32,38,43/08	17503	4	24/08**
14904	26	4,6,10,12,24,27,28,32,43,49/08	15926		N50/08	17005	10	10,23,24,26,43/08	17511	1	N12/08
14905	31	5,24,27,30,43/08	15927		N5,N11/08	17007	1	N40/08*	17514	1	N10,N17,N43/08
14906	24	4,5,12,13/08	15934		N11/08	17008	12	40/08**	17520	2	N41/07
14907	26	9/08	15953		N27/08	17030	31	11,21,22,29,32,34,39,43/08	17525		N23/08
14908	18	5,7,23,26,31/08	15954		N5,N21/08	17302	18	17/08	17543	17	1/08**
14909	20	9/08	16003	17	44*,49,50/08	17303	10	13,17/08	17546	22	26/08
14910	23	13,25,28/08	16004	12	11,50/08	17311	1	22,29/08	17549	6	26/08
14911	21	8,37,44,52/08	16005	10	51/07*;49,50/08	17312	2	26,28/08	18000	8	15,23,26,34,52/08
14912	17	5,9,50/08	16006	35	27*,37,49/08	17315	24	15,30,42/08	18002	7	N50*,N51/07;N15,N23,N26,N34,N50,N52/08
14913	19	22,27/08	16011	37	52/07*;11,17,19,49,50/08				18003	20	8,10,22,24,30,32,38,42,43,48/08
14915	25	10,31/08	16012	22	4,27,28,42,43,49/08				18005	5	N49/07*;N7,N13,N18,N23,N34,N35,N50,N52/08
14916	10	15,20,49/08	16013	30	41/07;18,19,20,21,26,27,28,29,40,44/08						
14917	24	9,49/08	16016	21	49/07*;41/08						
14918	27	15,20,25,49/08	16045	7	50/08						
14919	28	9,10,14,15,28,32,40/08	16063	7	37/08						
14922	19	29,38/08	16082	7	50/08						
			16085	6	49/08						
			16101	6	50/08						

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18006	4	N41/07*;N23,N34,N52/08	18480	31	10,17,33,38,43,50/08	18754	17	43/07;51/08	21401	20	52/07
18007	32	48,51/07;7,8,10,18,22,24,26,30,31,32,34,38,43/08	18484	12	33/08	18755	10	26/08	21500	1	45,47/07;18,46/08;1/09
18008	8	N41/07*;N7,N8,N10,N18,N24,N26,N30,N31,N34,N38,N41,N43/08	18485	16	10,17,33,43,50/08	18756	8	38,39/08	21560	33	47/07;18,46/08;1/09
18009	3	N49*;N51/07;N7,N13,N18,N23,N34,N35,N49,N51/08	18500	30	32*,42,43/08	18757	11	9/08	21562	14	44/08
18010	21	51/07;4,7,13,18,23,24,34,35,50/08	18502	86	35/07;3,10,43/08	18758	6	28/08	21563	3	44/08
18013	2	N46/07;N19,N32/08	18504	66	5,10,32,43/08	18760	7	N43*,N51/07;N25,N26,N32,N39,N50/08	21580	40	47/07
18020	38	47*,51/07;7,13,15,24,26,31,32,34,35,38,50,52/08	18520	26	50/07;17,24,34,40/08	18761	3	N6*,N15/08	21602	1	20/08
18022	35	43,51/07;7,9,13,15,23,25,26,32,33,34,35,38,39,50,52/08	18521	73	23*,28,32,38,48,49/08	18762	15	15/08	22000	16	17,18,19,43/08
18034	2	N18*,N38/08	18523	56	14,15,24,32,38,42,43,49/08	18763	10	15/08	22004	38	18,19,24,26,39,42,52/08
18400	47	35,38/07;3,10,17,20,23,31,32,33,35,43,47,50,51/08	18524	36	42/07;14,17,32,42,49/08	18765	16	51/07;26,30,41/08	22008	35	15,22,39,40,52/08
18401	12	42/08**	18525	35	15,32,38,42,45,49/08	18766	7	51/07;50/08;1/09	22012	31	26/08
18402	22	43/08**	18526	58	15,32,38,42,43,49/08	18767	5	N43*,N51/07;N26,N30,N50/08;N1/09	22016	28	8/08
18404	1	N42/08*	18528	11	36/08*	18769	3	N18*,N26/08	22040	1	4,47,52/08
18408	4	42/08**	18531	22	1,15,17,38,42,44,49,52/08	18772	48	21,30/08	22050	4	36/07;18,24,26,27,33,41,47/08
18409	8	40/08**	18532	21	12,17/08	18773	41	48*,49/08	22052	7	45/07;43/08
18412	10	42/08**	18558	38	1/08	18774	11	9,41/08	22081	1	36/07;27,47/08
18421	49	18*,20,23,27,35,42,47,51/08	18561	12	17,24,34,40/08	18775	3	N18/08*	22082	5	36,40/07;26/08
18422	1	N43/08*	18580	22	45,48,50/07;8,17,24,34,40,48/08	19002	10	N42,N45,N47/07;N5,N12,N13,N25,N33,N34,N35,N39/08	22083	6	40/07;26/08
18423	36	37/07*;3,10,14,17,20,23,27,29,31,33,34,35,47,51/08	18581	18	50/08*	19004	38	36,42,45,47/07;5,13,15,24,25,31,33,34,39,51/08	22090	2	18,19,22,27,42/08
18424	27	35/07;3/08	18583	39	35/07	19007	18	36,45,46/07;5,P10,13,17,21,24,33,41/08	22112	3	23/08
18427	23	35/07;17,20,31/08	18584	48	35/07;14,28,32,35/08	19008	5	18*,21,33,41/08	22113	8	23/08
18428	9	31/08	18587	70	45,48,50/07;5,8,14,22,28,30,32,33,36,38,49/08	19010	19	42,45/07;24,25,31,32,33,34,39,51/08	22120	3	18,22,26,27,39,40,41,52/08
18429	10	35/07;10,17/08	18588	37	14,17,28,38/08	19013	18	42,45/07;P10,13,17,19,21,31,32,33,34,39/08	22121	9	20,26,41/08
18430	8	35/07;8,20,23/08	18589	16	51/07*;34/08	19016	12	24*,41/08	22122	2	41,52/08
18431	7	35/07;20,23,51/08	18600	14	3,46,48/08;1/09	19019	11	24*,42/08	22126	1	20/08
18432	6	47/08	18601	14	28,35/08	19022	12	24/08*	22130	2	26,39,40/08
18433	6	20,27,47/08	18602	12	28/08	19020	17	17*,24,34,51/08	22138	3	19,26,41/08
18434	7	23/08*	18603	16	37,46/08	19016	12	24*,41/08	22140	2	40,52/08
18435	1	N41/07	18605	12	3,7/08;1/09	19019	11	24*,42/08	22142	2	26,40,52/08
18437	1	N42/08*	18620	23	7,24/08;1/09	19022	12	24/08*	22143	4	20,27,52/08
18438	1	N40/08*	18622	54	46/07;4,40,41/08	19320	17	17*,24,34,51/08	22160	2	39,52/08
18439	1	N42/08*	18640	25	36,49/07;4,7,18,33,40,43,45/08	19324	22	31/08	22170	3	15,22,26,39,42,52/08
18440	29	49*,50/07;5,12,14,17,23,27,29,30,31,32,33,34,38,40,41,46,48,49/08	18643	17	33,39,40/08	19327	11	1,24,34,51/08	22172	8	15,40,52/08
18441	46	8*,14,23,29,30,33,34,39,40,41,48,49/08	18645	26	47*,51/08	19330	11	47/08	22173	36	15,22,39,40/08
18443	16	17/08	18647	15	49/07;7,43/08	19331	7	24/08	22181	17	26,27,42/08
18445	32	47*,50/07;3,5,10,12,17,22,23,27,29,30,31,32,33,34,38,39,40,41,44,45,46,48,49/08	18648	5	N43,N45/08	19339	2	N42,N43,N45/07;N13,N15,N25,N27,N28,N31,N33,N34,N39,N51/08	22182	7	14,26,40/08
18446	17	5,39/08	18649	65	36,39,49,51/07;4,11,19,28,29,32,33,35,36,39,47,48,52/08	19340	27	19*,27,28,34,39,51/08	22183	4	52/08
18447	29	28*,31/08	18650	55	7*,11,19,28,29,32,35,36,39,47,48,52/08	19347	18	41,45/07;4,25,28,31,34/08	22190	2	14,41/08
18448	34	35,50/07;3,10,12,17,22,23,30,32,34,39,46,48/08	18651	44	43/07;15,19,28,32,48/08	19348	8	47/07;4,31/08	22311	19	14/08
18449	18	10,22,23,30,33,39,40,46,49/08	18652	34	45*,49,51/07;2,4,11,15,19,20,24,26,29,31,32,35,36,37,39,47,48,52/08	19351	10	28,35,39/08	22312	2	14,17/08
18450	18	33,39,40/08	18653	10	49,51/07;28,32,48/08	19353	12	35/08	22314	1	17/08
18452	16	10,30,38,39/08	18654	44	12*,31/08	19357	24	36*,51/08	22331	2	N9,N18/08
18453	25	47*,50/07;12,31,49/08	18655	59	33/08	19359	12	36/07*;15,27,29,51/08	22335	4	9,12,18/08
18454	5	N12,N17,N30/08	18656	55	36/07;2,4,15,20,26,37/08	19360	1	N13,N36/08	22341	9	12,18/08
18455	2	N41/08	18657	19	2,4,15,37/08	19362	13	36/07;28,31,36/08	22342	9	10,18/08
18456	20	3,32,45,48/08	18658	31	44*,51/07;2,4,15,20/08	19366	37	14,39/08	22343	1	N12,N18/08
18457	10	12/08	18659	15	36,46/07;26,46/08	19367	39	28/08*	22345	11	12/08
18458	16	50/07;3,41/08	18660	3	35,51/08	19369	6	42/07;14,22,51/08	22347	6	N10,N18/08
18459	5	N3/08	18661	29	26,51/08	19379	2	N38*,N42,N46/07	22351	1	N12/08
18460	13	10,17,33,43,50/08	18662	21	46/07;7,34,39/08	19380	15	29,30/08	22352	6	9,18/08
18461	1	N17,N20,N27,N47/08	18664	12	46/07;7,34/08	19381	8	46/07;29,30/08	22360	2	9/08
18464	25	35/07;14,29/08	18666	1	46/07;20,26/08	19383	17	30/08	22370	2	9,11/08
18465	38	28/08*	18680	31	36,49,51/07;7,13,33,35,49,51/08	19387	10	N18*,N29,N30/08	22371	5	11/08
18466	1	N26/08	18685	33	51/07;4,13,40/08	19388	3	N50/07*	22373	1	N11/08
18467	2	N16/08*	18686	13	51/07	19401	9	P10,17,42/08	22379	1	N11/08
18468	18	23/08	18700	22	26,34,52/08	19402	7	P10,17,42/08	22381	1	N12/08
18471	11	5*,14,29/08	18703	25	26,40,44/08	19421	8	P10,17/08	22395	2	12/08
18472	1	N43/08*	18720	33	38*,42,44/08	19441	8	P10,17/08	22401	1	N12/08
18473	8	5,17,29,32,39,41,48/08	18721	11	4,38/08	19442	6	47/07;P10,17/08	22405	6	18,19/08
18474	8	50/07;10,12,22,23,30,32,33,34,39,40,46,49/08	18724	1	46/07;21,26,38,40/08	19461	7	P10,17/08	22408	1	N10/08
18475	1	43/08**	18725	29	44*,47/08	19480	9	P10,17/08	22409	4	N10,N18,N20/08
18476	5	50/07;3,29,41/08	18727	12	38/08	19481	11	P10,17/08	22410	32	10,12,14,19/08
18477	5	29,32,39,41,48/08	18728	9	39/07;4,38/08	19482	9	P10,17/08	22413	1	N18/08
			18729	13	38/08	19483	6	P10,17/08	22415	8	12/08
			18730	2	N15/08*	21005	5	32/08	22417	1	N12/08
			18740	42	43,51/07;4,9,15,24,26,30,32,37,38,39,40,41/08	21011	5	32/08	22418	2	11/08
			18741	19	N49*,N51/07;N9,N15,N26,N32,N41,N50/08	21014	72	14,32/08	22421	4	N10,N12/08
			18744	32	43,46,49/07;11,26/08	21017	50	14,19,24,26,32/08	22423	3	N1/08
			18746	37	40*,43/07;9,24,31,37,39,41/08	21020	42	19,24,26,32/08;1/09	22425	2	10,11,19/08
			18748	1	46,49/07;11,30/08	21026	47	19/08	22427	1	N10,N18/08
			18749	42	44*,48/08	21033	46	36,47/07;4,18,24,26,27,33,41,46,47/08;1/09	22429	1	N11/08
			18751	45	51/07*;7,25,33,35,36,39,40,42,44/08	21036	7	45,46,47/07;19,41,43,46,47/08;1/09	22430	6	11,12,17,19/08
						21120	27	17/08	22433	3	11,12,17,19/08
						21122	5	1/09	22434	2	12,19/08
						21140	1	51/07;32,50/08;1/09	22436	2	17/08
						21200	1	14/08	22437	2	17/08
						21301	13	14,20/08	22471	31	8/08
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SECTION I

NM 1/09

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09

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.
22524	2	18/08	24510	2	35,37,41,50,52/07;4,7,8,9,10,15,19,36,41,52/08	27163	21	30/08	35243	5	37/07**
22526	3	28/08	24511	2	52/08	27183	8	28/08	35248	7	38/07**
22528	3	28/08	24517	2	37,51/07;8,43/08	28004	1	35/07;14,24/08	35268	3	38/07**
22529	3	28/08	24531	4	20/08	28006	1	15,42/08	35275	2	38/07**
22547	3	18/08	25001	7	4,31,44,48/08	28050	3	37/07;42/08	35303	7	29/08
23000	5	8/08	25017	6	N47/07;N23/08	28168	23	16/08	36000	1	N39,N40/07;N4,N11,N24,N38,N50/08
23030	6	4,14/08	25018	9	47/07;23/08	28190	2	14/08	36001		N40/07;N27,N40,N52/08
23071	3	28/08	25400	2	36/08	28210	2	14/08	36002		N39/07;N24,N27,N38,N50/08
23122	8	49/07;28/08	25480	1	47/07	28220	2	14/08	36005	2	38,40,47,51/07;5,30,40,52/08
23128	4	N49/07;N28/08	25485	45	50/07;P9,17/08	28263	3	33/08	36006	1	N40/07;N24,N38,N39/08
24000	39	14,31/08	25487	2	P9,17/08	28320	6	52/08	36007	1	N38,N39/08
24004	36	3,17,18,44/08	25521	35	16/08	28323	2	52/08	36008	1	N39/08
24008	42	17,18/08	25524	43	14,18/08	28325	2	52/08	36013	1	N4,N50/08;N1/09
24028	6	32,43,44/08;1/09	25526	2	18,30/08	29107	2	16/08	36014	1	N39/07;N11,N50/08;N1/09
24050	11	4,14,20/08	25527	31	14/08	35000	26	40,41/07;24,40,52/08	36016	1	N39/07;N50/08
24052	16	28/08	25528	5	16,17/08	35001	1	N11,N51/08	36017	1	N11,N50/08
24055	6	20,28/08	25550	2	30,31/08	35003	1	N4/08	36020	1	N1/09
24057	5	4,14,18,24/08	25563	50	30/08	35005	1	N21/08	36025	1	N40/07;N24/08
24060	2	14,28/08	25600	47	12/08	35006	1	N4/08	36027	2	N16/08*
24080	5	3,28,31/08	25607	4	33/08	35008	21	36,41/07;14,21,40/08	36028	2	N16/08*
24091	6	3,31/08	25608	22	11/08	35011	2	8/08**	36030	1	N1/09
24092	14	3,31/08	25609	5	12/08	35013		N40/07;N21/08	36032		N39/07
24100	5	3,31/08	25613	3	38/07;11/08	35014	2	N27*,N50/08	36033		N39,N40/07;N24,N27/08
24120	9	31/08	25640	42	47/07;12,15,22/08	35015	2	N10/08*	36035		N1/09
24122	2	20/08	25641	27	12,14,29/08	35017	2	N32/08*	36037		N1/09
24130	14	3/08	25645	18	18,49/08	35018	1	N37/07*	36044	1	N1/09
24140	18	44/08	25649	19	12,13,16/08	35019	2	N6*,N40/08	36045		N4/08
24142	43	40/08	25650	34	12,15/08	35020	1	N40/08	36048		N27/08
24150	27	15/08	25668	20	1/09*	35022	3	16/08**	36049		N21/08
24153	6	42/08	25670	43	27,45/08	35023	3	37/07**	36050		N21/08
24154	12	42/08	25671	18	47/07;15,16,22/08	35024	2	N39,N40/07;N24,N27,N38,N50/08	36051		N21/08
24155	6	42/08	25673	16	16,19/08	35025	1	N47/08	36120	9	44/07**
24160	21	17/08	25675	9	15,16/08	35027		N4,N47/08	37000	22	40,41,44/07;30/08
24161	11	52/07;15/08	25677	20	16,44/08	35028	1	N52/08*	37001		N21/08
24162	9	52/07;15/08	25681	17	51/07*;43/08	35034		N47/08	37003	1	N21/08
24170	14	17/08	25683	18	19,24,44/08	35035	1	N52/08*	37004	2	N10/08*;N1/09
24171	19	3/08	25700	3	47/07;15,16,22/08	35037	1	N52/08*	37005	17	37*,40,49/08
24172	4	3/08	25723	40	23/08	35045	1	N1/09	37008	2	N27/08*;N1/09
24180	15	18,20/08	25724	3	23/08	35046		N40/07	37009		N21/08
24210	14	52/07;18/08	25800	3	24/08	35048		N27,N51/08	37010	24	32*,35,49/08;1/09
24211	8	52/07	25803	16	29/08	35049		N4/08	37011		N39/07;N25,N45/08
24293	6	52/07;31/08	25848	25	24/08	35050	1	N50/08	37012	1	N39/07
24294	23	52/07	25849	13	24/08	35052		N4/08	37013		N39/07
24380	2	30/08;1/09	26001	4	24,48/08	35054	1	N46/08*	37014		N39/07
24388	2	30/08;1/09	26050	1	15,52/08	35055	1	N10/08*	37015	1	N25/08*
24390	3	32/08;1/09	26060	1	18/08	35056	1	N11,N51/08	37017	1	N39/07
24400	1	32,43/08	26068	11	11,16/08	35057	1	N51/08	37018	1	N39/07
24404	9	35,36/08	26081	8	52/07;4,51/08	35058	1	N51/08	37019	1	N38/08*
24405	10	35,36/08	26083	14	36,37/07;21,22/08	35059	1	N11/08	37020	2	N38/08*
24406	31	N31*,N43/08	26127	21	42/08	35061	2	N6/08*	37021	1	N16/08*
24408	21	35/08	26147	31	52/08	35062	2	N49/08*	37025	26	45,47/07;31,35,52/08
24410	2	32/08	26150	1	24/08	35073	2	N6/08*	37026		N38,N40/07
24430	5	51/07;4,23,42/08	26184	4	21/08	35074	2	N6/08*	37027	1	N4/08
24431	14	51/07;4/08	26186	17	21/08	35075	2	N6/08*	37028		N40/07;N1/09
24433	3	4/08	26224	32	24/08	35078		N10/08*;N1/09	37030	1	N35/08
24441	3	40/07	26230	12	51/08	35089	1	N1/09	37032	2	45/07;6,7,32/08
24450	3	40/07;24,42/08	26244	3	30/08	35091	2	N6/08*	37033	2	11,20,32,33/08
24453	5	24,31,41/08	26259	2	30/08	35092	2	N6/08*	37034	2	52/07;20,33/08
24454	5	24,41/08	26282	7	N20,N33/08	35093	2	N52/08*	37037	1	N50/08
24460	4	22/08	26295	1	20,33/08	35094	1	N38/07*;N1/09	37038	1	N26*,N50/08
24465	6	17/08	26308	5	20,33/08	35095	2	N7/08*;N1/09	37039	2	N52/08*
24469	1	45,46/08	26310	1	N20,N33/08	35104	2	N7/08*	37050	9	8,52/08
24470	4	24,28/08	26312	2	33/08	35108	1	N38/07*	37051	1	N52/08*
24471	9	24,28/08	26313	4	N20,N33/08	35109	1	N4/08	37052	2	N7*,N50/08
24480	1	41,51/07;4,8,28,41,42,48,52/08	26314	6	N33/08	35111	1	N38/07*	37053	1	N7/08*
24485	1	21*,47/08	26315	1	N28/08	35113	2	N7/08*	37055		N39/08
24486	1	21/08*	26316	3	33/08	35119	2	N39,N40/07;N11,N50/08	37057	2	N8*,N50/08
24490	3	41/07;1,42,48,52/08	26320	5	23,42,46/08	35121	1	N29/08	37058	2	N8/08*
24491	3	41,50,52/07;1,5,42,47,52/08	26327	2	N46/08	35122	1	N29/08	37062	2	N52/08*
24492	21	N45*,N47/08	27005	4	35/07;20,46/08	35123		N29/08;N1/09	37066	4	N16/08*
24500	1	36,41,52/07;1,4,22,24,25,26,28,31,42,47,48,49,52/08	27040	5	28/08	35124	1	N42/07*	37067	5	N21/08*
24501	3	52/07;42/08	27042	21	29/08	35125	2	N46/08*	37075	3	25/08**
24502	6	36,40,41,52/07;4,21,22,24,25,26,28,31,42,47,48,49,52/08	27060	2	20,28/08	35126	1	N11/08;N1/09	37080	3	47,51/07;16,32/08
24504	7	41/07;36,41,52/08	27080	4	35/07;28/08	35127	1	N40/07;N11/08;N1/09	37087	7	26/08**
24507	1	35,37,41,50,52/07;7,8,9,10,15,19,36,41,52/08	27081	6	37/08	35128	1	N40/08;N1/09	37090	8	16,32/08
24508	3	35,37,40,50,52/07;1,4,7,9,10,19,36,41/08	27082	6	24,37/08	35129	1	N39/07;N39,N40/08	37091	1	N26*,N38/08
24509	2	41,50/07;1,7,8,10,15,19/08	27083	39	51/08	35131	1	N40,N44/08	37095	3	5,16,32/08
			27084	4	24/08	35132	1	N4/08	37103	9	38/07;30/08
			27085	66	N49/08*	35147	1	N24,N27,N50/08	37104	4	N38/08*
			27120	4	14/08	35148		N3/08	37106	4	30/08
			27122	5	37/08	35151		N3/08	37110	11	38,40/07;5,P18,26,30/08
			27141	5	40/07;25,43/08	35172	2	N8*,N11/08	37111	1	5/08
			27160	2	28,30/08	35180	6	49/08	37112	1	4,5/08
			27161	4	28,30/08	35220	10	37/07**	37115	2	38,40/07;4,5,30/08

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NM 35/07 THROUGH NM 1/09

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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.
37120	3	37,38,40,45,47/07;P18,26/08;1/09	43126	4	1/09	44084	1	40,42/07;41,42,43/08;1/09	51167	7	N1/09*
37121	11	38/07	43140	4	36,42,51/07	44100	7	36,38,40,45,47/07;9,10,11,17,42/08;1/09	51168	2	42/07;35,38/08
37125	15	45/07;P18,22,26/08;1/09	43143	4	50/07	44120	7	35,40,45/07;31,42,43,44/08;1/09	51260	4	36/08
37140	33	38,40,44,45/07;7,P18,22,26/08;1/09	43145	4	46/08	44140	8	9,17,30,31,43,44,48,51/08	51261	23	9,40,44/08
37162	12	35,37,39,40,43,52/07;8,P9,17,P18,26,35/08	43147	3	36/07	44160	7	41,45/07	51263	23	40,41,44/08
37163	20	N31/08*	43150	3	N43/08*	44161	2	43/07	51280	8	10/08
37164	4	39/07	43160	6	36/07	44164	1	39,41,43/07	51341	23	5,7,9,28/08
37165	3	43,46,51/07;10,29,35,38,43,49/08	43166	2	4/08	44165	1	39,43,49/07	51344	2	36/08
37166	3	37*,50/08	43201	2	N4/08	44179	2	44/07	51380	5	14/08
37200	15	35,51/07;31,34,43,49/08	43240	4	40,43/07	44180	6	46,49/07	51420	5	3/08
37202	3	N25/08*	43247	5	43/07;46/08	44181	5	46/07	51440	4	3/08
37205	2	43/08	43260	4	43/07	44182	4	45/07	51601	9	N1/09*
37221	14	33*,38,39/08	43261	5	43/07;44/08	44183	6	46/07	52031	1	25/08
37222	13	35,36,46,48/07	43262	5	44/08	44184	9	44,45,46,49/07	52039	4	52/07;5,8/08
37223	14	43,46,48,49/07;35,36/08	43263	7	38/07	44185	7	44,46/07	52040	18	52/07;8,30/08
37224	11	41,47/07;37/08	43264	2	44/08	44187	2	45,46,47/07	52043	21	8,32,37/08
37226	18	N36*,N39/08	43265	2	38/07	44188	6	46/07	52047	11	35/07;7,11,30,40/08
37228	14	39/07;29/08	43280	5	50/07;44/08	44189	9	44,45,46,49/07	52051	1	35/07;12,28,30/08
37229	15	10,39/08	43281	6	38,43,50/07	44192	1	45,48/07	52052	2	N33*,N42/08
37230	14	10/08	43283	6	43/07	44193	1	44,51/07	52061	2	6,8/08
37231	18	35,39/07;28,29,38,39/08	43284	4	4,44,49/08	44200	9	49/07	52080	14	31,36/08
37232	13	N33/08*	43285	5	50/07;42,44/08	44201	4	44/07	52082	3	19,36/08
37234	13	39/07;28,29/08	43287	2	43/07	44202	2	46,52/07	52083	2	18/08
37238	6	39/07;3,8/08	43301	4	36/07	44205	2	46,52/07	52084	2	12,19,31,33,36/08
37241	18	36,43,52/07;P9,17,P18,26,35/08	43302	4	36,42/07;11/08	44206	1	52/07	52085	3	12,35/08
37242	11	41,44,49/07;11,P18,26,35/08	43303	4	37,39/07	44220	5	37/07	52086	2	12,18,34,36,37/08
37244	11	35,36,40,41,43,45,52/07;4,8,P9,17,P18,26,35/08	43304	2	36,39,42/07;11/08	44221	1	37,40/07	52087	2	N31/08*
37246	15	36,38,47,49,51/07;1,9,11,15,35/08	43320	5	11,45/08	44222	1	41/07	52088	3	19,31,36/08
37248	19	47,51/07	43321	6	36,37/07;10,52/08	44224	1	37,46/07	52117	1	28,30/08
37261	10	5/08	43322	6	N25/08*	44240	8	41/07	52118	1	28,30,35/08
37320	16	51/07;6,52/08	43323	4	4,45/08	44286	1	37,46/07	52119	1	30/08
37325	9	N36/08*	43324	4	36,37,43/07	44288	1	37,46/07	52120	12	12,28/08
37328	2	51/07;6/08	43360	21	36/07;34,40/08	44281	2	40,42/07	52121	9	30/08
37330	2	47/07;8,52/08	43363	5	36,42/07	44282	1	48/07	52122	16	N29*,N34,N37/08
37342	3	40/07;39/08	43364	6	N17*,N52/08	44283	2	42/07	52125	1	28/08
37343	10	39,41/08	43366	5	36/07	44285	1	37,46/07	52126	1	N25*,N28,N34,N37/08
37344	11	39/08	43368	6	39/07	44286	1	37,46/07	52140	6	11,31,36,38/08
37360	15	40,51/07;39/08	43369	6	39/07	44319	2	38/07;46/08	52141	5	35,37/07;38/08
37362	6	4,24,31,35,38,40/08	43370	7	39/07	44320	4	39,41,44,51/07;45,48/08	52142	3	31/08
37363	8	24,30,31/08	43371	13	37,39/07;49/08	44340	12	20*,41,45,46,47/08	52143	8	11/08
37367	1	24/08	43372	4	39/07	44341	7	45/08	52144	5	42/07;18,36/08
37380	2	24,31,35,38,52/08	43374	1	37,39/07;49/08	44352	3	N45,N46,N47,N48/08	52160	7	10,19,51/08
37400	10	48/07;8,35,40,43,52/08	43375	7	40/08	44360	10	20*,47/08	52164	2	19/08
37401	9	48,50/07;8,40,43/08	43379	1	38/07	44361	6	4,41,42,46/08	52165	2	19/08
37402	8	N42/07*;N43/08	43384	1	39,41,43,51/07	44365	1	48/08	52170	3	41/07;26,43,51/08
37403	23	16/08	43385	1	39/07;40/08	44400	4	44,45,47/07;45,46,48/08	52180	14	41/07;10,20,26,47,52/08
37420	1	45,48/07	43386	2	39/07	44401	7	45,46/08	52183	9	9/08
37441	4	6,17/08	44000	16	43/08	44420	6	41/07;48/08	52186	3	9/08
37443	2	6,7/08	44001	2	39,41,49,51/07	44430	2	40/07;9,17,44,46,48,52/08;1/09	52200	8	22/08
37445	1	35/07;17/08	44015	8	35,36,39,40,49/07;30,43,44,45,48,51/08	44444	6	45,48/08;1/09	53011	2	41/07;6,7,9,10,20,22,26,35,38,43,47/08
37446	3	N17/08	44030	7	49/07	44461	10	42/07;9,17,31,33,42,44,45,48,52/08;1/09	53031	1	42,51/07;5,6,14,16,18,24,33/08
37481	7	15,28/08	44036	5	40/08	44462	4	40/07;29,45,52/08;1/09	53058	2	14/08
37501	4	N20,N30,N32,N33/08	44037	5	41/07	44463	9	29,42,43,48/08;1/09	53060	14	40,51/07;4,6,12,17,26,45/08
37505	2	20,30,32,33/08	44040	23	41/07;34,40/08	44465	2	40,42/07;9,17,31,33,42,43,44,45,48,52/08;1/09	53061	10	4,6,14,25,36/08
37506	4	9,19,32,33/08	44041	7	39,47,48/07;40/08	44481	2	43,48/08	53062	13	4,25,36/08
38030	1	P18,26,27,48/08;1/09	44042	8	N37,N47,N48/07	51002	7	10,27/08	53063	9	14/08
38528		N31/08	44043	8	48/07	51007	22	52/08	53064	6	51/07
38603	2	49,50/08	44045	6	37,45/07;9,17/08	51017	31	10,14/08	53065	2	51/07;5/08
38604	1	30,52/08	44046	10	36,41,47/07;31,34,45,49/08	51022	11	14/08	53066	2	51/07
38607	2	P18,26,30,49,51,52/08	44047	22	37/07;9,17/08	51041	3	10/08	53081	9	45/07;17,31,45/08
38610	1	P18,26,48,51/08;1/09	44048	11	37,41/07;1,9,17/08	51061	14	10,41,44,45/08	53082	14	45/07;9,15,25,45/08
38641	4	1/09	44049	10	N43/07*;N43/08	51062	28	41/08	53083	8	37,45/08
38650	1	48/08;1/09	44052	1	N45/08*	51064	2	9,45/08	53084	6	39,42,52/07;16,21,23,25,37/08
38670	2	27,48/08	44057	5	29,31/08	51081	10	9,11,41,46,49/08	53085	6	39/07;16,23,25,28,30,31,37/08
38681	3	51,52/08	44058	4	38/08	51082	7	9,11,49/08	53086	8	42,44,52/07;21,23,31,32,33,43/08
38683	3	48/08	44061	21	38/07;29,31,34,38/08	51100	7	52/07;5,6,9,14,18,51/08	53087	9	44/07;21,33/08
38690	2	27,48,49,52/08	44062	8	38/07	51103	10	6,8,9/08	53088	8	36/07;38,46/08
42742	3	39/08	44063	8	31,38/08	51104	1	6,8/08	53093	3	32/08
42760	5	39/08	44064	19	35,38,43,51/07;43/08	51109	5	9,52/08	53100	17	35,39,42,43/07;5,16,20,22,31,33,43,46/08
43000	4	35/08	44067	22	38/07;9,29,31,38/08	51120	6	10,51/08	53101	7	5,9,22,38,46/08
43030	24	35/07;34,44/08	44068	11	36,37,38,42/07;9,10,11,17/08	51135	1	9/08	53103	1	N13/08*
43040	6	49/08	44069	16	36,37,38/07;9,11,17,29/08	51142	2	10,41/08	53104	2	5,10,34,47/08
43041	2	49/08	44070	7	48/07	51143	4	10,41/08	53105	21	N25*,N42,N49/08
43080	4	36,37,51/07	44071	4	29/08	51144	3	10,41/08	53106	7	36,43/07;35,49/08
43081	4	36,37,43/07	44072	4	29/08	51146	3	51/08	53107	17	N35/07
43082	5	36/07	44073	2	29/08	51150	1	41/08	53108	3	49/07;22/08
43120	4	42,51/07	44075	4	29/08	51151	3	10,51/08	53110	1	45,47/07;6,14,40,42,48/08
43123	3	1/09	44076	3	31/08	51155	1	51/08	53111	4	40/08
43124	5	1/09	44077	4	29/08	51159	4	N38/08			
			44078	3	31/08	51160	21	42/07;8,19,35,52/08			
			44081	9	10,37/08	51163	4	35/08			
			44082	11	40/07;41,42/08;1/09	51164	18				

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09**

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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.
53120	14	5,11,14,16,18,22,24,33,46,49/08	54201	6	20/08	55085	9	36,49/08	61000	20	13,36,38,39,40,41/08
53122	3	5,22/08	54266	2	15,17/08	55100	8	41/07	61003	17	36,38/08
53123	3	22/08	54279	4	43,47,50/08	55101	5	35/07;45,46,47,49/08	61020	2	8/08
53125	2	20/08	54280	11	43,45,47,49,50,51/08	55102	4	41,45,49/08	61040	6	14,36,38,39,40,41/08
53130	1	5,13,14/08	54281	6	43,44,47,51/08	55103	3	N51/08*	61050	5	3*,39/08
53133	4	48/08	54284	1	45,47,51,52/08	55104	2	42,45/08	61051	8	N11,N20,N38,N39/08
53135	2	16/08	54286	4	48/08	55105	7	41/07	61060	6	11*,36,38,40/08
53141	5	7,15,26/08	54287	7	23,43,51,52/08	55110	2	40,48/07	61061	10	12,36,38,40,41/08
53147	3	11,16,18,24,46/08	54288	5	43,48,50,51/08	55120	2	40/07;45,46/08	61070	5	20*,38/08
53149	2	40/08	54289	8	11,43,47,48,49,51,52/08;1/09	55127	2	41/08	61071	10	N35/07*;N38/08
53160	14	7,11,16,21,22,24,46/08	54300	12	30,45,47,49/08	55128	3	N38/08*	61090	6	11*,12,14,36/08
53161	8	41/07;7,9,16,20,22,28,36,40/08	54301	4	45,47/08	55129	7	49/08	61091	6	N12,N14,N35,N39/08
53162	7	24,28,34,36,40,49/08	54302	1	30,45,49/08	55130	2	48/08	61092	14	N50/07*;N12,N35/08
53164	9	28,49/08	54314	2	40,45/08	55138	5	38/08*	61100	4	13,41/08
53166	1	35/07;20,26,36,38,48/08	54318	3	47,48/08	55139	5	39/07;35/08	61111	13	13/08
53180	10	7,9,10,22,35,38,40,41,43,52/08	54320	4	30,41,43,44,45,47,51/08	55141	1	38/08*	61112	10	13/08
53182	4	52/07	54321	2	47,49/08	55150	2	41/07	61140	5	36/08
53183	13	9,11,46,52/08	54322	8	40,43,45,46,47,51/08	55160	2	40/07	61141	7	35/07*;36/08
53184	5	46/08	54324	9	40,44,45/08	55170	2	39,40/07;35/08	61181	8	39/07*
53200	7	7,16,21,35,47,52/08	54327	4	46/08	55180	2	52/08	61211	8	N50/07*
53201	6	8/08	54329	4	50/08	55190	2	36,41,45,49/08	61212	3	N50/07*
53202	6	35/08	54330	2	46/08	55200	2	36,46/08	61310	2	52/07;1,45/08
53204	10	46/08	54332	3	47/08	55205	1	41,42,43,46,48/08	61311	6	15/08*
53205	3	46/08	54333	3	44,51/08	56011	1	41/07;10,21,26,43,47,51/08	61331	4	47/07
53206	7	N41/07*;N46/08	54334	3	41,49,50/08;1/09	56031	1	45/07;29,31,35,43,47/08	61400	2	52/07;1,45/08
53207	1	N46/08	54335	3	49,51/08	56041	4	44/07	61430	2	47/07
53212	3	40/07;35/08	54337	3	8,44/08	56042	6	52/07	61440	2	47/07
53220	7	41/07;16,21,26,43,47/08	54338	2	47/08	56045	1	47/07;37/08	61450	2	8/08
53223	5	18/08	54339	8	40,44,47/08;1/09	56060	9	8/08	61472	1	47/07
53226	3	6,47,49/08	54340	8	40,41,43,45,47,48,51,52/08	56063	1	8/08	61500	2	8/08
53242	12	41/07;26/08	54341	4	45,46/08	56064	6	47/07;8,22/08	61510	2	47/07
53262	8	21,38/08	54343	10	8,44,45,47,48,50/08	56065	3	10/08	61522	2	7/08*
53266	4	45,47/07	54344	6	8,45,46,47,49,50/08	56067	3	10/08	61562	2	47/07
53269	5	22/08	54346	9	21,44,46,48,49/08;1/09	56081	20	45,48/07;9,31/08	61611	12	30/08
53279	4	27,34,42,50/08	54349	4	52/08	56082	17	N8/08*	61612	5	30/08
53281	4	6,14,42,48/08	54350	4	41,47,51/08;1/09	56083	3	N8/08*	61650	4	13/08*
53282	8	42/08	54351	7	21,40,41,43,45,47/08	56100	14	45,47/07;9,31,41/08	62000	20	48/08
53283	4	43/07	54352	3	41,43,49,52/08	56101	7	43/08	62001	5	1/09
53284	4	18,50/08	54359	2	41,51/08	56102	24	8/08	62024	13	48/07
53285	4	35/07;18,27,34,42,50/08	54360	12	48/07;30,44,48,51/08;1/09	56103	7	8,16/08	62028	15	4,38/08
53287	6	13,18,27,34,50/08	54361	10	41,51/08	56104	3	45,47/07;9,31,41/08	62032	16	37/07;3,7,9,17,26,29,38,39,42/08
53290	1	27/08	54362	3	34/08	56120	13	43/08	62033	3	N37/07;N3,N7,N9,N17,N26,N29,N38,N39,N42/08
53301	4	13/08	54363	3	48/07;30,52/08	56220	4	10/08	62093	8	41/08
53306	2	33/08	54365	6	52/08	56221	8	10/08	62095	4	41/08
53311	3	33/08	54366	3	47/08	57006	5	42/07	62098	7	39,45/07;7/08
54040	3	10,21/08	54367	3	47/08	57014	11	13,30/08	62100	7	5/08
54041	7	8,11,18,41,42/08	54369	4	30,43/08;1/09	57022	8	36/08	62107	5	08
54043	2	37/07;46/08	54380	6	18,21,30,44,48,49,51/08;1/09	57029	9	35/07;36,39,40/08	62110	10	5/08
54060	5	7,9,15,18,20,41,43,52/08	54382	9	18/08	57035	10	14,39,40,41,43/08	62188	4	1/09
54061	12	N9,N11,N15,N24,N41,N42,N46,N48,N52/08	54386	10	21/08	57061	5	22/08	62191	15	37/07;35,43/08
54063	3	41/08	54387	7	3/08	57062	10	36/08*	62193	17	45/07
54064	2	31/08*	54388	8	41,49,51/08	57065	1	36/08*	62194	8	39/08
54081	3	11,15,28,50,52/08	54400	8	30,34,44,46,47,49,50,51/08	57080	8	35/07;20,22/08	62195	7	35,43/08
54082	13	N22*,N44/08	54402	4	51/08	57081	3	22/08	62225	3	48/07;41/08
54083	4	45/07;42,44/08	54403	4	45/07;41,49/08	57082	4	17/08*	62242	11	41/08
54085	2	36,44/07;15,28,41,47,52/08	54404	4	45/08	57100	10	22/08	62295	4	5/08
54089	1	17/08*	54406	2	41/08	57102	2	22/08	62302	3	50/07;41,48/08
54090	3	45/07;18,20,28,47,50,52/08	54407	4	40/07;5,34,46,48,50/08	57120	13	4/08	62306	2	41/08
54095	3	36,40/07;9,15,20,41,47,48/08	54409	2	40/07;23/08	57140	10	35/08	62310	2	48/07
54105	3	36,37,40,44/07;9,14,15,20,24,41,48,52/08	54413	3	34,48,50/08	57141	14	35/08	62313	4	45/07;8,27,39/08
54115	3	37,44/07;6,14,15,20,21,24,30,41,46/08	54416	5	46,48,51/08	57143	7	40/08*	62314	3	47/07;3,28/08
54120	5	36,37,44/07;6,9,14,15,24,41,46,52/08	54417	1	46,48/08	57160	10	42/07;31,35/08	62342	2	47/07;43/08
54125	4	41/07;6,12,15,16,20,21,25,26,28,30,43,49,52/08	54418	4	40/07;46,50/08	57161	4	42/07	62343	4	47/07;3,28/08
54131	2	44/07;7,9,10,15,20,21,28,35,38,43,48,50,52/08	54419	2	10/08	57162	7	42/07;31/08	62344	2	47/07
54140	8	41/07;6,7,15,21,28,30,48/08	54421	6	5,46,48/08	57180	6	52/08	62350	3	28,38/08
54151	1	48/07;30,35,41,43,47,48,51/08;1/09	54423	5	48/07	57182	12	22/08*	62355	7	47/07;3,28,38/08
54161	12	37,44/07;6,16,18,25,26,28,35,37,43,52/08	54424	1	48/07;5/08	57183	1	20/08*	62360	5	45/07;28,30,38,43/08
54166	3	40/07;35,37/08	54430	1	40/07;5,11/08	57200	6	30/08	62361	2	N45/07;N28,N30,N38,N43/08
54167	2	37,44/07;6/08	54441	6	35/08	57240	8	13/08	62364	1	45/07;28/08
54168	1	15/08	54463	5	3,9/08	57320	4	36/08	62366	4	47/07;30,43/08
54169	3	49/08	54481	9	8/08	57380	3	35/07	62377	2	9/08
54200	4	20/08	55001	4	36/08	57381	12	38,41/08	62388	2	30,38,43/08
			55040	4	48/07;30/08	57400	4	39,40/08	62389	1	N43/08*
			55041	7	30/08	57420	3	14,20,38,40,41/08	62392	7	47,50/07;29,31/08
			55042	1	30/08	57440	3	14,41/08	62393	7	41/08
			55044	5	30/08	57460	4	41,43/08	62394	10	48/07
			55045	2	30/08	57471	3	40,41/08	62400	17	41,47/07;22,39/08
			55046	4	48/07;30/08	57472	2	38,40,41/08	62401	9	21,48/08
			55047	8	48/07	57480	8	11,14,38,40,41,43/08	62403	5	22,39/08
			55048	12	48/07	57482	12	11,13,38,39,40/08	62405	8	27,31/08
			55060	7	45,48/08	57483	11	13,38,39,40,41/08	62406	2	41,47,50/07;31,43/08
			55084	7	46/08	57484	19	35,38,41/08	62408	7	48/08
						57486	6	37/07	62411	1	47,50/07;22/08
						57488	6	35,43/08	62412	13	47/07;22,41/08

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09

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62413	13	22,41/08	63230	6	18/08	71333	2	31/08	74189	1	N22/08*
62420	5	22/08	63231	9	N18/08	71335	3	N50/07*	74190	7	30,35/08
62428	9	5/08	63233	16	18/08	71340	11	36,38,39/07;9,16/08	74200	8	30/08
62429	9	7/08	63260	6	45*,47/08	71343	3	36,38/07;9/08	74209	1	N30/08
62432	18	50/07	63270	7	18/08	71348	3	38/07;47/08	74212	2	N22/08*
62434	11	39*,48/07;5,24,40,41,45/08	63271	9	N18/08	71350	8	38,39,42,45,47/07;9,20,47/08	74213	1	N30/08
62435	4	22/08**	63320	8	20,32/08	71401	1	35,39,40/07	74220	8	45/07;22,30/08
62437	12	39/07*;24,48/08	63321	6	16,32/08	71402	1	35,38,39,40/07	74226	2	N22/08*
62438	5	22/08**	63330	9	49,50/07;20/08	71420	1	7/08	74227	1	N30/08
62439	4	22/08**	63331	9	49/07;20/08	71420	1	7/08	74228	2	N22/08*
62440	8	21,41,48/08	63337	16	49/07;20/08	71430	3	1,7,9,13,46/08	74229	2	16/08**
62444	2	39/08	63341	4	50/07	71440	2	41,48/07;1,9,24,35,46/08	74240	8	9/08
62446	4	N8*,N43/08	63370	2	7/08*	71445	1	40/08	74245	1	N30/08
62447	2	27,31/08	63380	2	11*,32/08	71450	1	40/08	74246	1	N16*,N22/08
62449	4	48/08	63390	2	50/07*;32/08	71460	1	20/08	74247	1	N16*,N22/08
62453	5	41,48/08	63400	1	43/07;32/08	71465	1	20/08	74252	9	50/07
62455	7	7/08	63410	6	33/08	72007	10	3,11/08	74256	1	N50/07
62457	6	48/07	63420	2	33/08	72014	10	10/08	74271	9	39/07**
62458	1	47/07	63440	4	6,32/08	72021	8	3/08	74275	2	N22/08*
62460	4	41,47,50/07;31,41,43/08	71005	1	43,45/07;13,16,28,45,46/08	72035	8	48/07;3,11/08	74277	1	N35/07*
62462	2	39/08	71006	5	27/08	72045	2	3,11/08	74290	11	12/08
62463	2	39/08	71015	5	20/08*	72050	4	25/08	74302	1	N35*,N37/07;N6,N48/08
62464	3	47/07;17/08	71018	10	39/07;7,19/08	72060	8	25/08	74311	2	N22/08*
62480	2	37,45,47/07;3,7,9,17,22,26,29,39,41,43/08	71027	9	38,39,41,44,45/07;23,24,31,35,40,44,46,47/08	72070	4	37/07	74340	3	35/07**
62490	2	37/07;3,5,7,9,22,24,25,26,39,41,42/08	71033	31	39/07;7,18,19/08	72075	2	37/07	74342	1	N48/08*
62498	4	41,47,50/07;43/08	71036	8	28/08	72080	7	37/07	74350	4	35/07**
62499	5	50/07;17/08	71040	5	6,9/08	72085	3	3/08	74377	1	N35/07*
62510	3	41,47,50/07;29,30,31,41,43/08	71042	2	N6,N9,N32/08	72105	2	18/08	74383	2	N43/08*
62512	3	N41,N47,N50/07;N29,N30,N31,N41,N43/08	71043	3	6,9,32/08	72110	9	50/07	74384	1	N35/07*
62515	2	16/08	71044	2	25/08*	72120	3	10/08	74390	1	N35/07*
62520	6	37,47,48/07;3,7,8,17,21,22,26,39,41,42,48/08	71045	2	27,29/08	72130	4	10/08	74391	3	35/07**
62521	4	N37,N47,N48/07;N3,N7,N8,N17,N21,N22,N26,N39,N41,N42,N48/08	71058	3	N35/07*	72141	5	41/07	74392	7	10/08**
62530	6	37/07;3,7,9,22,39,41,48/08	71059	2	N39*,N43/07	72142	6	41,48/07	74393	9	48/08**
62531	4	N37/07;N3,N7,N9,N22,N39,N41,N48/08	71061	16	N39*,N43/07	72143	5	41/07	74396	1	N35/07*
62540	6	48/07;5,9,16,24,25,42,48/08	71062	2	37,40,44/07	72171	2	18/08	74397	1	N51/07;N6,N48/08
62541	3	N48/07;N5,N9,N16,N24,N25,N42,N48/08	71071	6	29/08	72173	2	50/07;10/08	74398	2	N48/08*
62550	3	37/07;3,7,9,22,26,39,41,48/08	71081	4	29/08	72203	2	11/08	74410	3	19/08
62552	1	41/08	71091	4	27/08	72221	7	3/08	74415	1	26/08**
62560	4	9/08	71180	29	7,19/08	72223	8	11/08	74416	1	N35/07*
62570	4	38,41,48,50/07;9,16,24/08	71182	24	37/07;7/08	72231	8	48/07	74430	2	22/08**
62572	3	37,50/07;9,43/08	71186	2	37/07	73000	9	24/08	74431	2	N48/08*
62580	3	50/07;16/08	71210	18	7/08	73002	4	3/08	74440	3	48/08
62590	3	46/08*	71211	4	7/08	73006	2	52/07;36/08	74451	2	N48/08*
62591	4	N46/08*	71220	3	37/07;7,8,9,18/08	73008	8	10,25/08	74460	4	19/08
62592	1	49/07	71223	8	37/07;9/08	73012	6	24/08	74515	4	30/08
62596	1	28/08	71230	11	50/07;7,18/08	73014	10	6,24/08	74517	3	30/08
63000	13	43/07;4,20,24,49/08	71239	4	N19,N41/08	73020	9	52/07;36/08	74530	2	30/08
63005	18	24,29,32/08	71241	10	13,17,29,30,41,45,46,52/08	73024	3	36/08	74535	2	25,30/08
63010	14	20,23,24,39/08	71243	6	16*,34,39,45/08	73041	2	3/08	74545	3	13,30/08
63015	11	20/08	71244	4	13,19,34,41/08	73130	8	36/08	74560	10	13,30/08
63040	2	30,32,38/08	71247	19	48/07;7,13,20,25,34,35,41/08	73261	5	10/08	74582	9	45/07
63041	1	N32/08*	71248	3	N37/08*	73271	7	10/08	74583	15	45/07;9/08
63050	2	43/07;4,30/08	71249	2	45/08	73341	8	24/08	74585	1	N44,N45/07
63053	5	43/07;4,43/08	71250	1	N8,N10,N13,N16/08	73552	4	12/08	75010	7	36/07**
63054	3	46,51/07;10,13/08	71251	13	N43*,N45/08	73570	7	12/08	75035	18	21/08
63055	3	43,47/07;30,43/08	71252	2	N7*,N13,N16,N17,N19,N25,N26,N30,N35,N41,N45,N46,N52/08	73580	4	12/08	75110	2	36/07**
63060	7	24,30,38/08	71253	11	7,8,10,11,16,20,21,25,34,38/08	73620	2	37/08	75111	1	N36/07*
63062	8	35/07*;19,24/08	71254	2	N1*,N16,N17,N21,N30,N38,N41,N45,N46,N52/08	73631	4	13/08	75114	1	N36/07*
63063	9	24/08	71255	6	7,13,16,21,45,46/08	74002	5	13/08	75119	1	N46/07
63065	6	19/08	71256	2	N42*,N43/07;N13,N16,N19,N26,N35,N45,N46/08	74003	2	45,46/07;3,14,15,22,30,52/08	75120	2	36/07**
63070	4	41/07*;24/08	71261	9	13,28,29,41,45/08	74004	5	30,35/08	75130	16	35,52/08
63090	8	20,24,49,50/08	71262	7	21,28,44,45/08	74007	2	46/07;3,14,22,27,40,52/08	75134	3	52/08
63101	16	N13*,N24,N49,N50/08	71265	4	22*,26,34,45,46,52/08	74009	10	36/08	75137	2	N42/08*
63102	20	24,49,50/08	71271	11	7,46/08	74012	10	19/08	75142	5	9,19/08
63103	18	24/08	71272	11	42/07	74021	7	30/08	75143	4	19/08
63110	4	29/08	71273	3	7/08	74022	1	N36*,N37/07;N30/08	75164	2	N22/08*
63112	1	N37/08*	71275	4	20*,28,44,45,47,52/08	74024	7	13,25,30/08	75165	2	N20*,N22/08
63113	1	N34/08*	71285	4	17*,21,43,45,46/08	74031	1	N30/08	75166	1	N22/08
63120	2	32,50/08	71295	2	37,45/07;13,29,41/08	74034	1	N36/07*	75174	2	N22/08*
63121	6	50/08	71305	2	36,43,45/07;19/08	74036	1	N36/07*	75177	7	51/07;22,26,28/08
63150	1	49/08	71315	2	36/07;6,19,32/08	74037	1	N36/07*	75178	2	N25*,N28/08
63210	3	20,24/08	71320	1	38,43,45,46/07;31,36/08	74041	1	N36/07*	75190	2	9/08
63220	5	23,24,39/08	71325	8	47/08	74046	1	N36/07*	75191	6	9/08
			71330	13	36,43,46/07;31/08	74071	4	35/07**	75207	2	10/08
			71331	11	43/07;31/08	74072	1	N35/07*	75208	2	50/07
						74073	1	N35/07*	75255	1	N51/07
						74074	1	N35/07*	75266	1	N38/07
						74141	5	35/07**	75268	1	N48/08*
						74142	1	N35/07*	75271	1	N38/07
						74143	1	N35/07*	75272	1	N38/07
						74180	1	N48/07	75273	2	N25/08*
						74181	8	35/08	75274	1	N21/08
						74182	12	48/07	76015	1	50/07
						74184	10	35/08	76020	7	35,41,42/07;13,22/08
									76030	9	13,22/08
									76041	2	10/08
									76050	8	11/08

SECTION I

NM 1/09

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 35/07 THROUGH NM 1/09

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.
76052	8	11/08	93025	5	36,50,51/07	94188	2	45/07;21,22,33,52/08	95274	4	45/07;21,27/08
76120	6	40/07	93030	6	50/07	94201	1	33/08	95276	4	19,22/08
76121	8	40,44/07	93032	4	33*,42/08	94203	10	45/07;18,24,28,33/08	95280	10	11,20,27,28/08
81001	1	6/08	93036	11	48*,51/08	94206	3	8,18,33/08	95281	15	22/08
81002	6	20,30,52/08	93047	2	35/07	94207	5	N18,N22,N28,N31,N33,N37/08	95282	7	17/08
81004	5	39*,42,43,47/08	93048	1	38,43,45/07;36,47/08	94208	6	N37/08	95285	3	11,15,27,28/08
81007	5	46/08	93049	1	46/08	94216	8	N43/07;N7,N34/08	95300	6	48/07;19,22,27/08
81016	1	46/08	93050	1	N50/07*	94217	6	N43/07;N9/08	95320	15	28/08
81019	4	46/08	93101	3	41/07;24/08	94220	4	31,34,39/08	95341	8	32,38/08
81023	5	41/07;13,17,24,38/08	93110	2	39,41,50/07;40,47/08	94260	5	46/07;28/08	95342	16	19,27/08
81025	3	N13,N19,N20,N52/08	93113	3	N45/08*	94280	5	46/07;7,17,26,46/08	96000	5	24/08
81048	10	32,37,42,43,47/08	93115	2	39/07;22,47/08	94281	7	N40*,N46/07	96004	14	44/07;32/08
81054	16	49/08*	93117	3	40,50/07;19/08	94282	9	6/08	96012	16	24/08
81059	1	N35,N46/07;N32,N37,N42,N43,N52/08	93160	4	23,44/08	94283	8	N34/08*	96032	3	35/07;42/08
81060	2	46/07;32,37,42,43,47,52/08	93180	8	N40*,N45,N50/07;N6/08	94287	2	6/08	96036	2	41/07
81063	6	36/07;30,41/08	93200	4	8,9/08	94290	2	6,26,39/08	96042	11	14/08
81067	8	40/07*;23,37,52/08	93224	3	8/08	94322	14	18,24,40/08	96200	5	17/08
81071	7	36,46/07;29,32,37/08	93240	11	50/07;9,48/08	94360	6	36/07;7,10,21,22,23,28,31,43/08	96381	2	36/08
81076	12	40/07*;23/08	93241	9	50/07	94420	3	52/07;3,12,15,18,22,24,26,28,33,37,39,46,51/08	96480	3	46/08
81086	7	36/08*	93245	6	50,52/07	94421	11	23,24,37/08	96500	6	46/08
81092	5	8/08*	93247	5	50/07	94423	12	23,37/08	96540	5	35/07
81148	6	39/07*	93248	1	50/07	94427	2	N51/08	96660	4	41/07
81151	7	39/07*	93249	1	50/07	94440	3	40/07*;24,37/08	96760	4	24,32/08
81155	6	41/07*	93260	8	8,13,24/08	95016	8	44/07;27,32/08	96762	4	24,32/08
81327	4	41/08	93261	5	52/07;3,8,24/08	95040	9	38/07*	96763	7	24/08
81338	4	41/08	93283	4	N9/08	95060	14	1,19,46/08	96764	3	21/08
81453	7	51/08*	93420	4	50/07;13/08	95066	12	24,26,46/08	96900	4	17/08
81488	3	21/08*	93500	6	50/07	95067	14	24,26,38,40,43/08	96901	3	17,21/08
81523	4	46/08	93503	6	50/07	95068	2	N3*,N13,N19,N46/08	96910	1	46/08
81711	6	15/08	93520	13	36/07	95080	14	8*,9,10,13,16,30,40,42,46/08	96937	2	15,18/08
81715	4	15/08	93610	3	39/07;28,42/08	95082	10	N1/09*	96938	4	17/08
82005	5	13,24,27,52/08	93650	2	39/07;21,31,42/08	95083	8	19,46/08	96939	3	8,14,17/08
82010	6	24,25,35,37,48/08	93652	2	41/07;31,47,48/08	95084	7	18,42/08	96941	8	19,28/08
82015	13	24,25,35,37,48/08	93680	3	36,51/07;26,42/08	95085	4	18,34,51,52/08	96943	15	44/07;17,18,21,22,32,33/08
82030	8	42/07	93688	3	N51/07;N26/08	95086	5	34,51,52/08	96944	6	19/08
82050	2	19/08	93690	3	39/07	95087	4	N49/08*	96945	3	44/07;21,32/08
82200	2	27/08	93695	1	N24/08*	95100	13	8*,10,13,26,45,52/08	96947	15	30/08
82210	2	25,27,35,48/08	93698	3	36,51/07;24/08	95101	8	40/07;41/08	96949	21	16,33/08
82244	5	25/08	93710	3	12,18,27,40,46/08	95102	8	21,41,46/08	96960	3	8,17,28/08
82683	4	30/08	93720	11	41*,48/07;4,17,28,31,37,40,43,45,51/08	95103	8	38,40,43/07;8,19,26,30,42,45,46,49,51,52/08	96962	4	33/08
82689	3	30/08	93721	6	N32*,N37,N39,N47,N51/08	95120	9	38*,52/08	97000	3	30/08
83015	8	7/08	93725	6	27,28/08	95138	9	N41/07*;N22,N40,N47/08	97005	9	44/07;18,24,27,32,33/08
83020	8	37/07;3,35/08	93726	5	35/07;17,27,28/08	95140	15	37/07;25,32,41,46/08	97015	10	32/08
83022	1	37/07	93726	5	35/07;17,27,28/08	95141	8	19,38,40,41,45/08	97021	7	48,52/07;11,15,28,32/08
83023	4	37,48/07	93730	4	39,40,41,42,48,50/07;21,26,27,28,31,33,34,37,40,43,51/08	95142	9	41,49/08	97026	10	27,33/08
83025	1	31/08	93733	14	N19*,N25,N33,N37,N51/08	95143	12	N38,N41/08	97040	5	18,20,22,32/08
83026	32	3/08	93734	13	N7*,N43,N51/08	95144	10	26,30,38/08	97041	9	19,21/08
83034	1	3/08	93736	25	N50/07*;N33,N43,N51/08	95146	16	22,26,30,36,38/08	97042	2	22/08
83039	11	3/08	93778	8	12,33,40/08	95147	14	30/08	97061	4	32/08
83153	1	46/07	94004	6	35,43,44,49/07;7,10,12,16,18,30,31,33,34,38,41,46,52/08	95149	10	13,22,36/08	97062	12	41/07;17,20,32/08
83157	6	46/07	94016	2	47,49/07;10,27,29,31,34,38,41,46,48/08	95151	18	30,40,47/08	97063	2	19,32/08
83251	2	39/07	94028	7	40,43,52/07;6,8,10,13,16,25,26,28,30,32/08	95152	6	30,40/08	97064	2	20/08
83252	8	39/07	94033	5	52/07;1,3,7,12,16,18,24,26,28,39/08	95160	13	37/07;8,18,25,32,38,45/08	97065	2	41/07;17/08
83253	2	39/07	94040	14	35/07;7,18,19,52/08	95161	16	1,13,18,24,34,36,38,49/08	97080	6	17,20,32/08
83484	11	30,44/08	94042	9	19/08	95162	2	51/08	97082	6	N36/08*
83500	1	3/08	94060	12	41/07*;12,14,15,16,31,36/08	95163	2	11,36,45/08	97083	4	N32/08*
83567	3	44/07	94061	6	14,40/08	95164	4	17,36,38,40,45/08	97100	4	17,20,32/08
91005	6	44/07	94063	5	14,31,36/08	95169	2	17,19,26,38/08	97101	2	17/08
91008	1	35,44/07;7,12,16,18,19,30,31,38,48,52/08	94067	11	15,51/08	95171	1	52/07;11,18,29,36,45/08	97104	4	22/08
91010	6	35,44/07;7,16,18,19,30,31,52/08	94082	9	44/07;7,10,15,38,52/08	95172	1	11,36/08	97105	3	17,20,32/08
91020	5	44/07	94082	9	36,38,39/08	95173	1	20/08	97120	6	35,38/07;7,17,46,52/08
91030	3	44/07;10/08	94083	12	38,48/08	95174	1	20/08	97140	17	35,38/07;7,17,25,46,51/08
91160	3	18/08	94084	1	38,48/08	95176	2	21,41/08	97141	5	19/08
91170	2	30/08	94120	7	43/07;9,16,26,29,31,33,38,48/08	95177	1	36,43,45/08	97143	12	35,38/07;7,46,51/08;1/09
91175	3	1/09*	94122	7	43/07;16,26/08	95180	11	52/07;17,20,29,45/08	97144	14	35,51/07;24,28,46,51/08;1/09
91286	10	50/08	94123	9	43/07;10,16,26,31,48/08	95200	6	17,20/08	97145	2	38/07;17,25/08
91289	19	50/08	94124	15	N49/08*	95250	4	16,17,21,32,33,38/08	97146	10	11,30,46,51/08
91292	4	52/07	94127	2	43/07;10,16,31,48/08	95258	3	21/08	97148	9	28,52/08;1/09
91340	3	44/07	94160	9	41*,49,51/07;24,31,33,34,37,41,46/08	95259	3	46/07	97149	20	5,13,32,52/08;1/09
92006	5	45/07;36/08	94164	2	51/07;43,51/08	95261	7	45/07;27/08	97150	13	13/08
92040	2	10/08	94165	4	49/07;37,46,52/08	95262	13	46/07;16/08	97151	17	17,19,25,30/08;1/09
92080	3	50/07	94180	9	45,49/07;19,24,27,33,37,51/08	95264	9	N8/08	97153	8	25/08
92150	3	40/08				95267	6	50/07;22,28,32/08	97155	15	17,30/08
92153	3	40/08				95268	16	18,27/08	97156	6	28/08
92170	3	40/08				95270	5	21,28,32/08	97159	6	17,18/08
92214	4	42/07				95272	3	18,24/08	97163	14	22/08
92440	4	44/07							97164	1	17/08
93006	3	20*,21,27,31,33,51,52/08							97166	2	N43/08*
93010	6	39,41,45,50/07;6,9,23,31,44,47/08							97167	3	10/08*
93018	8	45/07;6,9,23,31,44/08							97180	6	18,24/08
93020	2	50/07;13,46/08							97181	20	17,21,24,25/08
93022	4	50/07;13/08							97182	13	16,19,21,24/08
									97183	9	17,24/08

CHARTS AFFECTED BY NOTICE TO MARINERS
 NM 35/07 THROUGH NM 1/09

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 * indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
97184	15	18/08	800744	1	N42/07;N14,N15,N22, N27,N29,N51/08
97188	3	50/07;16,21/08	802184	4	N52/08
97189	2	17,24/08	802202	8	N13/08
97190	2	8,16,18,25/08	805118	3	N37,N52/08
97200	9	16,22,24,25,30/08	805647	2	N13/08
97201	7	8,18/08	805980	4	N34/08
97202	16	N33/08*	808528	1	N29,N30/08
97204	9	19/08	808568	1	N45/07
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97243	9	N33/08*			
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97251	4	11/08			
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97262	11	N25/08*			
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97267	16	47,50/07;11,15,28,32/08			
97269	11	41,47,50/07;28/08			
97270	7	N24/08*			
97271	12	32/08			
97272	11	40/07			
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97274	19	11,17/08			
97276	2	11,27/08			
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97278	12	40,47/07;15,28,33/08			
97279	9	28,32,33/08			
97280	5	N49/08*			
97281	3	25/08			
97283	4	N48/08*			
97285	7	19/08			
97286	7	18,32/08			
97287	6	18/08			
97288	4	N17/08*			
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97303	3	18,19,27/08			
97320	6	41/07;15/08			
97341	9	19/08			
97343	12	19/08			
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97409	5	5,12/08			
97410	9	10/08			
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97420	17	8,12,25,32,38/08			
97423	3	N33/08*			
97425	6	8,10,32/08			
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97460	7	47/07;12,19,27,33,48, 49/08			
97461	9	47/07;12,27,48,49/08			
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97466	2	40,47,51/07			
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97481	6	49/08			
97521	6	27/08			

SECTION II
NGA/DLIS CATALOG CORRECTIONS

NM 1/09

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						
11AHA11416 (7642014627120)	Tampa Bay Insets: Tampa St. Petersburg Safety Harbor	40,000 20,000 20,000 80,000	<u>10</u>	<u>10/08</u>	NOS	1/09
11BCO11509 (7642014010197)	Tybee Island to Doboy Sound (LORAN-C)	80,000	<u>31</u>	<u>10/08</u>	NOS	1/09
11XHA11514 (7642014010268)	Savannah River-Savannah to Brier Creek	20,000	<u>30</u>	<u>10/08</u>	NOS	1/09
13AHA13212 (7642014010414)	Approaches to New London Harbor	20,000	<u>38</u>	<u>11/08</u>	NOS	1/09
14XHA14872 (7642014010682)	Canceled Note: Replaced by Chart 14876					1/09
<u>14XHA14876</u> (7642015191944)	<u>Can. 2282, Owen Sound to Cabot Head</u> <u>44 34 18N 81 23 00W</u> <u>45 21 48N 80 37 24W</u> Insets: <u>MacGregor Harbour</u> <u>44 54 48N 81 02 32W</u> <u>44 55 56N 81 01 15W</u> <u>Lion's Head Harbour</u> <u>44 59 04N 81 15 15W</u> <u>44 59 38N 81 14 24W</u> <u>Wingfield Basin</u> <u>45 14 21N 81 18 10W</u> <u>45 14 58N 81 17 24W</u>	<u>80,000</u> <u>12,000</u> <u>8,000</u> <u>8,000</u>	<u>1</u>	<u>6/96</u>	<u>CHS</u>	1/09
15BHA15449 (7642014010792)	<u>Can. 7122, Culbertson Island to Koojesse Inlet</u> <u>63 20 05N 68 59 20W</u> <u>63 48 05N 67 34 30W</u>	75,000	<u>1</u>	<u>7/05</u>	CHS	1/09
REGION 2						
25ACO25668 (7642014012017)	North Coast of Puerto Rico Insets: Puerto Palmas Altas Puerto Arecibo	100,000 10,000 20,000	<u>20</u>	<u>10/08</u>	NOS	1/09
REGION 5						
51AHA51165 (7642014012932)	<u>Ports of Cadiz, Naval Base of Rota & El Puerto de Santa Maria</u>	15,000	<u>9</u>	<u>10/08</u>	<u>DS</u>	1/09
51AHA51166 (7642014012938)	Port of the Naval Base of Rota <u>36 35 47N 6 21 30W</u> <u>36 37 43N 6 18 15W</u>	<u>5,000</u>	<u>4</u>	<u>10/08</u>	DS	1/09
51AHA51167 (7642014012939)	Bahia de Cadiz	25,000	<u>7</u>	<u>10/08</u>	<u>DS</u>	1/09
51BHA51601 (7642014012964)	Conakry and Approaches <u>9 22 50N 13 51 18W</u> <u>9 33 00N 13 41 48W</u> Plan: <u>Conakry</u> <u>9 27 56N 13 44 12W</u> <u>9 32 00N 13 42 06W</u>	25,000 10,000	<u>9</u>	<u>11/08</u>	<u>DS</u>	1/09
REGION 7						
<u>73ACO73082</u> (7642014865818)	Approaches to Dili	200,000	1	6/01	A	1/09

**SECTION II
NGA/DLIS CATALOG CORRECTIONS**

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 9						
91ACO91175 (7642014013947)	N.E. Luzon	550,000	<u>3</u>	<u>9/08</u>	A	1/09
95BHA95082 (7642014014170)	<u>Approaches to Kunsan-hang</u>	40,000	<u>10</u>	<u>10/08</u>	<u>DS</u>	1/09
MISCELLANEOUS CHARTS AND PUBLICATIONS						
DNCDX010 (7644014381568)	Middle East		<u>21</u>	<u>10/08</u>	DS	1/09
DNCDX012 (7644014474190)	Japan/North Pacific		<u>22</u>	<u>11/08</u>	DS	1/09

Price Categories effective 1 October 2008

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D	12.75	F	10.50	H	10.50

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COAST PILOT CORRECTIONS

**COAST PILOT 1 38 Ed 2008 Change No. 16
LAST NM 51/08**

Page 135—Paragraph 2008; insert after:

§224.105 Speed restrictions to protect North Atlantic Right Whales.

(a) The following restrictions apply to: All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States, and all other vessels greater than or equal to 65 ft (19.8 m) in overall length entering or departing a port or place subject to the jurisdiction of the United States. These restrictions shall not apply to U.S. vessels owned or operated by, or under contract to, the Federal Government. This exemption extends to foreign sovereign vessels when they are engaging in joint exercises with the U.S. Department of the Navy. In addition, these restrictions do not apply to law enforcement vessels of a State, or political subdivision thereof, when engaged in law enforcement or search and rescue duties.

(1) *Southeast U.S.* (south of St. Augustine, FL to north of Brunswick, GA): Vessels shall travel at a speed of 10 knots or less over ground during the period of November 15 to April 15 each year in the area bounded by the following: Beginning at 31°27'00.0"N., 80°51'36.0"W.; thence west to charted mean high water line then south along charted mean high water line and inshore limits of COLREGS limit to a latitude of 29°45'00.0"N., thence east to 29°45'00.0"N., 80°51'36.0"W.; thence back to starting point. (Fig. 1).

(2) *Mid-Atlantic U.S.* (from north of Brunswick, Georgia to Rhode Island): Vessels shall travel 10 knots or less over ground in the period November 1 to April 30 each year:

(i) In the area bounded by the following: 33°56'42.0"N., 77°31'30.0"W.; thence along a NW bearing of **313.26°** True to charted mean high water line then south along mean high water line and inshore limits of COLREGS limit to a latitude of 31°27'00.0"N.; thence east to 31°27'00.0"N., 80°51'36.0"W.; thence to 31°50'00.0"N., 80°33'12.0"W.; thence to 32°59'06.0"N., 78°50'18.0"W.; thence to 33°28'24.0"N., 78°32'30.0"W.; thence to 33°36'30.0"N., 77°47'06.0"W.; thence back to starting point.;

(ii) Within a 20-nm (37 km) radius (as measured seaward from COLREGS delineated coast lines and the center point of the port entrance) (Fig. 2) at the

(A) Ports of New York/New Jersey: 40°29'42.2"N., 73°55'57.6"W.;

(B) Delaware Bay (Ports of Philadelphia and Wilmington): 38°52'27.4"N., 75°01'32.1"W.;

(C) Entrance to the Chesapeake Bay (Ports of Hampton Roads and Baltimore): 37°00'36.9"N., 75°57'50.5"W.; and

(D) Ports of Morehead City and Beaufort, NC: 34°41'32.0"N., 76°40'08.3"W.; and

(iii) In Block Island Sound, in the area bounded by the following coordinates: Beginning at 40°51'53.7"N., 70°36'44.9"W.; thence to 41°20'14.1"N., 70°49'44.1"W.; thence to 41°04'16.7"N., 71°51'21.0"W.; thence to 40°35'56.5"N., 71°38'25.1"W.; thence back to starting point. (Fig. 2).

(3) *Northeast U.S.* (north of Rhode Island):

(i) *In Cape Cod Bay, MA:* Vessels shall travel at a speed of 10 knots or less over ground during the period of January 1 to May 15 in Cape Cod Bay, in an area beginning at 42°04'56.5"N., 70°12'00.0"W.; thence north to 42°12'00.0"N., 70°12'00.0"W.; thence due west to charted mean high water line; thence along charted mean high water within Cape Cod Bay back to beginning point. (Fig. 3).

(ii) *Off Race Point:* Vessels shall travel at a speed of 10 knots or less over ground during the period of March 1 to April 30 each year in waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.; thence to 42°30'00.0"N., 70°30'00.0"W.; thence to 42°12'00.0"N., 70°30'00.0"W.; thence to 42°12'00.0"N., 70°12'00.0"W.; thence to 42°04'56.5"N., 70°12'00.0"W.; thence along charted mean high water line and inshore limits of COLREGS limit to a latitude of 41°40'00.0"N., thence due east to 41°41'00.0"N., 69°45'00.0"W.; thence back to starting point.

(iii) *Great South Channel:* Vessels shall travel at a speed of 10 knots or less over ground during the period of April 1 to July 31 each year in all waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.
41°40'00.0"N., 69°45'00.0"W.
41°00'00.0"N., 69°05'00.0"W.
42°09'00.0"N., 67°08'24.0"W.
42°30'00.0"N., 67°27'00.0"W.

COAST PILOT 1 (Continued)

42°30'00.0"N., 69°45'00.0"W.

(b) Except as noted in paragraph (c) of this section, it is unlawful under this section:

(1) For any vessel subject to the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section; or

(2) For any vessel entering or departing a port or place under the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section.

(c) A vessel may operate at a speed necessary to maintain safe maneuvering speed instead of the required ten knots only if justified because the vessel is in an area where oceanographic, hydrographic and/or meteorological conditions severely restrict the maneuverability of the vessel and the need to operate at such speed is confirmed by the pilot on board or, when a vessel is not carrying a pilot, the master of the vessel. If a deviation from the ten-knot speed limit is necessary, the reasons for the deviation, the speed at which the vessel is operated, the latitude and longitude of the area, and the time and duration of such deviation shall be entered into the logbook of the vessel. The master of the vessel shall attest to the accuracy of the logbook entry by signing and dating it.

(d) This final rule expires on December 9, 2013.

(FR 10/10/08)

1/09

COAST PILOT 1 38 Ed 2008 Change No. 17

Page 229—Paragraph 102, lines 3 to 4; read:

July 2008, the midchannel controlling depth was 4.8 feet.

(CL 1204/08; BP 192731)

1/09

Page 274—Paragraph 177, line 17; read:

channels 11, 13, 16, and 80A. The pilot boarding station is one mile south of Cuckolds Light. The pilot boat description

...

(DD 12621; LL/07)

1/09

Page 278—Paragraph 231, lines 5 to 6; read:

available to all vessels. The pilot boarding station is located in the vicinity of Buoy 2SR. (See Pilotage, Boothbay ...

(DD 12621; LL/07)

1/09

Page 284—Paragraph 336, line 2; read:

vessels under registry. The pilot boarding station is located at the White Ledge Lighted Bell Buoy I. Shipping Services, Inc. offers pilotage ...

(DD 12621; LL/07)

1/09

Page 376—Paragraph 20, lines 2 to 3; read:

calls when boarding a pilot (1.5 miles east of Boston Approach Lighted Buoy BG at 42°23'30"N., 70°49'30"W.), when entering Boston North ...

(CL 1239/08; LL/07)

1/09

Page 382—Paragraph 105, lines 1 to 3; read:

The pilot boats meet vessels 1.5 miles east of Boston Approach Lighted Buoy BG at 42°23'30"N., 70°49'30"W. During winter, the pilot boats may seek ...

(CL 1239/08; LL/07)

1/09

Page 409—Paragraph 147, lines 4 to 9; read:

southward of the town wharf at Wellfleet. In March-April 2007, the midchannel controlling depth was 9.6 feet in the channel to the anchorage basin except shoaling to 6.5 feet upstream of Buoy 16, thence 4.4 to 10 feet in the northernmost 50 feet of the basin, with shoaling to 0.9 foot in the southeast section. The channel ...

(CL 1157/08; BPs 192710-11; LL/07)

1/09

**COAST PILOT 2 38 Ed 2009 Change No. 4
LAST NM 49/08**

Page 166—Paragraph 3321; insert after:

§224.105 Speed restrictions to protect North Atlantic Right Whales.

(a) The following restrictions apply to: All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States, and all other vessels greater than or equal to 65 ft (19.8 m) in overall length entering or departing a port or place subject to the jurisdiction of the United States. These restrictions shall not apply to U.S. vessels owned or operated by, or under contract to, the Federal Government. This exemption extends to foreign sovereign vessels when they are engaging in joint exercises with the U.S. Department of the Navy. In addition, these restrictions do not apply to law enforcement vessels of a State, or political subdivision thereof, when engaged in law enforcement or search and rescue duties.

(1) *Southeast U.S.* (south of St. Augustine, FL to north of Brunswick, GA): Vessels shall travel at a speed of 10 knots or less over ground during the period of November 15 to April 15 each year in the area bounded by the following: Beginning at 31°27'00.0"N., 80°51'36.0"W.; thence west to charted mean high water line then south along charted mean high water line and inshore limits of COLREGS limit to a latitude of 29°45'00.0"N., thence east to 29°45'00.0"N., 80°51'36.0"W.; thence back to starting point. (Fig. 1).

(2) *Mid-Atlantic U.S.* (from north of Brunswick, Georgia to Rhode Island): Vessels shall travel 10 knots or less

COAST PILOT 2 (Continued)

over ground in the period November 1 to April 30 each year:

(i) In the area bounded by the following: 33°56'42.0"N., 77°31'30.0"W.; thence along a NW bearing of **313.26°** True to charted mean high water line then south along mean high water line and inshore limits of COLREGS limit to a latitude of 31°27'00.0"N.; thence east to 31°27'00.0"N., 80°51'36.0"W.; thence to 31°50'00.0"N., 80°33'12.0"W.; thence to 32°59'06.0"N., 78°50'18.0"W.; thence to 33°28'24.0"N., 78°32'30.0"W.; thence to 33°36'30.0"N., 77°47'06.0"W.; thence back to starting point.;

(ii) Within a 20-nm (37 km) radius (as measured seaward from COLREGS delineated coast lines and the center point of the port entrance) (Fig. 2) at the

(A) Ports of New York/New Jersey: 40°29'42.2"N., 73°55'57.6"W.;

(B) Delaware Bay (Ports of Philadelphia and Wilmington): 38°52'27.4"N., 75°01'32.1"W.;

(C) Entrance to the Chesapeake Bay (Ports of Hampton Roads and Baltimore): 37°00'36.9"N., 75°57'50.5"W.; and

(D) Ports of Morehead City and Beaufort, NC: 34°41'32.0"N., 76°40'08.3"W.; and

(iii) In Block Island Sound, in the area bounded by the following coordinates: Beginning at

40°51'53.7"N., 70°36'44.9"W.; thence to 41°20'14.1"N., 70°49'44.1"W.; thence to 41°04'16.7"N., 71°51'21.0"W.; thence to 40°35'56.5"N., 71°38'25.1"W.; thence back to starting point. (Fig. 2).

(3) *Northeast U.S.* (north of Rhode Island):

(i) *In Cape Cod Bay, MA:* Vessels shall travel at a speed of 10 knots or less over ground during the period of January 1 to May 15 in Cape Cod Bay, in an area beginning at 42°04'56.5"N., 70°12'00.0"W.; thence north to 42°12'00.0"N., 70°12'00.0"W.; thence due west to charted mean high water line; thence along charted mean high water within Cape Cod Bay back to beginning point. (Fig. 3).

(ii) *Off Race Point:* Vessels shall travel at a speed of 10 knots or less over ground during the period of March 1 to April 30 each year in waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.; thence to 42°30'00.0"N., 70°30'00.0"W.; thence to 42°12'00.0"N., 70°30'00.0"W.; thence to 42°12'00.0"N., 70°12'00.0"W.; thence to

42°04'56.5"N., 70°12'00.0"W.; thence along charted mean high water line and inshore limits of COLREGS limit to a latitude of 41°40'00.0"N., thence due east to 41°41'00.0"N., 69°45'00.0"W.; thence back to starting point.

(iii) *Great South Channel:* Vessels shall travel at a speed of 10 knots or less over ground during the period of April 1 to July 31 each year in all waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.
41°40'00.0"N., 69°45'00.0"W.
41°00'00.0"N., 69°05'00.0"W.
42°09'00.0"N., 67°08'24.0"W.
42°30'00.0"N., 67°27'00.0"W.
42°30'00.0"N., 69°45'00.0"W.

(b) Except as noted in paragraph (c) of this section, it is unlawful under this section:

(1) For any vessel subject to the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section; or

(2) For any vessel entering or departing a port or place under the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section.

(c) A vessel may operate at a speed necessary to maintain safe maneuvering speed instead of the required ten knots only if justified because the vessel is in an area where oceanographic, hydrographic and/or meteorological conditions severely restrict the maneuverability of the vessel and the need to operate at such speed is confirmed by the pilot on board or, when a vessel is not carrying a pilot, the master of the vessel. If a deviation from the ten-knot speed limit is necessary, the reasons for the deviation, the speed at which the vessel is operated, the latitude and longitude of the area, and the time and duration of such deviation shall be entered into the logbook of the vessel. The master of the vessel shall attest to the accuracy of the logbook entry by signing and dating it.

(d) This final rule expires on December 9, 2013.
(FR 10/10/08)

1/09

COAST PILOT 2 38 Ed 2009 Change No. 5

Page 369—Paragraph 4, line 7; read:

York Harbor, Ambrose Channel Lighted Whistle Buoy A will be seen; it marks the ...
(38/08 CG1; 44/08 CG1)

1/09

COAST PILOT 2 (Continued)

Page 372—Paragraph 30, lines 4 to 6; read:
(peak season: November through April). (See ...
(DD 12623) 1/09

Page 372—Paragraph 36, lines 1 to 3; read:
The pilot boat maintains station in the pie-shaped cruising
area west of and centered on the traffic lanes and east of the
Ambrose Channel Lighted Whistle Buoy A. See Pilotage,
New York Harbor and Approaches ...
(DD 12623; CL 1022/08; 45/08 CG1; 44/08 CG1) 1/09

Page 374—Paragraph 90, line 3; read:
northward to The Narrows.

Recommended Vessel Tracks, Ambrose Channel

Recommended vessel tracks for coastwise tug and barge
vessels approaching from or leaving toward the south and
transiting to New York Harbor via Ambrose Channel, while
not mandatory, are recommended by the Sandy Hook Pilot's
Association as follows:

Tugs Inbound:

40°25'20.5"N., 73°52'57.0"W.;
40°25'48.6"N., 73°52'48.7"W.;
40°26'31.2"N., 73°52'40.2"W.;
40°27'09.2"N., 73°52'38.9"W.;
40°28'05.2"N., 73°52'54.9"W.;

Tugs Outbound:

40°28'26.4"N., 73°53'54.2"W.;
40°27'52.4"N., 73°53'42.4"W.;
40°27'32.7"N., 73°53'37.8"W.;
40°27'05.5"N., 73°53'36.0"W.;
40°25'41.2"N., 73°53'34.4"W.;
40°25'22.6"N., 73°53'35.7"W.

Area To Be Avoided

To avoid the risk of pollution and damage to the environ-
ment, all vessels carrying petroleum, dangerous or toxic car-
goes, or any other vessel exceeding 1,000 gross tons, should
avoid the area enclosed by the following points:

40°25'44.1"N., 73°52'40.6"W.;
40°25'51.2"N., 73°50'51.9"W.;
40°25'28.4"N., 73°50'51.9"W.;
40°24'43.0"N., 73°51'48.2"W.;
40°25'13.9"N., 73°52'40.6"W.

(CL 1022/08; CL 1109/08) 1/09

Page 376—Paragraph 127, line 1; read:

State and Federal pilotage service for vessels entering the
Port of ...
(DD 12623) 1/09

Page 376—Paragraph 128; read:

The Sandy Hook pilot vessel maintains station in the pie-
shaped cruising area west of and centered on the traffic lanes
and east of the Ambrose Channel Lighted Whistle Buoy A.
All traffic passes through a precautionary area transiting to
the pilot station. Most vessels choose to approach the pilot
station directly since Ambrose Light was disestablished.
Traffic within the precautionary area may consist of vessels
making the transition between operating in Ambrose or
Sandy Hook Channel and one of the traffic lanes. Mariners
are advised to exercise extreme care in navigating within this
area. The pilot vessels have a black hull and white super-
structure, with the name PILOT NO. 1 or PILOT NO. 2 in
yellow on each side and are equipped with AIS and transmit
either "PILOT NO. 1" or "PILOT NO. 2". A pilot vessel is
always on station; boarding is made from smaller boats
which are also AIS equipped and broadcast "P/B (name)".
The pilot vessel monitors VHF-FM channels 16, 13, and 73,
and works on 73.

(DD 12623; CL 1022/08; 45/08 CG1; 44/08 CG1) 1/09

Page 376—Paragraph 131; read:

Vessels are generally boarded in the charted, designated
pilot area, outlined by a pie-shaped magenta bank west of
and centered on the traffic lanes and Ambrose Channel. Ar-
rangements for pilot services are made in advance through
ship's agents or directly to Interport Pilots Agency, Inc.

(CL 1236/08; CL 1022/08; 45/08 CG1) 1/09

COAST PILOT 2 38 Ed 2009 Change No. 6

Page 177—Paragraph 179, line 15; read:

knots.
(38/08 CG1) 1/09

Page 215—Paragraph 53, line 6; read:

light. Several rocks exist between Gay Head and the lighted
gong buoy.

(CL 1230/08; DD 12615) 1/09

Page 258—Paragraph 292, line 1; read:

Chepiwanoxet Point, on the western side of the ...
(CL 1242/08) 1/09

Page 344—Paragraph 369, lines 3 to 7; read:

the head. In July 2008, the midchannel controlling depth was
6.8 feet with shoaling to 3.3 feet in the last 50 feet. An over-
head power cable near the head has a ...

(CL 931/08; BPs 192598-600) 1/09

Page 369—Paragraph 10; strike out.

(39/08 CG1; 44/08 CG1; 45/08 CG1; LL/07) 1/09

COAST PILOT 2 (Continued)

Page 389—Paragraph 279, lines 6 to 8; read:
the harbor to the mouth of Matawan Creek. In June 2008, the dredged channel had a controlling depth of 3.0 feet (5.9 feet at midchannel).

(CL 1119/08; BPs 192703-05) 1/09

Page 390—Paragraph 280, lines 2 to 3; read:
Harbor, is used mostly by local craft. In June 2008, the controlling depth was 3.8 feet to the first highway ...

(CL 1119/08; BPs 192703-05) 1/09

**COAST PILOT 3 41 Ed 2008 Change No. 19
LAST NM 49/08**

Page 157—Paragraph 2804; insert after:

§224.105 Speed restrictions to protect North Atlantic Right Whales.

(a) The following restrictions apply to: All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States, and all other vessels greater than or equal to 65 ft (19.8 m) in overall length entering or departing a port or place subject to the jurisdiction of the United States. These restrictions shall not apply to U.S. vessels owned or operated by, or under contract to, the Federal Government. This exemption extends to foreign sovereign vessels when they are engaging in joint exercises with the U.S. Department of the Navy. In addition, these restrictions do not apply to law enforcement vessels of a State, or political subdivision thereof, when engaged in law enforcement or search and rescue duties.

(1) *Southeast U.S.* (south of St. Augustine, FL to north of Brunswick, GA): Vessels shall travel at a speed of 10 knots or less over ground during the period of November 15 to April 15 each year in the area bounded by the following: Beginning at 31°27'00.0"N., 80°51'36.0"W.; thence west to charted mean high water line then south along charted mean high water line and inshore limits of COLREGS limit to a latitude of 29°45'00.0"N., thence east to 29°45'00.0"N., 80°51'36.0"W.; thence back to starting point. (Fig. 1).

(2) *Mid-Atlantic U.S.* (from north of Brunswick, Georgia to Rhode Island): Vessels shall travel 10 knots or less over ground in the period November 1 to April 30 each year:

(i) In the area bounded by the following: 33°56'42.0"N., 77°31'30.0"W.; thence along a NW bearing of **313.26°** True to charted mean high water line then south along mean high water line and inshore limits of COLREGS limit to a latitude of 31°27'00.0"N.; thence east to 31°27'00.0"N., 80°51'36.0"W.; thence to 31°50'00.0"N., 80°33'12.0"W.; thence to 32°59'06.0"N., 78°50'18.0"W.; thence to

33°28'24.0"N., 78°32'30.0"W.; thence to 33°36'30.0"N., 77°47'06.0"W.; thence back to starting point;

(ii) Within a 20-nm (37 km) radius (as measured seaward from COLREGS delineated coast lines and the center point of the port entrance) (Fig. 2) at the

(A) Ports of New York/New Jersey: 40°29'42.2"N., 73°55'57.6"W.;

(B) Delaware Bay (Ports of Philadelphia and Wilmington): 38°52'27.4"N., 75°01'32.1"W.;

(C) Entrance to the Chesapeake Bay (Ports of Hampton Roads and Baltimore): 37°00'36.9"N., 75°57'50.5"W.; and

(D) Ports of Morehead City and Beaufort, NC: 34°41'32.0"N., 76°40'08.3"W.; and

(iii) In Block Island Sound, in the area bounded by the following coordinates: Beginning at

40°51'53.7"N., 70°36'44.9"W.; thence to

41°20'14.1"N., 70°49'44.1"W.; thence to

41°04'16.7"N., 71°51'21.0"W.; thence to

40°35'56.5"N., 71°38'25.1"W.; thence back to starting point. (Fig. 2).

(3) *Northeast U.S.* (north of Rhode Island):

(i) *In Cape Cod Bay, MA*: Vessels shall travel at a speed of 10 knots or less over ground during the period of January 1 to May 15 in Cape Cod Bay, in an area beginning at 42°04'56.5"N., 70°12'00.0"W.; thence north to 42°12'00.0"N., 70°12'00.0"W.; thence due west to charted mean high water line; thence along charted mean high water within Cape Cod Bay back to beginning point. (Fig. 3).

(ii) *Off Race Point*: Vessels shall travel at a speed of 10 knots or less over ground during the period of March 1 to April 30 each year in waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.; thence to

42°30'00.0"N., 70°30'00.0"W.; thence to

42°12'00.0"N., 70°30'00.0"W.; thence to

42°12'00.0"N., 70°12'00.0"W.; thence to

42°04'56.5"N., 70°12'00.0"W.; thence along charted mean high water line and inshore limits of COLREGS limit to a latitude of 41°40'00.0"N., thence due east to 41°41'00.0"N., 69°45'00.0"W.; thence back to starting point.

(iii) *Great South Channel*: Vessels shall travel at a speed of 10 knots or less over ground during the period of April 1 to July 31 each year in all waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.

COAST PILOT 3 (Continued)

41°40'00.0"N., 69°45'00.0"W.
 41°00'00.0"N., 69°05'00.0"W.
 42°09'00.0"N., 67°08'24.0"W.
 42°30'00.0"N., 67°27'00.0"W.
 42°30'00.0"N., 69°45'00.0"W.

(b) Except as noted in paragraph (c) of this section, it is unlawful under this section:

(1) For any vessel subject to the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section; or

(2) For any vessel entering or departing a port or place under the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section.

(c) A vessel may operate at a speed necessary to maintain safe maneuvering speed instead of the required ten knots only if justified because the vessel is in an area where oceanographic, hydrographic and/or meteorological conditions severely restrict the maneuverability of the vessel and the need to operate at such speed is confirmed by the pilot on board or, when a vessel is not carrying a pilot, the master of the vessel. If a deviation from the ten-knot speed limit is necessary, the reasons for the deviation, the speed at which the vessel is operated, the latitude and longitude of the area, and the time and duration of such deviation shall be entered into the logbook of the vessel. The master of the vessel shall attest to the accuracy of the logbook entry by signing and dating it.

(d) This final rule expires on December 9, 2013.
 (FR 10/10/08)

1/09

**COAST PILOT 4 40 Ed 2008 Change No. 5
 LAST NM 51/08**

Page 192—Paragraph 3388; insert after:

§224.105 Speed restrictions to protect North Atlantic Right Whales.

(a) The following restrictions apply to: All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States, and all other vessels greater than or equal to 65 ft (19.8 m) in overall length entering or departing a port or place subject to the jurisdiction of the United States. These restrictions shall not apply to U.S. vessels owned or operated by, or under contract to, the Federal Government. This exemption extends to foreign sovereign vessels when they are engaging in joint exercises with the U.S. Department of the Navy. In addition, these restrictions do not apply to law enforcement vessels of a State, or political subdivision thereof, when engaged in law enforcement or search and rescue duties.

(1) *Southeast U.S.* (south of St. Augustine, FL to north of Brunswick, GA): Vessels shall travel at a speed of 10

knots or less over ground during the period of November 15 to April 15 each year in the area bounded by the following: Beginning at 31°27'00.0"N., 80°51'36.0"W.; thence west to charted mean high water line then south along charted mean high water line and inshore limits of COLREGS limit to a latitude of 29°45'00.0"N., thence east to 29°45'00.0"N., 80°51'36.0"W.; thence back to starting point. (Fig. 1).

(2) *Mid-Atlantic U.S.* (from north of Brunswick, Georgia to Rhode Island): Vessels shall travel 10 knots or less over ground in the period November 1 to April 30 each year:

(i) In the area bounded by the following: 33°56'42.0"N., 77°31'30.0"W.; thence along a NW bearing of **313.26°** True to charted mean high water line then south along mean high water line and inshore limits of COLREGS limit to a latitude of 31°27'00.0"N.; thence east to 31°27'00.0"N., 80°51'36.0"W.; thence to 31°50'00.0"N., 80°33'12.0"W.; thence to 32°59'06.0"N., 78°50'18.0"W.; thence to 33°28'24.0"N., 78°32'30.0"W.; thence to 33°36'30.0"N., 77°47'06.0"W.; thence back to starting point;

(ii) Within a 20-nm (37 km) radius (as measured seaward from COLREGS delineated coast lines and the center point of the port entrance) (Fig. 2) at the

(A) Ports of New York/New Jersey: 40°29'42.2"N., 73°55'57.6"W.;

(B) Delaware Bay (Ports of Philadelphia and Wilmington): 38°52'27.4"N., 75°01'32.1"W.;

(C) Entrance to the Chesapeake Bay (Ports of Hampton Roads and Baltimore): 37°00'36.9"N., 75°57'50.5"W.; and

(D) Ports of Morehead City and Beaufort, NC: 34°41'32.0"N., 76°40'08.3"W.; and

(iii) In Block Island Sound, in the area bounded by the following coordinates: Beginning at 40°51'53.7"N., 70°36'44.9"W.; thence to 41°20'14.1"N., 70°49'44.1"W.; thence to 41°04'16.7"N., 71°51'21.0"W.; thence to 40°35'56.5"N., 71°38'25.1"W.; thence back to starting point. (Fig. 2).

(3) *Northeast U.S.* (north of Rhode Island):

(i) *In Cape Cod Bay, MA*: Vessels shall travel at a speed of 10 knots or less over ground during the period of January 1 to May 15 in Cape Cod Bay, in an area beginning at 42°04'56.5"N., 70°12'00.0"W.; thence north to 42°12'00.0"N., 70°12'00.0"W.; thence due west to charted mean high water line; thence along charted mean high water within Cape Cod Bay back to beginning point. (Fig. 3).

COAST PILOT 4 (Continued)

(ii) *Off Race Point*: Vessels shall travel at a speed of 10 knots or less over ground during the period of March 1 to April 30 each year in waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.; thence to
 42°30'00.0"N., 70°30'00.0"W.; thence to
 42°12'00.0"N., 70°30'00.0"W.; thence to
 42°12'00.0"N., 70°12'00.0"W.; thence to
 42°04'56.5"N., 70°12'00.0"W.; thence along charted mean high water line and inshore limits of COLREGS limit to a latitude of 41°40'00.0"N., thence due east to 41°41'00.0"N., 69°45'00.0"W.; thence back to starting point.

(iii) *Great South Channel*: Vessels shall travel at a speed of 10 knots or less over ground during the period of April 1 to July 31 each year in all waters bounded by straight lines connecting the following points in the order stated (Fig. 3):

42°30'00.0"N., 69°45'00.0"W.
 41°40'00.0"N., 69°45'00.0"W.
 41°00'00.0"N., 69°05'00.0"W.
 42°09'00.0"N., 67°08'24.0"W.
 42°30'00.0"N., 67°27'00.0"W.
 42°30'00.0"N., 69°45'00.0"W.

(b) Except as noted in paragraph (c) of this section, it is unlawful under this section:

(1) For any vessel subject to the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section; or

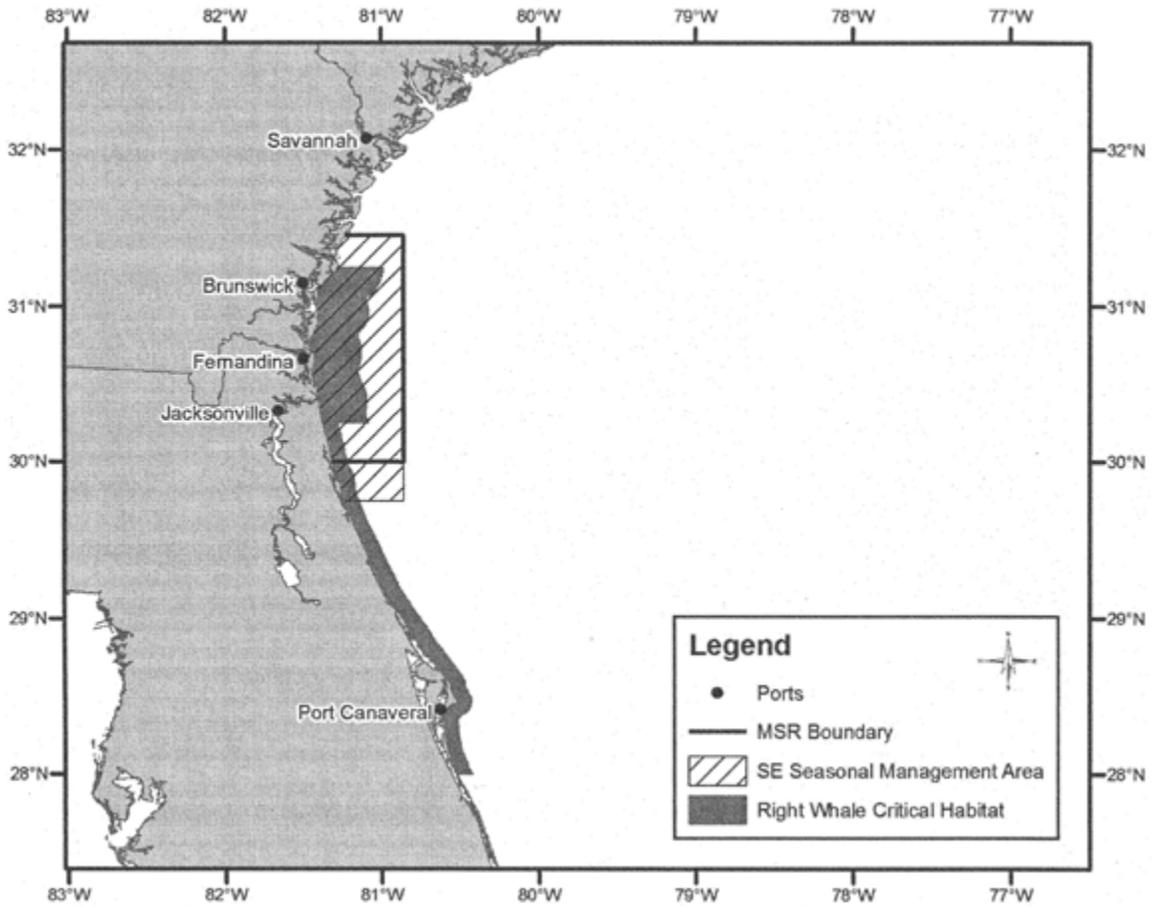
(2) For any vessel entering or departing a port or place under the jurisdiction of the United States to violate any speed restriction established in paragraph (a) of this section.

(c) A vessel may operate at a speed necessary to maintain safe maneuvering speed instead of the required ten knots only if justified because the vessel is in an area where oceanographic, hydrographic and/or meteorological conditions severely restrict the maneuverability of the vessel and the need to operate at such speed is confirmed by the pilot on board or, when a vessel is not carrying a pilot, the master of the vessel. If a deviation from the ten-knot speed limit is necessary, the reasons for the deviation, the speed at which the vessel is operated, the latitude and longitude of the area, and the time and duration of such deviation shall be entered into the logbook of the vessel. The master of the vessel shall attest to the accuracy of the logbook entry by signing and dating it.

(d) This final rule expires on December 9, 2013.
 (FR 10/10/08)

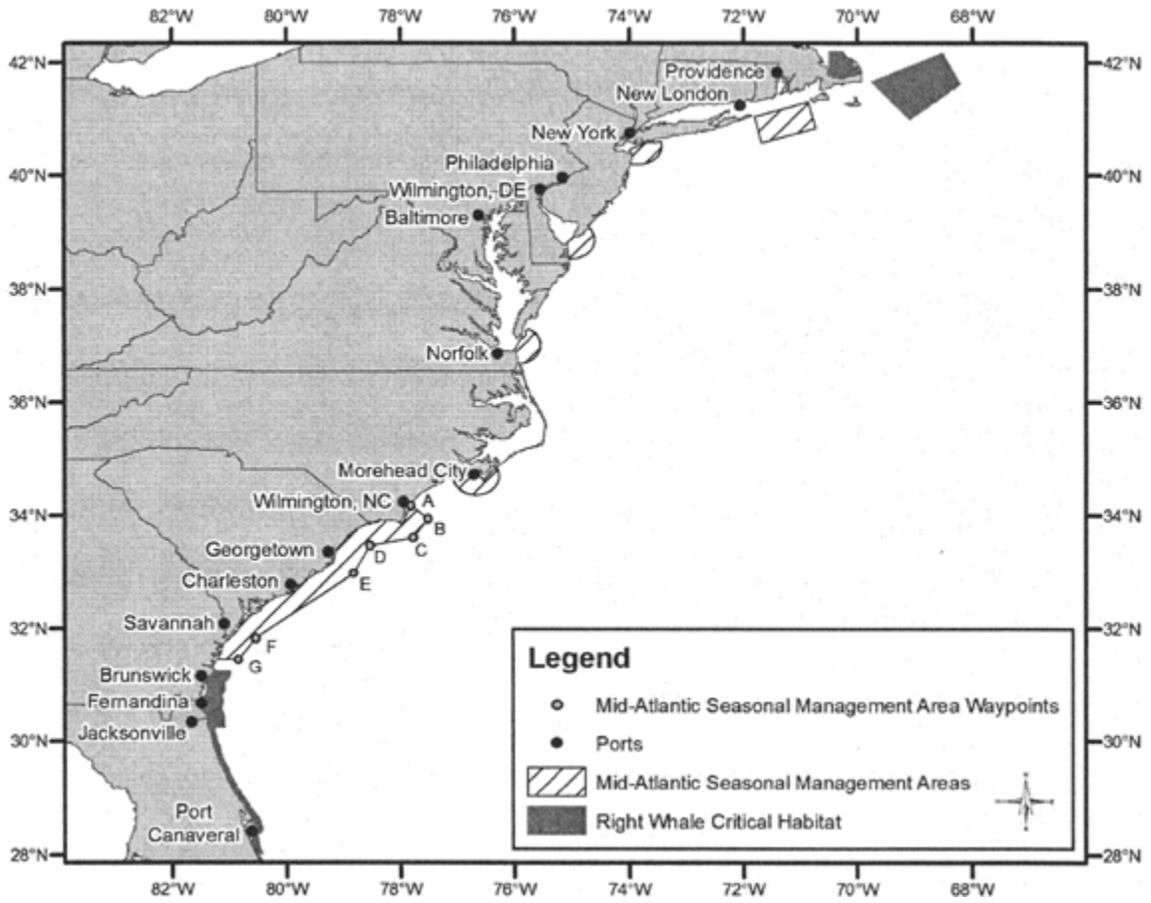
1/09

Figure 1. Southeast United States

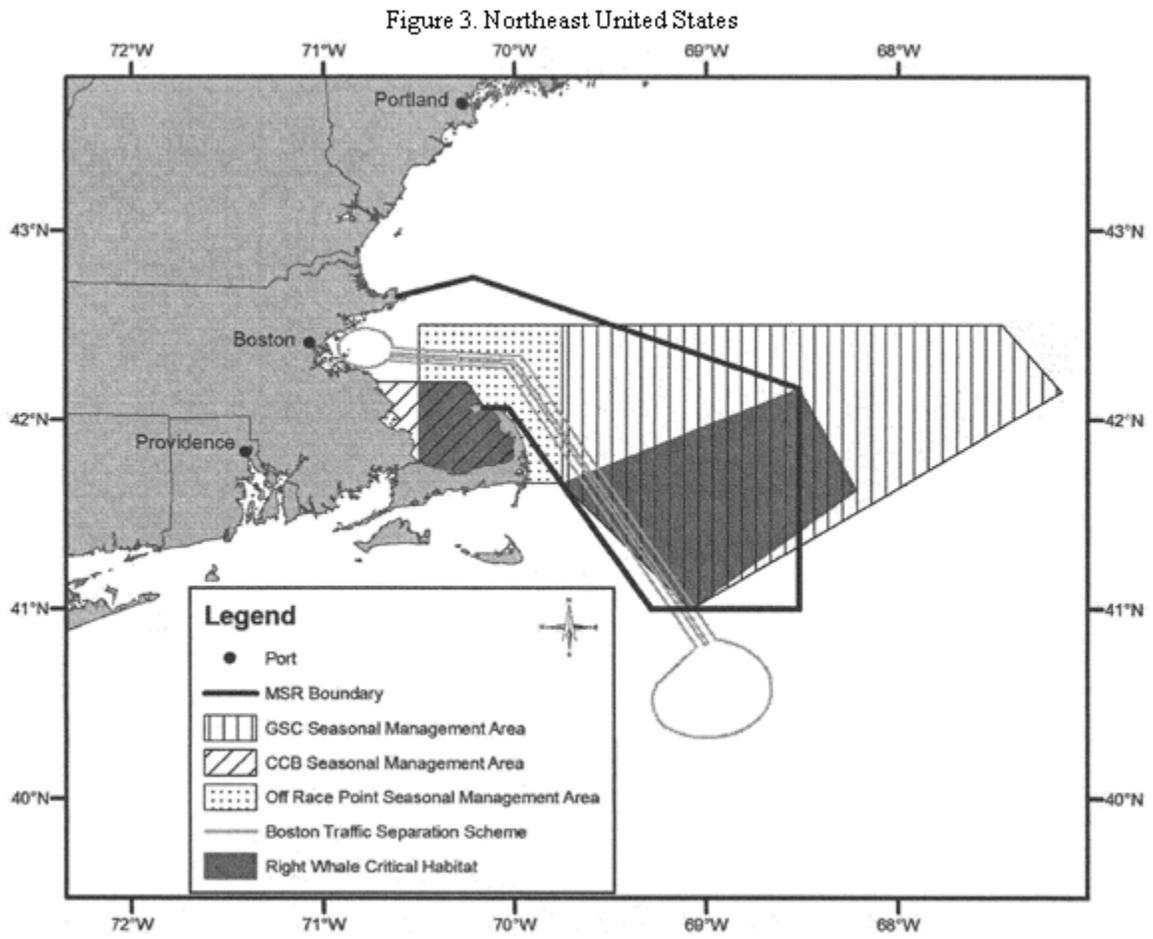


COAST PILOT 1

Figure 2. Mid-Atlantic United States

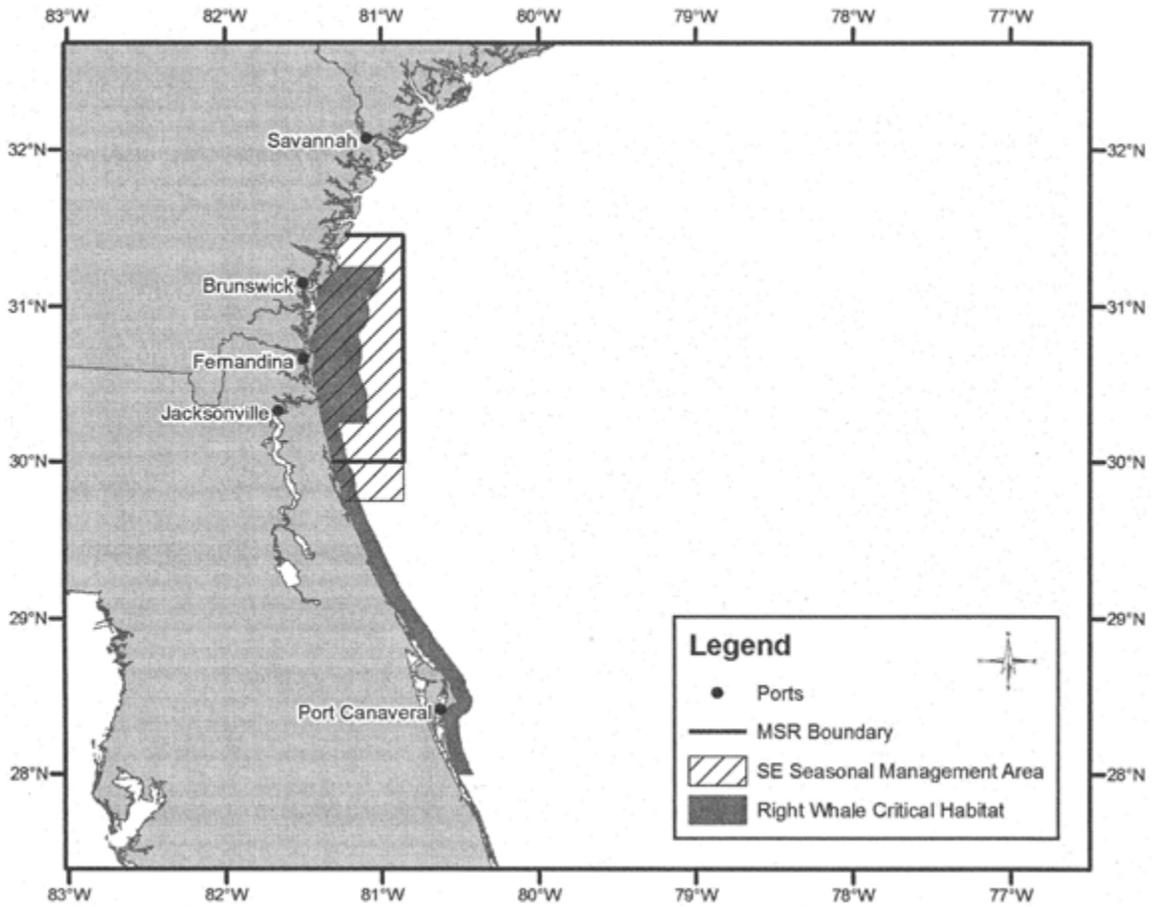


COAST PILOT 1



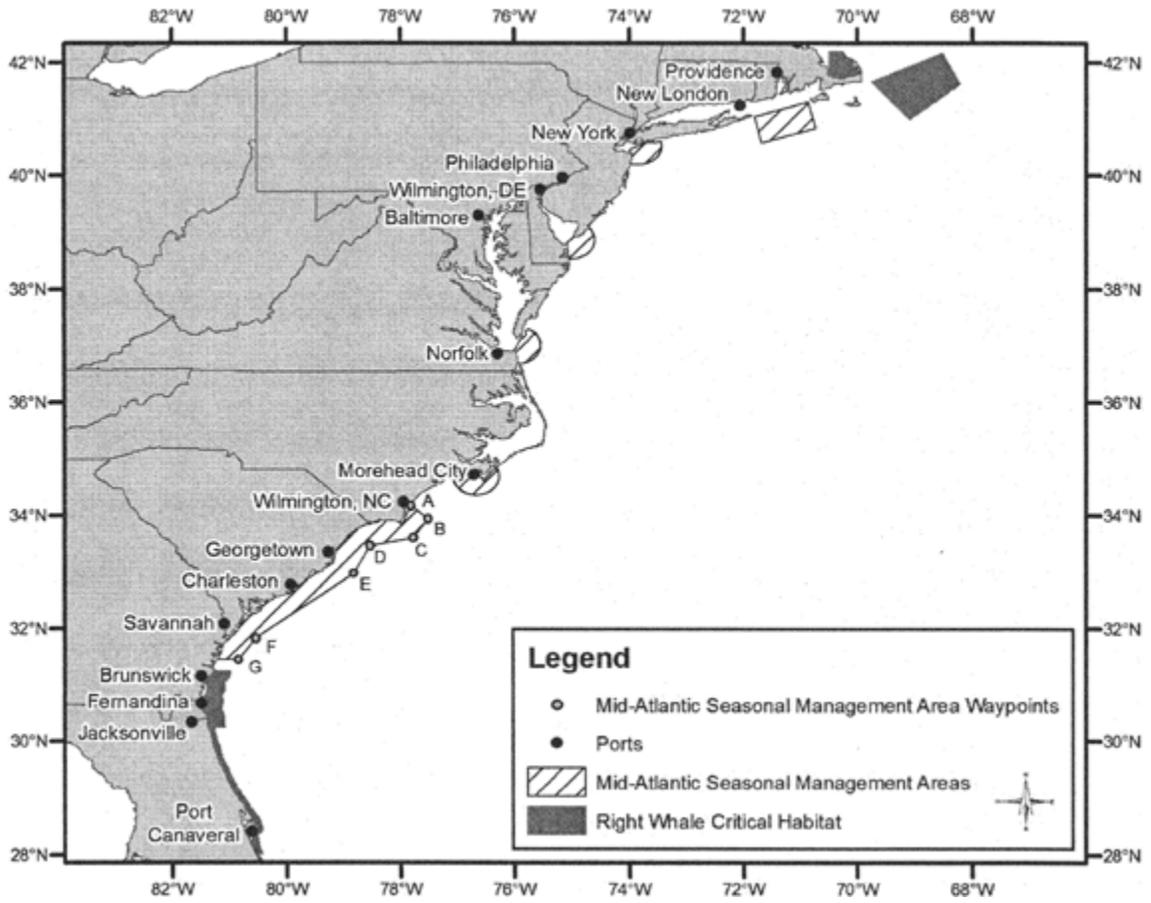
COAST PILOT 1

Figure 1. Southeast United States

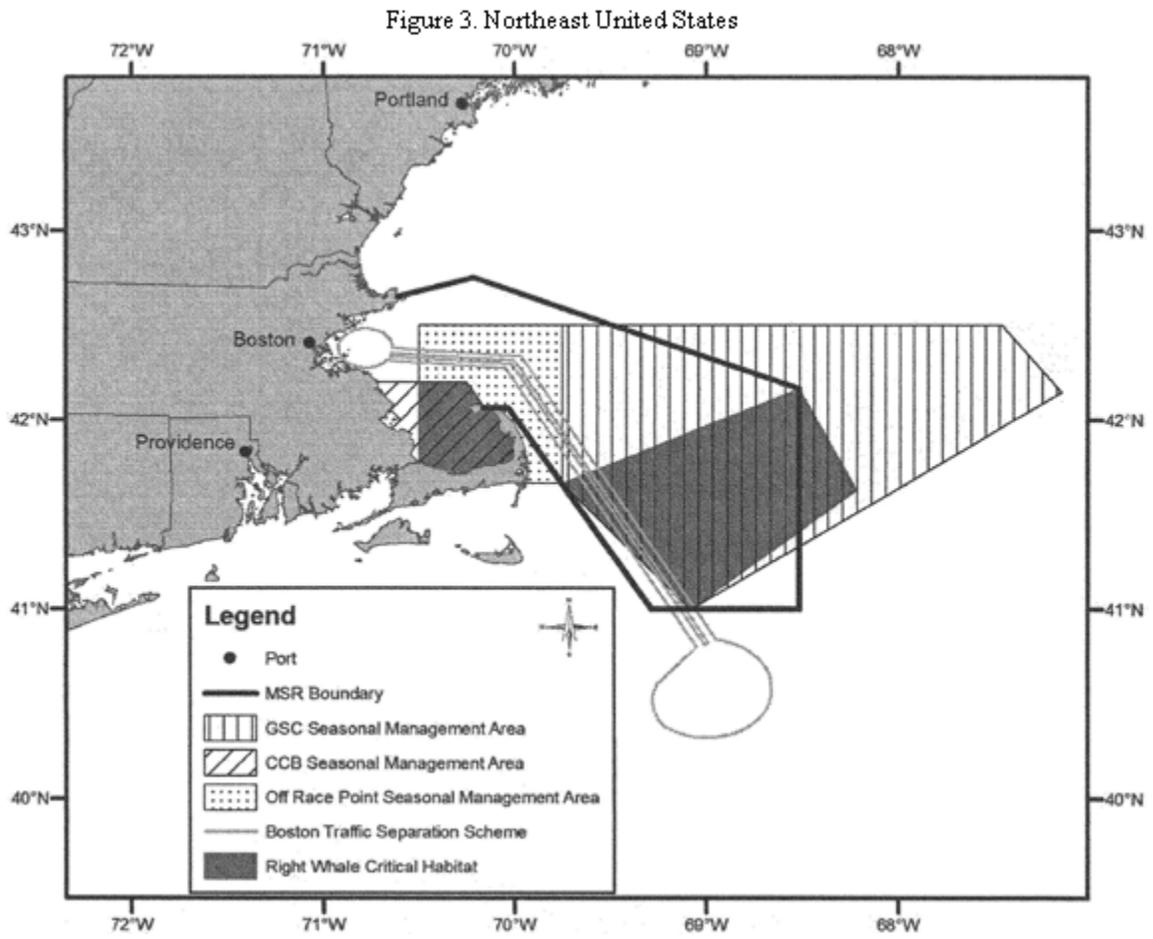


COAST PILOT 2

Figure 2. Mid-Atlantic United States

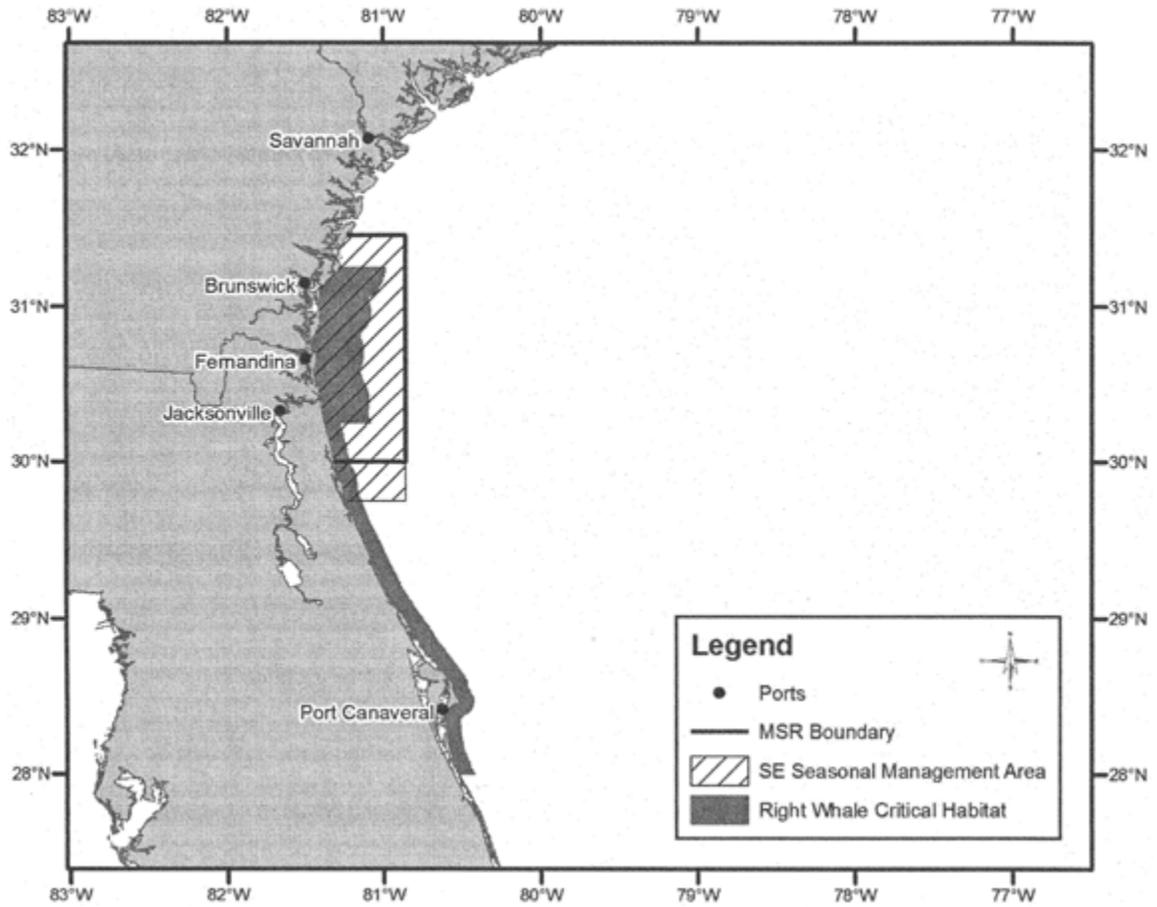


COAST PILOT 2



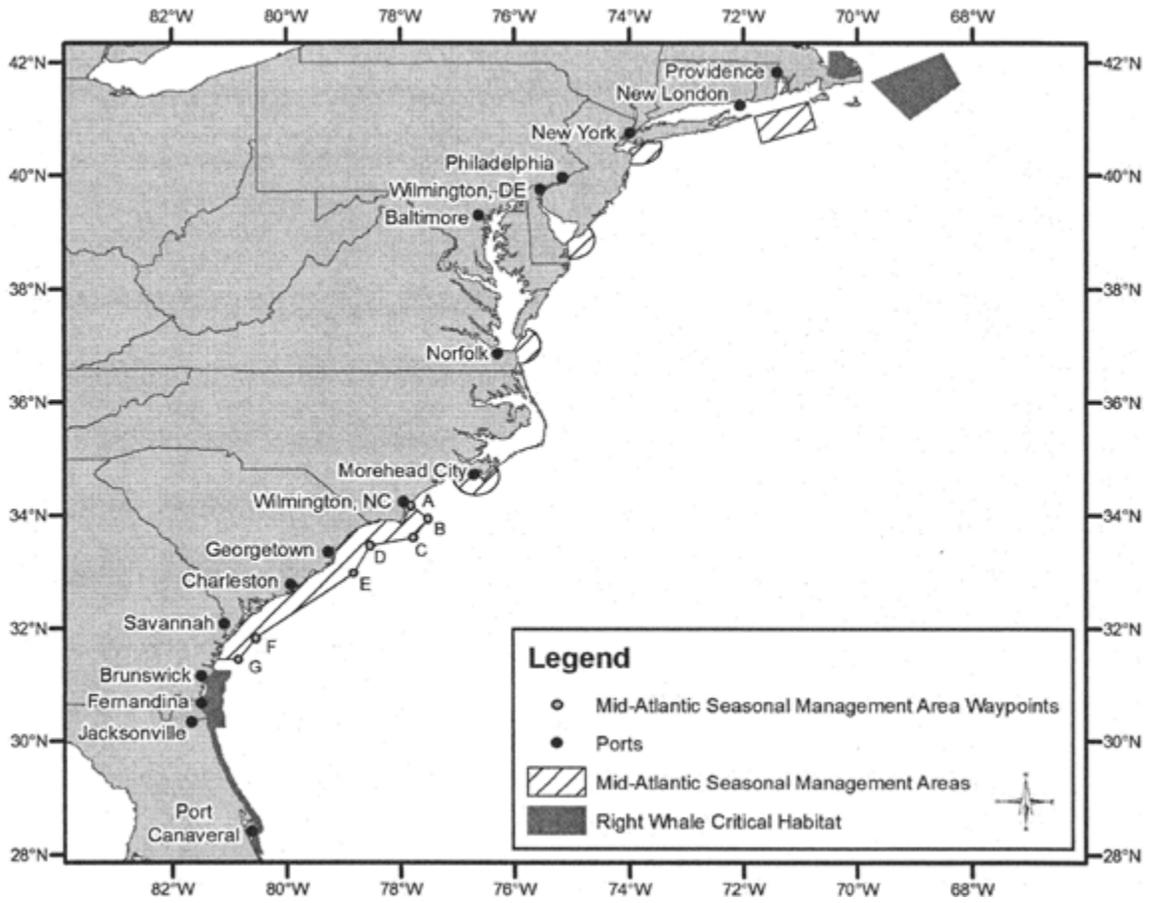
COAST PILOT 2

Figure 1. Southeast United States

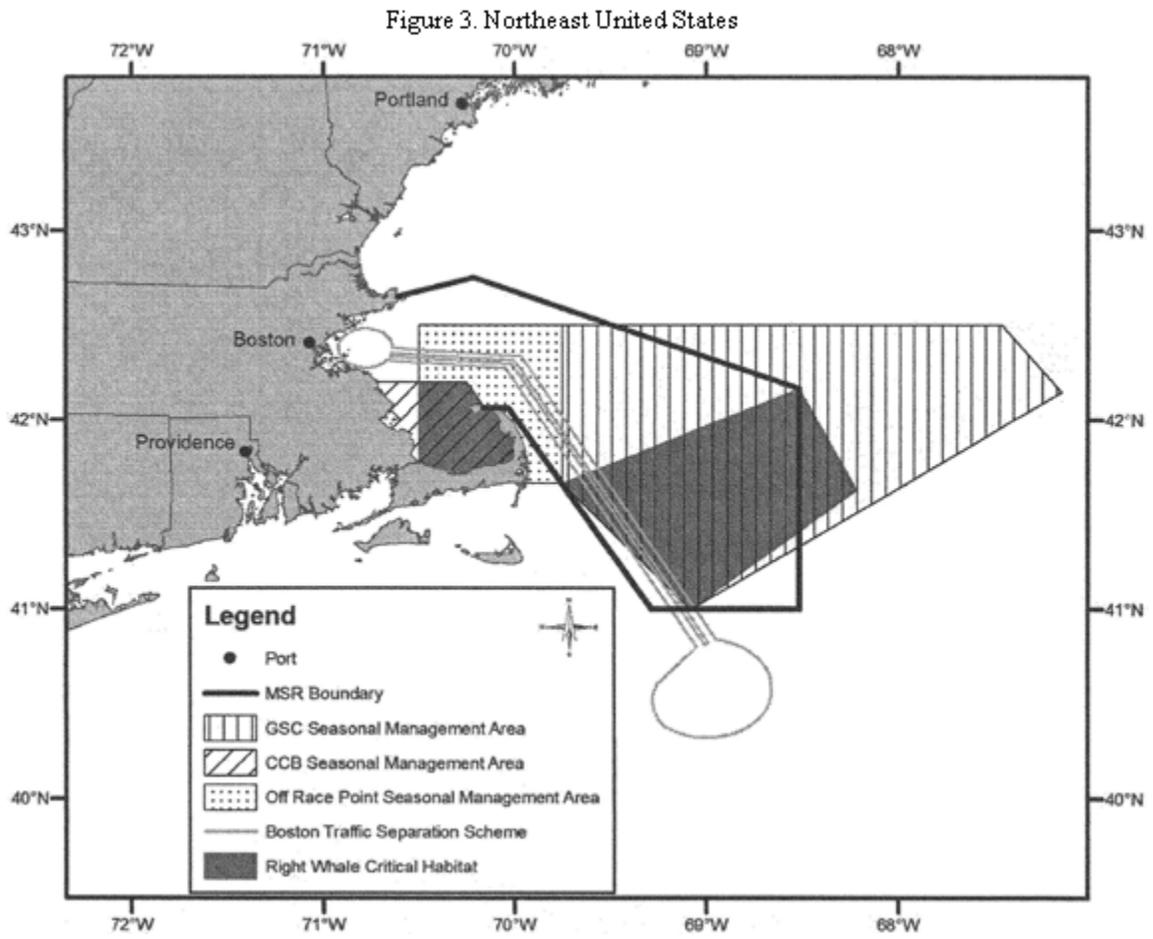


COAST PILOT 3

Figure 2. Mid-Atlantic United States

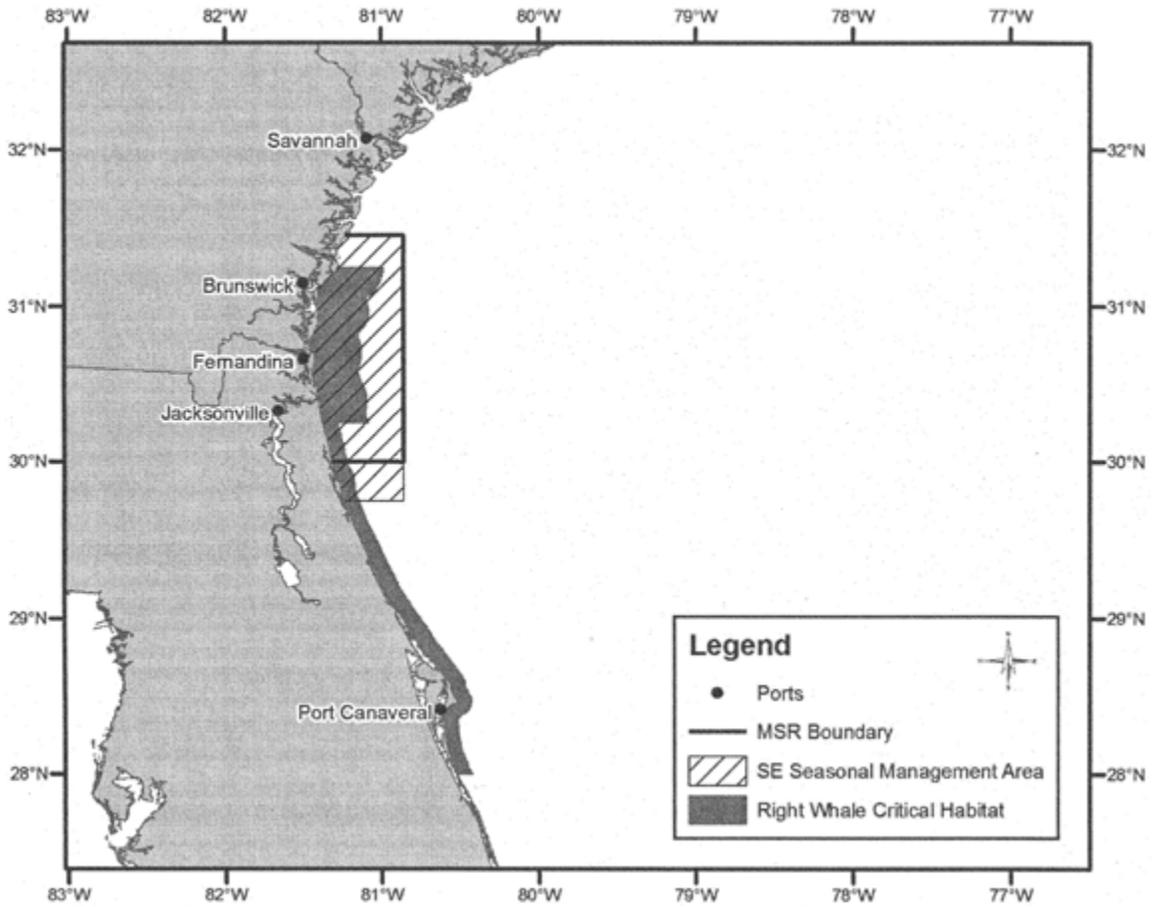


COAST PILOT 3



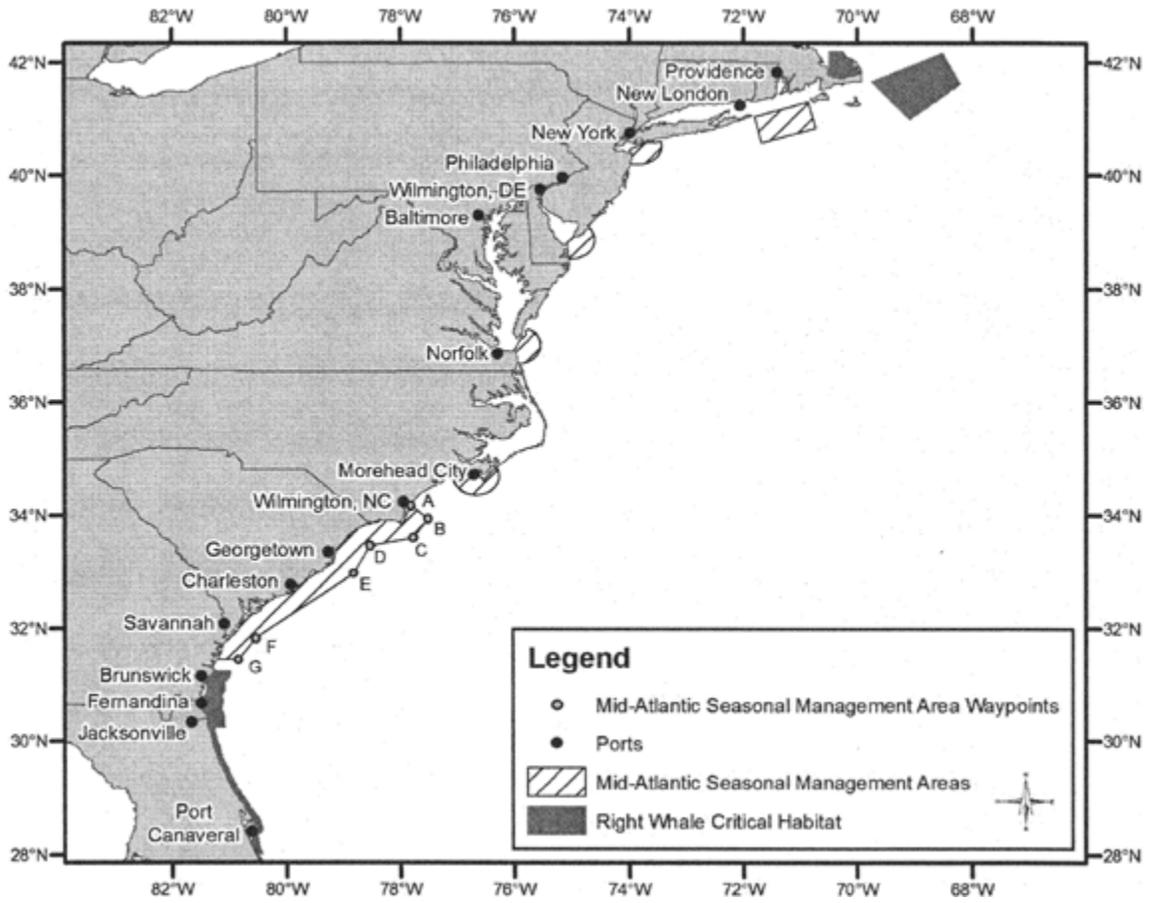
COAST PILOT 3

Figure 1. Southeast United States

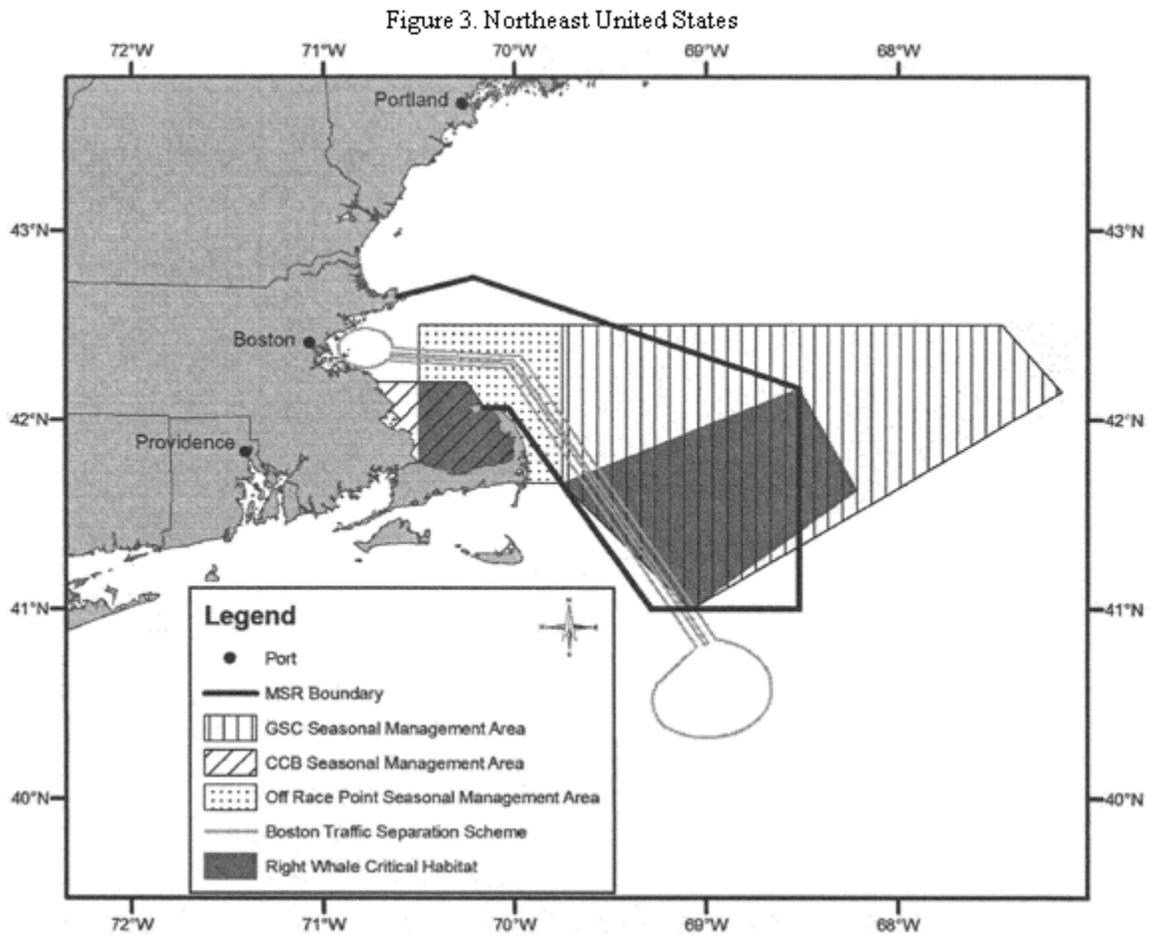


COAST PILOT 4

Figure 2. Mid-Atlantic United States



COAST PILOT 4



COAST PILOT 4

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1866	Egg Rock Light Station CG Mooring Buoy	44 21 18 N 68 08 25 W				White with blue band marked CG.	
						*	1/09
11065	WINTHROP LIGHT 1	42 21 42 N 70 58 48 W	FI G 6s	24	5	SG on skeleton tower on piles.	
						*	1/09
*13267	Race Point Coast Guard Station Mooring Buoy C	42 02 01 N 70 10 39 W				White can with blue stripe.	
							1/09
*16460.1	Wild Harbor Buoy 5	41 38 24 N 70 38 45 W				Green can.	Private aid.
							1/09
17650.1	Tiverton Basin Speed Buoy 1	41 37 34 N 71 12 57 W				White and orange.	Private aid.
						*	1/09
17911	Newport-Pell Bridge Sound Signal	41 30 20 N 71 21 05 W					HORN 2 blast ev 20s (1s bl-1s si-1s bl-17s si). Private aid.
	*						1/09
18005	CODDINGTON COVE BREAKWATER LIGHT 18	41 31 57 N 71 19 28 W	FI R 6s	30	7	TR on red skeleton tower.	White/ Orange dayboards have been added. HORN: 2 blasts ev 20s (2s bl-2s si-2s bl-14s si).
							* 1/09
18160	MUSSELBED SHOALS DIRECTIONAL LIGHT	41 38 12 N 71 15 36 W	F W (R sectors)		W 9 R 7 G 7	Skeleton tower.	Show red from 043.5° to 049.2°; white from 049.2° to 052.7°; green from 052.7° to 058.5°.
			*				1/09
18197	- Danger Daybeacon	41 40 23 N 71 16 52 W		25		Orange and white worded DANGER ROCKS.	Private aid.
						*	* 1/09
18433	- Speed Daybeacon	41 45 08 N 71 21 13 W				NW on pile.	Private aid.
		*					1/09
18490	- Pawtuxet Cove Channel Buoy 6	41 45 35 N 71 23 10 W				Red nun.	
		*					1/09
18930	Braga Bridge Sound Signal	41 42 25 N 71 09 59 W					Private aid. HORN: 1 blast ev 20s (2s bl).
	*						1/09

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 C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
19125	Jamestown Bridge Sound Signal	41 31 37 N 71 23 58 W					Private aid. SIREN: 2 blasts ev 30s (2s bl- 3s si-2s bl-23s si).
	*						1/09
*19636.1	Point Judith Pond No Wake Buoy	41 24 28 N 71 30 28 W				White with orange bands.	Private aid.
							1/09
21205 24015	<i>New Haven Harbor Lighted Whistle Buoy NH</i>	41 12 07 N 72 53 47 W	Mo (A) W		6	Red and white stripes with red spherical topmark.	
	*						1/09
21400	Great Captain Island Light	40 58 57 N 73 37 23 W	Al W R 12s W fl 6s ec. R fl 6s ec.	62	17	NR on skeleton tower.	Emergency light of reduced intensity FI W 6s when main light is extinguished. HORN: 1 blast ev 15s (2s bl).
	*				*		1/09
21440	Execution Rocks Light	40 52 41 N 73 44 16 W	FI W 10s	62	15	White stone tower, brown band midway of height; granite dwelling attached.	Emergency light of reduced intensity when main light is extinguished. RACON: X (- • • -)
							* 1/09
21825	New London Ledge Light On west side of Southwest Ledge.	41 18 21 N 72 04 39 W	FI (3) W 30s	58	14	Red brick dwelling on square pier.	Emergency light of FI (3) W 30s and reduced intensity when main light is extinguished. HORN: 2 blast ev 20s (2s bl- 2s si-2s bl-14s si).
							* 1/09
21830	<i>New London Dumping Ground Lighted Buoy NDA</i>	41 16 14 N 72 04 51 W	FI Y 4s			Yellow.	Maintained from Oct. 1 to June 1. U.S. Army maintained. Private aid.
							* 1/09
22430	- Channel Junction Daybeacon SC	41 20 19 N 72 10 58 W				JG on pile.	
						*	1/09
22451	Smith Cove Buoy 1					Green can.	Private aid.
	*						1/09
23710	- Daybeacon HR	41 15 00 N 72 32 05 W				JG on pile.	Private aid.
						*	1/09
	Southport Harbor						
24762	<i>Pine Creek Point Aquaculture Lighted Buoys (4)</i>		Q Y			Yellow.	Marks aquaculture farm. Maintained from Mar 15 to Dec. 15. Private aid.
							* 1/09

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 C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
New Rochelle Harbor (Southwest Approach)							
25865	City Island Ferry Sound Signal	40 50 54 N 73 46 54 W					Private aid. HORN: 1 blast ev 15s (5s bl).
	*						1/09
26055	- Buoy 6	40 52 30 N 73 49 21 W				Red nun.	
		*					1/09
PORT JEFFERSON AND MOUNT SINAI HARBORS (Chart 12362)							
Mount Sinai Harbor							
26065	- Approach Buoy M	40 58 12 N 73 02 38 W				Red and white stripes; sphere.	
		*					1/09
Port Jefferson Harbor							
26190	- Narrows Channel Buoy CN13	40 58 13 N 73 06 47 W					Private aid.
						*	1/09
LONG ISLAND SOUND (Western Part) (Chart 12363)							
Port Jefferson Harbor							
Belle Terre							
26205	- Channel Buoy BT6	40 57 25 N 73 04 23 W				Red nun.	Private aid.
		*			*		1/09
26206	- Channel Buoy BT8	40 57 14 N 73 04 15 W				Red nun.	Private aid.
		*					1/09
26207	- Channel Buoy BT10	40 57 06 N 73 04 06 W				Red nun.	Private aid.
		*					1/09
Whitehall Ferry							
27350	- East Sound Signal	40 42 00 N 74 00 42 W		36		Green rectangular structure.	Private aid. BELL: 3 strokes ev 15s.
	*						1/09
27365	- West Sound Signal			28		On gray pyramid.	Private aid. BELL: 2 strokes ev 7.5s.
	*						1/09
27370	- Rack A Sound Signal	40 42 00 N 74 00 48 W		25		On wood platform.	Private aid. HORN: 1 blast ev 13s (5s bl).
	*						1/09

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 C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
27651	LaGuardia Airport Security Zone Daybeacon A	40 46 31 N 73 53 23 W				White with orange band.	Private aid. * 1/09
27652	LaGuardia Airport Security Zone Daybeacon B	40 46 42 N 73 53 16 W				White with orange band.	Private aid. * 1/09
27725	- LIGHT	41 09 12 N 72 14 30 W	FR	10		On pile.	Maintained from sundown to 0130 daily. HORN: 1 blast ev 30s (1s bl). Private aid. * 1/09
Sag Harbor							
28323	- Buoy 1	41 00 42 N 72 17 32 W				Green can.	 * 1/09
31020	CG STATION JONES BEACH BREAKWATER LIGHT 2	40 35 27 N 73 33 19 W	FR 2.5s	6	2	TR on breakwall.	 * 1/09
31340	State Boat Channel Buoy 64	40 38 58 N 73 17 52 W				Red nun.	 * 1/09
34280	NY PARK SERVICE STATION ROCKAWAY WEST BREAKWATER LIGHT	40 34 08 N 73 53 03 W	FR 4s	20		On piles.	Private aid. * 1/09
34285	Marine Parkway Bridge Sound Signal	40 34 24 N 73 53 12 W					Private aid. HORN: 1 blast ev 60s (10s bl). * 1/09
34925	The Verrazano-Narrows Bridge Sound Signal						Private aid. HORN (2): 1 blast ev 15s (2s bl). One oriented upstream and one downstream. * 1/09
34949	ST GEORGE FERRY TERMINAL FOG LIGHT	40 38 39 N 74 04 15 W	STROBE				Private aid. * 1/09
34950	Ferry Terminal Slip 6 Sound Signal	40 38 36 N 74 04 18 W		28			BELL: 3 strokes ev 12s.. Private aid. * 1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
34955	Ferry Terminal Slip 4 Sound Signal						Private aid. HORN: (two-tone) 1 blast ev 15s (3s bl).
	*						1/09
34960	Ferry Terminal Slip 3 Sound Signal						Private aid. HORN: 1 blast ev 20s (2s bl).
	*						1/09
36635	Outerbridge Crossing Sound Signal	40 33 06 N 74 14 48 W					Private aid. HORN: 1 blast ev 15s (5s bl).
	*	*					1/09
37001	Constable Hook Artificial Reef Daybeacon A	40 39 26 N 74 05 16 W				NW on pile.	Marks hazard. Private aid.
							* 1/09
37182	PORT JERSEY CHANNEL RANGE REAR LIGHT 672 yards, 300° from front light.	40 40 41 N 74 05 59 W	ISO G 6s			KRW on skeleton tower.	Private aid.
	*						1/09
38155	ESOPUS MEADOWS LIGHT	41 52 07 N 73 56 29 W	FI W 2.5s	52	6	White conical tower on white dwelling.	
						*	1/09
38315	Kingston Bridge Sound Signal						Private aid. HORN (2): 2 blast ev 30s (2s bl-2s si-2s bl-24s si).
	*						1/09
38525	Rip Van Winkle Bridge Sound Signal	42 13 24 N 73 51 06 W					Private aid.
	*						1/09
King Bay							
Great Chazy River Boat Channel							
<i>Aids maintained from May 15 to Oct. 15.</i>							
39170	- Lighted Buoy 1	44 55 42 N 73 23 15 W	FI G 4s			Green can.	Private aid.
		*					1/09
39175	- Lighted Buoy 2	44 55 46 N 73 23 48 W	FI R 4s			Red.	Private aid.
		*					1/09
Missisquoi Bay							
39345	- Buoy 2 Marks north edge of Sandy Point Ledge.				1	Red nun.	Maintained from May 1 to Nov. 1.
					*		1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CUMBERLAND HEAD TO FOUR BROTHERS ISLANDS (Chart 14782)							
Main Passage							
Cumberland Head							
39365	- Ferry Dock Sound Signal	44 41 54 N 73 22 48 W					Maintained from Apr. 1 to Dec. 30. Private aid. HORN: 1 blast ev 30s (2s bl).
	*						1/09
39370	- FERRY DOCK EAST LIGHT	44 41 51 N 73 22 51 W	F G				Private aid.
	*						1/09
39375	- FERRY DOCK WEST LIGHT	44 41 48 N 73 22 48 W		19			Private aid.
	*						1/09
Main Passage							
39385	Grand Isle Ferry Dock Sound Signal	44 41 18 N 73 21 00 W					Maintained from Apr. 1 to Dec. 30. Private aid. HORN: 2 blasts ev 30s (1s bl-1s si-1s bl-27s si).
	*						1/09
39390	GRAND ISLE FERRY DOCK EAST LIGHT	44 41 18 N 73 20 51 W	F G	18		On dolphin.	Private aid.
	*						1/09
39395	GRAND ISLE FERRY DOCK WEST LIGHT	44 41 15 N 73 21 00 W	F R	18		On dolphin.	Private aid.
	*						1/09
Port Kent Ferry Dock							
<i>Aids maintained from May 1 to Nov. 1.</i>							
39545	- NORTH LIGHT	41 31 40 N 73 24 16 W	F G			On dolphin.	Private aid.
	*						1/09
39555	- SOUTH LIGHT	44 31 34 N 73 24 12 W	F R			On dolphin.	Private aid.
	*						1/09
39580	Port Kent Sound Signal			16			Private aid. HORN: 3 blasts ev 30s (1s bl-1s si-1s bl-1s si-2s bl-24s si). Maintained from Apr. 1 to Nov. 15.
	*						1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
Burlington Bay							
39660	- FERRY DOCK NORTH LIGHT	44 28 29 N 73 13 36 W	F G	16		On dolphin.	Private aid.
		*					1/09
39665	- FERRY DOCK MIDDLE RACK LIGHT	44 28 27 N 73 13 19 W	F G	16		On dolphin.	Private aid.
		*					1/09
39670	- FERRY DOCK SOUTH LIGHT	44 28 27 N 73 13 19 W	F R			On dolphin.	Private aid.
		*					1/09
39675	- FERRY DOCK LOWER RACK LIGHT	44 28 27 N 73 23 19 W	F R	16		On dolphin.	Private aid.
		*					1/09
39790	ESSEX FERRY DOCK NORTH LIGHT	44 18 39 N 73 21 06 W	F R	14		On dolphin.	Private aid.
		*					1/09
39800	MCNEIL COVE FERRY DOCK NORTH LIGHT	44 18 06 N 73 17 51 W	F G			On dolphin.	Private aid.
		*					1/09
39805	McNEIL COVE FERRY DOCK SOUTH LIGHT	44 18 03 N 73 17 48 W	F R	14		On dolphin.	Private aid.
		*					1/09
39915	TICONDEROGA LIGHT 70	43 50 53 N 73 22 36 W	F I R 4s	30	4	TR on skeleton tower.	Higher intensity toward watch point.
		*					1/09
39935	WRIGHT POINT LIGHT 76	43 48 07 N 73 22 47 W	F I R 4s	33	5	TR on red skeleton tower.	
		*					1/09
LAKE MEMPHREMAGOG							
<i>Unless otherwise noted, lights on Lake Memphremagog will be extinguished at the close of navigation in the fall, then relighted at the opening of navigation in the spring.</i>							
40090	- Buoy 1					Green can.	Maintained from June 1 to Sept. 30. Private aid.
						*	1/09

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II ATLANTIC COAST, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
23085	- CHANNEL LIGHT 23	37 59 12 N 76 00 38 W	F I G 4s	15	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
		*					1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II ATLANTIC COAST, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
23220	- LIGHT 4	38 00 05 N 76 02 54 W	F I R 4s	15	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
		*					1/09
28007	- Buoy 8	35 46 49 N 75 31 35 W				Red nun.	
		*					1/09
28015	- Lighted Buoy 9	35 46 44 N 75 31 34 W	F I G 4s		4	Green.	
		*					1/09
28025	Oregon Inlet Lighted Buoy 12	35 46 39 N 75 31 32 W	F I R 2.5s		3	Red.	
		*					1/09
28030	- Buoy 14	35 46 29 N 75 31 05 W				Red nun.	
		*					1/09
*28732.1	Hatteras Inlet Channel Lighted Buoy 12A	35 12 13 N 75 43 51 W	Q R		3		
							1/09
29385	- CHANNEL LIGHTED BUOY 16	34 41 19 N 76 39 59 W	Q R		4	Red.	Ra ref.
	*	*				*	1/09
38415	- Daybeacon 25	34 46 14 N 76 41 00 W				SG-SY on pile.	
		*					1/09

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*7457	Dames Point Lighted Buoy 49	30 23 25 N 81 34 04 W	F I G 2.5s		4	Green.	
							1/09
*7459	Trapac Turning Basin Buoy A	30 23 25 N 81 34 09 W				Yellow can.	
							1/09
*7461	Trapac Turning Basin Buoy B	30 23 34 N 81 34 16 W				Yellow can.	
							1/09
*7463	Trapac Turning Basin Buoy C	30 23 43 N 81 34 22 W				Yellow can.	
							1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*17696	Naples Harbour Yacht Club Buoy 1	26 08 01 N 81 47 00 W				Green can.	Private aid.
							1/09
*17696.1	Naples Harbour Yacht Club Buoy 2	26 08 01 N 81 47 00 W				Red nun.	Private aid.
							1/09
*17696.2	Naples Harbour Yacht Club Buoy 3	26 08 01 N 81 47 00 W				Green can.	Private aid.
							1/09
*17696.3	Naples Harbour Yacht Club Buoy 4	26 08 01 N 81 47 00 W				Red nun.	Private aid.
							1/09
*17696.4	Naples Harbour Yacht Club Buoy 5	26 08 01 N 81 47 00 W				Green can.	Private aid.
							1/09
*17696.5	Naples Harbour Yacht Club Buoy 6	26 08 01 N 81 47 00 W				Red nun.	Private aid.
							1/09
*17696.6	Naples Harbour Yacht Club Buoy 7	26 09 00 N 81 47 00 W				Green can.	Private aid.
							1/09
*17696.7	Naples Harbour Yacht Club Buoy 8	26 09 00 N 81 47 00 W				Red nun.	Private aid.
							1/09
*17696.8	Naples Harbour Yacht Club Buoy 9	26 09 00 N 81 47 00 W				Green can.	Private aid.
							1/09
*17696.9	Naples Harbour Yacht Club Buoy 10	26 09 00 N 81 47 00 W				Red nun.	Private aid.
							1/09
*17697	Naples Harbour Yacht Club Buoy 11	26 09 00 N 81 47 00 W				Green can.	Private aid.
							1/09
*17697.1	Naples Harbour Yacht Club Buoy 12	26 09 00 N 81 47 00 W				Red nun.	Private aid.
							1/09
31708	Vieques Island East Warning Buoy A	18 07 06 N 65 19 27 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by US Navy. Private aid.
		*					1/09
31710	Vieques Island East Warning Buoy B	18 08 58 N 65 18 49 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by U.S. Navy. Private aid.
		*					1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
31712	Vieques Island East warning Buoy C	18 09 37 N 65 21 36 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by US Navy. Private aid.
		*					1/09
31715	Vieques Island East Warning Buoy D	18 07 45 N 65 17 08 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by U.S. Navy. Private aid.
		*					1/09
31716	Vieques Island East Warning Buoy E	18 09 08 N 65 19 47 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by US Navy. Private aid.
		*					1/09
31718	Vieques Island East Warning Buoy F	18 06 41 N 65 20 26 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by US Navy. Private aid.
		*					1/09
31720	Vieques Island East Warning Buoy G	18 07 35 N 65 18 11 W				White with orange retro bands. Worded DANGER UNEXPLODED ORDNANCE.	Maintained by U.S. Navy. Private aid.
		*					1/09
34510	- Daybeacon 117	32 47 44 N 79 47 15 W				SG-SY on pile.	
		*					1/09
36870	- Daybeacon 194	31 20 20 N 81 19 41 W				TR-TY on pile.	
		*					1/09

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV GULF OF MEXICO, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*831	Walter-114-10 (Lighted Buoy)	28 34 59 N 91 47 21 W	FI W 2.5s				Private aid.
							1/09
5005	- Lighted Buoy 8		QR		3	Red.	
					*		1/09
6197	OUTER RANGE REAR PASSING LIGHT		FI W 4s	15	3	On same structure as Theodore Ship Channel Outer Range Rear Light.	
					*		1/09
7630	- LIGHT 29	30 23 49 N 88 50 12 W	FI G 2.5s	17	4	SG on pile.	Ra ref.
					*		1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV GULF OF MEXICO, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
22945	- LIGHT 38 235 feet outside channel limit.	29 25 42 N 94 49 51 W	FI R 2.5s	17	3	TR on pile.	
						*	1/09
22975	- LIGHT 42 235 feet outside channel limit.	29 26 54 N 94 50 27 W	FI R 2.5s	17	3	TR on pile.	Ra ref.
						*	1/09

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
297	NOAA Environmental Lighted Buoy 46042	36 47 19 N 122 24 15 W	FI (4) Y 20s			Yellow disc-shaped buoy.	
						*	1/09
15571	Grays Harbor Entrance Lighted Whistle Buoy 8	46 54 29 N 124 11 01 W	QR		4	Red.	
						*	1/09
15940	DAMON POINT LIGHT	46 57 02 N 124 06 21 W	FI Y 4s	20	5	NB on pile structure.	Ra ref.
						*	1/09
23680	DOUGLAS BOAT HARBOR LIGHT 1D	58 16 36 N 134 23 16 W	FI G 4s	17	4	SG on skeleton tower.	
						*	1/09
29400	- LIGHT 5	21 18 55 N 157 58 01 W	FI G 2.5s	16	4	SG on pile.	
						*	1/09
29525	- LIGHT 3		QG	17	4	SG on pile.	
						*	1/09

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII GREAT LAKES, 2007							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3575	- Lighted Buoy 9	42 08 53 N 80 05 08 W	FI G 2.5s		4	Green.	Replaced by can from 01 Nov. to 15 May .
						*	1/09
3580	- Lighted Buoy 10	42 08 55 N 80 05 17 W	FI R 2.5s		4	Red.	Replaced by nun from 01 Nov. to 15 May .
						*	1/09
3585	- Lighted Buoy 11	42 08 47 N 80 05 11 W	FI G 4s		4	Green.	Replaced by can from 01 Nov. to 15 May .
						*	1/09

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VII GREAT LAKES, 2007

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3590	- <i>Lighted Buoy 12</i>	42 08 47 N 80 05 33 W	FI R 4s		4	Red.	Replaced by nun from 01 Nov. to 15 May . * 1/09
3595	- <i>Lighted Buoy 13</i>	42 08 36 N 80 05 06 W	FI G 2.5s		4	Green.	Replaced by can from 01 Nov. to 15 May . * 1/09
3596	- <i>Lighted Buoy 14</i>	42 08 34 N 80 05 42 W	FI R 4s		4	Red.	Replaced by can from 01 Nov. to 15 May . * 1/09

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SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
15406 J 4300	-Rio Jamapa, N. breakwater.	19° 06.2' N 96° 05.8' W	Fl.R. period 5s fl. 0.5s, ec. 4.5s	29 9	3	Red round concrete tower; 23.	*
						*	1/09

CORRECTIONS TO PUB 111, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*15190 G 3465.75	Punta Japutica.	17° 23.5' N 101° 10.4' W	Fl.(2)W. period 10s fl. 1s, ec. 1s fl. 1s, ec. 7s			Round white concrete tower; 17.	*
							1/09

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*Add Heading:							
*-Yokohama Ko:							
*5143 F 6379.5	--Tako Ne.	35° 22.5' N 139° 40.5' E	Mo.(B)Y. period 9s	19 6	5	SPECIAL Y, beacon, topmark; 20.	*
							1/09
*Delete Heading:							
*-Yokohama Ko:							
5144 F 6380	--Kanazawa, E. breakwater, head.	35° 22.7' N 139° 39.5' E	Iso.G. period 4s	43 13	11	White round concrete structure; 36.	*
							1/09
*5146 F 6390	--S. Honmoku Wharf, breakwater.	35° 23.7' N 139° 40.7' E	Fl.R. period 3s	22 7	4	Red tower; 8.	*
							1/09
5156 F 6401	--Nissan Honmoku Wharf.	35° 25.3' N 139° 40.8' E	Mo.(N)R. period 8s	39 12	9	Red square iron framework structure; 30.	*
							1/09
30410 E 6037.7	-Gaza'ir Giftun, NW.	27° 16.1' N 33° 53.1' E	Fl.R. period 5s	30 9	*	Red round fiberglass tower; 16.	*
							1/09
30410.6 E 6037.91	-Gaziret Abu Minqar, W.	27° 12.9' N 33° 51.1' E	Fl.(2)R. period 5s	30 9	*	PORT (A) R, beacon; 16.	*
							1/09
30411 E 6038	El Ghardaqa Range , front.	27° 12.5' N 33° 50.5' E	Oc.R. period 5s lt. 3s, ec. 2s	181 55	18	Black framework tower, white and black rectangular daymark; 49.	*
							1/09

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SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30411.5 <i>E 6038.1</i>	-Rear, 420 meters from front.	27° 12.3' N 33° 50.5' E	Oc.R. period 5s fl. 3s, ec. 2s	250 76	18	Black framework tower, white rectangular daymark; 59.	
	*					*	1/09

CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14828 <i>E 3964</i>	-Akra Makri-Nicolaos.	38° 17.0' N 22° 33.0' E	Fl.W. period 4.5s fl. 0.4s, ec. 4.1s	59 18	5	White pyramid;13.	
				*			1/09
*14864.1	-N. mole, head.	38° 00.7' N 22° 45.2' E	Fl.R. period 3s fl. 0.3s, ec. 2.7s	26 8	3	Metal framework with gallery, metal column and red band.	
							1/09
15260 <i>E 4149</i>	-Near root.	37° 44.7' N 23° 25.6' E	Fl.R. period 2s fl. 0.3s, ec. 1.7s	23 7	4	Metal framework on white round hut, red band; 18.	
				*			1/09
15264 <i>E 4150</i>	-SE. mole, head.	37° 44.7' N 23° 25.6' E	Fl.G. period 1.5s fl. 0.2s, ec. 1.3s	23 7	3	Metal framework on white round hut, green band.	
		*		*			1/09
*15758 <i>E 4328</i>	-Agios Romanos, fishing harbor, breakwater, head.	37° 34.2' N 25° 06.7' E	Fl.G. period 3s fl. 0.3s, ec. 2.7s	26 8	3	Metal framework with gallery, metal column and green band.	
							1/09
16496 <i>E 4472</i>	-Dhiavlos Skopelou, Nisis Repon.	39° 08.8' N 23° 31.7' E	Fl.(2)W.R. period 10s fl. 1s, ec. 2s fl. 1s, ec. 6s	131 40	W. 12 R. 8	Round masonry tower, dwelling; 43.	W. 183°-261°, R.-313°, W.- 020°, obsc.-183°. Reserve light F.W.R.
		*		*		*	1/09
16500 <i>E 4466</i>	-Nisos Skiathos, Prasoniso.	39° 08.3' N 23° 28.2' E	Fl.W. period 6s fl. 0.5s, ec. 5.5s	43 13	6	Metal framework tower on hut.	
				*			1/09
16504 <i>E 4468</i>	-Dhaskalonisi.	39° 09.7' N 23° 29.7' E	Fl.W. period 3s fl. 0.3s, ec. 2.7s	33 10	5	Metal framework tower; 15.	
				*	*	*	1/09
16505 <i>E 4467</i>	-Mole, head.	39° 09.7' N 23° 29.6' E	Fl.R. period 1.5s fl. 0.3s, ec. 1.2s	23 7	3	White metal framework tower with gallery and red band; 20.	
		*		*		*	1/09

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SECTION II

CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16834 <i>E 4553</i>	Limeniskos Makris, W. mole, head.	40° 50.8' N 25° 45.1' E	FL.R. period 4s fl. 0.6s, ec. 3.4s	23 7	3	Metal column with gallery on metal framework, red band.	
					*		1/09
16835 <i>E 4553.2</i>	-E. mole, head.	40° 50.8' N 25° 45.1' E	FL.G. period 4s fl. 0.6s, ec. 3.4s	23 7	3	Metal column with gallery on metal framework, green band.	
					*		1/09

CORRECTIONS TO PUB 114, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
GOUROCK BAY:							
4416 <i>A 4414</i>	-Kempock Point.	55° 57.8' N 4° 49.0' W	FL.G. period 6s	36 11	3	Metal column; 12.	Port closure signals on roof of Navy building 0.9 mile E.
			*	*		*	1/09
LE SANDETTIE:							
8932 <i>A 0994</i>	-SANDETTIE LIGHTSHIP	51° 09.4' N 1° 47.2' E	FL.W. period 5s fl. 1s, ec. 4s	49 15	22	Red hull; 36.	Nautophone: 1 bl. ev. 30s (bl. 2s, si. 28s).
	-RACON		T(-) period 60s		10		
				*	*		1/09

CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*13205 <i>L 3555.83</i>	-Kvalen.	69° 36.3' N 17° 57.4' E	FL.W. period 3s				
							1/09
*13227 <i>L 3559.3</i>	-Verskanken.	69° 36.5' N 18° 01.5' E	FL.G. period 5s				
							1/09

CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6292 <i>C 2728</i>	-Mankow Range, front.	53° 37.1' N 14° 35.6' E	Oc.(2)W. period 8s	49 15	7	White round metal tower, orange top; 56.	Visible 137°30'-146°.
	*		*				1/09

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 116, LIST OF LIGHTS, 2008 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6880 <i>C 3066</i>	- -W. breakwater, head.	54° 24.6' N 18° 39.6' E	L.F.I.G. period 6s fl. 2s, ec. 4s	43 13	8	Green tower.	
				*	*	*	1/09

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

NM 1/09

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 1/09

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.		
NGA/DLIS CATALOGS CATCDLIMDIS			Region 9			Region 9				
Region 1	2005	11*,12,13,14,15,16,18,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,38,39,40,41,42,43,45,46,47,48,49,50,51,53/05:2,3,4,5,6,8,9,10,11,12,14,15,16,17,19,20,21,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,45,46,48,49,50,51,52/06:1,3,4,6,7,8,10,11,12,13,14,17,19,20,22,23,24,25,26,30,31,32,33,34,36,37,38,40,41,43,44,45,46,47,49,50,51,52/07:1,5,6,7,8,11,12,13,15,16,17,18,19,20,21,22,23,24,25,27,28,30,31,32,33,34,36,38,39,40,41,42,43,44,46,47,48,50,51/08:1/09	Miscellaneous Charts and Publications	2005	11*,43,47,52/05:2,4,5,8,21,22,25,27,29,32,39,40,42,45/06:3,4,7,10,13,21,22,28,29,34,38,40,41,50/07:3,7,8,10,17,19,20,24,25,32,33,34,36,38,43,45,48,49/08:1/09	PUB158 PUB159 PUB160 PUB161 PUB162 PUB163 PUB164 PUB171 PUB172 PUB173 PUB174 PUB175 PUB180 PUB181 PUB182 PUB183 PUB191 PUB192 PUB193 PUB194 PUB195 PUB200	2008 2008 2008 2008 2008 2007 2007 2008 2007 2008 2008 2008 2008 2008 2007 2007 2008 2008 2008 2007	29/08* 39/08* 34/08* 35/08* 17/08* 2/08* 2/08* 47/08* 37/08* 32/07* 31/08* 23/08* 40/08* 37/08* 31/07* 2/08* 39/07* 32/07* 44/08* 23/08* 45/08* 47/07*		
Region 2	2005	11*,25,41/05:8,12,13,14,20,23,25,26,27,29,31,37,39,42/06:3,10,12,13,21,24,32,34,51/07:21,31,34,45,48,49/08:1/09		2005	11*,N12,N13,N14,N15,N16,N18,N19,N20,N21,N22,N24,N25,N27,N28,N29,N31,N32,N33,N35,N36,N37,N38,N39,N41,N42,N43,N44,N46,N47,N48,N50,N52,N53/05:N1,N3,N4,N5,N6,N7,N9,N10,N11,N13,N14,N15,N16,N17,N18,N19,N20,N22,N23,N24,N25,N26,N27,N28,N29,N30,N31,N32,N35,N36,N39,N40,N41,N42,N44,N45,N46,N49,N50,N51,N52/06:N1,N3,N4,N6,N7,N10,N13,N17,N18,N19,N21,N22,N24,N26,N27,N29,N30,N31,N32,N33,N34,N35,N36,N37,N38,N39,N40,N43,N44,N45,N46,N47,N48,N49,N50,N51,N52/07:N1,N2,N3,N4,N6,N7,N8,N9,N10,N11,N12,N13,N14,N16,N17,N18,N19,N21,N22,N23,N24,N25,N26,N27,N28,N29,N30,N31,N32,N33,N34,N35,N36,N37,N38,N39,N40,N41,N44,N45,N46,N47,N48,N52/08:N1/09		2007	46*,47,48,49,50,51,52/07:1,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,26,27,28,29,30,31,32,33,34,35,36,37,38,39,41,42,43,44,45,46,47,48,49,50,51,52/08:1/09	COMDTM165021	46*,47,48,49,50,51,52/07:1,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,41,42,43,44,45,46,47,48,49,50,51,52/07:1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/08:1/09
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		2005	11/05*:20,43/07:17,20,25,43,45/08		2007	45*,46,47,48,50,51,52/07:1,3,4,5,7,8,9,11,12,14,15,16,17,18,20,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/08:1/09	COMDTM165022	45*,46,47,48,50,51,52/07:1,3,4,5,7,8,9,11,12,14,15,16,17,18,20,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/08:1/09
Region 4	2005	11/05*:20,43/07:17,20,25,43,45/08		2005	11*,14,18,20,22,23,28,36,41,43,45,49/05:4,5,7,9,10,12,14,27,32,45/06:3,20,23,25,28,30,31,41/07:8,13,17,20,22,25,29,31,33,36,38,40,51/08:1/09		2007	45*,46,47,48,49,50,51,52/07:1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,40,41,42,43,44,45,46,47,49,50,51,52/08:1/09	COMDTM165023	45*,46,47,48,49,50,51,52/07:1,3,4,5,7,8,9,11,12,14,15,16,17,18,20,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/08:1/09
Region 5	2005	11*,14,18,20,22,23,28,36,41,43,45,49/05:4,5,7,9,10,12,14,27,32,45/06:3,20,23,25,28,30,31,41/07:8,13,17,20,22,25,29,31,33,36,38,40,51/08:1/09	NGA LIST OF LIGHTS	2005	11*,14,18,20,22,23,28,36,41,43,45,49/05:4,5,7,9,10,12,14,27,32,45/06:3,20,23,25,28,30,31,41/07:8,13,17,20,22,25,29,31,33,36,38,40,51/08:1/09	LLPUB110	2008	24*,26,28,30,31,33,35,36,37,39,41,42,45,46,48,49,51,52/08:1/09	COMDTM165024	45*,46,47,48,49,50,51,52/07:1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,40,41,42,43,44,45,46,47,49,50,51,52/08:1/09
Region 6	2005	11*,18,23,28,43,46,52/05:5,7,10,12,14,16,25,30,35,36,40,41,42,43,45,50/06:3,6,7,10,12,20,28,30,33,35,39,41,42,50/07:3,7,8,11,13,15,20,22,32,34,37,43,45,46/08	LLPUB111	2008	46*,52/08:1/09	LLPUB112	2008	38*,40,41,42,43,45,46,47,48,49,50,51,52/08:1/09	COMDTM165025	44/08*
Region 7	2005	11*,14,43,47,52/05:12,14,15,17,18,19,20,21,25,27,35,42,45,46,47,48,49,52/06:3,4,8,9,10,11,12,13,14,15,16,17,18,19,20,23,30,34,35,36,39,42,50/07:1,7,10,16,17,20,22,25,26,37,42,43,48/08:1/09	LLPUB113	2008	47*,48,49,50,51,52/08:1/09	LLPUB114	2008	25*,29,30,35,38,39,40,47/08:1/09	COMDTM165026	46*,47,48,49,50,51,52/07:1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/08:1/09
Region 8	2005	11*,23,53/05:15,16,25,32,35,39,52/06:10,20,23,39,40,41/07:8,21,36,39,49,51/08	LLPUB115	2008	46*,49,51,52/08:1/09	LLPUB116	2008	45*,46,48,52/08:1/09	COMDTM165027	45*,46,47,49,52/07:1,2,3,4,5,6,7,8,9,11,13,14,15,16,17,18,19,20,21,22,23,25,26,27,28,29,30,31,32,34,35,36,37,38,39,40,41,42,43,44,45,47,48,49,50,51/08:1/09
			SAILING DIRECTIONS							
			PUB120	2008	38/08*					
			PUB123	2007	36/07*					
			PUB124	2007	34/07*					
			PUB125	2008	4/08*					
			PUB126	2008	40/08*					
			PUB127	2008	38/08*					
			PUB131	2008	29/08*					
			PUB132	2008	31/08*					
			PUB140	2008	35/08*					
			PUB141	2007	36/07*					
			PUB142	2007	45/07*					
			PUB143	2008	46/08*					
			PUB145	2007	52/07*					
			PUB146	2008	8/08*					
			PUB147	2008	52/08*					
			PUB148	2008	52/08*					
			PUB153	2007	47/07*					
			PUB154	2007	34/07*					
			PUB155	2007	47/07*					
			PUB157	2008	23/08*					
										DIGITAL PUBS - QUARTERLY
										CDPUBQTLY
										2008 N46/08*

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 1/09**

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.
FLEET GUIDES			USCG NAVIGATION RULES		
CDPUBFGATL	2005	N28/05*	COMDTM166722D	1999	44/99*:52/00;16/04
CDPUBFGPAC	2004	N17/04*			
NOS MISCELLANEOUS PUBLICATIONS			NOS TIDE TABLES		
NOSPBCATALOGA	2007	13/07*	NOSPBTTWCWPACIN8	2008	N4/08*
NOSPBCATALOGG	2007	6/07*	NOSPBTTTECSTNSA8	2008	N4/08*
NOSPBCATALOGK	2007	6/07*	NOSPBTTTEURAFR8	2008	N4/08*
NOSPBCATALOGL	2007	29/07*	NOSPBTTWCSTNSA8	2008	N4/08*
NOSPBCATALOGP	2007	17/07*			
ALMANACS			TIDAL CURRENT TABLES		
AIRALMANAC901	2009	25/08*	NOSPBTTCTATCSTN8	2008	N4*,N15,N20/08
NAUTALMANAC09	2009	19/08*	NOSPBTTCTPACAS8	2008	N4/08*
COAST PILOT					
NOSPBCP1	38	17*: 18,25,27,28,29, 30,34,35,37,38,43, 45,46,51/08;1/09			
NOSPBCP2	38	47*: 48,49/08;1/09			
NOSPBCP3	41	7*: 8,14,15,18,20,23, 24,27,28,29,34,39, 42,46,49/08;1/09			
NOSPBCP4	40	39*: 42,45,46,51/08; 1/09			
NOSPBCP5	36	24*: 25,30,35,38,43, 46,51/08			
NOSPBCP6	38	14*: 17,32,46,52/08			
NOSPBCP7	40	1*: 7,15,16,17,25,32, 34,40/08			
NOSPBCP8	30	37*: 38,41,42,52/08			
NOSPBCP9	26	29*: 30,31,34,38, 42/08			
RADIO NAVIGATIONAL AIDS					
PUB117	2005	4/05*			
AMERICAN PRACTICAL NAVIGATOR					
NVPUB9	2002	36/02*:14,38/03; 40/05			
INTERNATIONAL CODE OF SIGNALS					
PUB102	2003	20/03*			
WORLD PORT INDEX					
PUB150	2005	7/05*			
DISTANCES BETWEEN PORTS					
NVPUB151	2001	4/02*			
RADAR NAVIGATION AND MANEUVERING BOARD MANUAL					
CDPUBNV1310	2001	51/01*			
SIGHT REDUCTION TABLES (MARINE)					
SRPUB229V1	1970	11/71*			
SRPUB229V2	1970	11/71*			
SRPUB229V3	1970	7/71*			
SRPUB229V4	1970	3/71*			
SRPUB229V5	1970	3/71*			
SRPUB229V6	1970	23/70*			
SIGHT REDUCTION TABLES (AIR)					
SRPUB249V1	2007	38/07*			
SRPUB249V2	1952	46/52*			
SRPUB249V3	1952	46/52*			
CHART NO. 1					
WOBZC1	1997	18/98*			
CHART NO. 4					
WOBZC4	1988	N23/91*			
ATLAS OF PILOT CHARTS					
NVPUB106	2002	42/03*			
NVPUB107	1998	30/99*			
NVPUB109	2001	49/02*			

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 241100Z December 2008:

2007 series	302(28)	134(28)	180(28)	445(24)	510(25)
123(24)	2008 series	135(28)	248(28)	509(GEN)	513(11)

The summary of all NAVAREA IV messages in force as of 18 December 2008 is given in Section III of NM 52/08.

NAVAREA IV WARNINGS issued from 180900Z to 241100Z December 2008.

507/08 and 508/08. CANCELED.

509/08(GEN).

1. NAVAREA IV MESSAGES IN FORCE 200800Z DEC 2008. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2008 SERIES: 496(24).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 20 DEC 2007 IS GIVEN IN SEC III OF NM 52/07. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/08, 26/08 AND 39/08.
3. CANCEL NAVAREA IV 456/08, MSG IN FORCE AS MARAD ADVISORY 9/08 AND AVAILABLE AT <http://www.nga.mil/portal/site/maritime/>.
4. CANCEL NAVAREA IV 505/08.

(201002Z DEC 2008)

510/08(25). EASTERN CARIBBEAN SEA.

1. DERELICT S/V ALEGRIA ADRIFT IN 14-16.3N 062-30.8W AT 201702Z DEC.
2. CANCEL THIS MSG 27 DEC.

(201958Z DEC 2008)

511/08 and 512/08. CANCELED.

513/08(11). GULF OF MEXICO.

1. SEISMIC SURVEY IN PROGRESS UNTIL 31 AUG 09 BY M/V ATLANTIC EXPLORER TOWING SIX 7500 METER LONG CABLES IN AREA BOUND BY 28-02-24N 085-34-12W, 27-10-48N 086-28-48W, 28-18-36N 088-13-48W, 29-10-12N 087-11-24W. TEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 01 SEP 09.

(231509Z DEC 2008)

**SECTION III
HYDROLANTS**

NM 1/09

Messages in force 241100Z December 2008:

2007 series	1262(35)	1971(37)	2087(52)	2176(24)	2220(51)
1924(24)	1309(35)	1984(53)	2089(37)	2181(37)	2221(36,37)
1952(56)	1352(51,52)	1997(53,56)	2090(53,54)	2184(57)	2224(23)
2158(24)	1354(24)	2004(24)	2107(51)	2188(24)	2226(35)
2008 series	1463(24)	2032(24)	2124(24)	2196(51)	2228(53)
57(35,43)	1585(24)	2035(24)	2141(35)	2201(35)	2229(52)
182(54)	1639(51,52)	2036(24)	2142(24)	2202(35,37)	2231(37)
198(54)	1670(56)	2040(56)	2143(24)	2206(24)	2232(43)
515(54)	1690(24)	2050(57)	2149(57)	2207(24)	2233(24)
563(37)	1746(36)	2053(52)	2151(36,51)	2208(24)	2234(24)
889(35)	1757(44)	2074(GEN)	2156(37)	2210(52,53)	2235(24)
942(23,24)	1852(37)	2075(56)	2161(37)	2211(GEN)	2236(23,29)
1123(35)	1912(35)	2077(37)	2164(57)	2212(56)	
1213(37)	1916(24)	2080(62)	2167(56)	2214(24)	
1253(51,52)	1917(24)	2086(53)	2169(36)	2219(38)	

The summary of all HYDROLANTS in force as of 18 December 2008 is given in Section III of NM 52/08.

HYDROLANT WARNINGS issued from 180900Z to 241100Z December 2008.

2194/08 and 2195/08. CANCELED.

2196/08(51). NORTH ATLANTIC.

DISTRESS SIGNAL RECEIVED ON 121.5 MHZ IN
40-15.3N 015-45.7W. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MRCC DELGADA, TELEX: 82479,
PHONE: 35 129 628 1777, FAX: 35 129 620 5239.

(181300Z DEC 2008)

2197/08 thru 2200/08. CANCELED.

2201/08(35). SCOTLAND-WEST COAST.

NGA CHART 35079 (1ST ED).
1. SHOALS REPORTED IN AREA BOUND BY
56-57N 006-22W, 56-42N 006-22W,
56-42N 006-13W, 56-47N 005-58W,
56-59N 006-05W.
2. CANCEL HYDROLANT 2162/08.

(191705Z DEC 2008)

2202/08(35,37). NORTH SEA. ENGLAND.

SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
BY M/V BEAUFORT EXPLORER IN AREA BOUND BY
54-00N 000-00E, 55-30N 004-00E,
56-30N 002-00E, 55-30N 001-30W.
WIDE BERTH REQUESTED.

(191722Z DEC 2008)

2203/08 thru 2205/08. CANCELED.

2206/08(24). BRAZIL-SOUTH COAST.

MAN OVERBOARD VICINITY 25-09S 046-35W AT 170001Z DEC.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,
ASSIST IF POSSIBLE. REPORTS TO ANY COASTAL RADIO STATION.

(200105Z DEC 2008)

2207/08(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 24 DEC
BY M/V DISCOVERER IN AREA BETWEEN
32-20S 33-06S AND 049-38W 050-40W.
FIVE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 25 DEC.

(200107Z DEC 2008)

2208/08(24). BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY 190300Z TO 260259Z DEC BY
M/V RAMFORM VALIANT TOWING 12 6500 METER
LONG CABLES IN AREA BOUND BY
24-58.15S 045-19.17W, 25-25.13S 044-05.80W,
25-59.27S 044-20.62W, 25-32.65S 045-32.90W.
SIX MILE BERTH REQUESTED.
2. CANCEL THIS MSG 260359Z DEC.

(200112Z DEC 2008)

NM 1/09**SECTION III**

2209/08. CANCELED.

2210/08(52,53). STRAIT OF SICILY.

NGA CHART 52180 (14TH ED).

GAS LEAK WITHIN TEN MILES OF 37-29.8N 012-14.5E.

(200624Z DEC 2008)

2211/08(GEN).

1. HYDROLANT MESSAGES IN FORCE 200800Z DEC 2008. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.

2008 SERIES: 1917(24), 1971(37), 1984(53), 1997(53,56), 2004(24), 2032(24), 2035(24), 2036(24), 2040(56), 2050(57), 2053(52), 2074(GEN), 2075(56), 2077(37), 2080(62), 2084(37), 2086(53), 2087(52), 2089(37), 2090(53,54), 2094(24), 2096(24), 2097(51,57), 2107(51), 2124(24), 2141(35), 2142(24), 2143(24), 2149(57), 2151(36,51), 2156(37), 2161(37), 2164(57), 2165(56), 2166(23,29), 2167(56), 2169(36), 2171(24), 2176(24), 2181(37), 2184(57), 2187(37), 2188(24), 2189(24), 2196(51), 2199(24), 2201(35), 2202(35,37), 2205(35), 2206(24), 2207(24), 2208(24), 2209(24), 2210(52,53).

2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 20 DEC 2007 IS GIVEN IN SEC III OF NM 52/07. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/08, 26/08 AND 39/08.

3. CANCEL HYDROLANT 1911/08, MSG IN FORCE AS MARAD ADVISORY 9/08 AND AVAILABLE AT <http://www.nga.mil/portal/site/maritime/>.

4. CANCEL HYDROLANT 1870/08, 1901/08, 1902/08, 1909/08, 2110/08, 2146/08.

(201022Z DEC 2008)

2212/08(56). EASTERN MEDITERRANEAN SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 08 JAN 09 BY

M/V RAMFORM VIKING, M/V ROMOLOS, M/V MARY FREDY,
M/V EMBRGE, M/V FORWINDS AND M/V EQUARIUOS TOWING
TEN 6000 METER LONG CABLES IN AREA BOUND BY

31-14N 032-30E, 31-46N 032-30E,

31-46N 031-46E, 31-33N 031-48E,

31-30N 032-06E. WIDE BERTH REQUESTED.

2. CANCEL HYDROLANT 2165/08.

3. CANCEL THIS MSG 09 JAN 09.

(201035Z DEC 2008)

2213/08. CANCELED.

2214/08(24). BRAZIL-EAST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 230300Z TO 310300Z DEC
IN AREA BOUND BY

14-21.00S 038-59.75W, 14-25.00S 039-00.50W,

14-21.00S 038-56.00W, 14-25.00S 038-56.75W.

2. CANCEL THIS MSG 310400Z DEC.

(201445Z DEC 2008)

2215/08 thru 2218/08. CANCELED.

2219/08(38). NORTH ATLANTIC.

DISTRESS SIGNAL RECEIVED VICINITY 51-00N 028-00W
AT 210911Z DEC. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.

REPORTS TO UKMRCC FALMOUTH, TELEX: 5145234,

PHONE: 44 132 631 7575, FAX: 44 132 631 5610,

E-MAIL: FALMOUTHCOASTGUARD@MCGA.GOV.UK.

(211016Z DEC 2008)

2220/08(51). NORTH ATLANTIC.

DISTRESS SIGNAL RECEIVED ON 406 MHZ VICINITY

31-58.5N 028-24.6W AT 211232Z DEC. VESSELS IN

VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,

ASSIST IF POSSIBLE. REPORTS TO MRCC DELGADA,

TELEX: 40460747, PHONE: 35 129 628 1777,

FAX: 35 129 620 5239, E-MAIL: MRCC.DELGADA@MARINHA.PT.

(211416Z DEC 2008)

2221/08(36,37). ENGLAND-SOUTHWEST COAST. RADIO SERVICES.

MRCC FALMOUTH 49-58N 005-12W MF DSC OFF AIR.

(220108Z DEC 2008)

2222/08 and 2223/08. CANCELED.

2224/08(23). SOUTH ATLANTIC. ARGENTINA.

1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY

M/V GEO SEARCHER TOWING 11000 METER LONG CABLE

VICINITY 42-48.5S 059-28.1W.

SEVEN MILE BERTH REQUESTED.

2. CANCEL HYDROLANT 2216/08.

(221444Z DEC 2008)

SECTION III

NM 1/09

- 2225/08. CANCELED.
- 2226/08(35). SHETLAND ISLANDS.
 NGA CHART 35065 (1ST ED).
 ROVA HEAD LIGHT 60-11.5N 001-08.5W UNRELIABLE.
 (221614Z DEC 2008)
- 2227/08. CANCELED.
- 2228/08(53). STRAIT OF SICILY.
 CABLE REPAIR OPERATIONS IN PROGRESS UNTIL
 FURTHER NOTICE BY CABLESHIP RAYMOND CROZE
 WITH SUBMERSIBLE VICINITY 37-23.3N 012-27.9E.
 ONE MILE BERTH REQUESTED.
 (221626Z DEC 2008)
- 2229/08(52). TUNISIA-EAST COAST.
 NGA CHART 52160 (7TH ED).
 ISOLATED DANGER BUOY 33-27.1N 011-18.6E UNLIT.
 (221629Z DEC 2008)
- 2230/08. CANCELED.
- 2231/08(37). SOUTHERN NORTH SEA.
 NGA CHART 37057 (0 ED).
 PLATFORM 53/1A-CA 52-56.8N 002-09.3E
 ALL NAVIGATIONAL AIDS INOPERATIVE.
 (221849Z DEC 2008)
- 2232/08(43). NORTH SEA.
 UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER
 NOTICE VICINITY OF TRACKLINE JOINING
 60-51N 004-38E, 61-34N 001-45E,
 61-26N 001-29E.
 (221908Z DEC 2008)
- 2233/08(24). BRAZIL-SOUTH COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 260159Z DEC
 BY M/V RIG SUPPORTER WITH SUBMERSIBLE
 IN AREA BOUND BY
 25-10.3S 042-48.4W, 25-17.5S 042-29.3W,
 25-46.7S 042-45.1W, 25-40.5S 043-09.3W.
 FIVE MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 260259Z DEC.
 (230142Z DEC 2008)
- 2234/08(24). BRAZIL-EAST COAST.
 1. SEISMIC SURVEY 230200Z TO 270159Z DEC BY
 M/V WESTERN PATRIOT TOWING 6500 METER
 LONG CABLE IN AREA BETWEEN
 19-42S 20-27S AND 038-03W 038-57W.
 SIX MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 270259Z DEC.
 (230148Z DEC 2008)
- 2235/08(24). BRAZIL-SOUTHEAST COAST.
 NGA CHART 24171 (19TH ED).
 ILHA DO BOI LIGHT 20-18.6S 040-16.9W UNLIT.
 (230200Z DEC 2008)
- 2236/08(23,29). SOUTH ATLANTIC. ICE.
 1. ICEBERGS SIGHTED IN:
 A. C8, 61-20S 050-37W.
 B. D18, 56-08S 024-06W.
 C. UK236, 55-17S 036-04W.
 D. A43K, 52-34S 030-13W.
 E. A43F, 50-09S 029-20W.
 2. CANCEL THIS MSG 30 DEC.
 (230520Z DEC 2008)
- 2237/08 thru 2239/08. CANCELED.

SECTION III

NM 1/09

NAVAREA XII

Messages in force 241100Z December 2008:

2007 series	376(21)	6(21)	146(21)	489(21)	534(18,21)
266(21)	377(21)	7(21)	360(21)	490(21)	536(GEN)
267(21)	378(21)	44(21)	453(21)	508(19)	537(18)
268(21)	379(21)	78(21)	487(21)	509(21)	540(GEN)
348(21)	2008 series	91(21)	488(21)	510(21)	

The summary of all NAVAREA XII messages in force as of 18 December 2008 is given in Section III of NM 52/08.

NAVAREA XII WARNINGS issued from 180900Z to 241100Z December 2008.

533/08. CANCELED.

534/08(18,21). CALIFORNIA.

NGA CHART 18766 (7TH ED).
POINT LOMA DGPS STATION 32-39.9N 117-14.6W UNUSABLE.

(172014Z DEC 2008)

535/08. CANCELED.

536/08(GEN).

1. NAVAREA XII MESSAGES IN FORCE 200800Z DEC 2008. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2008 SERIES: 487(21), 488(21), 489(21), 490(21), 508(19), 509(21), 510(21), 531(18), 534(18,21).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 20 DEC 2007 IS GIVEN IN SEC III OF NM 52/07. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/08, 26/08 AND 39/08.
3. CANCEL NAVAREA XII 467/08, MSG IN FORCE AS MARAD ADVISORY 9/08 AND AVAILABLE AT <http://www.nga.mil/portal/site/maritime/>.
4. CANCEL NAVAREA XII 529/08, 535/08.

(201004Z DEC 2008)

537/08(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 531/08.

(210953Z DEC 2008)

538/08 and 539/08. CANCELED.

540/08(GEN). NORTH PACIFIC. RUSSIA.

LORAN-C RUSSIAN-AMERICAN CHAIN, RATE 5980, UNUSABLE.

(232323Z DEC 2008)

SECTION III

NM 1/09

HYDROPACS

Messages in force 241100Z December 2008:

2006 series	560(74)	2028(61)	2280(22)	2438(61)	2504(63)
1018(63)	606(63)	2043(62)	2286(74)	2447(63)	2507(73,82)
2454(93)	748(81)	2069(62)	2297(96,97)	2448(63)	2511(62)
2007 series	835(62)	2079(71)	2298(74)	2451(63)	2514(19)
8(71)	889(93)	2111(74)	2300(94)	2454(74)	2515(83)
475(92)	906(71,93)	2143(74)	2310(91)	2460(63)	2524(83)
593(73)	1140(61)	2154(62)	2312(74)	2461(63)	2525(95)
751(62)	1141(61)	2204(22)	2320(97)	2462(63)	2526(GEN)
998(22)	1253(22)	2205(22)	2323(94)	2463(93)	2527(63)
1284(71)	1272(97)	2212(97)	2336(62)	2468(81)	2528(83)
1394(94)	1301(71)	2221(62)	2337(62)	2472(81)	2529(72)
1725(93)	1334(71)	2223(62)	2340(63)	2475(94,97)	2530(63)
2008 series	1340(81)	2226(61)	2369(94)	2477(94)	2531(63)
44(GEN)	1345(92)	2233(61)	2371(63)	2478(95)	2532(97)
46(81)	1473(61)	2241(62)	2373(63,71)	2481(97)	2536(94,95,97)
47(81,82)	1497(71)	2244(63)	2383(63)	2485(95)	2541(23,29)
83(81)	1502(71,72,92)	2245(63)	2386(62)	2492(63)	2543(62)
97(81)	1654(62)	2250(16,97)	2398(61)	2493(96)	2544(62)
108(81)	1669(74)	2255(71,93)	2403(63)	2495(63)	2545(81)
195(62)	1812(61)	2259(71)	2408(22)	2498(76,83)	2546(GEN)
240(GEN)	1831(62)	2267(62)	2409(61)	2499(76)	2549(61)
427(74)	1910(62)	2278(97)	2424(63)	2500(76)	2550(61)
529(91)	1933(22)	2279(71)	2425(62,63)	2501(63)	

The summary of all HYDROPACS in force as of 18 December 2008 is given in Section III of NM 52/08.

HYDROPAC WARNINGS issued from 180900Z to 241100Z December 2008.

2519/08 thru 2523/08. CANCELED.

2524/08(83). SOUTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 121.5 AND 243.0 MHZ VICINITY
51-27S 139-50W. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MARITIME OPERATIONS NEW ZEALAND,
INMARSAT-C: 451200067. PHONE: 644 914 8333.
FAX: 644 914 8334 OR TAUPO MARITIME RADIO.

(191940Z DEC 2008)

2525/08(95). YELLOW SEA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY 22 THRU 24,
26 AND 29 THRU 31 DEC IN AREA BETWEEN
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL HYDROPAC 2494/08(94), EXERCISES COMPLETED.
3. CANCEL HYDROPAC 2519/08(75), VESSEL ASSISTED.
4. CANCEL THIS MSG 310900Z DEC.

(200445Z DEC 2008)

2526/08(GEN).

1. HYDROPAC MESSAGES IN FORCE 200800Z DEC 2008. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2008 SERIES: 2204(22), 2205(22), 2212(97), 2221(62), 2223(62),
2226(61), 2233(61), 2241(62), 2244(63), 2245(63), 2250(16,97),
2255(71,93), 2259(71), 2266(62), 2267(62), 2278(97), 2279(71),
2280(22), 2286(74), 2297(96,97), 2298(74), 2300(94), 2310(91),
2312(74), 2320(97), 2323(94), 2335(95), 2336(62), 2337(62),
2338(63), 2340(63), 2369(94), 2371(63), 2373(63,71), 2383(63),
2386(62), 2398(61), 2403(63), 2408(22), 2409(61), 2424(63),
2425(62,63), 2438(61), 2447(63), 2448(63), 2451(63), 2454(74),
2460(63), 2461(63), 2462(63), 2463(93), 2468(81), 2472(81),
2475(94,97), 2476(95), 2477(94), 2478(95), 2481(97), 2485(95),
2486(72), 2488(83), 2490(63), 2492(63), 2493(96), 2495(63), 2496(63),
2497(23,29), 2498(76,83), 2499(76), 2500(76), 2501(63), 2504(63),
2505(22), 2507(73,82), 2508(63), 2510(62), 2511(62), 2514(19),
2515(83), 2521(95), 2522(63), 2523(74,76,83), 2524(83), 2525(95).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 20 DEC 2007
IS GIVEN IN SEC III OF NM 52/07. WARNINGS ISSUED DURING THE
SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/08, 26/08 AND 39/08.
3. CANCEL HYDROPAC 2198/08, MSG IN FORCE AS MARAD ADVISORY 9/08
AND AVAILABLE AT <http://www.nga.mil/portal/site/maritime/>.
4. CANCEL HYDROPAC 2175/08, 2473/08, 2479/08, 2482/08.

(201022Z DEC 2008)

2527/08(63). ARABIAN SEA. PAKISTAN.

1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY M/V ZAKHER FUGRO AND M/V VIKING-II IN AREA BOUND BY 23-48.5N 066-30.0E, 23-48.5N 067-10.0E, 23-20.0N 067-10.0E, 23-20.0N 066-52.3E, 23-23.0N 066-52.3E, 23-23.0N 066-59.0E, 23-29.3N 066-59.0E, 23-29.3N 066-49.3E, 23-31.0N 066-49.3E, 23-31.0N 066-47.0E, 23-33.0N 066-47.0E, 23-33.0N 066-45.0E, 23-35.0N 066-45.0E, 23-35.0N 066-41.3E, 23-36.0N 066-41.3E, 23-36.0N 066-30.0E. WIDE BERTH REQUESTED.
2. CANCEL HYDROPAC 2490/08

(201120Z DEC 2008)

2528/08(83). SOUTH PACIFIC.

- DISTRESS SIGNAL RECEIVED ON 243 MHZ VICINITY 51-18S 137-11W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MARITIME OPERATIONS NEW ZEALAND, INMARSAT-C: 451200067, PHONE: 644 914 8333, FAX: 644 914 8334 OR TAUPU MARITIME RADIO.

(201143Z DEC 2008)

2529/08(72). SULAWESI SEA.

1. SEISMIC SURVEY IN PROGRESS UNTIL 25 DEC BY M/V ORIENT EXPLORER TOWING FOUR MILE LONG CABLE IN AREA BOUND BY 02-33N 118-09E, 03-12N 119-00E, 02-54N 119-08E, 02-17N 118-17E.
2. CANCEL THIS MSG 26 DEC.

(201159Z DEC 2008)

2530/08(63). BAY OF BENGAL.

1. SEISMIC SURVEY IN PROGRESS UNTIL 10 MAY 09 BY M/V CGG SYMPHONY TOWING 12 6000 METER LONG CABLES IN AREA BOUND BY 19-37.10N 088-45.00E, 19-37.10N 089-13.70E, 19-09.60N 089-13.60E, 19-09.60N 089-20.40E, 18-53.60N 089-20.40E, 18-53.60N 089-00.00E, 18-59.10N 089-00.00E, 18-59.10N 088-45.00E. FIVE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 11 MAY 09.

(201420Z DEC 2008)

2531/08(63). INDIA-EAST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 260530Z TO 260730Z DEC WITHIN 11 MILES OF 13-07.17N 080-18.70E BETWEEN 045 DEGREES AND 075 DEGREES.
2. CANCEL THIS MSG 260830Z DEC.

(210746Z DEC 2008)

2532/08(97). WESTERN NORTH PACIFIC.

- MAN OVERBOARD FROM M/V OGASAWARA MARU ALONG TRACKLINE BETWEEN 32-24.6N 140-30.3E AT 201100Z DEC AND OGASAWARA CHICHISHIMA KO (27-04.0N 142-12.5E) AT 210230Z DEC. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO JAPAN COAST GUARD.

(210849Z DEC 2008)

2533/08 thru 2535/08. CANCELED.

2536/08(94,95,97). EAST CHINA SEA.

1. SUBMARINE CABLE OPERATIONS 24 DEC THRU 01 JAN 09 BY CABLESHIP KDDI OCEAN LINK IN AREA BOUND BY 32-57.8N 124-22.1E, 32-44.0N 124-42.2E, 32-42.3N 124-40.6E, 32-56.1N 124-20.5E.
2. CANCEL THIS MSG 02 JAN 09.

(221705Z DEC 2008)

2537/08 thru 2540/08. CANCELED.

2541/08(23,29). SOUTH ATLANTIC. ICE.

1. ICEBERGS SIGHTED IN:
 - A. C8, 61-20S 050-37W.
 - B. D18, 56-08S 024-06W.
 - C. UK236, 55-17S 036-04W.
 - D. A43K, 52-34S 030-13W.
 - E. A43F, 50-09S 029-20W.
2. CANCEL THIS MSG 30 DEC.

(230538Z DEC 2008)

2542/08. CANCELED.

2543/08(62). NORTHERN PERSIAN GULF.
 NGA CHART 62434 (11TH ED).
 1. ISOLATED DANGER BUOY, FL (2) W 9 SEC,
 ESTABLISHED IN 29-50.43N 048-50.38E.
 2. CANCEL HYDROPAC 2266/08.

(230921Z DEC 2008)

2544/08(62). EGYPT. GULF OF SUEZ.
 NGA CHART 62191 (15TH ED).
 NGA CHART 62194 (8TH ED).
 NGA CHART 62195 (7TH ED).
 RACONS INOPERATIVE:
 A. AIN SUKHNA SOUTH LIGHT 29-29.1N 032-35.9E.
 B. RAS RUAHMI LIGHT 28-43.2N 032-49.4E.
 C. AIN SUKHNA LIGHT 29-36.2N 032-20.5E.
 D. RAS MUHAGGARA LIGHT 29-48.7N 032-28.3E.
 E. RAS ZAFARANA LIGHT 29-06.7N 032-39.9E.
 F. BIRKET MISALLAT LIGHT 29-54.5N 032-35.6E.
 G. RAS DIB LIGHT 28-01.9N 033-24.9E.
 H. RAS ABOU DARAG LIGHT 29-22.9N 032-33.8E.

(231233Z DEC 2008)

2545/08(81). GUAM. HAZARDOUS OPERATIONS.
 1. HAZARDOUS OPERATIONS 2000Z TO 1330Z COMMENCING DAILY
 28 THRU 31 DEC WITHIN TEN MILES OF 16-01N 146-04E.
 2. CANCEL THIS MSG 311430Z DEC.

(231549Z DEC 2008)

2546/08(GEN). NORTH PACIFIC. RUSSIA.
 LORAN-C RUSSIAN-AMERICAN CHAIN, RATE 5980, UNUSABLE.

(232325Z DEC 2008)

2547/08 and 2548/08. CANCELED.

2549/08(61). MADAGASCAR-EAST COAST.
 LIFE RAFT, TWO PERSONS ON BOARD, OVERDUE.
 LAST KNOWN POSITION IN 18-24S 050-12E AT
 21100Z DEC 08. VESSELS IN VICINITY REQUESTED
 TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
 REPORTS TO MRCC REUNION, INMARSAT-C 422799193
 TELEX: 916140, PHONE: 26 226 243 4343,
 FAX: 26 226 271 1595.

(240506Z DEC 2008)

2550/08(61). INDIAN OCEAN.
 M/V GOLDEN, 20 PERSONS ON BOARD, FIRE IN
 ENGINE ROOM, DISABLED AND ADRIFT IN
 33-40.4S 033-09.6E. VESSELS IN VICINITY
 REQUESTED TO KEEP A SHARP LOOKOUT,
 ASSIST IF POSSIBLE. REPORTS TO
 MRCC CAPE TOWN OR CAPE TOWN RADIO.

(240723Z DEC 2008)

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 1/09 for those in-force as of 3 January 2009, 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 24 December 2008: 00-7, 05-1, 06-1, 07-1, 08-1, 08-3, 08-4, 08-5, 08-6, 08-7, 08-8 and 08-9.

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 1/09 for those in-force as of 3 January 2009.

SPECIAL WARNINGS in force 24 December 2008: 1, 29, 77, 81, 82, 89, 92, 107, 108, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123 and 124.

MARINE INFORMATION

AUTOMATIC IDENTIFICATION SYSTEM (AIS) PROPOSED RULE

The United States Coast Guard seeks comment on its proposed rulemaking (73 FR 78295), that clarifies existing Automatic Identification System (AIS) requirements (33 CFR 164.46) and expands AIS carriage beyond Vessel Traffic Service (VTS) areas, to all U.S. navigable waters; and, adds additional vessels to the requirement: 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. We invite you to visit www.regulations.gov [Docket: USCG-2005-21869] to comment on our proposal and its significant changes to the current AIS requirements. For additional information on AIS and this rulemaking, visit www.navcen.uscg.gov.

NOAA CHART NEW EDITIONS AND THEIR AVAILABILITY

NOAA recognizes two paper nautical chart products:

- the Print-on-Demand (POD) chart distributed by OceanGrafix (www.OceanGrafix.com), and
- the traditional NOAA/NOS paper chart distributed by the Federal Aviation Administration and the National Geospatial-Intelligence Agency (NGA).

The Print-on-Demand chart is available the day after NOAA clears a New Edition for release. The traditional chart is available two 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 NOAA at help@nauticalcharts.gov or call 301-713-1968 x105. Dates of Latest Edition for both charts are listed at <http://nauticalcharts.noaa.gov>.

This week's new editions released by NOAA are listed below (These NOAA charts are now available in both the Print-on-Demand and digital raster formats. See <http://chartmaker.ncd.noaa.gov/mcd/dole.htm> for details.):

12313	52 nd Ed. Dec 2008 NEW EDITION PA-NJ-DELAWARE RIVER-PHILADELPHIA AND CAMDEN WATERFRONTS (New edition due to shoreline changes.)	NAD 83	(NOS Silver Spring, MD) 1:15,000
83153	2 nd Ed. Dec 2008 NEW EDITION PACIFIC OCEAN-UNITED STATES POSSESSION-KINGMAN REEF (New edition due to datum changes.)	WGS 84	(NOS Silver Spring, MD) 1:25,000

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: <https://www.geoint.nga.smil.mil/products/dnc1/epods/index.htm>

54227	3 rd Ed. Dec. 20, 2008 NEW EDITION LUKA PLOCE (Correct through NM 51/08).	WGS-84	(NGA Bethesda, MD) 1:8,000 Limited Distribution
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96942 10th Ed. Dec. 20, 2008 NEW EDITION
OTARU-KO
(Correct through NM 51/08).

WGS-84

(NGA Bethesda, MD)

1:10,000

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

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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

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	
14086	14AHA14038	Can. 4381	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	
14110	14AHA14055	Can. 4335	22/07	20/08
14111	14AHA14056	Can. 4306	23/07	
14112	14AHA14057	Can. 4307	22/07	20/08
14115	14XCO14058	Can. 4227	29/04	
14121	14XHA14059	Can. 4374	23/07	

14123	14XHA14060	Can. 4375	23/07	
14125	14AHA14064	Can. 4376	22/07	
14128	14AHA14069	Can. 4367	22/07	
14132	14XHA14071	Can. 4277	23/07	
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	
14162	14BHA14082	Can. 4466	22/07	
14173	14BHA14092	Can. 4460	22/07	
14188	14BHA14094	Can. 4912	31/07	
14189	14BHA14095	Can. 4911	34/07	
14203	14XHA14195	Can. 1431	42/03	11/08
14222	14XHA14211	Can. 1312	40/03	5/08
14253	14ACO14004	Can. 4015	23/04	
14384	14BHA14369	Can. 4865	38/07	
14872	14XHA14876	Can. 2282	1/09	
15011	15ACO15002	Can. 7050	16/08	
15017	15ACO15003	Can. 5450	33/07	
15041	15ACO15007	Can. 4731	41/08	
15044	15XCO15010	Can. 4702	46/07	
15061	15ACO15014	Can. 4732	42/08	
15066	15BHA15016	Can. 4722	22/07	
15072	15BHA15025	Can. 5140	42/08	
15080	15BHA15027	Can. 5023	46/07	
15120	15ACO15030	Can. 4775	31/07	
15160	15ACO15032	Can. 5300	34/08	
15313	15XHA15036	Can. 5640	46/07	
15440	15AHA15037	Can. 5405	33/07	
17008	17ACO17007	Can. 3002	40/08	
17412	17XHA17410	Can. 3890	40/08	
17413	17ACO17411	Can. 3802	42/08	
17414	17BCO17415	Can. 3854	42/08	
17416	17BCO17417	Can. 3853	41/08	
17441	17BHA17442	Can. 3927	12/07	
17441	17BHA17447	Can. 3746	25/07	
17444	17XHA17448	Can. 3955	32/08	
17465	17XHA17451	Can. 3742	41/08	
17495	17ACO17493	Can. 3605	6/07	
17503	17XHA17494	Can. 3540	24/08	
17513	17XHA17497	Can. 3539	8/05	1/08
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	
18402	18BHA18422	Can. 3458	43/08	
18403	18BHA18425	Can. 3447	31/07	
18405	18BHA18426	Can. 3493	25/07	
18406	18BHA18435	Can. 3481	23/07	
18407	18BHA18436	Can. 3494	12/07	

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18408	18BHA18437	Can. 3495	42/08	
18409	18XHA18438	Can. 3490	40/08	
18412	18XCO18439	Can. 3473	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	27/08
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
35041	35BHA35025	UK 2567	23/04	4/07
35042	35BHA35027	UK 152	24/04	
35043	35XHA35028	UK 1627	28/04	52/08
35044	35BHA35054	UK 1934	33/04	46/08
35047	35BHA35034	UK 2566	31/04	17/05
35060	35ACO35010	UK 1192	28/04	
35080	35ACO35014	UK 1407	23/04	27/08
35081	35BHA35035	UK 734	28/04	52/08
35082	35BHA35037	UK 735	31/04	52/08
35083	35BHA35038	UK 737	32/04	20/07
35083	35BHA35039	UK 741	32/04	4/07
35084	35BHA35045	UK 1481	32/04	12/06
35085	35BHA35046	UK 210	32/04	
35086	35BHA35048	UK 736	32/04	
35087	35AHA35049	UK 1078	33/04	
35088	35BHA35050	UK 190	28/04	12/06
35099	35AHA35051	UK 1446	33/04	
35100	35ACO35013	UK 1409	23/04	49/04
35101	35BHA35052	UK 223	33/04	
35103	35BHA35053	UK 1889	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	
35143	35XCO35061	UK 2568	27/07	6/08
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	
35167	35ACO35069	UK 3298	30/07	
35169	35ACO35071	UK 3281	29/07	
35170	35ACO35072	UK 3282	30/07	
35200	35ACO35001	UK 1954	28/04	4/07
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	35AHA35079	UK 2207	28/07	
35237	35AHA35089	UK 2208	30/07	
35239	35AHA35090	UK 2210	28/07	
35243	35BHA35091	UK 3146	37/07	6/08
35246	35ACO35092	UK 1795	21/07	6/08
35247	35AHA35093	UK 1796	28/07	52/08
35248	35BHA35094	UK 2209	38/07	
35250	35BHA35095	UK 2540	29/07	7/08
35255	35AHA35096	UK 2171	30/07	
35256	35AHA35097	UK 2390	24/07	
35257	35AHA35098	UK 2389	28/07	
35258	35BHA35102	UK 2498	24/07	
35260	35ACO35104	UK 2722	27/07	7/08
35264	35AHA35105	UK 2372	29/07	
35265	35ACO35106	UK 1778	27/07	
35266	35AHA35107	UK 2380	21/07	
35268	35AHA35108	UK 2379	38/07	
35270	35AHA35109	UK 2169	29/07	
35272	35ACO35110	UK 1770	12/07	
35275	35BHA35111	UK 2387	38/07	
35276	35BHA35112	UK 2386	20/07	
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	
35299	35ACO35119	UK 2724	26/06	5/07
35300	35ACO35121	UK 2723	18/06	
35301	35XHA35122	UK 2811	4/06	
35302	35ACO35123	UK 2798	46/05	
35305	35ACO35125	UK 2475	5/06	46/08
35307	35ACO35126	UK 2199	5/06	
35308	35ACO35127	UK 2198	25/06	
35310	35ACO35128	UK 2725	27/06	
35330	35ACO35129	UK 2420	5/06	
35350	35ACO35131	UK 2173	12/07	
35363	35XHA35132	UK 1547	5/07	
35364	35XHA35133	UK 1548	11/07	
35365	35XHA35134	UK 1819	5/06	5/07
35369	35XHA35137	UK 1549	46/05	
35380	35ACO35138	UK 2254	30/06	
35390	35ACO35139	UK 2423	22/06	
35400	35ACO35140	UK 2424	5/06	
35402	35XHA35145	UK 1838	5/07	
35405	35XHA35146	UK 1840	9/07	
35420	35ACO35147	UK 2049	18/06	
35421	35AHA35148	UK 1777	46/05	

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35423	35AHA35149	UK 1773	46/05	
35424	35AHA35151	UK 1765	46/05	
35011	35XCO35172	UK 219	8/08	
36010	36ACO36000	UK 1121	26/06	
36015	36ACO36001	UK 2649	47/05	
36040	36ACO36002	UK 1410	47/05	
36046	36BHA36003	UK 1973	6/07	
36060	36ACO36006	UK 1141	12/07	
36061	36BHA36007	UK 1468	20/07	
36062	36BHA36008	UK 1415	4/06	
36063	36BHA36009	UK 1447	12/07	
36081	36BHA36011	UK 1753	7/07	
36098	36AHA36012	UK 2221	47/05	
36102	36BHA36013	UK 1864	8/06	
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	
36122	36XCO36026	UK 1977	4/06	
36123	36BHA36027	UK 1978	4/06	16/08
36124	36BHA36028	UK 1951	15/06	16/08
36125	36BHA36029	UK 3490	4/06	
36127	36BHA36030	UK 3746	32/06	
36128	36BHA36030	UK 3746	32/06	
36129	36BHA36031	UK 3478	23/06	
36137	36AHA36032	UK 1478	39/04	
36138	36AHA36033	UK 3275	39/04	9/05
36139	36BHA36034	UK 3274	39/04	9/05
36140	36ACO36035	UK 1178	39/04	
36141	36BHA36036	UK 2878	41/04	9/05
36142	36XHA36037	UK 1076	49/04	
36143	36BHA36038	UK 1161	52/04	
36161	36BHA36039	UK 1152	52/04	
36162	36BHA36041	UK 1182	1/05	
36163	36BHA36042	UK 1176	1/05	
36164	36BHA36043	UK 1859	14/05	5/07
36165	36BHA36044	UK 1165	17/05	52/06
36167	36BHA36045	UK 1164	17/05	
36167	36BHA36047	UK 1160	17/05	
36180	36ACO36049	UK 2565	27/05	
36181	36XHA36051	UK 777	27/05	
36182	36ACO36052	UK 1148	23/05	
36173	36BHA36048	UK 1156	19/05	
37041	37BHA37001	UK 154	25/05	
37042	37BHA37002	UK 32	25/05	
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

37048	37AHA37009	UK 31	35/05	
37060	36ACO36050	UK 442	25/05	
37061	37XHA37011	UK 3315	24/05	
37063	37BHA37012	UK 2615	35/05	18/06
37064	37BHA37013	UK 2255	27/05	
37065	37BHA37014	UK 2268	14/05	
37075	37ACO37015	UK 2454	25/08	
37079	37AHA37016	UK 2625	32/05	4/06
37081	37AHA37017	UK 2045	32/05	4/06
37082	37BHA37018	UK 2035	31/05	5/07
37083	37AHA37019	UK 2037	25/05	38/08
37084	37AHA37020	UK 2036	5/06	38/08
37086	37AHA37021	UK 2631	31/05	16/08
37087	37BHA37091	UK 2038	26/08	
37088	37BHA37022	UK 2041	37/05	47/06
37089	37BHA37023	UK 1652	5/06	
37101	37XHA37026	UK 536	40/05	
37119	37AHA37027	UK 1698	8/06	
37122	37AHA37028	UK 1828	19/05	
37124	37AHA37029	UK 1991	31/05	
37133	37AHA37030	UK 1834	28/04	21/06
37134	37BHA37031	UK 1835	34/04	5/07
37136	37AHA37035	UK 1186	34/04	19/05
37137	37AHA37036	UK 2151	34/04	5/07
37138	37AHA37037	UK 3337	34/04	17/06
37138	37BHA37038	UK 2484	34/04	26/08
37139	37BHA37039	UK 1606	36/04	52/08
37141	37AHA37040	UK 1607	9/05	5/07
37145	37AHA37051	UK 1185	37/04	52/08
37147	37BHA37052	UK 1975	36/04	7/08
37148	37BHA37053	UK 2052	43/04	7/08
37149	37BHA37054	UK 1491	37/04	
37150	37ACO37055	UK 1504	37/04	17/05
37161	37BHA37056	UK 1543	37/04	17/06
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	52/08
37183	37BHA37066	UK 1188	6/05	16/08
37184	37BHA37067	UK 3497	10/05	21/08
74017	74AHA74001	Aus. 58	45/06	
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	74BCO74386	Aus. 209	15/07	
74151	74AHA74154	Aus. 809	12/07	
74152	74BHA74150	Aus. 208	8/07	
74153	74BHA74155	Aus. 207	8/07	
74162	74ACO74019	Aus. 219	12/07	
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	

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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	74BHA74225	Aus. 268	13/07	
74231	74BHA74226	Aus. 250	13/07	
74232	74BHA74216	Aus. 256	10/07	
74234	74BHA74237	Aus. 257	11/07	
74253	74BCO74262	Aus. 830	13/07	
74271	74BCO74275	Aus. 833	18/07	
74271	74BCO74276	Aus. 270	4/07	
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	74BCO74312	Aus. 6	42/06	
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	74BHA74341	Aus. 18	13/07	
74391	74BHA74390	Aus. 720	35/07	
74391	74BHA74396	Aus. 721	35/07	
74393	74BHA74397	Aus. 26	47/06	
74393	74BHA74399	Aus. 29	45/06	
74394	74BHA74397	Aus. 26	47/06	
74415	74BHA74343	Aus. 32	48/06	
74415	74ACO74416	Aus. 726	35/07	
74430	74ACO74431	Aus. 315	22/08	48/08
74450	74ACO74451	Aus. 319	34/07	48/08
74494	74BHA74496	Aus. 54	47/06	
74521	75AHA75147	Aus. 744	19/06	
74555	74ACO74593	Aus. 334	34/07	
74581	74AHA74585	Aus. 112	18/07	
74591	74BHA74589	Aus. 115	48/06	
75001	74BHA74346	Aus. 119	49/06	
75010	75ACO75111	Aus. 341	36/07	
75010	75ACO75114	Aus. 342	36/07	
75110	75ACO75111	Aus. 341	36/07	
75120	75ACO75114	Aus. 342	36/07	
75131	75BHA75119	Aus. 134	17/07	
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	
75172	75XHA75163	Aus. 151	14/06	
75172	75XHA75162	Aus. 152	14/06	
75173	75AHA75174	Aus. 158	18/06	
75175	75AHA75178	Aus. 154	18/06	25/08
75241	75BCO75255	Aus. 192	13/07	

75261	75AHA75274	Aus. 808	11/07	
75262	75BHA75273	Aus. 195	11/07	25/08
75263	75BHA75271	Aus. 198	17/07	
75263	75BHA75272	Aus. 199	17/07	
75264	75AHA75269	Aus. 201	12/07	
75264	75AHA75267	Aus. 202	48/06	
75265	75AHA75266	Aus. 197	17/07	

NATIONAL OCEAN SERVICE OFFICES

Information concerning National Ocean Service (NOS) charts and related publications can be obtained by addressing;

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Silver Spring, MD 20852
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Fax: 301-436-6829
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SECTION III

NM 1/09

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Commander, 7th Coast Guard District, Brickell Plaza Federal Bldg., 909 S.E. 1st Ave., Miami, FL 33131-3050.
Phone, Day 305-536-5621, Night 305-536-5611.

Commander, 8th Coast Guard District, Hale Boggs Federal Bldg., 501 Magazine St., New Orleans, LA 70130-3396.
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Commander, 9th Coast Guard District, 1240 East 9th St., Cleveland, OH 44199-2060.
Phone, Day 216-902-6060, Night 216-902-6117.

Commander, 11th Coast Guard District, Coast Guard Island, Building 50-6, Alameda, CA 94501-5100.
Phone, Day 510-437-2976, Night 510-437-3700.

Commander, 13th Coast Guard District, Federal Building, 915 Second Ave., Seattle, WA 98174-1067.
Phone, Day 206-220-7270, Night 206-220-7004.

Commander, 14th Coast Guard District, Prince Kalaniana'ole Federal Bldg., Room 9139, 300 Ala Moana Blvd., Honolulu, HI 96580-4982.
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Commander, 17th Coast Guard District, P.O. Box 25517, Juneau, AK 99802-5517.
Phone, Day 907-463-2272, Night 907-463-2004.

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.

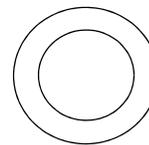
Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, 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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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) _____

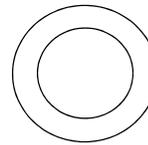
Latitude _____ Longitude _____ Datum _____

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): _____

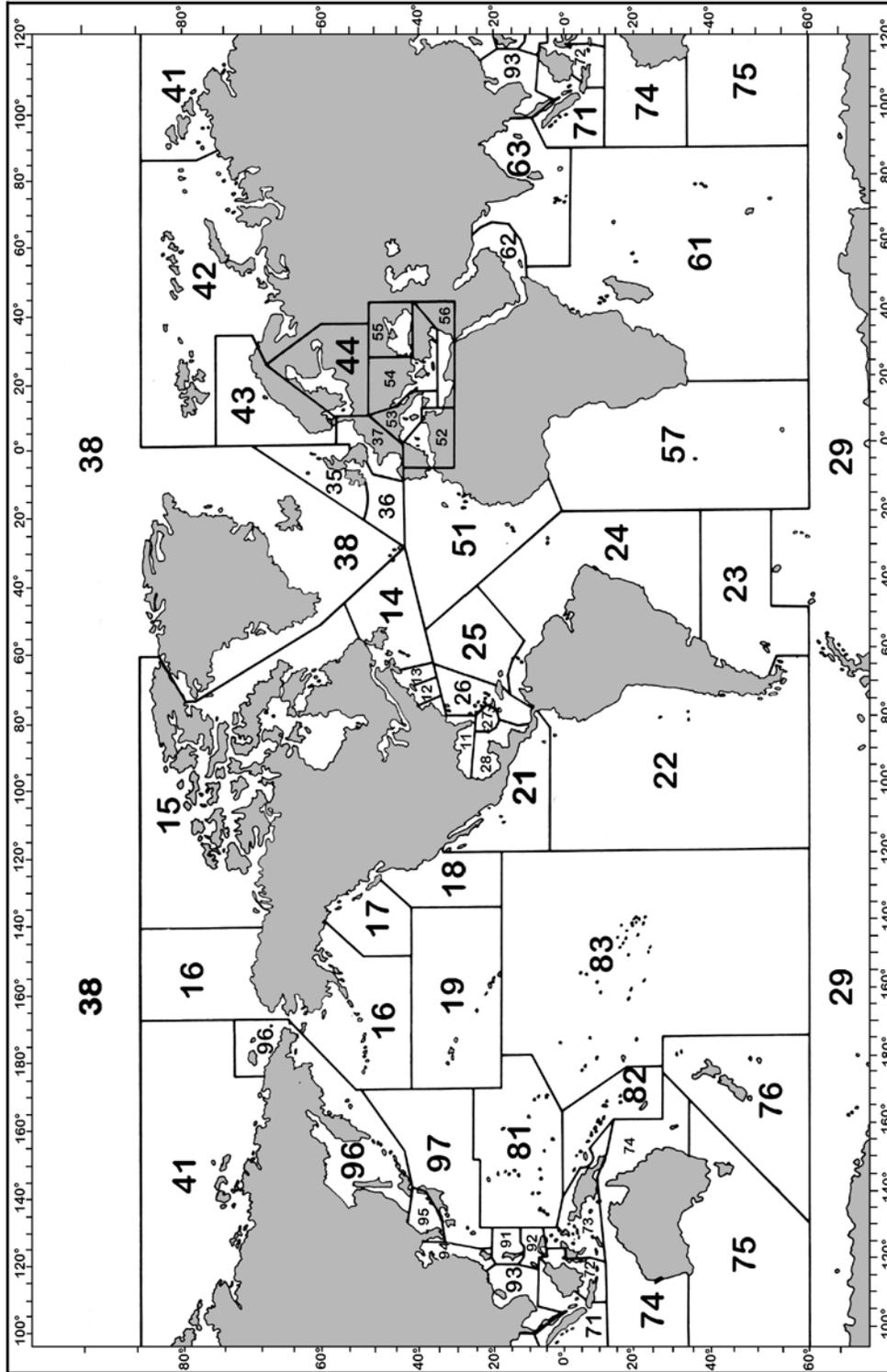


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GEOGRAPHIC LOCATOR



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