



No. 1

5 JANUARY 2013



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://msi.nga.mil/NGAPortal/MSI.portal>

## IMPORTANT INFORMATION

The Notice to Mariners is published by the National Geospatial-Intelligence Agency (NGA), under the authority of Department of Defense Directive 5105.60, 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, USCG Light Lists, NGA List of Lights 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 Safety Office	571-557-8384	N/A	571-558-3213
World Wide Navigational Warning Service	571-557-5455	547-5455	571-558-3426
Maritime Safety Web site	571-557-7103	547-7103	N/A
Notice to Mariners: Regions 1 and 2	571-557-8282	547-8282	571-558-3213
Notice to Mariners: Regions 3 thru 9	571-557-8383	547-8383	571-558-3213
Sailing Directions, Fleet Guides	571-557-5943	547-5943	571-558-3261
Navigation Publications	571-557-8080	547-8080	571-558-3261
NGA/DLIS Catalog of Maps Charts and Related Products	269-961-7766	661-7766	269-961-7791

The Maritime Safety Web site can be accessed directly at <http://msi.nga.mil/NGAPortal/MSI.portal>. For your convenience NGA provides four e-mail addresses. For information affecting Notice to Mariners use MCDNtM@nga.mil, for information affecting Sailing Directions and all other navigational publications use MCDPubs@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:** U.S. Army logistic support vessel **SSGT Robert T. Kuroda (LSV-7)**, the first of two new-generation logistic support vessels built for the Army's Tank-automotive and Armament Command (TACOM) was built by V.T. Halter Marine and christened in 2003. She is named for Staff Sergeant Robert T. Kuroda, a Medal of Honor recipient who distinguished himself by extraordinary heroism in action, on 20 October 1944, near Bruyeres, France. LSVs are roll-on roll-off vessels used to transport heavy equipment and other bulky items, and are capable of discharging a payload of 2,000 short tons, including 15 main battle tanks or up to 82 double-stacked 20-foot long ISO containers, directly onto unimproved beaches and ports using large, retractable bow ramps. Logistic support vessel **SSGT Robert T. Kuroda** is 314 feet in length, has a beam of 60 feet, a draft of 13 feet, displaces 6,000 tons, has a range of more than 5,500 nautical miles and can deploy fully provisioned worldwide at a speed of 12 knots carrying a standard port-opening package weighing 1,000 short tons. She is operated by a crew of 31 and is homeported in Honolulu, HI.

INFORMATION  
OF  
SPECIAL INTEREST  
OR  
IMPORTANCE  
TO  
MARINERS

**NM 1/13**

# HYDROGRAM

**National Geospatial-Intelligence Agency  
Springfield, VA 22150-7500**

SPECIAL  
ANNOUNCEMENTS

NEW PRODUCTS  
OR SERVICES

IMPORTANT  
CHANGES

**5 January 2013**

## **IMPORTANT INFORMATION**

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

## **NEW EDITION OF COAST PILOT**

U.S. COAST PILOT 3, ATLANTIC COAST: SANDY HOOK, NJ TO CAPE HENRY, VA, FORTY-SIXTH EDITION, 2013, IS READY FOR ISSUE. SEE SECTIONS II AND III.

## **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.

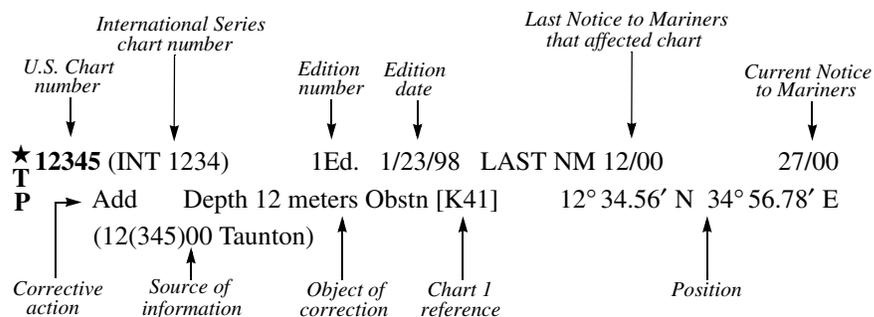
## **NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY’S IMPLEMENTATION OF A HARDCOPY TO DIGITAL TRANSITION STRATEGY**

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, USCG Light Lists, NGA List of Lights 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.

Position coordinates are referred to the horizontal datum of the affected chart.

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 Coast Pilots, *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 utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

**b. Use of Foreign Charts.**

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

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

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

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

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

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

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

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

**d. Bilateral Charts**

Starting in 2004, NGA commenced the process of adopting certain foreign charts into its paper chart inventory, with new NGA chart numbers applied, as existing NGA coverage is canceled. The resulting product is known as a "bilateral chart" and is marked Distribution Limited, available only to DoD and Government users. Commercial users of NGA paper charts for these areas will need to purchase them from private chart vendors. This process is part of the hardcopy transition strategy and is currently underway in Australia, Canada, Japan 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://msi.nga.mil/NGAPortal/MSI.portal>).

(Repetition NTM 1(1)12)

(NGA/SHG)

**(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 2011 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 and NOAA Web sites. 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)12)

(NGA/SHG)

**(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)12)

(NGA)

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

The North American Ice Service (NAIS), a partnership comprised of the International Ice Patrol (IIP), the Canadian Ice Service (CIS), and the U.S. National Ice Center (NIC), provides year round maritime safety information on iceberg and sea ice conditions in the vicinity of the Grand Banks of Newfoundland and the east coast of Labrador, Canada. The daily NAIS Iceberg Limit, valid at 0000Z, along with the daily Sea Ice Limit, valid for 1100 EST the previous day, will be distributed as a NAVAREA IV warning in the format of a text Iceberg Bulletin and as a graphic Iceberg Chart.

The purpose of the NAIS Iceberg Bulletin and Chart is to advise mariners of the estimated iceberg extent within the region. On the Chart, numbers within each grid sector inside the Iceberg Limit are intended to provide mariners an awareness of the relative density of icebergs. For more information on the Iceberg Bulletin and Iceberg Chart visit <http://www.navcen.uscg.gov/iipCharts>. NAIS reconnaissance is focused near the Grand Banks of Newfoundland and the east coast of Labrador, ice conditions south of Greenland are not monitored by NAIS. (For iceberg conditions south of Greenland visit the Danish Meteorological Institute's website at <http://www.dmi.dk/dmi/en/gronland/iskort.htm>.) While NAIS strives to be as accurate as possible in reporting the presence of icebergs to mariners, it is not possible to ensure that all icebergs are detected and reported. There is no substitute for due vigilance and prudent seamanship, especially when operating near sea ice and icebergs.

Reports of icebergs in the North Atlantic originate from various sources, including passing ships, reconnaissance flights, and spaceborne reconnaissance. Once position, time, size, and shape of icebergs sighted are received, the data is entered into a computer model that predicts iceberg drift and deterioration. As the time after sighting increases, so does the uncertainty in estimated positions. This uncertainty is taken into account when the Iceberg Limit is determined.

If an iceberg or radar target is detected and reported outside the published NAIS Iceberg Limit, a Notice to Shipping (NOTSHIP) will be sent by the Canadian Coast Guard Marine Communications and Traffic Service (MCTS) and an urgent NAVAREA IV message will be distributed on SafetyNET via the U.S. National Geospatial-Intelligence Agency (NGA) as the NAVAREA IV Coordinator. These warnings will remain in effect for 24 hours. Iceberg products will be revised shortly after notification between 1200Z and 0000Z or by 1400Z if reported between 0000Z and 1200Z.

Ships are encouraged to immediately report sightings of icebergs or stationary radar targets that may likely be icebergs to the nearest Canadian Coast Guard MCTS Station or through INMARSAT using Service Code 42, as there is no charge when using this code. Vessels participating in a Voluntary Observing Ship (VOS) program should continue to report weather and sea surface temperature (SST) to their respective programs. Vessels interested in providing weather and SST reports to U.S. National Oceanic and Atmospheric Administration's VOS program can contact [vos@noaa.gov](mailto:vos@noaa.gov) or visit [www.vos.noaa.gov](http://www.vos.noaa.gov) for guidance.

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

When making iceberg reports, please include **SHIP NAME** and **CALL SIGN, ZULU TIME, SHIP POSITION** (latitude, longitude), **COURSE, SPEED, VISIBILITY, ICEBERG/RADAR TARGETS POSITION** (Specify either the geographic coordinates or range/bearing from ship's position), **ZULU TIME OF SIGHTING, METHOD OF DETECTION** (Visual, Radar, or Both), **LENGTH** (in meters), **SHAPE OF ICEBERG** (See Table 3), and **VESSEL CONTACT INFORMATION**. (Supersedes NTM 1(4)12) (USCG)

**(5) SPECIAL WARNINGS. (In force 26 December 2012).****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. 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 (Kilinaillau), 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)

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

## 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).
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) SPECIAL WARNINGS. (Continued).**

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

## 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.

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

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)

## 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)

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

## 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.
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)

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

## 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 Muqdisho (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.
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 WARNING NO. 125.

## WORLDWIDE.

1. The Department of State warns U.S. citizens of the high security threat level in Yemen due to terrorist and recommends postponing non-essential to Yemen. The level of risk for foreigners in Yemen remains high. A recent body of information suggests that Yemen based extremists are planning an attack against port facilities, commercial or transiting warships. Although it is unclear exactly how the Yemen based extremists intend to conduct an attack, it may be similar in nature to the attack against the U.S.S. Cole in October 2000 or the M/V Limburg in October 2002, where a small to mid-size boat laden with explosives was detonated in the vicinity of the targeted ships. However, it cannot be ruled out that the extremists may be capable of other more sophisticated methods of targeting, such as the use of mortars or projectiles to target ships such as the missiles used to unsuccessfully strike a navy ship in Jordan in 2005. Although the time and location of such an attack is unknown, it is likely that ships in the Bab-al-Mandeb Strait, Southern Red Sea, and the Gulf of Aden along the coast of Yemen, as well as in associated ports or at offshore facilities are at the greatest risk of becoming targets of such an attack.

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

2. Travel by boat through the Red Sea or near the Socotra Islands in the Gulf of Aden also presents a continuing high risk of pirate attacks. In 2009, over 70 vessels were reportedly attacked. Since the beginning of 2010, four vessels reportedly have been seized in the area, one released in February. As of 15 March 2010, nine vessels and crew were being held for ransom, in addition to a British couple that was abducted from their yacht.
3. The Department of State strongly encourages U.S. citizens to register at the consular section of the U.S. Embassy in Sana'a and enroll in the Warden System (Emergency Alert Network) to obtain updated information on travel and security in Yemen prior to travel at State Department's travel registration website: <https://travelregistration.state.gov/ibrs/ui/>. American citizens should also consult the U.S. eEmbassy website: [http://yemen.usembassy.gov/yemen/citizen\\_services.html](http://yemen.usembassy.gov/yemen/citizen_services.html) get the most recent warden messages with up to date information on security conditions.
4. The U.S. Embassy, Sana'a is located at Dhahr Himyar Zone, Sheraton Hotel District, P.O. Box 22347. The number of the consular section is 967 1755 2000, extension 2153 or 2266. For after hours emergencies, please call 967 1755 2000 (press zero for extension) or 967 3321 3509. From time to time the embassy may temporarily close or suspend public services for security reasons. Emergency assistance to U.S. citizens during non-business hours (or when public access is restricted) is available through embassy duty personnel.
5. Additional information from the U.S. Maritime Administration may be available at: [http://www.marad.dot.gov/news\\_room\\_landing\\_page/maritime\\_advisories/advisory\\_summary.htm](http://www.marad.dot.gov/news_room_landing_page/maritime_advisories/advisory_summary.htm).
6. Cancel Special Warning 113.  
(Dept. of State) (16 November 2010)

**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)12)

(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 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)12)

(DEPT. OF STATE)

**(7) AMVER.**

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

**(7) AMVER. (Continued).**

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: <http://www.amver.com>.

Amver Maritime Relations Office  
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Web site: <http://www.amver.com>

AMVERSEAS is a comprehensive real-time ship and environmental data acquisition and transmission system, which acquires several types of data such as **AMVER** (Automated Mutual assistance Vessel Rescue system), **Met** (Meteorological), **TSG** (ThermoSalinoGraph), and **XBT** (eXpendable Bathy Thermograph) messages.

**AMVER reports** can be sent at no cost to the ship if sent via INMARSAT-C, using the AMVER/SEAS software and the designated Vizada land earth stations (LES 004-104-204-304) and the proper Special Access Code (SAC). AMVER reports sent in text format should use **SAC 43** and in BINARY format, **SAC SEAS** should be used. AMVER reports can also be sent via email, which the ship would be responsible for transmission costs. Send AMVER reports via email to: [amvermsg@amver.com](mailto:amvermsg@amver.com).

**AMVER/SEAS software requirements:** Windows based PC with operating system of Vista, Windows XP, Windows 7, 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 or thumb drive. Additionally, an Inmarsat Standard C transceiver with a 3.5 inch floppy disk drive or thumb drive and capability to transmit a binary file is required as well.

You may get asked to install prerequisites if your computer does not have Visual C++ 2008 installed. The .NET Framework 3.5 SP1, and the Visual C++ Runtime Libraries (x86) component will be installed. This component is required to run AMVERSEAS v 9.0 modules. Please choose **always Accept** and/or **Install**.

To request AMVERSEAS software send an email to: [vos@noaa.gov](mailto:vos@noaa.gov).  
(Supersedes NTM 1(7)12)

(USCG)

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

The 2013 edition of the International Aeronautical and Maritime Search and Rescue (IAMSAR) will become applicable 1 July 2013 and replaces the 2010 edition. Instead of publishing future amendments, a complete new edition will be published every three years with the next edition to be in 2016. IAMSAR Manual, Volume III, Mobile Facilities is to be carried onboard Safety Of Life At Sea (SOLAS)-compliant merchant vessels and 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. The 2013 edition introduces "Action Cards" in Volume III for use in "Own Emergencies" and for "Rendering Assistance". This Manual can be purchased direct from the International Maritime Organization (IMO) or from selected book sellers around the world as provided under "Publication Catalogue" on the IMO web page: [www.imo.org/](http://www.imo.org/) It is to be 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.

(Repetition NTM 1(8)12)

(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)12)

(USCG)

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

The radiotelephone urgency signal is the group of words PAN PAN (pronounced "Panne-Panne") spoken three times. The urgency call format and the urgency signal indicate that the calling station has a very urgent message to transmit concerning the safety of a mobile unit or a person. 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 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. Transmissions bearing the safety signal preface are accorded priority over all other transmission less those bearing the distress or urgency preface.

(Supersedes NTM 1(10)12)

(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.

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

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

(Repetition NTM 1(11)12)

(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)12)

(NGA/SHG)

**(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.

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)12)

(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)12)

(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)12)

(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)12)

(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 a national government obliges them to make the requirements part of domestic law.

MARPOL 73/78 consists of six separate Annexes, each set out in 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, V, and VI. Annexes I, II, V, and VI have been incorporated into U.S. law by the Act to Prevent Pollution from Ships (APPS) and implemented within 33 USC 1901 and 33 CFR 151. The U.S. incorporates Annex III by the Hazardous Materials Transportation Act (HMTA) implemented within 46 USC 2101 and 49 CFR 171-174 and 176. Although the U.S. has not ratified Annex IV, the U.S. has equivalent regulations for the treatment and discharge standards of shipboard sewage – the Federal Water Pollution Control Act (FWPCA) as amended by the Clean Water Act and implemented by 33 USC 1251 and 33 CFR 159.

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

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

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

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

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

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

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

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

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

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

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

Resolution A.673 (16) for Offshore Supply Vessels:

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

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

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

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

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

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

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

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

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

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

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

Since the U.S. has not ratified MARPOL 73/78 Annex IV, the Coast Guard will not enforce its provisions aboard foreign vessels during Port State Control examinations, even if the vessel is under the flag of an Annex IV signatory country. Foreign vessels must meet the requirements of 33 CFR 159 when operating in U.S. waters. However, since the U.S. considers Annex IV equivalent to 33 CFR 159, Coast Guard Port State Control officers shall accept foreign vessels that comply with Annex IV. A foreign flag vessel that has a “Certificate of Type Test” under MARPOL Annex IV indicating that its sewage treatment plant meets the test requirements of Resolution MEPC.2(VI) of the International Maritime Organization (IMO) will be accepted by the Coast Guard as being in compliance with 33 CFR 159.7(b) or (c). The Coast Guard considers such treatment plants as fully equivalent to a Coast Guard certified Type II MSD (NVIC 9-82, CH-1, dated 8 October 1988) as long as the unit is in operable condition. U.S. registered vessels will continue to be required to have Coast Guard certified MSDs per 33 CFR 159.

Annex V applies to ship-generated garbage, and aims to reduce the amount of garbage - both plastics and other persistent wastes - that ships dump into the oceans. Annex V defines “garbage” broadly, and includes nearly any kind of waste generated during a ship's normal operations. This Annex requires terminals to provide reception facilities at ports and terminals to receive plastics and other garbage from visiting vessels.

On July 15, 2011, the International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC) formally adopted Resolution MEPC.201(62), amending MARPOL Annex V. These amendments enter into force on January 1st, 2013 and establish a general prohibition on discharges of garbage into the sea. Under prescribed conditions, exceptions are provided for food wastes, cargo residues, cleaning agents or additives contained in cargo hold, deck, and external surface wash waters, and animal carcasses. An overview of MARPOL Annex V and associated amendments may be found on IMO's website at <http://www.imo.org/OurWork/Environment/PollutionPrevention/Garbage/Pages/Default.aspx>.

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).

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

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

On July 15, 2011, the International Maritime Organization formally adopted Resolution MEPC.203(62), which amends MARPOL Annex VI. The main requirements of MEPC.203(62) enter into force on January 1st, 2013 as MARPOL Annex VI Chapter 4 and addresses ship energy efficiency.

Annex VI sets limits on sulfur oxide (SO<sub>x</sub>) and nitrogen oxide (NO<sub>x</sub>) emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances. These regulations include a global cap of 3.5% m/m on the sulfur content of fuel oil and calls on IMO to monitor the worldwide average sulfur content of fuel. A mandatory NO<sub>x</sub> Technical Code defines how vessels can achieve the set limits on NO<sub>x</sub> emissions.

Additionally, certain regions may be declared as Sulfur Emission Control Areas (SECA). In these areas, the sulfur 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 SO<sub>x</sub> emissions. The Baltic Sea and North Sea Areas have already been designated as SECAs.

The North American Emission Control Area (ECA), under the International Convention for the Prevention of Pollution from Ships (MARPOL), came into effect on 1 August 2012, bringing in stricter controls on emissions of sulfur oxide (SO<sub>x</sub>), nitrogen oxide (NO<sub>x</sub>) and particulate matter for ships trading off the coasts of Canada, the United States and the French overseas collectivity of Saint-Pierre and Miquelon. Within ECAS, the sulfur content of fuel oil (expressed in terms of % m/m - that is, by weight) must be no more than 1.00% m/m; falling to 0.10% m/m on and after 1 January 2015. This compares to 3.50% m/m outside an ECA, falling to 0.50% m/m on and after 1 January 2020. This date could be deferred to 1 January 2025, depending on the outcome of a review, to be completed by 2018, as to the availability of compliant fuel oil.

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). Coast Guard guidelines for ensuring compliance with Annex VI can be found in CG-543's Policy Letter 09-01 located on Homeport (<http://homeport.uscg.mil> - Missions > Domestic Vessels > Domestic Vessel Policy > Office of Commercial Vessel Compliance Policy Letters or <http://homeport.uscg.mil> - Missions > Port State Control > General Information > MARPOL Annex VI).

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

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

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

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

Penalties for Violation. As stated in 33 CFR 151.04, a person who violates MARPOL 73/78, the Act to Prevent Pollution from Ships (APPS)(33 USC 1901-1911), or the implementing regulations (33 CFR 151), is liable for civil or criminal penalties. Civil penalties carry a fine not to exceed \$40,000 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 \$8,000 for each statement or representation, as provided by 33 U.S.C. 1908(b)(2). A person who knowingly violates MARPOL 73/78, the Act, or the regulations of this subpart commits a class D felony. 18 U.S.C. 1355 *et seq.*

Vessel owners or operators that discharge oil or hazardous substances into or upon the navigable waters of the United States, adjoining shorelines, or into or upon the waters of the contiguous zone, may be subject to civil penalties. Civil penalties carry a fine of not more than \$15,000 per violation and a maximum amount not exceed \$190,000. 33 U.S.C. 1321 *et seq.*

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

**Vessel General Permit (VGP):** NPDES stands for National Pollution Discharge Elimination System, which is a matter within the authority of our federal Environmental Protection Agency under the Clean Water Act. As the result of a court decision in 2005, vessels lost the exclusion to the requirements which they had long enjoyed. The VGP incorporates existing CG regulations for ballast, bilge and gray water and dry cargo residue runoff, and in most cases imposes permitting requirements that exceed these standards. It established requirements for 26 types of general discharges, as well as for corrective actions, inspections, monitoring, recordkeeping and reporting. The EPA has the primary responsibility for enforcing the provisions of the VGP and specific questions should be directed to them. Further information on the VGP is provided on the Coast Guard's Homeport web page <http://homeport.uscg.mil/> selecting the following tabs: Missions > Domestic Vessels > Domestic Vessel General > EPA Vessel General Permit (VGP) or on the EPA web page at <http://www.epa.gov/npdes/vessels> or CG web page at <http://www.uscg.mil/hq/cg5/cg522/cg5224/vgp.asp>.

(Supersedes NTM 1(17)12)

(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.

(Repetition NTM 1(18)12)

(USCG)

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

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

(Repetition NTM 1(19)12)

(USCG)

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

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

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

Highlights of the BWM program include:

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

The BWM program regulations may be 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://www.uscg.mil/hq/cg5/cg522/cg5224/> and <http://www.uscg.mil/hq/cg5/cg522/cg5224/bwm.asp>.

(Repetition NTM 1(20)12)

(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, change 3 and at the Coast Guard's MTSA-ISPS web page at: <http://cgweb.comdt.uscg.mil/g-mp/helpdesk.htm>.

(Repetition NTM 1(21)12)

(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.

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

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)12)

(USCG)

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

Mariners will occasionally discover uncharted shoals, malfunctions of important navigational aids or other dangerous situations that should be made known to other navigators. Those items that can be classified as urgent should be reported by any rapid means to the closest responsible charting authority. The general criterion for important data is "that information, without which, a mariner might expose his vessel to unnecessary danger." Reports to the U.S. Coast Guard and to foreign authorities can be made via radio using voice, SITOR and Digital Selective Calling (DSC), via TELEX, or via satellite using telephone and fax. Reports to NGA in Springfield, VA can be made via the Automated Message Handling System (AMHS) (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)12)

(NGA/SHGA)

**(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.

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

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/?pageName=navRulesContent#Annexes>. 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-NAV-3), U.S. Coast Guard, 2100 2nd Street SW Stop 7580 , Washington, DC 20593-7580; telephone: (202) 372-1563, e-mail: [cgnav@uscg.mil](mailto:cgnav@uscg.mil).

(Supersedes NTM 1(24)12)

(USCG)

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

Center <i>Call Sign</i> -- MMSI <sup>1</sup>	Designated frequency (Channel designation) - <i>purpose</i> <sup>2</sup>	Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3,4</sup>
Berwick Bay <i>Berwick Traffic</i> -- 003669950	156.550 MHz (Ch. 11)	The waters south of 29° 45'N., west of 91° 10'W., north of 29° 37'N., and east of 91° 18' W.
Buzzards Bay <i>Buzzards Bay Control</i> <sup>5</sup>	156.600 MHz (Ch. 12)	The waters east and north of a line drawn from the southern tangent of Sakonnet Point, Rhode Island, in approximate position latitude 41° 27.2' N, longitude 70° 11.7' W, to the Buzzards Bay Entrance Light in approximate position latitude 41° 23.5' N, longitude 71° 02.0' W, and then to the southwestern tangent of Cuttyhunk Island, Massachusetts, at approximate position latitude 41° 24.6' N, longitude 70° 57.0' W, and including all of the Cape Cod Canal to its eastern entrance, except that the area of New Bedford harbor within the confines (north of) the hurricane barrier, and the passages through the Elizabeth Islands, is not considered to be "Buzzards Bay".
Houston-Galveston -- 003669954		The navigable waters north of 29° N., west of 94° 20'W., south of 29° 49'N., and east of 95° 20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A) - <i>Sailing Plans only.</i>	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20° 43.37'N., 95° 01.27'W.).
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A) - <i>Sailing Plans only.</i>	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (29° 43.37'N., 95° 01.27'W.).
Los Angeles/Long Beach: MMSI/To be determined		
<i>San Pedro Traffic</i>	156.700 MHz (Ch.14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33° 42.3'N., 118° 17.6'W.).
Louisville: Not applicable		
<i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.

<b>(25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS. (Continued).</b>		
<b>Center Call Sign -- MMSI <sup>1</sup></b>	<b>Designated frequency (Channel designation) - purpose <sup>2</sup></b>	<b>Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3, 4</sup></b>
Lower Mississippi River -- 0036699952		
<i>New Orleans Traffic</i>	156.550 MHz (Ch. 11)	The navigable waters of the Lower Mississippi River below 29°55.3'N 089°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N 089°25.7'W (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes.)
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N and 090°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N 089°55.6'W (Saxonholm Light) at 86.0 miles AHP.
<i>New Orleans Traffic</i>	156.250 MHz (Ch. 05A)	The navigable waters of the Lower Mississippi River below 30°38.7'N 091°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N and 090°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.
New York -- 003669951	1	
<i>New York Traffic</i>	156.550 MHz (Ch. 11) - Sailing Plans only 156.600 MHz (Ch. 12) - For Vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40° 25'N; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40° 41.9'N; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40° 43.7'N, longitude 74° 01.6'W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

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

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

<b>(25) VESSEL TRAFFIC SERVICES AND VESSEL MOVEMENT REPORTING SYSTEM CENTER, CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS. (Continued).</b>		
<b>Center Call Sign -- MMSI <sup>1</sup></b>	<b>Designated frequency (Channel designation) - purpose <sup>2</sup></b>	<b>Vessel Traffic Service and Vessel Movement Reporting System Monitoring area <sup>3,4</sup></b>
<i>Tofino Traffic</i> -- 003160012	156.725 MHz (Ch. 74)	The waters west of 124° 40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48° N., and east of 127° W.
<i>Victoria Traffic</i> -- 003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122° 52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco -- 003669956		
<i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122° 42.0'W. and north of 37° 40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37° 55.8'N., 122° 34.6'W.) west of 122° 42.0'W. and south of 37° 40.0'N and excluding the San Francisco Offshore Precautionary Area.
St. Marys River -- 003669953		
<i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45° 57'N. (De Tour Reef Light) and 46° 38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46° 04.16'N. and 46° 01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

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

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

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

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

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

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

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

<sup>7</sup> A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies. (Repetition NTM 1(25)12) (USCG)

**(26) SEISMIC SURVEYS.**

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

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

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

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

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

(Repetition NTM 1(26)12)

(NGA/SHG)

**(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

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

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)12)

(U.S. NAVY)

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

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

(Repetition NTM 1(28)12)

(U.S. NAVY)

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

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

(Repetition NTM 1(29)12)

(CNO)

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

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

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

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

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

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

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

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

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

## UNITED STATES TRAFFIC SEPARATION SCHEMES

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

## UNITED STATES AREAS TO BE AVOIDED

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

## UNITED STATES NO ANCHORING AREAS

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

## UNITED STATES RECOMMENDED TRACKS

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

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

## UNITED STATES TWO-WAY ROUTE

In the Strait of Juan de Fuca

(Repetition NTM 1(30)12)

(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)12)

(NGA/SHG)

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

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

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

**North Atlantic Right Whales.** The North Atlantic right whale is one of the world's most endangered large whale species. North Atlantic right whales are found primarily in continental shelf waters between Florida and Nova Scotia. The species is listed as "endangered" under the Endangered Species Act of 1973, and 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.

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

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

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

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

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

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

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

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

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

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

Any whale accidentally struck, any dead whale carcass, and any sighting of an injured or entangled whale should be reported immediately to the Coast Guard or NOAA National Marine Fisheries Service noting the precise location, date, and time of the accident or sighting. In the case of an accidental strike other information such as the speed and course of the vessel, vessel specifications such as size and propulsion, water depth, environmental conditions such as visibility, wind speed and direction, description of the impact, fate of the animal, and species and size, if known should be provided. Reports to NOAA for dead, ship struck or injured whales can be made to +1-978-281-9351 in the Northeast U.S. and +1-877-942-5343 in the Southeast U.S.

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. To reduce the risk of ship strikes to the North Atlantic right whale, an area to be avoided was established in the Great South Channel, east of the Boston Harbor traffic lanes. Ships of 300 gross tons and above should avoid the area between the period of April 1<sup>st</sup> through July 31<sup>st</sup>. The area is bounded by 41° 44' 08" N, 69° 34' 50" W; 42° 10' 00" N, 68° 31' 00" W; 41° 24' 53" N, 68° 31' 00" W; and 40° 50' 28" N, 68° 58' 40" W. Information on these can be found at <http://www.nmfs.noaa.gov/pr/shipstrike/>.

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](mailto: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)

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

E/345// (True course)  
 F/10.0// (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//

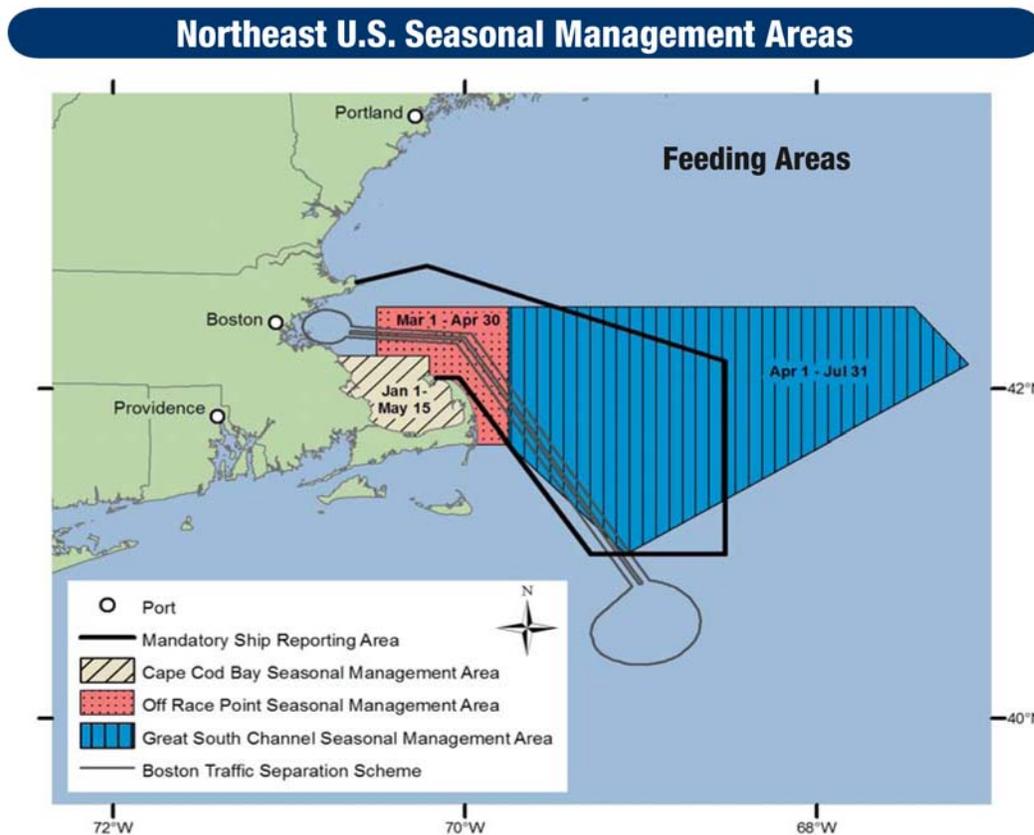
Route information can be reported as a set of waypoints (WP) and intended speed shown above or a rhumb line to port and intended speed shown below:

L/RL/10.0

**Compliance Guide for Right Whale Ship Strike Reduction Rule (50 CFR 224.105)**

**ATTENTION: 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 vessels greater than or equal to 65 ft in overall length entering or departing a port or place subject to the jurisdiction of the United States.**

**YOU MUST SLOW TO SPEEDS OF 10 KNOTS OR LESS IN SEASONAL MANAGEMENT AREAS**



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

**Feeding Areas**

<u>Cape Cod Bay</u>	<u>Off Race Point</u>	<u>Great South Channel</u>
January 1 - May 15	March 1 - April 30	April 1 - July 31
Includes all waters of Cape Cod Bay with Northern Boundary of 42°04' 56.5'' N, 070°12' W to 42°12' N, 070°12' W then due west back to shore.	Waters bounded by: 42°04' 56.5'' N 070°12' W 42°12' N, 070°12' W 42°12' N, 070°30' W 42°30' N, 070°30' W 42°30' N, 069°45' W 41°40' N, 069°45' W then due west back to shore.	Waters bounded by: 42°30' N, 069°45' W 42°30' N, 067°27' W 42°09' N, 067°08' 24'' W 41°00' N, 069°05' W 41°40' N, 069°45' W then back to starting point.

The rule does not apply to waters inshore of COLREGS lines.

**Migratory Route**



November 1 through April 30

Vessel speed is restricted in the following areas:

- Block Island Sound waters bounded by: 40°51' 53.7'' N 070°36' 44.9'' W, 41°20' 14.1'' N 070°49' 44.1'' W, 41°04' 16.7'' N 071°51' 21.0'' W, 40°35' 56.5'' N 071°38' 25.1'' W, then back to starting point.

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

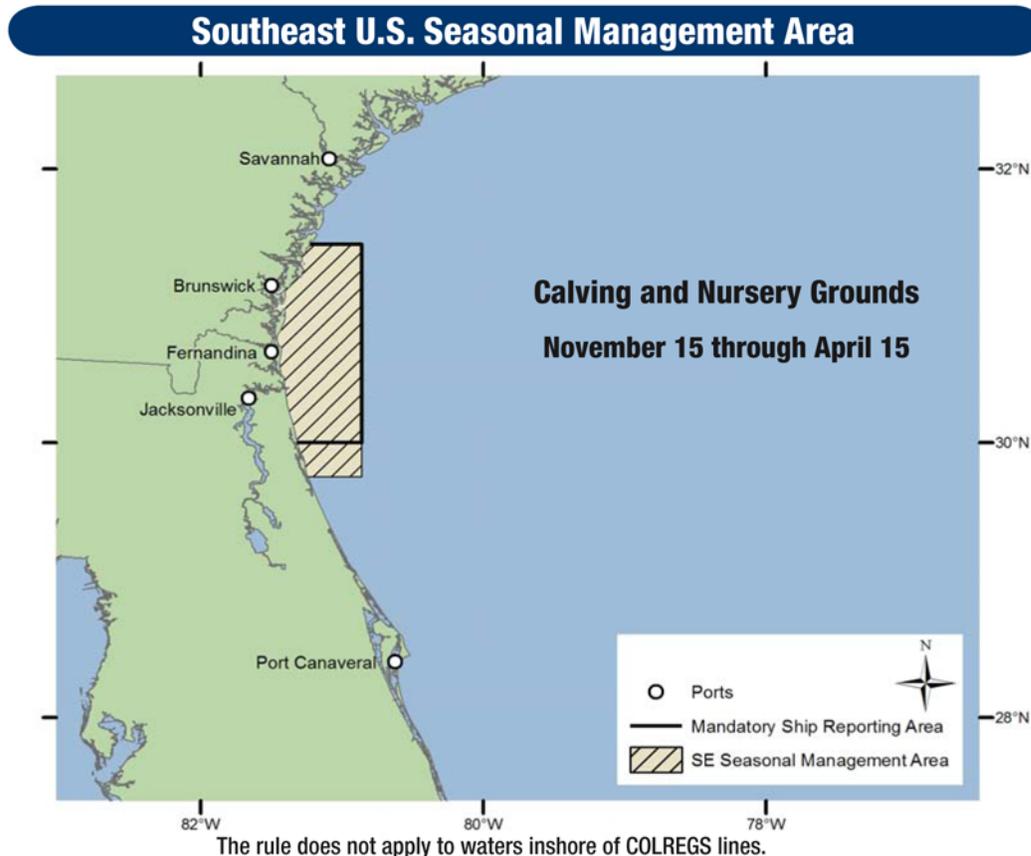
- Within a 20 nm (37 km) radius of the following (as measured seaward from the COLREGS lines):
  - Ports of New York/New Jersey: 40°29' 42.2" N 073°55' 57.6" W
  - Entrance to the Delaware Bay (Ports of Philadelphia and Wilmington): 38°52' 27.4" N 075°01' 32.1" W
  - Entrance to the Chesapeake Bay (Ports of Hampton Roads and Baltimore): 37°00' 36.9" N 075°57' 50.5" W
  - Ports of Morehead City and Beaufort, NC: 34°41' 32.0" N 076°40' 08.3" W

- Within a continuous area 20 nm from shore between Wilmington, NC, to Brunswick, GA, bounded by the following:

<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
A	34°10' 30" N	077°49' 12" W
B	33°56' 42" N	077°31' 30" W
C	33°36' 30" N	077°47' 06" W
D	33°28' 24" N	078°32' 30" W
E	32°59' 06" N	078°50' 18" W
F	31°50' 00" N	080°33' 12" W
G	31°27' 00" N	080°51' 36" W

and west back to the shore.

**Calving and Nursery Ground**



November 15 through April 15

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

Vessel speed is restricted in the area bounded to the north by latitude 31°27' N; to the south by latitude 29°45' N; to the east by longitude 080°51' 36" W.

**Voluntary Dynamic Management Areas** (DMAs) may also be established by NOAA Fisheries Service. Mariners are encouraged to avoid these areas or reduce speeds to 10 knots or less while transiting through these areas. NOAA Fisheries Service will announce DMAs to mariners through its customary maritime communication media.

**NOAA FISHERIES SERVICE**

Mandatory speed restrictions of 10 knots or less are required in Seasonal Management Areas along the U.S. East Coast during times when right whales are likely to be present. The purpose of this regulation is to reduce the likelihood of deaths and serious injuries to these endangered whales that result from collisions with ships.

Vessels may operate at a speed greater than 10 knots only if necessary to maintain a safe maneuvering speed in an area where conditions severely restrict vessel maneuverability as determined by the pilot or master.

If a deviation from the 10 knot speed restriction is necessary, the following information must be entered into the logbook:

- Reasons for deviation
- Speed at which vessel is operated
- Latitude and longitude at time of deviation
- Time and duration of deviation
- Master of the vessel shall sign and date the logbook entry

(Supersedes NTM 1(32)12)

(NOAA)

**(33) REPORTING DEPTH INFORMATION.**

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

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

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

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, Mail Stop N64-SH, 7500 Geoint Dr., Springfield, VA 22150-7500, either directly by mail or via any U.S. Consulate.

(Repetition NTM 1(33)12)

(NGA/SHG)

**(34) 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(34)12)

(U.S. NAVY)

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

(Repetition NTM 1(35)12)

(U.S. NAVY)

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

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

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

- (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(36)12)

(U.S. NAVY)

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

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

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

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

- (b) secure it in place against movement;
- (c) keep it covered up and wet down;
- (d) radio nearest Navy or Coast Guard activity and standby for instructions.

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

- (3) **FLOATING OBJECTS:** If a floating object cannot be readily identified as non-explosive, IT MUST BE CONSIDERED TO BE EXPLOSIVE. DO NOT APPROACH, OR ATTEMPT TO RECOVER OR BRING ON BOARD. Report location immediately to the nearest Navy or Coast Guard activity and warn all other ships or craft in the vicinity. Try to keep the object in sight until instructions are received.
- (4) **NAVAL MINES:** Naval mines constitute a risk to shipping, fishing, underwater exploration, and other maritime interests. The different types of mines, the conditions under which they are most likely to be sighted, and the recommended action are as follows:

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

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

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

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

- (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.

**(38) 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(38)12)

(USCG)

**(39) 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(39)12)

(U.S. NAVY)

**(40) NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY DISTRIBUTION SYSTEM.****GENERAL INFORMATION AND CUSTOMER ORDERING GUIDANCE.****DEFENSE LOGISTICS AGENCY FOR AVIATION-MAPPING CUSTOMER OPERATIONS (DSCR-QAM).**

The Defense Logistics Agency for Aviation (DLA AVN/QAM) is available to assist customers during normal duty hours, Monday through Friday, 0730 to 1730 (except holidays) Eastern Time. After hours messages are recorded for processing on the next business day. The office can respond to inquiries regarding catalog usage, ordering procedures, product availability, disposition of excess stock, subscriptions and many other GGI&S related activities and interests.

**Mailing Address:**

Defense Logistics Agency for Aviation  
Mapping Customer Operations (DSCR-QAM)  
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DSCR RICHMOND VA  
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Toll Free: 1-800-826-0342  
E-mail: Mapping Customer Operations Email Form: <http://www.aviation.dla.mil/rmf/webmaster/acctsEmail.htm>  
Web site: [www.aviation.dla.mil/rmf/](http://www.aviation.dla.mil/rmf/)

**After Normal Duty Hours and Crisis Support**

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

**(40) NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY DISTRIBUTION SYSTEM. (Continued).****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: EnterpriseServiceCenter@nga.mil.

**OBTAINING NGA NAUTICAL CHARTS AND PUBLICATIONS.**

DoD customers should refer to the ordering procedures contained in the Catalog of Maps, Charts and Related Products. Requests for NGA products from non-DoD U.S. Government Agencies are on a reimbursable basis.

**(1) CHARTS**

Civilian users can obtain information about ordering NGA paper charts at: <http://www.nauticalcharts.noaa.gov/staff/charts.htm>.

DoD users and DoD contractors may direct questions concerning the availability and distribution of announced hardcopy charts to the Defense Logistics Agency (DLA) Mapping Customer Operations at 1-800-826-0342 or 804-279-6500; DSN 695-6500; Fax 804-279-6524, or by visiting <https://dlamapcatalog.logisticsinformationservice.dla.mil/>

NGA standard nautical hardcopy chart products are made available and distributed by three different authorized methods:

- 1) The mailing and shipping of charts to Department of Defense (DoD) customers and other authorized U.S. Government users by the Defense Logistics Agency (DLA)
- 2) The posting of selected new charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users
- 3) The print-on-demand access of all public release NGA charts by the National Ocean Service (NOS) and official NOS chart agents, on behalf of NGA

The posting of selected new NGA charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users is normally made the day after NGA clears the New Edition for release and the chart is sent to be printed in mass quantity for DLA stock. The traditional NGA printed paper chart is then usually available some six to eight weeks later from DLA and sent out on automatic distribution. For those charts set for public sale, they are available a week after NGA release from the National Ocean Service at <http://www.nauticalcharts.noaa.gov/staff/charts.htm>. Regardless of how the NGA chart is obtained by the customer (downloaded from NGA website, distributed from DLA, or obtained through NOS) each is official, should be put into service immediately, and meets all Federal chart carriage requirements immediately upon its release. Each should also be updated from the dates shown in the lower left corner of the chart through the US Notice to Mariners. For questions, contact NGA at [mcdepod@nga.mil](mailto:mcdepod@nga.mil).

Through a special arrangement between the National Ocean Service and NGA, all NOAA charts are also available (as large .pdf print files) on the NGA websites for Department of Defense (DoD) customers and other authorized U.S. Government users. These NOAA chart files are updated every week for all Notice to Mariners (NGA, USCG, and Canadian Coast Guard).

The official NGA web sites for downloading selected NGA and NOAA charts are:

- NIPRNet: <https://www.geointel.nga.mil/products/dnc/epods/index.htm>
- SIPRNet: <http://www.geoint.nga.smil.mil/products/dnc1/epods/index.htm>
- JWICS: <http://www.geoint.nga.ic.gov/products/dnc1/epods/index.htm>

**(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://msi.nga.mil/NGAPortal/MSI.portal>).

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

ProStar Publications Inc. (<http://www.prostarpublications.com/b1/index.php>)  
 Maryland Nautical (<http://www.mdnautical.com/nauticalbooks.htm>)  
 American Nautical Services ([http://www.amnautical.com/cgi-local/webcat/products\\_page.cgi?cond=BO](http://www.amnautical.com/cgi-local/webcat/products_page.cgi?cond=BO))  
 Landfall Navigation (<http://www.landfallnavigation.com/govpub.html>)

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

Islamorada Internacional (Panama Canal) ([http://www.islamorada.com/english/nautical\\_publications/](http://www.islamorada.com/english/nautical_publications/))  
 Horizon Nautical, Inc. (<http://www.horizon-usa.net>)  
 Celestaire (<http://celestaire.com/Books/software.html>)  
 W.T. Brownley Company (<http://www.brownley-nautical.com>)  
 Paradise Cay Publications (<http://www.paracay.com/nautical/index.php>)

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For additional information, visit the Products Catalog page at the Maritime Safety Web site (<http://msi.nga.mil/NGAPortal/MSI.portal>).

(Supersedes NTM 1(40)12)

(NGA/NOAA)

**(41) 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,

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

began its activities in 1921 with 18 nations as members. The Principality of Monaco was selected as the headquarters because of its easy communication with the rest of the world and also because of the generous offer of Prince Albert I of Monaco to provide suitable accommodations for the Bureau in the Principality. The IHO, including the 3 Directors and their staff, is housed in its own headquarters which were built and are maintained by the Government of Monaco.

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

The works of the IHO are published in both French and English and distributed through various media. Most IHO publications are free of charge and may be downloaded from the IHO Catalogue of Publications page at [http://www.iho.int/iho\\_pubs/IHO\\_Download.htm](http://www.iho.int/iho_pubs/IHO_Download.htm). The catalogue of Publications contains a list and brief description of all IHO publications. These publications have been arranged under classification criteria agreed by Member States in 2009 and reported in IHO Circular Letter 13/2009. 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, phone: 377 93 10 81 00, fax: 377 93 10 81 40, web site: <http://www.iho.int/srv1>.

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

\* Membership of IHO pending  
(Supersedes NTM 1(41)12)

(IHO)

**(42) 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.
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 (USB) 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 nothing is heard within one minute, repeat the same again until acknowledged. Speak the distress message clearly and calmly.
4. Radio distress signals via satellite:
  - (a) For satellite terminals equipped with a distress button. Activate the button and follow displayed menu instructions.
  - (b) For satellite terminals without a distress button. Place a call to nearest Rescue Coordination Center or system operator and provide identification, position, nature of distress, number of persons on board and type of assistance requested.
5. Radio distress signals via Digital Selective Calling: The distress call should be composed to include ship's position information, the time at which the position was taken, and the nature of distress. If the DSC radio is connected to a navigation receiver, position and time-of-position should already be included. The distress call should be transmitted on VHF Channel 70 (156.525 MHz), 2187.5 kHz, or the HF frequencies 4207.5, 6312, 8414.5, 12577 and 16804.5 kHz. An acknowledgment of the distress call should be received on the DSC frequency. Once an acknowledgment has been received, the radio distress procedures via radiotelephone (above) should be followed on the associated voice channel: VHF Channel 16 (156.800 MHz), 2182, 4125, 6215, 8291, 12290 and 16420 kHz. For DSC distress calls on VHF Channel 70 and 2187.5 kHz, the radio distress procedures via radiotelephone should be followed on the associated voice channel if an acknowledgment is not received after 5 min.
6. Simple to follow instructions for the operation of auto alarms, radiotelephone, DSC and satellite communications equipment should be conspicuously posted in the radio rooms of all ships. Procedures outlined here are purposely brief. Complete information on emergency radio procedures is contained in Chapter 4 of Radio Navigational Aids (Pub. 117).
7. Procedures for canceling false distress alerts: If a distress alert is inadvertently transmitted, the following steps shall be taken to cancel the distress alert:
  - (a) VHF Digital Selective Calling:
    - (1) Reset the equipment immediately;
    - (2) Set to Channel 16; and
    - (3) Transmit a broadcast message to "All stations" giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert.
  - (b) MF Digital Selective Calling:

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

- (1) Reset the equipment immediately;
- (2) Tune for radiotelephony transmission on 2182 kHz; and
- (3) Transmit a broadcast message to “All stations” giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert.
- (c) HF Digital Selective Calling:
  - (1) Reset the equipment immediately;
  - (2) Tune for radiotelephony on the distress and safety frequency in each band in which a false distress alert was transmitted; and
  - (3) Transmit a broadcast message to “All stations” giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert frequency in each band in which a false distress alert was transmitted.
- (d) INMARSAT ship earth station: Immediately notify the appropriate Rescue Coordination Center that the alert is cancelled by sending a distress priority message by way of the same land earth station through which the false distress alert was sent. Provide ship name, call sign or registration number, and INMARSAT identity with the cancelled alert message.
- (e) EPIRB: Once an EPIRB is switched on, whether accidental or intentionally, the user should make every reasonable attempt to communicate with SAR authorities by other means to advise them of the situation before turning the EPIRB off.
- (f) General and other distress alerting systems: Notwithstanding paragraphs (a) through (e) of this section, ships may use additional appropriate means available to them to inform the nearest appropriate U.S. Coast Guard rescue coordination center that a false distress alert has been transmitted and should be cancelled.

(Repetition NTM 1(42)12)

(IMO/USCG)

**(43) 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 satellite of information on hazards to navigation which might endanger international shipping.

The objective of the WWNWS is the timely promulgation by satellite 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, acts of piracy and cable-laying or other underwater activities are taking place.

For purposes of the WWNWS, the world has been divided into 21 Navigation Warning Areas (NAVAREAS) (see graphic page, I-1.50). A NAVAREA is a geographical sea area established for the purposes of coordinating the broadcast of navigational warnings.

Within each NAVAREA one national authority, designated the NAVAREA Coordinator, has assumed responsibility for the coordination and promulgation of the warnings. Designated “National Coordinators” of other coastal states in a NAVAREA are responsible for collecting and forwarding information to the NAVAREA Coordinator. In the Baltic, a Sub-Area Coordinator has been established to filter information prior to passing to the NAVAREA Coordinator.

NAVAREA 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.

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.

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

NAVAREA I (United Kingdom)  
 United Kingdom National Hydrographer  
 United Kingdom Hydrographic Office  
 Admiralty Way  
 TAUNTON  
 Somerset TA1 2DN  
 England  
 Phone: 44 1823 353 448  
 Fax: 44 1823 322 352  
 E-mail: [navwarnings@btconnect.com](mailto:navwarnings@btconnect.com)  
 Web site: <http://www.ukho.uk/rnw>

Baltic Sea Sub-Area Coordinator  
 Swedish Maritime Administration  
 BALTICO  
 SE-601 78 NORRKOPING  
 Sweden  
 Tel: +46 11 19 10 45  
 FAX: +46 11 23 89 45  
 Email: [ntm.baltico@sjofartsverket.se](mailto:ntm.baltico@sjofartsverket.se)  
 Web site: <http://www.sjofartsverket.se/baltico>

NAVAREA II (France)  
 Department "Information et Ouvrages Nautiques"  
 Service Hydrographique et Océanographique de la Marine  
 13 Rue du Chatellier  
 CS 92803  
 29228 BREST CEDEX 2  
 France  
 Tel: +33 (0)2 98 22 15 99 (Chief of Department, Office Hrs,  
 Mon to Fri)  
 Tel: +33 (0)2 98 22 16 67 (Duty Officer, H24)  
 Fax: +33 (0)2 98 22 14 32  
 Telex : FRANAUT 940861 F  
 E-mail: [coord.navarea2@shom.fr](mailto:coord.navarea2@shom.fr)  
 Web site: <http://www.shom.fr/navarea/NavareaIIen-Vigueur.txt>

NAVAREA III (Spain)  
 Director del Instituto Hidrográfico de la Marina  
 Instituto Hidrográfico de la Marina  
 Plaza de San Severiano, 3  
 11007 CÁDIZ  
 Spain  
 POC: Head of Navigational Section  
 Tel: +34 956 599409/599414  
 Fax: +34 956 599396/545347  
 E-mail: [ihmesp@fn.mde.es](mailto:ihmesp@fn.mde.es)  
[avisosihm@fn.mde.es](mailto:avisosihm@fn.mde.es)  
 Web site: <http://www.armada.mde.es/ihm/>

NAVAREA IV AND XII (United States)  
 Maritime Safety Office  
 Mail Stop N64-SH  
 7500 Geoint Drive  
 Springfield,  
 Virginia 22150-7500  
 United States of America  
 Tel: +1 571 557 5455  
 Fax: +1 571 558 3426  
 E-mail: [navsafety@nga.mil](mailto:navsafety@nga.mil)  
 Web site: <http://msi.nga.mil/NGAPortal/MSI.portal>

NAVAREA V (Brazil)  
 Director  
 Diretoria de Hidrografia e Navegação  
 Rua Barão de Jaceguay, s/nº  
 Ponta d'Areia  
 24048-900 Niteroi - RJ  
 Brazil  
 Tel: +55 21 2189-3023, +55 21 2189-3210  
 Fax: +55 21 2189-3210, +55 21 2620-0073  
 E-mail: [segnav@chm.mar.mil.br](mailto:segnav@chm.mar.mil.br)  
 Web site: <http://www.mar.mil.br/dhn/chm/avgantes/avradioing.htm>

NAVAREA VI (Argentina)  
 Head of Maritime Safety Department  
 Servicio Hidrografía Naval  
 Avenida Montes de Oca 2124  
 BUENOS AIRES  
 Argentina  
 C1270ABV  
 Tel: +54 11 4301 0061 / 67 ext 4028  
 Fax: +54 11 4301 2249  
 E-mail: [snautica@hidro.gov.ar](mailto:snautica@hidro.gov.ar)  
[shn\\_orgint@hidro.gov.ar](mailto:shn_orgint@hidro.gov.ar)  
 Web site: <http://www.hidro.gob.ar/Nautica/radioav.asp>

NAVAREA VII (South Africa)  
 The Hydrographer, S.A. Navy  
 Hydrographic Office  
 Private Bag X1, Tokai  
 7966 CAPE TOWN  
 South Africa  
 Tel: +27 21 787 2408  
 FAX: +27 21 787 2228  
 Email: [hydrosan@iafrica.com](mailto:hydrosan@iafrica.com)  
 Web site: <http://www.sanho.co.za>

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

NAVAREA VIII (India)  
The Chief Hydrographer  
Attn: Joint Director of Hydrography (Maritime Safety Information Services)  
National Hydrographic Office  
107-A, Rajpur Road  
P.B.No. 75,  
Dehradun, Uttarakhand  
India  
Pin 248 001

Phone: 91 135 2747365  
Fax: 91 135 2748373  
E-mail: [msis-inho-navy@nic.in](mailto:msis-inho-navy@nic.in)  
[inho-navy@nic.in](mailto:inho-navy@nic.in)  
Web site: <http://www.hydrobharat.nic.in>

NAVAREA IX (Pakistan)  
Hydrographer of the Pakistan Navy  
PN Hydrographic Department  
11, Liaquat Barracks  
Karachi, 75530  
Pakistan

Phone: 92 21 48506821/48506152/48506151  
Fax: 92 21 9201623/9203246  
E-mail: [hydrogk@paknavy.gov.pk](mailto:hydrogk@paknavy.gov.pk)  
[hydrogk@gmail.com](mailto:hydrogk@gmail.com)  
Web site: <http://www.paknavy.gov.pk/hydro/index.asp>

NAVAREA X (Australia)  
Senior Search and Rescue Officer (Maritime)  
RCC AUSTRALIA  
Emergency Response Division  
Australian Maritime Safety Authority  
GPO Box 2181  
Canberra ACT 2601  
Australia

Phone: 61 2 6230 6811  
Fax: 61 2 6230 6868  
E-mail: [rccaus@amsa.gov.au](mailto:rccaus@amsa.gov.au)  
Web site: [http://www.amsa.gov.au/Search\\_and\\_Rescue/Distress\\_and\\_Safety\\_Communications/Maritime\\_Safety\\_Information.asp](http://www.amsa.gov.au/Search_and_Rescue/Distress_and_Safety_Communications/Maritime_Safety_Information.asp)

NAVAREA XI (Japan)  
Director General  
Hydrographic and Oceanographic Department  
Japan Coast Guard  
3-1, Tsukiji 5-chome  
Chuo-ku, TOKYO 104-0045  
Japan

Phone: 81 3 3541 3817  
Fax: 81 (3) 3542 7174  
E-mail: [tuho@jodc.go.jp](mailto:tuho@jodc.go.jp)  
[keiho-tsuuhou@kaiho.mlit.go.jp](mailto:keiho-tsuuhou@kaiho.mlit.go.jp)  
Web site: <http://www1.kaiho.mlit.go.jp/jhd-E.html>

NAVAREA XIII (Russian Federation)  
Chief, Notice to Mariners Division  
Department of Navigation and Oceanography  
Ministry of Defense  
8, 11 Liniya, B-34  
ST. PETERSBURG 199034  
Russian Federation  
Phone/Fax: 7 812 717 59 00  
E-mail: [navarea13@gunio.ru](mailto:navarea13@gunio.ru)  
Web site: none

NAVAREA XIV (New Zealand)  
New Zealand Hydrographic Authority  
Land Information New Zealand  
National Office, Lambton House  
160 Lambton Quay,  
P. O. Box 5501  
WELLINGTON 6145  
New Zealand  
Phone: 64 4 460 0110 (Office hours Mon to Fri)  
64 21 2431577 (24 Hrs.)  
64 27 6879536 (24 Hrs.)  
Fax: 64 4 460 0161 (Office hours Mon to Fri)  
E-mail: [navareaxiv@linz.govt.nz](mailto:navareaxiv@linz.govt.nz)  
Web site: <http://www.linz.govt.nz/hydro/nautical-info/navigation-area-14/index.aspx>

NAVAREA XV (Chile)  
Director, Hydrographic and Oceanographic Service of the  
Chilean Navy  
Errazuriz 254  
Playa Ancha  
VALPARAISO  
Chile  
Phone: 56 32 226 6666  
Fax: 56 32 226 6542  
E-mail: [navarea15@shoa.cl](mailto:navarea15@shoa.cl)  
Web site: <http://www.shoa.mil.cl>

NAVAREA XVI (Peru)  
Direccion de Hidrografi a y Navegacion  
Avda. Gamarra No. 500  
Chucuito  
CALLAO 1  
Peru  
Phone: 51 1 465 8312/6136749/6136767 ext 6457  
Fax: 51 1 6136759  
E-mail: [dihidronav@dhn.mil.pe](mailto:dihidronav@dhn.mil.pe)  
[jnavegacion@dhn.mil.pe](mailto:jnavegacion@dhn.mil.pe)  
[jvaldez@dhn.mil.pe](mailto:jvaldez@dhn.mil.pe)  
Web site: <http://www.dhn.mil.pe>

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

NAVAREA XVII AND XVIII (Canada)  
 Manager, Marine Communications and Traffic Services  
 Canadian Coast Guard  
 200 Kent Street 5th Floor  
 Station S041  
 Ottawa, Ontario, K1A 0E6  
 Canada  
 Phone: 1 613 925 0666  
 Fax: 1 613 925 8902  
 E-mail: navarea17.18@innav.gc.ca

NAVAREA XX AND XXI (Russian Federation)  
 NAVAREA XX / XXI Co-ordinator  
 Chief of MSI Division  
 Federal State Unitary Hydrographic Department  
 Moskovsky pr., 12  
 St. Petersburg 190031  
 Russian Federation  
 Phone: 7 812 570 3466  
 Fax: 7 812 570 3466  
 E-mail: ibm@hydrograph.spb.su

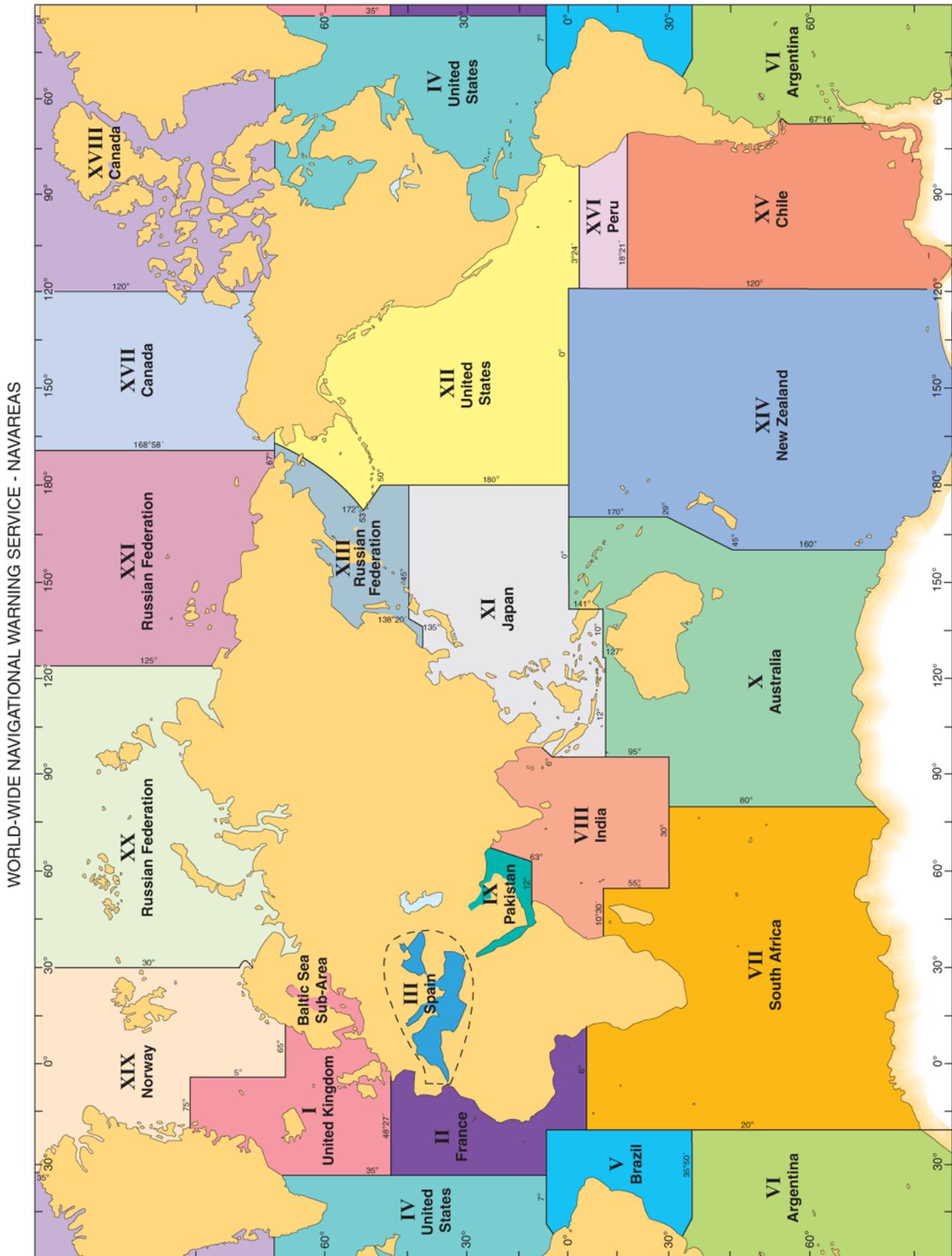
NAVAREA XIX (Norway)  
 NAVAREA XIX Co-ordinator  
 Department of Maritime Safety  
 Norwegian Coastal Administration  
 PO Box 1502  
 6025 Alesund  
 Norway  
 Phone: 47 33 034808/Direct: 47 70 231064  
 Fax: 47 78 989899  
 E-mail: Navarea19@kystverket.no  
 Web site: www.navarea-XIX.no

Chairman, IHO Worldwide Navigational Warning Service  
 Mr. Peter Doherty  
 Mail Stop N64-SH  
 7500 Geoint Drive  
 Springfield, VA 22150-7500  
 Phone: 011 571 557 6746  
 Fax: 011 571 558 3261  
 E-mail: Peter.M.Doherty@nga.mil

(Supersedes NTM 1(43)12)

(IHO/IMO/NGA)

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



**(44) 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) 688-1818  
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 June 1 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.

**TRANSMISSION OF WEATHER REPORTS**

INMARSAT-B and INMARSAT-C: Instructions may be found in "Observing Handbook No. 1".

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

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: [shipobs@noaa.gov](mailto:shipobs@noaa.gov). Place your observation in the body of the message and end your encoded observation with an equal sign (=). This tells the computer to end transmission. Detailed instructions on setup, addressing, and transmitting the message are listed on the VOS Web site at [http://www.vos.noaa.gov/vos\\_resource.shtml](http://www.vos.noaa.gov/vos_resource.shtml).

The ship is responsible for paying email transmission costs.

(Supersedes NTM 1(44)12)

(NOAA/NWS)

**(45) 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(45)12)

(USCG)

**(46) 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 may also broadcast on the alternate NAVTEX frequencies of 490 and 4209.5 kHz. For further information concerning NAVTEX including broadcast schedules, consult Pub 117, the US Coast Navigation Center web site at <http://www.navcen.uscg.gov/?pageName=NAVTEX>, or the IMO GMDSS Master Plan.

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(46)12)

(USCG)

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

The Cospas-Sarsat system is an international cooperative program using satellites to detect distress beacons operating in the 406.0 to 406.1 megahertz (MHz) frequency range. This system uses low earth orbiting (LEO) and geostationary orbiting (GEO) satellites. Together, these satellites enable distress signals to be received by the system from anywhere on the planet, 24 hours a day, 7 days a week, in many cases nearly instantaneously.

**(47) 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 U.S. MCC is operated by the National Oceanic and Atmospheric Administration (NOAA). The U.S. MCC processes signals originating in the United States areas of responsibility, and sends alert information to the appropriate U.S. Rescue Coordination Center (RCC). There are three types of distress beacons: EPIRBs (Emergency Position Indicating Radio Beacons) for use in the maritime environment, ELTs (Emergency Locator Transmitters) used on aircraft and PLBs (Personal Locator Beacons) for personal use. Some EPIRBs and all ELTs are capable of automatic activation, where PLBs can only be activated manually.

**EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB).**

The Emergency Position Indicating Radio Beacon (EPIRB) is a device, usually carried aboard maritime craft, which transmits a signal that alerts search and rescue authorities and enables rescue units to locate the scene of the distress. Table 1 provides an overview of the different categories 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 EPIRBs. Some EPIRBs also have GPS chips installed, or allow information from external GPS units to be integrated into the distress signal. This GPS-encoded position dramatically improves the location accuracy down to the 100-meter level. 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) 372-1395.

**TABLE 1**

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

**PERSONAL LOCATOR BEACON (PLB)**

The Personal Locator Beacon (PLB) is a portable, individual-use distress beacon that operates much the same as an EPIRB. These beacons are designed to be carried by an individual person. Unlike some EPIRBs, they can only be activated manually. And like EPIRBs, all U.S. 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 have GPS chips installed in which the position can be integrated into the distress signal. This GPS-encoded position dramatically improves the location accuracy down to the 100-meter level.

**FALSE ALERTS**

Distress beacon false alarms are a major problem. The EPIRB user must be aware of how inadvertent activations can quickly overburden search and rescue resources, resulting in costly responses. Inadvertent ELT, PLB, and EPIRB activations should be reported immediately; for accidental activations of ELT's and PLB's, call the Air Force Rescue Coordination Center at 1-800-851-3051, and for EPIRB's, contact the Coast Guard at 1-855-406-USCG (8724). Minimize false alerts with proper handling, storage, and disposal of distress beacons; understand and comply with manufacturer's operating instructions for your particular distress beacon; and tune a radio to 121.5 MHz to monitor the frequency/detect any inadvertent activation. EPIRBs with two-condition, automatic activation switches (e.g. out of bracket and in water) have significantly demonstrated a reduction in false alert rates with no adverse impact on automatic distress performance. Again, report any inadvertent activation of distress beacons immediately.

**MAINTENANCE**

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

**(47) SATELLITE DETECTION OF DISTRESS SIGNALS. (Continued).**

406 MHz distress 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 the distress beacon.

**BEACON REGISTRATION**

406 MHz beacon registration has been mandatory since 13 September 1994 by Federal Communications Commission regulations. All U.S. coded 406 MHz distress beacons **MUST** be registered with the National Oceanic and Atmospheric Administration (NOAA) which maintains the U.S. beacon registration database. Registration is free of charge, and must be renewed every two (2) years. When a 406 MHz alert is received, the system automatically checks the data base for an ID match and appends vital registration information (when available) to the alert message that is sent to the responsible RCC. Registration information can be used in conjunction with the geostationary satellites immediate alerting capability to allow a SAR response 45-90 minutes sooner than otherwise possible - a significant response advantage. In rare circumstances where the Cospas-Sarsat system is not able to calculate a distress position, registration data may provide the only link to rescue. It is therefore imperative that the information in NOAA's registration database is verified by the beacon owner. Updates or corrections can be made at any time by using the contact information below.

If you purchase a new or a used U.S. coded 406 MHz distress beacon, 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. If you sell your emergency distress beacon you **MUST** notify NOAA immediately.

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

**SARSAT BEACON REGISTRATION**

NOAA

NSOF, E/SPO53

1315 East West Hwy

Silver Spring, MD 20910

Fax: (301) 817-4565

Web site: <https://www.beaconregistration.noaa.gov/rgdb>

Call (301) 817-4515 or toll-free (888) 212-SAVE (7283) for further information on registering 406 MHz distress beacons.

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

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

(Supersedes NTM 1(47)12)

(USCG/NOAA)

**(48) 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 U.S. Coast Guard (USCG) normally broadcasts selected coastal weather and local navigational warnings on VHF FM Channel 22A (157.1 MHz). In early 2013, USCG Sectors and cutters within the continental U.S. will terminate their radio guard of the international voice distress, safety and calling frequency 2182 kHz and the international digital selective calling (DSC) distress and safety frequency 2187.5 kHz. Additionally, marine information and weather broadcasts transmitted on 2670 kHz will terminate at the same time.

**Exemptions:**

(1) All USCG stations in the 14th (Honolulu, HI) and 17th (Juneau, AK) Coast Guard Districts are exempted from this termination action. Marine information and weather broadcasts on 2670 kHz will continue as currently scheduled.

(2) USCG Communication Area Master Stations (CAMS) and Communication Stations (COMMSTAs), including Boston, Chesapeake, Miami, New Orleans, Pt. Reyes, and Honolulu.

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

(3) The following USCG Sector sites will continue their current medium frequency (2182 kHz voice, 2187.5 kHz DSC and 2670 kHz marine information and weather broadcasts) operation until further notice.

<u>Site</u>	<u>Controlled by</u>
Southwest Harbor, ME	Sector Northern New England
Cape Elizabeth, ME	Sector Northern New England
Provincetown, MA	Sector Southeastern New England
Fort Wadsworth, NY	Sector New York
Cape May, NJ	Sector Philadelphia
Oregon Inlet, NC	Sector North Carolina
Sullivans Island, GA	Sector Charleston
Ponce de Leon, FL	Sector Jacksonville
Marathon, FL	Sector Key West

(4) The USCG may maintain some additional Sector sites for a limited period. These sites may terminate with little to no notice.

(5) The USCG will continue to maintain a continuous watch on VHF FM channel 16 (156.8 MHz) and on existing voice and DSC frequencies in the 4/6/8/12 and 16 MHz bands as described in the Coast Guard Navigation Center website <http://www.navcen.uscg.gov/?pageName=cgcommsCall>.

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

Commandant (CG-652)  
U. S. Coast Guard STOP 7101  
Washington, DC 20593-7101

(Supersedes NTM 1(48)12)

(USCG)

**(49) MARAD ADVISORIES. (In force 26 December 2012).**

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://msi.nga.mil/NGAPortal/MSI.portal>) 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://msi.nga.mil/NGAPortal/MSI.portal>.

**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

**(49) MARAD ADVISORIES. (Continued).**

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://msi.nga.mil/NGAPortal/MSI.portal>. Another excellent threat assessment report produced weekly by the Office of Naval Intelligence (ONI) is the ONI Worldwide Threat to Shipping. This report is also available on the NGA Web site.
3. NGA has also established Ship Hostile Action Report (SHAR) procedures to rapidly disseminate information within the U.S. Government on hostile actions against U.S. merchant ships. The procedures for sending SHAR reports are detailed in NGA Publication 117, Radio Navigational Aids, Edition 2005, on page 4-15. The Maritime Administration (MARAD) urges all vessels to carry Pub 117, which can also be downloaded from NGA's above listed Web site.
4. It should be noted that neither the ASAM nor SHAR reports are a distress message. U.S. and effective U.S. controlled (EUSC) vessels under attack or threat of attack may request direct assistance from U.S. naval forces by following the emergency call-up procedures in Chapter 4, Part II of Pub 117.
5. All U.S.-flag vessels required by MARAD regulation, agreement, or those who voluntarily file Amver position reports, are reminded of the importance in filing voyage and update reports. Those ships operating in the north Arabian Sea, Gulf of Oman, Persian Gulf, Gulf of Aden, Red Sea and the Suez Canal are reminded to file Amver position update reports every 24 hours vice every 48 hours.
6. All U.S.-flag operators are requested to forward this Advisory to their ships by the most expedient means. This Advisory will subsequently be listed in NGA's Web site, as well as MARAD's Web site: <http://www.marad.dot.gov/headlines>.
7. This Advisory cancels and replaces MARAD Advisories 01-07, 02-05, 02-07 and 03-04.
8. For further information regarding this Advisory, contact the Maritime Administration, Office of Ship Operations, Code MAR-613, Room 2122, 400 7th Street, Washington, DC 20590; Telephone 202-366-5735, or by e-mail to [opcentr1.marad@dot.gov](mailto:opcentr1.marad@dot.gov).

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

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

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

1. The NATO Shipping Center (NSC) in Northwood, UK continues to support NATO Naval forces deployed in the Eastern Mediterranean and has recently activated the NSC due to the recent incidents between Israel and Hezbollah. The NSC was activated to provide advice and guidance to NATO nation merchant ships.
2. The purpose of activating the NSC is to collect and distribute information relevant for the safe passage of vessels in the area off the coast of Lebanon and the Eastern Mediterranean. NSC will compile a situational plot and contribute this information to the NATO Military Commander in the area. Reporting of shipping data is on a voluntary basis.
3. Until further notice, the NSC will be manned continuously to provide better service for ships' masters, owners or managers. The NSC will provide information to ships on the following main communication media:
  - E-mail: [shippingcentre@manw.nato.int](mailto:shippingcentre@manw.nato.int)
  - NSC Web site: <http://shipping.manw.nato.int>
  - Direct email communication with ships taking part in Operation ACTIVE ENDEAVOUR (OAE) voluntary reporting program.
  - Phone: +44 1923 843574
  - Fax: +44 1923 843575
4. Since the area of concern coincides with the reporting area for Operation ACTIVE ENDEAVOUR, no additional reporting for ships will be established.
5. For further general information regarding this Advisory, contact the Maritime Administration, Office of Ship Operations, Division of Operations Support, Code MAR-613 Room 2121, 400 Seventh Street SW, Washington, DC 20590; Telephone (202) 366-1875, Fax (202) 366-3702.
6. This Advisory cancels MARAD Advisory 02-02 (03 Jun 02).

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

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

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

**MARAD ADVISORY NO. 10-03** (091953Z MAR 10)

SUBJECT: VESSELS TRANSITING THE BAB-AL-MANDAB STRAIT, RED SEA, AND THE GULF OF ADEN ALONG THE COAST OF YEMEN.

1. This MARAD advisory provides guidance for vessels transiting the Bab-al-Mandab Strait, Red Sea and the Gulf of Aden along the coast of Yemen.
2. Information suggests that Al-Qaeda remains interested in maritime attacks in the Bab-al-Mandab Strait, Red Sea and the Gulf of Aden along the coast of Yemen. Although it is unclear how they would proceed, it may be similar in nature to the attack against the USS COLE in October 2000 or the M/V Limberg in October 2002, where a small to mid-size boat laden with explosives was detonated in the vicinity of the targeted ships. However, it cannot be ruled out that the extremists may be capable of other more sophisticated methods of targeting, such as the use of missile or projectiles to target ships such as the mortars used to target a navy ship in Jordan in 2005. Although the time and location of such an attack is unknown, it is likely that ships in the Bab-al-Mandab Strait, Red Sea and the Gulf of Aden along the coast of Yemen are at the greatest risk of becoming targets of such an attack.
3. All vessels transiting the waters in the vicinity of Yemen are urged to operate at a heightened state of readiness and should maintain strict 24 hour visual and radar watches and regularly report their position / course / speed to the UKMTO. Vessels are at greatest risk in areas of restricted maneuverability and while in port or at anchor.
4. Merchant vessels are requested to report any suspicious activity to the UKMTO Dubai, phone: 97 150 552 3215, e-mail: [ukmto@eim.ae](mailto:ukmto@eim.ae) or IMB PRC at phone: 6 032 031 0014, e-mails: [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org) and [piracy@icc-ccs.org](mailto:piracy@icc-ccs.org). Reports can also be relayed to MSCHOA at e-mail: [opscentre@mschoa.org](mailto:opscentre@mschoa.org).
5. For further information regarding this advisory, contact Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-207, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, TLX II: 710 822 9426 (MARAD DOT WSH), or e-mail: [maradsecurity@dot.gov](mailto:maradsecurity@dot.gov).

**(49) MARAD ADVISORIES. (Continued).****MARAD ADVISORY NO. 10-06 (291725Z MAR 10)****SUBJECT: GUIDANCE TO VESSELS TRANSITING HIGH RISK WATERS**

1. This MARAD advisory provides guidance to vessels transiting the high risk waters of the Gulf of Aden, Red Sea, the Indian Ocean and waters off the Horn of Africa (Somalia).
2. This advisory will be published on the MARAD web site at [www.marad.dot.gov](http://www.marad.dot.gov) under the Horn of Africa piracy portal and on the U.S. Coast Guard Homeport site at [homeport.uscg.mil/piracy](http://homeport.uscg.mil/piracy). Other pertinent information is also posted on these web sites.
3. U.S. flag operators with ships in the affected areas are requested to forward this advisory to their ships by the most expeditious means.
4. U.S. flag ships operating in high risk waters are required to comply with U.S. Coast Guard maritime security (MARSEC) Directive 104-6 (current version). Guidance, advisories and links to assist U.S. flag vessels in complying with the MARSEC Directive and in combating piracy may be accessed on homeport at <http://homeport.uscg.mil/piracy>. Questions may be directed to LCDR James Fogle, U.S. Coast Guard, at phone: 202 372 1038 or e-mail: [james.t.fogle@uscg.mil](mailto:james.t.fogle@uscg.mil). None of the guidance in this notice is meant to supersede MARSEC Directive 104-6 (current version) or supporting port security advisories.
5. Non U.S. flag vessels, to which the U.S. Coast Guard MARSEC Directive does not apply, should be aware and consider measures directed to U.S. flag vessels. This guidance is available in U.S. Coast Guard port security advisory (PSA) 2-09 on <http://homeport.uscg.mil/piracy>.
6. The Maritime Security Centre (Horn of Africa) (MSC-HOA), run by the E.U. Naval Force (EUNAVFOR) is a coordination centre tasked to safeguard merchant shipping operating in the region by preventing and deterring acts of piracy in the Gulf of Aden, off the Horn of Africa and in the Somali basin. Vessels should register for access to MSCHOA website at <http://www.mschoa.org/>. This site provides information and guidance for the shipping community transiting the high risk waters.
7. Combined Maritime Forces (CMF) in cooperation with the European Union Naval Force (EUNAVFOR) Atalanta and the United Kingdom Maritime Trade Office (UKMTO) established the Internationally Recommended Transit Corridor (IRTC) through the GOA. This revised corridor was intended to deconflict commercial transit traffic with Yemini fishermen, provide a measure of traffic separation and allow maritime forces to conduct deterrent operations in the GOA with a greater degree of flexibility. Detailed information on the IRTC can be found at <http://www.mschoa.org/>. CMF established the Maritime Security Patrol Area (MSPA) in the region. The MSPA was established in support of the International Maritime Organization's (IMO) ongoing efforts to ensure the safety of ships and mariners at sea. The MSPA is a naval military term for use by warships when communicating with each other positioned to maximize deployment of available forces in areas of high risk. Coalition forces patrol the MSPA on a routine basis. Neither the IRTC nor MSPA are marked or defined by visual navigational means. The IRTC is not intended to be a dedicated traffic separation scheme.
8. In accordance with the MARSEC Directive and Port Security Advisory (PSA) 2-09, unless otherwise directed or advised by on-scene military forces, all U.S. flag ships navigating through the GOA shall plan voyages using the IRTC and follow the GOA Group Transit (GT) if speed ranges from 10 to 18 knots. Vessels that make less than 10 knots shall contact UKMTO for routing guidance. Information on IRTC and GOA GT can be found on the MSC-HOA web site.
9. In addition to communications required by the Coast Guard MARSEC Directive, masters should remain in contact with the United Kingdom Maritime Trade Operations (UKMTO) and the United States Maritime Liaison Office (MARLO) to the maximum extent possible. The E.U. has established a web-based resource for ships to receive the latest alerts and to register vessels prior to transiting high risk areas in the region. In accordance with the MARSEC Directive, owners and operators of U.S. flag vessels that operate in the HOA/GOA shall register with the Maritime Security Centre-Horn of Africa (MSC-HOA), at [www.mschoa.org](http://www.mschoa.org). Additionally, they shall establish contact by e-mail or phone with UKMTO at [ukmto@eim.ae](mailto:ukmto@eim.ae).
10. In accordance with the U.S. Coast Guard MARSEC directive, U.S. flag vessels that operate in high risk waters must consider supplementing vessel's crew with armed or unarmed security personnel. If transiting the HOA/GOA, all vessels shall supplement vessel's crew with armed or unarmed security personnel based on a piracy-specific vessel threat assessment conducted by the operator. Supplemental security personnel should meet the minimum training requirements and guidelines set forth in PSA (5-09) (Rev. 1).
11. In accordance with the U.S. Coast guard MARSEC Directive and PSA 2-09, as soon as the master thinks a threat is developing, contact UKMTO, phone: 971 50 552 3215. If attacked or boarded, masters should activate the Ship Security Alert System (SSAS). Broadcast attacks immediately on all available radio circuits, adjust speed and maneuver and activate all available defensive measures. Do not immediately surrender upon approach of suspected pirate boats. Attacks have been thwarted in many cases where defensive measures were used and the vessels became difficult targets. An attack has even been successfully thwarted when pirates were able to board a ship but were unable to gain access to the superstructure due to the careful preparations of the crew in securing all access points.

**(49) MARAD ADVISORIES. (Continued).**

12. Additional guidance regarding practices recommended for mariners operating in vicinity of high risk areas has been published by International Maritime Organization (IMO) revised Maritime Safety Committee (MSC) circulars. These documents can be accessed via IMO website at the following internet address: [www.imo.org/safety/mainframe.asp?topic\\_id=1147](http://www.imo.org/safety/mainframe.asp?topic_id=1147).
13. All vessels are advised to check in with UKMTO at least 96 hours prior to entering the IRTC through the GOA. Check in again upon entering the corridor and check out upon exiting the corridor. While in high risk waters off the Horn of Africa it is recommended to report vessel positions to UKMTO a minimum of every six hours.
14. The following is the UKMTO report format:
  - a. Ship name:
  - b. IRCS:
  - 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:
15. Escort service may be requested for vessels by contacting MARLO Bahrain, phone: 973 973 3927 or by e-mail: [marlo.bahrain@me.navy.mil](mailto:marlo.bahrain@me.navy.mil)
16. If attacked or boarded by pirates, communications must be limited to distress calling and response coordination per the vessel security plan. In accordance with the MARSEC Directive and PSA 2-09, information about the vessel's movement, capabilities or the incident itself should be considered sensitive security information and should not be released to family, friends or the media
17. For further information, contact Maritime Liaison Office (MARLO) Bahrain, phone: 973 1785 3925 or 973 3940 1395 for after hours emergencies (if in doubt of the time, call both until you reach a person) or e-mail: [marlo.bahrain@me.navy.mil](mailto:marlo.bahrain@me.navy.mil) or the UK Maritime Trade Organization (UKMTO), phone: 971 50 552 3215 or e-mail: [ukmto@eim.ae](mailto:ukmto@eim.ae) or MSC-HOA phone: 44 0 1923 958545 or e-mail: [postmaster@mschoa.org](mailto:postmaster@mschoa.org).
18. For further information regarding this advisory, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-207, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, telex: 7108229426 (MARAD DOT WSH), e-mail: [marad.security@dot.gov](mailto:marad.security@dot.gov).
19. For further information on the U.S. Coast Guard MARSEC Directive and PSA 2-09, contact LCDR James Fogle, phone: 202 372 1038 or e-mail: [james.t.fogle@uscg.mil](mailto:james.t.fogle@uscg.mil).

**MARAD ADVISORY NO. 10-07 (281900Z JUL 10)****SUBJECT: HIGH RISK WATERS OF THE GULF OF GUINEA**

1. This MARAD Advisory provides guidance to vessels transiting territorial waters of the Gulf of Guinea.
2. This advisory will be published on the MARAD web site at [www.marad.dot.gov](http://www.marad.dot.gov).
3. U.S. flag operators with ships in the affected areas are requested to forward this advisory to their ships by the most expeditious means.
4. Armed groups that operate in the region have carried out attacks on vessels with automatic weapons. Attackers have taken the master and other crewmembers off the vessel and demanded a ransom in exchange for their safe return. Vessels operating in close proximity of the oil platforms in Nigerian waters stand greater risk from armed attacks.
5. Robbers armed with knives have boarded vessels in subject waters and have robbed crew and ship equipment. Most events occur close to shore or at anchorages. Armed robbers come onboard looking for valuables and equipment they can steal.
6. U.S. flag operators with ships in the subject High Risk Waters (HRW) should transit with extreme caution and vigilance.
7. Vessels transiting subject waters must comply with U.S. Coast Guard MARSEC Directive 104-6 (Rev. 3) and accordingly, should conduct a pre-voyage risk assessment and incorporate appropriate protective measures into their vessel security plan.
8. For further information, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-207, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, TLX II: 710.822.9426 (MARAD DOT WSH), e-mail: [maradsecurity@dot.gov](mailto:maradsecurity@dot.gov).

**(49) MARAD ADVISORIES. (Continued).**

9. For further information on the U.S. Coast Guard MARSEC Directive contact LCDR James Fogle, phone: 202 372 1038, e-mail: james.t.fogle@uscg.mil.
10. Cancel MARAD Advisory 2008-01.

**MARAD ADVISORY NO. 11-03 (081036Z JUN 11)**

SUBJECT: UPDATE TO VESSELS TRANSITING TO OR FROM JAPAN OR IN WATERS IN THE VICINITY OF HONSHU

1. This MARAD Advisory updates guidance to vessels transiting to or from ports in Japan or in waters in the vicinity of the northeast coast of the island of Honshu and cancels advisory 2011-02.
2. This advisory will be published on the MARAD web site at [www.marad.dot.gov](http://www.marad.dot.gov) under the Horn of Africa piracy portal and on the US Coast Guard homeport site at [homeport.uscg.mil/piracy](http://homeport.uscg.mil/piracy). Other pertinent information is also posted on these web sites.
3. Mariners are advised to continue to monitor and comply with NAVTEX and NAVAREA XI warnings issued for Japanese waters.
4. Operators and mariners are also advised to review and follow the radiological information on ports and maritime transportation provided on the government of Japan's (GOJ) Ministry of Land, Infrastructure, Transport, and Tourism (MLIT) website: [http://www.mlit.go.jp/en/maritime/maritime\\_fr1\\_000007.html](http://www.mlit.go.jp/en/maritime/maritime_fr1_000007.html). Mariners should keep abreast of information being provided by the government of Japan relating to any further potential impacts.
5. Vessels that enter into the Japanese defined "Restricted Area" may be subject to additional screening by the USCG if the U.S. is their first port call after departing the restricted area. The U.S. Coast Guard requires the vessel's master to submit transit information, including the date and total time within the precautionary area, to the cognizant U.S. Coast Guard Captain of the Port using the comment block on the 96-hour advanced Notice of Arrival.
6. This advisory will be published on the MARAD web site at [www.marad.dot.gov](http://www.marad.dot.gov) under the newsroom tab.
7. For further information regarding this advisory, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-308, 1200 New Jersey Ave, S.E., Washington, DC 20590, telephone 202-366-0223, facsimile 202-366-3954, tlx ii 710.822.9426 (marad dot wsh), or email: [maradsecurity@dot.gov](mailto:maradsecurity@dot.gov).
8. Cancel Advisory 2011-02.
9. For further information regarding this advisory, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-207, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, e-mail: [maradsecurity@dot.gov](mailto:maradsecurity@dot.gov).
10. Cancel MARAD 2010-05.

**MARAD ADVISORY NO. 11-05 (311400Z AUG 11)**

SUBJECT: VESSELS TRANSITING THE HIGH RISK WATERS (HRW) OF THE GULF OF ADEN (GOA), RED SEA, INDIAN OCEAN, ARABIAN SEA AND WATERS OFF THE HORN OF AFRICA (SOMALIA)

1. This MARAD Advisory provides information on the risk to vessels transiting the high risk waters (HRW) of the Gulf of Aden (GOA), Red Sea, Indian Ocean, Arabian Sea and waters off the Horn of Africa (Somalia).
2. This advisory will be published on the MARAD web site at [www.marad.dot.gov](http://www.marad.dot.gov) under the Horn of Africa piracy portal and on the U.S. Coast Guard homeport site at [homeport.uscg.mil/piracy](http://homeport.uscg.mil/piracy). Other pertinent information is also posted on these web sites.
3. U.S.-flag operators with ships in the affected areas are requested to forward this advisory to their ships by the most expeditious means.
4. U.S.- flag ships operating in HRW are required to comply with US Coast Guard Maritime Security (MARSEC) Directive 104-6 (current version). POC is LCDR James Fogle, U.S. Coast Guard, at 202-372-1038 or [james.t.fogle@uscg.mil](mailto:james.t.fogle@uscg.mil). None of the guidance in this notice is meant to supersede MARSEC Directive 104-6 (current version) or supporting port security advisories.
5. Pirates are attacking vessels, including yachts and other non commercial vessels - such as sailboats, in the Gulf of Aden, Arabian Sea, Indian Ocean, Southern Red Sea, and Mozambique Channel. Pirates are firing automatic weapons and rocket propelled grenades (RPG) in an attempt to board and hijack vessels. If an attack is successful and the vessel is hijacked, pirates direct vessels to the Somali coast and thereafter demand ransom for the safe release of vessels and crew. Pirates use hijacked fishing and merchant vessels to conduct piracy operations as mother vessels to sail far from the Somali coast to attack and hijack vessels in transit or at anchor. Smaller skiffs are launched from the pirate mother vessel to attack targeted vessels.

**(49) MARAD ADVISORIES. (Continued).**

6. Recent attacks in the Southern Red Sea and to a ship at anchor in Oman should serve to warn all vessels operating in the HRW that the pirates have and will continue to adapt to ship protection measures. The transition between monsoon seasons between Oct thru Nov will be more favorable for pirate skiff attacks. Masters and operators should anticipate attacks that may vary from past tactics. In light of the extension of the threat to ports and territorial waters, masters and operators are advised to maintain all applicable defensive and protective measures that are legally permissible during the vessel's time in port or at anchor.
7. Transit by yachts and privately owned sailing vessels through HRW is extremely hazardous and may result in capture by pirates. The Coast Guard advises against all operation of or travel by yacht and pleasure craft in HRW. Vessels that make this passage despite this warning should make contact in advance with the naval authorities. In addition, American citizens aboard should inform the nearest U.S. embassy or consulate of their plans to transit the area and/or update their information via the Smart Traveler Enrollment Program (STEP) on [www.travel.state.gov](http://www.travel.state.gov). Basic guidance for transit can be found at <http://www.mschoa.org/yachtingguidance/pages/yachtingguidanceone.aspx>. If you are due to travel the area of high threat, please inform MSCHOA by emailing [postmaster@mschoa.org](mailto:postmaster@mschoa.org), with the subject line "yacht vessel movement".
8. Related Coast Guard notice: the U.S. Coast Guard issued a Notice to Mariners advisory for yachts and sailing vessels. For the text of the Coast Guard notice, please go to <http://homeport.uscg.mil/piracy>.
9. All vessels should register for access to MSCHOA website at <http://www.mschoa.org> to obtain up to date information of the circumstances and conditions in the region.
10. For further information regarding this advisory, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-308, 1200 New Jersey Ave, S.E., Washington, DC 20590, telephone 202-366-0223, facsimile 202-366-3954, tlx ii 710.822.9426 (marad dot wsh), or email: [maradsecurity@dot.gov](mailto:maradsecurity@dot.gov).
11. Cancel Advisory 2011-01.

**MARAD ADVISORY NO. 11-07 (232104Z DEC 11)****SUBJECT: IRANIAN NAVAL EXERCISES**

1. Reports from maritime forces and commercial maritime interests indicate concern with the potential for localized disruption to shipping in conjunction with future Iranian naval exercises. During previous exercises Iranian maritime forces conducted boardings and inspections of merchant ships, including those flagged to European nations. The possibility exists that Iran will attempt to conduct boardings and inspections during exercises between Dec 2011 and Mar 2012. The most likely location for this activity would be in the vicinity of the Strait of Hormuz, particularly in areas closer to Iranian territorial waters.
2. If a U.S. flag vessel is hailed for boarding by the Iranian Navy in international waters, the ship's master should "protest but comply", if circumstances warrant.
3. U.S. flag vessels are advised to report incidents to the COMUSNAVCENT Battlewatch Captain (Maritime Operations Center) at 011 973 1785 3879 and MARLO Bahrain at 011 973 3940 1395.
4. For further information regarding this advisory, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-308, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, TELEX II: 7108229426 (MARAD DOT WSH) or e-mail: [maradsecurity@dot.gov](mailto:maradsecurity@dot.gov).

**MARAD ADVISORY NO. 12-01 (181229Z APR 12)****SUBJECT: VESSELS TRANSITING NORTH PACIFIC OCEAN FROM JAPAN TO U.S. WEST COAST**

1. This MARAD Advisory provides guidance to vessels transiting the North Pacific Ocean between Japan and the U.S. west coast.
2. This advisory will be published on the MARAD web site at [www.marad.dot.gov](http://www.marad.dot.gov).
3. The 9.0 magnitude earthquake that occurred March 11, 2011 off the east coast of Honshu, Japan resulted in a debris field in the North Pacific Ocean.
4. Some possible marine debris types include derelict vessels, fishing nets and floats, lumber, cargo containers, and household goods. Because different debris types move with currents and winds differently, the debris may be dispersed over a very broad area between Japan and the west coast of North America. Some general information is available at website <http://marinedebris.noaa.gov/info/japanfaqs.html>.
5. U.S. flag operators with ships transiting the subject area should advise such vessels to remain vigilant and to monitor all sources of available information affecting safe and secure navigation in this area.
6. Significant debris sightings can be reported to [disasterdebris@noaa.gov](mailto:disasterdebris@noaa.gov). Please indicate if information can be displayed on public website.
7. Contact information NOAA: Carey Morishige, phone: 808 532 3207 or e-mail: [carey.morishige@noaa.gov](mailto:carey.morishige@noaa.gov).

**(49) MARAD ADVISORIES. (Continued).**

8. For further information, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-308, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, TELEX II: 7108229426 (MARAD DOT WSH), or email: maradsecurity@dot.gov.
9. Cancel Advisory 2011-06.

**MARAD ADVISORY NO. 12-02 (121844Z JUL 12)**

SUBJECT: GULF OF OMAN, NORTH ARABIAN SEA, GULF OF ADEN, BAB EL MANDEB

1. This MARAD Advisory provides guidance to vessels operating in subject waters.
2. Elevated regional tensions have increased the risk of potential maritime attacks conducted by extremists.
3. Recommend vessels at anchor, operating in restricted maneuvering environments, or at slow speeds be especially vigilant, and report suspicious activity.
4. U.S. flag vessels that observe suspicious activity in the area are advised to report such suspicious activity or any hostile or potentially hostile action to COMUSNAVCENT Battlewatch Captain at phone: 11 973 1785 3879, e-mail: cusnc.bwc@me.navy.mil. All suspicious activities and events are also to be reported to the U.S. Coast Guard National Response Center in accordance with 33 CFR Part 101.305. In addition, a ship hostile action report (SHAR) should be sent to the National Geospatial-Intelligence Agency (NGA) as soon as possible following the incident or suspicious activity, including apparent surveillance being conducted by small vessels or boats. E-mail: navsafety@nga.mil or ref: NGA Pub 117 for further guidance.
5. Vessels transiting high risk waters designated by U.S. Coast Guard MARSEC Directive 104-6 (current version) must comply with its security requirements. Accordingly, vessels should conduct a pre-voyage risk assessment and incorporate appropriate protective measures into their vessel security plans. Additionally, U.S. flag operators should have their protective measures implemented prior to entering high risk waters.
6. For further information, contact Captain Robert Ford, Maritime Administration, Office of Security, Code: MAR-420, Room W25-207, 1200 New Jersey Ave, S.E., Washington, DC 20590, phone: 202 366 0223, fax: 202 366 3954, TELEX II: 7108229426 (MARAD DOT WSH), or email: maradsecurity@dot.gov.
7. U.S. flag operators with ships in the affected areas are requested to forward this advisory to their ships by the most expeditious means.
8. This advisory will be published on the MARAD web site at e-mail: [www.marad.dot.gov](http://www.marad.dot.gov).
9. To determine maritime advisories that remain in force, consult the Maritime Administration web site at <http://www.marad.dot.gov> or the most recent U.S. notice to mariners at <http://msi.nga.mil/ngaportal/msi.portal>.
10. Cancel Advisory 2010-10.

(Supersedes NTM 1(49)12)

(U.S. MARITIME ADMINISTRATION)

**(50) 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>.

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

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-NAV-3)  
U.S. Coast Guard  
2100 2nd Street SW Stop 7580  
Washington, D.C. 20593-7580  
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(50)12)

(USCG)

**(51) 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(51)12)

(USCG)

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

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

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

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

Where:  $\emptyset$  = 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.

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

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

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

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

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

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

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

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

(Repetition NTM 1(52)12)

(NGA)

**(53) ANTI-SHIPING ACTIVITY MESSAGES.**

The Anti-Shipping Activity 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://msi.nga.mil/NGAPortal/MSI.portal>). 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 (571) 557-8080 or write:

MARITIME SAFETY OFFICE  
 MAIL STOP N64-SH  
 NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY  
 7500 GEOINT DRIVE  
 SPRINGFIELD, VA 22150-7500

**(53) ANTI-SHIPING ACTIVITY MESSAGES. (Continued).**

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

(Repetition NTM 1(53)12)

(NGA/SHG)

**(54) 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 standard nautical hardcopy chart products are made available and distributed by three different authorized methods:

- 1) The mailing and shipping of charts to Department of Defense (DoD) customers and other authorized U.S. Government users by the Defense Logistics Agency (DLA)
- 2) The posting of selected new charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users
- 3) The print-on-demand access of all public release NGA charts by the National Ocean Service (NOS) and official NOS chart agents, on behalf of NGA

The posting of selected new NGA charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users is normally made the day after NGA clears the New Edition for release and the chart is sent to be printed in mass quantity for DLA stock. The traditional NGA printed paper chart is then usually available some six to eight weeks later from DLA and sent out on automatic distribution. For those charts set for public sale, they are available a week after NGA release from the National Ocean Service at <http://www.nauticalcharts.noaa.gov/staff/charts.htm>. Regardless of how the NGA chart is obtained by the customer (downloaded from NGA website, distributed from DLA, or obtained through NOS) each is official, should be put into service immediately, and meets all Federal chart carriage requirements immediately upon its release. Each should also be updated from the dates shown in the lower left corner of the chart through the US Notice to Mariners. For questions, contact NGA at [mcdepod@nga.mil](mailto:mcdepod@nga.mil).

Through a special arrangement between the National Ocean Service and NGA, all NOAA charts are also available (as large .pdf print files) on the NGA websites for Department of Defense (DoD) customers and other authorized U.S. Government users. These NOAA chart files are updated every week for all Notice to Mariners (NGA, USCG, and Canadian Coast Guard). The official NGA web sites for downloading selected NGA and NOAA charts are:

- NIPRNet: <https://www.geointel.nga.mil/products/dnc/epods/index.htm>
- SIPRNet: <http://www.geoint.nga.smil.mil/products/dnc1/epods/index.htm>
- JWICS: <http://www.geoint.nga.ic.gov/products/dnc1/epods/index.htm>

(Supersedes NTM 1(54)12)

(NGA/SHG)

**(55) 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 U.S. 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 users.

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 civil users. The information provided includes: Planned, current, or recent satellite outages, Constellation changes, Operational advisory messages, System status, USCG radionavigation systems, YUMA/SEM Almanac data, Federal radionavigation policy and systems, and GPS testing notices.

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 provides 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. GPS constellation and status information is available on the NAVCEN website at <http://navcen.uscg.gov>. The NIS voice recording provides current GPS system status and can be reached at (703) 313-5907. This status recording provides forecasted outages, historical outages, and other changes in the GPS constellation are included as time permits. Additionally, watchstanders are available 24 hours a day for assistance via phone (703) 313-5900.
2. The NIS disseminates GPS operational advisory information through USCG broadcast stations using VHF-FM voice and NAVTEX broadcasts. The broadcasts provide GPS users in the marine environment with satellite advisory information 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. NAVCEN also publishes GPS information on a weekly basis in the individual CG District Local Notices to Mariners.

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

COMMANDING OFFICER  
USCG NAVCEN MS 7310  
7323 TELEGRAPH ROAD  
ALEXANDRIA, VA 20598-7310  
Phone: (703) 313-5900  
Fax: (703) 313-5920  
GPS Status Recording: (703) 313-5907  
Email: [TIS-PF-NISWS@uscg.mil](mailto:TIS-PF-NISWS@uscg.mil)  
Website: <http://navcen.uscg.gov>

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 in DoD. The CGSIC consists of a General Committee, an Executive Panel, and four Subcommittees:

1. Timing
2. International Information
3. U.S. States and Local Government
4. Survey, Mapping, and Geo-Sciences

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:

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

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

The CGSIC meets annually and is open to anyone interested in civil GPS issues. Membership in CGSIC is free and there is no fee to attend a CGSIC meeting. Summary records of CGSIC meetings are available on the CGSIC website. Information from CGSIC members and meetings is provided to United States GPS authorities for consideration in GPS policy development and GPS service operation. Visit the CGSIC website at <http://navcen.uscg.gov/?pageName=cgsicGeneralInfo> for more information.

NAVCEN operates the Coast Guard Maritime Differential GPS (DGPS) Service and the Nationwide DGPS Service, consisting of a centralized control station and 86 remote broadcast sites. DGPS is an all-weather system that broadcasts correction signals on marine radio-beacon frequencies to improve the accuracy and integrity of GPS-derived positions. In all established coverage areas, the Coast Guard DGPS Service provides 10-meter (2 dRMS) accuracy and GPS/DGPS out of tolerance alarms within 10 seconds of detection. Typically, the positional error of a DGPS position is 1 to 3 meters, greatly enhancing harbor entrance and approach navigation. The combined Maritime and Nationwide DGPS services provide single coverage for approximately 92% of the lower 48 states and dual coverage for 65%. The established coverage areas are the continental U.S., the Great Lakes, Puerto Rico, and portions of Alaska and Hawaii.

Information concerning DGPS status, including planned/unplanned system outages, is disseminated through local USCG Broadcast Notices to Mariners, NAVTEX broadcasts, and internet postings at <http://www.navcen.uscg.gov/?pageName=dgpsSiteInfo&currentOutages>.

(Supersedes NTM 1(55)12)

(USCG)

**(56) 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 SOLAS vessels are required to interconnect their GPS with their DSC radios to provide an accurate position in the event of sending a distress alert. The interconnection of the DSC radio with the GPS is required for SOLAS vessels and is required by the International Telecommunications Union for non-SOLAS vessels.

Coast Guard Communications Stations and other select Coast Guard Stations operate VHF, MF and HF DSC, and can be reached using the Maritime Mobile Service Group Identity (MMSI) 003669999. The United States has not declared GMDSS Sea Area A1 as yet. After careful consideration, the United States has determined it will NOT declare a GMDSS Sea Area A2 now or in the future. Continue listening on the working channel to ensure communications between the Coast Guard and ship in distress is established. In the event communications are not heard between the vessel in distress and the Coast Guard, advise the Coast Guard by any means available.

(Supersedes NTM 1(56)12)

(USCG)

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

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

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

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

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

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

**(57) 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

(Repetition NTM 1(57)12)

(USCG)

**(58) 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).

Mariners should consult PUB 117, the SafetyNet Users Handbook (available at [http://www.iho.int/mtg\\_docs/International\\_Organizations/IMO/SafetyNET.pdf](http://www.iho.int/mtg_docs/International_Organizations/IMO/SafetyNET.pdf)); IMO GMDSS Master Plan, or the U.S. Coast Guard Navigation Center web site at <http://www.navcen.uscg.gov>.

(Supersedes NTM 1(58)12)

(USCG)



**(59) 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), Universal Shipborne Automatic Identification System (AIS), Long Range Identification and Tracking (LRIT), 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 GPS Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center Web site (<http://cgls.uscg.mil/mailman/listinfo/nanu>). LNM's can also be obtained via e-mail subscription through the USCG Navigation Center Web site at <http://www.navcen.uscg.gov/?pageName=LNMListRegistration> or via an RSS Feed at <http://www.navcen.uscg.gov/?pageName=feeds>. In addition, the NIS investigates all reports of degraded or loss of GPS, DGPS, AIS, or LRIT service. Mariners are encouraged to report all degradation, outages, or other incidents or anomalies of radionavigation services to the U.S Coast Guard Navigation Center at <http://navcen.uscg.gov> or phone (703) 313-5900.

(Repetition NTM 1(59)12)

(USCG)

**(60) NATIONAL OCEAN CLAIMS.**

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

<b>Country</b>	<b>Territorial Sea</b>	<b>Contiguous Zone</b>	<b>Fisheries or Economic Zone</b>	<b>Continental Shelf</b>
Albania	12*	---	15	200m or E
Algeria	12*	24	32-52	Equidistant
Angola	12	24	200	200NM or CM
Antigua and Barbuda**	12*	24	200	200NM or CM
Argentina	12* (1)	24	200	200NM or CM
Australia	12 (2)	24	200	200NM or CM
Bahamas, The**	12	---	200	200m or E
Bahrain	12	24	---	---
Bangladesh	12*	18 (3)	200	CM
Barbados	12*	---	200	200NM or CM
Belgium	12	24	--- (4)	--- (4)
Belize	12 (5)	---	200	---
Benin	12 (82)	---	200 (82)	200 (82)
Bosnia and Herzegovina	--- (6)	---	---	---
Brazil	12* (7)	24	200 (7)	200NM or CM

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

Brunei	12	---	200 (8)	200NM or CM (83)
Bulgaria	12 (9)	24	200	200m or E (9)
Burma	12* (10)	24 (10)	200	200NM or CM
Cambodia	12*	24 (11)	200	200NM
Cameroon	12	24	200 (12)	200NM or CM
Canada	12 (13)	24	200	200NM or CM
Cape Verde**	12*	24	200	200NM
Chile	12	24	200	200/350NM (14)
China	12*	24 (15)	200 (15)	200NM or CM
Colombia	12	---	200	200NM
Comoros**	12	---	200	200NM or CM
Congo, Republic of the (Brazzaville)	200*	---	200	200NM or CM
Congo, Democratic Republic of the (Kinshasa)	12	24	200 (16)	---
Cook Islands	12	---	200	200NM or CM
Costa Rica	12	---	200 (17)	200NM or CM
Côte d'Ivoire	12	---	200	200NM or CM
Croatia	12*	---	200 (18)	200m or E
Cuba	12 (19)	24	200	200m
Cyprus	12	24	200	200m or E
Denmark	12* (20)	24	200	200m or E
Djibouti	12 (21)	24	200	---
Dominica	12	24	200	---
Dominican Republic**	12 (22)	24	200	200NM or CM
Ecuador	200 (23)	---	200	--- (23)
Egypt	12* (24)	24 (24)	200 (89)	200m or E
El Salvador	12 (25)	24	200	200NM
Equatorial Guinea	12	---	200	200NM or CM
Eritrea	12 (26)	---	---	---

(60) NATIONAL OCEAN CLAIMS. (Continued).

Estonia	12 (27)	---	Defined by coordinates	Defined by coordinates
Fuji**	12	---	200	200m or E
Finland	12* (28)	14	Defined by coordinates	200m or E
France	12 (29)	24	200 (29)	200m or E
Gabon	12	24	200	200NM or CM
Gambia, The	12	18	200	200NM or CM
Georgia	12	24	--- (30)	--- (30)
Germany	12	---	200	200m or E
Ghana	12	24	200	200NM or CM
Greece	6 (31)	---	---	200m or E
Grenada	12*	---	200	200NM
Guatemala	12 (32)	---	200	200m or E
Guinea	12	---	200	200NM or CM
Guinea-Bissau	12	---	200	200NM or CM
Guyana	12*	---	200	200NM or CM
Haiti	12 (33)	24 (33)	200	E
Honduras	12 (34)	24	200	200NM or CM
Iceland	12	---	200	200NM or CM
India	12*	24 (35)	200	200NM or CM
Indonesia**	12* (36)	--- (84)	200	200NM or CM
Iran	12*	24 (37)	--- (37)	--- (37)
Iraq	12	--- (85)	---	(not specified)
Ireland	12	24	200	Partially defined by coordinates
Israel	12	---	Equidistant	E
Italy	12 (38) (86)	---	Equidistant	200m or E
Jamaica**	12	24	200	200NM or CM
Japan	12 (39)	24	200	200NM or CM

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

Jordan	3	---	---	---
Kenya	12 (40)	---	200	200m or E
Kiribati**	12	---	200	200m or E
Korea, North (DPRK)	12* (41)	50 (41)	200	200NM
Korea, South (ROK)	12* (42)	24	200	200NM or CM
Kuwait	12	---	---	Defined by coordinates
Latvia	12 (43)	---	200 (90)	200m or E
Lebanon	12	---	Defined by coordinates	---
Liberia	200 (87)	24	200	200m or E
Libya	12* (44)	---	Equidistance (91)	CS
Lithuania	12*	Defined by coordinates	(45)	---
Madagascar	12	24	200	200NM (46)
Malaysia	12 (47)	---	200	200m or E
Maldives**	12*	24	200	---
Malta	12*	24	25	200m or E
Marshall Islands**	12	24	200	---
Mauritania	12 (48)	24	200	200NM or CM
Mauritius	12*	24	200	200NM or CM
Mexico	12 (49)	24	200	200NM or CM
Micronesia, Federated States of	12	---	200	200NM or CM
Monaco	12	---	12 (88)	(88)
Montenegro	12* (50)	---	---	200m or E
Morocco	12	24	200	200m or E
Mozambique	12	24	200	200NM or CM
Namibia	12	24	200	200NM or CM
Nauru**	12	24	200	---

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

Netherlands	12* (51)	24	Defined by coordinates	200NM or CM
New Zealand	12 (52)	24	200 (52)	200NM or CM
Nicaragua	12*	24	200	200m or CM
Nigeria	12*	---	200	200m or E
Niue	12	---	200	---
Norway	12 (53)	24 (53)	200	200NM or CM
Oman	12*	24	200	200NM or E
Pakistan	12* (54)	24 (54)	200	200NM or CM
Palau	12	24	200	200NM or CM
Panama	12 (55)	24	200	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)	not specified
Portugal	12 (59)	24	200	200m or E
Qatar	12	24	Equidistant (60)	Equidistant (60)
Romania	12*	24	200	200m or E
Russia	12 (61)	24	200	200NM or CM
Saint Kitts and Nevis	12	24	200	200NM or CM
Saint Lucia	12	24	200	200NM or CM
Saint Vincent and the Grenadines**	12*	24	200	200m
Samoa	12	24	200	200m
Sao Tome and Principe**	12	---	200	200NM or CM
Saudi Arabia	12 (62)	18 (62)	not specified	not specified
Senegal	12	24	200	200NM or CM
Seychelles**	12*	24	200	200NM or CM
Sierra Leone	12	24	200	200NM or CM
Singapore	12 (63)	---	--- (63)	---

## SECTION I

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

			Defined by coordinates (64)	Defined by coordi- nates (64)
Slovenia	12* (64)	---	Defined by coordinates (64)	Defined by coordi- nates (64)
Solomon Islands**	12	---	200	200NM or CM
Somalia	200*	---	200	200NM or CM
South Africa	12	24	200	200NM or CM
Spain	12 (65)	24	200 (65)	200NM or CM
Sri Lanka	12* (66)	24 (66)	200	200NM or CM
Sudan	12*	18 (67)	---	200m or E
Suriname	12	---	200	200NM or CM
Sweden	12 (68)	---	Equidistant	200m or E
Syria	12*	24	200	200m or E
Tanzania	12	---	200	200NM or CM
Thailand	12 (69)	24	200	Defined by coordi- nates
Timor-Leste	12	24	200	200NM or CM
Togo	30	---	200	200NM or CM
Tonga	12 (70)	---	200	200m or E
Trinidad and Tobago**	12	24	200	200NM or CM
Tunisia	12 (71)	24	--- (72)	---
Turkey	6-12 (73)	---	200 (73)	---
Tuvalu**	12	24	200	---
Ukraine	12 (74)	---	200	200m or E
United Arab Emirates	12*	24	200 (75)	200NM or Equidis- tant
United Kingdom	12	---	200 (76)	200NM or CM
United States	12	24	200 (77)	200NM or CM
Uruguay	12 (78)	24	200	200NM or CM
Vanuatu**	12	24	200	200NM or CM
Venezuela	12	15 (79)	200	200m or E

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

Vietnam	12* (80)	24 (80)	200	200NM or CM
Yemen	12* (81)	24 (81)	200	200NM or CM

## 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 Lacepede 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.

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

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.
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.

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

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, 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).

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

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 official information on maritime claims is available. This information corresponds to the limits and claims of the previous national entity, Serbia and Montenegro, and is therefore not authoritative.

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. Territorial Sea and Continental Shelf boundaries are defined by coordinates through agreements w/ the former Yugoslavia.

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.

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

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.
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.
82. Benin. In December 1998, a representative of the Benin Foreign Ministry provided an informal statement to U.S. State Department that Benin now claims a 12nm Territorial Sea and a 200nm-EEZ. However, the 1976 decree remains on the UN Law of the Sea website, and the UN continues to list the claim as 200nm.
83. Brunei. Claims continental shelf, but has not published delimitation.
84. Indonesia. Claimed to restrict "stopping, dropping anchor, and/or cruising about without legitimate reason" in high seas "adjoining Indonesian territorial waters; "adjoining officially interpreted to extend up to 100 miles seaward of Indonesian territorial waters. This claim is not recognized by the U.S.
85. Iraq. Mentions Contiguous Zone, but does not declare coordinates or width.
86. Italy. Closed Strait of Messina to vessels 10,000 tons or more carrying oil and other pollutants. This prohibition is not recognized by the U.S.
87. Liberia. This claim is not recognized by the U.S. . The U.N. publishes a 12nm Territorial Sea, but there is not an executive order superseding the 200nm claim.

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

88. Monaco. Sovereign rights over the seas beyond Territorial Sea limit, in accordance with conditions prescribed in international convention on the law of the sea.

89. Egypt. Cyprus and Egypt signed an agreement on the delimitation of their respective exclusive economic zones.

90. Latvia. Delimitation agreement with Sweden.

91. Libya. Delimitation agreements with neighboring states.

(Supersedes NTM 1(60)12)

(DEPT. OF STATE/NGA)

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

***NOTE:** This section is meant to alert mariners and trade professionals to the existence of U.S. sanctions and does not have the force of law. Sanctions are based on U.S. foreign policy and national security concerns and are administered 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. The regulations governing sanctions programs are found in chapter V of title 31, Code of Federal Regulations. For current details about OFAC and U.S. sanctions, it is important to visit the Treasury Department's sanctions website at: <http://www.treas.gov/ofac>.*

U.S. mariners and shippers may face a variety of risks relating to economic and trade sanctions. Take, for example, the hijacking of a vessel by designated parties who may be operating as pirates off the coast of Somalia. Payment of ransom to obtain release of the vessel may be complicated by the application of U.S. sanctions to U.S. persons involved in the ransom payment financial flow. Or perhaps cargo is unknowingly transshipped on an Islamic Republic of Iran Shipping Lines (IRISL) vessel. If the shipping agent or cargo owners are U.S. persons, sanctions penalties may apply to the shipping transaction. Finally, imagine a ship transporting a perishable cargo from South America to 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, it 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 and was not engaged in licensed or exempt trade with Cuba, the vessel is instructed that it will not be allowed to enter any U.S. port for a period of 180 days. Not only could this result in substantial economic loss because of the delay in unloading the perishable cargo, but the vessel owner or charterer could be assessed a civil penalty for the unauthorized stop in Cuba. These are examples of numerous potential business risks for U.S. mariners and shippers relating to economic and trade sanctions.

**OFAC JURISDICTION**

Who, exactly, is subject to OFAC jurisdiction? OFAC regulations apply to: 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 subject to U.S. sanctions against Cuba and Iran.

Every shipping company may potentially be affected by OFAC regulations. A vessel may be subject to U.S. jurisdiction, depending on its ownership or its location. If a 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. territorial waters;
- In accordance with sanctions against Cuba and Iran, the vessel is owned or controlled by foreign subsidiaries of U.S. companies.

**SANCTIONS REQUIREMENTS**

OFAC sanctions regulations are generally broad-reaching, prohibiting all unlicensed dealings with sanctioned countries, entities and individuals. Prohibitions include facilitating trade, providing maritime transportation, vessel chartering, brokerage services, and maritime insurance or reinsurance that directly or indirectly benefit sanctioned parties. The restrictions include, but are not limited to, transactions relating to:

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

- Shipments of goods to or from countries subject to trade sanctions;
- Carriage of passengers to or from Cuba;
- Carriage of passengers who are blocked Cuban nationals;
- Shipments of goods in which there is an interest of a sanctioned 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 a country subject to trade sanctions, or from an SDN that operates a port facility;
- Transshipments through the United States of cargo from or destined for countries or SDN subject to trade sanctions;
- Shipments aboard vessels owned or controlled by sanctioned countries or SDN;
- The financing, chartering or insuring of a vessel that is directly or indirectly owned by an SDN;
- The certification, flagging or classification of a designated vessel or a vessel owned by an SDN;
- Knowingly providing shipping services that transport goods to or from Iran that could materially contribute to the proliferation of weapons of mass destruction or support acts of international terrorism.

In 2010, new, broad-reaching legislation was signed into law involving Iran in the form of the Comprehensive Iran Sanction, Accountability, and Divestment Act of 2010 (“CISADA”). Some of the provisions of CISADA specifically target activities of non-U.S. companies and individuals who provide services that support the importation of refined petroleum products to Iran. Non-U.S. firms found to be engaging in such services, including shipping companies, charterers and other maritime service providers, can be subject to restrictions on their dealings with the United States.

In 2011 significant new sanctions against the Governments of Libya and Syria and certain named individuals and entities in those two countries were imposed that expanded the jurisdictions where sanctions prohibitions apply. Although some of the restrictions established by these new sanctions are not administered by OFAC, the maritime community must be aware of them.

In 2012 extensive new sanctions were imposed against Iran, including restrictions on the import or transport of Iranian crude oil and restrictions on shipping services facilitating the transport of goods that could be used to develop weapons of mass destruction or promote international terrorism. In addition, CISADA was expanded to require the President to impose sanctions on a foreign person or entity if he determines that the person or entity knowingly supplied underwriting services, insurance or reinsurance for the National Iranian Oil Company or the National Iranian Tanker Company.

**OFAC LICENSING**

OFAC has the authority to authorize transactions that are otherwise prohibited by issuing licenses to allow certain transactions. For some sanctions programs, OFAC may license commercial exports of agricultural commodities, medicine and medical devices pursuant to the Trade Sanctions Reform and Export Enhancement Act of 2000. Provisions may also exist for licensing the exportation of other items, including civil aviation equipment. The OFAC Licensing Division can be reached by telephone (202) 622-2480 and by fax (202) 622-1657.

**SANCTIONS ENFORCEMENT**

OFAC does not require the establishment of any specific sanctions compliance policies, programs, or procedures, but the potential damage to national security, substantial civil and criminal penalties, and the potential harm to a mariner's reputation offer considerable incentive to develop and maintain appropriately tailored OFAC compliance programs. OFAC's Economic Sanctions Enforcement Guidelines, published at 74 Fed. Reg. 57,593 (Nov. 9, 2009), and available on OFAC's website, set forth the General Factors that OFAC will consider in determining appropriate administrative action in response to apparent violations of U.S. sanctions.

**OFAC OUTREACH**

It is important to review the various sanctions regulations and be aware of which programs and prohibitions apply to particular business operations. U.S. sanctions programs are nuanced. What may be prohibited with regard to one sanctions program may be permitted or licensable for another. Sanctions programs may be subject to frequent change. To ensure continued compliance, it is important that the maritime community remain up-to-date on the latest program provisions. OFAC provides ongoing educational or “Outreach” events throughout the year to help explain sanctions requirements and new

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

sanctions programs. A list of currently scheduled Outreach events is available on OFAC's website. For up-to-date information or questions on sanctions, visit OFAC's webpage at: [www.treas.gov/ofac](http://www.treas.gov/ofac), subscribe to OFAC's email or RSS notification services, or contact OFAC's Compliance Hotline at: 1-800-540-6322.

(Supersedes NTM 1(61)12)

(DEPT. OF TREASURY)

**(62) 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(62)12)

(USCG)

**(63) ELECTRONIC VESSEL NOTICE OF ARRIVAL (eNOA) 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 multiple means to include 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.
- An XLS Workbook 7.0 for 33 CFR 160 reporting requirements and an XLS OCS Workbook 1.0 for 33 CFR 146 requirements, both available under the Downloads tab of the NVMC website.

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 (USCBP) 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 4.

On January 13, 2011 the U.S. Coast Guard issued a final rule for 33CFR 146 to establish Notice of Arrival ("NOA") requirements for "units" (i.e. U.S. and foreign flag vessels, floating facilities, and mobile offshore drilling units ("MODUs") engaging in Outer Continental Shelf ("OCS") activities in order to enhance U.S. maritime domain safety and security awareness on the OCS. Previously, only MODUs were required to make NOA reports offshore; this new regulation became effective February 14, 2011 and can be found at [www.nvmc.uscg.gov](http://www.nvmc.uscg.gov) under the Regulations tab.

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 [www.nvmc.uscg.gov](http://www.nvmc.uscg.gov) offers information on both agencies' requirements, methods of submission, and frequently asked questions (FAQs). The NVMC can be contacted at [sans@nvmc.uscg.gov](mailto:sans@nvmc.uscg.gov) or by telephone at 1-800-708-9823 or 304-264-2502 for more information. For NOA regulatory issues, contact the U.S. Coast Guard Headquarters Advance NOA Program Manager LCDR Mike Lendvay at 202-372-1218. The U.S. Customs and Border Protection submission and regulation guide may be found at the USCBP web site [http://www.cbp.gov/linkhandler/cgov/travel/inspections\\_carriers\\_facilities/apis/air\\_vessel\\_guides/vessel\\_guide.ctt/vessel\\_guide.pdf](http://www.cbp.gov/linkhandler/cgov/travel/inspections_carriers_facilities/apis/air_vessel_guides/vessel_guide.ctt/vessel_guide.pdf). The CBP Questions/Customer Service General Inquiries phone number is 1-877-CBP-5511 (1-877-227-5511).

(Supersedes NTM 1(63)12)

(USCG)

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

The U. S. Coast Guard and the Coast Guard Auxiliary national awareness program, America's Waterway Watch, 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://americaswaterwaywatch.uscg.mil>.

For more information about the America's Waterway Watch program, contact Mr. Ryan Owens at (202) 372-1108.

(Repetition NTM 1(64)12)

(USCG)

**(65) 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.

(Repetition NTM 1(65)12)

(USCG)

**(66) AUTOMATIC IDENTIFICATION SYSTEM. NEW AIS ENCODING GUIDANCE FROM THE US COAST GUARD.**

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).

**Notice.** The Coast Guard continues to see an unacceptable number of AIS users who are not updating their Navigational Status or accurately broadcasting static or voyage related information-MMSI, name, dimensions, static draft, destination, ETA, etc. AIS users should particularly remember to update their Navigational Status when at anchor or moored, which reduces the AIS reporting rate to once every 3 minutes vice every 2-10 seconds, and mitigates network congestion.

AIS users are compelled to properly operate their AIS at all times (33 CFR §164.46). Not doing so could subject the user and owner to civil penalties not to exceed \$40,000.

**(66) AUTOMATIC IDENTIFICATION SYSTEM. NEW AIS ENCODING GUIDANCE FROM THE US COAST GUARD. (Continued).**

**Alert.** Voluntary use of AIS Class B devices continues to grow. Although all Class A devices will receive Class B dynamic data (i.e. position, course, and speed), some older Class A models are unable to render this information on their AIS display(s) and/or receive Class static data (i.e. vessel name, callsign). Therefore, the Coast Guard cautions new AIS Class B users to not assume that they are seen by other AIS users or that all their information is available to all Class A users. Further, the Coast Guard strongly exhorts effected users to update their devices (e.g. AIS Class A, electronic chart systems, radar, multi-function displays) in order to view this stream of valuable AIS information. For a listing of Coast Guard type-approved AIS Class A devices which require an update in order to properly display AIS Class B information or a cross-comparison table of AIS Class A vs. AIS Class B characteristics see AIS FAQ #13 and #14, respectively, at the website listed below.

**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 (also see Navigation Rule 7). Further, while AIS allows for safety related ship-to-ship text messaging to communicate with others, e.g. passing arrangements, these communications do NOT relieve users from the requirements set forth in the Vessel Bridge-to-Bridge Radiotelephone regulations (33 CFR §26) nor do they relieve a vessel from the sound or display signals requirements of the Navigation Rules.

**Report:** To report a problem or for further information regarding AIS, including plans to extend U.S. carriage requirements to most commercial ships transiting U.S. navigable waters, visit <http://www.navcen.uscg.gov/?pageName=AIS> or contact [cgnav@uscg.mil](mailto:cgnav@uscg.mil).

(Supersedes NTM 1(66)12)

(USCG)

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

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

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

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

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(67)12)

(USCG)

**(68) 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.

**(68) DISCOLORED WATER. (Continued).**

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

The legend "Discolored water" appears on many NGA charts, particularly those of the Pacific Ocean where underwater volcanic activity 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.

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.

**(68) DISCOLORED WATER. (Continued).**

**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(68)12)

(NGA)

**(69) INTERNATIONAL MARITIME BUREAU (IMB) MARITIME SECURITY HOTLINE.**

The International Maritime Bureau (IMB) Piracy Reporting Center has established a dedicated hotline for seafarers, 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/or security, including terrorism, piracy and other illegal activities. Maritime crime and security concerns us all and with your help, the IMB can try to minimize the risks and help save lives and property. All information received will be treated in strict confidence and will be passed on to the relevant authorities for further action.

The IMB Maritime Security Hotline can be contacted 24 hours a day at:

E-mail: [imbsecurity@icc-ccs.org](mailto:imbsecurity@icc-ccs.org)

Telephone: 603 2031 0014

Fax: 603 2078 5769

Web site: [www.icc-ccs.org/piracy-reporting-centre](http://www.icc-ccs.org/piracy-reporting-centre)

(Supersedes NTM 1(69)12)

(IMB)

**(70) 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 USCG issued to credentialed merchant mariners operating onboard MTSA regulated vessels, as well as workers who require unescorted access to secure areas of ports, vessels, and outer continental shelf facilities.

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 \$129.75 and it is valid for 5 years.

**(70) TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC). (Continued).**

Effective *August 30, 2012*, TWIC holders who are U.S. citizens or U.S. nationals, and whose *TWICs will expire on or before December 31, 2014*, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC at a reduced cost of \$60.00 or obtain a standard 5-year replacement. TWIC holders who are not U.S. citizens or U.S. nationals are required to enroll for a standard 5-year replacement upon expiration of their current TWIC. To obtain an extended expiration date card, eligible individuals must contact the transportation workers identification credential help desk at 1-866-347-8942 to initiate the process. Obtaining an EED card will only require one trip to an enrollment center of eligible TWIC holder's choosing to pick-up and activate the card. The expiration date on the EED card will be three years from the expiration date of the previous TWIC.

For more information on the TWIC program including enrollment locations please visit TSA's websites at <http://www.tsa.gov/stakeholders/frequently-asked-questions-0#enrollment>.

(Supersedes NTM 1(70)12)

(USCG)

**(71) LONG RANGE IDENTIFICATION AND TRACKING (LRIT) SYSTEM.**

Long Range Identification and Tracking (LRIT) system regulatory requirements can be found in the U.S. Code of Federal Regulations, Title 33: Navigation and Navigable Waters, Part 169 – Ship Reporting Systems. General regulation and special LRIT announcements can be found on the U.S. Coast Guard's Homeport website: <http://homeport.uscg.mil> under the Domestic Vessels section. Specific LRIT system requirements can be found on the U.S. Coast Guard's Navigation Center website which can also be accessed thru Homeport or directly at: <http://www.navcen.uscg.gov/?pageName=lritMain>.

The LRIT system provides for the global identification and tracking of ships worldwide. LRIT requirements were developed by the International Maritime Organization (IMO) and implemented in the Safety of Life at Sea (SOLAS) 1974 Convention under Regulation V/19-1. The U.S. Coast Guard serves as the Administration for adopting, implementing and enforcing LRIT regulatory and system requirements. The LRIT system consists of the ship borne LRIT information transmitting equipment, the Communication Service Provider(s), the Application Service Provider(s), the LRIT Data Center(s), including any related Vessel Monitoring System(s), the LRIT Data Distribution Plan and the International LRIT Data Exchange. LRIT data serves many purposes including, but not limited to: navigation safety, maritime security and domain awareness, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

The U.S. Coast Guard operates an International Data Exchange (IDE) in support of the IMO and international maritime member state countries. Also, the U.S. Coast Guard maintains a National Data Center (NDC) that monitors vessels that are 300 gross tons or greater on international voyages and either bound for a U.S. port or traveling within 1000 nautical miles of the U.S. coast.

Operators of U.S. flagged vessels subject to 33 CFR Part 169 LRIT regulations are encouraged to contact the U.S. Coast Guard from the websites listed above to discuss LRIT regulatory and conformance testing requirements. Vessels with existing GMDSS, SSAS, or LRIT capable equipment can demonstrate compliance with LRIT regulations through issuance of a Conformance Test Report (CTR) issued by the Application Service Provider (ASP). Vessels purchasing new LRIT stand-alone equipment with U.S. Coast Guard type approval (<http://cgmix.uscg.mil/equipment/>) along with a CTR is needed to demonstrate compliance with the LRIT regulations.

On behalf of the United States, the U.S. Coast Guard recognizes CLS America as the U.S. testing ASP. Previously issued CTRs issued by Pole Star Space Applications Limited will remain valid. For more information on scheduling an LRIT conformance test, please visit the U.S. Coast Guard Navigation Center's website and contact page at: <http://www.navcen.uscg.gov/?pageName=lritConformanceTestSched>, enter your contact information, and enter "Test Scheduling" in the comments field. A U.S. Coast Guard representative associated with the LRIT service provider will reply.

(Supersedes NTM 1(71)12)

(USCG)

**(72) COUNTER-PIRACY.**

Under the authority of the U.S. Code of Federal Regulations (CFR), Title 33: Navigation and Navigable Waters, Part 101.405 – Maritime Security Directives, the U.S. Coast Guard issued MARSEC Directive 104-6 (Series) to provide direction to U.S. flagged vessels operating on high risk waters.

**(72) COUNTER-PIRACY. (Continued).**

The general requirements include: the conduct of vessel specific threat assessments, measures taken to harden the vessel, consideration to utilizing security personnel, and submittal of a piracy annex to the Vessel Security Plan (VSP) for U.S. Coast Guard review and approval. MARSEC Directive 104-6, Annex 1, addresses special requirements for commercial vessels operating on the Horn of Africa and Gulf of Aden waters.

The U.S. Coast Guard and U.S. Maritime Administration (MARAD) maintain counter-piracy websites with detailed information including, but not limited to: anti-piracy guidelines, piracy reports, port security advisories, joint agency initiatives and international efforts on deterring piracy. U.S. Coast Guard piracy information can be obtained on Homeport at: <http://homeport.uscg.mil/piracy> and MARAD's site at: [http://www.marad.dot.gov/news\\_room\\_landing\\_page/horn\\_of\\_africa\\_piracy/horn\\_of\\_africa\\_piracy.htm](http://www.marad.dot.gov/news_room_landing_page/horn_of_africa_piracy/horn_of_africa_piracy.htm).

(Repetition NTM 1(72)12)

(USCG)

**(73) SPACE WEATHER IMPACTS.**

There is a growing potential that space weather events including geomagnetic and solar radiation storms will adversely impact mariners as the 11-year sunspot cycle nears its projected peak in 2013. Such events can disrupt satellite communication and navigation systems including Inmarsat and GPS, HF radio, and very occasionally VHF radio. There is also the potential that these systems can be interrupted indirectly as terrestrial networks and power systems can be affected as well. Conversely, some HF communications can improve, usually for those frequencies above 15 MHz. The impacts will usually be greater at higher latitudes. The northern lights are a phenomenon related to space weather. For an introduction to space weather activity, see NOAA's Space Weather Prediction Center's (SWPC) primer at [www.swpc.noaa.gov/primer/primer\\_2010.pdf](http://www.swpc.noaa.gov/primer/primer_2010.pdf). Notice of these and other events may be issued on an experimental basis within NOAA marine weather forecasts at a frequency intended to minimize the number of false alerts. Mariners should keep in mind that the state of science is such that neither these events nor the actual impacts can be forecast with certainty. For further information on space weather see [www.swpc.noaa.gov](http://www.swpc.noaa.gov).

(Repetition NTM 1(73)12)

(NOAA)

**(74) MARINER'S SAFETY ENDANGERED WHEN VHF RADIO DISTRESS ALERTS BY DIGITAL SELECTIVE CALLING (DSC) LACK LOCATION AND IDENTIFICATION INFORMATION.**

As the Coast Guard's new marine radio network Rescue 21 becomes operational throughout the U.S., rescue centers can now receive instant distress alerts from commonly used DSC-capable VHF marine radios. However, approximately 90% of VHF DSC distress alerts received by the Coast Guard do not contain position information, and approximately 60% do not contain a registered identity. The Coast Guard cannot effectively respond to a DSC distress alert sent from such a radio. This means that search and rescue efforts may normally be suspended when:

- no communications with the distressed vessel can be established,
- no further information or means of contacting the vessel can be obtained from other sources, and
- no position information is known.

**HELP THE COAST GUARD HELP YOU**

**First:** Obtain a Maritime Mobile Installation Identity (MMSI) and enter it into your radio. MMSI numbers are issued by the Federal Communications Commission (FCC) if your vessel otherwise requires a station license, or BOATUS (<http://www.boatus.com/mmsi>), Sea Tow (<http://www.seatow.com/mmsi>), or the U.S. Power Squadrons (<http://www.usps.org/php/mmsi>). Ensure any information originally provided is updated as changes occur. FCC regulations require DSC-equipped radios "use MMSI assigned by the Commission or its designees" (47 CFR 80.103(b)).

**Then:** Interconnect your radio to a GPS receiver using a two-wire NMEA 0183 interface on all DSC equipped marine radios and on most GPS receivers. Instructions should be provided in the radio and GPS operator's manual. Further information is provided and will be routinely updated at <http://www.navcen.uscg.gov/?pageName=mtDsc>.

(Repetition NTM 1(74)12)

(USCG)

SECTION I  
CHART CORRECTIONS

NM 1/13

<b>1115A</b>	Ed. 10/10 LAST NM 42/12	1/13		<b>★11342</b>	54Ed. 12/10 LAST NM 49/12	1/13	
Delete	Platform	29° 21.4' N 87° 58.7' W		Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 37/12-11342)		
	(See 16/12-1115A)				(NOS)		
	(49/12 CG8)						
<b>11299</b>	1Ed. 5/14/05 LAST NM N36/12	N1/13		<b>★11351</b>	43Ed. 3/12 LAST NM 52/12	1/13	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes N36/12-11299)			Delete	Platform	28° 59' 20" N 91° 29' 20" W	
	(NOS)				Platform	28° 59' 28" N 91° 29' 25" W	
					(49/12 CG8)		
<b>11309</b>	41Ed. 4/12 LAST NM 36/12	1/13		<b>★11356</b>	39Ed. 6/12 LAST NM 52/12	1/13	
Add	Tabulation of controlling depths from Subsection I-3 (See 36/12-11309)			Delete	Platform	28° 59' 20" N 91° 29' 20" W	
	(NOS)				Platform	28° 59' 28" N 91° 29' 24" W	
				Add	Platform [L10]	28° 39' 39" N 91° 06' 07" W	
					Platform [L10]	28° 56' 01" N 91° 21' 37" W	
					(NOS; 49/12 CG8)		
<b>11310</b>	2Ed. 5/14/05 LAST NM N36/12	N1/13		<b>★11357</b>	42Ed. 5/12 LAST NM 52/12	1/13	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes N36/12-11310)			Delete	Platform	28° 46' 00" N 90° 43' 33" W	
	(NOS)				(49/12 CG8)		
<b>★11312</b>	5Ed. 7/09 LAST NM 36/12	1/13		<b>★11358</b>	57Ed. 7/12 LAST NM 52/12	1/13	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 36/12-11312)			Delete	Platform	28° 57' 44" N 89° 54' 53" W	
	(NOS)				(49/12 CG8)		
<b>11316</b>	42Ed. 6/11 LAST NM 49/12	1/13		<b>★11360</b>	44Ed. 10/10 LAST NM 42/12	1/13	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 36/12-11316)			Delete	Platform	29° 21.4' N 87° 58.7' W	
	(NOS)				(See 16/12-11360)		
					(49/12 CG8)		
<b>★11317</b>	32Ed. 3/09 LAST NM 36/12	1/13		<b>11362</b>	5Ed. 9/24/05 LAST NM N42/12	N1/13	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 36/12-11317)			Delete	Platform	29° 21.4' N 87° 58.7' W	
	(NOS)				(See N16/12-11362)		
					(49/12 CG8)		
<b>11323</b>	64Ed. 4/12 LAST NM 42/12	1/13		<b>★11376</b>	55Ed. 3/11 LAST NM 52/12	1/13	
Delete	BELL from buoy "16"	29° 20' 40" N 94° 46' 07" W		(Inset)			
Add	Tabulation of controlling depths from Subsection I-3 (See 37/12-11323)			Delete	Dashed line (dredged area limit) joining	30° 39' 59.9" N 88° 01' 38.9" W	
	(NOS; 49/12 CG8)					30° 40' 00.3" N 88° 01' 45.3" W	
				Add	Dashed line (dredged area limit) [I20] between	30° 39' 59.9" N 88° 01' 38.9" W	
						30° 40' 03.8" N 88° 01' 47.4" W	
					and delete depth contours within expanded turning basin		
<b>★11324</b>	37Ed. 8/11 LAST NM 49/12	1/13		(NOS)	Depth 18 feet	30° 40' 04.5" N 88° 01' 46.5" W	
Delete	BELL from buoy "16"	29° 20' 39.9" N 94° 46' 07.7" W					
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 49/12-11324)			<b>11378</b>	37Ed. 6/10 LAST NM 51/12	1/13	
	(NOS; 49/12 CG8)			(Side A)			
				Delete	Purple dashed line (cable and pipeline area limit) between	30° 21' 09.3" N 87° 09' 26.5" W	
<b>★11325</b>	39Ed. 5/08 LAST NM 51/12	1/13				30° 20' 35.6" N 87° 09' 02.9" W	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 49/12-11325)			Add	Purple dashed line (cable and pipeline area limit) [L40.2] joining	30° 21' 15.4" N 87° 09' 35.4" W	
	(NOS)					30° 20' 49.6" N 87° 09' 19.9" W	
					(NOS)	30° 20' 21.0" N 87° 08' 56.7" W	
<b>11326</b>	38Ed. 12/11 LAST NM 52/12	1/13		<b>★11383</b>	53Ed. 9/12 LAST NM 52/12	1/13	
Delete	BELL from buoy "16"	29° 20' 40" N 94° 46' 08" W		Delete	Purple dashed line (cable and pipeline area limit) between	30° 21' 15.5" N 87° 09' 32.0" W	
	(49/12 CG8)					30° 20' 35.2" N 87° 09' 02.9" W	
<b>11327</b>	35Ed. 8/11 LAST NM 49/12	1/13		Add	Purple dashed line (cable and pipeline area limit) [L40.2] joining	30° 21' 14.7" N 87° 09' 35.2" W	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 49/12-11327)					30° 20' 49.6" N 87° 09' 19.9" W	
	(NOS)				(NOS)	30° 20' 21.0" N 87° 08' 56.7" W	
<b>★11328</b>	26Ed. 8/11 LAST NM 52/12	1/13		<b>11425</b>	38Ed. 7/10 LAST NM 48/12	1/13	
Add	Tabulation of controlling depths from Subsection I-3 (Supersedes 49/12-11328)			(Side A)			
	(NOS)			Change	Visibility (range) of light "76" to 5M	26° 42' 29" N 82° 14' 32" W	
					(50/12 CG7)		

★11426 38Ed. 3/09 LAST NM 37/12 1/13  
 Change Visibility (range) of light "76" to 5M  
 (50/12 CG7) 26° 42' 29"N 82° 14' 32"W

11427 35Ed. 9/11 LAST NM 50/12 1/13  
 (Side B)  
 Change Visibility (range) of light "76" to 5M  
 (50/12 CG7) 26° 42' 29"N 82° 14' 32"W

★11449 17Ed. 12/05 LAST NM 28/08 1/13  
 Change Visibility (range) of light "90" to 5M  
 (50/12 CG7) 24° 56' 23.5"N 80° 40' 03.8"W

11451 35Ed. 2/11 LAST NM 52/12 1/13  
 (Page E)  
 Change Visibility (range) of light "90" to 5M  
 (50/12 CG7) 24° 56' 24"N 80° 40' 04"W  
 (Page F, Inset 7)  
 Change Visibility (range) of light "90" to 5M  
 (50/12 CG7) 24° 56' 24"N 80° 40' 04"W

11464 17Ed. 4/06 LAST NM 48/12 1/13  
 Change Visibility (range) of light "90" to 5M  
 (50/12 CG7) 24° 56' 23.5"N 80° 40' 03.8"W

11476 22Ed. 2/10 LAST NM 50/11 1/13  
 Delete Buoy "18" 28° 24' 38"N 80° 37' 09"W  
 (50/12 CG7)

★11478 22Ed. 7/10 LAST NM 39/12 1/13  
 Delete Buoy "16" 28° 24' 39.4"N 80° 37' 01.9"W  
 Buoy "18" 28° 24' 43.4"N 80° 37' 12.9"W  
 (50/12 CG7)

11481 7Ed. 9/09 LAST NM 39/12 1/13  
 Delete Buoy "16" 28° 24' 39.4"N 80° 37' 01.9"W  
 Buoy "18" 28° 24' 43.4"N 80° 37' 12.9"W  
 (50/12 CG7)

11484 24Ed. 7/11 LAST NM 50/11 1/13  
 Delete Buoy "16" 28° 24' 39"N 80° 37' 02"W  
 (50/12 CG7)

★11485 36Ed. 7/10 LAST NM 41/12 1/13  
 (Side A)  
 Change Visibility (range) of light "26" to 5M  
 (50/12 CG7) 29° 14' 56.1"N 81° 01' 57.1"W

★11488 28Ed. 9/12 LAST NM 47/12 1/13  
 Add Stranded wreck [K24] 30° 30' 47"N 81° 23' 56"W  
 Stranded wreck [K24] 30° 34' 29"N 81° 22' 09"W  
 (50/12 CG7)

11489 39Ed. 5/11 LAST NM 52/12 1/13  
 (Side B)  
 Add Stranded wreck [K24] 30° 30' 47"N 81° 23' 56"W  
 (50/12 CG7)

12200 50Ed. 7/11 LAST NM 52/12 1/13  
 Delete Dangerous wreck (PA) 37° 48.9' N 75° 03.7' W  
 Substitute Depth 13 fathoms Wk [K26] for  
 dangerous wreck 37° 50.0' N 75° 11.0' W  
 Depth 8 fathoms Wk [K26] for  
 7¼ fathoms Wk 37° 45.8' N 75° 11.8' W  
 (NOS)

12201 26Ed. 3/11/06 LAST NM N52/12 N1/13  
 Delete Dangerous wreck (PA) 37° 48.9' N 75° 03.7' W

Substitute Depth 25 meters Wk [K26] for  
 dangerous wreck 37° 50.0' N 75° 11.0' W  
 Depth 14.3 meters Wk [K26] for  
 13.2 meters Wk 37° 45.8' N 75° 11.8' W  
 (NOS)

★12210 38Ed. 5/08 LAST NM 52/12 1/13  
 Delete Dangerous wreck (PA) 37° 48' 53"N 75° 03' 40"W  
 Substitute Depth 82 feet Wk [K26] for dangerous wreck  
 37° 50' 00"N 75° 11' 01"W  
 Depth 47 feet Wk [K26] for 44 feet Wk  
 37° 45' 46"N 75° 11' 50"W  
 (NOS)

12211 44Ed. 2/11 LAST NM 34/12 1/13  
 Delete Dangerous wreck (PA) 37° 48' 53"N 75° 03' 40"W  
 Substitute Depth 82 feet Wk [K26] for dangerous wreck  
 37° 50' 00"N 75° 11' 01"W  
 (NOS)

12354 44Ed. 5/12 LAST NM 46/12 1/13  
 Delete Range light, front 40° 56' 52"N 73° 04' 19"W  
 Range line between 40° 56' 49"N 73° 04' 16"W  
 40° 57' 02"N 73° 04' 27"W  
 Add Depth 10 feet Rk [K14.2] 41° 14' 22"N 72° 42' 08"W  
 (NOS; 49/12 CG1)

★12362 17Ed. 2/05 LAST NM 45/12 1/13  
 Delete Range light, front 40° 56' 52.2"N 73° 04' 19.0"W  
 Range line between 40° 56' 47.2"N 73° 04' 15.0"W  
 40° 57' 29.8"N 73° 04' 52.4"W  
 (49/12 CG1)

12364 39Ed. 9/12 LAST NM 47/12 1/13  
 (Page H)  
 Delete Range light, front 40° 56' 52"N 73° 04' 19"W  
 Range line between 40° 56' 48"N 73° 04' 15"W  
 40° 57' 25"N 73° 04' 48"W  
 (Page H, Inset 14)  
 Delete Range light, front 40° 56' 52.1"N 73° 04' 19.0"W  
 Range line between 40° 56' 47.6"N 73° 04' 14.9"W  
 40° 57' 29.8"N 73° 04' 52.5"W  
 (49/12 CG1)

12372 35Ed. 9/11 LAST NM 49/12 1/13  
 (Page D, Inset 6)  
 Add Depth 3 feet Rk [K14.2] 41° 14' 48.9"N 72° 40' 16.3"W  
 (Page E)  
 Add Depth 10 feet Rk [K14.2] 41° 14' 22"N 72° 42' 08"W  
 Depth 3 feet Rk [K14.2] 41° 14' 49"N 72° 40' 16"W  
 (NOS)

★12373 15Ed. 6/05 LAST NM 46/12 1/13  
 Add Depth 10 feet Rk [K14.2] 41° 14' 22.3"N 72° 42' 07.8"W  
 Depth 3 feet Rk [K14.2] 41° 14' 48.9"N 72° 40' 16.3"W  
 (NOS)

★13221 59Ed. 3/12 LAST NM 41/12 1/13  
 Delete Purple dashed line (no-discharge zone area)  
 between 41° 42' 44"N 71° 13' 34"W  
 41° 40' 30"N 71° 11' 44"W  
 Legend "NO-DISCHARGE ZONE (see note  
 Z)" 41° 41' 30"N 71° 13' 44"W  
 (continued on next page)

<b>13221</b>	(Continued)				
Change	Note to				
		"NOTE Z NO-DISCHARGE ZONE, 40 CFR 140 This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <a href="http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/">http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/</a> "	41° 46' 20" N 71° 25' 57" W		
Add	Legend "NO-DISCHARGE ZONE (see note Z)"		41° 41' 53" N 71° 12' 26" W		
(NOS)					
<b>13226</b>	7Ed. 1/11	LAST NM 36/12		1/13	
Delete	Purple dashed line (no-discharge zone area) between		41° 42' 43.9" N 71° 13' 34.3" W 41° 40' 30.3" N 71° 11' 43.9" W		
Change	Note to				
		"NOTE Z NO-DISCHARGE ZONE, 40 CFR 140 This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <a href="http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/">http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/</a> "	41° 47' 22.0" N 71° 13' 24.0" W		
Add	Legend "NO-DISCHARGE ZONE (see note Z)"		41° 44' 38.0" N 71° 08' 04.0" W		
	Legend "NO-DISCHARGE ZONE (see note Z)"		41° 42' 05.8" N 71° 12' 27.9" W		
	Legend "NO-DISCHARGE ZONE (see note Z)"		41° 46' 13.0" N 71° 06' 54.0" W		
(NOS)					
<b>14003</b>	6Ed. 4/27/96	LAST NM 41/12		1/13	
Substitute	Depth 8 fathoms Wk [K26] for dangerous wreck (PA)		37° 45.8' N 75° 11.8' W		
(NOS)					
<b>14800</b>	10Ed. 9/05	LAST NM 23/12		1/13	
Change	Characteristic of light to Iso R 6s		43° 16.6' N 76° 58.5' W		(45/12 CG9)
<b>14804</b>	24Ed. 2/23/02	LAST NM 23/12		1/13	
Change	Characteristic of light to Iso R 6s		43° 16' 37" N 76° 58' 27" W		(45/12 CG9)
<b>★14814</b>	25Ed. 1/06	LAST NM 23/12		1/13	
Change	Characteristic of light to Iso R 6s		43° 16' 38.7" N 76° 58' 26.3" W		(45/12 CG9)
<b>14820</b>	21Ed. 10/05	LAST NM 39/12		1/13	
Delete	Legend "(Seasonal)" from buoy "BATTLE OF LAKE ERIE"		41° 44.8' N 83° 02.0' W		(See 39/12-14820) (45/12 CG9)
<b>★14830</b>	32Ed. 7/07	LAST NM 51/12		1/13	
Delete	Legend "(maintd 7 Apr to 1 Nov)" from buoy "BATTLE OF LAKE ERIE"		41° 44' 50" N 83° 02' 00" W		(See 39/12-14830) (45/12 CG9)
<b>★14835</b>	33Ed. 10/12	NEW EDITION (NOS)		1/13	
<b>14842</b>	15Ed. 1/08	LAST NM 51/12 (Page 38)		1/13	
Delete	Legend "(maintd 7 Apr to 1 Nov)" from buoy "BATTLE OF LAKE ERIE"		41° 44.8' N 83° 02.0' W		(See 39/12-14842) (45/12 CG9)
<b>14846</b>	14Ed. 11/10	LAST NM 51/12 (Page 36)		1/13	
Delete	Legend "(maintd 7 Apr to 1 Nov)" from buoy "BATTLE OF LAKE ERIE"		41° 44.8' N 83° 02.0' W		(See 39/12-14846) (45/12 CG9)
<b>★14975</b>	35Ed. 12/07	LAST NM 45/12		1/13	
Add	Chartlet A, depicting changes in aids to navigation, from Subsection I-3		46° 42' 40.0" N 92° 01' 43.0" W		
	Chartlet B, depicting changes in aids to navigation, from Subsection I-3		46° 43' 53.0" N 92° 08' 27.0" W		(NOS)
<b>★17312</b>	3Ed. 10/12	NEW EDITION (NOS)		1/13	
<b>19357</b>	24Ed. 6/08	LAST NM 52/12		1/13	
Add	Buoy Y, Fl(5) Y (Priv)		21° 28' 39" N 157° 45' 15" W		
	Buoy Y, Fl(5) Y (Priv)		21° 28' 28" N 157° 45' 01" W		
	Buoy Y, Fl(5) Y (Priv)		21° 28' 22" N 157° 45' 19" W		(49/12 CG14)
<b>★19359</b>	12Ed. 7/07	LAST NM 26/12		1/13	
Add	Buoy "UH K-Bay 01" Y, Fl(5) Y 20s (Priv)		21° 28' 38.8" N 157° 45' 15.3" W		
	Buoy "UH K-Bay 02" Y, Fl(5) Y 20s (Priv)		21° 28' 27.5" N 157° 45' 00.7" W		
	Buoy "UH K-Bay 03" Y, Fl(5) Y 20s (Priv)		21° 28' 21.6" N 157° 45' 18.9" W		(49/12 CG14)
<b>22051</b>	19Ed. 5/1/04	LAST NM 47/12		1/13	
Change	Characteristic of buoy "2" to QR		3° 47' 35" N 77° 18' 11" W		(42/4654)12 Taunton)
<b>22052</b>	7Ed. 2/7/04	LAST NM 47/12		1/13	
Change	Period of buoy "7" to 3s and delete topmark		3° 47' 43.5" N 77° 15' 49.0" W		
	Characteristic of buoy "11" to Fl G 3s and delete topmark		3° 47' 43.5" N 77° 14' 22.5" W		
	Characteristic of buoy "2" to QR		3° 47' 35.4" N 77° 18' 11.4" W		
	(Plan)				
Relocate	Buoy "37" from		3° 52' 53.2" N 77° 05' 15.4" W to		3° 52' 53.4" N 77° 05' 17.4" W
					(42/4654)12 Taunton)

**22055** 1Ed. 10/7/06 LAST NM 47/12 1/13  
 Change Period of buoy "7" to 3s 3° 47' 44"N 77° 15' 49"W  
 and delete topmark  
 Characteristic of buoy "11" to Fl G 3s 3° 47' 44"N 77° 14' 23"W  
 and delete topmark  
 Characteristic of buoy "2" to QR 3° 47' 35"N 77° 18' 11"W  
 (42(4654)12 Taunton)

**25550** 2Ed. 11/6/93 LAST NM 25/12 1/13  
 Add Submarine cable [L30.1] between 17° 28.0' N 62° 59.7' W  
 17° 27.1' N 62° 59.6' W  
 Submarine cable [L30.1] between 17° 17.5' N 62° 44.2' W  
 17° 16.6' N 62° 46.6' W  
 (14(193)12 Den Haag)

**25601** 34Ed. 7/1/95 LAST NM 17/12 1/13  
 Add Submarine cable [L30.1] joining  
 17° 17' 28"N 62° 44' 14"W  
 17° 16' 34"N 62° 45' 06"W  
 17° 16' 37"N 62° 46' 38"W  
 (14(193)12 Den Haag)

**25607** 4Ed. 7/15/95 LAST NM 31/12 1/13  
 Add Submarine cable [L30.1] joining  
 17° 28' 37"N 62° 59' 08"W  
 17° 27' 59"N 62° 59' 43"W  
 17° 27' 07"N 62° 59' 38"W  
 (14(193)12 Den Haag)

**25608** 22Ed. 5/04 LAST NM 30/12 1/13  
 Add Submarine cable [L30.1] between  
 17° 17' 27.6"N 62° 44' 13.8"W  
 17° 17' 00.0"N 62° 44' 39.4"W  
 (14(193)12 Den Haag)

**26066** 12Ed. 7/8/95 LAST NM 12/12 1/13  
 Delete Dashed lines (channel limits) between  
 9° 23' 17"N 79° 48' 51"W  
 9° 25' 51"N 79° 49' 30"W  
 Add Double ball topmark to buoy 9° 25' 41"N 79° 49' 49"W  
 Pilot station symbol [T1.1] 9° 25' 44"N 79° 49' 51"W  
 Buoy RW, pillar, Fl 3s 9° 25' 42"N 79° 49' 36"W  
 (Plan B)  
 Delete Dashed lines (2) (channel limits) between  
 9° 24' 39.5"N 79° 49' 27.5"W  
 9° 25' 51.0"N 79° 49' 39.1"W  
 Add Chartlet, depicting changes in hydrography and  
 aids to navigation, from Subsection I-3  
 9° 23' 49.0"N 79° 49' 03.0"W  
 Solid line to above chartlet between  
 9° 23' 00.0"N 79° 49' 37.0"W  
 9° 23' 00.0"N 79° 48' 30.0"W  
 Pilot station symbol [T1.1] 9° 25' 44.1"N 79° 49' 50.7"W  
 Buoy "Seabuoy" RW, pillar, Fl 3s  
 9° 25' 41.9"N 79° 49' 35.9"W  
 (6(538)11 Taunton; UKHO ARCS 1400-1)

**26100** 4Ed. 8/19/95 LAST NM 20/12 1/13  
 Delete Light 20° 20.7' N 74° 30.1' W  
 Add Light Fl 6s 7m 10M 20° 20.8' N 74° 28.5' W  
 (11(94)12 Habana)

**26130** 20Ed. 1/7/95 LAST NM 17/12 1/13  
 Add Chartlet, depicting changes in hydrography,  
 topography and aids to navigation, from  
 Subsection I-3 18° 29' 48.0"N 77° 38' 48.0"W  
 (6(509)11 Taunton)

**26190** 2Ed. 3/23/96 LAST NM 35/11 1/13  
 Delete Light 20° 21.1' N 74° 29.9' W  
 Add Light Fl 6s 7m 10M 20° 20.7' N 74° 28.5' W  
 (11(94)12 Habana)

**26240** 7Ed. 7/8/95 LAST NM 35/11 1/13  
 Delete Light 20° 21.0' N 74° 29.9' W  
 Add Light Fl 6s 7m 10M 20° 20.7' N 74° 28.5' W  
 (11(94)12 Habana)

**26244** 3Ed. 1/6/96 LAST NM 24/12 1/13  
 Delete Light (Inset) 20° 21' 07"N 74° 30' 00"W  
 Add Light Fl 6s 7m 10M 20° 20' 42"N 74° 28' 30"W  
 (11(94)12 Habana)

**26245** 16Ed. 2/10/96 LAST NM 22/12 1/13  
 Delete Light (Plan C) 20° 21' 10.0"N 74° 29' 55.2"W  
 Add Light Fl 6s 7m 10M 20° 20' 42.0"N 74° 28' 30.0"W  
 (11(94)12 Habana)

**37162** 13Ed. 4/9/11 LAST NM N51/12 N1/13  
 Relocate Buoy "FRAME" from 53° 04.8' N 4° 34.1' E  
 to 53° 04.7' N 4° 34.6' E  
 (See 1/12-37162)  
 (49(549)12 Den Haag)

**37223** 15Ed. 2/11/12 LAST NM 21/12 1/13  
 Relocate Buoy "FRAME" from 53° 04.8' N 4° 34.1' E  
 to 53° 04.7' N 4° 34.6' E  
 (49(549)12 Den Haag)

**37247** 1Ed. 5/5/12 LAST NM N51/12 N1/13  
 Relocate Range light, rear from  
 51° 16' 52.7"N 4° 14' 54.2"E to  
 51° 16' 49.9"N 4° 14' 51.4"E  
 Note: Range bearing remains unchanged  
 Range light, rear from  
 51° 16' 49.3"N 4° 15' 03.1"E to  
 51° 16' 46.5"N 4° 14' 59.9"E  
 Note: Range bearing remains unchanged  
 (25(379)12 Oostende)

**★37445** 2Ed. 10/6/12 NEW EDITION N1/13  
 (NGA)

**★38482** 1Ed. 9/8/12 NEW EDITION N1/13  
 (NGA)

**43281** 6Ed. 2/7/98 LAST NM 44/12 1/13  
 Add Submarine cable [L30.1] joining 62° 19' 10"N 5° 39' 23"E  
 62° 18' 47"N 5° 39' 31"E  
 62° 18' 32"N 5° 39' 27"E  
 62° 18' 23"N 5° 39' 49"E  
 62° 18' 20"N 5° 40' 20"E  
 62° 18' 11"N 5° 41' 10"E  
 (21(45404)12 Stavanger)

**43285** 5Ed. 9/11/93 LAST NM 42/12 1/13  
 Substitute Light FR for pole and rock awash 61° 35' 07"N 4° 47' 16"E  
 (21(45479)12 Stavanger)



Chart 14975

(A)

NM 1/13

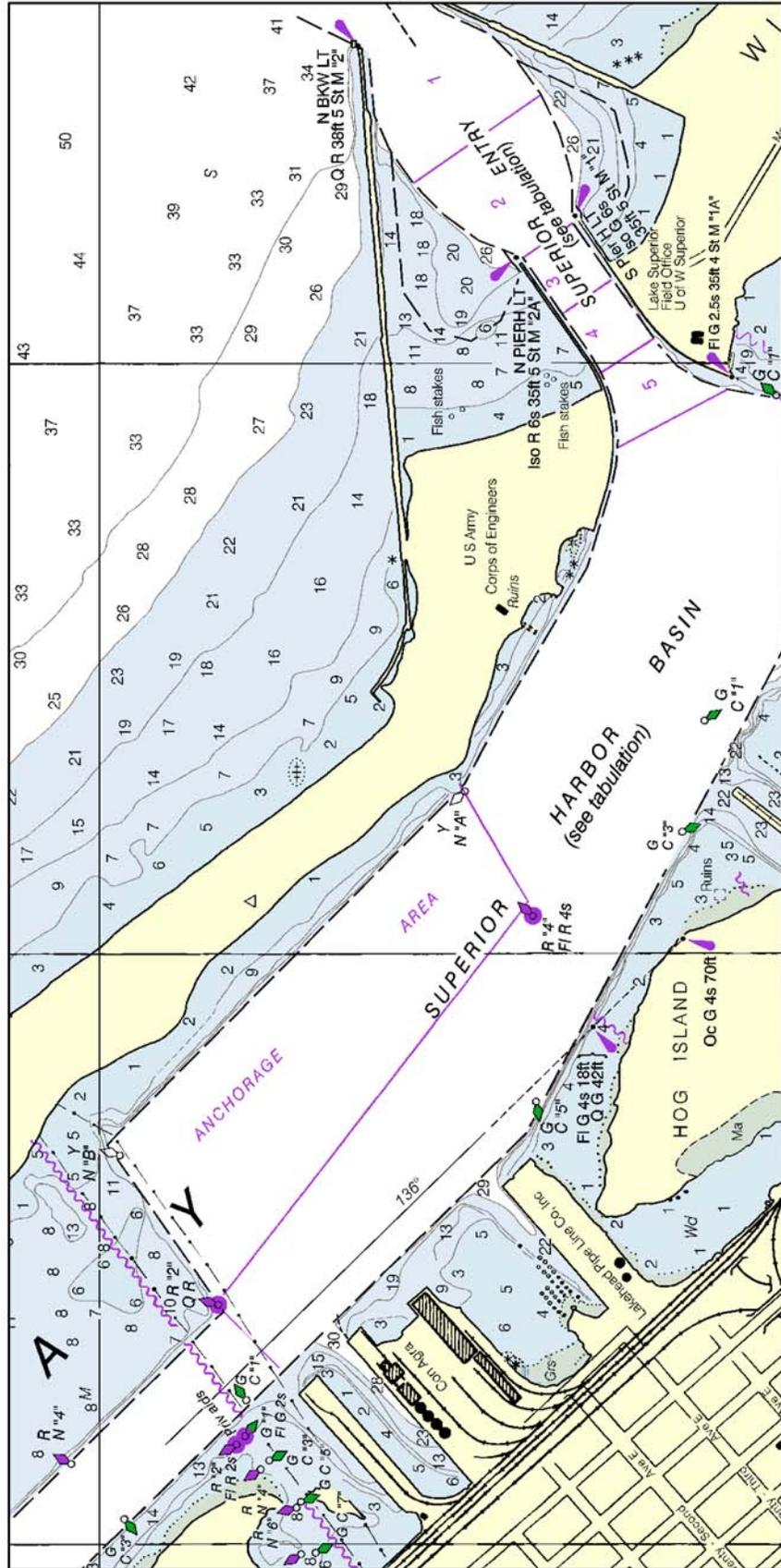
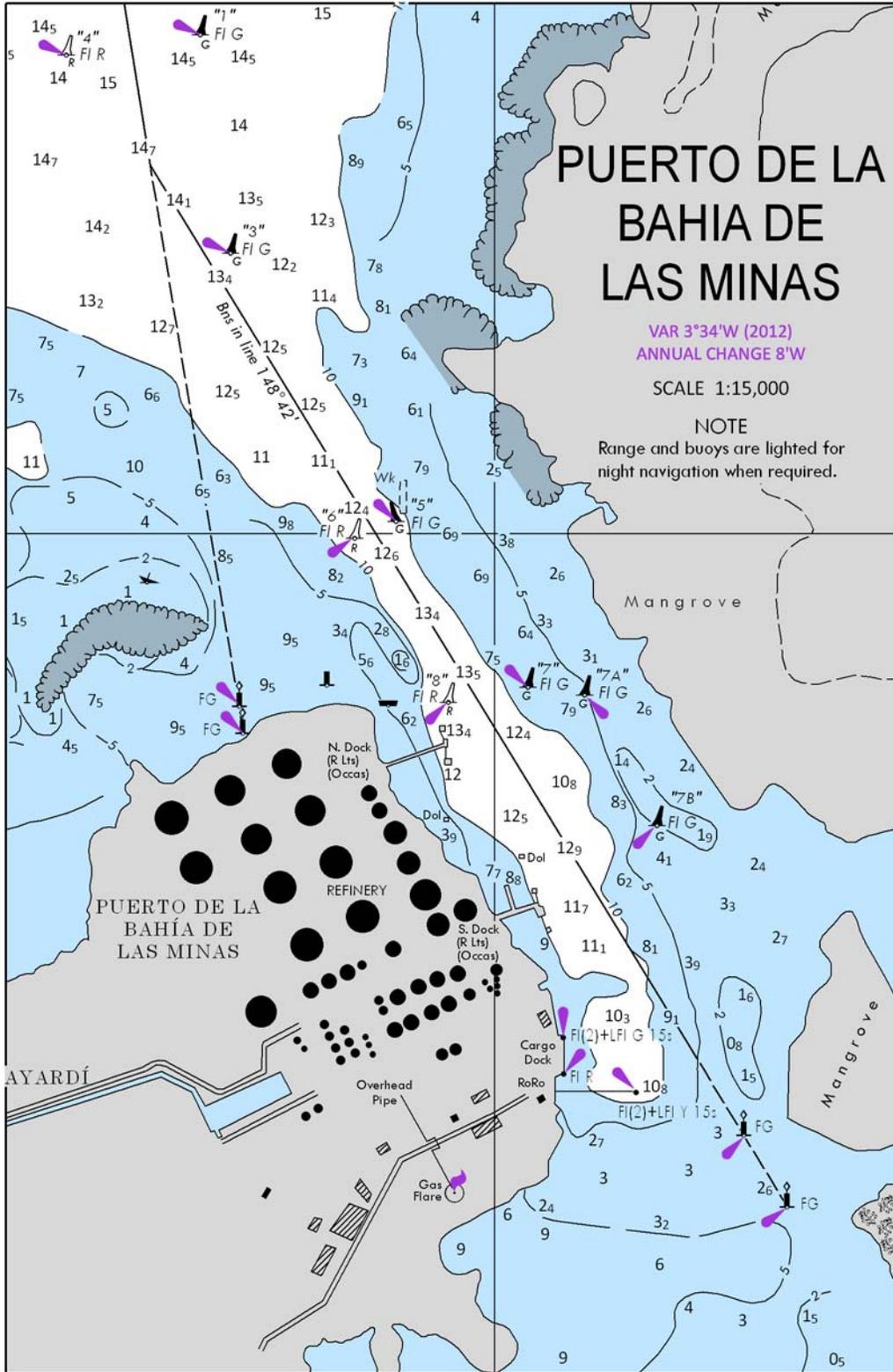




Chart 26066 (Plan B)

NM 1/13





SECTION I

Chart 11299

NM N1/13

CORPUS CHRISTI CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ARANSAS PASS: SEA BAR CHANNEL	47.8	49.5	49.6	47.2	5-12	700-600	2.79	47
JETTY CHANNEL	49.0	48.0	44.7	47.1	9-12	600	1.28	47-45
INNER BASIN AT HARBOR ISLAND	47.0	47.0	47.0	47.0	5-12	600-1559	0.63	45
INNER BASIN MAIN CHANNEL	42.6	47.0	47.0	47.0	5-12	600	0.63	45

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11309

NM 1/13

CORPUS CHRISTI CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ARANSAS PASS: SEA BAR CHANNEL	47.8	49.5	49.6	47.2	5-12	700-600	2.79	47
JETTY CHANNEL	49.0	48.0	44.7	47.1	9-12	600	1.28	47-45
INNER BASIN AT HARBOR ISLAND	47.0	47.0	47.0	47.0	5-12	600-1559	0.63	45
INNER BASIN MAIN CHANNEL	42.6	47.0	47.0	47.0	5-12	600	0.63	45
HUMBLE BASIN TO JCT LA QUINTA CH	40.0	46.0	49.0	44.0	4-12	600-500	10.0	45
LA QUINTA CH JCT TO BCN 82	45.0	48.0	52.0	45.0	4-12	400	9.66	45
BCN 82 TO MAIN TURNING BASIN	40.0	42.0	42.0	42.0	4-12	400-300	0.91	45
CHANNEL TO LA QUINTA	49.8	44.0	48.0	30.8	5-12	300-400	5.49	45
TURNING BASIN	48.3	43.8	49.3	48.0	5-12	1200	0.35	45

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11310

NM N1/13

CORPUS CHRISTI CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ARANSAS PASS: SEA BAR CHANNEL	47.8	49.5	49.6	47.2	5-12	700-600	2.79	47
JETTY CHANNEL	49.0	48.0	44.7	47.1	9-12	600	1.28	47-45
INNER BASIN AT HARBOR ISLAND	47.0	47.0	47.0	47.0	5-12	600-1559	0.63	45
INNER BASIN MAIN CHANNEL	42.6	47.0	47.0	47.0	5-12	600	0.63	45
HUMBLE BASIN TO JCT LA QUINTA CH	40.0	46.0	49.0	44.0	4-12	600-500	10.0	45

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

Chart 11312

NM 1/13

CORPUS CHRISTI CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ARANSAS PASS; SEA BAR CHANNEL	47.8	49.5	49.8	47.2	5-12	700-800	2.79	47
JETTY CHANNEL	49.0	48.0	44.7	47.1	9-12	600	1.28	47-45
INNER BASIN AT HARBOR ISLAND	47.0	47.0	47.0	47.0	5-12	600-1559	0.63	45
INNER BASIN MAIN CHANNEL	42.6	47.0	47.0	47.0	5-12	600	0.63	45
HUMBLE BASIN TO JCT LA QUINTA CH	40.0	46.0	49.0	44.0	4-12	600-500	10.0	45
LA QUINTA CH JCT TO BCN B2	45.0	48.0	52.0	45.0	4-12	400	9.66	45
CHANNEL TO LA QUINTA	49.8	44.0	48.0	30.8	5-12	300-400	5.49	45

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11316

NM 1/13

MATAGORDA SHIP CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SEA BAR AND JETTY CHANNEL	38.0	39.5	39.5	39.7	5-12	300	3.69	38
MATAGORDA PENINSULA TO LT 48	30.0	35.0	34.6	30.0	9-12	300-200	12.47	36
LIGHT 48 TO ALCOA CHANNEL	30.0	33.6	30.3	29.3	9-12	200	5.54	36
ALCOA CHANNEL								
TO TURNING BASIN	32.0	33.9	31.5	29.6	9-12	200-399	1.13	36
POINT COMFORT TURNING BASIN	37.5	35.0	34.5	36.0	9-12	1000	0.19	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11317

NM 1/13

MATAGORDA SHIP CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SEA BAR AND JETTY CHANNEL	38.0	39.5	39.5	39.7	5-12	300	3.69	38
MATAGORDA PENINSULA TO LT 48	30.0	35.0	34.6	30.0	9-12	300-200	12.47	36
LIGHT 48 TO ALCOA CHANNEL	30.0	33.6	30.3	29.3	9-12	200	5.54	36
ALCOA CHANNEL								
TO TURNING BASIN	32.0	33.9	31.5	29.6	9-12	200-399	1.13	36
POINT COMFORT TURNING BASIN	37.5	35.0	34.5	36.0	9-12	1000	0.19	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

Chart 11323

NM 1/13

GALVESTON BAY ENTRANCE - CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	45.9	47.5	45.1	41.9	9-12	800-1000	8.6	45
OUTER BAR CHANNEL	41.1	46.8	47.3	49.2	9-12	800	1.7	45
INNER BAR CHANNEL	38.8	43.8	44.3	41.3	9-12	800	3.3	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11324

NM 1/13

GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	45.9	47.5	45.1	41.9	9-12	800-1000	8.6	45
OUTER BAR CHANNEL	41.1	46.8	47.3	49.2	9-12	800	1.7	45
INNER BAR CHANNEL	38.8	43.8	44.3	41.3	9-12	800	3.3	45
BOLIVAR ROADS CHANNEL:								
BOLIVAR ROADS CHANNEL	47.4	49.8	46.1	42.9	9-12	800	0.85	45
HOUSTON SHIP CHANNEL:								
BOLIVAR ROADS TO RED FISH LIGHT 1	44.1	44.5	44.6	41.0	9-12	530	12.38	45
RED FISH LIGHT 1 TO BEACON 76	38.1	46.8	45.3	40.4	9-12	400	8.33	45
BCN 76 TO LVR END MORGANS PT CUT	39.3	46.1	44.0	38.7	9-12	530	5.49	45
GALVESTON CHANNEL	33.0	45.0	44.0	20.0	4-12	1125-1075	4.44	40-45
BOLIVAR ROADS TO TURNING BASIN	42.9	47.2	47.9	43.9	5-12	400	6.8	45
TEXAS CITY TURNING BASIN	33.9	38.3	47.0	43.1	4-12	1200	0.81	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11325

NM 1/13

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
HOUSTON SHIP CHANNEL: EXXON OIL CO. SLIP TO CARPENTERS BAYOU (A)	43.1	47.1	46.3	42.9	8-12	400-525	5.60	45
CARPENTER BAYOU TO GREENS BAYOU (B)	37.9	40.0	37.9	36.8	8-12	400-300	5.40	40-45
ENTRANCE TO GREENS BAYOU TO FIRST BEND ABOVE MOUTH	37.0	38.3	37.8	36.6	4-12	500-175	0.37	36
GREENS BAYOU TO HUNTING BAYOU (UPPER BEND)	32.5	37.6	39.8	34.8	3-12	300	2.20	40
TURNING POINT AT HUNTING BAYOU	31.3	34.6	40.1	42.7	3-12	600	0.26	40
HUNTING BAYOU TO SOUTHERN PACIFIC SLIP	31.6	36.0	39.2	33.2	8-12	300	3.50	40
TURNING POINT AT CLINTON ISLAND SOUTHERN PACIFIC SLIP TO	43.3	42.9	42.0	41.7	8-12	700	0.30	40
TURNING BASIN WHARF 15	38.3	42.3	41.9	34.8	8-12	300	2.98	36
TURNING POINT AT BRADY ISLAND	40.6	41.5	41.3	39.4	8-12	422	0.21	36
HOUSTON TURNING BASIN	30.3	33.6	34.2	30.1	9-12	250-1000	0.58	36
UPPER TURNING BASIN	27.6	27.2	28.5	26.0	9-12	150	0.26	36

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.  
B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11327

NM 1/13

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO RED FISH LIGHT 1	44.1	44.5	44.6	41.0	9-12	530	12.38	45
RED FISH LIGHT 1 TO BEACON 76 (TURN)	38.1	46.8	45.3	40.4	9-12	400	8.33	45
BCN 76 TO LWR END MORGANS PT CUT	39.3	48.1	44.0	38.7	9-12	530	5.49	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11328

NM 1/13

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO RED FISH LIGHT 1	44.1	44.5	44.6	41.0	9-12	530	12.38	45
RED FISH LIGHT 1 TO BEACON 76 (TURN)	38.1	46.8	45.3	40.4	9-12	400	8.33	45
BCN 76 TO LWR END MORGANS PT CUT	39.3	48.1	44.0	38.7	9-12	530	5.49	45
LOWER END MORGANS POINT CUT TO EXXON OIL CO. SLIP	37.0	42.4	44.1	36.8	8-12	400-525	4.36	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 1/13

Chart 11342

NM 1/13

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SABINE PASS:								
OUTER BAR CHANNEL	36.0	35.3	35.7	35.8	5-12	800	3.4	42
JETTY CHANNEL	30.1	30.3	29.9	29.4	5-12	800-500	4.1	40
PASS CHANNEL (A)	38.7	39.0	32.6	32.3	3-12	500-1150	5.6	40
ANCHORAGE BASIN	32.6	20.0	8.5	9.6	3-12	1500	1.6	40
PORT ARTHUR CANAL	33.3	33.4	31.4	31.5	5-12	500	5.5	40
JUNCTION - PORT ARTHUR CANAL AND SABINE NECHES CANAL	30.8	30.9	32.4	33.1	8-12	400-1200	1.3	40
ENTRANCE TO PORT ARTHUR TURNING BASINS	35.8	36.7	37.1	36.8	3-12	282-735	0.4	40
PORT ARTHUR EAST TURNING BASIN	38.1	39.3	33.4	31.8	3-12	370-547	0.3	40
PORT ARTHUR WEST TURNING BASIN CHANNEL FROM PORT ARTHUR WEST TURNING BASIN TO TAYLOR BAYOU TURNING BASIN	33.6	32.4	37.5	37.3	3-12	350-735	0.3	40
TAYLOR BAYOU TURNING BASIN	28.1	28.1	39.6	38.5	3-12	200-350	0.6	40
TAYLOR BAYOU TURNING BASIN	32.1	32.5	37.6	35.7	3-12	90-1233	0.7	40
SABINE-NECHES CANAL: JCT PORT ARTHUR TO NECHES RIVER	32.2	31.1	31.6	33.0	5-12	400	11.1	40
NECHES RIVER TO SABINE RIVER	22.1	23.6	21.9	26.0	3-12	200	4.5	30

A. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. A DEPTH VALUE REFERRED TO MEAN LOW TIDE WOULD BE APPROXIMATELY ONE FOOT DEEPER WHEN REFERRED TO MEAN LOWER LOW WATER AT THE SABINE PASS NORTH TIDE GAUGE, AT 29°43'42"N 093°52'12"W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## SECTION I

NM 1/13

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;  
\* indicates New Edition/New Chart; \*\* indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
11	2	8/12	11311	24	22,26,36/12	11375	38	11*,16,17,22,26,28,42,50/12	11503	44	18*,20,36,38,42,45,47,50,51/12
14	4	8/12	11312	5	3,22,26,34,36/12;1/13	11376	55	53/11;1,17,16,21,22,27,31,34,37,50,51,52/12;1/13	11504	18	12,35,41/12
20	3	26/12	11316	42	16,19,36,42,49/12;1/13	11377	9	53/11;1,13,16,21,27,50,51/12	11505	4	4,10,29,31,34,39,42,47/12
22	1	26/12	11317	32	16,36/12;1/13	11378	37	1,3,12,13,16,19,27,28,29,32,34,35,39,51/12;1/13	11506	45	38*,39,41,42,47/12
50	7	27,44/12	11318	2	N3,N22,N26,N36/12	11380	2	53/11;13,21,27,50/12	11507	34	52/11;3,9,17,20,23,29,34,42,43,51,52/12
51	1	44/12	11319	34	46*,49/12	11382	41	3,19,23,28,29,34,35,39,52/12	11508	22	52/12
52	1	2/12	11320	1	N34/12	11383	53	47*,49,52/12;1/13	11509	32	14*,17,18,20,34,35,48/12
62	3	39/12	11321	30	6,32,37/12	11384	36	3,12,19,28,32,34,35,39,49/12	11510	20	52/11;13,34,42,52/12
71	4	11/12	11322	33	27*,37/12	11385	27	8/12	11511	18	18,20,29/12
72	4	11/12	11323	64	23*,26,27,29,37,42/12;1/13	11388	18	33/12*	11512	62	3,4,9,10,13,14,17,18,21,23,29,31,34,35,39,42,43,45,47,51/12
101	3	26/12	11324	37	7,9,13,16,22,26,27,29,32,34,37,42,49/12;1/13	11389	34	23,34,49/12	11516	31	52/11;6,9,14/12
103	5	8/12	11325	39	7,9,13,16,26,29,49,51/12;1/13	11390	25	52/12*	11517	18	3,9,12,44/12
120	6	30/12	11326	38	8*,11,16,17,18,27,29,34,35,37,41,42,52/12;1/13	11393	21	23,34/12	11518	38	31*,44/12
124	10	30/12	11327	35	9,11,13,16,26,27,29,30,32,37,41,42,49/12;1/13	11400	36	23,35,37,52/12	11520	44	3,5,10,12,15,26,34,38,49/12
145	16	27,30/12	11328	26	8,9,11,13,16,17,18,26,27,29,32,37,42,49,52/12;1/13	11401	30	23/12	11521	30	3,12,15,34/12
200	3	8,20,25,26,32,34/12	11329	38	7,9,13,16,17,18,26,29,34,35,49,51/12	11404	23	35/12	11522	21	3/12
201	2	4,26/12	11330	21	52,53/11;6,9,11,16,20,22,26,30,34,35,41,42,49,51,52/12	11405	29	35,37/12	11523	25	52/11;29,34,44/12
211	5	8,25/12	11331	21	34,41/12	11411	18	18*,19,36,42,52/12	11524	53	6*,12,14,15,20,29,34,51/12
301	1	4,8,13/12	11332	32	14*,17,19,20,27,35,37,52/12	11415	9	18*,40,41,46/12	11525	7	N5,N10,N26,N38,N49,N52/12
302	1	13/12	11339	3	2,9,11,14,19,23,27,34,35,40,41,49,52/12	11416	11	14*,15,19,40,46,50/12	11527	18	2*,29/12
310	20	4/12	11340	76	29*,30,31,32,34,35,37,38,40,41,42,49,51,52/12	11420	29	6,34,38,48/12	11531	23	47/12*
400	3	30,35,48/12	11341	43	11,12,13,14,17,19,20,26,34,35,37,49,52/12	11423	8	N6,N38/12	11532	21	53/11;9,10,12,17,21,35,50/12
401	5	35,48/12	11342	54	11,12,13,17,22,23,26,29,34,37,49/12;1/13	11426	38	17,37/12;1/13	11533	37	16*,17,21,34,35,50/12
402	4	8,30/12	11343	38	17,22,26,32,34,37,41/12	11427	35	17,37,50/12;1/13	11535	13	14*,34/12
411	53	9,10,14,17,35,38,48/12	11344	39	14*,19,23,26,27,29,30,34,35,40,41,49/12	11434	28	5,6,34,38,48,51/12	11536	19	7,10,15,26,34/12
500	8	42/12	11345	35	22*,30/12	11435	14	N5,N6,N35,N38,N51/12	11537	38	7,11,33,34,50/12
501	13	52/11;3,7,10,27,38/12	11346	4	29*,30,34,35,49/12	11439	26	5,6,17,34,38,48/12	11539	19	34,52/12
502	2	38/12	11347	39	2,9,11,14,19,23,27,34,35,40,49,52/12	11441	41	9,17,18,36,42/12	11541	39	34,45,49,52/12
503	4	8/12	11348	22	2,19,30,40/12	11442	35	7,34,45/12	11542	17	34/12
505	2	31/12	11349	45	44*,49/12	11445	31	31/12*	11543	23	49/12
506	2	12,14,49/12	11350	28	33/12*	11446	32	9,36,42/12	11544	40	10*,49/12
507	2	12/12	11351	43	18*,21,34,49,51,52/12;1/13	11447	37	9,18,42/12	11545	64	11,33,45,49,52/12
510	3	12/12	11352	42	38/12*	11449	17	1/13	11547	38	11,33,37,45,49,52/12
513	7	26/12	11353	6	53/11;11,14,19,21,26,30,35,49,52/12	11450	11	9/12	11548	41	45/12*
514	7	12/12	11354	28	44/12*	11451	35	7,9,18,35,36,37,45,48,52/12;1/13	11554	17	11/12*
520	127	27,42,44/12	11355	39	32*,34,37,38,40,42,49,51,52/12;1/13	11452	22	7/12	11555	41	18*,26/12
522	8	12/12	11356	39	31*,34,35,37,40,41,42,49,52/12;1/13	11463	18	9,18,27,36/12	12200	50	1,5,10,11,15,24,26,27,38,45,52/12;1/13
523	8	12/12	11357	42	49,52/12;1/13	11464	17	27,36,37,48/12;1/13	12201	26	N1,N5,N10,N11,N15,N27,N38,N45,N52/12;N1/13
524	12	2,12/12	11358	57	36*,42,52/12;1/13	11465	39	10,19,36,39,45/12	12204	37	15,24/12
525	3	12,14/12	11359	14	16,18,21,34,42/12	11466	39	10,19,36,39,45/12	12205	33	27*,45,52/12
526	10	2,12,29/12	11360	44	8,9,11,13,16,18,20,23,26,27,29,30,34,35,38,39,42/12;1/13	11467	43	10*,11,19,21,34,36,52/12	12206	33	14,35,36/12
530	33	7,20,27,34,38,42,44/12	11361	76	52,53/11;1,11,13,14,16,18,34,38,49,52/12	11468	43	52/12	12207	22	10,45/12
531	24	3,13,35,37,42,43/12	11362	5	N8,N9,N11,N13,N16,N18,N20,N23,N26,N27,N29,N30,N34,N35,N38,N39,N42/12;N1/13	11470	39	10,19,21/12	12208	15	4*,11,45,52/12
532	17	26,44/12	11363	43	53/11;11,14,19,21,26,30,35,38,49,52/12	11471	1	N10,N19/12	12210	38	11,45,52/12;1/13
541	2	46/12	11364	44	10*,14,19,20,26,27,30,49,52/12	11472	35	11,22,23,39,46/12	12211	44	11,34/12;1/13
600	5	40/12	11365	22	30,31/12	11473	1	N10/12	12214	49	1,15,22/12
602	6	29/12	11366	15	44*,49,50/12	11474	11	46/12	12216	29	34/12*
603	6	2,27/12	11367	36	53/11;18,20,22,23,26,52/12	11475	19	23,39/12	12217	81	1,8,10,11,22,24,26,27,35,45,50,52/12
604	5	2/12	11368	25	11*,18,20,22,23,52/12	11476	22	1/13	12222	53	10,11,22,26,34,35,36,37,45,52/12
605	4	40/12	11369	48	37/12*	11477	6	N23,N39/12	12224	25	1,8,11,22,27,35,50,52/12
608	2	13,27/12	11370	28	10*,12,16,20,23,26,27,34,35,37,42/12	11478	22	23,39/12;1/13	12225	60	4*,25,26,27,33,37,45/12
622	9	2,29,40/12	11371	40	18/12*	11479	5	N46/12	12226	18	26,33/12
623	9	27,29/12	11372	35	46/12*	11480	41	3,10,11,13,42,48/12	12228	33	4,26,27,33,45/12
632	8	45/12	11373	50	44*,49,50,52/12	11481	7	23,39/12;1/13	12230	65	4,7,11,25,26,27,33/12
704	1	11,31/12	11374	36	14*,16,17,22,26,28,42,50/12	11482	1	N10,N19/12	12231	29	4,26,27/12
705	3	11/12	11375	38	11*,16,17,22,26,28,42,50/12	11484	24	1/13	12233	37	25,33/12
800	4	12,26/12	11376	55	53/11;1,17,16,21,22,27,31,34,37,50,51,52/12;1/13	11485	36	4,9,41/12;1/13	12235	33	25,33,37/12
803	1	44/12	11377	9	53/11;1,13,16,21,27,50,51/12	11488	28	47/12*;1/13	12237	27	11,33/12
805	1	N38/12*	11378	37	1,3,12,13,16,19,27,28,29,32,34,35,39,51/12;1/13	11489	39	52/11;9,12,20,30,41,47,51,52/12;1/13	12238	40	1,24,45/12
1113A		6,34,38,48/12	11379	64	23*,26,27,29,37,42/12;1/13	11490	20	28,30,52/12	12241	22	1,8,24/12
1114A		23,35,37,52/12	11380	2	53/11;13,21,27,50/12	11491	38	37*,51,52/12	12243	14	11,15/12
1115A		8,9,11,13,16,18,20,23,26,27,29,30,34,35,38,39,42/12;1/13	11382	41	3,19,23,28,29,34,35,39,52/12	11492	21	30/12	12244	14	15/12
1116A		29*,30,31,32,34,35,37,38,40,41,42,49,51,52/12	11383	53	47*,49,52/12;1/13	11493	10	N38,N42/12	12245	67	11,15,33,34,35,37,38,42/12
1117A		52,53/11;8,9,12,16,22,27,34,42,49,52/12	11385	27	8/12	11494	9	N52/11;N20,N36,N38,N42,N45,N48/12	12248	42	4,10,15,35,38/12
11004	8	53/11;7,8,9,11,17,18,20,21,22,26,30,32,38,42,51/12	11388	18	33/12*	11496	10	N3,N6,N10,N11,N12,N13,N48/12	12251	23	14,24,45/12
11006	33	8,18,23,26,27,29,31,35,38,39,42,52/12	11389	34	23,34,49/12	11502	33	4,12,13,35,42,47/12	12252	24	10/12
11009	39	5,26,45,49/12	11390	25	52/12*				12253	47	22*,34,36/12
11013	48	14*,35,38,52/12	11391	24	17,49/12				12254	49	4,7,11,26,52/12
11299	1	N36/12;N1/13	11393	21	23,34/12				12255	17	4,7/12
11300	43	52,53/11;8,9,12,16,22,27,34,42,49,52/12	11399	21	23,34/12						
11301	25	35,36,52/12	11400	36	23,35,37,52/12						
11302	33	35,36/12	11401	30	23/12						
11304	14	22/12*	11404	23	35/12						
11305	2	N3,N22,N26,N36/12	11405	29	35,37/12						
11306	22	52/12*	11411	18	18*,19,36,42,52/12						
11307	38	34/12	11412	45	27*,40,46,50,52/12						
11308	24	3,36/12	11415	9	18*,40,41,46/12						
11309	41	22*,26,34,36/12;1/13	11416	11	14*,15,19,40,46,50/12						
11310	2	N22,N26,N36/12;N1/13	11420	29	6,34,38,48/12						

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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.
12256	17	52/11*,11/12	13211	16	25,49/12	14820	21	1,7,39,51/12;1/13	15887		N11,N19/12
12263	56	36*,38,52/12	13212	39	3,25,31,49/12	14822	32	23/12	15888		N11/12
12264	30	7,10,11,25/12	13213	42	3,7,10,25,28,42/12	14823	30	19/12	15899	1	N13/12
12266	30	8,26,34,52/12	13214	29	10,25/12	14824	26	1/12	15900	1	N9,N13/12
12270	35	34,38/12	13215	20	8,9,19,40/12	14825	25	51/12	15926		N12,N19,N50/12
12272	31	10,25,34/12	13218	41	7,8,9,19,24,26,27,33,34,40,41/12	14826	28	7,16,51/12	15945		N12,N50/12
12273	58	10*,25,26,33,37,49/12	13219	13	6*,9,40/12	14828	6	1/12	15946		N12,N50/12
12274	36	45/12*	13221	59	18*,23,24,26,29,41/12;1/13	14829	6	7,16,51/12	15948	1	N12/12
12277	35	4/12	13222	42	14*,19,24,31,36/12	14830	32	39,51/12;1/13	15953		N7,N19/12
12278	77	10,22,25,26,33,37,49/12	13223	39	23,26,29,36/12	14832	34	19/12	16003	17	25,44,50/12
12280	10	7*,11,25,26,27,33,34,35,37,38,45,50,52/12	13224	34	29/12	14833	26	19/12	16005	10	25,44/12
12281	54	27*,33,35/12	13225	7	23,26,36/12;1/13	14835	33	1/13*	16006	35	26/12
12282	36	31*,33,37,38/12	13226	15	36,50/12	14836	27	22/12	16011	38	38*,40/12
12283	28	29*,38/12	13227	31	12,15,19,20,27,31,33,34,40/12	14838	4	19/12	16013	30	35,37,39,45/12
12284	16	11,25/12	13229	50	27,40/12	14839	37	7/12	16016	22	44/12*
12285	40	7,25,27,33,34/12	13230	5	40/12	14842	15	30,39,51/12;1/13	16066	7	10/12
12286	31	33/12	13232	19	20,31,44/12	14844	32	30,51/12	16161	1	27/12*
12288	20	34/12	13233	7	36*,50/12	14846	14	2,39,51/12;1/13	16206	8	31,47/12
12289	50	7/12	13235	41	1,12,18,19,20,26,27,31,33,40,41,44/12	14848	58	2,20,26,35,36,46/12	16363	12	35/12
12300	49	36*,41/12	13237	16	20,31/12	14850	54	46/12	16520	23	26,39,40/12
12301	22	N14,N29,N31,N33,N34,N38,N41/12	13238	17	32/12*	14852	46	30,33,36/12	16522	7	46/12*
12304	46	15,22,49,52/12	13241	18	6*,15/12	14853	17	2,20,26,30,33,35,36,46/12	16528	18	47/12*
12311	46	27*,49,52/12	13242	41	3*,12,18,26,27,41/12	14854	14	20,35/12	16530	7	14/12
12312	56	27*,34,51,52/12	13244	39	12,18,26,31,37,39/12	14860	36	53/11;34,39/12	16531	7	29,40/12
12313	53	11*,26,33,34,52/12	13246	11	26/12	14864	27	1,2,16,33,34,39/12	16532	6	29/12
12314	33	32*,34/12	13248	13	26,28,39/12	14865	16	33/12	16533	12	28/12
12316	35	52/12*	13250	9	31,37/12	14867	26	6,20,22,23,27,33/12	16535	7	40/12
12317	32	15,24,26/12	13260	41	38*,39,49/12	14869	26	33,34/12	16568	13	31/12
12318	45	1,38/12	13263	8	N1,N7,N12,N23,N36,N49/12	14880	32	53/11	16580	14	2,4,46,48/12
12325	25	38/12	13267	35	26,36/12	14881	33	53/11	16587	2	14/12*
12324	35	18*,26,27,30,41,49/12	13270	64	26/12	14882	35	53/11;31,39/12	16592	10	15/12
12325	4	31,41/12	13272	52	23*,26/12	14883	43	52/11;2,31,33,39/12	16594	13	2,4,46,48/12
12326	51	1,22,27,29,30,31,41,49/12	13274	28	7,33/12	14884	39	33/12	16595	15	44/12
12327	105	23*,26,30,31,33,36,39,41,44,47,49,52/12	13278	27	23,33/12	14901	15	14,15,19,26,35,39,42/12	16596	12	44/12
12331	32	1,10,15,36,44,47/12	13279	33	27/12	14902	29	7,16,26,33,39/12	16597	9	2/12
12332	23	1,10,15,36,44/12	13281	19	27/12	14903	24	22/12	16604	11	14/12
12333	36	52/11;1,9,10,15,17,21,26,29,39,41/12	13282	12	7/12	14904	26	20,35,46/12	16606	11	14/12
12334	71	1,9,21,30,33/12	13283	21	33/12	14905	31	15,19,20,28,39,42,45,51/12	16640	25	35,45/12
12335	45	18*,30,36/12	13286	31	12,33/12	14907	27	11/12	16645	20	3*,25,35,45/12
12337	23	15/12	13288	43	7/12	14908	18	28,30/12	16646	14	3*,29/12
12339	46	12,25,49/12	13293	35	5/12	14909	20	19/12	16647	4	2*,25,35,45/12
12341	28	20,36/12	13296	26	10/12*	14910	23	7/12	16648	5	35/12
12342	23	25,49/12	13301	21	39/12	14911	21	16/12	16660	31	27*,39,47,50/12
12343	19	37/12	13302	23	6*,13,36,39,43/12	14912	17	39/12	16661	6	45/12
12346	11	10/12	13303	13	36,39/12	14913	19	26,35/12	16662	9	27*,39/12
12347	31	24,45/12	13305	29	31*,43/12	14915	25	39/12	16663	9	18*,26,28,39,47,50/12
12350	60	13,30,46/12	13307	11	38/12*	14916	10	7/12	16665	10	3*,19,26,28,47,50/12
12352	34	43*,45/12	13308	13	6*,13,43/12	14917	25	47/12*	16700	32	29*,39/12
12353	19	3*,45/12	13312	22	14/12	14918	27	7/12	16707	13	22/12
12354	44	29*,30,31,34,39,43,46/12;1/13	13315	12	27/12*	14919	28	37,39/12	16708	28	23/12
12358	21	8,11,25,27,30,31,39/12	13316	23	27/12	14920	28	20,42/12	16709	25	39/12
12362	17	25,30,45/12;1/13	13322	10	31/12*	14922	20	20,42/12	16723	15	35/12
12363	41	9,20,25,30,34,37,44/12	13324	14	27/12	14924	28	16,47,51/12	16741	12	46/12*
12364	39	43*,44,45,47/12;1/13	13325	15	15,17,27,28,49/12	14926	12	53/11;11,15,19,20,21,28,39,42,51/12	16761	16	29,31/12
12365	27	45/12*	13326	13	15,17,28/12	14927	25	15,19/12	17003	4	20,43,50/12
12366	29	25,31,47/12	13394	3	15,18,20,27/12	14928	23	11/12	17005	10	13,28/12
12367	24	25/12	13396	5	15,18,20,27/12	14929	25	53/11;15,21/12	17007	1	N11,N20,N50/12
12368	27	8,23,25,30/12	14003	6	1,12,41/12;1/13	14930	25	45/12	17300	31	21,39/12
12369	26	17,20,25/12	14007	1	N35/12*	14932	23	16/12	17301	8	39/12
12370	21	31/12*	14020	1	N35/12*	14933	24	28/12	17311	2	14/12*
12371	25	44/12*	14022	1	N36/12*	14934	29	39,48/12	17312	3	1/13*
12372	35	1,3,7,10,25,28,31,39,42,46,49/12;1/13	14215	1	N38/12*	14935	12	21,33,39/12	17315	24	21,48/12
12373	15	39,46/12;1/13	14217	1	N38/12*	14936	20	33/12	17316	20	21,48/12
12374	14	25/12	14218	1	N38/12*	14962	21	21,33/12	17317	20	25/12
12375	22	25/12	14219	1	N35/12*	14965	22	33/12	17326	17	2/12*
12377	15	46/12*	14252	1	N35/12*	14966	27	45/12	17328	8	3/12*
12378	15	14/12*	14786	14	22,23/12	14967	23	39/12	17331	8	14/12
12401	11	1,26,44,49/12	14800	10	22,23/12;1/13	14972	26	19,28,39/12	17335	8	3/12*
12402	12	32*,44,49,52/12	14802	31	23/12	14975	35	28,36,42,45/12;1/13	17337	10	18/12*
13000	1	N1,N12/12	14803	27	22,23/12	15003	1	N9/12	17338	15	18/12*
13003	51	46*,52/12	14804	24	23/12;1/13	15500	1	N9/12	17339	13	22/12*
13006	36	38*,39,41/12	14805	24	23/12	15560	1	N20/12	17341	10	22*,31/12
13009	35	1,7,12,18,23,34,36,39/12	14806	24	23/12	15562	1	N19/12	17360	35	39,45/12
13200	38	47/12*	14809	2	N39/12*	15564	1	N13/12	17368	7	40/12
13201	11	N12,N18,N31,N34,N36/12	14810	5	23/12	15566	1	N14/12	17372	12	6/12*
13203	13	12/12	14811	17	23/12	15568	1	N20/12	17376	9	52/12*
13205	39	8,9,10,19,25,31,40,43,49/12	14813	21	22,23/12	15570	1	N20/12	17382	17	45/12
13209	26	8,25,43/12	14814	25	23/12;1/13	15585	1	N35/12*	17383	3	45/12
			14815	23	23/12	15611	1	N15/12	17385	18	6/12*
			14816	24	23/12	15710	1	N12/12	17386	5	47/12*
						15723	1	N24/12	17400	17	52/11;8,9,50/12
						15744	1	N7/12	17405	16	45/12
						15870	1	N7,N19/12	17406	7	52/11;8,9,39,50/12
						15880	1	N19/12	17407	15	19,50/12
						15881	1	N19/12	17417	1	N20/12
									17418	1	N11/12
									17419	1	N11/12

## SECTION I

NM 1/13

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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.
17420	28	39/12	18462	1	N10,N31,N48/12	18746	38	21,23,43/12	22050	4	4,5,8,10,17,25,42,44,45/12
17422	9	39/12	18464	25	12,18,22/12	18749	43	18,39/12	22051	19	5,26,46,47/12;1/13
17423	14	19,39/12	18465	39	2,8,13,15,20,22,23,37,43,45,48/12	18751	46	18,31,39,46/12	22052	7	53/11;5,26,46,47/12;1/13
17424	9	2/12				18754	19	33/12*	22054	1	41,47/12
17429	2	N39/12	18466	1	N10,N11,N14/12	18755	10	52/11;21/12	22055	1	53/11;5,26,41,46,47/12;1/13
17431	11	19/12	18467	2	N13,N19/12	18758	7	15/12			
17439	1	N11/12	18468	19	46/12*	18760	7	N52/11;N7,N11,N17,N23,N30,N38,N43,N50,N51/12	22080	3	8,21/12
17440	1	N11/12	18471	11	8,12,22/12				22081	1	12/12
17442	1	N11,N13/12	18473	8	1,8,9,11,16,19,22,27/12	18762	16	21/12	22082	5	12/12
17443	12	7,8,50/12	18474	9	2,4,8,10,11,17,18,19,22,24,25/12	18763	11	33/12*	22083	6	12/12
17450	1	N8,N50/12				18765	17	21,30,33,42,50/12	22084	4	11,21,44/12
17454	1	N11,N50/12	18476	6	9,11,19,22,27/12	18766	7	30,42,50/12	22090	2	4,8,20,42,52/12
17456	1	N7,N11/12	18477	5	8,19,27/12	18768	5	N30,N42,N50/12	22100	3	8/12
17460		N8,N11,N50/12	18480	31	2,3,5,13,15,19,22,28,40,43/12	18772	48	21,33,42,50/12	22101	20	8/12
17482	1	N9/12				18773	43	29*,33/12	22102	19	4,8,28,30,42/12
17483		N9,N50/12	18484	12	20,22/12	18774	12	15,21,30,35/12	22103	2	4,8,28/12
17496	1	N9,N50/12	18485	16	20,22/12	19002	11	N8,N46/12	22109	3	4,8,28,29,30,31,42/12
17498	1	N44/12	18500	30	15,20,43/12	19004	39	8,46/12	22111	4	8,20,31,52/12
17500	1	N11,N13,N19,N24,N31/12	18502	87	2,11,15,24,40,48/12	19008	5	46/12	22112	3	8,20,31,52/12
17510	1	N13/12	18520	27	34,48/12	19010	20	8,46/12	22113	8	8,31,52/12
17511	1	N36,N39/12	18521	74	1,9,10,18,22,26,28,30,45,48,50/12	19013	19	8,46/12	22114	5	52/12
17514	1	N3,N13,N15,N28,N39/12	18523	57	9,26,27,28,30,48,50/12	19320	17	26,44,46/12	22120	3	9/12
17523		N13,N20/12	18524	37	9,15,26,27,28,30,48/12	19324	22	15,20/12	22121	9	9/12
17525	1	N29/12*	18525	37	35*,40,48,50/12	19327	11	11,26,44,52/12	22124	2	9,23/12
18000	8	52/11;10,11,17,38,50/12	18526	60	36*,37,48,51/12	19330	11	11/12	22130	2	23,40/12
18002	7	N52/11;N10,N17,N38,N50/12	18527	23	37*,48/12	19339	2	N5,N8,N11,N46,N51/12	22142	3	N36/12*
18003	20	3,5,7,13,20,28,34,40,43/12	18528	11	10,30,31,34,44/12	19340	27	5,8,11,26,46,51/12	22143	4	9/12
18005	5	N2,N10,N17,N37/12	18531	23	37*,48/12	19342	11	26/12	22160	2	52/11;5,9/12
18006	4	N7,N17/12	18532	21	8,15,28,35,48/12	19347	18	5,26,46/12	22170	3	52/11;5,9,40/12
18007	33	3,7,13,20,27,34,37,43/12	18556	26	35/12*	19348	8	26/12	22172	8	52/11;9,18,23/12
18008	8	N3,N7,N20,N27,N34,N37,N43/12	18558	39	46/12*	19350	11	26/12	22173	36	52/11;5,9,18/12
18009	3	N2,N10,N16,N37/12	18561	13	7*,33,34,42,45,48/12	19351	11	5,26/12	22182	7	9,42/12
18010	22	47/12*	18580	22	7,20,34,48/12	19357	24	1,11,26,30,37,51,52/12;1/13	22205	2	51/12
18020	39	10*,17,37,38/12	18581	19	3,17,18,33,42,44,45,48/12	19358	21	26/12	22221	20	53/11;33/12
18022	36	52/11;2,10,11,17,20,37,38,43/12	18583	40	9,33,45/12	19359	12	11,26/12;1/13	22225	2	3,35,42,51/12
18400	49	22*,28,33,37,44,45,50,51/12	18584	48	1,20,34,45,48/12	19360	1	N1/12	22250	2	28,42,47/12
18404	2	N13/12	18587	71	2,21,31,37,42,43,51/12	19361	9	26/12	22251	12	N51/12
18419	11	9/12	18588	37	1,33,48/12	19362	14	1,26/12	22252	19	N3,N28/12
18421	50	5,6,15,17,18,19,22,23,33,37,45,48,50,51/12	18600	15	5,44/12	19366	37	53/11;26,37,52/12	22259	5	35/12
18423	38	53/11*;4,5,6,8,10,12,15,16,17,18,19,22,23,31,33,37,48,50/12	18602	13	18*,26/12	19367	39	7,26,30,37/12	22262	3	31,47/12
18424	28	18,22,31/12	18603	17	6,44/12	19369	6	7,26,30,37,51,52/12	22263	2	25,47/12
18427	23	13,17,18/12	18620	24	16*,27/12	19379	2	N8/12	22264	3	25,35,47/12
18428	10	18,23/12	18622	55	36/12	19380	15	8,26/12	22282	17	7/12
18429	10	15,17,18,33,37,50/12	18623	12	10/12*	19381	9	8,26/12	22285	1	7/12
18430	9	17,18,19/12	18626	16	10/12*	19382	16	26/12	22290	4	4,8,42/12
18431	8	6,18,51/12	18640	25	1,9,43/12	19385	8	26/12	22293	15	8,20/12
18432	6	6,15,18/12	18643	18	25/12	19386	11	26/12	22294	17	N21*,N36/12
18433	6	18,19/12	18645	27	23*,43,45/12	19387	10	N8/12	22295	2	8,19/12
18434	7	5,19,22/12	18649	67	1,4,5,8,9,14,19,24,25,26,28,34,39,40,43,45,46,48,49/12	21005	5	10,14/12	22305	2	4,7,8/12
18435	2	N36/12*	18650	56	4,5,8,14,24,26,28,34,39,40,46,48,49/12	21014	72	2,17,28/12	22311	19	53/11
18436	1	N9/12	18651	44	15,18,19,34,47,49/12	21017	50	52/11;17,23/12	22312	3	N17*,N42,N47/12
18437	1	N9/12	18652	36	53/11;1,4,6,8,14,16,18,19,24,25,26,36,39,40,44,45,46,48,49/12	21020	42	52/11;39/12	22313	2	53/11;4,28/12
18440	30	2,4,8,10,15,16,18,19,22,43,50/12	18653	11	4,5,19,24,25,34,46,48/12	21024	3	32/12	22314	1	4/12
18441	47	4,8,9,10,12,15,16,18,19,22,23,24,25,27,50/12	18654	45	6,11,19,24/12	21023	41	14,17/12	22335	4	53/11;3,13,25/12
18443	17	4,10,16,18,19,22,23,50/12	18656	56	53/11;16,18,25,45,46/12	21026	47	7/12	22341	9	3,36,48/12
18444	17	4,15,18,19,22/12	18657	19	25,45/12	21033	46	3,4,5,8,10,11,17,25/12	22342	9	36,47,48/12
18445	34	25*,26,27,31/12	18658	31	16,18,25,45,46/12	21036	7	3,4,5,8,10,11,17,19/12	22346	1	42,48/12
18446	18	8,16,18,31/12	18659	16	53/11;25/12	21120	27	2,17,28,48/12	22347	6	N36,N47,N48/12
18447	30	46/12*	18660	3	53/11;45/12	21121	18	48/12	22351	3	N53/11
18448	35	22/12*	18661	30	53/11;45/12	21122	13	9/12	22352	7	N53/11*
18449	19	2,4,8,10,16,18,19,22,24,25,27/12	18666	1	25,45/12	21126	2	N2/12	22353	1	N16/12*
18450	18	2,4,8,18,22,24,25,27/12	18680	31	1,2,9,10,16,37,43,51/12	21140	1	50/12	22358	1	N10/12*
18451	1	N13,N19/12	18682	14	37/12	21160	1	25/12	22360	3	N22/12*
18452	17	10,19,22/12	18685	34	46*,51/12	21180	1	2,10/12	22365	1	N53/11*
18453	26	10,19,22/12	18700	22	7,17/12	21181	1	2,10/12	22366	1	N16*,N36/12
18454	5	N15/12	18703	25	52/12	21182	35	N9,N28/12	22367	1	N39/12*
18455	2	N15/12	18720	33	52/11;7,11,17,20,21,36,38/12	21301	14	31,33/12	22371	5	53/11;36/12
18456	21	22,28/12	18721	12	7,17,20,21/12	21338	5	2,31/12	22399	1	N16/12*
18457	10	22/12	18723	3	17/12	21342	28	42/12	22401	5	N53/11
18458	17	9,22/12	18724	2	31,38/12	21384	4	39,42/12	22405	7	N48/12
18459	5	N15/12	18725	29	20,31,38/12	21401	21	2,9/12	22408	2	N3/12
18460	13	2,5,18,20,28/12	18728	9	23,36,38,52/12	21441	28	N21/12*	22410	32	3,48/12
18461	1	N9,N15,N19/12	18729	13	23/12	21489	2	26/12*	22418	2	3,7,29/12
			18730	2	N38/12	21500	1	19/12	22425	2	3,7,29/12
			18740	43	52/11;2,11,21,23,30,34,35,36,38,43,50,51/12	21510	1	7/12	22430	6	53/11;37,49/12
			18741	19	N52/11;N30,N42,N50/12	21524	4	17/12	22433	3	28,37,49/12
			18744	33	51/12	21525	21	34/12*	22434	2	53/11;37,49/12
						21544	20	26,36/12	22436	2	28/12
						21546	4	44/12*	22440	1	50/12
						21581	5	50/12	22461	1	N6/12
						21584	2	50/12	22481	35	14,19/12
						21605	7	3/12	22482	17	N48/12
						22000	16	38,39/12	22492	3	53/11;19/12
						22004	38	4,20/12	22523	4	N3/12*
						22008	35	52/11;40/12	22524	2	38/12
						22040	1	25/12	22526	3	39/12

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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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.
22528	4	N38,N39/12	24434	4	14,19/12	25849	13	13/12	29128	4	3/12
22529	3	38/12	24435	5	14,19/12	26001	4	20,29,30,41/12	29742	1	21/12*
22531	2	38/12	24441	3	1,19,43/12	26060	1	12/12	35000	26	8,33,44/12
22544	2	38/12	24444	2	23/12	26066	12	12/12;1/13	35002	1	N20/12
22545	1	38/12	24450	3	14,15/12	26068	12	12/12	35003	2	N1/12*
22547	4	N53/11;N38,N39/12	24452	7	14/12	26070	2	5/12	35004	2	N1/12*
23000	5	33/12	24453	5	14/12	26080	1	N3,N49/12	35008	22	N37/12*
23010	4	5,6,10,26,33,34,36/12	24454	5	53/11;14/12	26081	9	N48/12	35015	3	N31/12*
23020	4	10,25,32,33,36,49/12	24460	4	15,21,40,43/12	26082	1	N48/12	35017	3	N21/12*
23023	4	10/12	24461	4	42/12	26083	14	3,19,28/12	35020	1	N52/11
23030	6	25,26,32,33,34,35,36,41,49/12	24463	6	26,35/12	26100	4	20/12;1/13	35024	2	N8,N32/12
			24464	21	N25/12*	26127	21	33/12	35035	2	N42/12*
23101	5	10/12	24468	1	17,40/12	26128	50	33/12	35037	2	N2/12*
23102	7	N8,N10,N30/12	24469	1	17,40/12	26130	20	5,17/12;1/13	35052	1	N3*,N33/12
23115	3	25,49/12	24470	4	15,25,43/12	26131	1	N17/12*	35055	2	N5*,N14,N33/12
23121	7	20,22,34,35/12	24480	1	5,12,17,20,23,29,30,45,50/12	26190	2	1/13	35071	3	N42/12*
23122	8	6,34,35/12	24483	2	25,35,43/12	26218	2	20/12	35072	2	N30/12*
23123	3	32/12	24485	1	48/12	26219	5	20/12	35078	3	N44/12*
23124	4	N20,N22,N32,N34/12	24486	1	45/12	26220	6	48/12	35114	2	N51/12*
23125	4	32/12	24486	1	45/12	26224	32	4/12	35116	2	N42/12*
23126	6	N8,N34,N35/12	24490	3	6,12,17,20,23,29,36,41/12	26229	11	20/12	35127	2	N44/12*
23127	4	N6,N20,N34,N35/12				26230	13	N20/12	35138	1	N52/11
23129	2	N6/12	24491	3	6,17,23,29,36,41/12	26240	7	1/13	35140	1	N14/12
23131	7	32,36,52/12	24492	21	N48/12	26244	3	24/12;1/13	36000	1	N10,N13,N32/12
23141	7	9,22,32,33,36,49/12	24500	1	1,6,7,9,13,17,23,33,41,50/12	26245	16	22/12;1/13	36001		N8/12
23142	10	9,20,22,26,33/12	24501	3	17,24,29,33/12	26247	19	24/12	36002		N12,N32/12
23145	3	9,22,26,32,33,34/12	24502	6	1,7,9,10,13,19,33,40,45,50/12	26250	18	41,48/12	36005	3	6/12*
23150	10	29/12				26309	27	9/12	36006	1	N53/11;N10,N13,N25,N32/12
23151	3	29/12	24503	35	17,23/12	26320	5	9,46/12	36007	1	N53/11;N13,N25,N32/12
23152	3	29/12	24504	7	14,26,31/12	27040	5	40,48/12	36008	2	N44/12*
23153	8	29/12	24507	1	14,26,31,42/12	27041	4	40,41,48/12	36011	2	N24/12*
24000	39	25/12	24508	4	32,42,50/12	27042	21	41/12	36012	2	N13/12*
24004	36	41/12	24509	3	8,14,26,31/12	27044	27	31/12	36023	3	N2/12*
24008	42	2,10,41/12	24510	3	8,14,26,31,32,42/12	27080	4	6,35,38,39/12	36025	3	N13/12*
24020	47	38/12	24511	2	20,30/12	27082	6	52/12	36030	2	N32/12
24024	46	42/12	24512	3	5,17,20,30,40,50/12	27085	66	N31,N40/12	36032	1	N29/12*
24028	6	23,27,42,48/12	24513	18	17/12	27120	4	10/12	36033	1	N45/12*
24050	11	9,32,35,36,39,48/12	24514	1	17,20,40/12	27141	5	22/12	36034	2	N8,N32/12
24051	1	24/12	24517	2	45/12	27142	5	22/12	36035	1	N32/12
24052	17	N5,N20,N27,N35,N36,N48,N49,N50/12	25001	7	52/11;21,30/12	27146	2	40/12	36036	1	N45/12*
24053	17	N25,N27,N50/12	25017	6	N20,N23,N24,N30,N41,N47/12	28004	1	9,10,14/12	36039	3	N45/12*
24055	6	20,35,36,48,49,50/12	25018	9	20,41/12	28006	1	8,19/12	36041	2	N52/12*
24057	6	N22*,N24,N25,N26,N48/12	25400	2	14,21,24,48/12	28042	3	19/12	36044	1	N8/12
24058	3	N5,N22,N48,N49,N50/12	25401	1	16/12	28049	13	5,15,25/12	37000	23	33,44/12
24060	2	25/12	25480	20	25/12	28050	3	3,13,19/12	37005	17	52/11;1,9,10,11,15,17,19,20,22,33/12
24080	5	25/12	25483	23	21,24/12	28051	2	15,25/12	37008	3	N5/12*
24132	13	35,41,48/12	25484	45	23/12	28110	2	6/12	37010	24	1,9,10,11,15,17,19,20,21,22,23,26,32,36,45/12
24133	6	22,38/12	25485	3	N21/12*	28120	1	6/12	37015	2	N1*,N8/12
24141	4	22,41/12	25487	43	9,13,25,49/12	28130	1	N3*,N33/12	37025	26	8,43,47,49/12
24151	4	39/12	25524	17	13,25/12	28135	5	12/12	37027	2	N3/12*
24155	6	13,31/12	25525	2	13,49/12	28144	3	12/12	37032	2	43/12
24156	3	1,20,31,39/12	25526	31	53/11;5,8,13,21,24/12	28150	2	12/12	37033	2	8,43/12
24159	1	1,13/12	25527	2	52/11;17,23,24,25/12;1/13	28154	1	30/12	37034	2	8,49/12
24160	21	41/12	25550	50	23,25,50,52/12	28170	2	9,10/12	37052	3	N5/12*
24161	12	N1,N39/12	25563	27	50,52/12	28190	4	10/12	37055		N14,N15,N17,N19,N21,N22,N27,N33,N45/12
24162	10	N39,N41/12	25566	16	22/12	28196	4	23/12	37057	2	N23/12
24170	14	2/12	25567	3	52/11	28201	8	23/12	37058	2	N10/12
24191	12	9/12	25570	4	52/11	28202	22	32/12	37066	7	N45/12*
24202	7	3/12	25575	47	52/11;23,24,41,47/12	28210	2	52/11;14,23,38/12	37090	8	39/12**
24210	14	39/12	25600	34	17/12;1/13	28220	2	23/12	37095	4	N38/12*
24222	3	41/12	25601	4	23,24,31/12;1/13	28221	18	14/12	37110	11	39/12**
24223	33	18/12	25607	22	30/12;1/13	28260	30	52/11;9,14,17,23,38,48/12	37115	3	N34/12*
24230	20	31/12	25609	5	7/12	28261	10	52/11;48/12	37120	3	32,35,36,38,40,42,45,47,48,52/12
24233	15	24/12	25613	3	52/11;1,41/12	28263	3	52/11;48/12	37121	12	N36/12
24240	5	31/12	25640	44	8,20,47/12	28264	3	48/12	37125	16	N36/12
24252	6	N21/12*	25641	28	47/12	28265	4	N23/12	37127	11	8/12
24270	3	37,38,42/12	25644	14	36/12*	28281	32	9/12	37129	7	N6,N8,N32,N35,N40,N45,N48/12
24271	15	N22*,N37/12	25645	19	3/12*	28282	2	9/12	37140	34	22,36,48/12
24274	2	37/12	25649	20	7/12	28300	1	9,14,17,38,48/12	37162	13	N1,N2,N8,N13,N15,N17,N19,N22,N23,N26,N33,N35,N39,N45,N47,N51/12;N1/13
24292	4	39/12	25650	36	7*,15/12	28303	1	N23/12	37163	21	N38/12*
24319	1	1/12	25663	28	38/12*	28304	1	N23/12	37164	5	N5,N8,N26,N39/12
24355	2	25/12	25664	17	4/12*	28310	2	9,17,28,38/12	37165	3	1,9,11,12,13,15,16,17,19,20,22,32,41,51,52/12
24360	1	42/12	25670	44	12,48,51,52/12	28320	6	9,10,18,23/12	37166	3	8,11,12,13,14,15,17,19,21,22,23,26,33,35,39,45,47,48,51,52/12
24370	1	23/12	25671	19	12/12	28321	36	10,23/12	37200	16	52/11;9,15,17,19,52/12
24375	2	1,8/12	25673	16	21/12	28323	2	9/12	37202	3	N52/11
24376	1	8/12	25677	21	8,12,20/12	28330	2	17,38,48/12			
24380	2	23,27/12	25679	10	12/12	29101	6	25,42/12			
24385	1	27/12	25681	18	7*,8/12	29105	5	3/12			
24388	2	23/12	25683	19	51/12	29106	5	30/12			
24404	9	14,48,50/12	25687	12	20/12	29107	2	22,28/12			
24405	12	N14,N50/12	25720	3	26/12	29121	5	42/12			
24408	21	50/12	25803	17	26/12	29122	5	27/12			
24423	2	19/12	25845	10	6/12*	29123	3	8/12*			
24430	5	53/11;14,19,23,43/12	25848	26	13/12	29124	1	27/12			

## SECTION I

NM 1/13

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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37205	3	15,17,52/12	43083	4	48/12	44044	6	11,17,37,43/12	44367	2	32/12
37221	14	4,12,13,15,16,27,32,41,51,52/12	43084	3	44/12	44045	6	15,28,52/12	44400	5	53/11;6,9,14,17,37,40,42/12
37222	14	N8,N12,N20,N35,N38,N39,N41/12	43100	4	8/12	44046	11	N11,N39,N47/12	44401	9	N5*,N6,N13,N24,N28,N40/12
37223	15	21/12*;1/13	43102	4	26/12	44047	22	4/12**	44410	5	9,17,37,45/12
37224	11	53/11;8,12,22,38,41/12	43104	4	8,26/12	44048	12	N15,N22,N33,N40,N52/12	44420	7	14,23,25,45,47/12
37226	18	N4,N12,N13,N22,N51/12	43105	4	8/12	44049	10	N52/11;N15,N22,N42/12	44430	3	53/11;5,14,17,40,47/12
37228	14	4,13,15,41/12	43124	5	9,22/12	44050	23	N43/12*	44442	1	N40/12
37229	15	5,13/12	43126	4	9/12	44051	2	N42/12	44443	1	N6,N40,N42,N51/12
37231	19	N4*,N13,N16,N22/12	43127	5	22/12	44054	1	N21,N22,N40,N42/12	44444	8	N34/12*
37232	13	N13/12	43140	4	36,40,41,42/12	44057	6	N40/12*	44445	1	N25/12
37234	14	N2,N4,N16/12	43141	5	36,40/12	44061	22	47/12	44446	1	N5,N40,N42,N51/12
37235	11	13/12	43142	4	36,40,44/12	44062	9	N8/12*	44461	10	53/11;1,12,14,17,32,40,52/12
37236	9	12,13/12	43143	4	36,40/12	44063	9	N20/12*	44462	5	N4,N14,N28,N38/12
37238	7	N2,N13,N20,N23,N32/12	43144	4	7,8,9,52/12	44065	8	N12,N51/12	44463	10	N2,N4,N5,N12,N14,N17,N32,N38,N40,N41,N52/12
37241	20	N39*,N47,N51,N52/12	43145	4	9,47/12	44066	11	N16/12	44465	3	N53/11;N2,N4,N5,N12,N14,N17,N32,N38,N40,N41,N52/12
37242	12	N53/11*;N2,N13,N32,N38,N47,N51,N52/12	43148	4	8,9,43/12	44067	23	9,12,51/12	44481	2	12,14,17,38,41/12
37243	7	44/12	43168	2	39,45/12	44070	7	12/12	51007	22	8,49/12
37244	12	N2,N8,N12,N15,N17,N19,N23,N26,N27,N32,N33,N35,N38,N42,N45,N47,N48,N51,N52/12	43181	3	7/12	44071	4	12,15/12	51013	4	16,52/12
37246	16	N29*,N32,N35,N47,N51/12	43182	4	53/11	44072	4	12/12	51061	14	52/12
37247	1	N34*,N35,N45,N51/12;N1/13	43184	2	42,43/12	44073	2	13,41/12	51081	10	41,52/12
37248	20	N29*,N32,N35,N39,N47,N48,N52/12	43186	1	42/12	44075	5	N36/12*	51082	7	3/12
37259	3	8/12	43204	4	15/12	44076	4	N20/12*;N1/13	51100	7	8,27,37,40,42,43/12
37264	3	30,45/12	43205	3	41/12	44081	10	N52/12	51103	10	32/12
37281	15	30,45/12	43225	4	53/11	44082	11	12,17,32,36,38,40,41/12	51104	1	32/12
37344	11	45/12	43240	4	9/12	44083	8	14,17,32,36,38,39,40,41,51/12	51109	6	N52/12*
37360	15	45/12	43243	4	9,48/12	44084	1	21,22,36,38,40,45/12	51120	6	8,40,41/12
37362	6	8,47/12	43244	4	9/12	44087	1	N38/12*	51142	2	8,25,41,43/12
37380	2	8,45,47/12	43246	5	9,22,41/12	44100	8	8,12,15,22,39,52/12	51143	5	N8,N25,N40/12
37400	10	47/12	43252	1	47/12	44105	2	40/12	51144	4	N8,N40,N41/12
37403	23	5,8,47/12	43260	4	9/12	44120	8	8,12,17,32,36,38,39,40,41,47,52/12	51145	2	8/12
37420	1	8,47/12	43262	5	9,41/12	44121	1	N21,N33,N38,N42/12	51150	1	8,25/12
37443	3	N40/12*	43263	7	47/12	44123	1	N21,N27,N28,N33,N37/12	51151	1	N40/12
37445	2	N1/13*	43265	2	44,47/12	44140	9	53/11;12,14,17,21,38,41,47/12	51160	21	16,40,52/12
37446	3	N16,N17,N50/12	43280	5	13,41,44/12	44161	2	33,37,52/12;1/13	51163	4	6/12
37461	9	23,29/12	43281	6	27,42,44/12;1/13	44162	2	N51/12	51164	18	16,40/12
37463	7	N32/12	43283	6	8,26,27,41,42,44,47/12	44165	1	8,24/12	51165	9	N16/12
37464	2	N32/12	43284	4	2,8,15,41,42,48/12	44178	2	8,13,28/12	51166	4	N8,N12,N16/12
37481	7	43/12	43285	5	7,8,42/12;1/13	44179	2	39,40/12	51167	7	N8,N16/12
37505	2	8/12	43287	2	27,44/12	44180	6	18,24,35,45/12	51168	2	6,16,52/12
38030	1	27/12	43300	5	7,9,41/12	44181	6	N38,N46/12	51223	3	N1/13*
38460	7	49/12	43302	4	9,13,26/12	44182	5	N27,N40/12	51260	4	52/11
38461	1	N52/12*	43304	2	9,42/12	44183	6	20,22,27,28,38,39,52/12	51261	23	41,49/12
38463	1	N49/12	43320	5	52/11	44184	10	N17,N21,N28,N38,N40,N46/12	51262	23	41/12
38482	1	N1/13*	43321	7	N4*,N6,N7,N13,N42,N48/12	44185	8	N21,N39,N46,N48/12	51341	23	43/12
38546	3	N41/12*	43322	6	N7/12	44186	2	26,27,40/12	51342	2	11,43/12
38560	5	4/12	43323	4	52/11;2,7,42/12;1/13	44187	2	24/12	51346	1	N11/12
38565	1	N52/11	43324	4	22,41,48/12;1/13	44188	2	24/12	51380	5	43/12
38580	8	4/12	43341	7	11/12	44200	9	21,23,24,37/12	51473	1	N6/12*
38582	4	4/12	43342	7	7,11/12	44203	1	24,48/12	51540	3	52/12
38583	3	N51/12*	43347	3	45/12	44204	1	23/12	52031	1	8,13/12
38589	1	N4/12	43356	2	11,13,42/12	44205	2	27/12	52037	1	N16/12*
38591	1	N40/12*	43360	21	4,22/12	44220	6	37/12	52039	4	9,42,52/12
38603	2	15,27,40,51/12	43363	5	11,15/12	44224	1	21,47/12	52043	22	N31/12*
38607	2	27,51/12	43366	4	11,41/12	44240	8	17,20,24,36,39,40/12	52045	7	N34/12*
38610	1	27/12	43368	5	11,13,52/12	44260	7	20,26,48/12	52046	21	39/12
38670	2	52/11	43369	6	11/12	44280	10	21*,24,26,33,35,40/12	52047	11	16/12
42036	2	32/12	43370	7	13/12	44281	2	28,43/12	52060	17	N43/12*
42046	3	9,15,42/12	43371	13	26,41/12	44282	1	24/12	52061	2	5,11,52/12
42050	2	32/12	43372	5	N26,N45/12	44283	2	43/12	52062	7	52/12
42052	2	9,15,32,42/12	43373	8	26,28,40/12	44284	2	35/12	52080	14	8,11,13,42,43,52/12
42141	3	27,28/12	43374	1	26,41/12	44285	1	24/12	52082	3	11,13,42,43,50/12
42600	5	17/12	43377	2	45/12	44313	2	N41/12*	52083	2	50/12
42620	5	17/12	43378	2	5,6/12	44319	3	49/12	52084	2	11,42,50/12
42740	5	13,26/12	43379	1	40/12	44320	4	6,9,14,18,20,37,45/12	52085	3	6,40,52/12
42742	3	26,51/12	43382	2	14,26/12	44340	12	9,13,14,17,37,40,45/12	52086	2	6,8,37/12
42760	5	12,13,51/12	43384	1	47/12;1/13	44341	8	N1/13*	52088	3	8,11,43/12
42762	4	N51/12	43385	1	22,40/12	44342	9	N17,N35/12	52091	1	N37/12*
42765	3	12/12	44000	16	20/12	44352	3	N13,N14,N17,N37,N40,N51/12	52092	1	50/12
42768	1	N10,N12,N13,N36/12	44015	9	53/11;12,14,21,32,38,40,41/12	44353	1	N6,N13,N27,N37,N51/12	52117	1	50/12
43015	12	26/12	44030	8	17,20,37/12	44355	1	N51/12	52118	1	43,50/12
43030	24	52,53/11;4,8,12,17,22,32,40,43,52/12	44036	5	4,11,12/12	44360	10	9,12,18,36,38,47,49,51/12	52120	12	37,43,50/12
43040	6	12/12	44037	6	N22/12	44361	7	N6,N9,N18,N22,N28,N38,N39,N47/12	52121	9	43,50/12
43058	3	41/12	44039	1	N11/12	44362	1	N14/12	52140	6	13,50/12
43059	3	41/12	44040	25	4,5,11,12,15,22,41,43,47,52/12	44363	1	N41/12*	52142	3	50/12
43082	5	48/12	44041	8	N20*,N22,N28,N40/12	44365	1	6/12	52143	8	37/12
			44042	8	N15,N22,N28,N40,N47/12	44366	1	13/12	52144	6	N19/12
			44043	8	22,28/12				52145	1	N19/12
									52160	7	26/12
									52167	1	N17,N26/12

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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.
52180	14	3,4,7,8,13,45,46/12	54200	4	11/12	55105	7	13,22,26,27,28/12	62191	15	32,35/12
52183	9	4/12	54223	2	19/12	55110	2	5,6,7,12,14,47/12	62194	8	20,42/12
52184	3	3,4,17/12	54224	3	19/12	55120	2	52/12	62195	7	35/12
52186	3	7,8/12	54279	4	12/12	55128	3	N10,N12,N17,N25,N26/12	62220	9	36/12
52200	8	4/12	54280	11	3,4,6,12,23,25,38/12				62225	4	N37/12
52220	7	16,21/12	54286	4	4/12	55129	7	12,25,26,27/12	62230	3	9,31,36/12
52223	4	16,21/12	54287	7	3,38/12	55130	2	15,21,22,38,47/12	62241	10	4/12
52243	11	9/12	54288	5	35,47/12	55131	1	6/12	62242	11	30/12
52282	10	22/12	54300	12	4,41/12	55140	2	9,10,21/12	62250	6	17*,20,24,25/12
53011	2	4,13,21,24,25,28,30,37,45,46/12	54301	4	4/12	55150	2	5,28,34/12	62271	5	31/12
53031	1	52/11;23,24,28,31/12	54318	3	7,37/12	55160	2	9/12	62285	3	24/12
53062	14	N53/11*	54320	4	16,23,32/12	55161	2	N9/12	62290	4	4,11,24,28,31/12
53081	10	N41*,N47/12	54321	3	N23,N37/12	55170	2	17,18,22,24,27,32,48/12	62295	4	24,28/12
53082	15	N34/12*	54322	8	16,17,21,41/12	55175	1	28/12	62302	3	24,48/12
53088	8	16,24,44/12	54324	9	7/12	55180	2	26,27,32/12	62306	2	48/12
53090	1	19,25/12	54327	4	23/12	55190	2	6,13,18,21,26,27,36/12	62310	2	41/12
53100	17	13,23,24,25,28,31,44,45/12	54332	3	42/12	55200	2	12,13,17,20,22,26,27,32,36/12	62312	3	41/12
53101	8	N13,N16,N24,N25,N31,N44/12	54333	3	21,34,41/12				62314	3	37/12
53104	3	N13,N31/12	54335	3	20,32/12	55205	1	9,12,13,17,20,22,26,27/12	62320	2	41/12
53105	21	N25,N46/12	54337	4	N35/12	56011	1	13,46/12	62330	2	29,41/12
53106	7	25,46/12	54339	9	N37/12	56031	1	8,11,17,26/12	62340	3	29,41/12
53108	3	28/12	54340	8	3,20,23,32,42/12	56041	5	N37/12*	62343	4	37/12
53110	1	5,24/12	54341	4	3/12	56042	7	N39/12*	62350	3	41,48/12
53120	14	5,9/12	54343	10	35/12	56043	6	8,12/12	62355	7	48,52/12
53122	4	N22*,N45/12	54344	6	3,32/12	56044	3	8,12,34/12	62360	5	30,39,42,48,52/12
53123	4	N21/12*	54350	9	6,36/12	56045	1	8,34/12	62361	2	N30,N39,N42,N48,N52/12
53130	1	52/11	54351	7	34,42/12	56047	1	N37/12*	62366	4	30,39,52/12
53133	4	19/12	54352	3	21/12	56048	3	N25/12*	62377	2	34/12
53135	2	52/11	54359	2	4,22,36/12	56060	9	53/11;8,12/12	62388	3	N27,N39/12
53141	6	N25,N28,N30/12	54360	12	7,32,41,48/12	56063	1	37,52/12	62389	1	N27,N39/12
53147	4	N24/12*	54361	10	4,6,22,36/12	56064	6	31,39,52/12	62392	8	21*,28,47/12
53160	14	25,28,30,37/12	54363	3	3,7,32,48/12	56065	3	53/11	62393	7	8,18,25,27,39/12
53161	8	24,25,30,37/12	54365	6	3,16,21,37/12	56081	20	52/12	62394	11	N1/13*
53162	7	53/11;25,37/12	54369	4	7,32,39,48/12	56100	14	53/11	62395	4	N52/12*
53164	10	N21*,N25/12	54380	6	7,8,20,32/12	56101	7	53/11	62400	17	10,24,33,37,52/12
53166	1	24,30/12	54382	9	5,8,9,20,25,27,39,43,44/12	56103	8	N33/12*	62401	9	10/12
53180	10	13,23,24,25,37,44/12	54386	10	4,9,23,27,39,43/12	56120	13	53/11;31,49/12	62403	5	33/12
53183	14	N16/12*	54387	7	25,26,44/12	56160	6	53/11	62404	3	30/12
53184	5	13,29,30/12	54389	8	5,22,23,27,35,43/12	56190	3	13/12	62407	5	10/12
53200	7	8,9,13,44/12	54400	8	52/11;16,21,26,35,41/12	56200	6	13/12	62408	7	10,33/12
53201	7	N34/12*	54402	4	16,35/12	56222	8	N16/12*	62409	6	33/12
53203	11	5,15,24,27/12	54403	4	7,35,41,43,44,48/12	57022	8	14/12	62411	1	33/12
53204	10	44/12	54404	4	41/12	57080	8	49/12	62412	13	8,39/12
53205	3	5,15,24/12	54407	4	52/11;9,26,34,36,44/12;1/13	57081	4	N1/13*	62413	13	52/12
53206	7	N5,N15,N44/12				57082	4	49/12	62415	14	43/12
53207	1	N24,N25/12	54409	2	39/12	57280	3	14/12	62416	14	43/12
53220	7	8,9/12	54412	1	44/12	57282	3	14/12	62417	4	N32/12*
53226	3	8/12	54416	5	44/12	57380	4	17/12	62418	9	N1/13*
53243	1	N41/12*	54418	4	52/11;34,44/12	57381	13	N17/12	62419	6	43/12
53266	4	46/12	54419	2	34/12	57420	4	17/12	62420	5	19,43/12
53279	4	52/11;7/12	54421	6	7,11,24,27,28,43/12;1/13	57440	4	17/12	62428	10	N42/12*
53281	5	N52/12*	54422	4	11/12	57460	5	17/12	62429	10	N37/12*
53282	9	N45/12	54423	5	14,26,30,43/12	61000	20	17/12	62431	8	47/12
53284	4	52/11;45/12	54424	1	27,28/12;1/13	61040	7	17/12	62433	13	52/12
53285	4	52/11;7/12	54430	1	11,17,24,26,27,43/12	61051	9	N17/12	62434	11	11,15,22,25/12
53287	6	52/11;7/12	54440	4	9,12,17,26,28,38/12	61060	7	N34/12*	62437	12	26/12
53290	2	N43/12*	54441	6	5,9,52/12	61061	11	N42/12*	62440	8	5,10,14,26,30,33/12
54040	3	12,44/12	54462	5	6,13,17/12	61062	1	N37/12*	62441	10	25,35/12
54041	7	12,21,29/12	54463	5	17/12	61242	2	21/12*	62442	6	25/12
54043	2	29/12	54464	5	6,17,22,28/12	61601	3	N1/12*	62449	4	10/12
54060	5	19/12	54480	8	8,9,12,13,31,52/12	62000	20	4,24,48/12	62452	4	22/12
54061	12	N19/12	54481	9	8,11,13,17,22,27/12	62001	5	4,9,11,24,28,31,35/12	62453	6	N8,N39,N52/12
54063	3	24/12	55001	4	12,13,21,22,26,27/12	62024	13	29/12	62455	7	19/12
54067	1	N21/12*	55040	4	5,7,22,24,25,26,27,32,35,48/12	62028	15	34,42/12	62456	2	N37/12*
54082	13	N29/12				62032	16	8,11,12,14,15,18,19,21,22,26,30,37,42,43,47,49,50,52/12	62458	1	28/12
54083	4	29/12	55041	7	6,7,16,22,30,32,44,48/12				62459	2	5,10,14,26,30/12
54085	2	21/12	55042	2	N42*,N52/12	62033	3	N8,N11,N12,N14,N15,N18,N19,N21,N22,N26,N30,N37,N42,N43,N47,N49,N50,N52/12	62460	5	11*,29/12
54090	3	12,29,30/12	55043	2	2,26,48/12				62464	4	N51/12
54095	3	30/12	55044	5	7,22,25,26,28,35,38/12				62480	2	8,10,11,14,15,18,25,26,29,30,33,37,39,42,47,49,50,52/12
54105	3	17,29/12	55045	3	N42*,N52/12	62070	4	48/12	62481	4	18/12
54115	3	11,29,30,31/12	55046	5	N48/12*;N1/13	62080	5	48/12	62490	2	11,12,14,21,22,26,30,33,43,47/12
54120	5	17,29/12	55047	8	52/11;8,21,36/12;1/13	62090	7	4,24,30,40,48/12			
54125	4	53/11;12,16,30,31/12	55048	12	52/11;35,48/12	62092	7	30,40,45/12	62510	3	8,15,18,24,25,27,29,30,33,39,47/12
54131	2	12,13,25,28,29,30,37,46/12	55049	6	7,9/12;1/13	62093	9	N33/12*	62512	3	N8,N15,N18,N24,N25,N27,N29,N30,N33,N39,N47/12
54140	8	30,31/12	55060	8	N42/12	62095	5	N29/12*			
54151	1	3,6,17,23,31,32,41/12	55063	3	14/12	62098	8	N36/12*			
54161	13	N53/11;N30/12	55082	9	10/12	62100	7	4,24/12			
54166	3	30/12	55084	7	22,26,27,38/12	62110	10	24,28/12			
54168	1	16,31/12	55085	9	13,14,15,20,21,22,26,27,38,47/12	62140	1	25,30,39/12			
54169	3	16,31/12	55100	8	9,12,14,21,47/12	62162	2	31,47/12			
54180	7	11/12	55101	5	6,14/12	62170	2	20/12			
54195	3	52/11;11/12	55102	4	9,14/12	62171	4	20/12			
			55103	3	N13,N17/12	62172	3	20/12			
			55104	2	9,17/12	62188	4	53/11;35/12			

## SECTION I

NM 1/13

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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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.
62531	4	N11,N14,N19,N21,N22,N26,N33,N43/12	71050	2	47/12	74237	3	N10,N49/12	91323	2	N34/12*
62540	6	3,11,12,18,22,26,30,35,43,47/12	71052	1	N42/12*	74240	8	49,50/12	91330	1	44/12
62541	3	N3,N11,N12,N18,N22,N26,N30,N35,N43,N47/12	71061	16	N48/12	74243	1	N50/12	91331	3	3,10/12
62550	3	14,33/12	71066	2	9/12	74245	1	N10/12	91340	3	3,10/12
62560	4	21,22,39,43/12	71180	29	52/11:9,33,49/12	74258	1	N50/12	91360	2	10/12
62570	4	3,11,15,22,25/12	71182	2	52/11:9/12	74262	1	N27/12	91380	3	N37/12*
62590	3	11,14,15,22,35,49/12	71185	24	6,45/12	74263	1	N10/12	91400	3	N17*,N22/12
62591	4	N11,N14,N15,N22,N35,N49/12	71186	2	6,45/12	74265	2	10/12	92006	5	52/11:31,44/12
62592	1	11,18/12	71220	3	4/12	74302	1	N51,N52/12	92020	2	44/12
62594	1	15/12	71241	11	N7,N19,N36/12	74342	1	N51,N52/12	92025	3	53/11:10,11,12,26/12
62595	1	15/12	71243	6	9,36/12	74345	1	N10/12	92030	4	53/11:3,5,10,11,12,26,44,49/12
63000	13	5,23,24,26/12	71244	4	36/12	74397	1	N51,N52/12	92033	5	14,31,44/12
63005	18	5,23,25,52/12	71247	19	52/11:4,5,7,8,37,47/12	74398	2	N51,N52/12	92090	2	10/12
63010	14	25/12	71248	3	N52/11:N5,N7,N17,N47/12	74460	4	27/12	92150	3	14/12
63020	15	6/12	71249	2	50/12	75111	1	N27/12	92153	3	14/12
63050	3	22*,26,39,40,51/12	71251	13	N52/11:N5,N7,N50/12	75147	1	N27/12	92170	3	11/12
63053	5	26,28,29,39,40,51/12	71252	3	N52/11*:N4,N5,N7,N19,N36,N39,N47/12	75185	2	49/12	92214	5	N20/12*
63054	3	26,37,40,51/12	71253	11	52/11:4,5,7,17,19,30,47,50/12	75193	6	53/11	92230	4	N34/12*
63055	3	26/12	71254	2	N52/11:N7,N8,N19,N36,N47/12	75251	5	44/12	92240	4	N33/12*
63060	8	22*,24,26,39,40,51/12	71255	7	N4,N7,N39,N50/12	75253	1	N44/12	92242	2	6/12
63062	8	9,14,24,34,38,41,51/12	71256	2	N52/11:N5,N17,N36,N47/12	75266	1	N45/12	92280	3	N33/12*
63063	9	9,47/12	71261	9	6,22/12	75267	1	N45,N46,N47/12	92290	2	11,37,44/12
63065	6	14,30,34/12	71262	7	22/12	75269	1	N45,N46,N47/12	92302	2	22,37/12
63070	4	9,24,26/12	71265	4	52/11:5,7,9,17,19,36,39/12	76015	1	43/12	92310	4	12/12
63080	6	53/11:24,38,50/12	71271	12	N6*,N17,N22/12	76030	9	10,40/12	92320	4	53/11:5,7,44/12
63090	9	53/11:14,23,38,41,52/12	71272	12	N4/12*	76041	2	44/12	92330	3	22,37,44/12
63091	4	53/11:24,34,38,47,50/12	71272	12	N4/12*	76050	8	8,42/12	92370	2	14,49/12
63092	4	24/12	71273	5	N17/12	76052	8	8,41/12	92380	3	53/11:7,10/12
63100	3	21*,24,30,34/12	71275	4	17,22,50/12	76054	5	44/12	92383	8	N8*,N39/12
63101	17	N14,N23,N38,N41/12	71285	4	9,17,22,50/12	76056	3	10,42/12	92385	5	N21/12*
63102	21	N16,N23/12	71305	2	48,51/12	76071	9	8,44/12	92390	3	10,26/12
63103	19	N16,N23,N50/12	71315	2	5/12	76081	7	42/12	92410	4	10,26/12
63110	4	47,52/12	71325	8	22/12	76121	8	42/12	92430	1	3,11/12
63111	10	52/12	71326	1	N22/12*	76141	9	N47/12*	92470	3	3,11/12
63112	1	N53/11:N52/12	71330	13	45/12	76150	6	10/12	92476	3	N33/12*
63113	1	N53/11:N50,N52/12	71343	4	N44/12	76160	4	43/12	92500	1	44/12
63120	2	25,47/12	71401	2	N36/12*	76161	10	41/12	93006	3	5,11,22,23,30,31,48/12
63121	6	25,47/12	71410	1	33/12	76162	1	43/12	93010	6	37,52/12
63160	2	N26/12*	71420	1	33/12	76170	7	44/12	93018	8	37,52/12
63170	4	N22/12*	71440	2	6,17/12	76171	10	42/12	93020	2	31/12
63180	4	N20/12*	71450	1	6/12	81004	5	12,30/12	93030	7	9,30,31/12
63190	3	N20/12*	71460	1	6/12	81012	3	22/12	93032	4	30/12
63200	5	25,34,42/12	72007	10	52/11	81019	4	49/12	93036	11	31/12
63201	11	N42,N52/12	72028	7	52/11	81025	3	N12,N48/12	93042	2	53/11
63205	3	N25,N34,N42/12	72035	8	52/11:46/12	81048	10	30,51/12	93044	2	53/11:31/12
63210	4	25/12	72045	2	52/11	81054	16	52/12	93045	2	6,13,30,31/12
63220	5	25/12	72060	8	6/12	81059	1	N12,N51/12	93046	1	31/12
63230	6	50/12	72070	4	9/12	81060	2	12,30,51/12	93047	2	53/11:30/12
63231	9	N50/12	72173	2	52/11	81063	6	21,30/12	93049	1	53/11:30/12
63250	6	50/12	72211	6	52/11	81067	9	30,51/12	93160	4	37/12
63252	2	N50/12	73000	9	52/11	81076	12	44/12	93180	8	N5,N37,N52/12
63270	7	41,51/12	73002	4	4/12	81664	6	40/12	93220	7	4/12*
63271	9	N53/11:N30,N41/12	73004	4	4,27/12	81711	7	52/12	93240	12	13*,37,52/12
63280	4	N36/12*	73006	2	6/12	81715	5	17/12	93241	9	52/12
63281	2	37/12	73010	3	4/12	82005	5	2/12	93244	8	3,26,37,52/12
63290	8	N37*,N51/12	73012	6	52/11:4/12	83015	8	52/12	93245	7	N29/12*
63291	9	2,7,51/12	73014	10	52/11	83484	12	43/12	93247	5	5/12
63310	5	2,50/12	73016	4	52/11	91004	3	34/12*	93249	1	37/12
63320	8	2,41,50/12	73020	9	52/11:6/12	91005	6	53/11:5,10,11,13,22,26,30,31,44,49/12	93260	9	6*,8/12
63321	6	53/11	73072	4	4/12	91008	1	4,5,9,11,18,22,26,31,37,39,49/12	93440	4	15/12
63324	2	2,25,47,50/12	73082	1	27/12	91010	6	4,5,9,11,22,26,31,37,49/12	93446	7	15/12
63330	9	8/12	73291	4	4/12	91020	5	3,8,10,11,44/12	93520	13	31/12
63337	16	8/12	73341	8	52/11	91030	3	10,11,13/12	93560	5	N46/12*
63340	1	6/12	73570	7	2/12	91040	1	22/12	93580	4	N37/12*
63351	4	6/12	73580	4	2/12	91060	1	10,13/12	93600	4	N37/12*
63370	2	47/12	73631	4	2/12	91080	4	10,11,43/12	93610	3	5,40/12
63380	2	47/12	73640	5	2/12	91081	1	11/12	93620	9	15/12
63383	5	47,50/12	73650	5	2/12	91100	3	4/12	93650	2	30,40/12
63390	2	47/12	74002	2	29/12	91120	3	14/12	93680	3	5/12
63400	1	48/12	74003	5	29/12	91140	5	16*,39/12	93690	3	40/12
63410	6	15/12	74005	2	2/12	91151	3	39/12	93720	11	12,23,27,30,37,40,48/12
63417	3	N15/12	74007	1	2/12	91160	4	5*,9,10/12	93721	6	N53/11:N10,N12,N17,N20,N22,N27,N28,N32,N36,N37,N40,N43,N48,N50/12
63420	2	15/12	74012	10	27/12	91170	2	49/12	93725	6	14/12
71005	1	17,48/12	74015	10	27/12	91175	3	14/12	93726	5	3/12
71006	5	48/12	74031	1	N27/12	91240	5	8/12	93730	4	12,20,23,30,34,37,39,40,48/12
71018	10	52/11:9,33,49/12	74143	1	N10/12	91273	4	N37/12*	93733	14	N12,N20,N22,N23,N27,N32,N34,N40/12
71027	9	4,6,30,45/12	74154	1	N45/12	91280	8	N29/12*	93734	13	N12,N22,N24,N27,N34/12
71033	31	52/11:33/12	74180	1	N47/12	91286	11	N17*,N22,N51/12	93736	25	N17/12
71036	8	33/12	74181	1	N47/12	91289	19	8,51/12	93778	8	3/12
71043	3	21/12	74182	12	47/12	91294	9	N27*,N49/12			
71044	2	37/12	74189	1	N27,N47,N48/12	91297	10	N2,N4,N8,N49/12			
71045	2	48,51/12	74216	1	N49,N50/12	91300	3	3,8,44/12			
			74230	7	49,50/12	91309	4	3/12			

CHARTS AFFECTED BY NOTICE TO MARINERS  
NM 52/11 THROUGH NM 1/13

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.
94004	7	52/11*;5,9,18,21,22,26,37,39,43,49/12	95266	1	N5/12*	97324	1	N6/12*
94016	3	21,30,39/12	95268	16	52/12**	97337	1	N3/12*
94040	14	5,14,22,23,31/12	95272	3	1/13**	97358	1	N6/12*
94042	10	N1/13*	95273	2	5/12**	97370	1	N6/12
94060	12	5,18,23,31,39,43,49/12	95278	1	N1/13*	97371	1	N13/12*
94061	6	13,22/12	95279	1	N5/12*	97380	7	53/11;6/12
94063	5	5,43/12	95284	1	N53/11	97383	16	3/12**
94067	11	23,31/12	95285	3	29/12**	97390	6	N6/12
94080	8	9,22,26,37,49/12	95289	1	N29/12*	97392	5	6/12
94082	9	49/12	95320	15	22/12	97396	14	53/11;6/12
94083	12	13,37/12	95339	1	N46/12*	97398	4	6/12
94084	1	13,37/12	95342	16	46/12**	97410	9	6/12**
94120	7	21/12	96000	5	25/12	97412	7	53/11
94122	8	N9,N21/12	96004	14	47/12	97420	17	53/11;6/12
94123	10	N6*,N21/12	96016	7	20/12	97425	7	N53/11
94124	15	N21,N30/12	96020	4	22/12	97461	9	6/12
94127	3	N53/11*	96028	5	25/12	97466	3	N13/12**
94160	9	3/12	96039	8	N38*,N47/12	97472	8	6/12
94165	4	7,39/12	96041	12	N1/13*	97480	9	52/11*;21/12
94180	10	3,18/12	96042	11	1,22,27,47/12	97521	6	4/12
94187	4	N36/12*	96043	8	1,16,17,21/12	97563	2	4/12**
94188	2	18/12	96044	10	9/12	97568	1	N4/12*
94203	10	4,8,22/12	96060	7	18/12	97965	1	N53/11
94206	3	8,22/12	96200	5	17/12	800273	2	N27/12
94207	5	N22/12	96320	4	20,38/12	800744	1	N53/11;N11,N30,N37,N51/12
94216	9	N41/12*	96340	4	38/12	801217	1	N6/12
94217	7	N41/12*	96480	3	25/12	801953	1	N20/12
94218	6	N41/12*	96621	5	52/11	802202	8	N25/12
94219	3	N41/12*	96763	7	21/12	803222	1	N20,N22/12
94260	7	N1/13*	96764	3	22/12	803333	1	N10/12
94280	7	N1/13*	96900	4	17,22/12	803427	1	N5*,N17,N20,N22/12
94281	7	N16,N31,N40/12	96901	3	22/12	803438	1	N34/12*
94282	9	40/12	96906	2	22/12	803451	1	N20,N22/12
94290	3	40/12	96933	1	N51/12*	803455	1	N20/12*
94360	7	N37/12*	96937	2	17/12	803461	1	N13,N22/12
94361	14	N33/12*	96938	4	17/12	803464	1	N20/12
94363	5	N36/12*	96940	1	N51/12**	803468	1	N31/12*
94364	1	N8/12*	96941	8	21/12	803470	1	N37/12
94420	4	21/12*	96960	3	17/12	803479	1	N5/12*
94421	11	40/12	97015	10	49/12	803485	1	N3/12*
94427	2	N40/12	97022	1	N5*,N30/12	803496	1	N20,N22/12
94440	4	N45/12*	97026	10	52/12	803658	1	N5*,N13,N19,N27,N29,N35/12
95040	10	N44/12*	97029	3	49/12	803738	1	N20/12
95060	14	20/12	97033	2	N38/12*	804059	2	N8/12
95065	7	N19/12	97044	3	N38/12*	804567	4	N20/12
95066	13	N20,N22/12	97046	2	N12*,N21/12	805118	4	N51/12
95067	16	N19/12	97050	2	N1/13*	805647	2	N27/12
95080	14	53/11;22/12	97055	2	N39/12*	805980	4	N46/12
95083	9	N13/12*	97064	2	39/12**	806902	1	N2,N20/12
95084	8	N21/12*	97082	6	N9/12**	806918	1	N48/12*
95086	6	N17/12*	97083	4	N9/12**	806921	1	N20/12
95100	13	20,22,37/12	97084	1	N9/12*	806939	1	N22/12
95101	9	N17*,N20/12	97085	1	N9/12*	806943	1	N20/12
95103	9	N6*,N20/12	97089	1	N42/12*	806946	1	N53/11
95120	10	N46/12*	97090	1	N21/12*	806967	1	N1,N2,N20/12
95122	1	N52/12*	97093	1	N26/12*	807448	2	N27/12
95136	1	N21/12*	97095	2	N38/12*	808528	1	N8,N27/12
95138	9	N17/12	97108	4	38/12**	808568	1	N31/12**
95140	16	53/11;37/12	97132	1	N52/12*	809055	7	N20/12**
95141	9	N1*,N19/12	97134	2	N52/12*	809121	1	N20,N22/12
95142	10	N26/12*	97135	1	N33/12	809679	2	N42,N50/12
95143	12	N17,N20/12	97141	5	52/12**			
95144	10	13,20,41/12	97154	2	52/11**			
95146	16	13,20,51/12	97157	2	53/11			
95147	14	39/12	97171	1	N52/11*			
95149	10	20/12	97181	20	42/12**			
95151	19	N1/13*	97182	14	N21/12**			
95152	6	20/12	97188	3	38/12**			
95153	3	20/12	97197	1	N29/12*			
95160	14	53/11;1,20/12	97211	1	N3/12*			
95161	18	N13/12	97214	1	N29/12*			
95162	3	N1/12*	97215	1	N20/12*			
95163	3	N22/12*	97220	4	29/12**			
95164	5	N22/12*	97226	7	3/12**			
95167	12	N20/12*	97229	12	29/12**			
95169	3	N19,N22/12	97230	18	20/12**			
95171	2	N37/12	97237	6	6/12**			
95174	2	N27/12*	97239	10	8/12			
95177	2	N2/12	97243	9	N22/12			
95180	13	N1,N37/12	97256	1	N6/12*			
95185	4	N44/12*	97266	6	N22/12			
95202	6	N42/12*	97270	7	N53/11			
95230	4	N44/12*	97277	12	22/12			
95261	7	9/12**	97281	3	22/12			
95263	1	N9/12*	97303	3	6/12**			
95264	9	N5/12**	97319	3	N45/12*			
			97321	3	N52/12*			

**SECTION II**  
**NGA/DLIS CATALOG CORRECTIONS**

**NM 1/13**

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						
14XHA14835 (7642014010657)	Erie Harbor	15,000	<u>33</u>	<u>10/12</u>	NOS	1/13
17BHA17312 (7642014466615)	Hawk Inlet, Chatham Strait	10,000	<u>3</u>	<u>10/12</u>	NOS	1/13
REGION 3						
37AHA37445 (7642014014945)	Approaches to Puerto de Pasajes	50,000	<u>2</u>	<u>10/12</u>	<u>DS</u>	1/13
38XHA38482 (7642014012603)	Egedesminde <u>68 34 26N 53 36 08W</u> <u>68 47 14N 52 44 11W</u>	35,000	<u>1</u>	<u>9/12</u>	DS	1/13
REGION 4						
44AHA44341 (7642014012866)	<u>Approaches to Helsinki</u> <u>59 49 01N 24 40 49E</u> <u>60 16 10N 25 18 50E</u>	50,000	<u>8</u>	<u>10/12</u>	<u>DS</u>	1/13
REGION 5						
51BHA51223 (7642014014974)	Approaches to Casablanca and Mohammedia <u>33 33 26N 7 43 52W</u> <u>33 50 46N 7 12 12W</u>	<u>50,000</u>	<u>3</u>	<u>10/12</u>	<u>DS</u>	1/13
57BHA57081 (7642014013236)	Approaches to Accra and Tema Harbors	<u>60,000</u>	<u>4</u>	<u>9/12</u>	<u>DS</u>	1/13
REGION 6						
62AHA62394 (7642014013368)	Bandar 'Abbas <u>26 57 00N 56 09 00E</u> <u>27 11 24N 56 20 20E</u>	25,000	<u>11</u>	<u>9/12</u>	<u>DS</u>	1/13
62BHA62418 (7642014013410)	Ra's Al Ghar	30,000	<u>9</u>	<u>9/12</u>	<u>DS</u>	1/13
REGION 9						
94BHA94042 (7642014014112)	Shantou Gang and Approaches Panels A: Shantou Gang and Approaches <u>23 11 53N 116 34 57E</u> <u>23 21 57N 116 50 57E</u> B: Biao Jiao to Nan'ao Dao <u>23 06 58N 116 44 58E</u> <u>23 26 58N 117 14 58E</u>		<u>10</u>	<u>8/12</u>	<u>DS</u>	1/13
94BCO94260 (7642014014115)	Linhuai to Juegang	300,000	<u>7</u>	<u>9/12</u>	<u>DS</u>	1/13
94BCO94280 (7642014014116)	Dazhushan Zui to Yanweigang	150,000	<u>7</u>	<u>9/12</u>	DS	1/13
95AHA95151 (7642014014163)	Pusan-Hang	10,000	<u>19</u>	<u>8/12</u>	<u>DS</u>	1/13
95BHA95272 (7642014014191)	Canceled Note: Replaced by Chart 95278					1/13
<u>95BHA95278</u> <u>(7642015849844)</u>	<u>Jpn. W1162B. Shinminato</u> <u>36 45 00N 137 05 14E</u> <u>36 50 15N 137 09 51E</u>	<u>10,000</u>	<u>1</u>	<u>8/12</u>	<u>JCG</u>	1/13
96AHA96041 (7642014014247)	Mys Gamova to Ostrov Askol'd	130,000	<u>12</u>	<u>9/12</u>	<u>DS</u>	1/13

**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		
97ACO97050 (7642015851792)	Jpn. W54, Ishinomaki Wan to Miyako Ko	200,000	<u>2</u>	<u>8/12</u>	JCG	1/13
	Plan: Miyako Wan	35,000				
MISCELLANEOUS CHARTS AND PUBLICATIONS						
NOSPBCP3 (7642014008448)	<u>No. 3 Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA.</u> <u>2013</u>		<u>46</u>	<u>2013</u>	NOS	1/13

Price Categories effective 1 October 2012

A	22.25	E	11.50	G	7.00
D	13.75	F	11.50	H	11.50

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 DS Distribution Limited  
 GPO Government Printing Office  
 NOS National Ocean Service  
 UKHO United Kingdom Hydrographic Office  
 DHO Danish Hydrographic Office  
 AHS Australian Hydrographic Service  
 JCG Japan Coast Guard  
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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME I ATLANTIC COAST, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3180	Colt Ledge Buoy 2A	44-01-04.52N 68-33-54.35W				Red nun.	
	*						1/13
10967	- LIGHT 2	42-23-07.89N 71-01-23.19W	FI R 2.5s	20	3	TR on wood multi-pile.	
			*				1/13
10970	- LIGHT 4	42-23-09.72N 71-01-20.45W	Q R	20	3	TR on wood multi-pile.	
			*				1/13
35012	<i>Pier 9 Southeast Lighted Hazard Buoy</i>						<i>Remove from list.</i>
							* 1/13

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME II ATLANTIC COAST, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
4145	KINKORA UPPER RANGE FRONT LIGHT	40-08-06.61N 74-45-35.87W	FI G 2.5s (Night) FI G 2.5s (Day)	25 26		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. NIGHT: Visible all around; higher intensity 1.5° either side of range line. DAY: Visible 1.5° either side of rangeline.
				*			1/13
7260	<i>Wolf Trap Degaussing Lighted Bell Buoy WT2</i> 150 yards west of obstruction.						<i>Remove from list.</i>
							* 1/13
20865	- Channel Lighted Buoy 2	39-13-22.27N 76-32-19.86W	FI R 2.5s		6	Red.	
						*	1/13
28350	- Lighted Buoy 11	35-47-39.61N 75-33-07.98W	FI G 4s		4	Green.	
		*					1/13
28355	- Buoy 12	35-47-40.36N 75-33-04.70W				Red nun.	
		*					1/13
28845	- LIGHT 38	35-15-56.63N 75-43-37.88W	FI R 4s	15	4	TR on pile.	
						*	1/13
31740	- LIGHT 2	36-01-57.86N 76-36-54.38W	FI R 2.5s	15	5	TR on multi-pile structure.	
							* 1/13
39549	- Buoy 99B	34-21-17.47N 77-40-54.54W				Green can with yellow square.	
		*					1/13

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2505	- Lighted Buoy 28	32-46-22.12N 79-53-15.53W	FI R 2.5s		5	Red.	
						*	1/13
4605	- Lighted Buoy 11	32-01-07.86N 80-48-31.60W	FI G 4s		5	Green.	
						*	1/13

**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 III ATLANTIC AND GULF COAST, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
4610	- Lighted Buoy 12	32-01-14.43N 80-48-22.06W	FI R 4s		5	Red.	
					*		1/13
4815	- Range Lighted Buoy 32	32-03-38.56N 80-56-38.70W	FI R 4s		5	Red.	
					*		1/13
5080	- RANGE A FRONT LIGHT						<i>Remove from list.</i>
							*
							1/13
5085	- RANGE A REAR LIGHT 51 yards, 349.5° from front light.						<i>Remove from list.</i>
							*
							1/13
5105	- RANGE C FRONT LIGHT						<i>Remove from list.</i>
							*
							1/13
5110	- RANGE C REAR LIGHT 115 yards, 109° from front light.						<i>Remove from list.</i>
							*
							1/13
7255	- Lighted Buoy 20	30-23-03.55N 81-26-31.10W	FI R 4s		5	Red.	
					*		1/13
8975	DRIGGERS ISLAND LIGHT 42	28-59-37.34N 81-22-32.87W	FI R 4s	17	5	TR on dolphin.	
					*		1/13
<b>Tampa Bay</b>							
*24480.1	FLORIDA FISH AND WILDLIFE WATER QUALITY MONITOR LIGHT A	27-55-55.23N 82-38-50.81W	FI Y 4s			NW on platform.	Private aid.
							1/13
32665	- Lighted Buoy 5	18-19-38.11N 64-57-20.48W	FI G 4s		5	Green.	
					*		1/13
35840	- LIGHT 42	32-05-01.30N 80-54-49.94W	FI R 4s	16	5	TR-TY on dolphin.	
		*					1/13
*35973	- Daybeacon 22	32-04-16.65N 81-01-03.34W				TR-TY on pile.	
							1/13
35975	- Range Front Daybeacon A						<i>Remove from list.</i>
							*
							1/13
*35978	- Daybeacon 24	32-04-11.75N 81-01-17.67W				TR-TY on pile.	
							1/13
35980	- Range Rear Daybeacon A 200 yards, 224° from front daybeacon.						<i>Remove from list.</i>
							*
							1/13
35985	- Range Front Daybeacon B						<i>Remove from list.</i>
							*
							1/13
35990	- Range Rear Daybeacon B 100 yards, 249° from front daybeacon.						<i>Remove from list.</i>
							*
							1/13

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME III ATLANTIC AND GULF COAST, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
37307	- LIGHT 9	31-05-27.73N 81-26-25.85W	Q G	12	4	SG-SY on pile.	
					*		1/13
*45353	St. Lucie Power Plant Lighted Buoy A	27-21-56.81N 80-14-36.96W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.1	St. Lucie Power Plant Lighted Buoy B	27-21-10.44N 80-14-12.53W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.2	St. Lucie Power Plant Lighted Buoy C	27-20-21.22N 80-13-50.80W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.3	St. Lucie Power Plant Lighted Buoy D	27-21-15.49N 80-14-06.95W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.4	St. Lucie Power Plant Lighted Buoy E	27-21-14.53N 80-14-05.60W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.5	St. Lucie Power Plant Lighted Buoy F	27-21-12.60N 80-14-01.84W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.6	St. Lucie Power Plant Lighted Buoy G	27-20-53.76N 80-13-58.57W	FI Y 4s			Yellow.	Private aid.
							1/13
*45353.7	St. Lucie Power Plant Lighted Buoy H	27-20-45.74N 80-13-42.67W	FI Y 4s			Yellow.	Private aid.
							1/13
47455	- LIGHT 27	26-06-12.95N 80-07-08.82W	FI G 4s	16	5	SG-SY on pile.	
					*		1/13
57940	- LIGHT 23	27-09-38.42N 82-29-02.51W	FI G 4s	16	5	SG-SY on pile.	
					*		1/13
58440	- LIGHT 82	27-17-58.07N 82-32-42.03W	FI R 4s	12	5	TR-TY on pile.	
					*		1/13

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV GULF OF MEXICO, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*6027	ALABAMA DCNR DANGER LIGHT	30-19-19.55N 87-30-40.40W	FI W 2.5s			Marks submerged fishing reef.	Private aid.
							1/13
*6027.01	ALABAMA DCNR DANGER LIGHT	30-19-19.51N 87-30-43.48W	FI W 2.5s			Marks submerged fishing reef.	Private aid.
							1/13
*6027.02	ALABAMA DCNR DANGER LIGHT	30-19-26.31N 87-30-43.19W	FI W 2.5s			Marks submerged fishing reef.	Private aid.
							1/13
*6027.03	ALABAMA DCNR DANGER LIGHT	30-19-26.13N 87-30-40.08W	FI W 2.5s			Marks submerged fishing reef.	Private aid.
							1/13
*14993	BASF IMTT GEISMAR DOCK LIGHTS (2)	30-11-14.72N 91-00-52.01W	FI R 2.5s			Marks outermost upstream and downstream dock structures.	Private aid.
							1/13

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV GULF OF MEXICO, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
18520	- Lighted Buoy 3	29-10-43.05N 91-33-21.80W	FI G 2.5s			Green.	
	*						1/13

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
86	<i>Scripps Offshore GEOCE Research Buoy</i>						<i>Remove from list.</i>
							* 1/13
181.2	<i>Scripps Waverider Lighted Research Buoy 182</i>						<i>Remove from list.</i>
							* 1/13
5310	- Daymarker A	37-28-43.47N 122-04-37.32W				NW on pile, worded END OF CHANNEL.	Ra ref.
	*					*	1/13
5315	- Daymarker B	37-28-12.07N 122-03-49.95W				NW on pile, worded USE CAUTION.	Ra ref.
	*					*	1/13
5320	- Daymarker C	37-27-26.60N 122-03-00.95W				NW on pile, USE CAUTION.	
	*					*	1/13
5670	- APPROACH RANGE FRONT LIGHT	37-54-02.71N 122-23-29.52W	Q W	23		KRW on pile structure.	Visible all around with higher intensity on range line.
		*		*			1/13
5675	- APPROACH RANGE REAR LIGHT 358 yards, 132.3° from front light.	37-53-55.56N 122-23-19.60W	Iso W 6s	36		KRW on pile structure.	Visible all around with higher intensity on range line.
	*	*		*			1/13
7460	- RANGE A FRONT LIGHT 59	38-20-00.83N 121-38-54.29W	Q G	26		KRW on piles; SG facing downstream.	Light changes to Q W when abeam proceeding upstream. Higher intensity on leading line.
		*		*			1/13
7465	- RANGE A REAR LIGHT 536 yards, 200.1° from front light.	38-19-45.91N 121-39-01.21W	Iso W 6s	41		KRW on pile.	Visible 5° each side of range line.
	*	*		*			1/13
7475	- RANGE B FRONT LIGHT 61	38-20-31.18N 121-38-43.73W	Q G	27		KRW on pile; SG facing upstream.	Light changes to Q W when abeam proceeding downstream. Higher intensity on leading line.
		*		*			1/13
7480	- RANGE B REAR LIGHT 614 yards, 010.6° from front light.	38-20-49.08N 121-38-39.47W	Iso W 6s	38		KRW on pile.	Visible 5° each side of range line.
	*	*		*			1/13
7525	- RANGE C FRONT LIGHT 70	38-28-10.36N 121-35-03.93W	Q R	21		KRW on pile; TR facing downstream.	Light changes to Q W when abeam proceeding upstream. Higher intensity W on leading line.
		*		*			1/13
7530	- RANGE C REAR LIGHT 394 yards, 179.9° from front light.	38-27-58.66N 121-35-03.90W	Iso W 6s	47		KRW on pile.	Visible 5° each side of range line.
	*	*		*			1/13

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7541	- RANGE D FRONT LIGHT	38-28-25.27N 121-35-00.61W	Q W	23		KRW on pile; TR facing upstream.	Visible 4° each side of range line. Passing light FI R 2.5s.
		*		*			1/13
7545	- RANGE D REAR LIGHT 712 yards, 020.1° from front light.	38-28-45.10N 121-34-51.39W	Iso W 6s	55		KRW on pile.	Visible 5° each side of range line.
	*	*		*			1/13
7570	- RANGE E FRONT LIGHT 77	38-32-38.39N 121-35-04.71W	Q W	22		KRW on pile; SG facing upstream.	Visible all around; higher intensity on range line.
		*					1/13
7575	- RANGE E REAR LIGHT 362 yards, 359.8° from front light.	38-32-49.12N 121-35-04.75W	Iso W 6s	45		KRW on pile.	Visible all around; higher intensity on the range line.
	*	*		*		*	1/13
11040	- JETTY LOWER LIGHT 77	45-53-04.66N 122-47-45.32W	Q G	35	3	SG on dolphin.	
					*		1/13
13835	- LIGHT 29	46-40-49.67N 117-32-18.32W	FI G 4s	21	4	SG on pile.	
		*					1/13
18489	HAT ISLAND MARINA BREAKWATER LIGHT 1	48-01-13.65N 122-19-18.35W	FI G 4s			SG on pile structure.	Private aid.
		*					1/13
18490	HAT ISLAND MARINA BREAKWATER LIGHT 2	48-01-14.13N 122-19-18.93W	FI R 4s			TR on pile structure.	Private aid.
		*					1/13
18815	- LIGHT 11	48-21-55.43N 122-32-22.30W	FI G 4s	10	4	SG on multi-pile structure.	Obscured from 072° to 255°.
		*				*	1/13
18817	- Daybeacon 14	48-22-02.26N 122-31-32.35W				TR on pile.	
		*				*	1/13
18829	- Daybeacon 16	48-22-13.07N 122-30-37.64W				TR on pile.	
		*					1/13
18840	- LIGHT 20	48-22-58.56N 122-30-22.37W	FI R 4s	15	3	TR on pile.	
		*				*	1/13
19120	- LIGHT 18	48-28-38.47N 122-31-51.22W	FI R 4s	18	4	TR on pile.	
						*	1/13
26535	SETTLER COVE BREAKWATER LIGHT 2	57-52-20.18N 152-51-47.27W	FI R 2.5s	24	4	TR on single pile.	
		*					1/13
27410	ISANOTSKI STRAIT LIGHT 3	54-49-29.72N 163-22-31.91W	FI G 6s	14	4	SG on skeleton tower.	
		*					1/13
27495	- South Channel Daybeacon 12	53-52-32.95N 166-32-55.91W		10		TR on pile structure.	
		*					1/13
27500	- South Channel Daybeacon 13	53-52-31.83N 166-32-59.28W		10		SG on pile structure.	
		*					1/13

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2012**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
27540	- LIGHT 7	51-51-15.15N 176-37-44.86W *	FI G 4s	75	3	SG on skeleton tower.	1/13
28060	- RANGE FRONT LIGHT	19-43-56.90N 155-03-12.16W	F G	71 *		KRW on post.	Visible 4° each side of range line. Lighted throughout 24 hours. 1/13
28065	- RANGE REAR LIGHT 468 yards, 097.2° from front light. *	19-43-55.12N 155-02-57.59W	F G	127 *		KRW on square pyramidal skeleton tower.	Visible 4° each side of range line. Lighted throughout 24 hours. 1/13
28290	- CHANNEL RANGE REAR LIGHT 246 yards, 120.1° from front light. *	20-02-02.04N 155-49-31.66W	F G	92		KRW on post.	Visible 4° each side of range line. Lighted throughout 24 hours. 1/13
28340	- ENTRANCE RANGE FRONT LIGHT	20-53-26.68N 156-28-19.40W	F R	44 *		KRW on post.	Visible 4° each side of range line. Lighted throughout 24 hours. 1/13
28345	- ENTRANCE RANGE REAR LIGHT 454 yards, 176.8° from front light. *	20-53-13.21N 156-28-18.62W	F R	88 *		KRW on post.	Visible 4° each side of range line. Lighted throughout 24 hours. 1/13
28420	- RANGE FRONT LIGHT	20-47-31.24N 156-30-40.67W	Q R	27 *		KRW on post.	Visible 4° each side of range line. Lighted during periods of darkness only. 1/13
28425	- RANGE REAR LIGHT 71 yards, 338.4° from front light. *	20-47-33.20N 156-30-41.49W	Iso R 6s	44 *		KRW on post.	Visible 4° each side of range line. Lighted during periods of darkness only. 1/13
28470	- RANGE FRONT LIGHT	20-52-20.83N 156-40-43.53W	Q G	14 *		KRW on post.	Visible 4° each side of range line. 1/13
28475	- RANGE REAR LIGHT 42 yards, 044° from front light. *	20-52-21.74N 156-40-42.60W	Iso G 6s	24 *		KRW on post.	Visible 4° each side of range line. 1/13
28610	- RANGE REAR LIGHT 200 yards, 033.8° from front light. *	21-05-20.84N 157-01-25.80W	Iso R 6s	43		KRW on skeleton tower.	Visible 4° each side of range line. 1/13
28710	ENTRANCE AND KUALOA POINT RANGE FRONT LIGHT	21-29-44.53N 157-49-58.33W	Q R	23 *		KRW on multi-pile structure.	Visible all around with higher intensity beam on range line. 1/13
28715	ENTRANCE RANGE REAR LIGHT 235 yards, 348.9° from front light. *	21-29-33.25N 157-50-11.36W	Iso R 6s	37 *		KRW on multi-pile structure.	Visible 4° each side of range line. 1/13
28720	KUALOA POINT RANGE REAR LIGHT 559 yards, 227.1° from front light. *	21-29-51.34N 157-50-00.00W	Iso R 6s	55 *	12	KRW on multi-pile structure.	Visible 4° each side of range line. 1/13

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**SECTION II**

**CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2012**

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
28810	- RANGE FRONT LIGHT	21-26-05.27N 157-48-18.26W	Q R	36		KRW on post.	Visible 4° each side of range line.  1/13
				*			
28815	- RANGE REAR LIGHT 482 yards, 217.1° from front light.	21-25-53.86N 157-48-27.52W	Iso R 6s	94		KRW on post.	Visible 4° each side of range line.  1/13
	*			*			
29250	- RANGE REAR LIGHT 677 yards, 007° from front light.	21-18-52.54N 157-53-40.31W	Iso G 6s	67		KRW on skeleton tower.	Visible 4° each side of range line.  1/13
				*			
29385	- ENTRANCE RANGE REAR LIGHT 736 yards, 333.6° from front light.	21-19-56.09N 157-58-26.14W	Oc R 4s	95		KRW on skeleton tower.	Visible 4° each side of range line. Operates during periods of darkness only.  1/13
	*						
29653	- HARBOR ENTRANCE CHANNEL RANGE REAR LIGHT 125 yards, 045.9° from front light.	21-19-47.53N 158-06-50.24W	Iso G 6s	72		KRW on post.	Visible 4° each side of range line.  1/13
	*			*			
29680	- RANGE FRONT LIGHT	21-26-55.67N 158-11-46.75W	Q R	19		KRW on post.	  1/13
				*			
29685	- RANGE REAR LIGHT 78 yards, 003.3° from front light.	21-26-57.98N 158-11-46.61W	Iso R 6s	27	5	KRW on post.	  1/13
	*						
29700	- RANGE FRONT LIGHT	21-35-43.10N 158-06-11.64W	F G	23		KRW on post.	Visible 4° each side of range line.  1/13
				*			
29705	- RANGE REAR LIGHT 286 yards, 128.9° from front light.	21-35-37.76N 158-06-04.56W	F G	45		KRW on post.	Visible 4° each side of range line.  1/13
	*			*			
30665	- RANGE FRONT LIGHT	13-28-44.38N 144-45-06.62E	Q R	17		KRW on post.	Visible 4° each side of range line.  1/13
				*			
30670	- RANGE REAR LIGHT 108 yards, 186.8° from front light.	13-28-41.18N 144-45-06.23E	Iso R 6s	35		KRW on post.	Visible 4° each side of range line.  1/13
	*			*			
30705	- ENTRANCE RANGE REAR LIGHT 661 yards, 083.7° from front light.	13-27-25.45N 144-40-19.76E	Iso Y 6s	81		KRW on skeleton tower.	Visible 4° each side of range line.  1/13
	*						
30800	- RANGE FRONT LIGHT	13-25-06.53N 144-40-01.74E	Q G	42		KRW on post.	Visible 4° each side of range line.  1/13
				*			
30805	- RANGE REAR LIGHT 188 yards, 176.5° from front light.	13-25-00.94N 144-40-02.09W	Iso G 6s	59		KRW on post.	Visible 4° each side of range line.  1/13
	*			*			
30845	- RANGE FRONT LIGHT	14-08-11.85N 145-08-05.94E	Q G	37		KRW on post.	  1/13
				*			

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## SECTION II

### CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI PACIFIC COAST AND PACIFIC ISLANDS, 2012

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30850	- RANGE REAR LIGHT 30 yards, 117.2° from front light.  *	14-08-11.43N 145-08-06.76E	Iso G 6s	49		KRW on post.	   1/13
30875	- RANGE FRONT LIGHT	15-13-45.59N 145-44-25.59E	Q G	53		KRW on skeleton tower.	Visible 4° each side of range line.  1/13
30880	- RANGE REAR LIGHT 1,085 yards, 088.1° from front light.  *	15-13-46.52N 145-44-58.82W	Iso G 6s	126		KRW on skeleton tower.	Visible 4° each side of range line.  1/13

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## SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2012 EDITION							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
13000 <i>J 5016</i>	Bahia de Baracoa, Punta Rama, SW. side.	20° 20.7' N 74° 28.5' W	<b>Fl.W.</b> period 6s	23 7	10	White fiberglass tower; 10.	
	*	*	*	*		*	* 1/13
19484 <i>G 0930</i>	-N. breakwater, head.	38° 34.9' S 58° 41.7' W	<b>Fl.R.</b> period 3s	26 8	6	Red concrete tower, square base; 7.	Emergency light.
			*			*	* 1/13
19488 <i>G 0928</i>	-S. breakwater, head.	38° 35.3' S 58° 41.4' W	<b>Oc.G.</b> period 6s	69 21	9	Yellow metal tower, black band; 33.	
		*	*	*	*	*	* 1/13
19496 <i>G 0928.19</i>	-Pescador Range, front.	38° 35.1' S 58° 41.8' W	<b>Iso.G.</b> period 2s	23 7	4	Yellow masonry tower; 6.	Visible 134° -222° . Emergency light.
	*	*			*	*	* 1/13
19497 <i>G 0928.2</i>	-Rear, about 33 meters 134° 42' from front.	38° 35.1' S 58° 41.7' W	<b>Iso.G.</b> period 2s	26 8	3	Orange truncated conical tower on round base; 10.	Emergency light.
		*			*	*	* 1/13
19501 <i>G 0932.6</i>	-Segunda, on S. breakwater.	38° 35.0' S 58° 42.0' W	<b>Q.G.</b>	39 12	7	Black masonry tower; 13.	Visible 157° - 242° . Emergency light.
		*	*	*	*	*	* 1/13
19504 <i>G 0932</i>	-Entrance Range, front, on S. breakwater.	38° 34.9' S 58° 42.1' W	<b>Iso.R.</b> period 2s	33 10	10	White round tower, red band; 20.	
						*	* 1/13
19508 <i>G 0932.1</i>	-Rear, 790 meters 293° from front.	38° 34.7' S 58° 42.6' W	<b>2 Iso.W.</b> period 2s	141 43	9	On chimney, red and white triangular daymark, point down.	
	*		*		*		* 1/13
19516 <i>G 0934</i>	-Breakwater Range (Enfilacion Escollera), front.	38° 35.1' S 58° 41.6' W	<b>Q.R.</b>	30 9	4	Masonry tower, yellow triangular daymark, point up, on black base; 13.	Visible 131° -139° . Emergency light.
	*		*		*	*	* 1/13
19520 <i>G 0934.1</i>	-Rear, about 26 meters 134° 42' from front.	38° 35.1' S 58° 41.6' W	<b>Iso.W.</b> period 2s	43 13	6	Black truncated conical tower, yellow triangular daymark, point down, red band, on round base; 20.	Visible 131° -139° . Emergency light.
	*				*	*	* 1/13
19524 <i>G 0935</i>	-Inner Range (Enfilacion del Fondo), front.	38° 34.5' S 58° 42.5' W	<b>Fl.R.</b> period 3s fl. 0.5s, ec. 2.5s	98 30	9	On grain loader, red rectangular daymark with white triangle, point up.	Visible 308° 45' -315° 45' . Emergency light.
		*		*	*		* 1/13

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## SECTION II

### CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2012 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
19528 G 0935.1	-Rear, about 327 meters 314° 42' from front, on grain elevator.	38° 34.3' S 58° 42.6' W	<b>Fl.W.</b> period 1.5s fl. 0.5s, ec. 1s	135 41	5	Red rectangular daymark with white triangle, point down; 20.	Visible 308° 45' -315° 45' . Emergency light.
	*		*	*	*	*	* 1/13
19532 G 0938	-Espigon Este.	38° 34.7' S 58° 42.1' W	<b>Fl.R.</b> period 5s fl. 1s, ec. 4s	23 7		Red metal structure; 7.	
			*	*	*	*	1/13

### CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2012 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
17252 E 4930.2	--Aksa, Dolphin.	40° 42.0' N 29° 24.6' E	<b>Fl.(3)G.</b> period 10s		3	Platform.	
	*		*		*		1/13
20500 E 5838	Kec Adasi, S. point of islet.	36° 47.9' N 28° 15.6' E	<b>Fl.W.</b> period 2s fl. 0.2s, ec. 1.8s	98 30	7	White metal column on dwelling; 39.	
			*			*	1/13

### CORRECTIONS TO PUB 114, LIST OF LIGHTS, 2012 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*9461.1 B 0372.5	Deurganckdok, W. Range, front.	51° 17.0' N 4° 15.0' E	<b>Oc.W.</b> period 5s lt. 4s, ec. 1s			Black post, yellow daymark.	
			<b>Fl.R.</b>			Red LED triangle point down on same structure.	1/13
*9461.15 B 0372.501	--Rear, 291 meters 212° 12' from front.	51° 16.8' N 4° 14.9' E	<b>Oc.W.</b> period 5s lt. 4s, ec. 1s	69 21	3	Black post, yellow daymark.	Synchronized with front.
			<b>Fl.R.</b>			Red LED triangle point down on same structure.	1/13
*9461.2 B 0372.6	-E. Range, front.	51° 16.9' N 4° 15.1' E	<b>Oc.W.</b> period 3s lt. 2s, ec. 1s	59 18	3	Black post, yellow daymark.	
			<b>Fl.R.</b>			Red LED triangle point down on same structure.	1/13

**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 114, LIST OF LIGHTS, 2012 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*9461.25 B 0372.601	--Rear, 292 meters front.	213° 18' from 51° 16.8' N 4° 15.0' E	<b>Oc.W.</b> period 3s lt. 2s, ec. 1s	69 21	3	Black post, yellow daymark.	Synchronized with front.
			<b>F.R.</b>			Red LED triangle point down on same structure.	

1/13

### CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2012 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3504 B 3772	-Horgesund, on Leiskjaer.	60° 05.3' N 5° 07.7' E	<b>Iso.W.R.G.</b> period 6s	20 6	W. 5 R. 4 G. 3	White lantern.	G. 342° -352°, W.-358°, R.- 012° 30' , W.-013° 30' , G.-162° , R.-177° , G.-183° 30' .
							*
*5102 L 0309	--Pier.	61° 35.1' N 4° 47.3' E	<b>F.R.</b>				

1/13

1/13

**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 1/13

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS THROUGH NM 1/13

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

Publication	Ed.	Notice to Mariners No.	Publication	Ed.	Notice to Mariners No.	Publication	Ed.	Notice to Mariners No.
<b>NGA/DLIS CATALOGS CATCDLIMDIS</b>								
Region 1	2005	11*,12,13,14,15,16,18,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,38,39,40,41,42,43,45,46,47,48,49,50,51,53/05:2,3,4,5,6,8,9,10,11,12,14,15,16,17,19,20,21,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,45,46,48,49,50,51,52/06:1,3,4,6,7,8,10,11,12,13,14,17,19,20,22,23,24,25,26,30,31,32,33,34,36,37,38,40,41,43,44,45,46,47,49,50,51,52/07:1,5,6,7,8,11,12,13,15,16,17,18,19,20,21,22,23,24,25,27,28,30,31,32,33,34,36,38,39,40,41,42,43,44,46,47,48,50,51/08:1,3,6,7,8,9,10,11,13,14,15,17,19,22,23,24,25,26,27,28,29,30,31,32,34,35,37,39,40,41,42,44,46,47,48,52/09:1,3,4,5,9,10,11,12,15,17,18,19,23,24,26,27,28,31,32,34,35,37,38,40,41,43,44,46,48,51,52/10:2,3,4,8,10,11,13,14,15,16,17,18,19,20,21,22,23,27,28,31,32,33,34,35,36,37,38,39,43,44,45,46,47,52/12:1/13	Region 3	2005	11*,12,13,14,16,17,19,23,24,25,27,31,32,34,35,37,40,45,46,47,51/05:4,5,8,12,15,17,18,20,21,22,23,25,26,27,29,30,32,40,42,43,47,52/06:2,3,4,5,6,7,9,11,12,13,14,20,21,24,27,28,29,30,37,38,42,44/07:6,7,8,10,16,21,25,26,27,31,32,33,36,37,38,46,49,52/08:4,5,16,20,22,25,33,34,39,40,41,42,43/09:6,7,12,13,18,22,26,31,37,39,46/10:14,18,21,26,29,32,34,37,38,40,43,44,53/11:1,2,3,4,5,6,13,21,24,26,29,30,31,34,37,38,39,40,41,42,44,45,51,52/12:1/13	Region 8	2005	11*,23,53/05:15,16,25,32,35,39,52/06:10,20,23,39,40,41/07:8,21,36,39,49,51/08:5,7,14/09:19,22,24,32,37,42,49/10:27/11
Region 2	2005	11*,25,41/05:8,12,13,14,20,23,25,26,27,29,31,37,39,42/06:3,10,12,13,21,24,32,34,51/07:21,31,34,45,48,49/08:1,3,7,23,25,30,31,39,41,48,50/09:6,8,10,11,16,17,19,24,26,27,28,30,32,35,37,38,40,43,46,47,49/10:7,8,9,10,14,15,18,19,21,23,26,27,29,34,35,41,45,49,51,53/11:3,4,6,7,8,10,16,17,21,22,25,26,34,36,37,38,39,44/12	Region 4	2005	11/05*:20,43/07:17,20,25,43,45/08:5,26,29,35,39,42,43,44,45,49/09:5,11,12,18,19,27,30,32,44,49/10:7,8,9,11,15,16,17,18,21,23,27,34,42,44,45,48/11:4,5,8,20,21,34,36,38,40,41,43/12:1/13	Region 9	2005	11*,43,47,52/05:2,4,5,8,21,22,25,27,29,32,39,40,42,45/06:3,4,7,10,13,21,22,28,29,34,38,40,41,50/07:3,7,8,10,17,19,20,24,25,32,33,34,36,38,43,45,48,49/08:1,5,8,9,10,13,14,18,24,25,30,33,34,35,39,43,44,48,50/09:5,10,12,19,32,38,44,46/10:9,10,11,12,18,21,22,33,34,44,45,46,48,49,50,51,52,53/11:1,3,4,5,6,8,9,10,12,13,14,16,17,20,21,22,26,27,29,33,34,36,37,38,39,41,42,44,45,46,51,52,53/12:1/13
Region 3	2005	11*,14,18,20,22,23,28,36,41,43,45,49/05:4,5,7,9,10,12,14,27,32,45/06:3,20,23,25,28,30,31,41/07:8,13,17,20,22,25,29,31,33,36,38,40,51/08:1,5,6,7,8,9,10,11,12,16,18,19,24,25,30,31,38,39,41,44,48,50/09:5,10,11,16,17,18,22,26,27,28,32,37,38,39,46/10:9,10,14,15,17,20,21,22,28,34,42,43,44,53/11:6,16,21,22,24,25,29,31,33,34,37,39,41,42,43,48,52/12:1/13	Region 5	2005	11*,14,18,20,22,23,28,36,41,43,45,49/05:4,5,7,9,10,12,14,27,32,45/06:3,20,23,25,28,30,31,41/07:8,13,17,20,22,25,29,31,33,36,38,40,51/08:1,5,6,7,8,9,10,11,12,16,18,19,24,25,30,31,38,39,41,44,48,50/09:5,10,11,16,17,18,22,26,27,28,32,37,38,39,46/10:9,10,14,15,17,20,21,22,28,34,42,43,44,53/11:6,16,21,22,24,25,29,31,33,34,37,39,41,42,43,48,52/12:1/13	Miscellaneous Charts and Publications	2005	11*,12,13,14,15,16,18,19,20,21,22,24,25,27,28,29,31,32,33,35,36,37,38,39,41,42,43,44,45,46,47,48,50,52,53/05:1,3,4,5,6,7,9,10,11,13,14,15,16,17,18,19,21,22,24,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,43,44,45,46,47,48,49,50,51,52/07:1,2,3,4,6,7,8,9,10,11,12,13,14,16,17,18,19,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,44,45,46,47,48,50,51,52,53/08:1,2,3,4,6,7,8,9,10,11,12,13,17,18,19,21,22,24,26,27,29,30,31,32,33,34,35,36,37,38,39,40,43,44,45,46,47,48,49,50,51,52/09:2,3,4,5,6,7,8,9,10,11,12,13,14,15,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,50/10:3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,50/10:3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,52/12:1/13
Region 4	2005	11*,25,41/05:8,12,13,14,20,23,25,26,27,29,31,37,39,42/06:3,10,12,13,21,24,32,34,51/07:21,31,34,45,48,49/08:1,3,7,23,25,30,31,39,41,48,50/09:6,8,10,11,16,17,19,24,26,27,28,30,32,35,37,38,40,43,46,47,49/10:7,8,9,10,14,15,18,19,21,23,26,27,29,34,35,41,45,49,51,53/11:3,4,6,7,8,10,16,17,21,22,25,26,34,36,37,38,39,44/12	Region 6	2005	11*,18,23,28,43,46,52/05:5,7,10,12,14,16,25,30,35,36,40,41,42,43,45,50/06:3,6,7,10,12,20,28,30,35,39,41,42,50/07:3,7,8,11,13,15,20,22,32,34,37,43,45,46/08:7,8,14,16,18,23,38,41,48/09:10,19,28,32,46/10:9,10,11,37/11:1,11,17,20,21,22,26,29,32,33,34,36,37,42,52/12:1/13	Region 7	2005	11*,14,43,47,52/05:12,14,15,17,18,19,20,21,25,27,35,42,45,46,47,48,49,52/06:3,4,8,9,10,11,12,13,14,15,16,17,18,19,20,23,30,34,35,36,39,42,50/07:1,7,10,16,17,20,22,25,26,37,42,43,48/08:1,8,10,11,12,13,14,20,22,41,43/09:17,22,36,39,41,42,44,45,46,47,49/10:9,17,34,35,52/11:4,6,22,36,42,47/12
Region 5	2005	11*,14,18,20,22,23,28,36,41,43,45,49/05:4,5,7,9,10,12,14,27,32,45/06:3,20,23,25,28,30,31,41/07:8,13,17,20,22,25,29,31,33,36,38,40,51/08:1,5,6,7,8,9,10,11,12,16,18,19,24,25,30,31,38,39,41,44,48,50/09:5,10,11,16,17,18,22,26,27,28,32,37,38,39,46/10:9,10,14,15,17,20,21,22,28,34,42,43,44,53/11:6,16,21,22,24,25,29,31,33,34,37,39,41,42,43,48,52/12:1/13	Region 8	2005	11*,18,23,28,43,46,52/05:5,7,10,12,14,16,25,30,35,36,40,41,42,43,45,50/06:3,6,7,10,12,20,28,30,35,39,41,42,50/07:3,7,8,11,13,15,20,22,32,34,37,43,45,46/08:7,8,14,16,18,23,38,41,48/09:10,19,28,32,46/10:9,10,11,37/11:1,11,17,20,21,22,26,29,32,33,34,36,37,42,52/12:1/13	Region 9	2005	11*,43,47,52/05:2,4,5,8,21,22,25,27,29,32,39,40,42,45/06:3,4,7,10,13,21,22,28,29,34,38,40,41,50/07:3,7,8,10,17,19,20,24,25,32,33,34,36,38,43,45,48,49/08:1,5,8,9,10,13,14,18,24,25,30,33,34,35,39,43,44,48,50/09:5,10,12,19,32,38,44,46/10:9,10,11,12,18,21,22,33,34,44,45,46,48,49,50,51,52,53/11:1,3,4,5,6,8,9,10,12,13,14,16,17,20,21,22,26,27,29,33,34,36,37,38,39,41,42,44,45,46,51,52,53/12:1/13
Region 6	2005	11*,25,41/05:8,12,13,14,20,23,25,26,27,29,31,37,39,42/06:3,10,12,13,21,24,32,34,51/07:21,31,34,45,48,49/08:1,3,7,23,25,30,31,39,41,48,50/09:6,8,10,11,16,17,19,24,26,27,28,30,32,35,37,38,40,43,46,47,49/10:7,8,9,10,14,15,18,19,21,23,26,27,29,34,35,41,45,49,51,53/11:3,4,6,7,8,10,16,17,21,22,25,26,34,36,37,38,39,44/12	Region 9	2005	11*,43,47,52/05:2,4,5,8,21,22,25,27,29,32,39,40,42,45/06:3,4,7,10,13,21,22,28,29,34,38,40,41,50/07:3,7,8,10,17,19,20,24,25,32,33,34,36,38,43,45,48,49/08:1,5,8,9,10,13,14,18,24,25,30,33,34,35,39,43,44,48,50/09:5,10,12,19,32,38,44,46/10:9,10,11,12,18,21,22,33,34,44,45,46,48,49,50,51,52,53/11:1,3,4,5,6,8,9,10,12,13,14,16,17,20,21,22,26,27,29,33,34,36,37,38,39,41,42,44,45,46,51,52,53/12:1/13	NGA LIST OF LIGHTS PUB 110	2012	20*,22,23,24,25,26,28,29,30,33,35,39,42,43,48,49,50/12:1/13

PUBLICATIONS AFFECTED BY NOTICE TO MARINERS THROUGH NM 1/13

Note: \* indicates New Edition/New Publication; \*\* indicates Publication Canceled; N indicates Not For Sale

Publication	Ed.	Notice to Mariners No.	Publication	Ed.	Notice to Mariners No.	Publication	Ed.	Notice to Mariners No.
PUB 111	2012	34*,36,38,39,41,42,44,45,46,47,48,49,50,52/12	VOLUME VI	2012	14*,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/12:1/13	<b>SIGHT REDUCTION TABLES (AIR)</b>		
PUB 112	2012	49*,51,52/12				PUB 249 VOL. 1	2007	38/07*
PUB 113	2012	43*,47,50,51,52/12;1/13				PUB 249 VOL. 2	1952	46/52*
PUB 114	2012	26*,32,33,36,42,47,51,52/12:1/13	VOLUME VII	2012	14*,15,16,17,18,19,20,21,22,24,25,26,27,28,29,30,31,32,33,34,35,38,39,40,41,42,43,44,46,47,48,49,50,51,52/12	PUB 249 VOL. 3	1952	46/52*
PUB 115	2012	37*,40,42,43,44,45,47,48,51,52/12:1/13				<b>CHART NO. 1</b>		
PUB 116	2012	31*,33,36,37,38,40,41,42,44,45,47,51,52/12				CHART NO. 1	2011	N51/11*
						<b>CHART NO. 4</b>		
						CHART NO. 4	1988	N23/91*
<b>SAILING DIRECTIONS</b>			<b>DIGITAL PUBLS - QUARTERLY</b>			<b>ATLAS OF PILOT CHARTS</b>		
PUB 120	2012	19/12*	DIGITAL PUBLS - QUARTERLY	2012	N45/12*	PUB 106	2002	42/03*
PUB 123	2012	36/12*				PUB 107	1998	30/99*
PUB 124	2012	41/12*	<b>FLEET GUIDES</b>			PUB 109	2001	49/02*
PUB 125	2012	25/12*	PUB 940	2012	N49/12*	<b>USCG NAVIGATION RULES</b>		
PUB 126	2010	42/10*	PUB 941	2012	N49/12*	COMDTINST M166722	1999	44/99*;52/00;16/04
PUB 127	2010	46/10*				D		
PUB 131	2011	26/11*	<b>NOS MISCELLANEOUS PUBLICATIONS</b>			<b>NOS TIDE TABLES</b>		
PUB 132	2011	9/11*	CATALOG A	2012	22/12*	W PACIFIC/INDIAN OCEAN	2013	N46/12*
PUB 140	2012	5/12*	CATALOG G	2012	18/12*	WEST ATLANTIC	2013	N46/12*
PUB 141	2010	28/10*	CATALOG K	2012	34/12*	EUROPE/WEST AFRICA	2013	N46/12*
PUB 142	2011	46/11*	CATALOG L	2012	27/12*	EAST PACIFIC	2013	N46/12*
PUB 143	2011	33/11*	CATALOG P	2012	32/12*			
PUB 145	2012	17/12*	<b>ALMANACS</b>			<b>TIDAL CURRENT TABLES</b>		
PUB 146	2012	49/12*	AIR ALMANAC	2013	33/12*	ATLANTIC	2013	N46/12*
PUB 147	2011	30/11*	NAUTICAL ALMANAC	2013	34/12*	PACIFIC	2013	N46/12*
PUB 148	2012	43/12*						
PUB 153	2012	39/12*	<b>COAST PILOT</b>					
PUB 154	2012	53/11*	COAST PILOT 1	42	17*,28,33,35,38,44,46,51,52/12			
PUB 155	2011	32/11*	COAST PILOT 2	42	41*,46,50,51/12			
PUB 157	2012	12/12*	COAST PILOT 3	46	1/13*			
PUB 158	2012	21/12*	COAST PILOT 4	44	41*,50/12			
PUB 159	2011	22/11*	COAST PILOT 5	40	27*,33,36,41,44,45,50,52/12			
PUB 160	2012	17/12*	COAST PILOT 6	42	10*,18,20,25,30,34,35,36,38,39,40,41,42,44,46,50,51,52/12:1/13			
PUB 161	2011	10/11*	COAST PILOT 7	45	48*,50/12			
PUB 162	2011	33/11*	COAST PILOT 8	34	30*,34,35,36,38,45,52/12			
PUB 163	2011	35/11*	COAST PILOT 9	30	35*,36,38,40,42,44,45,46,50,51,52/12			
PUB 164	2011	43/11*	<b>RADIO NAVIGATIONAL AIDS</b>					
PUB 171	2010	17/10*	PUB 117	2005	4/05*;9,25/12			
PUB 172	2012	24/12*	<b>AMERICAN PRACTICAL NAVIGATOR</b>					
PUB 173	2011	21/11*	PUB 9	2002	36/02*;14,38/03;40/05			
PUB 174	2010	40/10*	<b>INTERNATIONAL CODE OF SIGNALS</b>					
PUB 175	2010	32/10*	PUB 102	2003	20/03*			
PUB 180	2011	20/11*	<b>WORLD PORT INDEX</b>					
PUB 181	2010	46/10*	PUB 150	2012	47/12*			
PUB 182	2012	52/12*	<b>DISTANCES BETWEEN PORTS</b>					
PUB 183	2011	22/11*	PUB 151	2001	4/02*			
PUB 191	2010	43/10*	<b>RADAR NAVIGATION AND MANEUVERING BOARD MANUAL</b>					
PUB 192	2010	19/10*	PUB 1310	2001	51/01*			
PUB 193	2010	37/10*	<b>SIGHT REDUCTION TABLES (MARINE)</b>					
PUB 194	2010	50/10*	PUB 229 VOL. 1	1970	11/71*			
PUB 195	2011	20/11*	PUB 229 VOL. 2	1970	11/71*			
PUB 200	2011	13/11*	PUB 229 VOL. 3	1970	7/71*			
			PUB 229 VOL. 4	1970	3/71*			
			PUB 229 VOL. 5	1970	3/71*			
			PUB 229 VOL. 6	1970	23/70*			
<b>USCG LIGHT LIST VOLUMES I - VII</b>								
VOLUME I	2012	16*,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/12:1/13						
VOLUME II	2012	16*,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/12:1/13						
VOLUME III	2012	14*,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52/12:1/13						
VOLUME IV	2012	16*,17,19,21,22,23,24,25,26,27,28,29,31,32,33,34,35,36,39,40,41,42,43,44,45,46,47,48,49,50,51,52/12:1/13						
VOLUME V	2012	14/12*						

**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 261730Z December 2012:

2011 series	272(28)	524(51)	707(27,28)	761(11)
385(28)	286(GEN)	569(11)	741(28)	768(GEN)
2012 series	427(24)	610(GEN)	742(28)	772(GEN)
40(28)	460(24,25)	706(28)	754(28)	

The summary of all NAVAREA IV messages in force as of 19 December 2012 is given in Section III of NM 52/12.

**NAVAREA IV WARNINGS issued from 191900Z to 261730Z December 2012.**

762/12 thru 767/12. CANCELED.

768/12(GEN).

1. NAVAREA IV WARNINGS IN FORCE 221000Z DEC 12. ONLY THOSE WARNINGS ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2012 SERIES: 706(28), 707(27,28), 741(28), 742(28), 754(28), 761(11), 767(GEN).
2. THE SUMMARY OF ALL NAVAREA IV WARNINGS IN FORCE AS OF 22 DEC 2011 IS GIVEN IN SEC III OF NM 53/11. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/12, 26/12 AND 39/12.
3. CANCEL NAVAREA IV 756/12.

(221141Z DEC 2012)

769/12 thru 771/12. CANCELED.

772/12(GEN).

NORTH AMERICAN ICE SERVICE (NAIS) ICEBERG BULLETIN.

1. 260001Z DEC ICEBERG LIMIT:  
55-45N 060-20W, 55-45N 059-00W,  
56-30N 058-15W, 60-00N 060-00W.
2. SEA ICE LIMIT:  
A. 46-00N 063-55W, 46-05N 063-00W.  
B. 47-40N 061-25W, 47-40N 061-10W, 47-35N 060-55W,  
47-15N 061-50W.  
C. 46-30N 063-30W, 47-05N 064-00W, 46-50N 064-45W,  
48-50N 063-55W, 49-05N 064-35W.  
D. 48-50N 067-35W, 48-45N 068-25W, 49-15N 067-10W,  
50-10N 065-45W, 50-05N 061-40W, 50-05N 060-05W,  
51-25N 057-30W, 51-25N 056-40W, 50-40N 057-25W,  
50-35N 057-20W.  
E. 48-35N 053-20W, 49-10N 053-20W, 49-50N 054-00W,  
50-10N 056-10W, 51-30N 055-25W, 53-50N 055-40W,  
56-30N 060-40W, 58-00N 060-45W, 61-05N 062-00W,  
66-15N 055-15W, 69-10N 056-30W, 70-45N 055-40W,  
66-00N 054-00W, 64-15N 052-05W.
3. REPORT POSITION AND TIME OF ANY ICEBERGS OR STATIONARY RADAR TARGETS THAT MAY LIKELY BE ICEBERGS TO THE NEAREST CANADIAN COAST GUARD MARINE COMMUNICATIONS AND TRAFFIC SERVICE STATION OR USING INMARSAT CODE 42.
4. CANCEL THIS MSG 270001Z DEC 12.

(252201Z DEC 2012)

## SECTION III

NM 1/13

## HYDROLANTS

Messages in force 261730Z December 2012:

2008 series	2298(54)	1996(51)	2680(57)	2900(35)	3010(57)
1354(24)	2299(54)	2024(37)	2697(57)	2908(37)	3011(24)
1463(24)	2300(54)	2035(35)	2712(35)	2913(37)	3012(24)
1852(37)	2012 series	2057(24)	2735(57)	2914(37)	3013(24)
2010 series	117(53)	2118(35)	2736(55)	2918(37,43)	3014(24)
845(24)	168(51)	2123(55)	2750(52)	2939(57)	3015(24)
2011 series	326(36)	2168(36)	2755(24)	2942(24)	3016(24)
483(24)	344(35)	2275(24)	2781(57)	2960(37)	3018(GEN)
881(56)	441(24)	2305(24)	2788(55)	2965(24)	3019(57)
1291(37)	536(51)	2329(36)	2806(37)	2972(51)	3024(57)
1314(52)	641(35,43)	2467(37)	2811(35)	2977(24)	3025(54,56)
1318(35)	751(37)	2468(37)	2819(56)	2980(51)	3028(57)
1331(37,43)	847(24)	2501(37)	2820(54,56)	2990(57,61)	3029(57)
1401(24)	976(24)	2525(57)	2834(24)	2991(51)	3030(35,43)
1617(43)	1322(24)	2556(54)	2839(37)	2994(24)	3032(24)
1652(35)	1348(24)	2565(24)	2842(24)	2999(11)	3033(23,24)
1681(24)	1352(36)	2573(36)	2845(37)	3000(53)	3034(24)
1879(24)	1491(35)	2574(36)	2881(24)	3001(37)	
1880(GEN)	1551(37,43)	2594(37)	2887(25)	3004(24)	
1966(37)	1564(24)	2596(51)	2890(37)	3006(57)	
2296(54)	1883(55)	2598(55)	2893(55)	3008(57)	
2297(54)	1956(24)	2603(36,37)	2897(55)	3009(54,56)	

The summary of all HYDROLANTS in force as of 19 December 2012 is given in Section III of NM 52/12.

**HYDROLANT WARNINGS issued from 191900Z to 261730Z December 2012.**

2988/12 and 2989/12. CANCELED.

2990/12(57,61).

SOUTH AFRICA.

RADIO SERVICES.

1. CAPE NAVAL WEATHER FACSIMILE OFF AIR.

2. CANCEL HYDROLANT 1670/12.

(191612Z DEC 2012)

2991/12(51).

EASTERN NORTH ATLANTIC.

SENEGAL.

12 METER VESSEL, CHEIKH MALAMINE SECK KHADIM RASSOUL, YELLOW AND RED HULL, FOUR PERSONS ON BOARD, REQUESTING ASSISTANCE. LAST KNOWN POSITION VICINITY 15-06N 017-15W.

VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC DAKAR, PHONE: 22 133 826 5001, FAX: 22 133 826 5000.

(191651Z DEC 2012)

2992/12 and 2993/12. CANCELED.

2994/12(24).

BRAZIL-NORTH COAST.

CHART 24321

RACON AT PONTA DO SANTAREM LIGHT 00-38.8N 050-05.7W INOPERATIVE.

(200033Z DEC 2012)

2995/12 thru 2998/12. CANCELED.

2999/12(11).

GULF OF MEXICO.

LOUISIANA.

DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM S/V AMANTE IN 28-42.2N 092-54.8W AT 201624Z DEC. VESSELS

IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,

ASSIST IF POSSIBLE. REPORTS TO U.S. COAST GUARD

RCC NEW ORLEANS, PHONE: 504 589 6225,

FAX: 504 589 2148, E-MAIL: D8COMMANDCENTER@USCG.MIL.

(201704Z DEC 2012)

- 3000/12(53).  
EASTERN MEDITERRANEAN SEA.  
MALTA.  
NAVTEX.  
NAVTEX STATION MALTA OFF AIR.  
(201818Z DEC 2012)
- 3001/12(37).  
SOUTHERN NORTH SEA.  
CHART 37058  
ALL NAVIGATIONAL AIDS AT PLATFORM 48/6-C  
53-45.2N 001-04.8E INOPERATIVE.  
(201825Z DEC 2012)
- 3002/12 and 3003/12. CANCELED.
- 3004/12(24).  
BRAZIL-NORTH COAST.  
1. SEISMIC SURVEY IN PROGRESS UNTIL 04 JAN 13 BY  
M/V HARRIER EXPLORER TOWING 5.4 MILE LONG CABLES  
IN AREA BOUND BY  
03-41N 048-57W, 05-37N 047-07W,  
00-08N 041-03W, 01-58S 042-00W,  
01-55S 042-57W, 01-32S 043-14W,  
01-12S 043-35W, 00-53S 043-48W,  
00-10N 044-38W, 00-45N 045-54W,  
01-37N 046-55W, 02-28N 047-58W,  
03-36N 048-46W.  
SEVEN MILE BERTH REQUESTED.  
2. CANCEL THIS MSG 05 JAN 13.  
(210046Z DEC 2012)
- 3005/12. CANCELED.
- 3006/12(57).  
EASTERN SOUTH ATLANTIC.  
ANGOLA.  
1. UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER  
NOTICE IN AREA BETWEEN  
07-25S 07-30S AND 011-30E 011-40E.  
2. CANCEL HYDROLANT 2987/12.  
(210823Z DEC 2012)
- 3007/12. CANCELED.
- 3008/12(57).  
GULF OF GUINEA.  
NIGERIA.  
1. SEISMIC SURVEY IN PROGRESS UNTIL 28 FEB 13  
BY M/V BGP PIONEER TOWING SIX 6500 METER  
LONG CABLES IN AREA BETWEEN  
03-44N 04-07N AND 007-02E 007-28E.  
FIVE MILE BERTH REQUESTED.  
2. CANCEL HYDROLANT 2740/12.  
3. CANCEL THIS MSG 01 MAR 13.  
(211208Z DEC 2012)
- 3009/12(54,56).  
EASTERN MEDITERRANEAN SEA.  
HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 241530Z TO 241830Z,  
260930Z TO 261230Z AND 261530Z TO 261830Z DEC  
IN AREAS BOUND BY:  
A. 34-25.0N 034-00.0E, 34-29.3N 034-07.0E,  
34-23.0N 034-19.0E, 34-00.0N 034-08.0E,  
34-10.0N 034-00.0E.  
B. 34-20.3N 034-23.0E, 34-13.4N 034-35.4E,  
34-00.0N 034-33.0E, 34-00.0N 034-14.0E.  
2. CANCEL HYDROLANT 2998/12(35), AID RESTORED.  
3. CANCEL THIS MSG 261930Z DEC 12.  
(211726Z DEC 2012)
- 3010/12(57).  
EASTERN SOUTH ATLANTIC.  
SOUTH AFRICA-WEST COAST.  
SURVEY OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE BY  
M/V NORTHERN EXPLORER TOWING 10000 METER LONG CABLE  
IN AREA BOUND BY  
31-02.7S 012-13.4E, 29-47.7S 014-34.6E,  
29-47.1S 016-25.2E, 30-20.6S 017-13.3E,  
33-04.5S 017-13.2E, 35-56.6S 015-13.3E.  
WIDE BERTH REQUESTED.  
(212143Z DEC 2012)

3011/12(24).

BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY 220200Z TO 290159Z DEC  
BY M/V SANCO STAR AND M/V OCEAN EUROPE  
TOWING THREE 200 METER LONG CABLES  
IN AREA BOUND BY  
22-22.05S 039-59.62W, 22-25.28S 039-54.10W,  
22-27.53S 039-55.38W, 22-24.25S 040-01.07W.  
TWO MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290259Z DEC 12.

(220153Z DEC 2012)

3012/12(24).

BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290159Z DEC  
BY M/V WESTERN NEPTUNE TOWING 12 6000 METER  
LONG CABLES IN AREA BOUND BY  
21-11.83S 040-03.83W, 21-15.65S 039-58.92W,  
21-20.25S 040-02.99W, 21-16.43S 040-07.90W.  
SEVEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290259Z DEC 12.

(220156Z DEC 2012)

3013/12(24).

BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290159Z DEC  
BY M/V NPS SANCO SPIRIT IN AREA BOUND BY  
21-44S 039-59W, 21-46S 039-39W,  
22-02S 039-39W, 22-01S 039-59W.  
SEVEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290259Z DEC 12.

(220202Z DEC 2012)

3014/12(24).

BRAZIL-SOUTH COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290159Z DEC  
BY M/V RAMFORM SOVEREIGN TOWING 12 FIVE MILE  
LONG CABLES IN AREA BETWEEN  
24-59.60S 26-19.38S AND 044-53.38W 044-27.43W.  
THREE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290259Z DEC 12.

(220204Z DEC 2012)

3015/12(24).

BRAZIL-SOUTHEAST COAST.

1. SEISMIC SURVEY IN PROGRESS UNTIL 290159Z DEC  
BY M/V RAMFORM VIKING TOWING TEN 8100 METER  
LONG CABLES IN AREA BOUND BY  
23-27.42S 039-29.52W, 22-43.97S 040-01.52W,  
23-12.60S 040-47.50W, 23-57.18S 040-15.37W.  
SEVEN MILE BERTH REQUESTED.
2. CANCEL THIS MSG 290259Z DEC 12.

(220206Z DEC 2012)

3016/12(24).

BRAZIL-NORTH COAST.

1. SEISMIC SURVEY BY M/V HAWK EXPLORER  
TOWING 5.4 MILE LONG CABLES:
  - A. 22 DEC ALONG TRACKLINE BETWEEN  
03-10.66S 037-40.10W AND 04-16.09S 036-15.64W.
  - B. 23 DEC ALONG TRACKLINE BETWEEN  
03-27.83S 037-53.23W AND 04-33.27S 036-28.82W.
  - C. 24 DEC ALONG TRACKLINE BETWEEN  
03-27.83S 037-53.23W AND 04-33.27S 036-28.82W.
  - D. 25 DEC ALONG TRACKLINE BETWEEN  
03-19.24S 037-46.62W AND 04-24.68S 036-22.23W.
  - E. 26 DEC ALONG TRACKLINE BETWEEN  
03-39.94S 037-46.48W AND 04-37.57S 036-32.12W.
 SEVEN MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 2978/12.
3. CANCEL THIS MSG 27 DEC 12.

(220222Z DEC 2012)

3017/12. CANCELED.

3018/12(GEN).

1. HYDROLANT WARNINGS IN FORCE 221000Z DEC 12. ONLY THOSE  
WARNINGS ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2012 SERIES: 2680(57), 2697(57), 2712(35), 2735(57), 2736(55),  
2750(52), 2755(24), 2781(57), 2788(55), 2806(37), 2811(35),  
2819(56), 2820(54,56), 2834(24), 2839(37), 2842(24), 2845(37),  
2881(24), 2887(25), 2890(37), 2893(55), 2897(55), 2900(35),

2908(37), 2913(37), 2914(37), 2918(37,43), 2929(51), 2939(57),  
 2942(24), 2960(37), 2965(24), 2971(55), 2972(51), 2973(35,36),  
 2977(24), 2980(51), 2984(54,56), 2990(57,61), 2991(51),  
 2992(54), 2994(24), 2997(44), 2999(11), 3000(53), 3001(37),  
 3002(57), 3004(24), 3006(57), 3008(57), 3009(54,56), 3010(57),  
 3011(24), 3012(24), 3013(24), 3014(24), 3015(24), 3016(24),  
 3017(24).

2. THE SUMMARY OF ALL HYDROLANT WARNINGS IN FORCE AS OF  
 22 DEC 2011 IS GIVEN IN SEC III OF NM 53/11. WARNINGS  
 ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED  
 IN NM 13/12, 26/12 AND 39/12.

3. CANCEL HYDROLANT 2654/12, 2669/12, 2785/12,  
 2843/12, 2848/12, 2899/12, 2941/12,  
 2945/12, 2953/12, 2956/12, 2989/12.

(221143Z DEC 2012)

3019/12(57).

EASTERN SOUTH ATLANTIC.  
 DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM VESSEL YUMAPI  
 IN 27-20.24S 007-37.16E AT 220954Z DEC. VESSELS  
 IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
 ASSIST IF POSSIBLE. REPORTS TO CAPE TOWN RADIO,  
 PHONE: 272 1551 2617, E-MAIL: MARITIMERADIO@IXMAIL.CO.ZA  
 OR MRCC CAPE TOWN, PHONE: 272 1938 3300,  
 E-MAIL: MRCC.CT@SAMSA.ORG.

(221203Z DEC 2012)

3020/12 thru 3023/12. CANCELED.

3024/12(57).

EASTERN SOUTH ATLANTIC.  
 ANGOLA.  
 1. SURVEY OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE  
 BY M/V WG AMUNDSEN TOWING TEN 2600 METER LONG  
 CABLES IN AREAS BOUND BY:  
 A. 07-27.6S 011-26.9E, 07-23.3S 011-34.5E,  
 07-40.4S 011-44.2E, 07-44.7S 011-36.6E.  
 B. 07-29.0S 011-37.9E, 07-27.9S 011-40.4E,  
 07-30.6S 011-47.3E, 07-30.8S 011-49.1E,  
 07-32.0S 011-52.7E, 07-51.9S 011-50.4E,  
 07-50.4S 011-36.8E, 07-48.2S 011-35.8E.  
 FOUR MILE BERTH REQUESTED.  
 2. CANCEL HYDROLANT 2929/12(51), OPERATIONS COMPLETED.  
 3. CANCEL HYDROLANT 2992/12(54).

(231028Z DEC 2012)

3025/12(54,56).

EASTERN MEDITERRANEAN SEA.  
 SURVEY OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE BY  
 M/V NORDIC EXPLORER TOWING 10000 METER LONG CABLE  
 IN AREA BOUND BY  
 35-10N 026-20E, 33-20N 026-25E,  
 33-35N 024-15E, 34-30N 022-00E,  
 35-15N 021-53E, 35-45N 023-20E,  
 35-42N 023-45E.  
 EIGHT MILE BERTH REQUESTED.

(231406Z DEC 2012)

3026/12 and 3027/12. CANCELED.

3028/12(57).

GULF OF GUINEA.  
 NIGERIA.  
 PIRACY.  
 M/V ATTACKED IN 04-01N 005-14E AT 231845Z DEC.  
 VESSELS ARE ADVISED TO KEEP CLEAR OF THIS  
 POSITION AND TO EXERCISE EXTREME CAUTION.  
 REPORTS TO IMB PIRACY REPORTING CENTER,  
 PHONE: 603 2031 0014, FAX: 603 2078 5769,  
 E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG.

(240632Z DEC 2012)

3029/12(57).

EASTERN SOUTH ATLANTIC.  
 NAMIBIA.  
 1. UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER  
 NOTICE BY M/V CORAL SEA IN 28-26.5S 015-52.3E.  
 TWO MILE BERTH REQUESTED.  
 2. CANCEL HYDROLANT 3002/12.

(240941Z DEC 2012)

SECTION III

NM 1/13

- 3030/12(35,43).  
NORTH SEA.  
CHART 35004  
ALL NAVIGATIONAL AIDS AT PLATFORM 56-57.8N 001-48.1E INOPERATIVE. (241152Z DEC 2012)
- 3031/12. CANCELED.
- 3032/12(24).  
BRAZIL-NORTH COAST.  
CHART 24274  
PONTA DO ARACAGI LIGHT 02-27.0S 044-08.9W UNRELIABLE. (250029Z DEC 2012)
- 3033/12(23,24).  
WESTERN SOUTH ATLANTIC.  
URUGUAY.  
1. SEISMIC SURVEY 26 DEC BY M/V TASMAN TOWING 12  
8800 METER LONG CABLES ALONG TRACKLINE BETWEEN  
36-32.90S 051-42.73W AND 35-51.05S 052-23.62W.  
NINE MILE BERTH REQUESTED.  
2. CANCEL HYDROLANT 3031/12.  
3. CANCEL THIS MSG 27 DEC 12. (260525Z DEC 2012)
- 3034/12(24).  
WESTERN SOUTH ATLANTIC.  
URUGUAY.  
1. SEISMIC SURVEY 26 DEC BY M/V RAMFORM VANGUARD  
TOWING 12 7000 METER LONG CABLES  
ALONG TRACKLINE BETWEEN  
34-56.00S 052-40.58W AND 35-34.97S 051-39.13W.  
EIGHT MILE BERTH REQUESTED.  
2. CANCEL HYDROLANT 3021/12.  
3. CANCEL THIS MSG 27 DEC 12. (260532Z DEC 2012)

**SECTION III**

**NM 1/13**

**NAVAREA XII**

Messages in force 261730Z December 2012:

2011 series	2012 series	181(21)	271(21)	334(21)
198(21)	110(97)	200(17)	325(18)	342(GEN)

The summary of all NAVAREA XII messages in force as of 19 December 2012 is given in Section III of NM 52/12.

**NAVAREA XII WARNINGS issued from 191900Z to 261730Z December 2012.**

342/12(GEN).

1. NAVAREA XII WARNINGS IN FORCE 221000Z DEC 12. ONLY THOSE WARNINGS ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2012 SERIES: 325(18), 334(21).
2. THE SUMMARY OF ALL NAVAREA XII WARNINGS IN FORCE AS OF 22 DEC 2011 IS GIVEN IN SEC III OF NM 53/11. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/12, 26/12 AND 39/12.
3. CANCEL NAVAREA XII 341/12.

(221146Z DEC 2012)

## SECTION III

NM 1/13

## HYDROPACS

Messages in force 261730Z December 2012:

2011 series	1377(94,95)	3303(63)	3511(62)	3630(63)	3673(63)
1561(56)	1456(62)	3316(74)	3521(63)	3632(95)	3674(62,63)
1701(63)	1555(96)	3329(63)	3532(63)	3633(95)	3675(93)
2286(71)	1734(GEN)	3342(63)	3541(63)	3634(95)	3676(93)
2555(62)	1824(76)	3344(97)	3555(74)	3638(22)	3677(63)
2812(71)	1847(63)	3345(63)	3556(61)	3639(93)	3678(63)
2877(96)	1906(76)	3352(62)	3563(97)	3650(62)	3679(63)
3539(95)	2118(63)	3367(94)	3564(94,95,97)	3655(GEN)	3680(29)
3552(96)	2533(62)	3382(93)	3568(93)	3656(62)	3688(71)
2012 series	2608(22)	3392(94)	3575(83)	3657(94)	3689(16)
7(62)	2737(63)	3393(94)	3576(83)	3659(73,74)	3690(63)
166(62)	2916(94)	3406(74)	3577(71)	3662(71)	3691(81)
354(93)	2920(22)	3414(63)	3605(83)	3665(63)	3692(93)
408(94)	3018(62)	3420(63,71)	3606(83)	3667(95)	
1042(93)	3045(81)	3446(63)	3618(74)	3668(19)	
1079(97)	3065(74)	3467(61)	3620(57,61)	3669(93)	
1222(97)	3072(63)	3468(62)	3624(18)	3671(82)	
1357(91)	3245(63)	3497(74)	3629(72,73)	3672(93)	

The summary of all HYDROPACS in force as of 19 December 2012 is given in Section III of NM 52/12.

**HYDROPAC WARNINGS issued from 191900Z to 261730Z December 2012.**

3620/12(57,61).

SOUTH AFRICA.  
RADIO SERVICES.  
1. CAPE NAVAL WEATHER FACSIMILE OFF AIR.  
2. CANCEL HYDROPAC 2103/12.

(191615Z DEC 2012)

3621/12 thru 3623/12. CANCELED.

3624/12(18).

EASTERN NORTH PACIFIC.  
CALIFORNIA.  
DISTRESS SIGNAL RECEIVED ON 406 MHZ IN  
41-53.2N 125-06.1W. VESSELS IN VICINITY  
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST  
IF POSSIBLE. REPORTS TO U.S. COAST GUARD  
ALAMEDA, TELEX: 230172343, PHONE: 510 437 3701,  
E-MAIL: RCCALAMEDA@USCG.MIL.

(192342Z DEC 2012)

3625/12 thru 3628/12. CANCELED.

3629/12(72,73).

INDONESIA.  
BANDA SEA.  
1. SEISMIC SURVEY 21 DEC THRU 20 JAN 13 BY  
M/V NORDIC ENERGY TOWING 8000 METER LONG  
CABLE IN AREA BOUND BY  
08-10S 119-30E, 07-50S 119-30E,  
05-45S 122-47E, 04-48S 124-08E,  
05-25S 124-37E, 07-08S 125-32E,  
08-05S 124-09E, 07-27S 121-52E,  
07-41S 120-40E.  
2. CANCEL HYDROPAC 3547/12.  
3. CANCEL THIS MSG 21 JAN 13.

(200925Z DEC 2012)

3630/12(63).

INDIA-EAST COAST.  
BAY OF BENGAL.  
1. SEISMIC SURVEY 23 DEC THRU 27 JAN 13 BY  
M/V VIKING II IN AREA BOUND BY  
19-17.43N 087-26.85E, 19-21.63N 087-43.56E,  
19-01.80N 087-43.23E, 19-01.08N 087-26.95E.  
SIX MILE BERTH REQUESTED.  
2. CANCEL THIS MSG 28 JAN 13.

(201045Z DEC 2012)

3631/12. CANCELED.

3632/12(95).

YELLOW SEA.  
GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
24, 26 THRU 28 DEC IN AREA BETWEEN  
36-05N 36-35N AND 124-50E 125-42E.
2. CANCEL THIS MSG 280900Z DEC 12.

(201337Z DEC 2012)

3633/12(95).

YELLOW SEA.  
GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
24, 26 THRU 28 DEC IN AREA BETWEEN  
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 280900Z DEC 12.

(201339Z DEC 2012)

3634/12(95).

YELLOW SEA.  
GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 0800Z DAILY  
24, 26 THRU 28 DEC IN AREA BOUND BY  
36-35-00N 125-36-00E, 36-35-00N 124-50-00E,  
37-04-21N 124-50-00E, 37-05-08N 125-36-00E.
2. CANCEL THIS MSG 280900Z DEC 12.

(201342Z DEC 2012)

3635/12 thru 3637/12. CANCELED.

3638/12(22).

EASTERN SOUTH PACIFIC.  
CHILE.

NAVTEX.

NAVTEX STATION MAGALLANES OFF AIR. MAGALLANES BROADCASTS  
WILL BE TRANSMITTED FROM NAVTEX STATION PUERTO MONTT.

(202122Z DEC 2012)

3639/12(93).

SOUTH CHINA SEA.

DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 09-05.1N 108-33.7E  
AT 202001Z DEC. VESSELS IN VICINITY REQUESTED TO KEEP A  
SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO SINGAPORE  
PORT OPERATIONS CONTROL CENTER, PHONE: 656 226 5539,  
FAX: 656 227 9971, E-MAIL: POCC@MPA.GOV.SG.

(202211Z DEC 2012)

3640/12 thru 3649/12. CANCELED.

3650/12(62).

GULF OF OMAN.  
PIRACY.

1. POSSIBLE MOTHERSHIP ACTIVITY IN 24-46N 057-54E AT  
200950Z DEC. VESSELS ARE ADVISED TO KEEP CLEAR  
OF THIS POSITION AND TO EXERCISE EXTREME CAUTION.  
REPORTS TO IMB PIRACY REPORTING CENTER,  
PHONE: 603 2031 0014, FAX: 603 2078 5769,  
E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG.
2. CANCEL HYDROPAC 3587/12.

(211828Z DEC 2012)

3651/12 thru 3654/12. CANCELED.

3655/12(GEN).

1. HYDROPAC WARNINGS IN FORCE 221000Z DEC 12. ONLY THOSE  
WARNINGS ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.  
2012 SERIES: 3227(62), 3245(63), 3263(61), 3303(63), 3316(74),  
3329(63), 3342(63), 3344(97), 3345(63), 3352(62), 3367(94),  
3382(93), 3392(94), 3393(94), 3406(74), 3414(63), 3420(63,71),  
3446(63), 3467(61), 3468(62), 3489(94), 3497(74), 3511(62),  
3513(93), 3521(63), 3532(63), 3541(63), 3555(74), 3556(61),  
3563(97), 3564(94,95,97), 3568(93), 3575(83), 3576(83),  
3577(71), 3578(74), 3579(95), 3580(81,97), 3605(83), 3606(83),  
3608(63), 3611(63), 3612(63), 3618(74), 3620(57,61), 3624(18),  
3629(72,73), 3630(63), 3632(95), 3633(95), 3634(95),  
3637(95,96), 3638(22), 3639(93), 3643(63), 3644(93), 3645(61),  
3646(63), 3650(62), 3652(73,74), 3653(74), 3654(63).

SECTION III

NM 1/13

2. THE SUMMARY OF ALL HYDROPAC WARNINGS IN FORCE AS OF 22 DEC 2011 IS GIVEN IN SEC III OF NM 53/11. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/12, 26/12 AND 39/12.
3. CANCEL HYDROPAC 3416/12, 3454/12, 3571/12, 3574/12.

(221148Z DEC 2012)

3656/12(62).

PERSIAN GULF.  
SAUDI ARABIA.  
SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE  
BY M/V BERGERON TIDE TOWING 60 METER LONG  
CABLE IN AREA BOUND BY  
27-01.34N 050-08.72E, 27-01.46N 050-36.28E,  
26-34.82N 050-36.38E, 26-34.70N 050-08.92E.  
WIDE BERTH REQUESTED.

(221327Z DEC 2012)

3657/12(94).

TAIWAN STRAIT.  
1. CABLE REPAIR OPERATIONS IN PROGRESS UNTIL 28 FEB 13  
BY CABLESHIP CABLE RETRIEVER  
VICINITY OF TRACKLINES BETWEEN:  
A. 26-12.0N 120-56.9E AND 26-14.2N 120-53.9E.  
B. 24-13.9N 118-43.4E AND 24-05.9N 118-51.9E.  
2. CANCEL HYDROPAC 3489/12.  
3. CANCEL THIS MSG 01 MAR 13.

(221407Z DEC 2012)

3658/12. CANCELED.

3659/12(73,74).

AUSTRALIA-NORTHWEST COAST.  
1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE BY  
M/V AQUILA EXPLORER TOWING SIX MILE LONG CABLE  
IN AREA BOUND BY  
23-53S 113-31E, 18-08S 108-00E,  
08-26S 131-25E, 11-02S 136-46E.  
NINE MILE BERTH REQUESTED.  
2. CANCEL HYDROPAC 3652/12.

(221653Z DEC 2012)

3660/12 and 3661/12. CANCELED.

3662/12(71).

SOUTH CHINA SEA.  
MAN OVERBOARD FROM VESSEL HIGH VALOR ALONG TRACKLINE  
BETWEEN 01-43.9N 104-43.9E AND 03-27.2N 105-36.5E  
AT 230100Z DEC. VESSELS IN VICINITY REQUESTED  
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS  
TO SINGAPORE PORT OPERATION CONTROL CENTER,  
PHONE: 656 226 5539, E-MAIL: POCC@MPA.GOV.SG.

(230212Z DEC 2012)

3663/12 and 3664/12. CANCELED.

3665/12(63).

INDIA-WEST COAST.  
GULF OF KHAMBHAT.  
HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 270230Z TO 271100Z DEC  
IN AREA BOUND BY  
20-18.5N 072-02.5E, 20-18.5N 072-15.0E,  
20-09.5N 072-12.0E, 20-09.5N 072-00.0E.  
2. CANCEL HYDROPAC 3644/12(93), VESSEL ASSISTED.  
3. CANCEL THIS MSG 271200Z DEC 12.

(230824Z DEC 2012)

3666/12. CANCELED.

3667/12(95).

SEA OF JAPAN.  
DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM  
VESSEL SAMARGA IN 39-52N 130-39E AT 231558Z DEC.  
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP  
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO  
MRCC VLADIVOSTOK, PHONE: 742 3249 5522,  
FAX: 742 3249 5895, E-MAIL: VLDMRCC@VLD.PMA.RU.

(232039Z DEC 2012)

- 3668/12(19).  
NORTH PACIFIC.  
DISTRESS SIGNAL RECEIVED ON 406 MHZ IN  
25-58.6N 172-12.5E AT 232349Z DEC. VESSELS  
IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO JRCC HONOLULU,  
TELEX: 392401, PHONE: 808 535 3333,  
FAX: 808 535 3338, E-MAIL: JRCCHONOLULU@USCG.MIL.  
(240054Z DEC 2012)
- 3669/12(93).  
SOUTH CHINA SEA.  
MAN OVERBOARD FROM F/V BD 96216TS IN  
16-17N 113-58E AT 231500Z DEC. VESSELS IN  
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO MRCC VIETNAM,  
PHONE: 43 768 3050, FAX: 43 768 3048.  
(240125Z DEC 2012)
- 3670/12. CANCELED.
- 3671/12(82).  
SOLOMON SEA.  
SOLOMON ISLANDS.  
SEVEN METER VESSEL, WHITE HULL, SIX PERSONS ON BOARD,  
UNREPORTED TREASURY ISLAND (07-21S 155-34E) TO  
GIZO ISLAND (08-06S 156-50E). VESSELS IN VICINITY  
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.  
REPORTS TO MRCC HONIARA, PHONE: 6 772 1609,  
E-MAIL: MRCC@SOLOMON.COM.SB OR RCC AUSTRALIA,  
PHONE: 612 6230 6811, FAX: 612 6230 6868,  
E-MAIL: RCCAUS@AMSA.GOV.AU.  
(240441Z DEC 2012)
- 3672/12(93).  
SOUTH CHINA SEA.  
F/V BD 95227-TS REPORTS CREWMAN REQUIRING  
MEDICAL ASSISTANCE IN 16-27N 114-10E AT  
240430Z DEC. VESSELS IN VICINITY ABLE TO  
PROVIDE MEDICAL ASSISTANCE REQUESTED TO  
ASSIST IF POSSIBLE. REPORTS TO MRCC VIETNAM,  
PHONE: 43 768 3050, FAX: 43 768 3048.  
(240615Z DEC 2012)
- 3673/12(63).  
INDIA-EAST COAST.  
HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 280530Z TO 280730Z DEC  
WITHIN 11 MILES OF 13-07.02N 080-18.01E  
BETWEEN 045 DEGREES AND 075 DEGREES.  
2. CANCEL THIS MSG 280830Z DEC 12.  
(240858Z DEC 2012)
- 3674/12(62,63).  
NORTHERN ARABIAN SEA.  
PAKISTAN.  
HAZARDOUS OPERATIONS.  
1. HAZARDOUS OPERATIONS 0400Z TO 1000Z DAILY  
28 AND 29 DEC IN AREA BETWEEN  
25-05.70N 24-55.70N AND 062-11.75E 062-30.00E.  
2. CANCEL THIS MSG 291100Z DEC 12.  
(240906Z DEC 2012)
- 3675/12(93).  
SOUTH CHINA SEA.  
DISTRESS SIGNAL RECEIVED ON 406 MHZ IN  
11-29.9N 116-48.7E AT 240929Z DEC. VESSELS  
IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO MRCC HONG KONG,  
TELEX: 80282952, PHONE: 852 2233 7999,  
E-MAIL: HKMRCC@MARDEP.GOV.HK.  
(241018Z DEC 2012)
- 3676/12(93).  
SOUTH CHINA SEA.  
MAN OVERBOARD FROM F/V PY 95139-TS VICINITY  
14-15N 117-00E AT 231300Z DEC. VESSELS IN  
VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,  
ASSIST IF POSSIBLE. REPORTS TO MRCC VIETNAM.  
(241057Z DEC 2012)

3677/12(63).

INDIA-EAST COAST.

HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 2330Z TO 1800Z COMMENCING DAILY

31 DEC THRU 18 JAN 13, 20 THRU 22 AND 27 THRU 31 JAN 13:

A. IN AREA BOUND BY

19-14.60N 084-53.70E, 19-37.05N 085-27.87E,

18-46.05N 085-22.87E.

B. WITHIN 41 MILES OF TRACKLINE BETWEEN

19-37.05N 085-27.87E AND 18-46.05N 085-22.87E.

2. CANCEL THIS MSG 011900Z FEB 13.

(241216Z DEC 2012)

3678/12(63).

INDIA-WEST COAST.

GULF OF KHAMBHAT.

CHART 63091

1. SHOALS REPORTED IN:

A. 21-24.9N 072-20.4E.

B. 21-40.9N 072-22.5E.

C. 21-08.0N 072-20.5E.

D. 21-12.0N 072-21.0E.

E. 21-10.0N 072-20.0E.

F. 21-04.0N 072-19.0E.

2. CANCEL HYDROPAC 2514/12.

(241627Z DEC 2012)

3679/12(63).

INDIA-WEST COAST.

GULF OF KHAMBHAT.

1. SEISMIC SURVEY 25 DEC THRU 15 MAY 13 BY

M/V FOCUS ADMIRALTY IN AREA BOUND BY

21-00.00N 072-13.33E, 21-01.96N 072-13.28E,

21-05.31N 072-13.21E, 21-08.26N 072-17.25E,

21-06.01N 072-20.11E, 21-04.03N 072-20.15E,

21-05.10N 072-24.00E, 21-05.10N 072-28.00E,

21-06.75N 072-28.18E, 21-09.66N 072-33.76E,

21-14.90N 072-37.85E, 21-16.00N 072-37.85E,

21-16.00N 072-39.55E, 21-16.38N 072-39.61E,

21-19.05N 072-38.76E, 21-20.53N 072-38.26E,

21-21.20N 072-38.05E, 21-24.61N 072-37.93E,

21-26.00N 072-37.90E, 21-26.00N 072-31.58E,

21-26.00N 072-30.00E, 21-26.48N 072-29.50E,

21-37.85N 072-18.35E, 21-30.00N 072-16.35E,

21-16.40N 072-05.21E, 21-11.50N 072-07.50E,

21-00.00N 071-45.00E, 21-00.00N 072-02.00E.

WIDE BERTH REQUESTED.

2. CANCEL THIS MSG 16 MAY 13.

(241650Z DEC 2012)

3680/12(29).

SOUTH ATLANTIC.

ICE.

1. ICEBERG SIGHTED IN 60-19.5S 059-20.2W AT 241130Z DEC.

2. CANCEL THIS MSG 271900Z DEC 12.

(241902Z DEC 2012)

3681/12 thru 3687/12. CANCELED.

3688/12(71).

EASTERN INDIAN OCEAN.

INDONESIA.

F/V LAL-1, 40 PERSONS ON BOARD, DISABLED AND ADRIFT

IN 03-37.3S 096-20.0E AT 251930Z DEC. VESSELS

IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,

ASSIST IF POSSIBLE. REPORTS TO RCC AUSTRALIA,

PHONE: 612 6230 6811, FAX: 612 6230 6868,

E-MAIL: RCCAUS@AMSA.GOV.AU.

(260405Z DEC 2012)

3689/12(16).

EASTERN NORTH PACIFIC.

GULF OF ALASKA.

MAN OVERBOARD VICINITY 52-22N 153-56W. VESSELS

IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT,

ASSIST IF POSSIBLE. REPORTS TO RCC JUNEAU,

PHONE: 907 473 2000, E-MAIL: JRCCJUNEAU@USCG.MIL.

(260631Z DEC 2012)

3690/12(63).

INDIA-SOUTHWEST COAST.  
ROCKETS.

1. HAZARDOUS OPERATIONS 311200Z TO 311400Z DEC WITHIN:
  - A. FIVE MILES OF 08-31.98N 076-52.05E  
BETWEEN 190 DEGREES AND 300 DEGREES.
  - B. 75 MILES OF 08-31.98N 076-52.05E  
BETWEEN 220 DEGREES AND 260 DEGREES.
2. CANCEL THIS MSG 311500Z DEC 12.

(260646Z DEC 2012)

3691/12(81).

WESTERN NORTH PACIFIC.  
DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 10-24.0N 143-42.7E.  
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT.  
ASSIST IF POSSIBLE. REPORTS TO U.S. COAST GUARD SECTOR GUAM,  
PHONE: 671 355 4824, E-MAIL: RCCGUAM@USCG.MIL.

(260907Z DEC 2012)

3692/12(93).

SOUTH CHINA SEA.  
VIETNAM.  
F/V BTR 92031TS, EIGHT PERSONS ON BOARD,  
DISABLED AND ADRIFT DUE TO ENGINE DAMAGE  
IN 08-02N 105-48E AT 250700Z DEC. VESSELS  
IN VICINITY REQUESTED TO KEEP A SHARP  
LOOKOUT, ASSIST IF POSSIBLE. REPORTS  
TO MRCC VUNGTAU, PHONE: 64 385 0950,  
FAX: 64 381 0353.

(260919Z DEC 2012)

3693/12. CANCELED.

**HYDROARCS**

Messages in force 261730Z December 2012:

2010 series	2011 series	102(16,96)	148(16)	206(16)	244(15)
56(15)	160(42)	112(15)	160(15,16)	212(16)	256(16,96)
71(15)	161(15)	131(16)	193(15)	220(GEN)	260(42)
102(15)	2012 series	138(16)	197(15)	221(15)	264(GEN)
103(16,41)	1(42)	144(15)	198(15)	227(16,41,96)	

The summary of all HYDROARCS messages in force as of 19 December 2012 is given in Section III of NM 52/12.

**HYDROARCS WARNINGS issued from 191900Z to 261730Z December 2012.**

None.

**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/NGAPortal/MSI.portal>), by referring to Section I (paragraph 49) of US Notice to Mariners 1/13 for those in-force as of 26 December 2012, or by contacting the Maritime Administration, Office of Security, Code MAR-420, Room W25-308, 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 26 December 2012: 00-7, 05-1, 06-1, 07-1, 10-3, 10-6, 10-7, 11-3, 11-5, 11-7, 12-1 and 12-2.

**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/NGAPortal/MSI.portal>) or by referring to Section I (paragraph 5) of US Notice to Mariners 1/13 for those in-force as of 26 December 2012.

SPECIAL WARNINGS in force 26 December 2012: 1, 29, 77, 81, 82, 89, 92, 107, 108, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124 and 125.

## MARINE INFORMATION

## NATIONAL OCEAN SERVICE OFFICES

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

**NOAA Office of Coast Survey****1315 East-West Highway****Silver Spring, MD 20910****Telephone: 1-888-990-6622****Submit an Inquiry: <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>****Web site: <http://www.nauticalcharts.noaa.gov/staff/charts.html>**

Direct sales of nautical charts and publications are only available for purchase from authorized Sales Agents or their sales outlets. Click the link below to navigate to the NOAA Nautical Catalog website and for a listing of Authorized Sales Agents and their outlets.

<http://www.nauticalcharts.noaa.gov/mcd/ccatalogs.htm>

## NOAA Regional Navigation Managers:

NOAA navigation managers are stationed around the country. These regional managers bring the mariners' perspective to NOAA by working with commercial mariners and recreational boaters to better respond to their needs. The regional managers are identified at <http://www.nauticalcharts.noaa.gov/nsd/reps.htm>.

**HEADQUARTERS****U.S. ARMY CORPS OF ENGINEERS**

441 G. STREET, N.W.

WASHINGTON, D.C. 20314-1000

TELEPHONE: 202-761-0011

<http://www.usace.army.mil>email: [hq-publicaffairs@usace.army.mil](mailto:hq-publicaffairs@usace.army.mil)**DISTRICT OFFICES (COASTAL)**

Concord, MA 01742-2751	696 Virginia Road, Tel. 978-318-8111 <a href="http://www.nae.usace.army.mil">http://www.nae.usace.army.mil</a>
Detroit, MI 48226-2523	477 Michigan Ave., Tel. 313-226-6413 <a href="http://www.lre.usace.army.mil">http://www.lre.usace.army.mil</a>
Buffalo, NY 14207-3111	1776 Niagara St., Tel. 716-879-4499 <a href="http://www.lrb.usace.army.mil">http://www.lrb.usace.army.mil</a>
Chicago, IL 60606-7221	111 N. Canal St., Suite 600, Tel. 312-846-5330 <a href="http://www.lrc.usace.army.mil">http://www.lrc.usace.army.mil</a>
New York, NY 10278-0004	26 Federal Plaza., Tel. 917-790-8007 <a href="http://www.nan.usace.army.mil">http://www.nan.usace.army.mil</a>
Philadelphia, PA 19107-3390	The Wanamaker Bldg., 100 Penn Square East, Tel. 215-656-6515 <a href="http://www.nap.usace.army.mil">http://www.nap.usace.army.mil</a>
Baltimore, MD 21201-2526	10 S. Howard St., Tel. 800-434-0988 <a href="http://www.nab.usace.army.mil">www.nab.usace.army.mil</a>
Norfolk, VA 23510-1011	803 Front St., Tel. 757-201-7500 <a href="http://www.nao.usace.army.mil">http://www.nao.usace.army.mil</a>
Wilmington, NC 28403-1343	69 Darlington Ave., Tel. 910-251-4625 <a href="http://www.saw.usace.army.mil">http://www.saw.usace.army.mil</a>
Charleston, SC 29403-4364	69-A Hagood Ave., Tel. 843-329-8000 <a href="http://www.sac.usace.army.mil">http://www.sac.usace.army.mil</a>
Savannah, GA 31401-3604	100 W. Oglethorpe Ave., Tel. 912-652-5279 <a href="http://www.sas.usace.army.mil">http://www.sas.usace.army.mil</a>
Jacksonville, FL 32207-8175	701 San Marco Blvd., Tel. 904-232-2234 <a href="http://www.saj.usace.army.mil">http://www.saj.usace.army.mil</a>
Mobile, AL 36602-3680	109 St. Joseph St., Tel. 251-690-2505 <a href="http://www.sam.usace.army.mil">http://www.sam.usace.army.mil</a>
New Orleans, LA 70118-3651	7400 Leake Ave., Tel. 504-862-2201 <a href="http://www.mvn.usace.army.mil">http://www.mvn.usace.army.mil</a>

Galveston, TX 77550-3211	2000 Fort Point Rd., Tel. 409-766-3004 <a href="http://www.swg.usace.army.mil">http://www.swg.usace.army.mil</a>
JBER, AK 99506-1518	2204 3 <sup>rd</sup> St., Tel. 907-753-2520 <a href="http://www.poa.usace.army.mil">http://www.poa.usace.army.mil</a>
Los Angeles, CA 90017-3409	915 Wilshire Blvd., Tel. 213-452-3333 <a href="http://www.spl.usace.army.mil">http://www.spl.usace.army.mil</a>
San Francisco, CA 94103-1398	1455 Market St., Tel. 415-503-6517 <a href="http://www.spd.usace.army.mil">http://www.spd.usace.army.mil</a>
Portland, OR 97209-4142	1125 NW Couch St., Tel. 503-808-3700 <a href="http://www.nwd.usace.army.mil">http://www.nwd.usace.army.mil</a>
Seattle, WA 98134-2388	4735 East Marginal Way South, Tel. 206-764-3742 <a href="http://www.nws.usace.army.mil">http://www.nws.usace.army.mil</a>
Sacramento, CA 95814-2922	1325 J St., Tel. 916-557-7461 <a href="http://www.spk.usace.army.mil">http://www.spk.usace.army.mil</a>

**U.S. ARMY CORP OF ENGINEERS  
DIVISION OFFICES (COASTAL)**

North Atlantic	302 General Lee Avenue, Tel. 347-370-4550 Brooklyn, New York 11252 <a href="http://www.nad.usace.army.mil">http://www.nad.usace.army.mil</a>
South Atlantic	60 Forsyth Street S.W., Tel. 404-562-5011 Atlanta, Georgia 30303-8801 <a href="http://www.sad.usace.army.mil">http://www.sad.usace.army.mil</a>
Mississippi Valley	1400 Walnut Street, Tel. 601-634-5760 Vicksburg, Mississippi 39180-3262 <a href="http://www.mvd.usace.army.mil">http://www.mvd.usace.army.mil</a>
Southwestern	1100 Commerce Street, Tel. 469-487-7007 Dallas, Texas 75242-1317 <a href="http://www.swd.usace.army.mil">http://www.swd.usace.army.mil</a>
South Pacific	1455 Market Street, Tel. 415-503-6517 San Francisco, California 94103-1398 <a href="http://www.spd.usace.army.mil">http://www.spd.usace.army.mil</a>
Northwestern	1125 NW Couch Street, Tel. 503-808-3700 Portland, Oregon 97209-4142 <a href="http://www.nwd.usace.army.mil">http://www.nwd.usace.army.mil</a>
Great Lakes and Ohio River	550 Main Street, Tel. 513-684-3010 Cincinnati, Ohio 45202-3222 <a href="http://www.lrd.usace.army.mil">http://www.lrd.usace.army.mil</a>
Pacific Ocean	Building 320, Tel. 808-438-8317 Fort Shafter, Hawaii 96858-5440 <a href="http://www.pod.usace.army.mil">http://www.pod.usace.army.mil</a>

**UNITED STATES COAST GUARD DISTRICT OFFICES**

Commander, 1st Coast Guard District, 408 Atlantic Ave., Boston, MA 02110-3350.  
Phone, 617-223-8555  
<http://www.uscg.mil/d1>

Commander, 5th Coast Guard District, 431 Crawford St., Portsmouth, VA 23704-5000.  
Phone, 757-398-6272  
<http://www.uscg.mil/d5>

Commander, 7th Coast Guard District, Brickell Plaza Federal Bldg., 909 S.E. 1st Ave., Miami, FL 33131-3028.  
Phone, 305-415-6750, 305-415-6800.  
<http://www.uscg.mil/d7>

Commander, 8th Coast Guard District, Hale Boggs Federal Bldg., 500 Poydras St., New Orleans, LA 70130-3319.  
Phone, 504-671-2327  
<http://www.uscg.mil/d8>

Commander, 9th Coast Guard District, 1240 East 9th St., Cleveland, OH 44199-2060.  
Phone, 216-902-6069  
<http://www.uscg.mil/d9>

Commander, 11th Coast Guard District, Coast Guard Island, Building 50-2, Alameda, CA 94501-5100.  
Phone, 510-437-3701  
<http://www.uscg.mil/d11>

Commander, 13th Coast Guard District, 915 Second Ave., Seattle, WA 98174-1067.

Phone, 206-220-7280

<http://www.uscg.mil/d13>

Commander, 14th Coast Guard District, 300 Ala Moana Blvd., Room 9-220, Honolulu, HI 96580-4982.

Phone, Day 808-535-3409, Night 808-842-2600/2601.

<http://www.uscg.mil/d14>

Commander, 17th Coast Guard District, P.O. Box 25517, Juneau, AK 99802-5517.

Phone, Day 907-463-2269, Night 907-463-2000.

<http://www.uscg.mil/d17>

### NEW EDITION OF COAST PILOT

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, Forty-sixth Edition, 2013, has been issued and is ready for free download at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>. Print-on-Demand (POD) bound copies are available for purchase; see <http://nauticalcharts.noaa.gov/staff/charts.htm#POD>.

Annually printed copies will be available about three weeks from date of this announcement from authorized chart agents and their sales outlets. An agent listing may be viewed at <http://aeronav.faa.gov>. Price \$30.00.

The 2013 Edition cancels the preceding 2012 Edition. All corrections to the previous edition issued in Notice to Mariners are incorporated in this edition.

### NGA CHART NEW EDITIONS AND THEIR AVAILABILITY

NGA standard nautical hardcopy chart products are made available and distributed by three different authorized methods:

- 1) The mailing and shipping of charts to Department of Defense (DoD) customers and other authorized U.S. Government users by the Defense Logistics Agency (DLA)
- 2) The posting of selected new charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users
- 3) The print-on-demand access of all public release NGA charts by the National Ocean Service (NOS) and official NOS chart agents, on behalf of NGA

The posting of selected new NGA charts (as large .pdf print files) to NGA websites for access by Department of Defense (DoD) customers and other authorized U.S. Government users is normally made the day after NGA clears the New Edition for release and the chart is sent to be printed in mass quantity for DLA stock. The traditional NGA printed paper chart is then usually available some six to eight weeks later from DLA and sent out on automatic distribution. For those charts set for public sale, they are available a week after NGA release from the National Ocean Service at <http://www.nauticalcharts.noaa.gov/staff/charts.htm>. Regardless of how the NGA chart is obtained by the customer (downloaded from NGA website, distributed from DLA, or obtained through NOS) each is official, should be put into service immediately, and meets all Federal chart carriage requirements immediately upon its release. Each should also be updated from the dates shown in the lower left corner of the chart through the US Notice to Mariners. For questions, contact NGA at [mcdepod@nga.mil](mailto:mcdepod@nga.mil).

Through a special arrangement between the National Ocean Service and NGA, all NOAA charts are also available (as large .pdf print files) on the NGA websites for Department of Defense (DoD) customers and other authorized U.S. Government users. These NOAA chart files are updated every week for all Notice to Mariners (NGA, USCG, and Canadian Coast Guard). The official NGA web sites for downloading selected NGA and NOAA charts are:

- JWICS: <http://www.geoint.nga.ic.gov/products/dnc1/epods/index.htm>
- NIPRNet: <https://www.geointel.nga.mil/products/dnc/epods/index.htm>
- SIPRNet: <http://www.geoint.nga.smil.mil/products/dnc1/epods/index.htm>

This week's new editions released by NGA are listed below. These NGA charts are now available for download as large .pdf print files at the above mentioned web sites.

54085 3<sup>rd</sup> Ed. December 15, 2012 NEW EDITION

BARI TO MANFREDONIA  
(Correct through NM 50/12).

WGS-84

(NGA Springfield, VA)

1:100,000

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, Japan, 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, Japanese, 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>

Japan Coast Guard and List of Agents Web sites: <http://www1.kaiho.mlit.go.jp/jhd-E.html>

UK Hydrographic Office Web site: <http://www.ukho.gov.uk>

UK Sales Agents: [http://www.ukho.gov.uk/list\\_of\\_agents.html](http://www.ukho.gov.uk/list_of_agents.html)

## SECTION III

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NGA issues this notice weekly. It will also appear in the “What’s New @ Maritime” section of the Maritime Safety Web site (<http://msi.nga.mil/NGAPortal/MSI.portal>); however, the following list of announced bilateral charts will only appear in the Notice to Mariners.

NGA bilateral Australian, Canadian, Japanese, 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	
14006	14ACO14334	Can. 4016	9/09	
14009	14ACO14004	Can. 4015	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	35/12
14043	14AHA14021	Can. 4116	8/05	42/08
14044	14AHA14022	Can. 4117	14/05	36/12
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	14AHA14035	Can. 4211	18/11	
14083	14AHA14036	Can. 4320	45/05	34/07
14085	14AHA14037	Can. 4328	45/05	
14087	14AHA14039	Can. 4385	46/05	
14088	14AHA14047	Can. 4201	46/05	
14089	14AHA14048	Can. 4202	39/06	
14090	14AHA14049	Can. 4237	6/05	
14091	14AHA14050	Can. 4203	48/06	
14093	14AHA14051	Can. 4236	25/07	
14100	14XHA14052	Can. 4235	25/07	
14100	14XHA14053	Can. 4234	25/07	
14105	14AHA14054	Can. 4321	22/07	
14115	14XCO14058	Can. 4227	29/04	
14121	14XHA14059	Can. 4374	23/07	
14123	14XHA14060	Can. 4375	23/07	
14125	14AHA14064	Can. 4376	22/07	
14133	14XHA14072	Can. 4278	23/07	
14134	14XHA14073	Can. 4279	23/07	
14136	14AHA14075	Can. 4266	25/07	
14141	14AHA14076	Can. 4462	22/07	
14144	14XHA14143	Can. 4950	38/03	11/08

14145	14AHA14077	Can. 4448	22/07	
14146	14XHA14078	Can. 4404	25/07	
14151	14XHA14079	Can. 4403	23/07	
14156	14BHA14080	Can. 4419	22/07	
14190	14ACO14096	Can. 4905	6/09	
14203	14XHA14195	Can. 1431	42/03	11/08
14222	14XHA14211	Can. 1312	40/03	5/08
14227	14XHA14215	Can. 1316	39/03	38/12
14240	14XHA14217	Can. 1236	43/03	38/12
14241	14XHA14218	Can. 1233	39/03	38/12
14253	14ACO14004	Can. 4015	23/04	
14340	14ACO14334	Can. 4016	9/09	
14342	14BCO14336	Can. 4626	11/10	
14349	14AHA14339	Can. 4622	10/09	
14350	14AHA14334	Can. 4841	12/10	
14351	14AHA14334	Can. 4841	12/10	
14360	14ACO14348	Can. 4017	12/10	
14364	14AHA14359	Can. 4846	25/09	
14366	14AHA14359	Can. 4846	25/09	
14373	14BHA14362	Can. 4847	12/10	
14415	14ACO14377	Can. 4020	12/10	
14812	14XHA14809	Can. 2085	6/09	39/12
15008	15ACO15001	Can. 4730	12/10	
15011	15ACO15002	Can. 7050	16/08	
15017	15ACO15003	Can. 5450	33/07	
15018	15ACO15004	Can. 4700	12/10	
15020	15ACO15005	Can. 7011	12/10	
15041	<b>15ACO15007</b>	Can. 4731	41/08	
15061	15ACO15014	Can. 4732	42/08	
15070	15BHA15024	Can. 5143	6/09	
15080	15BHA15027	Can. 5023	46/07	
15120	15ACO15030	Can. 4775	31/07	
15140	15ACO15031	Can. 4776	12/10	
15160	15ACO15032	Can. 5300	34/08	
15312	15ACO15035	Can. 5400	6/09	
15670	15XCO15672	Can. 7570	44/09	
17008	<b>17ACO17007</b>	Can. 3002	40/08	
17412	<b>17XHA17410</b>	Can. 3890	40/08	
17413	<b>17ACO17411</b>	Can. 3802	42/08	
17414	<b>17BCO17415</b>	Can. 3854	42/08	
17416	<b>17BCO17417</b>	Can. 3853	41/08	
17438	17BHA17418	Can. 3960	43/08	
17438	17BHA17419	Can. 3959	41/08	
17438	17BHA17440	Can. 3956	12/10	
17441	17BHA17442	Can. 3927	12/07	
17441	17BHA17447	Can. 3746	25/07	
17444	17XHA17448	Can. 3955	32/08	
17445	17BHA17439	Can. 3957	12/10	
17464	17XHA17450	Can. 3724	12/10	
17465	<b>17XHA17451</b>	Can. 3742	41/08	
17480	17ACO17454	Can. 3744	12/10	
17485	17XHA17456	Can. 3936	44/09	
17486	<b>17XCO17458</b>	Can. 3727	13/09	
17489	17XHA17488	Can. 3598	12/10	
17495	17ACO17493	Can. 3605	6/07	
17513	17XHA17497	Can. 3539	8/05	1/08
17515	17XHA17496	Can. 3513	6/09	

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17517	17XHA17498	Can. 3512	44/09	
17518	17BHA17499	Can. 3463	31/07	
17519	17BHA17500	Can. 3526	23/07	
17543	17ACO17501	Can. 3604	1/08	
17546	<b>17XCO17510</b>	Can. 3603	31/10	
17548	17BCO17511	Can. 3671	31/07	
17550	17ACO17514	Can. 3602	24/07	
18401	18BHA18404	Can. 3459	42/08	44/10
18405	18BHA18426	Can. 3493	25/07	49/11
18406	18BHA18435	Can. 3481	23/07	36/12
18407	18BHA18436	Can. 3494	12/07	
18408	18BHA18437	Can. 3495	42/08	
18413	18BHA18442	Can. 3442	31/07	
18414	18XHA18451	Can. 3478	31/07	
18415	18BHA18461	Can. 3441	24/07	
18416	18AHA18462	Can. 3440	24/07	
18418	18AHA18466	Can. 3419	24/07	
18420	18BHA18467	Can. 3479	12/07	16/08
18475	18XHA18472	Can. 3685	43/08	
35009	35ACO35002	UK 266	19/04	3/07
35009	35ACO35003	UK 268	19/04	1/12
35009	35ACO35004	UK 273	19/04	1/12
35009	35ACO35005	UK 278	23/04	4/07
35009	35ACO35006	UK 1191	24/04	8/06
35009	35ACO35010	UK 1192	28/04	12/06
35009	35ACO35013	UK 1409	23/04	49/04
35009	35ACO35014	UK 1407	23/04	33/09
35016	35ACO35015	UK 2635	26/06	31/12
35022	35ACO35017	UK 1128	16/08	21/12
35023	35ACO35018	UK 1129	37/07	
35031	35ACO35019	UK 1127	4/06	6/08
35032	35ACO35020	UK 1125	7/07	
35036	35ACO35024	UK1123	3/07	20/07
35040	35ACO35006	UK 1191	24/04	8/06
35060	35ACO35010	UK 1192	28/04	
35080	35ACO35014	UK 1407	23/04	33/09
35081	35BHA35035	UK 734	28/04	42/12
35082	35BHA35037	UK 735	31/04	2/12
35084	35BHA35045	UK 1481	32/04	12/06
35086	35BHA35048	UK 736	32/04	4/09
35088	35BHA35050	UK 190	28/04	12/06
35100	35ACO35013	UK 1409	23/04	49/04
35101	35BHA35052	UK 223	33/04	3/12
35120	35ACO35055	UK 115	23/04	5/12
35130	35ACO35056	UK 1942	12/06	
35135	35ACO35057	UK 2249	27/07	39/10
35136	35ACO35058	UK 2250	27/07	39/10
35141	35ACO35059	UK 2162	21/07	33/09
35144	35XCO35062	UK 2584	27/07	49/08
35150	35ACO35063	UK 1119	27/07	
35155	35ACO35064	UK 1234	27/07	
35159	35ACO35065	UK 3271	30/07	39/10
35160	35ACO35066	UK 1233	27/07	
35163	35ACO35067	UK 3272	27/07	
35166	35ACO35068	UK 3283	27/07	39/10
35169	35ACO35071	UK 3281	29/07	42/12
35170	35ACO35072	UK 3282	30/07	30/12

35200	35ACO35001	UK 1954	28/04	33/09
35205	35ACO35073	UK 2720	27/07	6/08
35210	35ACO35074	UK 1785	27/07	6/08
35220	35ACO35075	UK 2721	37/07	6/08
35230	35ACO35078	UK 1794	24/07	44/12
35236	<b>35AHA35079</b>	UK 2207	28/07	39/10
35237	<b>35AHA35089</b>	UK 2208	30/07	12/10
35239	<b>35AHA35090</b>	UK 2210	28/07	
35243	<b>35BHA35091</b>	UK 3146	37/07	6/08
35246	35ACO35092	UK 1795	21/07	13/10
35247	35AHA35093	UK 1796	28/07	39/10
35248	<b>35BHA35094</b>	UK 2209	38/07	
35250	35BHA35095	UK 2540	29/07	7/08
35255	<b>35AHA35096</b>	UK 2171	30/07	
35256	35AHA35097	UK 2390	24/07	
35260	35ACO35104	UK 2722	27/07	7/08
35265	35ACO35106	UK 1778	27/07	33/09
35270	<b>35AHA35109</b>	UK 2169	29/07	
35272	35ACO35110	UK 1770	12/07	
35277	35BHA35113	UK 2326	22/06	7/08
35278	35BHA35114	UK 2343	4/06	51/12
35279	35BHA35115	UK 2397	29/06	
35295	35BHA35116	UK 2481	22/06	42/12
35296	35BHA35117	UK 2396	25/06	
35298	35BHA35118	UK 2168	7/07	33/09
35299	35ACO35119	UK 2724	26/06	5/07
35300	35ACO35121	UK 2723	18/06	
35302	35ACO35123	UK 2798	46/05	
35307	35ACO35126	UK 2199	5/06	
35308	35ACO35127	UK 2198	25/06	44/12
35310	35ACO35128	UK 2725	27/06	
35350	35ACO35131	UK 2173	12/07	
35380	35ACO35138	UK 2254	30/06	
35390	35ACO35139	UK 2423	22/06	
35400	35ACO35140	UK 2424	5/06	
35420	35ACO35147	UK 2049	18/06	
35421	35AHA35148	UK 1777	46/05	
35423	35AHA35149	UK 1773	46/05	
35424	35AHA35151	UK 1765	46/05	26/10
35011	35XCO35172	UK 219	8/08	33/09
36010	36ACO36000	UK 1121	26/06	
36015	36ACO36001	UK 2649	47/05	
36040	36ACO36002	UK 1410	47/05	
36060	36ACO36006	UK 1141	12/07	
36061	<b>36BHA36007</b>	UK 1468	20/07	
36062	36BHA36008	UK 1415	4/06	44/12
36063	36BHA36009	UK 1447	12/07	
36081	36BHA36011	UK 1753	7/07	24/12
36098	36AHA36012	UK 2221	47/05	
36103	36BHA36014	UK 2126	9/07	
36104	36BHA36016	UK 2220	6/07	
36106	36BHA36017	UK 2131	47/05	38/11
36108	36BHA36018	UK 2000	4/06	13/12
36110	36BHA36019	UK 2007	8/06	18/11
36115	36BHA36020	UK 1994	3/07	
36116	36AHA36021	UK 1867	23/05	26/10
36117	36BHA36022	UK 1907	11/07	

## SECTION III

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36118	36BHA36023	UK 2383	25/06	
36119	36BHA36024	UK 2491	4/06	
36120	36ACO36025	UK 1826	13/07	2/12
36127	36BHA36030	UK 3746	32/06	13/12
36128	36BHA36030	UK 3746	32/06	13/12
36137	36AHA36032	UK 1478	39/04	
36138	36AHA36033	UK 3275	39/04	29/12
36139	36BHA36034	UK 3274	39/04	45/12
36140	36ACO36035	UK 1178	39/04	33/09
36141	36BHA36036	UK 2878	41/04	9/05
36161	36BHA36039	UK 1152	52/04	45/12
36162	36BHA36041	UK 1182	1/05	45/12
36163	36BHA36042	UK 1176	1/05	
36165	36BHA36044	UK 1165	17/05	52/12
36180	36ACO36049	UK 2565	27/05	33/09
37043	37AHA37003	UK 1267	15/06	
37044	37AHA37004	UK 30	25/05	39/10
37045	37AHA37006	UK 1901	25/05	20/07
37046	37AHA37007	UK 1613	34/05	18/06
37047	37XHA37008	UK 1902	25/05	5/12
37060	36ACO36050	UK 442	25/05	
37075	37ACO37015	UK 2454	25/08	1/12
37079	37AHA37016	UK 2625	32/05	39/10
37081	37AHA37017	UK 2045	32/05	4/06
37083	37AHA37019	UK 2037	25/05	39/10
37084	37AHA37020	UK 2036	5/06	38/08
37086	37AHA37021	UK 2631	31/05	18/11
37119	37AHA37027	UK 1698	8/06	3/12
37122	37AHA37028	UK 1828	19/05	29/11
37141	37AHA37040	UK 1607	9/05	22/09
37145	37AHA37051	UK 1185	37/04	52/08
37147	37BHA37052	UK 1975	36/04	5/12
37150	37ACO37055	UK 1504	37/04	17/05
37170	37ACO37057	UK 1503	38/04	8/08
37175	37ACO37058	UK 1187	38/04	8/08
37180	37ACO37059	UK 1190	38/04	18/11
37182	37AHA37062	UK 109	38/04	33/09
37183	37BHA37066	UK 1188	6/05	45/12
74071	74BHA74072	Aus. 615	35/07	
74071	74BHA74073	Aus. 616	35/07	
74071	74BHA74074	Aus. 617	35/07	
74141	74XHA74142	Aus. 618	35/07	
74141	74XHA74143	Aus. 610	35/07	
74151	74AHA74154	Aus. 809	12/07	
74152	74BHA74150	Aus. 208	8/07	44/10
74153	74BHA74155	Aus. 207	8/07	
74162	74BCO74163	Aus. 811	13/07	
74162	74BCO74164	Aus. 810	13/07	
74183	74AHA74180	Aus. 237	9/07	
74186	74AHA74189	Aus. 238	47/05	
74192	74BHA74213	Aus. 818	9/07	
74201	74BHA74199	Aus. 246	8/07	
74202	74BHA74208	Aus. 247	13/07	
74204	74BHA74209	Aus. 819	14/07	
74205	74BHA74244	Aus. 245	45/10	
74206	74AHA74212	Aus. 244	15/07	
74210	74BCO74245	Aus. 820	13/07	

74221	74BCO74227	Aus. 821	11/07	
74229	74BHA74226	Aus. 250	13/07	
74229	74BCO74246	Aus. 824	16/08	
74229	74BCO74247	Aus. 249	16/08	
74231	74BHA74226	Aus. 250	13/07	
74232	74BHA74216	Aus. 256	10/07	
74234	74BHA74237	Aus. 257	11/07	45/10
74252	74BHA74258	Aus. 263	41/10	
74253	74BCO74262	Aus. 830	13/07	
74271	74BCO74275	Aus. 833	18/07	
74271	74BCO74277	Aus. 280	35/07	
74272	74BHA74267	Aus. 834	13/07	
74287	74BHA74279	Aus. 289	52/06	
74293	74ACO74311	Aus. 839	12/06	
74294	74BCO74300	Aus 292	47/05	
74294	74ACO74311	Aus. 839	12/06	
74310	74BCO74395	Aus. 302	18/07	
74320	74BCO74313	Aus. 303	18/07	
74330	74BCO74387	Aus. 304	52/06	
74340	74BCO74384	Aus. 305	35/07	
74350	74BCO74383	Aus. 306	35/07	44/10
74376	74BCO74377	Aus. 715	35/07	
74391	74BHA74390	Aus. 720	35/07	
74391	74BHA74396	Aus. 721	35/07	
74393	74BHA74397	Aus. 26	47/06	
74394	74BHA74397	Aus. 26	47/06	
74415	74ACO74416	Aus. 726	35/07	
74430	74ACO74431	Aus. 315	22/08	48/08
74450	74ACO74451	Aus. 319	34/07	48/08
74517	74ACO74031	Aus. 743	12/06	
74521	75AHA75147	Aus. 744	19/06	
74555	74ACO74593	Aus. 334	34/07	
74581	74AHA74585	Aus. 112	18/07	
75010	75ACO75111	Aus. 341	36/07	
75010	75ACO75114	Aus. 342	36/07	
75110	75ACO75111	Aus. 341	36/07	
75120	75ACO75114	Aus. 342	36/07	
75132	75BHA75137	Aus. 137	19/06	42/08
75170	75ACO75166	Aus. 788	14/06	
75170	75ACO75167	Aus. 789	14/06	
75170	75ACO75168	Aus. 790	17/06	
75171	75AHA75164	Aus. 144	44/10	
75171	75AHA75165	Aus. 143	21/06	20/08
75171	75AHA75174	Aus. 158	18/06	
75173	75AHA75174	Aus. 158	18/06	
75175	75AHA75178	Aus. 154	18/06	25/08
75261	75AHA75274	Aus. 808	11/07	
75264	75AHA75269	Aus. 201	12/07	
75264	75AHA75267	Aus. 202	48/06	
75265	75AHA75266	Aus. 197	17/07	
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95268	95BHA95122	Jpn. W1162A	52/12	
95272	95BHA95278	Jpn. W1162B	1/13	
95273	95BHA95279	Jpn. W1197	5/12	
95276	95BHA95284	Jpn. W1193	46/10	
95282	95BHA95288	Jpn. W1167	10/11	

## SECTION III

NM 1/13

95285	95BHA95289	Jpn. W1166	29/12	
95342	95AHA95339	Jpn. W1265	46/12	
96940	96BHA96933	Jpn. W7	51/12	
96942	96BHA96931	Jpn. W5	21/11	
96961	96BHA96951	Jpn. W1033A	46/10	
97041	97BHA97044	Jpn. W65	21/11	38/12
97042	97XHA97045	Jpn. W71	46/11	
97043	97XHA97046	Jpn. W1091	45/11	12/12
97060	97ACO97050	Jpn. W54	46/11	1/13
97064	97BHA97055	Jpn. W1100	39/12	
97082	97BHA97084	W64A	9/12	
97083	97BHA97085	W64B	9/12	
97108	97BHA97095	Jpn. W1049	38/12	
97141	97BHA97132	Jpn. W1067	52/12	
97143	97AHA97133	Jpn. W1062	11/11	
97144	97AHA97134	Jpn. W1081	9/11	52/12
97146	97AHA97135	Jpn. W1083	46/10	
97148	97XHA97136	Jpn. W1085	18/11	
97149	97AHA97137	Jpn. W66	46/10	
97150	97XHA97139	Jpn. W67	46/10	
97151	97AHA97168	Jpn. W1061	21/11	
97154	97BHA97171	Jpn. W1042	52/11	
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97156	97BHA97173	Jpn. W92	49/11	
97181	97BHA97089	Jpn. W1051	42/12	
97182	97BHA97090	Jpn. W1053	21/12	
97184	97BHA97030	Jpn. W1055A	49/11	
97185	97BHA97031	Jpn. W1057B	49/11	
97188	97BHA97033	Jpn. W1052	38/12	
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97220	97AHA97197	Jpn. W1103	29/12	
97221	97AHA97198	Jpn. W106	11/11	
97225	97AHA97210	Jpn. W150A	46/11	
97226	97XHA97211	Jpn. W1110	3/12	
97229	97AHA97214	Jpn. W101A	29/12	
97230	97AHA97215	Jpn. W101B	20/12	
97233	97BHA97252	Jpn. W153	12/11	
97234	97BHA97253	Jpn. W137A	45/11	
97236	97BHA97255	Jpn. W137B	46/11	
97237	97BHA97256	Jpn. W1121	6/12	
97241	97BHA97259	Jpn. W1124	21/11	
97261	97BHA97293	Jpn. W141	12/11	49/11
97262	97BHA97294	Jpn. W104	12/11	
97263	97BHA97295	Jpn. W132	9/11	
97263	97BHA97965	Jpn. W1361	45/11	
97272	97BHA97306	Jpn. W126	46/11	
97274	97AHA97308	Jpn. W127	9/11	
97280	97BHA97315	Jpn. W1106	45/11	
97285	97AHA97319	Jpn. W1262	11/11	45/12
97286	97AHA97321	Jpn. W1263	11/11	52/12
97287	97AHA97322	Jpn. W1264	11/11	
97303	97BHA97324	Jpn. W110	6/12	
97383	97BHA97337	Jpn. W206	3/12	
97410	97XHA97358	Jpn. W166	6/12	
97465	97BHA97370	Jpn. W222A	49/11	
97466	97AHA97371	Jpn. W243	13/12	

97469	97AHA97373	Jpn. W228B	48/11
97481	97BCO97375	Jpn. W1205	49/11
97563	97AHA97568	Jpn. W50	4/12

## 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 43 (Worldwide Navigational Warning Service).

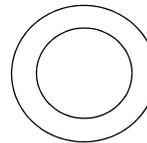
Due to the large volume of information received, NGA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized 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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# HYDROARC REPORT SHEET

Observer \_\_\_\_\_

Ship/Organization \_\_\_\_\_

Phone \_\_\_\_\_ Email Address \_\_\_\_\_

Describe Hazard (e.g. dredge, buoy, current meter, operations): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Is hazard remotely monitored? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, list Internet URL where most recent position will be posted (if any): \_\_\_\_\_

Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): \_\_\_\_\_

Date of Insertion \_\_\_\_\_ Latitude \_\_\_\_\_ Longitude \_\_\_\_\_

Date of Expected Removal \_\_\_\_\_

Most Recent Observation: Date \_\_\_\_\_ Time (Local) \_\_\_\_\_

Latitude \_\_\_\_\_ Longitude \_\_\_\_\_ Datum \_\_\_\_\_

Navigation System \_\_\_\_\_ Verified by Navigator: Yes \_\_\_\_\_ No \_\_\_\_\_

Sounding sensor or method used \_\_\_\_\_

Sounding(s) corrected for draft: Yes \_\_\_\_\_ No \_\_\_\_\_

Details of Information Reported (continue on additional sheets as necessary): \_\_\_\_\_

\_\_\_\_\_

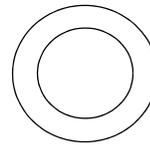
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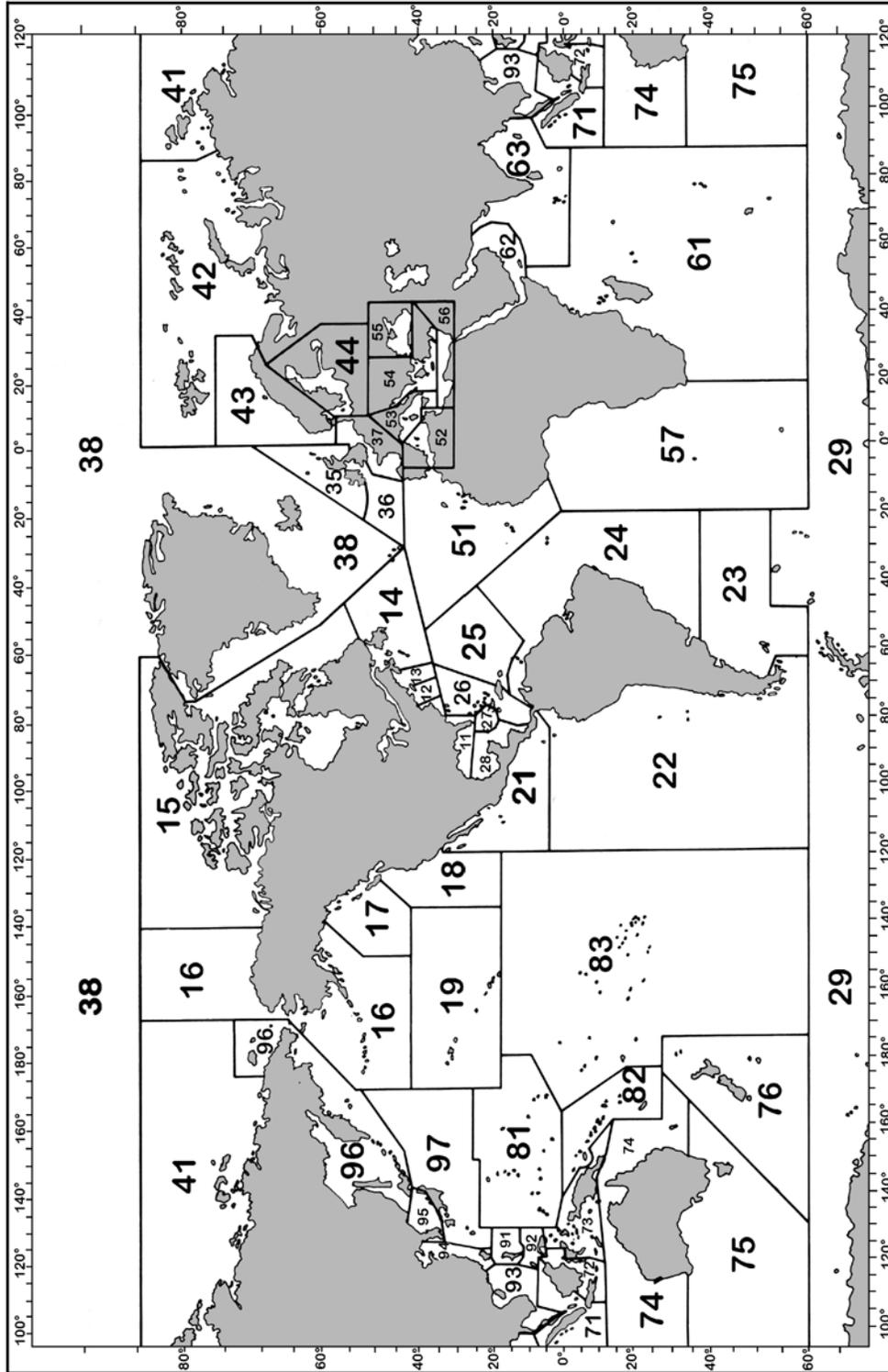
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# GEOGRAPHIC LOCATOR



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**