

# Gulf Coast Mariners Association



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**GCMA REPORT #R-420, Revision 1**  
**DATE: November 24, 2005**

## CORRECTING AND MAINTAINING YOUR NAUTICAL CHARTS AND PUBLICATIONS

*[Marine Education Textbooks, Inc., 124 North Van Ave., Houma, LA 70363. Phone (985) 879-3866; Fax (985) 879-3911. Marine Education Textbooks (MET) has been a nautical chart agent since 1970.]*

**First came the accident; followed by the regulation.** Coast Guard regulations on the carriage and use of charts and publications became much stricter after revelations following the 1993 Bayou Canot accident. In that catastrophe, the pilot of a towboat owned by a major towing company became disoriented in fog at night, carried no charts of the waters he was traversing, and did not know how to use his radar properly. Consequently, his tow struck a railroad bridge that rotated, twisted and displaced the welded steel rail, that led to the derailment of the Amtrak *õSunset Limitedö* passenger train traveling over 70 mph. The accident killed 45 passengers, and train crewmembers. It also brought swift condemnation upon Coast Guard regulators and the towing industry.

All commercial vessel regulations<sup>(1)</sup> now specify *õcurrent editions or currently corrected editionsö* of charts must be carried.

### Examples of USCG Chart and Publication Regulations

#### • For towing vessels:

##### **33 CFR §164.72 Navigational-safety equipment, charts or maps, and publications required on towing vessels<sup>1</sup>**

- (b) Each towing vessel must carry on board and maintain the following:
- (1) *Charts or maps.* Marine charts or maps of the areas to be transited, published by the National Ocean Service (NOS), the ACOE, or a river authority that satisfy the following requirements:
    - (i) The charts or maps must be of a large enough scale and have enough detail to make safe navigation of the areas possible.
    - (ii) The charts or maps must be either:
      - (A) Current editions or currently corrected editions, if the vessel engages in towing exclusively on navigable waters of the U.S., including Western Rivers; or
      - (B) **Currently corrected editions**, if the vessel engages in towing seaward of navigable waters of the U.S. or more than three nautical miles from shore on the Great Lakes.

- (iii) The charts or maps may be, instead of charts or maps required by paragraphs (b)(1) (i) and (ii) of this section, currently corrected marine charts or maps, or applicable extracts, published by a foreign government. These charts or maps, or applicable extracts, must contain information similar to that on the charts or maps required by paragraphs (b)(1) (i) and (ii) of this section, be of large enough scale, and have enough detail to make safe navigation of the areas possible, and must be currently corrected.
- (2) *General publications.* A currently corrected edition of, or an applicable currently corrected extract from, each of the following publications for the area to be transited:
  - (i) If the vessel is engaged in towing exclusively on Western Rivers:
    - (A) U.S. Coast Guard Light List;
    - (B) Applicable Notices to Navigation published by the ACOE, or Local Notices to Mariners (LNMs) published by the Coast Guard, for the area to be transited, when available; and
    - (C) River-current tables published by the ACOE or a river authority, if available.
  - (ii) If the vessel is engaged other than in towing exclusively on Western Rivers:
    - (A) Coast Guard Light List;
    - (B) Notices to Mariners published by the National Imagery and Mapping Agency, or LNMs published by the Coast Guard;
    - (C) Tidal-current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;
    - (D) Tide tables published by private entities using data provided by the NOS; and
    - (E) U.S. Coast Pilot.

#### • For Small Passenger Vessels:

##### **46 CFR §184.420 Charts and nautical publications.**

- (a) As appropriate for the intended voyage, a vessel must carry adequate and up-to-date:
- (1) Charts of large enough scale to make safe navigation possible;
  - (2) U.S. Coast Pilot or similar publication;
  - (3) Coast Guard Light List;
  - (4) Tide tables; and
  - (5) Current tables, or a river current publication issued by the U.S. Army Corps of Engineers or a river authority.
- (b) Extracts from the publications listed above for the areas to be transited may be provided instead of the complete publication. [CGD 85. 080, 61 FR 1002, Jan. 10, 1996, as amended at 62 FR 51358, Sept. 30, 1997]

#### • For Offshore Supply Vessels:

##### **46 CFR §130.330 Charts and nautical publications.**

- (a) Except as provided by paragraph (b) or (c) of this section, as appropriate for the intended voyage, each vessel must carry adequate and up-to-date:
- (1) Charts of large enough scale to make safe navigation possible;
  - (2) U.S. Coast Pilot or similar publication;
  - (3) Coast Guard Light List;
  - (4) Tide Tables published by the National Ocean Service;
  - (5) Local Notice or Notices to Mariners; and
  - (6) Current Tables published by the National Ocean Service, or a river-current publication issued by the U.S. Army Corps of Engineers or by a river authority, or both.
- (b) Any vessel may carry, instead of the complete publications listed in paragraph (a) of this section, extracts from them for

areas it will transit.

- (c) When operating in foreign waters, a vessel may carry an appropriate foreign equivalent of any item required by paragraph (a) of this section.

In this sea of regulations, we emphasize the terms “**corrected**” and “**up-to-date.**” As a licensed officer, you are open to charges of neglect of duty<sup>(1)</sup> if you do not consult the Local Notice to Mariners (LNM) or fail to listen to the Broadcast Notices to Mariners (BNM) or the sources of updated information for the charts and publications you use every day. [<sup>(1)</sup> 46 CFR §5.29, *Negligence.*]

**Maintaining your charts.** As soon as the government publishes a new edition of a chart, you should obtain a copy and retire the obsolete edition. The price is presently \$19.25<sup>(1)</sup> and has risen over the years. However, this is the wrong time to be penny wise and pound foolish. The regulations clearly specify up-to-date charts! [<sup>(1)</sup> *This price is set by the government and is effective Oct. 1, 2005. It is subject to annual revisions.*]

**Print date information.** The nautical charts you buy off the shelf are printed by huge, multi-colored printing presses in the Washington, DC area. The print date information on your chart includes the last date when information taken from the worldwide Notice to Mariners (NM) and/or the Local Notice to Mariners (LNM) updated the printed version of the chart. Remember that most nautical charts<sup>(1)</sup> are printed in bulk and are sold until their supply is exhausted or the government replaces them with a new edition or simply reprints them. The information printed on the chart is only accurate to the date of the last NM or LNM entry.

As a ship's officer, you must correct the chart by hand from that date forward with information from weekly notices to mariners. [<sup>(1)</sup> *A major exception is a “print on demand” chart available through a few of the larger chart agents as mentioned below.*]

Correcting charts is a routine procedure for deck-officer graduates of state and federal maritime academies who are trained to make such corrections to update and maintain a large stock of charts aboard oceangoing ships.

Unfortunately, few lower-level mariners working on commercial vessels of less than 1,600 gross register tons ever received training on how to maintain or correct charts. For lower-level mariners working on small commercial vessels the subject became more challenging especially in areas where Coast Guard boarding teams (or investigators) following an accident) now check not only for the presence of charts but also to see whether these charts are properly corrected and updated with the latest information from the NM or LNM.

**Correcting and updating your charts.** The government publishes chart corrections every week in the Local Notice to Mariners (LNM). Beginning in 2005, the LNM is only available on the internet at the Coast Guard's Navigation Center site at

[www.navcen.uscg.gov/lnm](http://www.navcen.uscg.gov/lnm).

Lack of access to a computer with an internet connection may lead to a problem if your vessel is not so equipped or if you do not know how to access this information. In this event, it is up to your employer to furnish you with the necessary weekly printouts you need from the Local Notice to

Mariners in a timely manner covering each Coast Guard District(s) in which your vessel operates.

### Example Using NOS Chart #11355

Each chart contains important clues as to how you must update it. For instance, in November 2005, the current edition of NOS Nautical Chart #11355, for Louisiana, Catahoula Bay to Wax Lake Outlet, is the 26<sup>th</sup> edition.

At the time of this writing (Nov. 2005) we noted that the government last printed this chart in April 2004, about a year and a half ago. The printed date information shows the 26<sup>th</sup> edition was corrected through;

- Notice to Mariners (NM) Apr. 3/04 (i.e., April 3<sup>rd</sup>), and
- Local Notice to Mariners (LNM) Mar. 23, 2004.

If you are a licensed officer and operate in the area covered by this chart, it is your responsibility to correct your copy of the chart from March 23, 2004 onward. To do this, you must use the information available on the Navigation Center (Navcen) website listed above **and** on a NOS website (below). Take the time to explore these web sites.

Generally, there are 52 local notices to mariners (LNM) issued each year or one for every week of the year. To make chart corrections for chart #11355, in theory, you would have to check each local notice issued after March 23, 2004 or which, at the date of this writing, consisted of about 70 notices. You can see that this can be a sizeable secretarial task; and this applies to one chart alone to say nothing about the large number of charts you probably carry on board the vessel. You will be relieved to know that the people who prepared the chart have arranged to help you with this monumental task or at least to some degree!

You will find that correcting one or more charts (and sometimes lots more) can be a very burdensome undertaking and involves a great deal of clerical work or more than many boat owners seem to recognize. Many officers find it is virtually impossible to do this job and not violate the 12-hour rule on a two-watch system. However, Coast Guard policy letter #G-MOC 4-00, Rev. 1, defines work as any activity that is performed on behalf of a vessel, its cargo, or the vessel's owner or operator. This includes standing watches, performing maintenance on the vessel or its appliances, unloading cargo, or performing administrative tasks, whether underway or at the dock.

Nevertheless, once you start this administrative task, you should make each correction carefully in ink. It may be best to perform this task on a weekly basis so it will not get ahead of you. Be sure that your relief follows up on chart corrections when you are off the boat.

**How the government maintains its charts.** The government maintains its charts using workers from a number of government agencies including the Coast Guard, NOAA, U.S. Army Corps of Engineers, the National Geospatial Intelligence Agency, and the Minerals Management Service to name just a few. Efforts from all these agencies go into producing the finished chart. In the past decade, the government progressed from maintaining their charts on paper to maintaining them electronically with lots of technical help from outside contractors and associates. The future lies in electronic charting.



To use this card properly, use one card for each chart or publication you carry aboard your vessel. Each form has 4 columns that you can use with either the worldwide Notice to Mariners (NM) or the Local Notice to Mariners (LNM). The columns are labeled as follows:

- **NM/Year.** Start with the earliest date and work up to the present. The job is much easier if you start with brand new oprint on demand charts.
- **Pubs Page No.** On which page of the notice did the correction appear?
- **Correction Made: Date/initial.** This record proves that you consulted the publication and made any appropriate correction on the chart (or in a opublicationö like the Coast Pilot or Light List). You will note that the NM and LNM correct a wide variety of nautical publications in addition to charts.

**How NOS can help you.** The National Ocean Service (NOS) compiles the necessary chart corrections. The National Ocean Service, the agency that prints charts for our coasts,

some rivers, and the Great Lakes, is part of the U.S. Department of Commerce. The following agency names are associated with these charts in descending order of the agency's perceived importance in the federal bureaucracy:

- National Oceanic and Atmospheric Administration (NOAA)
- National Ocean Service (NOS),
- Office of Coast Survey (OCS)

The Office of Coast Survey compiled an up-to-date list of all the corrections to its charts and publications on its own website. You should explore its main website at

**<http://nauticalcharts.noaa.gov>**

In the example of Chart #11355, Edition 26, we searched for all the updated corrections since the 26<sup>th</sup> edition was printed. In November 2004 we brought up seven pages of corrections that you would have to apply by hand to the printed ooff the shelfö version of the chart that is a year and a half old! A partial listing of these seven pages appears as **(Figure 2)**.

**Figure 2**

**Chart: 11355, Current Edition: 26, Print Date: 4/1/2004**

**Intracoastal Waterway Catahoula Bay to Wax Lake Outlet including the Houma Navigation canal**

<u>Action</u>	<u>Item Name</u>	<u>Charting Label</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Published Document</u>	<u>User Notes</u>
Relocate	CAT IS PASS LB 15	G "15" Fl G 4s	N 29° 05' 00.920"	W 090° 34' 55.561"	LNM 46/05, 8th Dist	
Relocate	CAT ISLAND PASS BY 17	G C "17"	N 29° 05' 28.644"	W 090° 34' 47.172"	LNM 46/05, 8th Dist	
Relocate	HOUMA NAVIGATION CANAL LB 1	G "1" Q G	N 29° 05' 56.868"	W 090° 34' 39.132"	LNM 46/05, 8th Dist	
Relocate	HOUMA NAVIGATION CANAL LB 2	R "2" Q R	N 29° 05' 58.630"	W 090° 34' 31.955"	LNM 46/05, 8th Dist	
Change	Depth Note C - HOUMA NAVIGATION CANAL	HOUMA NAVIGATION CANAL to: The controlling depth was 7 feet through Cat Island Pass; thence 9 feet from the entrance of the improved channel in Terrebonne Bay (29°06'00"N, 90°34'30"W), to Bayou Petit Caillou; thence 13 feet to Bayou Grand Caillou; thence 9 feet to Bayou Pelton; thence 11 feet to the junction with the Intracoastal Waterway. Aug. 2004 - Jul. 2005	N 29° 37' 18.000"	W 090° 46' 00.000"	LNM 45/05, 8th Dist	
Add	SUARD BARGE COMPANY CANAL DANGER LIGHTS (6)	6 Fl 2.5s 6ft	N 29° 38' 15.460"	W 090° 33' 29.460"	LNM 40/05, 8th Dist	
Add	DANGEROUS WRECK	PA	N 29° 18' 06.200"	W 090° 42' 53.400"	LNM 32/05, 8th Dist	
Change	Depth Note - Intracoastal Waterway	depth note to: Intracoastal Waterway (Landside Route) Morgan City to Port Allen	N 29° 39' 02.470"	W 090° 52' 56.000"	LNM 32/05, 8th Dist	

		(LR) Controlling Depth The controlling depth was 7 feet Sept. 1994 - Apr. 2005 to its junction with the Alternate Route in the Lower Grand River.				
Change	Depth Legend	18 FT BY 150 FT APR 2005	N 29° 37' 54.330"	W 091° 05' 09.620"	LNM 32/05, 8th Dist	
Change	Depth Legend	16 FT BY 150 FT APR 2005	N 29° 36' 58.800"	W 091° 06' 30.000"	LNM 32/05, 8th Dist	
Relocate	VISIBLE PIPE	Pipe PA	N 29° 38' 02.300"	W 091° 03' 00.600"	LNM 27/05, 8th Dist	
Add	Pile	Pile PA	N 29° 13' 51.254"	W 090° 40' 08.747"	LNM 26/05, 8th Dist	
Add	VISIBLE PIPE	Pipe PA	N 29° 38' 13.000"	W 091° 03' 04.000"	LNM 21/05, 8th Dist	
Change	-CATAHOULA BAY TO WAX LAKE OUTLET NOTE C HOUMA NAVIGATION CANAL	NOTE C HOUMA NAVIGATION CANAL to - " The controlling depth was 7 feet through Cat Island Pass; thence 10 feet from the entrance of the improved channel in Terrebone Bay (29°06'00"N 90°34'30"W), to Bayou Petit Caillou; thence 13 feet to Bayou Grand Caillou; thence 9 feet to Bayou Pelton; thence 11 feet to the junction with the Intracoastal Waterway. Aug. 2004 - Dec. 2004	N 29° 37' 18.000"	W 090° 46' 00.000"	LNM 15/05, 8th Dist	
Delete	DANGEROUS WRECK	Awash PA	N 29° 33' 44.400"	W 090° 55' 56.400"	LNM 13/05, 8th Dist	
Delete	LAROSE WRECK LIGHT WR1	Q G 17ft 3M "WR1"	N 29° 33' 31.820"	W 090° 23' 23.972"	LNM 10/05, 8th Dist	
Add	Submerged Obstruction	Obstn PA	N 29° 12' 00.000"	W 090° 37' 30.000"	LNM 09/05, 8th Dist	
Change	Depth Note C - Houma Navigation Canal	The controlling depth was 7 feet through Cat Island Pass; thence 7 feet from the entrance of the improved channel in Terrebone Bay (290600N, 903430W), to Bayou Petit Caillou; thence 13 feet to Bayou Grand Caillou; thence 9 feet to Bayou Pelton;thence 11 feet to the junction with the Intracoastal Waterway. Apr. 2004 - Nov. 2004	N 29° 37' 18.000"	W 090° 46' 00.000"	LNM 07/05, 8th Dist	
Change	Depth Legend - Bayou Chene	18 FT BY 150 FT NOV 2004	N 29° 37' 08.000"	W 091° 06' 10.000"	LNM 07/05, 8th Dist	
Change	Depth Legend - Lily Boom Cutoff (west fork)	17 FT BY 150 FT NOV 2004	N 29° 37' 41.000"	W 091° 04' 58.000"	LNM 07/05, 8th Dist	
Add	DANGEROUS WK	PA	N 29° 33' 44.400"	W 090° 55' 56.400"	LNM 50/04, 8th Dist	
Change	depth note C HOUMA NAVIGATION CANAL	The controlling depth was 7 feet through Cat Island Pass; thence 8 feet from the entrance of the improved channel in Terrebonne Bay (290600N, 903430W) to Bayou Petit Caillou; thence 13 feet to Bayou Grand	N 29° 37' 18.000"	W 090° 46' 00.000"	LNM 07/05, 8th Dist	

		Caillou; thence 10 feet to Bayou Pelton; thence 10 feet to the junction with the Intracoastal Waterway. Apr. 2004 - Oct. 2004				
Add	PLATFORM	Platform	N 29° 34' 31.200"	W 090° 32' 59.400"	LNM 44/04, 8th Dist	
Delete	DANGEROUS WK	PA	N 29° 33' 32.140"	W 090° 23' 23.190"	LNM 44/04, 8th Dist	
Revise	NOTE C: (HOUMA NAV CH)	SEE LNM	N 29° 37' 15.600"	W 090° 46' 00.000"	LNM 44/04, 8th Dist	
Delete	PILES	Piles PA	N 29° 10' 35.900"	W 090° 36' 24.300"	LNM 41/04, 8th Dist	
Delete	USGS FLOW METER LT B	Fl Y 2.5s 17ft 3M "B"	N 29° 38' 38.440"	W 091° 18' 04.811"	LNM 41/04, 8th Dist	
Add	PILES	Piles PA	N 29° 10' 35.900"	W 090° 36' 24.300"	LNM 39/04, 8th Dist	
Add	PIPELINE AREA PT 1	Pipeline Area	N 29° 42' 30.400"	W 091° 16' 04.300"	LNM 39/04, 8th Dist	
Add	PIPELINE AREA PT 2	NONE	N 29° 42' 26.500"	W 091° 15' 53.600"	LNM 39/04, 8th Dist	
Add	PIPELINE AREA PT 3	NONE	N 29° 42' 21.400"	W 091° 16' 08.900"	LNM 39/04, 8th Dist	
Add	PIPELINE AREA PT 4	NONE	N 29° 42' 17.200"	W 091° 15' 58.200"	LNM 39/04, 8th Dist	
Revise	BU SHAFFER WK LT WR1	Q G 17ft 4M "WR1" Ra Ref	N 29° 40' 30.689"	W 091° 12' 11.086"	LNM 37/04, 8th Dist	
Revise	NOTE C CAT ISLAND PASS	See LNM 37/04	N 29° 37' 16.000"	W 090° 46' 14.000"	LNM 37/04, 8th Dist	
Revise	LEGEND	19 FT BY 150 FT JUL 2004	N 29° 37' 44.500"	W 091° 05' 06.500"	LNM 36/04, 8th Dist	
Add	OBSTN	Obstn PA	N 29° 22' 32.300"	W 090° 43' 47.900"	LNM 35/04, 8th Dist	
Revise	DEPTH LEGEND	20 FT BY 150 FT JUL 2004	N 29° 37' 00.000"	W 091° 06' 10.000"	LNM 34/04, 8th Dist	
Revise	NOTE C: (HOUMA NAV CH)	See LNM 25/04	N 29° 37' 15.600"	W 090° 46' 00.000"	LNM 25/04, 8th Dist	
Relocate	LAROSE WK LT WR1	Q G 17ft 3M "WR1"	N 29° 33' 31.820"	W 090° 23' 23.972"	LNM 23/04, 8th Dist	
Add (2)	BUILDING RUINS	Ruins	N 29° 38' 25.800"	W 091° 06' 06.100"	LNM 24/04, 8th Dist	
Delete	SUBM WK	NONE	N 29° 37' 37.300"	W 091° 04' 29.400"	LNM 24/04, 8th Dist	
Revise	DEPTH LEGEND	20 FT BY 150 FT APR 2004	N 29° 37' 44.000"	W 091° 05' 07.000"	LNM 21/04, 8th Dist	
Revise	NOTE C: (HOUMA NAV CH)	See LNM 20/04	N 29° 37' 15.600"	W 090° 46' 00.000"	LNM 20/04, 8th Dist	
Revise (2)	BAYOU LA CARPE DEPTH LEGEND	10 ft rep Mar 2004	N 29° 33' 51.500"	W 090° 42' 29.500"	LNM 16/04, 8th Dist	
Delete	LAROSE WRK LB WR1	None	N 29° 33' 32.140"	W 090° 23' 23.190"	LNM 15/04, 8th Dist	
Delete	PILE	Piles	N 29° 32' 07.700"	W 090° 51' 35.100"	LNM 16/04, 8th Dist	
Delete	PILE	Piles	N 29° 32' 17.000"	W 090° 52' 26.700"	LNM 16/04, 8th Dist	
Delete	PILE	Piles	N 29° 33' 16.000"	W 090° 54' 35.700"	LNM 16/04, 8th Dist	
Delete	PILE	Subm piles	N 29° 38' 34.000"	W 091° 18' 03.100"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 34.700"	W 091° 18' 04.000"	LNM 01/05, 8th Dist	
Delete	PILE	Subm piles and arrow	N 29° 38' 21.800"	W 091° 19' 04.500"	LNM 01/05, 8th Dist	

Delete	PILE	NONE	N 29° 38' 26.700"	W 091° 20' 15.200"	LNM 01/05, 8th Dist	
Delete	PILE	Subm piles	N 29° 38' 32.700"	W 091° 21' 12.000"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 33.500"	W 091° 21' 12.300"	LNM 01/05, 8th Dist	
Delete	PILE	Piles	N 29° 38' 32.800"	W 091° 21' 51.500"	LNM 01/05, 8th Dist	
Delete	PILE	Subm piles	N 29° 38' 38.600"	W 091° 22' 19.600"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 42.300"	W 091° 22' 19.900"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 38.700"	W 091° 22' 21.100"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 42.600"	W 091° 22' 21.500"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 44.000"	W 091° 22' 29.600"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 43.900"	W 091° 22' 30.800"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 51.200"	W 091° 23' 00.700"	LNM 01/05, 8th Dist	
Delete	PILE	Subm piles rep	N 29° 38' 51.500"	W 091° 23' 02.300"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 38' 51.500"	W 091° 23' 03.800"	LNM 01/05, 8th Dist	
Add	VISIBLE WK	NONE	N 29° 41' 17.500"	W 091° 05' 58.900"	LNM 01/05, 8th Dist	
Add	PILE	Piles	N 29° 40' 58.300"	W 091° 05' 53.200"	LNM 01/05, 8th Dist	
Add	LABEL	Wks	N 29° 41' 02.800"	W 091° 10' 51.500"	LNM 01/05, 8th Dist	
Add	DANGER LIMIT AREA, BLUE TINT	Foul w/wrecks (PT 1)	N 29° 43' 09.400"	W 091° 12' 51.400"	LNM 01/05, 8th Dist	
Add	DANGER LIMIT AREA, BLUE TINT	PT 2	N 29° 43' 13.300"	W 091° 12' 48.000"	LNM 01/05, 8th Dist	
Add	DANGER LIMIT AREA, BLUE TINT	PT 3	N 29° 43' 02.500"	W 091° 12' 56.000"	LNM 01/05, 8th Dist	
Add	VISIBLE WK	NONE	N 29° 42' 29.000"	W 091° 13' 07.600"	LNM 01/05, 8th Dist	
Delete	VISIBLE WK	PA	N 29° 40' 41.200"	W 091° 05' 56.700"	LNM 01/05, 8th Dist	
Delete	VISIBLE WK	PA	N 29° 40' 54.200"	W 091° 05' 57.100"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 41' 04.100"	W 091° 09' 03.600"	LNM 01/05, 8th Dist	
Delete	LABEL	Ramp	N 29° 41' 07.300"	W 091° 10' 56.000"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	NONE	N 29° 41' 01.100"	W 091° 10' 58.200"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	PA	N 29° 41' 05.700"	W 091° 11' 21.200"	LNM 01/05, 8th Dist	
Delete	SUBM OBSTN	Obstn PA	N 29° 41' 05.500"	W 091° 11' 34.700"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 41' 08.500"	W 091° 11' 46.100"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	NONE	N 29° 40' 50.400"	W 091° 11' 56.300"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	NONE	N 29° 41' 15.000"	W 091° 12' 02.000"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 41' 15.200"	W 091° 12' 29.100"	LNM 01/05, 8th Dist	
Delete	PILE	NONE	N 29° 41' 14.600"	W 091° 12' 34.900"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	PA	N 29° 41' 33.700"	W 091° 12' 49.800"	LNM 01/05, 8th Dist	
Delete	SUBM OBSTN	Wk	N 29° 41' 13.300"	W 091° 12' 55.500"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	NONE	N 29° 42' 59.200"	W 091° 12' 58.400"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	Wk PA	N 29° 40' 19.800"	W 091° 13' 37.900"	LNM 01/05, 8th Dist	
Delete	DANGEROUS WK	PA	N 29° 40' 25.900"	W 091° 13' 44.000"	LNM 01/05, 8th Dist	



Delete	DANGEROUS WK	PA	N 29° 39' 46.100"	W 091° 14' 20.500"	LNM 01/05, 8th Dist	
Revise	LABEL	Wks	N 29° 42' 23.600"	W 091° 13' 20.800"	LNM 01/05, 8th Dist	
Add	VISIBLE WK	Wks	N 29° 40' 11.800"	W 091° 13' 51.100"	LNM 01/05, 8th Dist	
Add	LABEL	Dol	N 29° 41' 04.900"	W 091° 09' 03.000"	LNM 01/05, 8th Dist	
Add	LAROSE WK LT WR1	Q G 17ft 3M "WR1"	N 29° 33' 31.820"	W 090° 23' 23.972"	LNM 14/04, 8th Dist	

This listing provides all corrections to this chart since 4/1/2004, the Print Date of Edition 26.

Click [Here](#) to download a tab delimited text file of this listing.

Click below for another Edition.

[Edition: 26](#), Print Date: 4/1/2004

[Edition: 25](#), Print Date: 7/1/2003

[Edition: 24](#), Print Date: 6/1/2002

[Edition: 23](#), Print Date: 5/13/2000

**Summary of Corrections.** In the past, before developments on the internet during the past decade, the government used to compile a Summary of Corrections on a regular basis. This was a huge book and was very expensive to produce. That publication, printed in several volumes, updated both foreign and domestic charts and publications. The data is still collected and the book is still published, but it is done privately and not by the government.

#### PAPERLESS CHARTS IN YOUR FUTURE?

One of the facts of life that is seldom mentioned is that lower-level mariners were never trained to make chart corrections. The National Maritime Center would be hard-pressed to show where they require chart-correction training in any of their approved courses for lower-level mariners.

Very few e-cram courses popular before the era of STCW and the emergence of the National Maritime Center ever took the time necessary to cover this subject with their lower-level mariners. The time would have been wasted since most lower-level mariners were lucky if their vessels even carried a chart of the area to say nothing of the date of that chart or anything about its edition number. Talk of making corrections to a chart would bring incredulous stares especially when you could buy a new chart off the shelf. These are the facts of life in an industry where boat handlers are at a premium and clerical tasks are a degrading form of punishment. Realistically, this is **NOT** going to change for lower-level mariners even though it is both unprofessional and dangerous.

The next step, and one that **MAY** (eventually) eliminate

the need for paper chart corrections and updating will be paperless charting. Paperless charts use electronic systems like ECS (Electronic Charting Systems) and ECDIS (Electronic Chart Display Information Systems) that are being developed and perfected today.

Congress, in Section 410 of the Coast Guard and Maritime Transportation Act of 2004, instructed the Coast Guard to write regulations requiring towing vessels of more than 600 horsepower, commercial vessels of at least 65 feet in length, and vessels carrying (an as-yet-undetermined number of passengers) to be equipped with and operate electronic charts by January 1, 2007. To carry out this Congressional mandate, the Coast Guard will have to prepare a rulemaking package sometime in 2006. We plan to follow this rulemaking as it develops.

The U.S. Navy, the deep-sea merchant marine, and river towboats on the western rivers already use various types of electronic chart displays many in conjunction with radar and AIS. However, in most cases paper backup charts are still required.

#### FOR FURTHER INFORMATION

To explore this subject in depth we recommend:

- How to Keep Your Admiralty Charts Up to Date. British Admiralty Publication NP294, Third Edition. Contains instructions and 17 examples of chart corrections.
- Chart Correction Kit with the new Nautical Chart Symbols and Abbreviations. Trans-Graphics. MET Stock #E-10.
- NGA Chart Correction Template, WOXZP9998, MET Stock #PT-21.