



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 17

27 April 2000

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Mariners are requested to inform the UK Hydrographic Office, Admiralty Way, Taunton, Somerset TA1 2DN immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in Admiralty charts or publications. Copies of form H 102, which is a convenient form on which to send in a report, may be obtained gratis from any Admiralty Distributor or the reproduction at the end of Section VI of the Weekly Edition of Notices to Mariners may be used. A copy of the form, which may be used as a pro forma, is also printed in the Mariner's Handbook (NP 100).

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Rear Admiral

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ADMIRALTY DIGITAL NOTICES TO MARINERS (ADNM)

This information is provided solely as an aid to safe navigation. The UKHO accepts no responsibility for the accuracy or reliability of the information as displayed by the user's equipment and reminds users that the information is not intended to replace the paper version of the Admiralty Notices to Mariners published by the UKHO.

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EXPLANATORY NOTES

Dating Weekly Notices are dated for the Thursday appropriate to the week they are issued and include notices up to the preceding Saturday, the date of printing.

Charts The notices in Section II give instructions for the correction of Admiralty charts. Geographical positions refer to the largest scale chart unless otherwise stated. They are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older-style charts. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward. Symbols referred to are those shown on chart 5011.

Depths and heights are given in metres or fathoms and/or feet (abbreviated m, fm, ft, respectively)

Alterations to depth contours, deletion of depths to make way for new detail, etc., are not mentioned unless they have some navigational significance.

Blocks and notes accompanying notices in Section II are placed within Section II.

Temporary and Preliminary Notices These are indicated by (T) or (P) after the notice number. They are printed on one side of the paper in order that they may be cut up and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number and an in-force list is published monthly. **Charts are not corrected for them before issue;** they should be corrected in pencil on receipt. In (T) and (P) notices, separate latticed versions are not quoted in the list of charts affected nor are they included in the Index of Charts Affected.

Original Information A star adjacent to the number of a notice indicates that the notice is based on original information.

Lights When a light is affected by a notice its Light List number is quoted. The detailed correction to the List of Lights is given in Section V and may be published in an earlier edition than the chart-correcting notice. The entire entry for each light amended will be printed (including minor changes) and an asterisk (*) will denote which column contains a significant amendment. In the case of a new light, an asterisk (*) will appear under **all** columns. New and extensively altered entries are intended to be pasted in. It is recommended that a manuscript entry is made for all shorter corrections.

It is emphasised that the List of Lights is the primary source of information on lights and that many alterations, especially those of a **temporary but operational** nature, are promulgated **only** as corrections to the List of Lights.

The range of a light is normally the nominal range, except when the responsible authority quotes luminous or geographical range.

Radio Signals When a chart-correcting notice is issued for a radiobeacon its Admiralty List of Radio Signals Volume 2 reference number is quoted, followed in parentheses by the number of the Weekly Edition containing (in Section VI) the corresponding correction to the service details.

The corrections in Section VI should be cut up and pasted in the appropriate volumes.

Sailing Directions Corrections to Sailing Directions are given in Section IV. Those in force at the end of the year are reprinted in the Annual Summary of Notices to Mariners. A list of corrections in force is published in Section IV of the Weekly Edition for the last week of each month.

It is recommended that corrections are kept in a file with the latest list of corrections in force on top. The list should then be consulted when using the parent book to see if any corrections, affecting the area under consideration, are in force.

It is not recommended that corrections be stuck in the parent book or current supplement, but, if this is done, when a new supplement is received care must be taken to retain those corrections issued after the date of the new supplement, which may be several months before its receipt on board.

Radio Navigational Warnings See Note at the start of Section III.

Updating

Updating information is published by Weekly Notices to Mariners supplemented by radio warnings for items of immediate importance. It should be borne in mind that they may be based on reports which cannot always be verified before promulgation, and that it is sometimes necessary to be selective and promulgate only the more important items to avoid overloading users; the remainder being included in revised editions of the charts and publications concerned.

Laws and Regulations

While, in the interests of the safety of shipping, the UK Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:—

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

Correction of charts and publications by the user

Admiralty Notices to Mariners contain important information and should be used to keep the specified charts and books up-to-date.

I

THE USE OF CHARTS AND ASSOCIATED PUBLICATIONS

Reliance on Charts and Associated Publications

While every effort is made to ensure the accuracy of the information on Admiralty charts and other publications, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge of the reliance he can place on the information given, bearing in mind his particular circumstances, local pilotage guidance and the judicious use of available navigational aids.

Charts

Charts should be used with prudence: there are areas where the source data are old, incomplete or of poor quality. The mariner should use the largest scale appropriate for his particular purpose; apart from being the most detailed, the larger scales are usually corrected first. When extensive new information (such as a new hydrographic survey) is received, some months must elapse before it can be fully incorporated in published charts.

On small scale charts of ocean areas where hydrographic information is, in many cases, still sparse, charted shoals may be in error as regards position, least depth and extent. Undiscovered dangers may exist, particularly away from well-established routes.

Further guidance

The Mariner's Handbook (NP 100) gives a fuller explanation of the limitations of charts. Annual Notice 9 gives the UKHO policy for the promulgation and selection of safety-critical information for charts. Details of chart correcting methods can be found in NP294, "How to correct your charts the Admiralty way", published October 1997. All users are advised to study these publications.

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 25 May 2000

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
107	England - east coast, Approaches to the River Humber. <i>Includes the latest Humber Port Authority survey, new deep water anchorage area and new buoyed approach channel.</i>	1:75,000	107
109 INT 1555	International Chart Series, England - east coast, River Humber and the Rivers Ouse and Trent. Ⓐ Humber Bridge to Whitton Ness. Ⓑ Whitton Ness to Goole and Keadby. Ⓒ Keadby to Gainsborough. Ⓓ Goole. <i>Includes revised depths in the River Humber and the approach channel. Also includes the new Deep Water Anchorage and new buoyage in the approaches.</i>	1:50,000 1:50,000 1:100,000 1:5,000	109 INT 1555
123	India - east coast, Approaches to Hugli River. <i>Includes amendments to buoyage.</i>	1:150,000	123
136	India - east coast, Hugli River, Sagar Roads to Kukrahātti Reach. Haldia Port. <i>Includes extensive amendments to buoyage.</i>	1:75,000 1:37,500	136
1444	Italy - east coast, Ancona and Falconara Marittima with approaches. Ⓐ Approaches to Ancona and Falconara Marittima. Ⓑ Ancona and Falconara Marittima. Ⓒ Ancona. <i>Includes the updating of dredged areas and depths for the plan Ancona. This plan is referred to European Datum (1950).</i>	1:100,000 1:30,000 1:10,000	1444
3303	Sea of Azov - Ukraine, Approaches to Mariupol'. Ⓐ Port of Mariupol'. Ⓑ Port of Azovstal' and Havan' Shmidta. <i>Includes revised positions for buoyage in the approach channels and amended coastline.</i>	1:30,000 1:12,000 1:12,000	3303
3438	Finland - southwest coast, Approaches to Uusikaupunki (Nystad). <i>Includes significant amendments to depth information south of 60° 41'N. from the latest Finnish Government charts.</i>	1:60,000	3438

II

1772 MISCELLANEOUS CHART CORRECTIONS

Chart Last Correction Details
 Nil corrections this week.
 UK Hydrographic Office.

1698* ENGLAND, East Coast — River Thames — Gravesend Reach — Lights; Jetty; Legend; Works

Insert	★	(a) 51° 27'·003N., 0° 21'·710E.
		(b) 51° 27'·011N., 0° 21'·611E.
	jetty, single firm line, joining:	(c) 51° 27'·011N., 0° 21'·820E.
		(existing jetty)
		(d) 51° 27'·003N., 0° 21'·789E.
		(e) (a) above
		(f) (b) above
Substitute	legend, <i>Ru</i> , for legend RoRo, centred on:	(g) 51° 27'·025N., 0° 21'·679E.
Delete	legend, Works in progress (2000), centred on:	(h) 51° 26'·985N., 0° 21'·700E.

Chart [*Last correction*].— **1186 (inset, Continuation)** (*a–f,h*) [851/00]— **2151 (panel A)** (*a–g*) [852/00]— **2484 (INT 1574) (lower panel)** (*c–f*) [852/00]— **5606.8 (lower panel)** (*a–f*) [852/00]
 Light List Vol. A/00, 2082 (remarks)
 Port of London Authority (HH.246/410/06).

1699* ENGLAND, East Coast — River Humber — Grimsby Middle — Depths

Insert	depth 4 ₆ m enclosed by 5m contour	53° 36'·35N., 0° 01'·84W.
	depth 6 ₅ m enclosed by 7m contour	(a) 53° 36'·04N., 0° 00'·18E.
	depth 4 ₃ m	(b) 53° 36'·03N., 0° 01'·18W.
	depth 1 ₅ m enclosed by 2m contour and extend 5m contour	
	NW. to enclose with (b) above	53° 35'·87N., 0° 00'·97W.
	depth 7m and extend 7m contour S. to enclose	(c) 53° 35'·70N., 0° 01'·88W.
	depth 4 ₈ m and extend 5m contour SE. to enclose	(d) 53° 35'·46N., 0° 00'·27E.
	depth 6 ₃ m and extend 7m contour S. to enclose	53° 35'·30N., 0° 00'·71E.
Delete	depth 7 ₆ m	close S. of (a) above
		close S. of (c) above
	depth 5 ₃ m	close NW. of (d) above

Note: The above correction will be included in a New Edition of Chart 109 due to be published 25 May 2000.

Chart [*Last correction*].— **1188 (INT 1553)** [159/00]
 ABP Humber (HH.252/400/08).

1700* ENGLAND, East Coast — River Humber — Hull Middle to Hessle Sand — Depths; Buoyage

Insert	depth 4 ₅ m enclosed by 5m contour	53° 43'·42N., 0° 22'·47W.
	depth 1 ₂ m	(a) 53° 42'·89N., 0° 23'·77W.
	drying contour joining:	(b) 53° 43'·09N., 0° 22'·37W.
		(c) 53° 42'·98N., 0° 22'·33W.
	legend, <i>Channel marked by light–floats and light–buoys</i> , orientated 055°/235°, centred on:	53° 42'·90N., 0° 23'·68W.
	legend, <i>Channel marked by light–floats and light–buoys</i> , orientated 067°/247°, centred on:	53° 43'·75N., 0° 21'·25W.
Delete	depth 0 ₄ m	close SE. of (a) above
	depth 0 ₈ m	475m SW. of (a) above
	depth 0 ₁ m	650m ESE. of (a) above
	former drying contour joining:	(b)–(c) above
	legend, <i>Channel marked by light–floats and light–buoys</i> , centred on:	53° 43'·60N., 0° 18'·80W.
		53° 42'·45N., 0° 23'·80W.

Note: The above correction will be included in a New Edition of Chart 109 due to be published 25 May 2000.

Chart [*Last correction*].— **3497 (INT 1554)** [159/00]
 ABP Humber (HH.252/410/11).

1701* SCOTLAND — Orkney Islands — Eday — Sound of Faray — Bay of Newark — Buoy

Insert	special spherical light–buoy, <i>Fl(5)Y.20s</i>	59° 12'·34N., 2° 47'·12W.
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Chart [*Last correction*].— **2250** [36/00]— **1942 (INT 1502)** [37/00]— **1954 (INT 1601)** [2647/99]
 Orkney Islands Council Notice 2/00 (HH.268/430/04).

II

1702* SCOTLAND, West Coast — Outer Hebrides — South Uist and Benbecula — Bagh Nam Faoileann — Buoyage

Delete	A light-buoy	(a)	57° 22'·82N., 7° 15'·08W.
	B buoy	(b)	57° 23'·12N., 7° 16'·03W.
	C buoy	(c)	57° 23'·23N., 7° 16'·60W.
	special can buoy	(d)	57° 23'·21N., 7° 17'·19W.
	special conical buoy	(e)	57° 23'·28N., 7° 17'·16W.
	Outer light-buoy	(f)	57° 23'·41N., 7° 17'·62W.
	Inner light-buoy	(g)	57° 23'·52N., 7° 17'·85W.
	legend, Buoyed, centred on:	(h)	57° 22'·8N., 7° 15'·0W.

Chart [Last correction].— **2904** (a–g) [2487/95] — **1795** (INT 1626) (h) [44/00]
SALMO (HH.272/740/04).

1703* SCOTLAND, West Coast — Firth of Clyde — Firth of Clyde Channel and Hunterston Channel — Radio reporting points; Vessel traffic services

Insert	radio reporting point and legend, (<i>When Pilot not embarked</i>), as follows:		
	direction of vessel movement 011°/191°	(a)	55° 43'·18N., 4° 59'·13W.
	direction of vessel movement 000°/180°	(b)	55° 42'·53N., 4° 55'·33W.
	the accompanying note, VESSEL TRAFFIC SERVICE, centred on:	(c)	55° 45'·54N., 4° 54'·85W.
		(d)	55° 47'·00N., 5° 05'·00W.
		(e)	55° 41'·60N., 4° 49'·15W.
Substitute	the accompanying note, VESSEL TRAFFIC SERVICE, for existing note, VESSEL TRAFFIC SERVICE, centred on:	(f)	55° 36'·70N., 5° 21'·00W.
		(g)	56° 07'·00N., 5° 22'·50W.
Delete	radio reporting point and legend, (<i>When Pilot not embarked</i>)	(h)	0·6 cables SSW. of (a) above

Chart [Last correction].— **1867** (plan, **Hunterston Channel**) (b,c) [1420/00] — **1907** (INT 1634) (a,b,d) [854/00] — **2491** (a,b,e) [854/00] — **2221** (a,b,f,h) [854/00] — **2131** (a,b,g,h) [4051/99]
Admiralty List of Radio Signals Vol. 7(1) 1999/2000: A1560 (13/00)
Clydeport Operations Ltd (HH.274/440/05).

1704* WALES, West Coast — Ramsey Sound — The Bishops and Clerks — South Bishop — Radar beacon

Insert	radar beacon, <i>Racon</i> (O), at light, (charts 1478, 1178, 1410 and 1121, radar beacon, <i>Racon</i> (O) (3 & 10cm), at light)	51° 51'·14N., 5° 24'·66W.
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Chart [Last correction].— **1482** (plan, **Ramsey Sound**) [1083/99] — **1478** [1260/99] — **1973** [1083/99] — **1178** (INT 1611) [1083/00] — **1410** (INT 1609) [4503/99] — **1121** (INT 1062) [370/00] — **1123** [*New Edition* 30/12/99]
Light List Vol. A/00, 5276
Admiralty List of Radio Signals Vol. 2, 2000: 5047 (5/00)
Trinity House Notices 1/00 & 9/00 (HH.213/430/04).

1705* ENGLAND, South Coast — Southampton Water — Langdown Eastwards — Buoyage

Insert	special spherical buoy, <i>Royal Southampton</i> (Mar–Dec)	50° 51'·73N., 1° 22'·19W.
Move	Deans Lake buoy from:	50° 51'·35N., 1° 21'·51W.
	to:	50° 51'·37N., 1° 21'·50W.

Chart [Last correction].— **1905** [1182/00] — **5600.8** [618/00]
ABP Southampton Notice 7/00 (HH.232/590/07).

1706* ENGLAND, South Coast — Isle of Wight — Cowes Harbour and River Medina — Buoyage; Lights; Pile; Leading line

Amend	designation of No4 light-buoy to, No2 designation of No3 light-buoy to, No1 designation of No6 light-buoy to, No4 designation of No8 light-buoy to, No6	(a)	50° 46'·040N., 1° 17'·788W.
		(b)	0·1M W. of (a) above
		(c)	0·24M SSE. of (a) above
		(d)	0·46M SSE. of (a) above
Substitute	★ 2F.G (vert) W1, for • W1	(e)	50° 45'·264N., 1° 17'·475W.
	port-hand can light-buoy, <i>Fl.R.2s No8</i> , for No10 can buoy	(f)	50° 44'·559N., 1° 17'·194W.
	port-hand can light-buoy, <i>Fl.R.6s No10</i> , for No12 can buoy	(g)	0·17M S. of (f) above
Delete	★ Iso.R.2s5m3M, (charts 394 & 5600.6, ★ Iso.R.3M), (charts 1905 & 2040, ★ Iso.R.2s3M) leading line, pecked and firm line, and associated legend, Leading Lts 164°, (charts 394, 2040 & 5600.6, associated legend, Leading Lights 164°), (chart 1905, associated legend, 164°)	(h)	50° 45'·719N., 1° 17'·684W.
		(i)	extending in direction 344° from (h) above

Chart [Last correction].— **2793** (inset A) (f,g) & **2793** (a–e,h,i) [4686/99] — **394** (a,b,h,i) [1182/00] — **1905** (a,b,h,i) [1705/00] — **2040** (a,b,h,i) [1182/00] — **5600.6** (a,b,h,i) [1182/00]
Light List Vol. A/00, 0658.7, 0652.1
Harbour Master, Cowes Notice 4/00 (HH.232/640/08).

II

1707 SWEDEN, West Coast — Göteborg — Arendal — Works; Buoy

Insert legend, *Works in progress*, centred on: 57° 41'·5N., 11° 49'·4E.
Delete starboard-hand spar buoy 57° 41'·5N., 11° 49'·6E.

Chart [*Last correction*].— **3663 (panel A)** [1427/00]
Swedish Notices 11/298T/00 & 12/321/00 (HH.317/540/02).

1708 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Skelleftehamn and Norfolksgrundet — Buoyage

Insert starboard-hand spar buoy (a) 64° 41'·02N., 21° 15'·05E.
E. cardinal spar buoy (b) 64° 48'·6N., 21° 16'·8E.

Chart [*Last correction*].— **57 (plan, Skelleftehamn)** (a) [1429/00] — **2301 (b)** [1520/00] — **2302 (b)** [1087/00]
Swedish Notice 12/307/00 (HH.318/625/03).

1709 BALTIC SEA — Gulf of Finland — Finland — South Coast — Approaches to Kotka — Suuri-Musta Westwards — Buoyage

Insert S. cardinal spar buoy 60° 28'·17N., 27° 01'·79E.
S. cardinal spar light-buoy without topmark, VQ(6)+LFl.10s (a) 60° 27'·23N., 27° 05'·76E.
N. cardinal spar buoy 60° 27'·15N., 27° 08'·54E.
Substitute port-hand spar light-buoy, Fl.R.3s, for port-hand spar buoy 60° 27'·81N., 27° 08'·56E.
60° 27'·04N., 27° 08'·63E.
E. cardinal spar light-buoy without topmark, VQ(3)5s C,
for port-hand spar light-buoy, C 60° 27'·48N., 27° 08'·69E.
Move S. cardinal spar buoy from: 60° 28'·14N., 27° 02'·20E.
to: 60° 28'·10N., 27° 02'·09E.
Delete S. cardinal spar buoy close N. of (a) above

Chart [*Last correction*].— **1089** [1190/00]
Finnish Notice 7/142/00 (HH.322/540/02).

1710 BALTIC SEA — Germany, North Coast — Rostock — Approaches to Dorf Schmarl — Buoyage

Substitute special barrel buoy with topmark, S5, for S5 buoy (a) 54° 08'·23N., 12° 05'·37E.
Delete S6 buoy 0·1M SSE. of (a) above

Chart [*Last correction*].— **2370 (INT 1355)** [1490/00]
German Notice 9/1672/00 (HH.327/500/03).

1711 BALTIC SEA — Denmark — Jylland — Limfjord — Ålborg and Hals — Speed restriction; Depths

Insert the accompanying note, HALS HARBOUR (a) within title panel
close E. of SATELLITE–
DERIVED POSITIONS note
Substitute legend, (*see Note*) (b) 56° 59'·34N., 10° 18'·30E.
depth 3m for depth 5m (c) 57° 03'·42N., 9° 54'·73E.
depth 4m for depth 5m (d) 57° 03'·36N., 9° 55'·55E.
depth 4m for depth 5m (e) 57° 03'·35N., 9° 54'·87E.
depth 4m for depth 5m (f) 57° 03'·26N., 9° 55'·10E.
depth 6m for depth 7m (g) 57° 03'·18N., 9° 55'·33E.
depth 6m for depth 6·7 m (h) 57° 03'·11N., 9° 55'·52E.
Delete depth 5m (i) 57° 03'·21N., 9° 55'·21E.

Chart [*Last correction*].— **598 (Title panel) (a) (panel A) (b) & (plan, Ålborg) (c–i)** [3062/99]
Danish Notices 10/67–68/00 (HH.332/430/02).

1712 GERMANY, North Sea Coast — Die Elbe — Süderpiep — Data buoy

Insert special spherical light-buoy, Fl(5)Y.20s ODAS 54° 06'·66N., 8° 20'·23E.

Chart [*Last correction*].— **1875** [1321/00] — **3767 (INT 1412)** [4698/99]
German Notice 12/3/00 (HH.328/590/02).

1713 NETHERLANDS — Noordwijk aan Zee Northwestwards — Buoy

Insert special conical light-buoy, Fl.Y.5s SLIB 52° 18'·31N., 4° 18'·15E.

Chart [*Last correction*].— **2322 (INT 1415)** [1322/00] — **1408** [1529/00]
Netherlands Notice 12/148/00 (HH.340/580/02).

II

1714 FRANCE, West Coast — Chenal de la Helle and Chenal du Four — Restricted access

Insert	the accompanying note, RESTRICTED ACCESS—CHENAL DE LA HELLE AND CHENAL DU FOUR, centred on:	(a) 48° 32'·6N., 4° 43'·4W.
		(b) 48° 26'·60N., 4° 33'·67W.
	legend, <i>RESTRICTED ACCESS</i> (see Note), between:	(c) 48° 29'·5N., 4° 52'·1W.
		(d) 48° 28'·7N., 4° 51'·6W.
	legend, <i>RESTRICTED ACCESS</i> (see Note), between:	(e) 48° 27'·9N., 4° 55'·8W.
		(f) 48° 27'·2N., 4° 54'·8W.
	legend, <i>RESTRICTED ACCESS</i> (see Note), between:	(g) 48° 29'·9N., 4° 52'·6W.
		(h) 48° 28'·5N., 4° 51'·7W.
	legend, <i>RESTRICTED ACCESS</i> (see Note), between:	(i) 48° 28'·7N., 4° 57'·1W.
		(j) 48° 27'·5N., 4° 55'·6W.

Chart [*Last correction*].— **3345** (a,c–f) [873/00] — **2694** (b,g–j) [873/00]
French Notice 10/15/00 (HH.351/620/03).

1715 SPAIN, North Coast — Cabo Peñas Northeastwards — Buoy

Insert	special spherical light–buoy, <i>Fl(10)Y.20s Wave recorder</i> , (charts 1105 & 1108, special spherical light–buoy, <i>Fl(10)Y.20s</i>)	43° 40'·6N., 5° 49'·2W.
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Chart [*Last correction*].— **1151** [1484/99] — **1105** [3464/99] — **1108** [4626/99]
Spanish Notice 12/150/00 (HH.359/490/04).

1716 MEDITERRANEAN SEA — France, South Coast — Baie de la Ciotat — Buoyage; Restricted area

Delete	special spar buoy with topmark	(a) 43° 10'·12N., 5° 39'·61E.
		(b) 43° 10'·39N., 5° 40'·50E.
		(c) 43° 10'·69N., 5° 39'·61E.
	limit of restricted area, pecked line, and associated legend, Anchoring and Dredging Prohibited (buoyed), (chart 2165, and associated legend, Anchoring and Dredging Prohibited), joining:	(d) (a)–(c) above

Chart [*Last correction*].— **2164** (d) [4083/99] — **2165** [994/00]
French Notice 11/23/00 (HH.354/630/02).

1717 MEDITERRANEAN SEA — Italy, West Coast — Isola d'Elba — Portoferraio — Pontile No1 — Light

Insert	★ <i>FR & FG</i> (vert)	42° 48'·57N., 10° 19'·40E.
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Chart [*Last correction*].— **131** (plan, *Rada di Portoferraio*) [2676/99]
Light List Vol. E/99, 1416.5
Italian Notice 4/4·3/00 (HH.369/400/02).

1718 MEDITERRANEAN SEA — Adriatic Sea — Italy, East Coast — Submarine pipeline; Platform

Insert	the accompanying note, PIPELINES, centred on:	(a) 44° 29'·6N., 13° 15'·8E.
	submarine pipeline joining:	(b) 44° 32'·1N., 12° 31'·2E. (limit of restricted area)
		(c) 44° 40'·2N., 13° 00'·7E. (E. border)
		(d) 44° 44'·7N., 13° 17'·7E. (□)
		(e) 44° 43'·37N., 13° 13'·11E. (W. border)
		(f) 44° 44'·7N., 13° 17'·9E. (□)
	legend, <i>Oil</i> (see Note)	(g) along (b)–(c)/(b)–(d) above
		(h) along (e)–(f) above
Substitute	□ (lighted), <i>IVANA A Mo(U)15s10M & Mo(U)R.15s5M Horn Mo(U)30s</i> , for □ (lighted)	(i) (f) above

Chart [*Last correction*].— **201** (a,e,f,h,i) [1549/00] — **1467** (b,c,g) [1547/00] — **204** (b,d,g) [1547/00]
Light List Vol. E/99, 7580
Italian Notice 3/3·6/00 & Croatian Notice 2/3/00 (HH.370/201/02).

1719 AFRICA, South–East Coast — South Africa — Approaches to Durban — Mlazi Canal Southeastwards — Data buoy

Insert	special conical light–buoy, <i>Fl(5)Y.20s PA</i>	29° 59'·32S., 30° 59'·85E.
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Chart [*Last correction*].— **3797** [2879/99]
South African Notice 3/38/00 (HH.450/480/02).

II

1720 AFRICA, South-East Coast — South Africa — Richards Bay — Buoy; Restricted area

Insert special can light-buoy, Q.Y. 28° 49'48S., 32° 06'51E.
 Move circular limit of restricted area, radius 500m, pecked line, 28° 49'46S., 32° 06'37E.
 and associated legend, *Entry Prohibited*, from: 28° 49'45S., 32° 06'44E.
 to:

Chart [*Last correction*].— **2080 (plan, Richards Bay) & 2080** [248/00]
 South African Notice 3/39/00 (HH.450/490/02).

1721* RED SEA — Gulf of Aqaba — Strait of Tiran — Johnson Point Southwards — Mooring buoy

Insert white mooring buoy 27° 58'57N., 34° 29'53E.

Chart [*Last correction*].— **801 (plan E, Strait of Tiran)** [1218/00]
 Ports & Lighthouses Administration, Alexandria Notice 3/00 (HH.477/400/04).

1722 MALACCA STRAIT — Thailand, West Coast — Approaches to Phuket — Ko Phiphi Don Northwestwards — Wreck

Insert 7° 47'95N., 98° 38'86E.

Chart [*Last correction*].— **3941** [1560/00] — **830** [650/00]
 Thai Notice 1/219/99 (HH.514/410/02).

1723 SUMATERA, West Coast — Pulau Simeulu — Approaches to Sinabang Baai — Light; Beacon

Insert ★ *Fl.R.4s49ft9M* (a) 2° 31'40N., 96° 24'64E.
 Substitute ★ *Fl.R.4s49ft9M*, for black beacon with topmark, Bn (b) (a) above

Chart [*Last correction*].— **2918 (plan, Sinabang Baai and Telok Linggi) (b)** [3536/98] — **2778 (a)** [251/00]
 Light List Vol. F/99, 1275.5
 Indonesian Notice 6/35/00 (HH.525/425/03).

1724 SINGAPORE STRAIT — Singapore — Sawa Pemalang — Mooring buoy

Insert 1° 12'02N., 103° 44'88E.

Chart [*Last correction*].— **2556** [1339/00] — **2570** [1228/00] — **2598** [759/00]
 Singaporean Notice 4/44/00 (HH.521/400/07).

1725 SINGAPORE STRAIT — Singapore — Sentosa — Cruise Bay Eastwards — Mooring buoys

Insert 1° 15'582N., 103° 49'174E.
 1° 15'601N., 103° 49'142E.
 Delete 1° 15'600N., 103° 49'150E.
 1° 15'570N., 103° 49'169E.
 1° 15'572N., 103° 49'180E.

Chart [*Last correction*].— **783** [1339/00]
 Singaporean Notice 4/45/00 (HH.521/405/04).

1726 SINGAPORE STRAIT — Singapore — Main Strait — Southern Fairway — Depth

Substitute depth 177 m for depth 185 m 1° 12'48N., 103° 50'72E.

Chart [*Last correction*].— **2556** [1724/00] — **3833** [884/00]
 Singaporean Notice 4/47/00 (HH.521/405/04).

1727 SINGAPORE STRAIT — Singapore — Pulau Sentosa Southeastwards — P. Seringat — Works

Insert legend, *Works in progress (2000)*, centred on: 1° 13'78N., 103° 51'21E.

Chart [*Last correction*].— **2556** [1726/00]
 Singaporean Notice 4/48/00 (HH.521/405/04).

1728 CHINA SEA — Gulf of Thailand — Thailand — Pattani Eastwards, Khanom Northeastwards and Songkhla Northwards — Wrecks; Buoyage

Insert PA, (chart 2414, PA) (a) 6° 53'0N., 101° 39'0E.
 Wk, least depth 25 fm (b) 6° 48'6N., 101° 37'0E.
 PA, (chart 3983, PA) (c) 9° 14'38N., 99° 52'45E.
 and associated white spherical buoys from: (d) 7° 32'95N., 100° 36'36E.
 to: (e) 7° 32'60N., 100° 37'80E.
 Delete Wk, least depth 63 fm (f) close NW. of (b) above

Chart [*Last correction*].— **3961 (a)** [885/00] — **3963 (c)** [1234/00] — **3983 (c)** [1234/00] — **3542 (b,d-f)** [4278/99]
 — **2414 (a,b,f)** [1237/00]
 Thai Notices 1/100, 106 & 275/99 (HH.515/400/04).

II

1729 CHINA SEA — Gulf of Thailand — Thailand — Songkhla Northeastwards — Wreck

Insert ++ (buoyed) 8° 09'·02N., 101° 38'·65E.

Chart [Last correction].— **3542** [1728/00]
Thai Notice 1/524(T)/99 (HH.544/400/03).

1730* CHINA SEA — Gulf of Thailand — Thailand — Laem Chabang Port — Works

Insert legend, *Works in progress* (2000), centred on: 13° 03'·1N., 100° 53'·8E.

Chart [Last correction].— **986** [1457/00]
Laem Chabang Port Authority (HH.515/410/03).

1731 CHINA, South Coast — Hainan — Sanya and Approaches — Depths

Insert	depth 24 m enclosed by 5m contour	(a)	18° 14'·27N., 109° 29'·72E.
	depth 9m and extend 10m contour SW. to enclose	(b)	18° 13'·58N., 109° 28'·75E.
Substitute	depth 58 m for depth 63 m		18° 14'·03N., 109° 29'·52E.
Delete	depth 61 m		adjacent to (a) above
	depth 104 m		0·13M NE. of (b) above

Chart [Last correction].— **3893 (plan, Sanya)** [652/00]
Chinese Chart 16342 (HH.548/414/02).

1732 CHINA, South Coast — Lieizhou Bandao — Leizhou Wan — Wreck

Insert  20° 51'·7N., 110° 29'·6E.

Chart [Last correction].— **3892** [1566/00]
Chinese Notice 6/53/00 (HH.548/430/02).

1733 CHINA, South-East Coast — Zhujiang Kou — Approaches to Chiwan — Floating dock; Mooring buoys

Insert	floating dock, pecked line, joining:	(a)	22° 27'·53N., 113° 52'·03E.
		(b)	22° 27'·59N., 113° 52'·15E.
		(c)	22° 27'·36N., 113° 52'·27E.
		(d)	22° 27'·30N., 113° 52'·15E.
	legend, <i>Floating Dock</i>	(e)	within (a)–(d) above
		(f)	close E. of (b) above
Move	No1  from:	(g)	22° 24'·96N., 113° 53'·12E.
	to:	(h)	22° 25'·07N., 113° 52'·99E.
	No2  from:	(i)	22° 25'·16N., 113° 53'·07E.
	to:	(j)	22° 25'·25N., 113° 52'·95E.
	No3  from:	(k)	22° 25'·36N., 113° 53'·05E.
	to:	(l)	22° 25'·45N., 113° 52'·92E.

Chart [Last correction].— **343 (plan, Chiwan and Shekou)** (a–e,g–l) & **343** (a–d,f) [1494/00]
Chinese Chart 15448 & Marine Department, Hong Kong (HH.550/408/02).

1734 CHINA, East Coast — Minjiang Kou and Approaches — Training wall; Buoyage; Depths; Submarine cable

Insert	training wall, pecked line joining:	(a)	26° 08'·28N., 119° 36'·45E.
		(b)	26° 08'·45N., 119° 36'·23E. (dyke)
	starboard-hand pillar buoy with topmark, <i>Fl.G.4s</i>	(c)	26° 10'·12N., 119° 43'·52E.
	submarine cable joining:	(d)	26° 01'·12N., 120° 02'·53E. (scale)
		(e)	26° 02'·25N., 119° 58'·32E.
		(f)	26° 03'·46N., 119° 48'·61E.
		(g)	26° 04'·44N., 119° 47'·67E.
		(h)	26° 05'·74N., 119° 45'·28E.
		(i)	26° 05'·87N., 119° 43'·01E.
		(j)	26° 05'·79N., 119° 41'·19E.
		(k)	26° 06'·24N., 119° 40'·77E.
			(E. border)
		(l)	26° 06'·69N., 119° 40'·45E.
		(m)	26° 08'·03N., 119° 40'·37E.
		(n)	26° 05'·04N., 119° 49'·29E.
Delete	depth 25 m enclosed by 5m contour	(o)	close NE. to (n) above.
	depth 39 m enclosed by 	(p)	26° 07'·47N., 119° 39'·27E.
	 and associated submarine cable	(q)	26° 07'·19N., 119° 39'·30E.
	depth 11 m enclosed by 2m contour		

Chart [Last correction].— **2400 (plan, Minjiang Kou)** (a,b,k–m,p,q) & **2400** (c–j,l–o,q) [518/00]
Chinese Charts 13991 & 13992 (HH.548/462/02).

II

1735 CHINA, East Coast — Xiaolan Shuidao — Fuying Dao Northeastwards — Wreck

Insert  PA, (chart 2412, ) 26° 38'0N., 120° 13'0E.

Chart [*Last correction*].— **1754** [86/00] — **2412** [4104/99]
Chinese Notice 6/55/00 (HH.548/460/02).

1736 CHINA — Yellow Sea — Shandong Bandao Southeastwards — Wreck

Insert  36° 27'9N., 122° 47'1E.

Chart [*Last correction*].— **1254** [1239/00] — **1256** [1574/00] — **3480** [1574/00]
Chinese Notice 5/41/00 (HH.556/400/02).

1737 CHINA — Chang Jiang — Approaches to Shanghai — Nangang Hangdao Southeastwards — Restricted areas

Insert limit of restricted area, anchoring and fishing prohibited,
pecked line, joining: 31° 19'08N., 121° 39'92E.(shore)
31° 22'30N., 121° 42'33E.(shore)
and
31° 18'82N., 121° 40'82E.(shore)
31° 22'20N., 121° 42'67E.(shore)

Delete former limit of restricted area, anchoring prohibited,
pecked line, joining: 31° 19'0N., 121° 40'0E.(shore)
31° 21'3N., 121° 44'1E.(shore)
and
31° 20'6N., 121° 37'5E.(shore)
31° 20'2N., 121° 40'1E.
31° 21'5N., 121° 41'1E.
31° 22'0N., 121° 41'1E.
31° 22'7N., 121° 41'4E.(shore)

Chart [*Last correction*].— **1603** [1340/00]
Chinese Notice 6/60/00 (HH.548/473/06).

1696 JAPAN — Kyūshū, East Coast — Seto Naikai — Saganoseki and Omiya — Port developments; Coastline; Depths; Quarantine anchorage area; Pilot boarding place; Legend

Substitute the accompanying block, plan of Saganoseki, showing
amendments to port developments, coastline, depths,
quarantine anchorage area and pilot boarding place, for
existing plan, centred on: (a) 33° 15'5N., 131° 52'0E.
legend, (83), for legend (831) (b) 32° 59'53N., 131° 53'72E.

Chart [*Last correction*].— **626 (plan, Saganoseki) (a) & (plan, Saiki) (b)** [2282/99]
Japanese Chart 1225 (HH.568/424/04).

1738 JAPAN — Kyūshū, North Coast — Iki Shima, North Coast — Naka Seto — Light-beacon

Amend range of light-beacon to, 4M 33° 52'4N., 129° 41'6E.

Chart [*Last correction*].— **3514** [1460/00] — **127** [1010/00]
Light List Vol. F/99, 5260.2
Japanese Notice 12/397/00 (HH.564/421/03).

1739 JAPAN — Honshū, South Coast — Approaches to Irigo Suidō — Kami Shima Southsouthwestwards — Depth

Insert depth 18₃ m enclosed by 20m contour with
seabed character, R (a) 34° 29'70N., 136° 58'05E.
Delete depth 21m close S. of (a) above

Chart [*Last correction*].— **3650** [257/00] — **2957 (a)** [1626/00]
Japanese Notice 9/304/00 (HH.563/405/04).

1740 JAPAN — Honshū, South Coast — Kinuura — Kawaguchi — Chimney

Insert chimney, (204) 34° 49'766N., 136° 57'783E.

Chart [*Last correction*].— **3649 (plan, Kinuura)** [844/00] — **3650** [1739/00] — **2957** [1739/00]
Japanese Notice 12/389/00 (HH.568/415/05).

II

1741 KOREA, South–West Coast — Changjingno — Power transmission line; Safe overhead clearance

Insert	○	(a)	34° 20′45N., 126° 53′97E.
		(b)	34° 21′25N., 126° 54′25E.
	power transmission line joining:	(a)	above
		(b)	above
	safe overhead clearance 38m		close SE. of (b) above

Chart [*Last correction*].— **3365** (INT 5252) [1009/00]
Korean Notice 12/144/00 (HH.557/430/04).

1742 KOREA, South Coast — Approaches to Jinhae — Ungcheon Man — Buoyage

Insert	special pillar light–buoy with topmark, <i>Fl.Y.5s</i>	35° 04′67N., 128° 46′66E.
		35° 05′32N., 128° 47′32E.
		35° 05′78N., 128° 47′32E.
		35° 05′78N., 128° 46′68E.

Chart [*Last correction*].— **1065** [1070/00]
Korean Notice 12/140/00 (HH.557/450/04).

1743 RUSSIA, Pacific Coast — Zaliv Petra Velikogo — Zaliv Pos’yeta, Mys Bryusa and Ussuriyskiy Zaliv — Light; Buoyage; Submerged buoys; Depth

Insert	★ <i>Iso.WR.3s13/8M</i>	42° 38′0N., 130° 47′8E.
	S. cardinal pillar light–buoy, <i>Q(6)+LFl.15s Whis</i>	42° 33′1N., 130° 55′0E.
	W. cardinal pillar light–buoy, <i>Q(9) Whis</i>	42° 54′8N., 132° 15′5E.
	○ <i>Submerged buoys</i>	42° 51′6N., 131° 52′3E.
	depth 20m enclosed by ○	43° 09′2N., 132° 09′6E.
Amend	range of light to, 21–10M	42° 52′8N., 131° 28′0E.

Chart [*Last correction*].— **2432** [1577/00]
Light List Vol. F/99, 7421
Russian Charts 65000, 63000 and 63002 (HH.570/410/03).

1744 INDONESIA — Sulawesi, West Coast — Tanjung Lalereh — Light

Insert	★ <i>Fl.5s42m12M</i> , (chart 941B, ★ <i>Fl.12M</i>)	1° 59′7S., 119° 12′5E.
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Chart [*Last correction*].— **3013** [1466/00] — **941B** [414/00]
Light List Vol. K/00, 1485
DG SeaComm, Indonesia (HH.534/700/02).

1745* INDONESIA — Kalimantan, West Coast — Padangtikar Westwards — Depth

Insert	depth 13m enclosed by ○ <i>Rep (2000)</i> , (chart 941A, depth 7fm enclosed by ○ <i>Rep (2000)</i>)	0° 38′2S., 108° 14′7E.
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Chart [*Last correction*].— **3721** [1644/98] — **1312** [1561/00] — **941A** [1561/00]
Polembros Shipping Limited, Greece (HH.553/400/02).

1746 INDONESIA — Jawa, North Coast — Approaches to Tanjungpriok — Teluk Jakarta — Pelabuhan Sundakelapa — Light–beacons

Amend	starboard–hand light–beacon to, <i>Fl(2)G.6s8m6M</i>	6° 05′5S., 106° 48′0E.
	port–hand light–beacon to, <i>Fl(2)R.6s8m6M</i>	6° 05′5S., 106° 48′1E.

Note: The above light–beacons are shown as lights on the previous edition (5 September 1986) of Chart 933.

Chart [*Last correction*].— **933** [*New Edition 23/12/99*]
Light List Vol. K/00, 1069, 1069.4
DG SeaComm, Indonesia (HH.526/690/05).

1697 AUSTRALIA — Western Australia — Cockburn Sound — Rockingham to Garden Island and Stirling Channel — Submarine cables; Shellfish beds; Buoyage; Light–beacon

Insert	the accompanying block, showing new submarine cables, shellfish beds, light–buoys and light–beacon, centred on: submarine cable joining:	(a)	32° 14′88S., 115° 42′22E.
		(b)	32° 15′13S., 115° 40′04E.
			(W. border of block)
		(c)	32° 15′13S., 115° 39′59E.
		(d)	32° 15′34S., 115° 37′55E.
		(e)	32° 15′35S., 115° 36′00E.
			(W. border)
Move	No 2 light–buoy from:	(f)	32° 12′39S., 115° 45′21E.
	to:	(g)	32° 12′397S., 115° 45′188E.

Chart [*Last correction*].— **Aus 114** (*f,g*) [1372/00] — **Aus 117** [1372/00]
Light List Vol. K/00, 1779.65
Australian Notices 4/121–122/00, 5/145–146/00 & 6/185/00 (HH.571/009/00).

II

1748 NEW ZEALAND — South Island, North Coast — Cape Jackson — Light; Tower

Substitute ★ *Fl.4s15m3M*, for tower, Old Lt Ho 40° 59'·50S., 174° 19'·05E.

Chart [*Last correction*].— **NZ 46** [2497/99]

Light List Vol. K/00, 4244.5

New Zealand Notice 8/93/00 (*HH.580/009/00*).

1749 NEW ZEALAND — North Island, East Coast — Hauraki Gulf — North Channel — Maori Rock — Light; Rock

Substitute ★ *Fl.G.4s6m2M*, for * 36° 23'·05S., 174° 51'·45E.

Chart [*Last correction*].— **NZ 532** [3359/99] — **NZ 53** [3620/99]

Light List Vol. K/00, 3738.3

New Zealand Notice 9/104/00 (*HH.580/009/00*).

1750 NEW ZEALAND — South Island, East Coast — Otago Harbour — Pilot boarding place

Move	① from:	(a)	45° 44'·30S., 170° 43'·65E.
	to:	(b)	45° 43'·60S., 170° 43'·75E.
	① from:	(c)	45° 44'·30S., 170° 43'·75E.
	to:	(d)	45° 43'·70S., 170° 43'·75E.
	① from:	(e)	45° 44'·20S., 170° 43'·70E.
	to:	(f)	(d) above

Chart [*Last correction*].— **NZ 661** (a,b) [343/00] — **NZ 66** (c,d) [343/00] — **NZ 64** (e,f) [343/00]

Admiralty List of Radio Signals Vol. 6(2), 1999/00: F2110 (17/00)

New Zealand Notice 10/113/00 (*HH.580/009/00*).

1751 NEW ZEALAND — South Island, East Coast — Otago Harbour — Harington Point to Te-U-Mukuri — Light-beacons

Amend	No 2 light-beacon to, <i>Fl.R.3s</i>	45° 47'·28S., 170° 43'·39E.
	No 4 light-beacon to, <i>Fl(2)R.4s</i>	45° 47'·44S., 170° 43'·33E.
	No 6 light-beacon to, <i>Fl(3)R.6s</i>	45° 47'·62S., 170° 43'·12E.
	No 8 light-beacon to, <i>Fl.R.3s</i>	45° 47'·73S., 170° 42'·87E.

Chart [*Last correction*].— **NZ 6612** (upper panel) [343/00]

Light List Vol. K/00, 4367.2, 4367.4, 4367.6, 4367.8

New Zealand Notice 10/115/00 (*HH.580/009/00*).

1752 NEW ZEALAND — North Island, East Coast — Hauraki Gulf — North Channel — Maori Rock — Light; Rock

Substitute	★ <i>Fl.G.4s6m2M</i> , for *	(a)	36° 23'·05S., 174° 51'·45E.
		(b)	36° 22'·95S., 174° 51'·45E.

Chart [*Last correction*].— **NZ 522** (a) [3620/99] — **NZ 52** (b) [1141/00]

Light List Vol. K/00, 3738.3

New Zealand Notice 10/116/00 (*HH.580/009/00*).

1747 SOUTH PACIFIC OCEAN — Archipel des Tuamotu — Iles Gambier — Ile Mangareva, South Coast — Obstruction

Insert ○ *Obstn* 23° 08'·20S., 134° 59'·52W.

Chart [*Last correction*].— **1112** [2792/99]

French Chart 6463 (*HH.595/610/02*).

1753 SOUTH AMERICA, East Coast — Estrecho de Magallanes — East and West Approaches — Reporting system

Insert	the accompanying note, REPORTING SYSTEM, centred on:	(a)	52° 22'·6S., 73° 18'·0W.
		(b)	53° 13'·0S., 72° 57'·4W.
		(c)	52° 15'·4S., 68° 30'·6W.
		(d)	52° 52'·0S., 70° 55'·4W.
		(e)	53° 51'·0S., 73° 28'·0W.
		(f)	51° 19'·5S., 73° 27'·5W.
		(g)	55° 18'·0S., 73° 11'·0W.

Chart [*Last correction*].— **631** (a) [4206/99] — **887** (b) [3631/99] — **1692** (c) [801/00] — **1694** (d) [3709/99] — **1281** (e) [4206/99] — **1282** (f) [800/00] — **554** (g) [4479/99]

Admiralty List of Radio Signals Vol. 7(2), 1999/2000: G2580

UK Hydrographic Office (*HH.648/400/03*).

II

1754 SOUTH AMERICA, East Coast — Argentina — Golfo San Matias — Puerto San Antonio — Muelle Este — Anchorage areas; Recommended anchorage

Insert	limit of anchorage area, pecked line, joining:	(a)	40° 47'·73S., 64° 54'·42W. 40° 47'·58S., 64° 53'·82W. 40° 47'·98S., 64° 53'·82W.
		(b)	40° 48'·13S., 64° 54'·42W. and
		(c)	40° 47'·58S., 64° 53'·03W. 40° 47'·68S., 64° 52'·89W. 40° 47'·74S., 64° 53'·05W.
		(d)	40° 47'·65S., 64° 53'·22W. within (a)–(b) above close ENE. of (c)–(d) above within (c)–(d) above
	legend, ⚓ B		
	legend, (Trawlers)		
Delete	⚓		

Chart [*Last correction*].— **531 (plan, Puerto San Antonio)** [367/00]
Argentine Notice 6/61/00 (HH.650/430/03).

1755 SOUTH AMERICA, East Coast — Approaches to Río de la Plata — Bahía Samborombón Northeastwards and Southeastwards — Depths

Insert	depth 39 m enclosed by 5m contour, (chart 3065, depth 2 ₁ fm enclosed by 3fm contour)	(a)	35° 31'·14S., 56° 48'·22W.
	depth 37 m enclosed by 5m contour, (chart 3065, depth 2fm enclosed by 3fm contour)	(b)	35° 40'·95S., 56° 47'·18W.
	depth 5 ₂ m enclosed by 10m contour, (chart 3065, depth 2 ₅ fm enclosed by 3fm contour)		36° 07'·60S., 56° 38'·40W.

Chart [*Last correction*].— **1749 (a,b)** [920/00] — **3064** [1473/00] — **3065** [4480/99] — **556** [4214/99]
Argentine Notice 5/47/00 (HH.651/410/04).

1756 CARIBBEAN SEA — Nederlandse Antillen — Curaçao, South Coast — Willemstad — Sint Anna Baai — Light-beacons; Buoyage

Substitute	port-hand light-beacon, Q.R, for port-hand can		
	light-buoy, Q.R		12° 06'·442N., 68° 56'·189W.
	white light-beacon, Q, for black can light-buoy, Q		12° 06'·382N., 68° 56'·075W.

Chart [*Last correction*].— **1412 (plan A, Willemstad and Schottegat)** [3444/99]
Light List Vol. J/99, 6380.1, 6380.2
Netherlands Notice 13/160/00 (HH.669/450/01).

1757 WEST INDIES — Guadeloupe — Basse-Terre — Pointe des Bananiers — Light

Certain copies only

Amend	light to, Fl(3)R.12s6m4M	16° 00'·13N., 61° 35'·83W.
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Chart [*Last correction*].— **618** [1384/00]
Light List Vol. J/99, 5743
UK Hydrographic Office (HH.671/465/02).

1758 NORTH AMERICA, East Coast — North Carolina — Cape Fear River — Federal Point Northeastwards — Lights; Leading line

Insert	★ Iso.6s42ft & Fl.4s17ft	(a)	33° 57'·80N., 77° 56'·65W.
	★ Fl.2·5s22ft & Fl.4s15ft	(b)	33° 58'·21N., 77° 56'·83W.
	leading line, pecked for 0·6M, then firm line for 0·95M	(c)	extending in 338° direction from (a) above seaward end of (c) above close S. of (b) above
	legend, 158°		
Delete	★ Fl.4s16ft4M		

Chart [*Last correction*].— **3688** [1609/00]
Light List Vol. J/99, 2494.2, 2494.3, 2494.5
U.S. Notice 14/11534/00 (HH.614/610/06).

1759 NORTH AMERICA, East Coast — New Jersey — Cape May Eastwards — Data buoy

Delete	⚓ '44004' ODAS, (charts 4403, 4102 & 4103, ⚓ 44004 ODAS)	38° 27'·0N., 70° 42'·0W.
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Chart [*Last correction*].— **2670** [4749/99] — **4403** (INT 403) [4402/99] — **4011** (INT 11) [872/00] — **4012** (INT 12) [540/00] — **4013** (INT 13) [4402/99]
U.S. Notice 15/13003/00 (HH.614/665/03).

II

1760 NORTH AMERICA, East Coast — Connecticut — Long Island Sound — Approaches to New London Harbor — Fishers Island Westwards — Data buoy

Substitute special can buoy, *ODAS*, for special pillar light–buoy, 41° 15′·8N., 72° 04′·0W.
Fl.Y.4s *ODAS*

Chart [*Last correction*].— **2732 (plan 1, Approaches to New London Harbor)** [*New Edition 30/9/99*]— **2754** [*1053/00*]
U.S. Notice 15/13212/00 (*HH.614/465/03*).

1761 NORTH AMERICA, East Coast — Massachusetts — Vineyard Sound — Nobska Point Northwestwards — Light

Amend range of light to, 5*M* 41° 31′·28N., 70° 40′·30W.

Chart [*Last correction*].— **2456** [*4670/99*]
Light List Vol. J/99, 0463.5
U.S. Notice 15/13235/00 (*HH.614/450/04*).

II

1762(P)/00 BALTIC SEA — Sweden, West Coast — The Sound — Vessel traffic service; Works

1. Flint Vessel Traffic Service will close down permanently on 1st May 2000.
2. Entry prohibited areas in Swedish waters in the vicinity of Øresundsbroen, either side of Flintrännen navigation channel (centred on 55° 34' 65N., 12° 49' 00E. and 55° 34' 40N., 12° 50' 30E.) have been discontinued. The sixteen special spar buoys marking the areas have been removed.
3. Anchoring within 50m of the bridge, or mooring to it, is prohibited.
4. Charts will be amended at the next new edition.

Charts affected — 911 — 903 — 2594 — 2595 — 2115

Swedish Notices 9/242(P)/00 & 10/262/00 (HH.317/680/04).

1763(P)/00 MEDITERRANEAN SEA — Italy — Sardegna, South and West Coasts — Golfi di Oristano and Golfo di Cagliari — Marine nature reserves; Regulated area

Mariners are advised of the following:

1. Marine Nature Reserves, where fishing restrictions exist, have been established at Golfo di Oristano (39° 50'N., 8° 30'E.) and at Golfo di Cagliari (39° 10'N., 9° 03'E.). Local authorities must be consulted for details of regulations within these areas.
2. The limits of the Regulated Area at Capo Carbonara (39° 06'N., 9° 31'E.) have been extended up to 1.5 miles to seaward.
3. These and other changes will be included in New Edition of Chart 1990 due to be published later this year.

Chart affected — 1990

Italian Notices 23/23-2/99 & 24/24-25/99 (HH.372/799/02).

1764(P)/00 MEDITERRANEAN SEA — Italy — Sardegna — Golfo di Cagliari — Porto di Cagliari and Sarroch Terminal — Routeing; Anchorage areas; Pilot boarding places; Marine nature reserve

1. There have been extensive changes to ships' routeing arrangements, anchorage areas and pilot boarding places in the approaches to Porto di Cagliari and Sarroch Oil Terminal. Mariners are advised to consult the local authorities for current regulations and procedures.
2. A Marine Nature Reserve has been established in the approaches to Cagliari inshore of a line joining Punta Zavorra (39° 03' 5N., 9° 02' 7E.) and Capo S. Elia (39° 10' 8N., 9° 09' 6E.). The local authorities must be consulted for details of regulations within this area.
3. These and other changes will be included in a New Edition of Chart 1208 to be published later this year.

Chart affected — 1208

Italian Chart 299 (HH.372/799/02).

1765(P)/00 SINGAPORE STRAIT and SOUTH CHINA SEA — Singapore Strait to Peninsular Malaysia, East Coast — Selat Durian, Selat Pengelap and P. Tinggi Eastwards — Submarine cable

1. Segment 2–7 of the Sea–Me–We 3 telecommunications cable has been laid between the following positions:

- (a) 1° 02' 00N., 103° 32' 83E. (existing cable)
- (b) 0° 58' 00N., 103° 33' 21E.
- (c) 0° 51' 44N., 103° 34' 96E.
- (d) 0° 43' 94N., 103° 36' 01E.
- (e) 0° 40' 64N., 103° 38' 42E.
- (f) 0° 39' 70N., 103° 43' 24E.
- (g) 0° 37' 89N., 103° 47' 80E.
- (h) 0° 33' 19N., 103° 51' 13E.
- (i) 0° 28' 94N., 103° 55' 26E.
- (j) 0° 25' 72N., 104° 07' 90E.
- (k) 0° 25' 88N., 104° 15' 56E.
- (l) 0° 27' 87N., 104° 19' 57E.
- (m) 0° 30' 67N., 104° 21' 08E.
- (n) 0° 32' 82N., 104° 24' 28E.
- (o) 0° 34' 55N., 104° 27' 65E.
- (p) 0° 38' 00N., 104° 47' 00E.
- (q) 0° 40' 06N., 104° 51' 83E.
- (r) 0° 43' 82N., 104° 57' 84E.
- (s) 0° 51' 30N., 105° 02' 20E.
- (t) 0° 54' 80N., 105° 01' 80E.
- (u) 1° 06' 40N., 104° 54' 70E.
- (v) 1° 12' 80N., 104° 54' 30E.
- (w) 1° 15' 80N., 104° 52' 30E.
- (x) 1° 25' 40N., 104° 49' 60E.
- (y) 1° 28' 86N., 104° 46' 54E.
- (z) 1° 32' 20N., 104° 43' 60E.
- (aa) 1° 37' 52N., 104° 32' 60E.
- (bb) 1° 40' 11N., 104° 31' 68E.
- (cc) 2° 11' 51N., 104° 36' 42E.

2. Vessels are requested to avoid anchoring or trawling in the vicinity of the cable route.

3. Charts will be amended as appropriate in due course.

Charts affected — 3833 — 3948 — 3949 — 2403 — 1311 — 1358 — 3543 — 1312 — 2414 — 3482

Singapore Telecom (HH.100/308/03).

II

1766(P)/00 CHINA, South Coast — Hainan Dao — Chengmai Wan — Macun — Port developments

1. Mariners are advised that developments have taken place at the new port of Macun in the vicinity of 19° 58' 0N., 110° 02' 0E. New jetties and quays have been built, lights and a buoyed channel have been established.
2. These and other changes will be included in the next New Edition of Chart 3892.

Chart affected — 3892

Chinese Chart 15852 (HH.548/424/03).

1767(P)/00 CHINA, East Coast — Minjiang Kou — Min Jiang — Depths; Lights; Restricted areas; Port developments

1. Mariners are advised that the following changes have taken place:
 - a. The depths throughout Minjiang Kou and Approaches have changed;
 - b. The depths in the channel between Chuanshi Dao (26° 08' 0N., 119° 40' 0E.) and Hujiang Dao (26° 07' 1N., 119° 38' 3E.) are up to 3 metres deeper than charted.
 - c. Additional lights, including leading lights, have been established on Chuanshi Dao.
 - d. Restricted areas, anchoring and fishing prohibited, exist westwards of Chuanshi Dao, Culu Dao (26° 08' 7N., 119° 38' 0E.) and the mainland.
 - e. Extensive port developments have taken place in Min Jiang, particularly southwards of 26° 01' 0N., 119° 29' 0E. The continuation plan of Jinpai Men to Mawei should be used with extreme caution.
2. These and other changes will be included in the next New Edition of Chart 2400.

Chart affected — 2400

Chinese Charts 13991 & 13992 (HH.548/462/02).

1768(T)/00 JAPAN — Seto Naikai — Ōsaka Wan — Kobe Kō — No 6 Area — Depths

1. Depths up to 5.5 metres shoaler than charted may exist within an area bounded by the following positions:
 - 34° 38' 85N., 135° 15' 35E.
 - 34° 38' 77N., 135° 15' 40E.
 - 34° 38' 73N., 135° 15' 28E.
 - 34° 38' 85N., 135° 15' 23E.
2. Depths of 10.6 metres have been reported in the following positions:
 - 34° 38' 78N., 135° 15' 31E.
 - 34° 38' 81N., 135° 15' 33E.

Charts affected — 2265 — 3614

Japanese Notice 12/420(T)/00 (HH.568/502/05).

1769(T)/00 NEW ZEALAND — North Island, East Coast — Research instruments

1. Mariners are requested to exercise care when in the vicinity of the following research instruments and to contact the appropriate authority if any equipment is inadvertently disturbed:
 - 1. Whitianga Estuary** Date: Until June 2000 (NIWA Ph: (07) 856-7026)
Special light-buoys, Fl(5)Y.20s, marking scientific equipment are established in positions:
(a) 36° 51' 8S., 175° 41' 7E. (b) 36° 52' 7S., 175° 41' 2E. (c) 36° 52' 7S., 175° 41' 8E.
2. Kawau Bay Date: Until April 2000 (NIWA Ph: (07) 856-7026)
A special light-buoy, Fl(5)Y.20s, marking scientific equipment is established in alternate positions:
(a) 36° 23' 9S., 174° 14' 60E. (b) 36° 27' 10S., 174° 46' 20E.
 - 3. Cape Rodney** Date: Until November 2000 (University of Auckland (Ph : (09) 422-6111)
A special light-buoy, Fl(5)Y.20s, marking scientific equipment is established in position 36° 10' 0S., 174° 55' 5E.
 - 4. ENE of Cape Brett** Date: Until April 2000 (NIWA Ph: (04) 386-0300)
An unmarked sub-surface research mooring is established in position 34° 49' 5S., 175° 11' 2E.
 - 5. Firth of Thames & East of Tutukaka** Date: until July 2000 (NIWA Ph:(04) 386-0300)
Unmarked sub-surface research moorings are established in positions:
(a) 36° 45' 802S., 175° 18' 068E (b) 35° 37' 007S., 174° 54' 146E.
 - 6. Hawke Bay** Date: Until April 2000. (NIWA. Ph:(03) 348-8987)
A special light-buoy, Fl.(5)Y.20s, marking scientific equipment is established in position:
39° 29' 6S., 177° 16' 1 E.
2. Former Notice 833(T)/00 is cancelled.

Charts affected — NZ 51 — NZ 52 — NZ 53 — NZ 56 — NZ 521 — NZ 531 — NZ 532

New Zealand Notice 9/109(T)/00 (HH.580/009/00).

1770(T)/00 NEW ZEALAND — South Island — Cook Strait — Cloudy Bay — Data buoy

1. Research instruments, marked on the surface by a special ODAS light-buoy, Fl.Y(5)20s, are established in position 41° 23' 7S., 174° 13' 2E.
2. Mariners are requested to exercise care in the vicinity of this buoy and to contact Victoria University at the contact number marked on the buoy if any equipment is inadvertently disturbed.

Charts affected — NZ 46

New Zealand Notice 10/120(T)/00 (HH.580/009/00).

II

1771(T)/00 **NORTH PACIFIC OCEAN and SOUTH PACIFIC OCEAN — Caroline Islands to Solomon Islands — Data buoys**

1. Ocean data collecting light-buoys have been established temporarily in positions:
 4° 58′.0S., 156° 01′.0E.
 1° 59′.2S., 156° 01′.5E.
 0° 02′.2S., 147° 00′.0E.
 0° 01′.2S., 155° 56′.6E.
 0° 04′.3N., 138° 02′.9E.
 1° 57′.1N., 155° 59′.3E.
 2° 04′.0N., 138° 03′.8E.
 4° 57′.9N., 156° 04′.6E.
 5° 02′.6N., 146° 57′.1E.
 8° 01′.1N., 155° 56′.7E.
2. Former Notice 4754(T)/99 is cancelled.

Charts affected — 762 — 4622 — 4506 — 4507 — 4604
Japanese Notice 13/461(T)/00 (*HH.131/500/02*).

IIA

This section contains chart-correcting notices issued by the Hydrographer RNZN for the Week(s) indicated below. Mariners are advised that only a selection of these notices have been included in the BA notices in the preceding section. Mariners requiring copies of Blocks or Notes not reproduced should apply to the appropriate Hydrographic Office. Mariners should note that information omitted from the BA version of a chart will be included in the next reprint of that chart. Chart correcting notices issued by the Hydrographer RAN are no longer repeated within this section as **all** notices for adopted Aus charts are included in Section II which precedes this page.

NEW ZEALAND WEEKLY EDITION 8 28 February 2000

NZ 92 SOUTH PACIFIC – New Zealand to Hawaii – Submarine cable

Chart NZ 14051 (INT 51) [44/00]

Insert	submarine cable from W. border at: and joining positions	4° 50'·0N., 5° 35'·7N., 163° 43'·8W. 7° 09'·0N., 162° 49'·0W. 8° 31'·9N., 161° 43'·5W. 9° 49'·7N., 161° 07'·9W. 11° 46'·0N., 161° 17'·1W. 18° 38'·9N., 158° 37'·2W. 19° 16'·2N., 158° 10'·0W. 20° 00'·0N., 155° 54'·2W.
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Land Information New Zealand.

NZ 93 NEW ZEALAND – South Island – North Coast – Cape Jackson Rock – Light Established

Former Notice – NZ 56(P)/00 is cancelled.

Chart NZ 46 [310/99]

Substitute	★ Fl.4s15m3M , for lighthouse	(a) 40° 59'·50S., 174° 19'·05E.
Delete	legend, Old Lt Ho	close W. of (a)

Chart NZ 48 [318/99]

Substitute	★ Fl.4s15m3M , for lighthouse	(a) 40° 59'·40S., 174° 19'·05E.
Delete	legend, Old Lt Ho	close W. of (a)

Chart NZ 615 [452/99]

Substitute	★ Fl.4s15m3M , for lighthouse	(a) 40° 59'·40S., 174° 19'·15E.
Delete	legend, Old Light House	close W. of (a)

Maritime Safety Authority

NZ 94 AUSTRALIA – Queensland – Edward Island – Shoal Northeastward

Chart NZ 14602 (INT 602) [411/99]

Substitute	depth, 9m , for 6m	20° 08'S., 149° 29'E.
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Chart NZ 14604 (INT 604) [81/99]

Substitute	depth, 9m , for 6m	20° 08'S., 149° 29'E.
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Aus Notice 604/99

NZ 95 SOUTH PACIFIC – Vanuatu – Anatom Southeastwards – Discoloured Water

Chart NZ 14060 (INT 60) [74/00]

Insert	○	20° 40'·0S., 170° 17'·0E.
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Chart NZ 14061 (INT 61) [74/00]

Insert	○	20° 40'·0S., 170° 17'·0E.
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Chart NZ 14602 (INT 602) [94/00]

Insert	○ Discoloured water (1998)	20° 40'·0S., 170° 17'·0E.
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Chart NZ 14604 (INT 604) [94/00]

Insert	○ Discoloured water (1998)	20° 40'·0S., 170° 17'·0E.
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BA Notice 348/00.

IIA

NEW ZEALAND WEEKLY EDITION 9 6 March 2000

NZ 102 SOUTH PACIFIC – New Zealand to Hawaii – Submarine cable

Chart NZ 14052 (INT 52) [74/00]

Insert	submarine cable, joining positions :	12° 53'·6S., 167° 04'·2W.
		10° 50'·3S., 166° 46'·7W.
		7° 19'·9S., 166° 00'·8W.
		5° 02'·0S., 165° 56'·9W.
		2° 45'·3S., 166° 09'·2W.
		2° 00'·0S., 166° 00'·5W.
		1° 20'·0S., 165° 48'·3W.
		0° 30'·0S., 165° 20'·3W.
		0° 00'·3S., 165° 07'·6W.
		2° 07'·3N., 165° 17'·1W.
		2° 36'·8N., 164° 44'·7W.
		3° 10'·0N., 164° 33'·7W.
		5° 35'·7N., 163° 43'·8W.
		7° 09'·0N., 162° 49'·0W.
		8° 31'·9N., 161° 43'·5W.
		9° 49'·7N., 161° 07'·9W.
		11° 46'·0N., 161° 17'·1W.
		18° 38'·9N., 158° 37'·2W.
		19° 16'·2N., 158° 10'·0W.
		20° 00'·5 N., 155° 54'·2W.

Land Information New Zealand

NZ 103 NEW ZEALAND – North Island – East Coast – Wreck

Chart NZ 52 [41/00]

Move	++ from,	35° 51'·7S., 174° 56'·7E.
	to	35° 51'·386S., 174° 56'·419E.

Chart NZ 52X [41/00]

Move	++ from,	35° 51'·7S., 174° 56'·7E.
	to	35° 51'·386S., 174° 56'·419E.

Chart NZ 521 [193/99]

Move	++ from,	35° 51'·7S., 174° 56'·7E.
	to	35° 51'·386S., 174° 56'·419E.

Note: Wreck is ss *Niagra*, orientated North/South with least depth 100 metres.

HMNZS *Resolution*.

NZ 104 NEW ZEALAND – North Island – East Coast – Hauraki Gulf – Maori Rock – Light-beacon.

Chart NZ 53 [309/99]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 23'·05S., 174 ° 51'·45E.
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Chart NZ 53X [309/99]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 23'·05S., 174 ° 51'·45E.
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Chart NZ 532 [NE Sep 99]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 22'·95S., 174 ° 51'·45E.
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Chart NZ 5227 [38/99]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 22'·93S., 174 ° 51'·45E.
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Maritime Safety Authority

IIA

NZ 105 NEW ZEALAND – North Island – South Coast – Wellington Harbour – Evans Bay – Light-beacon

Chart NZ 4633 [81/00]

Delete topmark at light-beacon

41° 18'·71S., 174° 48'·42E.

Land Information New Zealand

NEW ZEALAND WEEKLY EDITION 10 13 March 2000

NZ 111 NEW ZEALAND PUBLICATIONS – (1) New Edition of Metric Chart.

<i>Chart</i>	<i>Published</i>	<i>Title and description of amendments</i>	<i>Scale 1:</i>	<i>Folio</i>	<i>Page of Catalogue</i>	<i>Price NZ\$</i>
NZ 6821	Jan 2000	Bluff Harbour and Entrance: Port of Bluff Bluff Harbour and Entrance Port of Bluff <i>New Edition referred to WGS 84 datum.</i>	12 000 7 000	NZ 2	11	19.96

(2) Chart permanently withdrawn.

<i>Chart</i>	<i>On publication of New Chart/New Edition</i>	<i>Date</i>
NZ 6821	NZ 6821	Jan 2000

Land Information New Zealand

NZ 112 SOUTH PACIFIC – New Zealand to Hawaii – Submarine cable

Chart NZ 14060 (INT 60) [95/00]

Insert submarine cable, joining positions :

35° 41'·2S., 175° 05'·7E.
 35° 28'·7S., 176° 15'·6E.
 36° 18'·4S., 178° 26'·8E.
 35° 21'·2S., 177° 28'·6W.
 34° 52'·8S., 176° 58'·4W.
 31° 32'·0S., 175° 26'·1W.
 28° 46'·3S., 174° 11'·5W.
 28° 02'·7S., 173° 01'·3W.
 24° 56'·3S., 172° 00'·0W.
 21° 54'·2S., 170° 37'·4W.
 20° 37'·4S., 169° 50'·0W.
 19° 50'·0S., 169° 22'·8W.
 18° 49'·8S., 168° 52'·4W.
 17° 51'·6S., 168° 37'·0W.
 17° 10'·5S., 168° 44'·0W.
 16° 30'·7S., 168° 52'·9W.
 14° 54'·7S.,

thence to E. border at latitude

Land Information New Zealand

IIA

NZ 113 NEW ZEALAND – South Island — East Coast — Otago Harbour — Pilot Boarding Position

Chart NZ 64 [451/99]

Move	①, from	45° 44'·20S., 170° 43'·70E.
	to	45° 43'·70S., 170° 43'·75E.

Chart NZ 66 [451/99]

Move	①, from	45° 44'·30S., 170° 43'·75E.
	to	45° 43'·70S., 170° 43'·75E.

Chart NZ 661 [451/99]

Move	①, from	45° 44'·30S., 170° 43'·65E.
	to	45° 43'·60S., 170° 43'·75E.

Port Otago Ltd.

NZ 114 SOUTH PACIFIC OCEAN – Polynésie-Française – Tahiti and Moorea – Aero Radiobeacons

Chart NZ 14606 (INT 606) [239/99]

Insert	aeronautical radiobeacon, <i>Aero RC</i> , at light	17° 29'S., 149° 46'W.
Delete	aeronautical radiobeacon, <i>Aero RC</i> , at light	17° 30'S., 149° 30'W.

BA Notice 886/99

NZ 115 NEW ZEALAND – South Island — East Coast — Otago Harbour — Light-beacons.

Chart NZ 6612 (plan, Lower Harbour) [451/99]

Substitute	port-hand light-beacon with topmark, <i>Fl.R.3s No2</i> , for No2 light-beacon	45° 47'·28S., 170° 43'·39E.
	port-hand light-beacon with topmark, <i>Fl.(2)R.4s No4</i> , for No.4 light-beacon	45° 47'·44S., 170° 43'·33E.
	port-hand light-beacon with topmark, <i>Fl.(3)R.6s No6</i> , for No.6 light-beacon	45° 47'·62S., 170° 43'·12E.
	port-hand light-beacon with topmark, <i>Fl.R. 3s No8</i> , for No.8 light-beacon	45° 47'·73S., 170° 42'·87E.

Port Otago Ltd.

NZ 116 NEW ZEALAND – North Island – East Coast – Hauraki Gulf – Maori Rock – Light-beacon.

Chart NZ 52 [103/00]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 22'·95S., 174° 51'·45E.
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Chart NZ 52X [103/00]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 22'·95S., 174° 51'·45E.
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Chart NZ 522 [NE Sep 99]

Insert	★ <i>Fl.G.4s6m2M</i> , on Maori Rock	36° 22'·90S., 174 ° 51'·45E.
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Maritime Safety Authority

IIA

NEW ZEALAND WEEKLY EDITION 11 20 March 2000

NZ 126 SOUTH PACIFIC – New Zealand to Hawaii – Submarine cable

Chart NZ 14061 (INT 61) [95/00]

Insert submarine cable, joining positions :

35° 41'·2S., 175° 05'·7E.
35° 28'·7S., 176° 15'·6E.
36° 18'·4S., 178° 26'·8E.
35° 21'·2S., 177° 28'·6W.
34° 52'·8S., 176° 58'·4W.
31° 32'·0S., 175° 26'·1W.
28° 46'·3S., 174° 11'·5W
28° 02'·7S., 173° 01'·3W
24° 56'·3S., 172° 00'·0W.
21° 54'·2S., 170° 37'·4W.
20° 37'·4S., 169° 50'·0W.
19° 50'·0S., 169° 22'·8W.
18° 49'·8S., 168° 52'·4W.
17° 51'·6S., 168° 37'·0W.
17° 10'·5S., 168° 44'·0W.
16° 30'·7S., 168° 52'·9W.
15° 20'·0S., 168° 09'·2W
14° 54'·7S., 167° 53'·6W.
13° 52'·6S., 167° 19'·6W.
12° 53'·6S., 167° 04'·2W.
10° 50'·3S., 166° 46'·7W.
7° 19'·9S., 166° 00'·8W.
5° 02'·0S., 165° 56'·9W.
166° 09'·2W.

thence to N. border at longitude

Land Information New Zealand

NZ 127 NEW ZEALAND – North Island – East Coast – Wreck

Chart NZ 53 [104/00]

Move ++ from,
to

35° 51'·8S., 174° 56'·7E.
35° 51'·496S., 174° 56'·419E.

Chart NZ 53X [104/00]

Move ++ from,
to

35° 51'·8S., 174° 56'·7E.
35° 51'·496S., 174° 56'·419E.

Note: Wreck is ss *Niagra*, orientated North/South with least depth 100 metres

HMNZS Resolution.

NZ 128 NEW ZEALAND – South Island – Marlborough Sounds – Luke Rock Light.

Chart NZ 463 [400/99]

Amend range of light to, 5M

41° 13'·3S., 174° 08'·3E.

Chart NZ 463F [400/99]

Amend range of light to, 5M

41° 13'·3S., 174° 08'·3E.

Maritime Safety Authority

IIA

NZ 129 SOUTH PACIFIC – Fiji Islands – Viti Levu Northwestwards – Balmoral Reef – Discoloured water.

Chart NZ 14060 (INT 60) [112/00]

Insert  15° 37'·0S., 176° 04'·5E.

Chart NZ 14061 (INT 61) [126/00]

Insert  15° 37'·0S., 176° 04'·5E.

Chart NZ 14604 (INT 604) [95/00]

Insert  *Discoloured Water (1999)* 15° 37'·0S., 176° 04'·5E.

Chart NZ 14605 (INT 605) [74/00]

Insert  *Discoloured Water (1999)* 15° 37'·0S., 176° 04'·5E.

Chart NZ 14638 (INT 638) [23/00]

Insert  *Discoloured Water (1999)* 15° 37'·0S., 176° 04'·5E.

BA Notice 268/00

To accompany Notice to Mariners 1711/00

On Chart 598

HALS HARBOUR

While passing Hals Harbour, speed must be
adjusted in order to prevent damage in the harbour.



To accompany Notice to Mariners 1703/00

On Chart 1867

VESSEL TRAFFIC SERVICE
For procedures and working details of the
Clydeport Port Operations and Information Service.
See Admiralty List of Radio Signals.

On Chart 1907

VESSEL TRAFFIC SERVICE
For procedures and working details of the
Clydeport Port Operations and Information Service.
See Admiralty List of Radio Signals.

On Chart 2491

VESSEL TRAFFIC SERVICE
For procedures and working details of the
Clydeport Port Operations and Information Service.
See Admiralty List of Radio Signals.

On Chart 2221

VESSEL TRAFFIC SERVICE
For procedures and working details of the
Clydeport Port Operations and Information Service.
See Admiralty List of Radio Signals.

On Chart 2131

VESSEL TRAFFIC SERVICE
For procedures and working details of the
Clydeport Port Operations and Information Service.
See Admiralty List of Radio Signals.



To accompany Notice to Mariners 1714/00

On Chart 2694

RESTRICTED ACCESS-CHENAL DE LA
HELLE AND CHENAL DU FOUR
Chenal de la Helle and Chenal du Four are
prohibited to vessels over 1600 grt. Smaller
vessels proceeding to or from French ports on the
Atlantic, Channel or North Sea coasts may use
these channels provided they are not carrying
hydrocarbons, dangerous goods or passengers.

On Chart 3345

RESTRICTED ACCESS-CHENAL DE LA
HELLE AND CHENAL DU FOUR
Chenal de la Helle and Chenal du Four are
prohibited to vessels over 1600 grt. Smaller
vessels proceeding to or from French ports on the
Atlantic, Channel or North Sea coasts may use
these channels provided they are not carrying
hydrocarbons, dangerous goods or passengers.

To accompany Notice to Mariners 1718/00

On Chart 201

PIPELINES
Mariners are advised not to anchor or trawl in the
vicinity of pipelines. Gas from a damaged oil or
gas pipeline could cause an **explosion**, loss of a
vessel's buoyancy or other serious hazard. See
Annual Notice to Mariners No 24 and The
Mariner's Handbook.



To accompany Notice to Mariners 1753/00

On Chart 631

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

On Chart 887

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

On Chart 1692

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

On Chart 1694

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

On Chart 1281

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

On Chart 1282

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

On Chart 554

REPORTING SYSTEM

For procedures and working details of the Estrecho de Magallanes Reporting System see Admiralty List of Radio Signals.

III

NAVIGATIONAL WARNINGS

See N.M. 13/00. Messages printed below are all in force on 18 April 2000. It is recommended that this reprint should be kept in a file or book divided into areas, followed by subsequent weekly reprints. Only the most convenient Admiralty Chart is quoted. For those series originated by other authorities only selected important warnings are reproduced.

(1) Navarea I (NE Atlantic) 17th Week 27/4/00.

NAVAREA I warnings in force 18/4/00: 1998 series: 468. 1999 series: 154 156 165 173 176 207 208 279 518.
2000 series: 039 059 082 092 097 099 100 103 109 113 114 124 125 136 137 138 148 154 155 156 157.

147 Cancelled. Cancel 134/00.

148 NORTH SEA. Galleon Gas Field. Chart BA 1503. Production Platform under construction
53°26'98N 001°53'13E.

149 Cancelled.

150 Cancelled. Cancel 115/00.

151 Cancelled.

152 Cancelled.

153 Cancelled.

154 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 181000z Apr 00.

52°33'6N	004°33'4E	Noble Lynda Bossler
53°21'5N	003°59'1E	Noble Piet van Ede
53°23'9N	002°14'1E	Ensco 80
53°27'0N	001°53'1E	Maersk Endurer
53°39'7N	004°32'5E	Transocean Nordic
53°49'6N	004°03'1E	Noble Ronald Hoope
54°11'5N	005°31'3E	Noble George Sauvageau

NOTES:

- a. Rigs are protected by a 500 metre safety zone.
- b. ACP - Adjacent to Charted Platform.

2. Cancel 143/00.

III

155 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 181000z Apr 00.

55°31'·8N	005°00'·4E	Maersk Endeavour
56°23'·7N	002°15'·3E	Borgsten Dolphin
57°10'·2N	000°41'·2E	Ocean Nomad
57°11'·3N	000°44'·4E	Santa Fe 140
57°23'·6N	000°26'·2E	Sedco 704
57°49'·1N	004°31'·2E	Maersk Giant
58°00'·6N	000°14'·2E	Stena Spey
58°04'·5N	000°53'·6E	Drillstar
58°11'·9N	003°17'·1W	Santa Fe Monitor
59°33'·6N	001°25'·9E	Ocean Princess

NOTES:

- Rigs are protected by a 500 metre safety zone.
- ACP - Adjacent to Charted Platform.

2. Cancel 144/00.

156 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 181000z Apr 00.

	60°15'·9N	002°46'·6E	West Delta
	60°18'·7N	004°20'·3W	Transocean Leader
	60°20'·1N	004°02'·1W	Paul B. Loyd Jr
	60°20'·6N	004°14'·7W	Stena Dee
	60°46'·1N	003°36'·7E	Polar Pioneer
	60°51'·0N	003°34'·9E	Maersk Jutlander
	60°54'·0N	003°35'·0E	West Venture
	61°03'·3N	002°02'·2E	Deepsea Trym
	61°03'·8N	002°00'·2E	Byford Dolphin
	61°05'·9N	002°16'·6E	Transocean Wildcat
	61°09'·7N	001°06'·6E	Sedco 712
	61°22'·8N	002°06'·2E	Bideford Dolphin
	61°26'·4N	001°57'·2E	Borgland Dolphin
NEW	61°29'·3N	002°13'·5E	Scarabeo 5
	61°31'·5N	002°12'·6E	West Alpha
	61°37'·0N	002°04'·0E	Transocean Arctic
	65°04'·0N	007°29'·6E	Transocean Searcher
	65°07'·1N	006°40'·5E	Transocean Winner
	65°22'·2N	007°21'·4E	Scarabeo 6
	66°00'·9N	008°03'·4E	Transocean Prospect

NOTES:

- Rigs are protected by a 500 metre safety zone.
- ACP - Adjacent to Charted Platform.

2. Cancel 145/00.

157 RIGLIST. South and West Coasts of the British Isles. Correct at 181000z Apr 00.

NEW	54°20'·9N	011°02'·1W	Sedco 711
	58°52'·5N	007°54'·0W	Jack Bates

NOTES:

- Rigs are protected by a 500 metre safety zone.
- ACP - Adjacent to Charted Platform.

2. Cancel 146/00.

Cancel 076/00. Section VI correction to ALRS Vol 2, ANM Week 14/99 refers.

(2) Navarea II (E Atlantic) 17th Week 27/4/00.

Edited Navarea II warnings in force 18/4/00: NIL.

097 to 103 received.

III

(3) Navarea III (Mediterranean) 17th Week 27/4/00.

Edited Navarea III warnings in force 18/4/00: NIL.
Nil received.

(4) Navarea IV (NW Atlantic) 17th Week 27/4/00.

Edited Navarea IV warnings in force 18/4/00: 013/00, 099/00.
120 to 125 received.

(5) Navarea V (W Atlantic) 17th Week 27/4/00.

Edited Navarea V warnings in force 18/4/00: 923/97, 568/98, 180/00.
Nil received.

(6) Navarea VI (SW Atlantic) 17th Week 27/4/00.

Edited Navarea VI warnings in force 18/4/00: NIL.
037 to 048 received, 036 and 040 missing.

(7) Navarea VII (SE Atlantic) 17th Week 27/4/00.

Edited Navarea VII warnings in force 18/4/00: NIL.
039 received, 037 and 038 missing.

(8) Navarea VIII (Indian Ocean) 17th Week 27/4/00.

Edited Navarea VIII warnings in force 18/4/00: 268/99, 562/99.
176 to 184 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 17th Week 27/4/00.

Edited Navarea IX warnings in force 18/4/00: 201/99, 043/00, 076/00.
110 to 121 received.

(10) Navarea X (Australia, New Guinea) 17th Week 27/4/00.

Edited Navarea X warnings in force 18/4/00: 009/97.
013 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 17th Week 27/4/00.

Edited Navarea XI warnings in force 18/4/00: 505/99.
181 to 205 received, except 186.

(12) Navarea XII (NE Pacific) 17th Week 27/4/00.

Edited Navarea XII warnings in force 18/4/00: 107/00.
123 to 126 received.

(13) Navarea XIII (NW Pacific) 17th Week 27/4/00.

Edited Navarea XIII warnings in force 18/4/00: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 17th Week 27/4/00.

Edited Navarea XIV warnings in force 18/4/00: NIL.
113 and 158 received.

(15) Navarea XV (SE Pacific) 17th Week 27/4/00.

Edited Navarea XV warnings in force 18/4/00: NIL.
Nil received.

III

(16) Navarea XVI (E Pacific) 17th Week 27/4/00.

Edited Navarea XVI warnings in force 18/4/00: 151/98.

Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 17th Week 27/4/00.

Edited Hydropacs in force 18/4/00: 1069/99, 1272/99, 372/00.

556 to 589 received.

Cancel 498/00. ANM 1745/00 refers.

(18) Hydrolants (Atlantic, Mediterranean) 17th Week 27/4/00.

Edited Hydrolants in force 18/4/00: 862/94, 871/94, 1516/94, 2002/98, 1211/99, 1256/99, 1353/99, 1369/99, 1393/99, 1641/99, 2348/99, 094/00, 480/00, 561/00, 963/00, 995/00, 1047/00, 1218/00, 1320/00, 1364/00.

1277 to 1368 received.

1320 NORTHERN ADRIATIC SEA. Chart BA 204. Ordnance clearance operations in progress within one mile of 45°20'·4N 012°57'·0E. Cancel 493/00 and 730/00.

1364 NORTHERN ADRIATIC SEA. Chart BA 204. Ordnance clearance operations in progress in area bounded by 45°25'·8N, 45°27'·8N, 012°50'·0E and 012°57'·0E.

Cancel 772/00.

IV

[17/00]

CORRECTIONS TO ADMIRALTY SAILING DIRECTIONS

NP 7A South America Pilot Volume IV (1983 Edition) — Supplement 7-1999

Puerto de la Bahía de Las Minas — Shoal patch

223

L 15 Existing Supplement correction, *Delete*
L 20-21 Including existing Supplement correction,
Replace by:

A channel 100 m wide, dredged to 13·1 m in 1998, is entered 6 cables N of Isla Payardi; it leads SSE...

Refineria Panama SA

(HH. 630/409/03)

[17/00]

NP 18 Baltic Pilot Volume I (1998 Edition)

The Sound - Flintrännen — Vessel Traffic Service discontinued

4

Paragraph 1.12 6 Line 1 *Delete:* /Flintrännen

224

Paragraph 6.293 10 *Delete*

Swedish notice 9/242/00

(HH. 317/680/04)

[17/00]

NP 19 Baltic Pilot Volume II (1998 Edition)

Lithuania - Klaipėda — Channel depth

403

Paragraph 10.22 2 lines 3 and 4 *Replace by:*

Harbour entrance to abreast Berth 72 — 10·5 m

Abreast Berth 72 to abreast Berth 118 — 10·0 m.

Lithuanian Hydrographic Office

(HH. 346/420/02)

[17/00]

NP 27 Channel Pilot (1999 Edition)

Cowes — Directions for entering harbour

214

Paragraph 7.247 2-5 *Replace by:*

2 From a position 4 cables N of Osborne Court (7.246) the fairway leads SSE, passing (with positions from Osborne Court):

3 WSW of Prince Consort Light-buoy (N cardinal) (6 cables NE), thence:

4 WSW of Prince Consort Shoal (3½ cables NNE) which is subject to change in extent, depth and position. A lighted mooring buoy is moored off

the NE end of the shoal. Thence:

5 Between No 1 Light-buoy (starboard hand) (1½ cables N) and No 2 Light-buoy (port hand) (1¾ cables NNE) which mark the W and E sides, respectively, of the fairway at the entrance to the river, noting the bank with depths of less than 2 m (7.238) which extends into the fairway about 1 cable SE of No 1 Light-buoy.

Paragraph 7.247 7-8 *Replace by:*

7 N of Trinity House mooring buoy (5 cables ENE) from which a light is exhibited, noting an unlit mooring buoy 1 cable ESE; thence:

8 Clear of Prince Consort Shoal mooring buoy (4 cables NNE) to join the fairway approach N of No 2 Light-buoy (port hand) (1½ cables NNE).

Harbour Master Cowes

(HH. 232/640/08)

[17/00]

NP 30 China Sea Pilot Volume I (1978 Edition - Revised 1987) — Supplement 4-1996

Ko Kut Westwards — Dangerous wreck

124

R 45 *Insert:*

A **dangerous wreck**, marked by a light-buoy (pillar; isolated danger) moored close N, lies in position 11°41'·8N, 101°41'·1E.

Thailand Notice 12/721/98

(HH. 544/400/03)

[17/00]

NP 32 China Sea Pilot Volume III (1982 Edition) — Supplement 7-1998

Jinghai Wan to Chengshan Jiǎo — Offshore wrecks

205

R 3 *Insert:*

Caution. Two dangerous wrecks lie about 30 miles SE of Tubu Shan, as shown on the chart.

Chinese Notices 4/31/00 & 5/41/00

(HH. 556/400/02)

[17/00]

IV

NP 43 South and East Coasts of Korea, East Coast of Siberia and Sea of Okhotsk Pilot (1983 Edition) — Supplement 7-1999

Jangjing No — Overhead Power Cable

80

L 47 *Insert:*

Overhead cable. A power cable, with a safe overhead clearance of 38 m, spans the channel from the E point of Sinji Do (2.164).

Korean Notice 12/144/00
(HH. 557/430/04)

[17/00]

NP 44 Malacca Strait and West Coast of Sumatera Pilot (1987 Edition) — Supplement 5-1999

Approaches to Phuket — Wreck

127

R 68 Including existing Supplement correction, *Replace by:*

...(6 ft) high) (7°48'N, 98°38'E), noting a dangerous wreck 1 mile E, thence:

Thai Notice 1/219/99
(HH. 514/410/02)

[17/00]

NP 71 West Indies Pilot Volume II (1990 Edition) — Supplement 3-1997

Martinique - Havre du Robert - Passe de Loup-Garou — Wreck

297

R 23-24 *Delete*

299

L 56-63 *Replace by:*

...approach channel is from the N, using Passe de Caracoli (14°45'N, 60°52'W) (7.131), which is the principal channel through the barrier reef and the only channel recommended for use in bad weather.

The most direct approach from seaward is through Passe de Loup-Garou (14°40'3N, 60°50'6W) (7.133), but local knowledge is essential; see Caution at 7.133.

R 53 *Add:*

Caution. A dangerous wreck (2 miles E) lies on the above alignment, rendering passage unsafe without local knowledge.

300

R 16-18 *Replace by:*

...can be made through Passe de Caracoli (14°45'N, 60°52'W) (7.131), thence...

R 22 *Replace by:*

...seaward, is described at 7.140; Passe de Loup-Garou, for which local knowledge is essential, is described at 7.133.

French Notice 4/46/00
(HH. 671/480/03)

[17/00]

V

CORRECTIONS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2000. Weekly Edition No. 17, Dated 27th April, 2000.

Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

0867	- West Bank. No 6	50 55·7 0 46·5	Q R	3	2	Red wooden pile 3	
		*					
1144	- Main light. N side of town	50 57·7 1 51·3	Fl(4)W 15s	59	22	White 8-sided tower, black top 51	(fl 0·4, ec 2·1) x 3, fl 0·4, ec 7·1. Vis 073°-260°(187°)
							*
1190	Cap d'Alprech	50 42·0 1 33·8	Fl(3)W 15s	62	23	White tower, black top, spiral outer stairs 17	(fl 0·1, ec 2·9) x 2, fl 0·1, ec 8·9. 3 F R 40m on mast 600m NE
							*
1673	- Saint Énogat. Ldg Lts 158°24'. Front	48 38·4 2 04·0	Iso W 4s	3	6	White metal mast 3	Vis 126°-236°(110°)
*	*	*	*	*	*	*	*
1673·1	- DINARD. Rear	48 37·0 2 03·2	Iso W 4s	85	8	White tower 35	Vis 143°-210°(67°)
*	*	*	*	*	*	*	*
3385	- Ldg Lts 166°. Front	57 41·9 2 54·2	F W	...	...	...	MV. PA
	*						*
3385·1	-- Rear	57 41·9 2 54·2	F W	...	...	...	MV. PA
*	*	*	*	*	*	*	*
7780·97	TYRA WEST FIELD A, B, C, D and E (D)	55 43·0 4 45·0	-	...	...	...	Marked as A7780. Mobile rig Noble Byron Welliver close by platform C (T) 2000
							*

Volume C, 1999. Weekly Edition No. 17, Dated 27th April, 2000.

Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

0191·85	-- Rear. 790m from front	56 35·6 10 17·0	Iso W 4s	12	7	Red ▽ on beacon 12	Vis 024·5°-039·5°(15°)
							*
0194	Uggelhus. Ldg Lts 197°. Front	56 28·3 10 12·7	Iso R 2s	12	9	Red △ on red mast	
							*
0625	- Tistlarna	57 30·6 11 43·7	LFl(2)WR 15s	23	W 18 R 15	Yellow castellated building	fl 2, ec 3, fl 2, ec 8. R100°-351°(251°), W351°-100°(109°)
							*
1046	-- Shelter Mole. Head	54 56·0 10 02·9	Fl R 3s	4	5	Grey metal post 3	fl 0·7. TE 2000
							*

V

Volume C *continued.*

1538-6 Remove from List

1539 Remove from List

1539-2 Remove from List

2003	- BOMLØB. E side. Yderhavn. Lts in line 194° 48'. Front	55 41·3 12 36·2	Iso R 2s	6	2	Pillar	Vis 178°-208°(30°). R and G lights mark the channel through Knippelsbro and Langebro when bridges are open. Fl R 3s and Fl G 3s mark the remaining pillars and dolphins of the removed Langebro railway bridge. Fl R 3s and Fl G 3s mark Knippelsbro bridge. Best place for passage marked on bascule ends by Iso W 4s
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2398	- SÖDRAHAMNEN. Ldg Lts 097°. Front	55 35·1 12 55·4	Iso R 3s	8	9	Red △, black border, on white framework tower	Vis on leading line only
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3482	Ruhnu Saar. Hochberg	57 48·1 23 15·6	Fl W 4s	65	14	Red round tower with supporting pillars cupola and galleries 40	<i>fl 1.</i> Lower part obscured by forest. TE 1999
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4118	Kriisi	65 14·5 25 11·8	Fl(2)W 6s	13	4	On black and yellow square wooden building *	<i>fl 0·4, ec 1·2, fl 0·4, ec 4.</i> Vis 313°-175°(222°). Fishing
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Volume D, 1999. Weekly Edition No. 17, Dated 27th April, 2000.

Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

1494·5	- Dique Norte. Head. (N Breakwater)	43 18·0 2 15·1	Fl(3)R 9s	8	1	White post on masonry tower 4	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5</i>
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1494·6	- Dique Noroeste. Head. (NW Breakwater)	43 18·0 2 15·1	Fl(4)R 11s	8	1	White post on masonry tower 4	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5</i>
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1494·7	- Espignon Dique Oeste. Head (W Breakwater). (Marina)	43 17·9 2 15·2	Fl(2+1)G 12s	7	1	White post on masonry tower 4	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5, fl 0·5, ec 4·5</i>
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5280	- E side of entrance. Lobito	12 19·2 13 35·7	Fl(2)W 10s	106	20	White round tower and dwelling 15	<i>fl 0·3, ec 2·2, fl 0·3, ec 7·2.</i> TE 2000
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5660·1	--- Carl von Schlick. Beacon. Rear. 50m from front	29 15·0 16 52·2	Fl(3+1)W 24s	16	17	▽ on black metal framework tower, white bands 11	<i>(fl 0·1, ec 2·9) x 2, (fl 0·1, ec 8·9) x 2.</i> Bar Signals. Racon. Shown 24 hours
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V

Volume D *continued.*

5720	Groenriviermond	30 51·9 17 34·8	Fl W 5s	26	26	Yellow round concrete tower, black band 17		*
5734	Doringbaai	31 49·0 18 13·9	Fl(2)W 10s	35	25	White ◇ on framework tower 21	<i>fl 0·3, ec 2·2, fl 0·3, ec 7·2</i>	*
5810	Cape Columbine	32 49·6 17 51·5	Fl W 15s	79	30	White square concrete tower 15	<i>fl 0·2</i>	
		...	Horn 60s	...	...	...	<i>bl 2·5. Sounded on request to port control Saldanha</i>	*
5860	Dassen Island. S end	33 25·8 18 05·5	Fl(2)W 30s	46	26	White round metal tower, red bands, white dome 28	<i>fl 0·3, ec 9·7, fl 0·3, ec 19·7. RT. Red light on mast 8M NE. Red lights on mast 13M NE. Red lights on mast 12·75M ENE. Red lights on mast 11M E</i>	
		...	Horn 15s	...	...	...	<i>bl 5. Sounded when fog approaches within 3M of the Island, or on request by radio to Port Captain, Cape Town</i>	*
5870	- Minto Hill. Summit	33 48·9 18 22·5	Oc WR 7s	46	W 24 R 12	White round tower 18	<i>ec 2. R340°-351°(11°) over Whale rock, W351°-340°(349°). F R on radio mast 6·4M NE</i>	*
6120	Cape of Good Hope. Cape Point	34 21·4 18 30·0	Fl(2+1)W 30s	86	32	Square masonry tower, white lantern 9	<i>fl 0·6, ec 3·6, fl 0·6, ec 12·3, fl 0·6, ec 12·3. Vis 153°-106°(313°)</i>	
		...	F R	76	15	Base of same structure	<i>Vis 299°-023°(84°)</i>	*
6320	Danger Point	34 37·8 19 18·1	LFl(3)W 40s	44	27	White octagonal tower, white lantern, red dome 17	<i>fl 2, ec 4, fl 2, ec 4, fl 2, ec 26. Obscured in Walker Bay when bearing more than 180°. R lights on masts 2·2M and 4·4M NE</i>	
		...	Horn Mo(D) 15s	...	...	...	<i>bl 4, si 2, bl 1·5, si 2, bl 1·5, si 4</i>	*
6370	Cape Agulhas	34 49·8 20 00·6	Fl W 5s	30	30	Red tower, white band and lantern 27	<i>fl 0·3. R lights on mast 0·9M and 19M NE</i>	*
6371	Cape Infanta	34 28·3 20 50·8	Fl(3)W 20s	52	24	□ on framework tower, red lantern 15	<i>(fl 0·5, ec 2) x 2, fl 0·5, ec 14·5. Shown 24 hours</i>	*

V

Volume D *continued.*

6378	- Cap St Blaize	34 11·2 22 09·5	Fl(2)W 15s	72	25	White square tower 14	<i>2 fl 0·3 each in quick succession.</i> Obscured when bearing more than 052° or within 0·5M of Kanon Point. RT. F R lights on radio mast 22M NE. R lights on radio mast 0·5M W
		...	Horn Mo(F) 60s	...	...	...	<i>(bl 2, si 2) x 2, bl 4, si 2, bl 2, si 44</i> *
6386	Cape St Francis. Seal Point	34 12·5 24 50·1	Fl W 5s	35	28	White round tower 28	<i>fl 0·2.</i> Vis 224°-shore. Conspicuous floodlit installation 21M NNE. F R lights on radio masts 23M WNW
		...	Horn Mo(C) 30s	...	...	...	<i>bl 4, si 2, bl 1·5, si 2, bl 4, si 2, bl 1·5, si 13</i> *
6390	Cape Recife	34 01·7 25 42·1	FFl W 30s	27	F 21 Fl29	Octagonal tower, white and black bands, red dome 24	<i>fl 1·9.</i> R162°-190°(28°), W190°-162°(332°). Under certain atmospheric conditions only the flash may be seen. Fl(3)W 117s (T) 1999
		...	FFl R 30s	27	Fl15 F 10	On same structure	
		...	Horn Mo(B) 30s	...	...	...	<i>bl 4, si 2, bl 2, si 2, bl 2, si 2, bl 2, si 14</i> *
6416	Great Fish Point	33 31·2 27 06·5	Fl W 10s	84	30	White 8-sided tower, black stripes 9	<i>fl 0·5</i> *
6420	Hood Point	33 02·4 27 53·9	Fl(4)W 40s	54	28	White round tower, red lantern 9	<i>(fl 0·5, ec 4·2) x 3, fl 0·5, ec 25·4.</i> Vis 235°-233°(358°) *
6438	Mbashe Point	32 14·4 28 54·9	Fl(2+1)W 20s	46	28	White metal framework tower, red dome 14	<i>fl 0·2, ec 2·8, (fl 0·2, ec 8·3) x 2</i> *
6442	Cape Hermes	31 38·1 29 33·2	Fl W 3s	54	21	Grey 8-sided stone tower, white lantern 13	<i>fl 0·3.</i> Vis 230°-040°(170°) and to 159°(241°) in entrance *
6450	Port Shepstone	30 44·5 30 27·5	Fl W 6s	23	26	Black and white chequered metal tower, white lantern 8	<i>fl 0·3.</i> Vis 215°-028°(173°). F R lights on radio twers 10·6M NNE and 0·5M WNW. F R and Q W lights on radio tower 8·7M W *
6452	Ifafa Beach	30 27·8 30 39·1	Fl(3)W 30s	34	19	△ on metal framework tower 23	<i>(fl 0·7, ec 4·3) x 2, fl 0·7, ec 19·3.</i> Shown 24 hours *

V

Volume D *continued.*

6458	Cooper	29 56·1 31 00·3	Fl W 10s	132	26	Red round concrete tower, white band 21	<i>fl 0·3.</i> F R and Fl R lights are shown within 5M SW. FlW 3s mark SBM 4·6M SSW
							*
6483	-	28 46·5 32 07·7	Fl(3)W 15s	71	25	White concrete tower 11	<i>(fl 0·4, ec 2) x 2, fl 0·4, ec 9·8.</i> F R on radio mast 5·5M NE. Shown 24 hours
							*
6484	Cape St Lucia. N of cape	28 30·9 32 24·0	Fl(2)W 10s	112	24	Black tower, white bands 8	<i>fl 0·5, ec 1, fl 0·5, ec 8.</i> Vis 210°-030°(180°)
							*
6485	Cape Vidal	28 08·9 32 33·2	Fl W 10s	64	25	Yellow round tower, red top 23	<i>fl 0·5</i>
							*
6486	Jesser Point	27 32·7 32 40·7	Fl(4)W 40s	60	25	White round concrete tower, red top 11	<i>(fl 1, ec 4) x 3, fl 1, ec 24</i>
							*
7650·2	<i>Remove from List</i>						
9131·3	- Traidnet 19	29 06·1 49 12·8	Lit	...	...	Platform	
*	*	*	*	*	*	*	*

Volume E, 1999. Weekly Edition No. 17, Dated 27th April, 2000.
Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

0396·53	-	41 12·9 1 44·0	Fl G 5s	7	1		
*	*	*	*	*	*	*	*
0411	-- Bridge Pillars	41 22·0 2 11·0	Fl G 5s	...	...	N and S pillars	(T) 2000
			*				*
0411·1	---	41 22·0 2 10·9	Fl R 5s	...	...	N and S pillars	(T) 2000
			*				*
0607·2	--- Pointe Saint Antoine	43 23·7 4 59·1	Fl Vi 5s	8	17	White column, dark green top 6	<i>fl 0·4.</i> Reserve light Iso Vi 4s 10M
	*				*		*
1058	- Pennello Sant' Elmo. Head	39 12·0 9 07·5	Fl Y 5s	6	4	Yellow × on yellow beacon	<i>fl 1</i>
			*	*	*	*	*
1470	- N Mole. Head	42 45·6 10 52·6	Fl R 3s	8	8	White tower, red bands 6	<i>fl 0·5.</i> Private
		*			*		*

V

Volume E *continued.*

1486	- PUNTA FENAIO (del Fienao)	42 23·2 10 52·9	Fl(3)W 15s	39	16	White 8-sided tower, red band, red dwelling, white band	<i>fl 1, ec 2, fl 1, ec 2, fl 1, ec 8..</i> Reserve light range 12M. Vis 026°-249°(223°)
							*
6342·4	- Canal d' Adjim. No 1	33 41·7 10 44·1	Fl(3)G 15s	5	5	Green metal tripod	<i>fl 1, ec 1·5, fl 1, ec 5, fl 1, ec 5·5.</i> Canal d' Adjim marked by lit buoys No 2 to No 5
	*						*
6366·65	-- Ennajet. East jetty. Head	34 49·7 11 15·4	Fl(2)R 10s	7	5	...	Fl G on west jetty nearby
			*				
6369·5	- Melloulech. Dir Lt	35 08·6 11 03·6	Fl W 3·5s	10	8	...	<i>fl 0·5.</i> Fl G 3·5s mark beacons No 1,3 and 5. Fl R 3·5s mark beacons No 2, 4 and 6
*	*	*	*	*	*	*	*
6371·4	-- Outer Spur. Head	35 29·8 11 04·1	Fl(2)R 6s	6	6	...	<i>fl 0·3, ec 1, fl 0·3, ec 4·4</i>
			*				
6372·6	- Breakwater. SE Head	35 29·8 11 04·2	Fl(2)R 10s	4	6	...	<i>fl 0·5, ec 2, fl 0·5, ec 7</i>
							*
6387·3	-- S Breakwater. Head	35 53·5 10 36·0	Fl R 5s	9	6	Red stone tower 6	<i>fl 1 TE 2000</i>
			*				*
6391	Ras el Melah	36 52·3 11 08·1	Fl R 4s	24	3	...	TE 2000
							*
7750	- Hapy	31 55·1 31 51·3	2 Mo(U) W 15s	...	10	Platform	On diagonal corners of platform
		...	2 Mo(U)R 15s	...	5	...	On diagonal opposite corners of platform
		...	Horn Mo(U) 30s				
			*		*		*
7875	- Didon	33 47·2 11 53·6	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
7876	-El Bibane	33 26·5 11 18·1	Lit	...	...	Platform	
*	*	*	*	*	*	*	*

V

Volume F, 1999. Weekly Edition No. 17, Dated 27th April, 2000.

Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

0780-5	- Tanker Mooring Buoy. No 4	7 00-9 79 50-0	Mo(U)Y 15s	...	...	...	4 buoys
*	*	*	*	*	*	*	*
2226-7	- Buca Point (PCG)	5 57-5 124 40-5	Fl(2)W 10s	...	...	...	TE 2000
							*
2247-2	-- Dapa	9 44-7 126 02-6	Fl W 5s	9	6	Concrete tower 9	
*	*	*	*	*	*	*	*
2256	- Agusan River (PCG)	9 01-0 125 31-3	Fl R 5s	11	7	Concrete beacon 11	TE 2000
							*
2357-4	- Cadiz. Hitalon River (PCG)	10 57-5 123 19-2	Fl R 5s	...	18		
	*				*		
2358	<i>Remove from List</i>						
2358-2	- Bacalod	10 42-4 122 56-9	Fl R 5s	...	...	...	2 FR on chimneys 2-8M SE. 2 FR on chimney 2M NE. 2 FR on chimney 2-6M SSW. FW on chimney 8M NNE
	*	*					*
2359-4	- Pontevedra	10 22-7 122 51-8	F R	...	2		
*	*	*	*	*	*	*	*
2364	- Dumanjug Bay. Tangil Point (PCG)	10 04-3 123 26-8	Fl R 10s	10	12	White concrete tower 9	
			*				
2398	- Mactan Island. Lapu-Lapu City. Pier. Head	10 18-9 123 56-8	Fl G 10s	10	6	White tower	R and G lights mark bridge 0-6M NE. F R marks tank 2M ENE. F R Lights on TV tower 1-5M NNW
	*		*				
2423-1	-- San Juanico Strait Bridge. North (PCG)	11 18-1 124 58-1	Fl G 2-5s	...	10	...	TE 2000
	*						*
2454	Suluian Island. Summit (PCG)	10 45-4 125 57-9	Fl(3)W 15s	138	28	Aluminium tower 16	Vis 162°-142°(340°). TE 2000
							*
2456	- Mariquitdaquit Island (PCG)	11 04-1 125 09-2	Fl W 4s	18	11	Black concrete tower 10	TE 2000
							*
2767	Panganiban (PCG)	14 18-8 122 39-1	Iso W 4s	...	...	...	TE 2000
							*

V

Volume F *continued.*

2810	Port Sula. Cabadea Point (PCG)	13 13·5 123 52·2	Fl R 5s	16	7	White post 2	TE 2000	*
2812	- TABAKO BAY. Bacacay (PCG)	13 18·0 123 47·5	Fl R 5s	...	7	...	TE 2000	*
3521·1	ZHUJIANG KOU - Xiaoputai Dao	22 01·8 113 38·1	Fl W 9s	60	15	10	<i>fl</i> 0·5. Racon	*
*	*	*	*	*	*	*		*
3596	- Laoniu Jiao (Liuniu Jiao)	23 31·6 117 12·0	Fl W 6s	9	10	7	<i>fl</i> 0·5	*
*	*	*	*	*	*	*		*
3597	Hou Jiao	23 34·1 117 22·0	Fl WR 4s	19	W 7 R 3	2	<i>fl</i> 0·4	*
*	*	*	*	*	*	*		*
3909·8	-- No 6	38 57·4 117 53·0	Fl G 4s	...	...	Green △ on buoyant beacon		*
		*						
3911·6	-- D-4	38 58·4 117 47·2	Fl(2+1)R 12s	...	...	□ on red buoyant beacon		*
*	*	*	*	*	*	*		*
3911·65	-- D-5	38 58·5 117 47·6	Fl(2)G 6s	...	...	Green △ on green buoyant beacon		*
*	*	*	*	*	*	*		*
3911·8	-- D-7	38 58·8 117 47·5	Fl(2)G 6s	...	...	Green △ on green buoyant beacon		*
*	*	*	*	*	*	*		*
4146	Approaches to Sokmo Sudo, Sin Do. (Shindo)	37 30·3 126 02·8	Fl W 6s	45	8	White round concrete tower 6		*
	*							
4804	Kuro Shima. Kaburi Hana	30 49·8 129 57·9	AlFl WG 10s	242	23	White tower 15	Vis 125°-359°(234°)	*
		*	*		*			*
5070	Kamiagata	34 33·7 129 17·4	Oc(3)W 16s	134	13	White tower 12	<i>ec</i> 2, <i>lt</i> 2, <i>ec</i> 2, <i>lt</i> 2, <i>ec</i> 2, <i>lt</i> 6	*
	*				*			*
5070·5	- Unatsura Kō	34 30·5 129 18·2	Fl R 4s	12	4	Red tower 11		*
					*			

V

Volume F *continued*.

7394	- Tawara Shima (Yuya Kō)	34 23·4 130 56·1	Oc(2)W 12s	40	13	White round concrete tower 10	R light 3M E
--		...	F W				
	*	*	*				

Volume G, 1999. Weekly Edition No. 17, Dated 27th April, 2000.

Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

0070·5	Ponta da Praia Grande	1 07·2 45 37·6	Fl(5)W 60s	47	24	...	(fl 1, ec 9) x 4, fl 1, ec 19. (P) 2000
			*				*
0928·19	- Pescador Ldg Lts 134° 42'. Front	38 35·1 58 41·7	Fl G 3s	7	4	Orange triangular tower 2	Vis 134°-222°(88°)
			*	*			
0928·2	-- Rear	38 35·1 58 41·7	Fl G 4s	8	3	Orange structure 3	Vis 132°-139°(7°)
			*	*			
0930	- Escollera Norte. Head	38 34·9 58 41·7	Fl R 4s	8	6	Square base with red concrete truncated pyramidal upper part 3	
			*	*	*		*
0932·6	- Segunda	38 35·0 58 41·9	VQW	11	7	Black metal tower 6	Vis 156°-241°(85°)
			*	*	*		
1268·1	-- Rear. 950m from front	53 46·0 67 43·0	Lit	...	...	...	Withdrawn (T) 1999
							*
1275	Cabo San Pablo	54 17·1 66 41·7	Fl(2)W 20s	136	11	Black ▽ in yellow □, on metal framework tower 7	
			*	*	*		*
1389	- Hope Bay. Grunden Rock. S side	63 23·8 56 58·0	Fl W 2s	26	6	Red round tower, black bands 6	
			*				*
1571	- Isla Carvallo	45 16·0 73 28·3	Fl(3)W 9s	11	6	White GRP tower, red band 6	fl 0·5, ec 1·5, fl 0·5, ec 1·5, fl 0·5, ec 4·5. Vis 346°-154°(168°)
		*	*	*	*	*	*
1572·4	- Puerto Chacabuco. Ldg Lts 056°. Front A	45 28·0 72 49·1	Fl(3)G 9s	21	5	White △ with vertical orange stripe on white metal pillar, orange band 19	fl 0·5, ec 1·5, fl 0·5, ec 1·5, fl 0·5, ec 4·5. Vis 013°-123°(110°)
	*					*	

V

Volume G *continued.*

1572-41	---- Rear A. 30m from front	45 28-0 72 49-1	Fl(3)G 9s	24	5	White $\triangle$ with vertical orange stripe on metal pillar, orange band 6	<i>fl 0-5, ec 1-5, fl 0-5, ec 1-5, fl 0-5, ec 4-5. Vis 013°-123°(110°)</i>
	*					*	
1572-5	-- Ldg Lts 051°. Front B	45 28-0 72 49-1	Fl(3)R 9s	11	5	Metal pillar, white $\triangle$, orange stripe 10	<i>fl 0-5, ec 1-5, fl 0-5, ec 1-5, fl 0-5, ec 4-5. Vis 345°-140°(155°)</i>
	*						
1572-51	--- Rear B. 15m from front	45 28-0 72 49-1	Fl(3)R 9s	13	5	Metal pillar, white $\triangle$, with orange stripe 12	<i>fl 0-5, ec 1-5, fl 0-5, ec 1-5, fl 0-5, ec 4-5. Vis 345°-140°(155°)</i>
	*						
1572-6	-- Ldg Lts 149°. Front C	45 28-3 72 49-1	Fl(4)R 12s	11	3	White GRP tower red band 8	<i>fl 0-4, ec 1-6, fl 0-4, ec 1-6, fl 0-4, ec 1-6, fl 0-4, ec 5-6. Vis 060°-180°(120°)</i>
	*						
1572-61	---- Rear C. 115m from front	45 28-4 72 49-0	Fl(4)R 12s	20	3	Red GRP tower 8	<i>fl 0-4, ec 1-6, fl 0-4, ec 1-6, fl 0-4, ec 1-6, fl 0-4, ec 5-6. Vis 060°-180°(120°)</i>
	*						
1573	Isla Colorada	45 20-6 73 21-1	Fl W 10s	5	6	Red GRP tower 3	<i>fl 0-5. Vis 296°-216°(280°)</i>
					*	*	
2049	- ISLA SAN LORENZO. El Cabezo. Gran Almirante Grau	12 03-6 77 14-7	Fl W 10s	308	27	Black round tower, yellow bands 15	<i>fl 0-2. Range 19M (T) 2000</i>
							*
2084	- PASO DEL CENTRO. Isla Blanca	9 06-2 78 37-0	Fl W 10s 39600	143	15	Black square concrete tower, white band 7	<i>fl 1. TE 2000</i>
							*
2138	Punta Pariñas	4 40-0 81 19-5	LFl W 10s 148 000	74	20	White concrete tower, red band 19	<i>fl 2. Racon. TE 2000</i>
							*
4258-4	-- No 6	38 06-4 122 16-1	Fl R 7s		...	Red $\triangle$ on pile	Private
		*	*	*			
5090	-- Pier 2. Head	48 44-6 122 29-8	Fl W 6s	5	5		
	*		*		*	*	*
5288	Carmanah Point	48 36-7 124 45-0	Fl W 5s	56	22	White 8-sided concrete tower 9	
		...	Horn(3) 60s	39	...	White square hut	<i>bl 2, si 3, bl 2, si 3, bl 2, si 48. Horn points 155°</i>
					*	*	*

V

Volume G *continued.*

7268	- Hawea Point	21 00:2 156 40:0	Fl W 6s	23	9	Black and white chequered ◇ on pile	Vis 024° - 230°(206°)
							*

Volume J, 1999. Weekly Edition No. 17, Dated 27th April, 2000.
Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

3158	- POINT PINELLAS CHANNEL, No 1	27 41:0 82 36:5	Fl G 2:5s	5	3	Green □ on pile	
			*		*	*	
3158·2	-- No 2	27 41:0 82 36:5	Fl R 2:5s	5	3	Red △ on pile	
*	*	*	*	*	*	*	*
3158·3	-- No 3	27 41:8 82 36:5	Q G	5	3	Green □ on pile	
*	*	*	*	*	*	*	*
3158·4	-- No 4	27 41:7 82 36:5	Q R	5	3	Red △ on pile	
			*			*	
3158·5	-- No 5	27 42:5 82 36:6	Fl G 4s	5	3	Green □ on pile	
*	*	*	*	*	*	*	*
3158·7	-- No 7	27 43:1 82 36:6	Fl G 6s	5	3	Green □ on pile	
*	*	*	*	*	*	*	*
3158·9	-- No 9	27 43:9 82 36:7	Fl G 4s	5	3	Green □ on pile	
*	*	*	*	*	*	*	*
3158·91	-- No 10	27 43:9 82 36:6	Fl R 4s	5	3	Red △ on pile	
*	*	*	*	*	*	*	*
3158·92	-- No 11	27 44:6 82 36:7	Fl G 2:5s	5	3	Green □ on pile	
*	*	*	*	*	*	*	*
3158·93	-- No 12	27 44:6 82 36:8	Fl R 2:5s	5	3	Red △ on pile	
*	*	*	*	*	*	*	*
3198·3	<i>Remove from List</i>						
3259·4	- No 2	27 58:1 82 50:3	Fl R 2:5s	5	3	Red △ on pile	
*	*	*	*	*	*	*	*
3812	<i>Remove from List</i>						
4132·46	-- No 2	29 37:0 94 57:6	Fl R 2:5s	5	4	Red □ on pile	
		*			*		

V

Volume J *continued.*

4351·2	--E (Laguna del Carmen)	18 17·9 93 50·7	Fl G 5s	7	6	Green stone structure 12	<i>fl 0·5</i>	*
4403·1	- Fishing Mole. Beacon No 1	20 41·4 90 27·3	Iso R 2s	4	...	Red post		*
*	*	*	*	*	*	*		*
4403·2	-- Beacon No 2	20 41·4 90 27·3	Iso G 2s	4	...	Green post		*
*	*	*	*	*	*	*		*
4421·63	- No 1	21 36·0 88 12·0	Fl G 3s	3	4	Green pile	<i>fl 0·5. TE 1999</i>	*
4421·64	- No 2	21 36·0 88 12·0	Fl R 3s	3	4	Red pile	<i>fl 0·5. TE 1999</i>	*
4442	- Punta Molas. N Point	20 35·3 86 43·5	Fl(3)W 12s	21	16	Red round masonry tower, white bands, and dwelling 20	<i>fl 1, ec 2, fl 1, ec 2, fl 1, ec 5.</i> <i>Vis 070°-337°(267°). TE 1999</i>	*
6330	Noordwest Punt	12 37·0 70 03·0	Fl(2)WR 10s	55	19	Grey stone tower 30	<i>fl 0·8, ec 1·7, fl 0·8, ec 6·7.</i> <i>W354°-005°(11°),</i> <i>R005°-013°(8°),</i> <i>W013°-295°(282°). TE 2000</i>	*
6368	Ceru Colorado	12 25·3 69 52·1	Fl W 6s	51	21	Grey square stone tower 10	<i>fl 0·8. Vis 160°-109°(309°). TE 2000</i>	*
6377	- Willemstad. Ldg Lts 023° 30'. Front	12 06·6 68 56·0	3 F R(ver)	16	...	Orange □, on black metal mast, yellow bands		*
6377·1	--- Rear. 480m from front	12 06·9 68 55·9	4 F R	33	...	Orange ○ on metal mast 8	In form of ◇	*
6378	--	12 06·4 68 55·9	Oc W 5s	25	14	Grey metal column on fort 17	<i>ec 2. F R on TV mast 0·55M NE.</i>	*
6380	-- Entrance. Current Meter	12 06·3 68 56·0	Fl G 4s	2	1	Black post 2		*
6380·1	--- E side	12 06·4 68 56·2	Q W	...	...	White pole		*
*	*	*	*	*	*	*		*

V

Volume J *continued.*

6380·2	--- W side	12 06·4 68 56·0	Q R	...	...	Red pole	
*	*	*	*	*	*	*	*
6394	- Lijhoek	12 04·4 68 52·3	Fl R 3s	13	4	Red and white metal framework tower, red lantern 6	<i>fl 0·2. TE 2000</i>
							*
6396	Punti Kayon. (Oostpunt)	12 02·5 68 44·5	Fl W 4s	12	8	White round stone tower, red bands	<i>fl 0·4. TE 2000</i>
	*						*
6400	Klein Curaçao	11 59·5 68 39·0	Fl(2)W 15s	25	15	White round stone tower, red base and roof 20	<i>fl 0·4, ec 3·6, fl 0·4, ec 10·6. TE 2000</i>
							*
6406	- Klein Bonaire	12 09·4 68 19·8	Fl(2)W 20s	6	9	White round tower 5	<i>fl 1, ec 6, fl 1, ec 12. Vis 278°-143°(225°). TE 2000</i>
							*
6524	- Recalada Guiria	10 34·8 62 17·4	Fl W 10s	48	25	White GRP framework tower with orange bands 12	<i>fl 1</i>
*	*	*	*	*	*	*	*
	ISLA COTORRA						
6615	-	10 03·1 62 14·2	Fl W 15s	14	11	White GRP framework tower with orange bands 12	<i>fl 1</i>
*	*	*	*	*	*	*	*
6901	Enfant Perdu	5 02·5 52 21·4	Fl W 5s	17	10	Grey tower 15	<i>fl 1. Emergency light F W</i>
							*

Volume K, 2000. Weekly Edition No. 17, Dated 27th April, 2000.

Last Correction: Weekly Edition No. 16, dated 20th April, 2000.

2603	- Ldg Lts 207° 46'. Front	34 27·9 150 54·6	Iso R 2s	30	12	Orange □ on grey metal pile	
		*				*	
2603·1	-- Rear. 950m from front	34 28·3 150 54·7	Oc R 3s	47	9	Orange □ on grey metal framework tower	<i>ec 1</i>
		*				*	
2603·5	<i>Remove from List</i>						
2603·7	<i>Remove from List</i>						
2604	-- No 4 Jetty. Head	34 27·8 150 54·0	F G	6	1	Square framework tower	F Bu light at light tower
		*					*

V

Volume K *continued.*

2608	-- No 6 Jetty. Head	34 28·2 150 54·8	F G	9	1	Light tower with 1 metre orange band 3	Vertical Neon. F Bu light at root of jetty
		*				*	*
2610	- Ldg Lts 300° 17'. Front	34 28·7 150 54·0	F G	34	3	Orange △ above orange □ on metal framework tower 29	
		*				*	
2757·88	--- E side	32 55·0 151 45·6	F G	...	...	...	On N and S sides
			*				
3122·8	- Seymour. Ldg Lts 269°50'. Front	18 29·6 146 13·1	Q Y				
	*						
3122·81	--- Rear. Dir Lt 269°50'	18 29·6 146 13·1	Dir Fl W 3s	...	...	...	Vis 268·53°-271·53°(3°)
	*						
3758	- Wave Break. E part. E end	36 50·7 174 48·9	VK(4)G 7s	4	2	Pile	(fl 0·3, ec 0·3) x 3, fl 0·3, ec 4·9
			*				*
3758·2	-- W end	36 50·7 174 48·5	VK(4)R 7s	4	2	Pile	(fl 0·3, ec 0·3) x 3, fl 0·3, ec 4·9
			*				*
3758·4	- W part. E end	36 50·8 174 48·5	VK(4)G 7s	4	2	Pile	(fl 0·3, ec 0·3) x 3, fl 0·3, ec 4·9
			*				*
3758·6	-- W end	36 50·9 174 47·9	VK(4)R 7s	4	2	Pile	(fl 0·3, ec 0·3) x 3, fl 0·3, ec 4·9
			*				*
4783	Passe de Thio. Thio	21 32·2 166 17·4	VQ(3)W 5s	6	7	⬠ on black buoyant beacon, yellow band	
							*
4784·8	- Baie de Kouaoua. Ldg Lts 212°. Front	21 24·7 165 48·5	Fl(2)W 6s	...	6	Beacon	fl, ec 1, fl 1, ec 3. TE 2000
							*
4784·81	--- Rear. 430m from front	21 24·9 165 48·3	Fl(2)W 6s	...	6	Beacon	Synchronised with front. TE 2000
							*
5004·2	- PASSE ARIKITAMIRO. Ldg Lts 147°. Front. Récif Ekoeko Nord	16 37·6 143 33·6	Fl R 4s	5	5	White pylon 6	fl 1. TE 2000
							*

V

Volume K *continued*.

5004·21	--- Rear. 250m from front. Récif Eoeko Sud	16 37·7 143 33·5	F1 R 4s	10	5	White pylon 14	<i>fl 1.</i> TE 2000
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VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2000

Weekly Edition No. 17 dated 27 April 2000

In order to maintain and improve the accuracy of the information contained in the Admiralty List of Radio Signals it would be of great assistance if users could advise the Hydrographer of the Navy of any amendments relating to Maritime Radio Services.

New, additional or corroborative information is always welcome. Any amendments may be listed on this sheet and forwarded to the address below, stating whether the information is based on the announcement by, or has been verified with, the authority concerned.

Latest Weekly Notice received:

Description of amendment:

Station name and call sign:

Number in ALRS volume:

Details:

Hydrographer of the Navy
Admiralty List of Radio Signals
United Kingdom Hydrographic Office
Admiralty Way
Taunton
Somerset TA1 2DN
United Kingdom

Tel: +44 (0)1823 337900

Fax: +44 (0)1823 334752 for ALRS Direct or
+44 (0)1823 284077 for all other services

E-mail: alrs@nprs.hydro.gov.uk

Telex: 46274

Name of Sender and Date:

.....

Name of Ship:

Telex / Fax / E-mail:

Address:

.....

.....

.....

VI

VOLUME 1, 1999/00—PART 1

Published Wk 31/99

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

Insert station:

Aulona

1424

TELEPHONE: +355 63 25132/22644

FAX: +355 63 25133

1. RT (MF) Hours of service: H24

Transmits	Receives	Hours of Watch
2182	2182	J3E H24

2. RT (HF) Hours of service: H24

8134	8134	J3E
------	------	-----

3. VHF Hours of service: H24

Ch 16	Ch 16	H24
Ch 18 85	Ch 18 85	

(Aulona Radio) 17/00

Insert station:

Pen Men, Île de Groix¹

47°38′.97N 3°30′.36E 0871

(1) See the table Beacons Transmitting DGPS Corrections in ALRS Volume 8

(French Radio List) 17/00

3814 QTG SERVICE

Delete stations

(Armada de Chile)

RADAR BEACONS

5588 Thyborøn Approach Lt Buoy

Delete position and replace by: 56°42′.55N 8°08′.70E

(UKHO Chart 426, WGS 84 Datum)

Insert station in (East Coast) THAILAND section:

Rayong Approach Lt Buoy Racon

12°30′.70N 101°15′.20E 8055

O

(MV Eupen) 17/00

VOLUME 1, 1999/00—PART 2

Published Wk 31/99

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

5830 Falkland Islands

After last line, insert:

Station inoperative until further notice (April 2000)

Fisheries Department, Falkland Islands 17/00

VOLUME 3, 1999/00—PART 1

Published Wk 23/99

(Last Corrections: Weekly Edition No. 15 dated 13 April 2000)

A New Edition of this volume is in the press and will be published shortly

NIL

17/00

VOLUME 2, 2000

Published Wk 10/00

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS

Insert station in FINLAND section:

Marjaniemi¹

65°02′N 24°34′E 0552

(1) See the table Beacons Transmitting DGPS Corrections in ALRS Volume 8

(Finnish Notice 2/29/00) 17/00

VOLUME 3, 1999/00—PART 2

Published Wk 23/99

(Last Corrections: Weekly Edition No. 15 dated 13 April 2000)

A New Edition of this volume is in the press and will be published shortly

NIL

17/00

VI

VOLUME 5, 1999/00

Published Wk 24/99

(Last Corrections: Weekly Edition No. 15 dated 13 April 2000)

NIL

17/00

VOLUME 6, 1999/00—PART 1

Published Wk 43/99

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

A 1052 Portland

Port, delete FAX and replace by:

FAX: Hr Mr: +44(0)1305 824055
E-mail: marine@portland-port.co.uk

17/00

Tugs, delete FREQUENCY and PROCEDURE and replace by:

CALL: Portland Towage
TELEPHONE: +44(0)1305 821599 (H24)
FAX: +44(0)1305 821673
FREQUENCY: Ch 71; 74
HOURS: Mon–Fri: 0800–1700
PROCEDURE: At least 1 hour's notice required.

(Portland Port Limited) 17/00

A 1545 IRVINE

After **Pilots and Port** section insert:

Bridge

CALL: Bridge Operator
TELEPHONE: Bridge Operator: 08708 403123
FREQUENCY: Bridge Operator: Ch 12
PROCEDURE: Vessels requiring the bridge to be opened to enter or leave the harbour should contact the bridge operator by VHF or by telephone.
NOTE: The bridge will normally be closed to shipping 0830–1830.

(The Big Idea, Irvine) 17/00

B 2410 FLENSBURGER FÖRDE

Pilot Station, delete TELEPHONE and replace by:

TELEPHONE: +49(0)461 4 12 17 or +49(0)431 36 28 58
FAX: +49(0)431 36 10 49
E-mail: flensburgpilot@kielpilot.de
WEBSITE: <http://www.kielpilot.de>
FREQUENCY: Pilots: Ch 16; 14
Pilot Vessel: Ch 06
HOURS: H24

(German Radio List and Internet) 17/00

B 2505 WISMAR

Delete **Port** section and replace by:

Port

TELEPHONE: Harbour Office: Office hours: +49(0)3841 44 13 26/44 13 27/4 04 33
Port Auth: Outside office hours: +49(0)3841 2 51 0
FAX: +49(0)3842 44 13 28
FREQUENCY: Ch 11
HOURS: Mon–Fri: 0700–1530 LT (Thurs: 0700–1600 LT)
Sat: 0800–1200 LT (except holidays)
NOTE: The port handles radio equipped harbour craft.

(German Radio List) 17/00

B 4830 LA ROCHELLE-CHARENTE

Pilots, PROCEDURE, page 308, line 4, delete 1 n mile from and replace by:

1 n mile south of

(Pilotes Maritimes de la Rochelle) 17/00

B 6930 YALTA

Delete **Pilots and Port** section and replace by:

Pilots and Port

CALL: See FREQUENCY
TELEPHONE: Port Auth: +380 65 4324 242
FAX: Port Auth: +380 65 4323 926
TELEX: Port Auth: 187128 YASCO UX
TELEGRAPH: Port Auth: Port Yalta
E-mail: Port Auth: yasco@mail.ylt.crimea.com
WEBSITE: <http://www.ceebd.co.uk/yalta-sea-trade-port>
FREQUENCY: Yalta Radio: Ch 16; 26
Port Controller: Ch 16; 12 14
Dispatcher: Ch 10 14
Tugs: Ch 14
HOURS: H24
PROCEDURE:
(1) Pilotage is available H24. Tug assistance for mooring and unmooring is compulsory.
(2) Vessels should send ETA at the pilot boarding position, when crossing the parallel of Mys Aytodor or the meridian of Mys Nikitin.
(3) A continuous listening watch should be kept on VHF Channel 16 or 2464 kHz whilst within the area.
(4) Pilot boards 2 n miles SE of Yalta Light.

(Harbour Master, Yalta Sea Trade Port) 17/00

VOLUME 6, 1999/00—PART 2

Published Wk 43/99

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

D 3036 RAS MUSANDAM NAVAL BASE**Port**, PROCEDURE, line 1, after Entry insert: to the Naval BaseAfter **Port** section insert:**Restricted Area**

AREA: A Restricted Area has been established in Khawr al Quway', to the South and East of lines joining the following positions:

- (1) Ra's Khuṭaymah (26°19'·01N 56°20'·21E) and Qarn ath Thawr (26°19'·92N 56°20'·63E)
 (2) Khartum Taisar (26°22'·56N 56°21'·27E) and Şakhr al Makhrūq (26°23'·42N 56°22'·73E)
 (3) Şakhr al Makhrūq (26°23'·38N 56°22'·73E) and Ra's Shurayṭah (26°23'·31N 56°22'·71E)

PROCEDURE: No vessel over 20m in length may enter this area without prior clearance from the Royal Navy of Oman. For clearance call Ra's Musandam Naval Base (A4N) on VHF Channel 16.

(Sultanate of Oman Notice 3/12/00) 17/00

E 1190 NEW MANGALORE**Pilots and Port**, page 116, PROCEDURE, lines 9 and 10, delete Pilot boards . . . to . . . for smaller vessels., and replace by:

- (5) Pilot boards in the following positions:
 (a) Deep Draught Vessels: 12°54'·95N 74°44'·28E
 (b) Vessels Maximum Draught 10·0m: 12°55'·23N 74°45'·55E

(UKHO Chart 3461) 17/00

E 2023 LAEM CHABANGDelete **Pilots and Port** section and replace by:**Pilots and Port**

See ALRS Volume 7

(Laem Chabang Port) 17/00

E 2035 RAYONG**Pilots and Port**, PROCEDURE, line 4, delete Pilot boards 1 to 3 n miles S of Jetty., and replace by:

- (3) Pilot boards in position 12°34'·4N 101°16'·8E.

(MV Eupen) 17/00

F 2110 PORT OTAGO**Pilots**, PROCEDURE, lines 1 and 2, delete Pilot boards . . . to . . . 170°43'·65E), and replace by:

Pilot boards in position 45°43'·60S 170°43'·75E.

(New Zealand Notice 10/113/00) 17/00

VOLUME 7, 1999/00—PART 1

Published Wk 46/99

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

B 1620 NORD-OSTSEE KANAL (KIEL KANAL)**Pilots**, PILOT STATIONS, section (2), after **Kiel-Holtenau** insert: (**Leuchtturm Kiel**)

Delete TELEPHONE, FAX and TELEX and replace by:

TELEPHONE: +49(0)171 8 35 84 45

FAX: +49(0)171 8 31 61 09

TELEX: 299 857 BWKI D

E-mail: kielpilot@kielpilot.de

WEBSITE: <http://www.kielpilot.de>

17/00

Page 162, section (3), **Breiholz/Rüsterbergen**, delete TELEPHONE, FAX and TELEGRAPH and replace by:

TELEPHONE: +49(0)4331 8456

FAX: +49(0)4331 84 57 60

E-mail: breiholzpilot@kielpilot.de

WEBSITE: <http://www.kielpilot.de>

17/00

Kiel-Holtenau, after AREA insert:

CALL: Holtenau Pilot

17/00

Section (4), **Kiel-Holtenau**, delete TELEPHONE, FAX, TELEGRAPH and TELEX: See (2) Kiel Holtenau and replace by:

TELEPHONE: +49(0)431 36 28 58/3 50 41/3 50 42

FAX: +49(0)431 36 10 49

TELEX: 299 857

E-mail: holtenaupilot@kielpilot.de

WEBSITE: <http://www.kielpilot.de>

17/00

B 2505 WISMAR**Vessel Traffic Service**, delete TELEPHONE and FAX and replace by:

TELEPHONE: +49(0)4502 7 57 27

FAX: +49(0)4502 8 47 55 27

(German Radio List) 17/00

VI

VOLUME 7, 1999/00—PART 2

Published Wk 46/99

(Last Corrections: Weekly Edition No. 16 dated 20 April 2000)

E 2023 LAEM CHABANG

Delete **Pilots and Port** section and **Vessel Traffic Service** section and replace by:

Pilots and Port

CALL: Laem Chabang Port Control

TELEPHONE: Port Control: +66(0)38 490 000/048

FAX: Port Control: +66(0)38 490 142/143/149

TELEX: Port Control: 75814 LCP TH

FREQUENCY: Pilots: Ch 16; 13 14

Port Control: Ch 16; 12 13 17 67

HOURS: H24

(Continued on next column)

PROCEDURE:

- (1) Pilotage is compulsory and is available H24.
- (2) Vessels should send ETA 24 hours, 12 hours and 2 hours in advance.
- (3) Pilot boards in the vicinity of the Entrance Lt buoy (13°04'·6N 100°51'·8E) and up to 1 n mile WSW.

Vessel Traffic Service

DESCRIPTION:

- (1) The Vessel Traffic Control System is APAR (Automatic Plotting and Radar). The radar equipment is operated by remote control from the VTS Control Centre.
- (2) The system is designed to have the following services:
 - (a) Surveillance of the traffic channel into the Laem Chabang Commercial Port.
 - (b) Monitoring of the anchorage area and berthing position, and vessels within the port limits up to 24 n miles.
 - (c) Watching of the buoys and aids to navigation within the port area.
 - (d) Identification of vessels
 - (e) Analysis of collision and grounding risk
 - (f) Navigational assistance

(Laem Chabang Port) 17/00

VOLUME 8, 2000/01

Published Wk 13/99

(Last Corrections: Weekly Edition No. 13 dated 30 March 2000)

DIFFERENTIAL GPS (DGPS)

Table **BEACONS TRANSMITTING DGPS CORRECTIONS**, page 43 **FINLAND** section, insert:

0552	Marjaniemi	295-5		605	405	135		On trial	
------	------------	-------	--	-----	-----	-----	--	----------	--

(Finnish Notice 2/29/00) 17/00

Page 45, **FRANCE (Atlantic Coast)** section, insert

0871	Pen Men, Île de Groix	298						On trial	
------	-----------------------	-----	--	--	--	--	--	----------	--

(French Radio List) 17/00

NP289 – ALRS SMALL CRAFT, 2000/01 UNITED KINGDOM TO THE MEDITERRANEAN

Published Wk 17/00

NP289 will be published on 27th April 2000 and has been competitively priced at £15.00 (UKRRP). Although, the publication will be corrected by Notices to Mariners it must be stressed that the publication is intended for the non-SOLAS market and is not a replacement or a substitute to any of the existing ALRS volumes.

The new publication "ALRS – Small Craft (NP289)" has been designed as an easy reference to essential information on all aspects of maritime communications for both leisure and commercial small craft. Fully illustrated with colour diagrams and photographs, NP289 covers the UK to the Mediterranean, including the Azores and Canary Islands. Included within the 400 pages are details on the following:

- Weather Services
- Marine Safety and VTS Broadcasts
- Global Satellite Communications, Coast Radio Stations and MRCC/MRSC.
- GMDSS procedures for search and rescue
- Port and marina communications

(Continued on next column)

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No.

Name of ship or sender:

Address of sender:

.....

.....

Tel/Fax/Telex No./ e-mail address of sender (if appropriate):

General locality

Subject

Position. Lat Long

British Admiralty Charts affected Edition dated

Position fixing system used Datum set

Latest Weekly Edition of Notice to Mariners held

Publications affected (Edition No., date of latest supplement, page and Light List No. etc.)

.....

Details:—

A replacement copy of Chart No is required, but see 4 overleaf.

Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding information for British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS:—

1. Mariners are requested to notify the Hydrographer of the Navy, UK Hydrographic Office, Admiralty Way, Taunton, Somerset, TA1 2DN, United Kingdom, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary. The Mariner's Handbook (NP 100) Chapter 8 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate.
Copies of this Form may be obtained gratis from the UK Hydrographic Office at the above address or principal Chart Agents (see Annual Notice to Mariners No. 2).
3. When a **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar and the readings of Loran, Decca, etc., should be quoted. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.
4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
5. When **soundings** are obtained The Mariner's Handbook (NP 100) should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of set should also be given.
6. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:—
 - (a) the trace being weaker than normal for the depth recorded,
 - (b) the trace passing through the transmission line,
 - (c) the feathery nature of the trace.As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. **Port information** should be forwarded on Form H.102a together with Form H.102. Form H.102a lists the information required for Admiralty Sailing Directions and should be used as an *aide memoire*. Where there is insufficient space on the form an additional sheet should be used.
10. Reports on **ocean currents** should be made on Form H.568 (Sea surface current observations) in accordance with The Mariner's Handbook. This form is obtainable from the UK Hydrographic Office, Taunton, or principal Chart Agents.

Note.— An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

Name of ship or sender:

Address:

Ref. No.

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Date:

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1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority for requests. Embarkation position. Regulations.	
5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and max. hp.	
7. WHARVES Names, numbers or positions. Lengths. Depths alongside. Heights above Chart Datum. Facilities available.	
8. CARGO HANDLING Containers, lighters, Ro-Ro etc.	

9. CRANES Brief details and max. capacity.	
10. REPAIRS Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions. Hards and ramps. Divers.	
11. RESCUE AND DISTRESS Salvage, lifeboat, Coastguard, etc.	
12. SUPPLIES Fuel with type and quantities available. Fresh water with rate of supply. Provisions .	
13. SERVICES Medical. De-ratting. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.	
14. COMMUNICATIONS Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.	
15. PORT AUTHORITY Designation, address and telephone number.	
16. SMALL CRAFT FACILITIES Information and facilities for small craft (eg yachts) visiting the port. Yacht Clubs, berths, etc.	
17 VIEWS Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. Picture postcards may also be useful.	

Signature of observer/reporter