



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 18

4 May 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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II

[18/00]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

Admiralty Publications

<i>NP No.</i>	<i>Title and other remarks</i>	<i>Date</i>	<i>RRP(UK)*</i>	<i>Remarks</i>
NP 55	North Sea (East) Pilot, (Third Edition, 1999).	4/11/99	£36·50	(Second Edition, 1997) is thereby cancelled.
NP 75	Admiralty List of Lights and Fog Signals, Volume B 2000, Southern and Eastern sides of the North Sea including the coasts of Sweden and Norway between Lat. 58° 30'N., and 60° 55'N.	30/3/00	£15·00	Corrected to Week 13 (30/3/00). First corrections in Week 18/00. Volume B, 1999 is thereby cancelled.

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 1 JUNE 2000

New Editions of Admiralty Charts

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>
64	Red Sea, Saudia Arabia, Approaches to Rābigh. Rābigh Industrial Port. <i>Includes new survey information in Rābigh Industrial Port and its approaches.</i>	1:50,000 1:20,000	64
70	Gulf of Bothnia, Ports on the East Coast of Sweden. Ⓐ Approaches to Hudiksvall. Ⓑ Hudiksvall. Ⓒ Approaches to Ljusnefjärden and Söderhamnsfjärden. Ⓓ Söderhamnsfjärden. Ⓔ Ljusnefjärden. <i>Includes amendments to recommended tracks from the latest Swedish government publications.</i>	1:50,000 1:20,000 1:50,000 1:25,000 1:25,000	70
992	Italy, Ports in Stretto di Messina with Catania and approaches. Sicilia, Approaches to Catania. Sicilia, Porto di Catania. Reggio di Calabria. Sicilia, Porto di Messina. Villa San Giovanni. <i>This partial new edition is limited to include new fishing prohibited areas, depths in Porto di Catania and marina in the entrance to Porto di Messina.</i>	1:40,000 1:10,000 1:7,500 1:7,500 1:7,500	992

*RRP(UK) means UK recommended retail price.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 1 JUNE 2000 (Continuation)

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1400	Panama - north coast, Outer approaches to Puerto Cristóbal. Puerto de la Bahía de las Minas.	1:75000 1:15000	1400
	<i>Includes amendments to dredged areas and buoyage at Puerto de la Bahía de las Minas, cable and magnetic information.</i>		
3204	United States - east coast, New York - New Jersey, New York Lower Bay and approaches. Index of Charts New York Harbor & Entrance.	1:50,000	3204
	<i>Includes amendments to depths in Lower Bay and approaches.</i>		
3459	United States - east coast, New York - New Jersey, New York, Lower Bay.	1:20,000	3459
	<i>Includes additional channel depth information.</i>		
SC 5602	The West Country, Falmouth to Teignmouth		SC5602
5602.1	The West Country and Approaches	1:500,000	
5602.2	Falmouth to Fowey Plan A: The Manacles to Falmouth Plan B: Mevagissey	1:75,000 1:75,000 1:3,500	
5602.3	Fowey to Plymouth Plan A: Polperro Plan B: Looe	1:75,000 1:3,500 1:6,000	
5602.4	Plymouth to Salcombe Plan: Eddystone Rocks	1:75,000 1:7,500	
5602.5	Salcombe to Teignmouth Plan A: Teignmouth Plan B: Brixham Plan C: Torquay Harbour	1:75,000 1:7,500 1:7,500 1:4,000	
5602.6	Falmouth Harbour Plan A: Continuation of the River Fal Plan B: Truro River	1:16,000 1:16,000 1:16,000	
5602.7	Fowey Harbour Plan A: River Fowey, Mixtow to Saint Winnow Plan B: River Fowey, Saint Winnow to Lostwithiel	1:6,250 1:15,000 1:15,000	
5602.8	Plymouth Sound and Approaches Plan A: The Narrows Plan B: Cattewater Plan C: River Yealm	1:25,000 1:12,500 1:12,500 1:12,500	
5602.9	Rivers Tamar, Lynher and Tavy	1:25,000	
5602.10	Salcombe Harbour Plan A: Continuation to Kingsbridge Plan B: Salcombe	1:15,000 1:15,000 1:6,000	
5602.11	Dartmouth Harbour Plan: Continuation to Dittisham	1:8,000 1:8,000	
5602.12	River Dart, Dittisham to Totnes Plan A: Dittisham to Blackness Point Plan B: Blackness Point to Ham Point Plan C: Stoke Point to Berry Rock Plan D: Fleet Mill Reach to Totnes	1:8,000 1:12,500 1:12,500 1:12,500	

The second edition of this small craft folio; coverage extended to include the tidal waters of the Tamar estuary and the River Dart to Totnes. All the charts have been updated for Notices to Mariners corrections published since the 1998 edition.

Note: Former chart 5602.9 has been re-numbered 5602.10 and former chart 5602.10 has been re-numbered 5602.11.

II

Erratum to Notice to Mariners Week 16/00.

Section II - ADMIRALTY NOTICES TO MARINERS. UPDATES TO STANDARD NAVIGATIONAL CHARTS

The notes to accompany Notice to Mariners 1624/00, 1632/00 & 1690/00 were printed in the wrong colours.
Replacement notes accompany this weekly edition.

II

1862 MISCELLANEOUS UPDATES TO CHARTS

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

1773* IRELAND, North Coast — River Foyle — Rosses Bay Channel — Light beacon; Light; Leading line

Insert the accompanying block, showing amendments to light-beacon, light and leading line, centred on: 55° 00'·85N., 7° 17'·80W.

Chart [Last correction].— **2499** (INT 1660) (**plan A, River Foyle to Londonderry**) [475/00]
Light List Vol. A/00, 6152, 6154
Commissioners of Irish Lights (HH.288/490/03).

1777* ENGLAND, East Coast — Thames Estuary — Whitaker Channel — Buxey Sand — Obstruction

Insert ⬤ *Obstn*, least depth 2 m 51° 40'·92N., 1° 03'·65E.

Chart [Last correction].— **1975** [155/00] — **1183** (INT 1561) [224/00] — **5607.2** [155/00]
RNLI Clacton (HH.242/440/05).

1778* SCOTLAND, East Coast — River Forth — Crombie Jetty — Protected area

Substitute the accompanying note, PROTECTED AREAS, for existing note, centred on: 56° 03'·1N., 3° 30'·5W.

Chart [Last correction].— **737** (INT 1547) [963/00]
UK Hydrographic Office (HH.264/450/06).

1779* IRELAND, West Coast — River Shannon — Kilcredaun Point to Scatterry Roads — Pilot boarding places

Amend legend to, *Vessels of 5000 GT and less*, at ① 52° 36'·33N., 9° 29'·38W.
legend to, *Vessels over 5000 GT*, at ① (a) 52° 34'·0N., 9° 42'·5W.

Chart [Last correction].— **1547** [46/00] — **1819** (a) [477/00]
Admiralty List of Radio Signals Vol. 6(1), 1999/2000: A3170 (8/00)
Shannon Estuary Ports (HH.292/460/03).

1780* ENGLAND, South Coast — Approaches to Portland — Lulworth Banks Westwards — Wreck

Insert ⬤ *Wk*, least depth 20m 50° 35'·44N., 2° 20'·90W.

Chart [Last correction].— **2255** (INT 1725) [3127/99] — **2610** [2343/99] — **2615** [3761/99] — **2454** (INT 1702) [50/00] — **5601.4** [4615/99]
HNLMS *Makkum* (HH.232/550/11).

1781* ENGLAND, South Coast — Southampton — River Test — Eling Channel — Beacons; Safe overhead clearance

Insert port-hand beacon with topmark, '6' (a) 50° 54'·528N., 1° 28'·274W.
port-hand beacon with topmark, '8' (b) 50° 54'·615N., 1° 28'·471W.
port-hand beacon with topmark, '10' (c) 50° 54'·683N., 1° 28'·566W.
Amend safe overhead clearance to 27m (d) 50° 54'·64N., 1° 28'·49W.
(e) 50° 54'·63N., 1° 28'·59W.

Chart [Last correction].— **2041** (INT 1733) (a–d) [223/00] — **5600.8** (**inset A, River Test**) (e) [1705/00]
ABP Southampton (HH.236/400/07).

1782* ENGLAND, South-East Coast — Approaches to Ramsgate — Gull Stream — Depths

Insert depth 7₆ m (a) 51° 17'·55N., 1° 29'·59E.
depth 7₃ m (b) 51° 14'·66N., 1° 27'·23E.
depth 6₄ m (c) 51° 14'·27N., 1° 26'·68E.
Delete depth 8₅ m (d) close SE. of (a) above
(e) close SW. of (b) above
depth 8₇ m (f) close SW. of (c) above
depth 8₆ m (g) close E. of (a) above

Chart [Last correction].— **1828** (INT 1563) (a–f) [977/00] — **323** (INT 1564) (a,c,g) [1533/00] — **5605.9** (a–f) [*New Chart 6/1/00*]
Trinity House (HH.242/400/11).

II

1783* ENGLAND, South-East Coast — Approaches to Ramsgate — Broadstairs Southwards — Submarine cable

Insert	submarine cable joining:	(a) 51° 20'·85N., 1° 26'·49E. (shore)
		(b) 51° 20'·60N., 1° 26'·89E.
		(c) 51° 20'·42N., 1° 29'·25E.
		(d) 51° 20'·41N., 1° 33'·26E.
		(e) 51° 20'·51N., 1° 33'·97E.
		(f) 51° 20'·61N., 1° 35'·00E. (E. border)
		(g) 51° 20'·66N., 1° 35'·80E. (E. border)
		(h) 51° 20'·88N., 1° 38'·56E. (E. border)
		(i) 51° 21'·00N., 1° 41'·22E. (S. border)
		(j) 51° 21'·36N., 1° 44'·63E. (W. border of inset)

Notes: Charts 1828, 1607 and 1183 should be removed from the list of Charts affected by Former Notice 2630(P)/99. Further charts will be corrected in due course.

Chart [Last correction].— **1828** (INT 1563) (a–e,h) [1782/00] — **1607** (INT 1562) (a–e,g) [467/00] — **1183** (INT 1561) (i,j) & **1183** (INT 1561) (inset) (a–f) [1777/00]
Alcatel Submarine Networks Ltd (HH.160/304/01).

1784 NORWAY, West Coast — Tromsøya — Tromsøysundet — Søndre Havn — Buoy

Delete	port–hand spar buoy	69° 38'·74N., 18° 57'·58E.
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Chart [Last correction].— **3751** (plan, Tromsøya) [4326/99]
Norwegian Notice 6/280/00 (HH.309/403/03).

1785 NORWAY, West Coast — Ofotfjorden — Rombaken — Submarine cable

Insert	submarine cable joining:	68° 27'·1N., 17° 28'·0E. (shore)
		68° 27'·4N., 17° 28'·6E.
		68° 28'·5N., 17° 37'·7E. (shore)

Chart [Last correction].— **3890** [New Edition 10/6/99] — **2327** [1414/99]
Norwegian Notice 6/279/00 (HH.310/560/03).

1786 NORWAY, West Coast — Stavanger Havn and Gandsfjorden Northwards — Depths

Insert	depth 8 ₇ m and extend 10m contour E. to enclose	(a) 58° 58'·487N., 5° 44'·410E.
	depth 19 ₅ m enclosed by 20m contour	(b) 58° 57'·39N., 5° 46'·48E.
	depth 16 ₅ m enclosed by 20m contour and extend 20m	
	contour S. to enclose with depth 19m close S.	(c) 58° 57'·63N., 5° 46'·53E.
	depth 2m and extend 5m contour W. to enclose	(d) 58° 57'·66N., 5° 46'·73E.
Substitute	depth 5m for depth 7 ₇ m	(e) 58° 59'·122N., 5° 43'·605E.
	depth 9 ₅ m enclosed by 10m contour for depth 12m	
	enclosed by 20m contour	(f) 58° 57'·14N., 5° 46'·43E.
	depth 6 ₄ m for depth 7 ₃ m at +	(g) 58° 57'·305N., 5° 45'·780E.
	depth 7 ₂ m for depth 8 ₇ m at +	(h) 58° 57'·45N., 5° 46'·88E.
	depth 1 ₄ m for depth 2 ₂ m at +	(i) 58° 57'·507N., 5° 46'·148E.
	depth 5 ₇ m enclosed by 10m contour for depth 10m	
	enclosed by 20m contour	(j) 58° 57'·75N., 5° 46'·84E.
	depth 35m for depth 38m	(k) 58° 57'·94N., 5° 46'·67E.

Chart [Last correction].— **3002** (plan A, Stavanger Havn) (a,e,g,i) & **3002** (b–d,f–k) [New Chart 2/9/99]
Norwegian Notices 6/266–267/00 (HH.310/415/04).

1787 BALTIC SEA — The Sound — Sweden, West Coast — Limhamn — Södra hamnen — Lights

Delete	★ Q.Y (occas) Limhamn No1	55° 35'·19N., 12° 55'·14E.
	★ Q.Y (occas) No 2	55° 35'·25N., 12° 55'·42E.

Chart [Last correction].— **911** (panel B, Continuation to Limhamn) [1516/00]
Light List Vol. C/99, 2398 (Remarks)
Swedish Notice 13/353/00 (HH.317/670/03).

II

1788 BALTIC SEA — Sweden, East Coast — Mälaren — Kurön Eastwards and Värbyfjärden — Buoyage; Recommended track

Insert	port-hand spar buoy	59° 19'·75N., 17° 30'·07E.
Delete	port-hand spar buoy	(a) 59° 16'·34N., 17° 51'·43E.
	starboard-hand spar buoy	(b) 59° 16'·38N., 17° 51'·32E.
	recommended track, pecked line, joining:	59° 15'·87N., 17° 50'·47E.
		(existing track)
		adjacent to (a)–(b) above
		59° 16'·55N., 17° 51'·85E.
		(existing track)

Chart [*Last correction*].— **3142** [1189/00]
Swedish Notices 11/286–287/00 (HH.318/505/08).

1789 BALTIC SEA — Sweden, East Coast — Öland Southsoutheastwards — Södra Midsjöbanken — Wreck; Buoy

Substitute	⊙ Wk, least depth 6m for ⊕	(a) 55° 42'·38N., 17° 21'·20E.
Delete	W. cardinal spar buoy	close NW. of (a) above

Chart [*Last correction*].— **2251** [1315/00] — **2816** (a) [1523/00]
Swedish Notice 12/310(T)/00 (HH.165/410/02).

1790 BALTIC SEA — Denmark — Storebælt — Østerrenden — Approaches to Korsør — Depths

Insert	depth 4g m	55° 19'·85N., 11° 06'·88E.
	depth 3g and extend 4m contour WSW. to enclose	(a) 55° 20'·30N., 11° 05'·97E.
Delete	depth 3g m	close ENE. of (a) above

Chart [*Last correction*].— **2596** (INT 1370) [1092/00]
Danish Notice 11/380/00 (HH.333/540/06).

1791 BALTIC SEA — Denmark — Lillebælt — Middelfart — Depth

Substitute	depth 6m for depth 7m	55° 30'·44N., 9° 44'·58E.
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Chart [*Last correction*].— **900** (INT 1376) (**plan C, Middelfart**) [307/00]
Danish Notice 11/79/00 (HH.332/520/04).

1792 NORTH SEA — Danish and German Sectors — Submarine pipeline; Restricted area; Mine

Insert	the accompanying note, PIPELINES, centred on:	(a) 54° 25'·00N., 9° 16'·50E.
	submarine pipeline, joining:	(b) 55° 30'·00N., 6° 37'·70E.
		(N.border)
		(c) 54° 53'·87N., 6° 51'·32E.
		(d) 54° 50'·23N., 6° 49'·15E.
		(e) 54° 48'·08N., 6° 49'·42E.
		(f) 54° 37'·28N., 6° 57'·27E.
		(g) 54° 19'·70N., 7° 02'·65E.
		(N.border)
		(h) 54° 13'·10N., 7° 04'·80E.
		(i) 54° 08'·15N., 7° 06'·35E.
		(j) 53° 58'·30N., 7° 09'·40E.
		(k) 53° 53'·31N., 7° 11'·00E.
		(l) 53° 52'·19N., 7° 12'·37E.
		(m) 53° 51'·56N., 7° 14'·07E.
		(n) 53° 48'·45N., 7° 23'·01E.
		(o) 53° 47'·67N., 7° 24'·00E.
		(existing pipeline)
	legend, <i>Europipe II Gas</i> (see Note)	(p) along (b)–(c) above
	legend, <i>Gas</i> (see Note)	(q) along (i)–(j) above
	limit of restricted area, Anchoring Prohibited, width 1·0M,	
	double pecked line, between:	(r) (h)–(i)above
		(centred on pipeline)
		and
		(s) (j)–(o) above
	⊙ Mine	(t) 53° 49'·99N., 7° 16'·88E.
Delete	former limit of restricted area, Anchoring Prohibited,	
	pecked line, joining:	(u) 53° 55'·33N., 7° 09'·40E.
		(v) 53° 54'·40N., 7° 11'·59E.
		and
		(w) 53° 53'·90N., 7° 09'·82E.
		(x) 53° 48'·00N., 7° 22'·80E.
Delete	note, OIL AND GAS PIPELINES, centred on:	(y) 54° 58'·70N., 9° 16'·50E.

Chart [*Last correction*].— **3761** (g–o,q–x) [1321/00] — **1405** (a–f,h–y) [1436/00]
German Chart 89 and German Notices 37/87/99 & 37/89/99 (HH.160/413/01).

II

1793 NORTH SEA — Netherlands Sector — Dogger Bank — Elbow Spit Southeastwards — Wreck

Delete $\odot$ *Wk PA*, unsurveyed clearance depth 23m,
(chart 2182B, $\odot$ *Wk*, unsurveyed clearance depth 23m) (a) 55° 06′·0N., 4° 03′·0E.
(b) 55° 06′·0N., 4° 01′·0E.

Chart [*Last correction*].— **267** (a) [742/00] — **1404** (b) [742/00] — **2182B** (INT 1042) (b) [1648/00]
Netherlands Notice 8/111/00 (HH.340/620/05).

1794 GERMANY, North Sea Coast — Die Weser and Die Jade — Oldoogrinne to Nord Reede and Fedderwarder Fahrwasser — Depths; Foul

Insert depth 13m enclosed by 20m contour,
(chart 1875, depth 13m) (a) 53° 54′·73N., 7° 53′·00E.
swept depth 14m with seabed character, R (b) 53° 49′·20N., 8° 06′·71E.
(c) 53° 43′·74N., 8° 15′·58E.
depth 13₂ (d) 53° 43′·57N., 8° 04′·70E.
 $\odot$ *Foul*, least depth 13₆ m (e) 53° 48′·94N., 8° 07′·10E.
Delete depth 20₂ m (f) close E. of (a) above
depth 16₅ m (g) close SE. of (a) above
depth 14₃ m (h) close NW. of (d) above

Chart [*Last correction*].— **3368** (a–f,h) [1321/00] — **3369** (d,h) [3402/99] — **1875** (a,g) [1712/00]
German Chart 2 (HH.328/520/05).

1795 NETHERLANDS — Approaches to Westerems — Schiermonnikoog Northwards — Buoy

Move WG light–buoy from: 53° 32′·13N., 6° 08′·10E.
to: 53° 33′·02N., 6° 09′·77E.

Chart [*Last correction*].— **2593** (INT 1414) [1320/00] — **3761** [1792/00]
Netherlands Notice 11/141/00 (HH.340/700/03).

1796 NETHERLANDS — Approaches to Stellendam — Rak van Scheelhoek to Stellendam — Buoyage

Substitute starboard–hand spar buoy with topmark, *R1*, for R1 buoy (a) 51° 53′·19N., 4° 00′·99E.
starboard–hand conical light–buoy, *LFl.G.5s R3*, for R3 buoy (b) 51° 52′·78N., 4° 01′·55E.
port–hand can light–buoy, *LFl.R.8s R4*, for R4 buoy (c) 51° 52′·90N., 4° 01′·77E.
port–hand spar buoy, *R6*, for R6 buoy (d) 51° 52′·49N., 4° 02′·36E.
starboard–hand conical light–buoy, *LFl.G.8s R7*, for R7 buoy (e) 51° 51′·94N., 4° 02′·67E.
port–hand can light–buoy, *LFl.R.5s R8*, for R8 buoy (f) 51° 52′·07N., 4° 02′·97E.
starboard–hand spar buoy, *R9*, for R9 buoy (g) 51° 51′·45N., 4° 03′·00E.
starboard–hand conical light–buoy with topmark, *LFl.G.4s R11*,
for R11 buoy (h) 51° 50′·90N., 4° 03′·40E.
port–hand can light–buoy, *LFl.R.8s R12*, for R12 buoy (i) 51° 50′·78N., 4° 03′·79E.

Chart [*Last correction*].— **122** (INT 1472) (a–f) [1322/00] — **110** (INT 1473) (**plan B, Slijkgat to Stellendam**) (d–i) & **110**
(INT 1473) (a–d) [1650/00]
Netherlands Notice 14/166/00 (HH.340/520/02).

1797 FRANCE, North Coast — Calais — Calais–Nord — Radiobeacon

Delete radiobeacon, RC, at light 50° 57′·73N., 1° 51′·30E.

Chart [*Last correction*].— **1351** (INT 1483) [637/00] — **323** (INT 1564) [1782/00] — **1892** (INT 1741) [1533/00] —
1610 (INT 1511) [1533/00] — **2449** [1533/00] — **1406** [1650/00] — **2182A** (INT 1043) [1200/00] — **5605.2** [*New*
Chart 6/1/00] — **5605.10 (plan, Calais) & 5605.10** [299/00]
Light List Vol. A/00, 1144
Admiralty List of Radio Signals Vol. 2, 2000: 0825 (15/00)
French Notice 18/11/00 (HH.351/420/03).

1798 FRANCE, North Coast — Approaches to Boulogne–sur–Mer — Cap d’Alprech — Radiobeacon

Delete radiobeacon, RC, at light 50° 41′·96N., 1° 33′·83E.

Chart [*Last correction*].— **438** (INT 1743) [312/00] — **1892** (INT 1741) [1797/00] — **2451** (INT 1704) [1652/00] —
2675 (INT 1070) [1203/00] — **5605.1** [299/00]
Light List Vol. A/00, 1190
Admiralty List of Radio Signals Vol. 2, 2000: 0829 (15/00)
French Notice 11/18/00 (HH.351/440/02).

1799 FRANCE, North Coast — Approaches to Le Havre — Banc de Seine — Obstruction

Insert $\odot$ *Obstn* 49° 28′·67N., 0° 06′·51W.

Chart [*Last correction*].— **2146** (INT 1750) [1534/00] — **2613** (INT 1705) [1652/00] — **2656** [1439/00]
French Notice 10/14/00 (HH.351/490/05).

II

1774 NORTH ATLANTIC OCEAN — Islas Canarias — La Palma — Santa Cruz de La Palma — Lights; Buoyage; Port development

Insert the accompanying block, showing changes to lights, buoyage and port development, centred on: 28° 40'·3N., 17° 45'·9W.

Chart [*Last correction*].— **1858 (plan B, Santa Cruz de La Palma)** [4081/99]
Light List Vol. D/99, 2848, 2848.4, 2848.45, 2848.5
Spanish Notice 6/66/2000 (HH.419/420/05).

1800 MEDITERRANEAN SEA — Italy — Sardegna — Golfo di Oristano and Golfo dell'Asinara — Marine Nature Reserves

Insert the accompanying note, MARINE NATURE RESERVE, centred on: (a) 39° 54'·86N., 8° 30'·80E.
the accompanying note, MARINE NATURE RESERVES, centred on: (b) 39° 51'·0N., 9° 10'·3E.
the accompanying note, MARINE NATURE RESERVE, centred on: (c) 40° 47'·8N., 8° 40'·0E.
legend, *Marine Nature Reserve* (see Note), centred on: (d) 39° 49'·7N., 8° 28'·8E.
(e) 40° 51'·7N., 8° 32'·1E.
(f) 40° 54'·0N., 8° 17'·8E.
(g) 40° 55'·3N., 8° 27'·3E.

Chart [*Last correction*].— **1205 (a,d)** [4540/99]— **1204 (c,e,f)** [4438/99]— **1985 (b,d,g)** [1211/00]
Italian Notices 24/24·24/99 & 25/25·23/99 (HH.372/799/02).

1801 MEDITERRANEAN SEA — Greece — Pelopónnisos, South Coast — Messiniakós Kólpos — Data buoy

Insert special pillar light–buoy, *Fl(5)Y.20s* 36° 57'·6N., 22° 06'·0E.

Chart [*Last correction*].— **1092** [386/00]
Greek Notice 2/47/00 (HH.381/460/03).

1802 MEDITERRANEAN SEA — Greece, East Coast — Nótios Evvoikós Kólpos — Dhiavlos Stenó — Discharge pipe

Insert discharge pipe, joining: (a) 38° 26'·79N., 23° 36'·16E.(shore)
(b) 38° 26'·89N., 23° 35'·74E.(shore)
legend, *Sewer* along (a)–(b) above

Chart [*Last correction*].— **1554 (plan C, Dhiavlos Stenó) & (plan A, Approaches to Porthmós Evrípou)** (a,b) [1104/99]
Greek Notice 2/52/00 (HH.382/460/03).

1803 MEDITERRANEAN SEA — Greece, East Coast — Saronikós Kólpos — Nisídhēs Lagóuses Northwards — Data buoy

Insert special pillar light–buoy, *Fl(5)Y.20s* 37° 49'·72N., 23° 28'·30E.

Chart [*Last correction*].— **1657** [1107/00]
Greek Notice 2/51/00 (HH.382/560/02).

1804 MEDITERRANEAN SEA — Aegean Sea — Greece — Nísis Íos Southwards — Depth

Insert depth 86m enclosed by ☉, *Rep* (2000) 36° 35'·07N., 25° 20'·10E.

Chart [*Last correction*].— **1037** [1371/99]— **1040** [1617/99]— **1095** [1105/99]
Greek Notice 2/48/00 (HH.385/440/02).

1805 BLACK SEA — Turkey — Approaches to İğneada — Buoyage

Insert special spherical light–buoy with topmark, *Fl.Y.5s* 41° 52'·53N., 27° 59'·95E.
special spherical buoy with topmark 41° 52'·75N., 27° 59'·90E.

Chart [*Last correction*].— **1272 (plan A, İğneada)** [4039/98]
Turkish Notice 7/65/00 (HH.391/400/02).

1806* MEDITERRANEAN SEA — Lebanon — Saïda and El Jiye — Pilots; Landmark; Mooring buoy; Wrecks

Insert legend, *El Jiye Port (Pilots)*, centred on: (a) 33° 39'·2N., 35° 27'·0E.
☉ 5 CHIMNEYS (b) 33° 38'·9N., 35° 24'·0E.
 PA (c) 33° 39'·4N., 35° 23'·9E.
 Wk PA, least depth 5m (d) 33° 34'·11N., 35° 22'·33E.
(e) 33° 34'·25N., 35° 22'·31E.
(f) 33° 34'·32N., 35° 22'·32E.
(g) 33° 34'·45N., 35° 22'·27E.
(h) 33° 40'·0N., 35° 28'·5E.
Delete legend, (5 CHIMNEYS) (Pilots), centred on:

Chart [*Last correction*].— **1561 (INT 3671) (plan C, Saïda (Sidon))** (d–g) [*New Chart* 25/2/99]— **2633 (a–c,h)** [3490/99]
— **2634 (a–c,h)** [1619/99]
Marmed Marine Services (HH.401/410/02).

II

1775 ARABIA — Oman — Port Salalah (Minā Raysūt) — Berth designations; Dredged area; Lights

Insert the accompanying block, showing changes to berth designations, dredged area and light, centred on:

★ <i>LFl.G.8s</i>	(a) 16° 56'·6N., 54° 00'·5E.
	(b) 16° 57'·71N., 54° 00'·15E. (end of breakwater)
★ <i>LFl.R.8s</i>	(c) 16° 57'·68N., 54° 00'·18E. (end of breakwater)

Amend light to, *Iso.2s11m9M Horn Mo(D)*,
(charts 2895, 3784 and 3785, *Iso.2s9M*)

Notes: Radar beacon unchanged. The above correction can be applied to the former edition of Chart 2895 (published 27 May 1983) and Chart 2896 (published 1 April 1983). For further details see Former Notice 582(T)/00.

Chart [*Last correction*].— **2896 (plan, Port Salalah (Minā Raysūt) (a) & 2896 (b–d) [New Edition 27/1/00] — 2895 (d) [New Edition 27/1/00] — 3784 (d) [3494/99] — 3785 (d) [186/00]**
Light List Vol. D/99, 7314, 7314.6, 7314.7
Omani Notices 2/8–9/00 (*HH.485/400/04*).

1807 IRAN, South Coast — Jazh-ye Qeys Northwards — Anchorage area

Insert limit of anchorage area, pecked line, joining:

26° 41'·0N., 53° 57'·0E.
26° 37'·0N., 53° 57'·0E.
26° 41'·0N., 54° 02'·0E.
26° 37'·0N., 54° 02'·0E.

Chart [*Last correction*].— **2887 [1452/00]**
P.S.O. Iran Notice 3/00 (*HH.496/420/02*).

1808* SRI LANKA, West Coast — Approaches to Negombo — Obstruction; Wreck

Substitute  *Obstn*, least depth 2 m, for  PA radar conspicuous 7° 12'·80N., 79° 48'·40E.

Chart [*Last correction*].— **1587 [4197/97]**
K. Adams (*HH.506/400/02*).

1809* SRI LANKA, West Coast — Approaches to Colombo — Mount Lavinia Southwestwards — Submarine cable

Insert submarine cable joining:

(a) 6° 50'·65N., 79° 51'·40E.
(b) 6° 50'·75N., 79° 51'·13E.
(c) 6° 50'·22N., 79° 49'·79E.
(d) 6° 49'·92N., 79° 49'·28E.
(e) 6° 45'·37N., 79° 37'·88E.
(f) 6° 44'·20N., 79° 35'·95E. (chart 3700, W. border)

Note: The above correction will be included in the next New Edition of Chart 813.

Chart [*Last correction*].— **3700 (a–f) [4197/97] — 1587 (b–f) [1808/00]**
Singapore Telecom (*HH.100/308/03*).

1810 SUMATERA, West Coast — Selat Siberut — Pulau Bojo — Light

Amend light to, *Fl.4s388ft21M*, (chart 2760, *Fl.4s21M*) 0° 38'·3S., 98° 30'·8E.

Chart [*Last correction*].— **2779 [251/00] — 2760 [251/00]**
Light List Vol. K/00,0842
DG SeaComm, Indonesia (*HH.525/460/03*).

1811 CHINA, South East Coast — Hong Kong — Victoria Harbour — Ocean Terminal Northwestwards — Depths

Insert depth 7 m 22° 17'·782N., 114° 09'·735E.
depth 6 m 22° 17'·825N., 114° 09'·655E.

Chart [*Last correction*].— **3279 (INT 5513) [30/00]**
Hong Kong Notice 7/9/00 (*HH.550/402/06*).

1812 CHINA, South-East Coast — Hong Kong — Sai Kung Hoi — Sai Kung — Depth

Insert depth 0 m 22° 22'·883N., 114° 16'·492E.

Chart [*Last correction*].— **3612 [New Edition 29/3/96] — 1916 [4182/99]**
Marine Department, Hong Kong (*HH.550/414/02*).

II

1813 CHINA — Yellow Sea — Dalian Gang — Dalian Wan Northeastwards — Buoyage

Insert	port-hand pillar light-buoy with topmark, <i>Fl.R.4s F1</i>	38° 57'·78N., 121° 47'·04E.
	starboard-hand pillar light-buoy with topmark, <i>Fl.G.4s F2</i>	38° 57'·50N., 121° 47'·55E.
	legend, <i>Buoyed Channel</i> , orientated 020°/200°, centred on:	38° 58'·2N., 121° 47'·8E.

Chart [*Last correction*].— **3694** [1211/99]
Chinese Notice 6/49/00 (HH.548/527/02).

1776 JAPAN — Honshū, West Coast — Hamada — Depths; Port developments

Insert	the accompanying block, showing depths and port developments, centred on:	34° 52'·7N., 132° 03'·5E.
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Chart [*Last correction*].— **1301 (plan, Hamada)** [1671/00]
Japanese Notice 8/247/00 (HH.563/482/02).

1814 KOREA, West Coast — Taesan Hang — Harbour limits

Insert	harbour limit, pecked line, joining:	37° 00'·23N., 126° 27'·07E.(shore) 37° 00'·70N., 126° 27'·28E.(shore) and 37° 00'·97N., 126° 27'·28E.(shore) 37° 01'·17N., 126° 26'·05E.(shore)
Delete	harbour limit, pecked line, and associated legend, Harbour Limit, (chart 1270, harbour limit, pecked line) joining:	(a) 37° 00'·5N., 126° 25'·0E.(shore) (b) 37° 01'·3N., 126° 25'·4E.(shore)

Chart [*Last correction*].— **1271 (plan A, Taesan)** (a,b) [1572/00] — **1270** (INT 5363) [1677/00]
Korean Notice 13/163/00 (HH.557/417/01).

1815 KOREA, West Coast — Inch'ŏn Hang — Soraep'ogu — Buoyage

Delete	“B” light-buoy, (chart 1270, (No. B) light-buoy)	37° 20'·45N., 126° 35'·28E.
	“E” light-buoy, (chart 1270, (No. E) light-buoy)	37° 20'·53N., 126° 37'·80E.

Chart [*Last correction*].— **1271 (plan C, Soraep'ogu)** [1814/00] — **1270** (INT 5363) [1814/00]
Korean Notice 12/152/00 (HH.557/419/05).

1816 KOREA, West Coast — Mokp'o — Changjwa Do Northwestwards — Harbour limit

Insert	harbour limit, pecked line, joining:	(a) 34° 47'·50N., 126° 20'·55E.(shore) (b) 34° 48'·23N., 126° 21'·17E. 34° 48'·39N., 126° 21'·35E. (N. border) along (a)–(b) above
Delete	legend, <i>Harbour limit</i> former harbour limit and associated legend, Harbour Limit, joining:	(a) above 38° 47'·5N., 126° 21'·5E.

Chart [*Last correction*].— **1558 (plan, Mokp'o)** [1678/00]
Korean Notice 13/162/00 (HH.557/405/02).

1817 PHILIPPINE ISLANDS — Negros — Approaches to Bacolod — Pilot boarding place; Anchorage areas

Insert	① limit of anchorage area, pecked line, joining:	10° 41'·5N., 122° 53'·8E. (a) 10° 42'·5N., 122° 51'·4E. 10° 45'·0N., 122° 51'·4E. 10° 45'·0N., 122° 53'·8E. (b) 10° 42'·5N., 122° 53'·8E. within (a)–(b) above
	symbol, anchor berth A limit of anchorage area, pecked line, joining:	(c) 10° 37'·9N., 122° 51'·3E. 10° 40'·5N., 122° 51'·3E. 10° 40'·5N., 122° 54'·6E. (d) 10° 37'·9N., 122° 52'·4E. within (c)–(d) above
	symbol, anchor berth B	

Chart [*Last correction*].— **3824** [1578/00]
Philippine Notice 2/4/00 (HH.552/590/02).

II

1818 AUSTRALIA — Queensland — Brisbane — Upper Lytton Reach to Parker Island Reach — Piles; Coastline; Dolphins

Insert	• coastline, single firm line, joining:	(a) 27° 24'·717S., 153° 08'·910E. (b) 27° 26'·722S., 153° 06'·332E. 27° 26'·747S., 153° 06'·264E.
Amend	legend to, <i>Pioneer Wharf</i>	27° 25'·59S., 153° 08'·08E.
Delete	• □ former coastline and associated building and legend, Borthwicks Wharf	27° 25'·41S., 153° 08'·37E. 27° 25'·43S., 153° 08'·33E. 27° 25'·41S., 153° 08'·35E. 27° 25'·42S., 153° 08'·34E.
		adjacent to (a)–(b) above

Chart [*Last correction*].— **Aus 238** [1580/00]
Australian Notice 5/135/00 (HH.571/009/00).

1819 AUSTRALIA — Queensland — Approaches to Mackay Harbour — Slade Rock — Buoy

Move	light–buoy from: to:	21° 05'·20S., 149° 14'·24E. 21° 05'·177S., 149° 14'·264E.
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Chart [*Last correction*].— **Aus 250 (plan, Mackay Harbour)** [1252/00]
Australian Notice 5/136/00 (HH.571/009/00).

1820 AUSTRALIA — Queensland — Whitsunday Passage — Molle Channel to Hayman Island — Submarine power cable

Insert	submarine power cable joining:	(a) 20° 16'·55S., 148° 47'·31E.(shore) (b) 20° 16'·65S., 148° 47'·27E.(shore) (c) 20° 16'·66S., 148° 47'·30E.(shore) (d) 20° 13'·09S., 148° 47'·99E. (e) 20° 13'·09S., 148° 47'·95E. (f) 20° 13'·40S., 148° 47'·98E. (g) 20° 12'·31S., 148° 48'·23E. (h) 20° 12'·31S., 148° 48'·19E. (i) 20° 12'·32S., 148° 48'·22E. (j) 20° 03'·69S., 148° 52'·10E. (k) 20° 03'·69S., 148° 52'·06E. (l) 20° 03'·70S., 148° 52'·09E. (m) 20° 03'·44S., 148° 52'·46E. (n) 20° 03'·44S., 148° 52'·42E. (o) 20° 03'·45S., 148° 52'·45E. (p) 20° 03'·56S., 148° 52'·77E. (q) 20° 03'·56S., 148° 52'·73E.(shore) (r) 20° 03'·57S., 148° 52'·76E.(shore)
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Note: Former Notice 4591(P)/99 is cancelled.

Chart [*Last correction*].— **Aus 252** (a,d,g,j,m,p) [1583/00] — **Aus 370** (b,e,h,k,n,q) [1251/00] — **Aus 371** (c,f,i,l,o,r) [907/00]
Australian Notice 5/137/00 (HH.571/009/00).

1821 AUSTRALIA — Queensland — Russell Heads — Light

Move	★ Fl.2·5s, from: to:	(a) 17° 13'·1S., 145° 58'·2E. (b) 17° 13'·43S., 145° 58'·02E. (c) 17° 13'·43S., 145° 58'·03E. (d) 17° 13'·41S., 145° 58'·23E.
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Chart [*Last correction*].— **Aus 829** (a,b) [4001/99] — **Aus 830** (a,c) [111/00] — **Aus 372** (a,d) [786/00] — **Aus 373** (a,d) [787/00]
Light List Vol. K/00, 3163
Australian Notice 5/138/00 (HH.571/009/00).

1822 AUSTRALIA — Queensland — Lizard Island Northwards — Stewart Shoal — Depths

Insert	depth 7 ₅ m and extend 10m contour N. to enclose, (charts Aus 373 & 374, depth 4 fm and extend 6fm contour N. to enclose)	(a) 14° 36'·75S., 145° 27'·79E.
Delete	depth 8g m, (charts Aus 373 & 374, depth 4 ₅ fm)	close S. of (a) above

Chart [*Last correction*].— **Aus 832** [787/00] — **Aus 373** [1821/00] — **Aus 374** [787/00]
Australian Notice 5/139/00 (HH.571/009/00).

II

1823 AUSTRALIA — Queensland — Shadwell Reef to Turning Point Patches — Depths

Insert	depth 5 ₇ m and extend 10m contour SW. to enclose, (Aus 375, depth 3fm enclosed by 3fm contour)	(a)	11° 22′.18S., 143° 29′.07E. 11° 28′.51S., 143° 44′.70E.
Substitute	depth 3 ₄ fm and extend 6fm contour NW. to enclose		
Delete	depth 2 ₅ fm for depth 3 ₁ fm		11° 23′.5S., 143° 39′.9E.
	depth 9 ₇ m, (chart Aus 375, depth 5 ₂ fm enclosed by 6fm contour)	(b)	11° 21′.8S., 143° 29′.3E. 11° 28′.7S., 143° 44′.8E.
	depth 5 ₂ fm		

Chart [*Last correction*].— **Aus 835** (a,b) [4681/99] — **Aus 375** [113/00]
Australian Notice 5/140/00 (HH.571/009/00).

1824 AUSTRALIA — Torres Strait — Great North East Channel — Recommended track

Insert	recommended track, pecked line, and associated legend, <i>Preferred Route</i> (see Note) 066°–246°, joining:	(a)	10° 29′.75S., 142° 25′.10E.
		(b)	10° 18′.09S., 142° 51′.59E.
	recommended track, pecked line, and associated legend, 040°–220°, joining:	(c)	(b) above
		(d)	10° 13′.41S., 142° 55′.54E.
	recommended track, pecked line, joining:	(e)	(d) above
		(f)	10° 12′.50S., 142° 56′.10E. (existing track)
Amend	the accompanying note, PREFERRED ROUTE, centred on:	(g)	9° 05′.0S., 141° 25′.0E.
	legend to, <i>Preferred Route</i> (see Note), centred on:	(h)	9° 23′.0S., 143° 38′.0E.
		(i)	9° 11′.0S., 143° 28′.0E.
Substitute	accompanying note, PREFERRED ROUTE, for existing note, RECOMMENDED TRACK	(j)	10° 45′.0S., 146° 06′.0E.
Delete	recommended track, pecked line, and associated legend, <i>Preferred Route</i> (see Note) 060° 30′– 240° 30′, joining:	(k)	10° 24′.22S., 142° 35′.02E. (N. border)
		(l)	10° 29′.85S., 142° 24′.96E. (existing track)
		(m)	10° 28′.28S., 142° 27′.73E. (E. border)
		(n)	(l) above
	recommended track, pecked line, and associated legends, 110° 30′–290° 30′, 092°–272°, 020°–200°, 060°30′–240°30′ <i>Preferred Route</i> (see Note), joining:	(o)	10° 12′.22S., 142° 56′.24E. (existing track)
		(p)	10° 10′.35S., 142° 45′.96E.
		(q)	10° 19′.93S., 142° 42′.42E.
		(r)	10° 29′.80S., 142° 25′.15E. (existing track)
	recommended track, pecked line, and associated legends, Recommended tracks (see Note), 060° 30′–240° 30′, 020°–200°, 092°–272°, joining:	(s)	(f) above (existing track)
		(t)	10° 10′.4S., 142° 45′.9E.
		(u)	10° 20′.0S., 142° 42′.4E.
		(v)	10° 28′.5S., 142° 27′.3E.

Chart [*Last correction*].— **Aus 292** (k,l) [908/00] — **Aus 293** (m,n) [908/00] — **Aus 839** (o–r) [1368/00] — **Aus 376**
(a–i,s–v) [1368/00] — **Aus 377** (h–j) [1367/00]
Australian Notice 5/141/00 (HH.571/009/00).

1825 AUSTRALIA — Queensland — Arafura Sea — Cook Reef Southwards — Depths

Insert	depth 3 ₃ m enclosed by 5m contour	(a)	10° 27′.57S., 141° 33′.15E.
	depth 3 ₈ m enclosed by 5m contour	(b)	10° 27′.49S., 141° 34′.54E.
	depth 3 ₃ m enclosed by 5m contour	(c)	10° 27′.48S., 141° 33′.21E.
	depth 3 ₈ m enclosed by 5m contour	(d)	10° 27′.40S., 141° 34′.60E.
	depth 1 ₅ fm enclosed by 3fm contour	(e)	10° 27′.5S., 141° 33′.2E.
Delete	depth 16 ₄ m	(f)	close W. of (a) above

Chart [*Last correction*].— **Aus 296** (a,b) [908/00] — **Aus 700** (c,d) [1368/00] — **Aus 376** (a,b,f) [1824/00] — **Aus 410**
(e) [3424/99]
Australian Notice 5/142/00 (HH.571/009/00).

1826 AUSTRALIA — Western Australia — Approaches to Geraldton — Anchor berths

Insert	anchor berth, S1, with swinging circle, radius 925m, centred on:	28° 46′.80S., 114° 32′.30E.
	anchor berth, N1, with swinging circle, radius 925m, centred on:	28° 44′.80S., 114° 32′.15E.
	anchor berth, N3, with swinging circle, radius 925m, centred on:	28° 43′.85S., 114° 32′.50E.

Chart [*Last correction*].— **Aus 81** [4005/99]
Australian Notice 5/144/00 (HH.571/009/00).

II

1827 AUSTRALIA — South Australia — Kangaroo Island — Kingscote — Light-beacon

Insert light-beacon with can topmark, *Fl.4s2M* (a) 35° 38′.041S., 137° 38′.343E.
(b) 35° 38′.061S., 137° 38′.483E.

Chart [*Last correction*].— **Aus 125 (plan, Kingscote Harbour)** (a) [1920/99] — **Aus 780 (b)** [4572/99]

Light List Vol. K/00, 2097.5

Australian Notice 5/147/00 (HH.571/009/00).

1828 AUSTRALIA — South Australia — Port Adelaide — Hindmarsh Reach — Lights

Insert ★ *F.Bu* 34° 49′.975S., 138° 30′.537E.
34° 49′.994S., 138° 30′.535E.

Chart [*Last correction*].— **Aus 137** [*New Edition* 26/8/99]

Light List Vol. K/00, 2075.75, 2075.751

Australian Notice 5/148/00 (HH.571/009/00).

1829 AUSTRALIA — Victoria — Port Fairy — Griffith Island — Warrnambool — Lights

Amend range of light to, *4M* (a) 38° 23′.54S., 142° 15′.20E.
light to, *Ldg Fl.18M & F.RG.5M* (b) 38° 23′.5S., 142° 29′.2E.
range of light to, *18M* (c) 38° 23′.47S., 142° 29′.06E.
Delete transit line, pecked line, and associated legend, High light
obscured East of this line (d) extending in 142° direction
from (b) above

Chart [*Last correction*].— **Aus 140 (plan, Port Fairy)** (a) & **(plan, Port Warrnambool)** (c) [2915/99] — **Aus 786 (a,b,d)** [3724/98] — **Aus 349 (a,b)** [791/00]

Light List Vol. K/00, 2146, 2158, 2158.1

Australian Notices 5/149–150/00 (HH.571/009/00).

1830 AUSTRALIA — Victoria — Port Phillip — Swan Island — Light-beacon; Beacon

Substitute light-beacon, *Fl.Y.5s*, for white beacon 38° 15′.549S., 144° 40′.963E.

Chart [*Last correction*].— **Aus 158** [2918/99]

Light List Vol. K/00, 2210

Australian Notice 5/151/00 (HH.571/009/00).

1831 NORTH PACIFIC OCEAN — Aleutian Trench Southeastwards — Data buoy

Delete 46003 ODAS  (a) 51° 52′.0N., 155° 55′.0W.
(b) 51° 50′.0N., 155° 40′.0W.

Chart [*Last correction*].— **4810** (INT 810) (a) [2025/99] — **4050** (INT 50) (b) [2025/99] — **4053** (INT 53) (b) [1587/00]
U.S. Notice 16/531/00 (HH.611/430/03).

1832 NORTH AMERICA, West Coast — Alaska — Approaches to Prince William Sound — Hinchinbrook Entrance — Data buoy

Move “46061” ODAS  from: 60° 12′.9N., 146° 50′.5W.
to: 60° 12′.3N., 146° 50′.6W.

Chart [*Last correction*].— **3363** [1144/00]

U.S. Notice 16/16709/00 (HH.611/415/04).

1833 NORTH AMERICA, West Coast — Alaska — Chatham Strait — Freshwater Bay — Beacon

Delete ‘5’ beacon 57° 54′.4N., 135° 08′.0W.

Chart [*Last correction*].— **2462** [1148/00]

U.S. Notice 16/17300/00 (HH.611/405/04).

1834 NORTH AMERICA, West Coast — San Francisco Bay — Oakland Harbors — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for
existing table, centred on: 37° 48′.9N., 122° 16′.5W.

Chart [*Last correction*].— **588** [1269/00]

U.S. Notice 17/186750/00 (HH.612/011/00).

II

1835 NORTH AMERICA, West Coast — California — San Francisco Harbor — Oakland Harbors — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Oakland Outer and Inner Harbors), for existing table, centred on: 37° 56'·1N., 122° 19'·6W.

Chart [*Last correction*].— **591** [1269/00]
U.S. Notice 17/18650/00 (HH.612/011/00).

1836 NORTH AMERICA, West Coast — Mexico — Bahía de Todos Santos — Ensenada — Buoyage

Insert legend, *Buoyed channel*, centred on: 31° 50'·4N., 116° 37'·7W.

Chart [*Last correction*].— **2885 (plan Bahía de Todos Santos)** [609/99]
Mexican Notice 4/1/2000 (HH.623/445/02).

1837 NORTH AMERICA, West Coast — Mexico — Golfo de Tehuantepec — Mar Muerto Southwestwards — Light

Amend light to, *Fl(2)10s49ft12M* 16° 11'·0N., 94° 28'·0W.

Chart [*Last correction*].— **1050** [917/00]
Light List Vol. G/99, 3430
Mexican Notice 3/1/00 (HH.623/400/03).

1838 SOUTH AMERICA, West Coast — Peru — Puerto Callao — Rompeolas Norte Southeastwards — Wreck; Foul

Substitute ☉ *Mast*, for # 12° 02'·34S., 77° 08'·79W.

Chart [*Last correction*].— **1853 (plan, Puerto Callao)** [1378/00]
Peruvian Notice 0/09/00 (HH.643/452/04).

1839 ANTARCTICA — Graham Land — Trinity Peninsula — Hope Bay — Grunden Rock — Light

Amend light to, *Fl.2s85ft6M* (a) 63° 23'·81S., 56° 57'·98W.
light to, *Fl.2s26m6M* (b) 63° 23'·8S., 56° 58'·4W.

Chart [*Last correction*].— **3213 (plan, Hope Bay)** (a) [3683/97] — **225** (INT 9154) (b) [2613/99]
Light List Vol. G/99, 1389
Argentine Notice 5/53/00 (HH.697/410/03).

1840 SOUTH AMERICA, East Coast — Brazil, North Coast — Porto de Belém — Approaches to Rio Guamá — Shoaling

Insert legend, *Shoaling Reported (2000)*, between: 1° 28'·85S., 48° 30'·90W.
1° 29'·35S., 48° 29'·90W.

Chart [*Last correction*].— **397 (plan C, Porto de Belém)** [613/99]
Brazilian Notice 5/22(P)/00 (HH.659/410/05).

1841 CARIBBEAN SEA — Venezuela — Gulf of Paria — Peninsula de Paria — Güiria and Isla Cotorra — Lights

Insert ★ *Fl.10s48m25M PA* (a) 10° 34'·70N., 62° 17'·45W.
★ *Fl.25M* (b) 10° 34' 45"N., 62° 17' 30"W.
(c) 10° 34'·7N., 62° 17'·5W.
★ *Fl.11M* (d) 10° 03'·0N., 62° 14'·5W.
(e) 10° 03' 0"N., 62° 14' 15"W.

Chart [*Last correction*].— **482 (plan, Güiria Anchorage and Harbour)** (a) [1042/00] — **493** (c,d) [1687/00] — **1480** (b,e) [1594/00]
Light List Vol. J/99, 6524, 6615
Venezuelan Notice 17/00 (HH.668/420/03).

1842 WEST INDIES — Puerto Rico — Bahía de Guánica — Punta Meseta — Light

Delete ★ *Fl.6s132ft7M*, (chart 3408, ★ *Fl.8M*),
(chart 3689, ★ *Fl.ev.10sec.11M(U)*) 17° 57'·2N., 66° 54'·3W.

Chart [*Last correction*].— **478 (plan, Bahía de Guánica)** [1597/00] — **3408** [925/00] — **3689** [4757/99]
Light List Vol. J/99, 5572 (HH.675/410/02).

II

1843 GULF OF MEXICO — Texas — Port Aransas and Port Ingleside Channel — Light–beacons; Leading Lines

Insert	red and white light–beacon with can topmark, <i>Iso.6s78ft</i> red and white light–beacon with can topmark, <i>Iso.R.6s24ft</i> red and white light–beacon with can topmark, <i>Q.R.17ft</i> leading line, pecked for 1220m, then firm line for 720m, joining:	(a) 27° 50′·79N., 97° 02′·74W. 27° 49′·35N., 97° 13′·93W. 27° 49′·25N., 97° 13′·68W
Amend	legend, 115° Cut 'A' EAST RANGE light–beacon to, <i>Q.38ft</i> & <i>Q.39ft5M</i> legend to, 258·3°	(b) extending in 115° direction from (a) above seaward end of (b) above 27° 50′·69N., 97° 03′·28W. 27° 50′·57N., 97° 03′·97W. (leading line)
Delete	red and white light–beacon with can topmark, <i>Iso.6s78ft</i> & <i>Fl.10s80ft13M</i> , (chart 3849, ★ <i>Fl.10s80ft13M</i>)	(c) 27° 50′·77N., 97° 02′·82W.

Chart [*Last correction*].— **3184 (panel A, Port Aransas to Corpus Christi)** [1157/00] — **3849 (c)** [1598/00]
Light List Vol. J/99, 4212,4213.25, 4213.26, 4216.7, 4216.71
U.S. Notice 16/11312/00 (HH.615/405/05).

1844 GULF OF MEXICO — Texas — Houston Ship Channel — Mitchell Bay — Light–beacon

Amend	light–beacon to, <i>Oc.R.4s99ft</i>	29° 43′·75N., 95° 01′·16W.
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Chart [*Last correction*].— **3187 (panel 1)** [*New Edition 21/10/99*]
Light List Vol. J/99, 4143.06
U.S. Notice 16/11328/00 (HH.615/425/05).

1845 GULF OF MEXICO — Texas — Houston Ship Channel — Bayport Ship Channel Entrance — Light

Amend	light to, <i>Fl.R.2·5s17ft</i> '2'	29° 37′·0N., 94° 57′·7W.
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Chart [*Last correction*].— **3186 (panel 2) & 3186 (panel 3)** [435/00]
Light List Vol. J/99, 4132.46
U.S. Notice 16/11327/00 (HH.615/420/04).

1846 GULF OF MEXICO — Texas — Galveston Bay — Houston Ship Channel — Wreck

Insert	⊗ PA	29° 22′·5N., 94° 49′·3W.
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Chart [*Last correction*].— **3186 (panel 1)** [1845/00]
U.S. Notice 16/11324/00 (HH.616/180/00).

1847 GULF OF MEXICO — Louisiana — Approaches to Calcasieu Pass — Platforms

Insert	□ (lighted)	29° 15′·80N., 92° 44′·75W. 29° 16′·50N., 92° 44′·05W.
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Chart [*Last correction*].— **3854** [1600/00]
U.S. Notice 16/11344/00 (HH.616/180/00).

1848 GULF OF MEXICO — Louisiana — Trinity Shoal and Ship Shoal Southwards — Well; Platform

Insert	○ Well, least depth 32fms □ (lighted)	28° 20′·4N., 92° 24′·3W. 27° 47′·7N., 90° 38′·9W.
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Chart [*Last correction*].— **3850** [1387/00]
U.S. Notice 16/11340/00 (HH.616/180/00).

1849 GULF OF MEXICO — Louisiana — LOOP Southsouthwestwards — Well

Insert	○ Well, least depth 28fm	28° 41′·4N., 90° 06′·9W.
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Chart [*Last correction*].— **3857** [1601/00] — **3851** [1689/00]
U.S. Notice 16/11340/00 (HH.616/180/00).

1850 GULF OF MEXICO — Mississippi — Mississippi River Gulf Outlet Canal Eastwards — Wreck

Substitute	++ PA, for ⊗ PA	29° 29′·9N., 88° 29′·2W.
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Chart [*Last correction*].— **3858** [1689/00] — **3851** [1849/00]
U.S. Notice 14/11366/00 & UK Hydrographic Office (HH.615/455/08).

II

1851 NORTH AMERICA, East Coast — Georgia — Cumberland Island Eastwards — Light

Delete	★ with radar reflector, Fl.6s35ft8M, CUMBERLAND ISLAND LT, (chart 3691, ★ with radar reflector, Fl.6s35ft8M) (chart 2865, ★ Fl.6s35ft8M)	30° 45'·6N., 81° 27'·0W.
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Chart [*Last correction*].—**2818** [1286/00]—**3691** [1286/00]—**2865** [4402/99]
Light List Vol J/99, 2849.85
U.S. Notice 16/11503/00 (HH.614/635/05).

1852 NORTH AMERICA, East Coast — Georgia and South Carolina — Savannah River — Savannah — City Front Channel — Restricted areas

Insert	limit of restricted area, pecked line, joining:	(a)	32° 04'·73N., 81° 04'·89W.(shore) 32° 04'·85N., 81° 04'·86W.(shore) and 32° 04'·68N., 81° 04'·71W.(shore)
	legend, <i>Pipeline and Cable Area</i>	(b)	32° 04'·83N., 81° 04'·67W.(shore) within (a)–(b) above
	limit of restricted area, pecked line, joining:	(c)	32° 04'·72N., 81° 04'·05W.(shore) 32° 04'·92N., 81° 04'·04W.(shore) and 32° 04'·74N., 81° 03'·85W.(shore)
	legend, <i>Pipeline Area</i>	(d)	32° 04'·92N., 81° 03'·84W.(shore) within (c)–(d) above

Chart [*Last correction*].— **2807 (panel, Continuation to Port Wentworth)** [1049/00]
U.S. Notice 17/11512/00 (HH.614/620/05).

1853 NORTH AMERICA, East Coast — Approaches to Chesapeake Bay — Porpoise Banks — Unexploded ordnance

Insert ○ *Unexploded Ordnance*

37° 45'0N., 75° 24'0W.
37° 45'0N., 75° 15'5W.

Chart [*Last correction*].—**2861** [1849/99]—**2710** [4747/99]
U.S. Notice 17/12210/00 (HH.614/550/02).

II

1854(T)/00 BRITISH ISLES — Oceanographic buoys and moorings established temporarily

1. Oceanographic buoys and moorings will be on station in the positions given below until further notice. The most convenient Admiralty Chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

<i>Latitude</i>	<i>Longitude</i>	<i>Type</i>	<i>Light</i>	<i>Chart</i>
39°07'·0N	15°00'·0W	Y. Spar	Unlit	4103
41°29'·0N	13°15'·0W	Y. Spar	Unlit	4103
43°19'·0N	17°19'·0W	Y. Spar	Unlit	4103
45°57'·0N	8°52'·0W	Y. Spar	Unlit	4103
48°40'·0N	10°46'·0W	Y. Spar	Unlit	2649
50°10'·3N	4°16'·0W	Y. Spherical	Fl(5)Y.20s	1613
51°05'·99N	1°38'·21E	Y. Spherical	Fl.Y.10s	323
51°43'·25N	8°17'·70W	Y. Spherical	Fl(5)Y.20s	1765
52°00'·0N	2°20'·0E	Y. Toroidal	Fl(5)Y.20s	3371
52°12'·8N	5°48'·6W	Y. Spherical	Fl(5)Y.20s	1410
52°16'·53N	6°15'·63W	Y. Spherical	Fl(5)Y.20s	1787
52°18'·4N	6°10'·6W	Y. Spherical	Fl(5)Y.20s	1410
52°25'·0N	5°15'·0W	Y. Spherical	Fl(5)Y.20s	1410
52°25'·0N	4°20'·0W	Y. Spherical	Fl(5)Y.20s	1410
52°33'·85N	2°04'·70E	Y. Spherical	Fl(5)Y.20s	1543
52°46'·0N	5°18'·0W	Y. Spherical	Fl(5)Y.20s	1410
52°49'·0N	2°55'·5E	Y. Toroidal	Fl(5)Y.20s	1408
* 52°58'·69N	10°37'·46W	Y. Toroidal	Fl(5)Y.20s	2173
52°59'·50N	2°52'·00E	Y. Toroidal	Fl(5)Y.20s	1503
53°01'·7N	0°26'·5E	Y. Spherical	Fl(5)Y.20s	108
53°04'·50N	2°35'·50E	Y. Toroidal	Fl(5)Y.20s	1503
53°10'·00N	2°48'·50E	Y. Toroidal	Fl(5)Y.20s	1503
53°15'·75N	3°01'·50E	Y. Toroidal	Fl(5)Y.20s	1503
53°20'·00N	2°45'·00E	Y. Toroidal	Fl(5)Y.20s	1503
53°29'·50N	2°41'·50E	Y. Toroidal	Fl(5)Y.20s	1503
53°37'·1N	2°11'·2E	Y. Toroidal	Fl(5)Y.20s	1187
53°41'·9N	5°34'·6W	Y. Toroidal	Fl(5)Y.20s	1411
53°45'·0N	5°00'·0W	Y. Spherical	Fl.Y.10s	1411
* 53°47'·18N	04°40'·44E	Y. Toroidal	Fl(5)Y.20s	1411
54°42'·9N	5°45'·9W	Y. Can	Fl. 6s	2198
55°37'·35N	4°46'·20W	Y. Can	Fl.Y	2220
56°00'·2N	2°56'·0W	Y. Spherical	Fl(5)Y.20s	734
56°03'·3N	2°52'·0W	Y. Spherical	Fl(5)Y.20s	734
56°04'·6N	2°47'·7W	Y. Spherical	Fl(5)Y.20s	734
56°48'·6N	6°31'·2W	Y. Spar	Fl(5)Y.20s	1796
56°48'·61N	6°30'·86W	Y. Spar	Fl(5)Y.20s	1796
57°40'·0N	10°20'·0W	Y. Spar	Unlit	1128

* Indicates new or revised entry.

2. Former Notice 1394(T)/00 is cancelled.

UK Hydrographic Office (HH.111/003/01).

II

1855(P)/00 ENGLAND, West Coast — Cornwall — Widemouth Bay Northwestwards, Westwards and Southwestwards — Submarine cable

1. Cable laying and associated operations for the Yellow Cable System are planned to take place between late May and mid-July 2000. This schedule may be delayed in adverse weather conditions.
2. The cable will be laid between the following positions:
 - (a) 50° 47'·56N., 4° 33'·38W.(shore)
 - (b) 50° 47'·51N., 4° 33'·64W.
 - (c) 50° 47'·80N., 4° 34'·78W.
 - (d) 50° 47'·88N., 4° 35'·12W.
 - (e) 50° 48'·35N., 4° 36'·78W.
 - (f) 50° 48'·66N., 4° 37'·39W.
 - (g) 50° 48'·98N., 4° 38'·71W.
 - (h) 50° 49'·04N., 4° 39'·68W.
 - (i) 50° 49'·35N., 4° 41'·00W.
 - (j) 50° 49'·62N., 4° 45'·70W.
 - (k) 50° 49'·59N., 4° 50'·23W.
 - (l) 50° 49'·63N., 4° 52'·55W.
 - (m) 50° 49'·58N., 4° 56'·80W.
 - (n) 50° 49'·35N., 5° 02'·22W.
 - (o) 50° 49'·29N., 5° 09'·58W.
 - (p) 50° 49'·08N., 5° 24'·97W.
 - (q) 50° 48'·91N., 5° 39'·02W.
 - (r) 50° 48'·70N., 5° 55'·00W.
 - (s) 50° 47'·23N., 6° 04'·00W.
 - (t) 50° 46'·07N., 6° 10'·83W.
 - (u) 50° 44'·33N., 6° 21'·63W.
 - (v) 50° 43'·38N., 6° 27'·36W.
 - (w) 50° 41'·94N., 6° 36'·39W.
 - (x) 50° 40'·49N., 6° 44'·53W.
 - (y) 50° 39'·05N., 6° 54'·40W.
 - (z) 50° 34'·73N., 7° 20'·00W.
 - (aa) 50° 28'·66N., 7° 42'·56W.
 - (bb) 50° 26'·87N., 7° 51'·21W.
 - (cc) 50° 27'·05N., 7° 54'·00W.
 - (dd) 50° 26'·85N., 7° 57'·62W.
 - (ee) 50° 26'·53N., 7° 59'·56W.
 - (ff) 50° 21'·70N., 8° 08'·44W.
 - (gg) 50° 17'·20N., 8° 25'·10W.
 - (hh) 50° 14'·78N., 8° 44'·35W.
 - (ii) 50° 12'·60N., 8° 51'·00W.
 - (jj) 50° 07'·35N., 9° 20'·30W.
 - (kk) 50° 05'·07N., 9° 32'·53W.
 - (ll) 49° 57'·00N., 10° 15'·50W.
 - (mm) 49° 54'·88N., 11° 36'·85W.
3. Vessels are requested to give any cable laying vessel a clear berth and to avoid anchoring or trawling in the vicinity of the cable route.
4. Charts will be corrected as appropriate in due course.

Charts affected — 1156 — 1178 — 1123 — 2649
Tyco Submarine Systems Ltd (HH.111/300/06).

II

1856(P)/00 GERMANY, North Sea Coast to NETHERLANDS — Nordeney to Katwijk — Submarine cable

1. Cable laying and associated operations for segment J of the TAT-14 telecommunications cable are planned to take place between early June and the end of July 2000. This schedule may be delayed in adverse weather conditions.
2. The cable will be laid between the following positions:
 - (a) 53° 43'·39N., 7° 12'·53E.(shore)
 - (b) 53° 45'·93N., 7° 09'·98E.
 - (c) 53° 46'·76N., 6° 59'·54E.
 - (d) 53° 46'·10N., 6° 50'·50E.
 - (e) 53° 43'·80N., 6° 32'·00E.
 - (f) 53° 43'·54N., 6° 29'·68E.
 - (g) 53° 44'·09N., 6° 28'·85E.
 - (h) 53° 40'·43N., 6° 06'·72E.
 - (i) 53° 36'·80N., 5° 47'·00E.
 - (j) 53° 30'·22N., 5° 13'·37E.
 - (k) 53° 28'·72N., 5° 07'·23E.
 - (l) 53° 27'·42N., 5° 07'·34E.
 - (m) 53° 26'·32N., 5° 07'·27E.
 - (n) 53° 22'·80N., 4° 54'·60E.
 - (o) 53° 18'·49N., 4° 52'·83E.
 - (p) 53° 10'·27N., 4° 43'·13E.
 - (q) 53° 06'·33N., 4° 39'·40E.
 - (r) 53° 03'·66N., 4° 36'·62E.
 - (s) 53° 03'·43N., 4° 36'·24E.
 - (t) 53° 03'·43N., 4° 35'·97E.
 - (u) 53° 03'·88N., 4° 33'·97E.
 - (v) 53° 03'·67N., 4° 33'·18E.
 - (w) 52° 57'·78N., 4° 27'·34E.
 - (x) 52° 57'·17N., 4° 27'·19E.
 - (y) 52° 56'·09N., 4° 26'·35E.
 - (z) 52° 53'·69N., 4° 27'·20E.
 - (aa) 52° 53'·36N., 4° 26'·87E.
 - (bb) 52° 52'·87N., 4° 23'·88E.
 - (cc) 52° 52'·48N., 4° 23'·52E.
 - (dd) 52° 49'·33N., 4° 24'·90E.
 - (ee) 52° 43'·80N., 4° 23'·79E.
 - (ff) 52° 41'·33N., 4° 18'·32E.
 - (gg) 52° 40'·48N., 4° 15'·74E.
 - (hh) 52° 39'·01N., 4° 15'·48E.
 - (ii) 52° 36'·30N., 4° 14'·64E.
 - (jj) 52° 32'·35N., 4° 09'·20E.
 - (kk) 52° 30'·28N., 4° 08'·80E.
 - (ll) 52° 29'·93N., 4° 09'·03E.
 - (mm) 52° 28'·25N., 4° 10'·94E.
 - (nn) 52° 25'·59N., 4° 13'·58E.
 - (oo) 52° 22'·88N., 4° 13'·23E.
 - (pp) 52° 21'·00N., 4° 13'·63E.
 - (qq) 52° 17'·71N., 4° 17'·18E.
 - (rr) 52° 14'·00N., 4° 22'·50E.
 - (ss) 52° 12'·88N., 4° 24'·13E.(shore)
3. The detailed schedule for the operation is as follows:
 - (a) Pre-lay grapnel run: Early to mid June.
 - (b) Cable lay: Mid June to late July.
 - (c) Post lay inspection and burial: Mid June to late July.
4. Vessels are requested to give any cable laying vessel a wide berth and to avoid anchoring or trawling in the vicinity of the cable route.
5. Charts will be corrected as appropriate in due course.

Charts affected — 191 — 112 — 3509 — 1507 — 2322 — 2593 — 3761 — 1406 — 1408 — 1405 — 2182A — 2182B
 Global Marine Systems Ltd (HH.111/309/01).

II

1857(P)/00 SINGAPORE STRAIT — Peninsular Malaysia — Johor — Sungai Pulau — Approaches to Tanjung Pelepas — Dredged channel; Buoyage; Lights; Harbour developments; Pilot boarding place

1. Mariners are advised that a 14m dredged channel has been established in the approaches to the new port at Tanjung Pelepas and its harbour basin.
2. The channel is marked by the following light buoys as follows:

No1 starboard-hand	1° 15'·838N., 103° 32'·672E.
No2 port-hand	1° 15'·882N., 103° 32'·499E.
No3 starboard-hand	1° 16'·813N., 103° 32'·906E.
No4 port-hand	1° 16'·855N., 103° 32'·769E.
No5 starboard-hand	1° 17'·798N., 103° 33'·171E.
No6 port-hand	1° 17'·820N., 103° 33'·040E.
No7 starboard-hand	1° 18'·758N., 103° 33'·440E.
No8 port-hand	1° 18'·794N., 103° 33'·304E.
No9 starboard-hand	1° 19'·315N., 103° 33'·454E.
No10 port-hand	1° 19'·300N., 103° 33'·296E.
No11 starboard-hand	1° 19'·848N., 103° 33'·332E.
No12 port-hand	1° 19'·802N., 103° 33'·209E.
No13 starboard-hand	1° 20'·908N., 103° 32'·909E.
No14 port-hand	1° 20'·850N., 103° 32'·799E.
3. The harbour basin is marked by the following light buoys:

SP1 special mark	1° 22'·394N., 103° 32'·182E.
SP2 special mark	1° 21'·908N., 103° 32'·346E.
SP3 special mark	1° 21'·418N., 103° 32'·492E.
4. Leading lights bearing 015·7° have been established as follows:

Front, <i>Iso.2s</i>	1° 19'·560N., 103° 33'·599E.
Rear, <i>Iso.2s</i>	1° 20'·086N., 103° 33'·749E.
5. A container terminal now exists between positions 1° 21'·338N., 103° 32'·843E. and 1° 22'·458N., 103° 32'·514E.
6. Tanjung Pelepas pilot boarding place has been established in position 1° 14'·7N., 103° 32'·1E.
7. The above amendments will be included in New Editions of Charts 2570 & 2587 to be published later this year and a Notice to Mariner block correction for Chart 3833.
8. Former Notice 4493(P)/99 is cancelled.

Charts affected — 2570 — 2587 — 3833
 Malaysian Chart 5123 (HH.523/400/02).

1858(P)/00 CHINA SEA — Peninsular Malaysia — Mersing Southeastwards, Pulau-Pulau Anambas to North Luconia Shoals Westwards — Submarine cable

1. Segments 2-6 & 2-13 of the Sea-Me-We 3 telecommunications cable have been laid between the following positions:

(a)	2° 21'·85N., 103° 54'·10E.(shore)
(b)	2° 21'·56N., 104° 00'·29E.
(c)	2° 22'·82N., 104° 01'·47E.
(d)	2° 22'·95N., 104° 11'·12E.
(e)	2° 14'·52N., 104° 18'·24E.
(f)	2° 11'·51N., 104° 36'·42E.
(g)	2° 19'·28N., 104° 38'·02E.
(h)	2° 26'·79N., 104° 46'·88E.
(i)	2° 58'·05N., 104° 57'·05E.
(j)	3° 05'·52N., 105° 05'·14E.
(k)	3° 08'·27N., 105° 25'·22E.
(l)	3° 34'·78N., 106° 14'·59E.
(m)	3° 37'·48N., 106° 45'·27E.
(n)	3° 55'·44N., 107° 00'·77E.
(o)	4° 57'·50N., 107° 54'·48E.
(p)	4° 50'·00N., 109° 00'·00E.
(q)	4° 55'·30N., 109° 14'·00E.
(r)	4° 54'·00N., 109° 37'·50E.
(s)	4° 56'·57N., 109° 47'·34E.
(t)	5° 44'·00N., 110° 16'·00E.
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 — 769 — 1348 — 1371 — 1311 — 3543 — 2414 — 3482
 Singapore Telecom (HH.100/308/03).

1859(P)/00 CHINA, South-East Coast — Shanwei — Depths; Buoyage; Leading lights; Port developments

1. Mariners are advised of the following:
 - a. Depths in the southern part of Shanwei in the vicinity of Pingqing Hu (22° 45'·57N., 115° 22'·10E.) are up to 2 metres shoaler than charted.
 - b. Leading lights have been established in positions 22° 45'·172N., 115° 21'·979E. and 22° 45'·237N., 115° 21'·910E., orientated 134° 18'.
 - c. Mooring buoys and shellfish beds also exist in Pingqing Hu.
 - d. Port developments have taken place in Pingqing Hu.
2. These and other changes will be included in the next New Edition of Chart 1372.

Chart affected — 1372
 Chinese Chart 15342 (HH.548/450/02).

II

**1860(P)/00 CHINA, East Coast — Chou Shan — Shen–Chia–Men and Approaches — Depths; Lights; Buoyage;
Restricted areas; Port developments**

1. Mariners are advised of the following:
 - a. In the Port of Shen–Chia–Men (29° 56′·90N., 122° 17′·30E.) and up to 3 miles offshore, depths may be up to 4 fathoms shoaler than charted.
 - b. New lights and buoyage have been established in the port and approaches.
 - c. Anchoring and fishing prohibited areas exist in the port and approaches.
 - d. Many submarine cables exist between the southern coast of Chou Shan (30° 02′·50N., 122° 09′·00E.) and many of the offshore Islands and also within Tse–Tzu Shui–Tao (30° 00′·00N., 121° 57′·50E.)
 - e. extensive port developments have taken place in Shen–Chia–Men and on adjacent Islands.
2. These and other changes will be included in the next New Edition of Chart 1429.

Chart affected — 1429

Chinese Charts 13300 & 13394 (HH.548/470/03).

II

1861

TEMPORARY AND PRELIMINARY NOTICES

In Force 29th April 2000

(Former Notice 1409/00 cancelled)

Cancelled Notices

Area	Notice No.	Area	Notice No.	Area	Notice No.
1	4404/99	2	691/00, 1394/00	4	447/00, 448/00
10	2412/99, 825/00	13	4493/99	15	2273/96
18	1343/99, 2744/99, 4591/99	19	833/00	20	3748/99, 4754/99

No. of Notice	Charts affected	Locality & Subject	Folio(s)
1. MISCELLANEOUS			
2318/99–		Dangerous and Non-dangerous wrecks: Depth criteria	
2. BRITISH ISLES			
111/98–	1178	England, S. coast, Land's End, Sennen Cove Southwestwards and Westsouthwestwards: Submarine cable	1,2,16
324/98–	1610	England, E. coast, Thames Estuary, Kentish Knock: Depths	7,8,9
682/98–	1178, 1121, 2	Wales, S. coast, Gower Peninsula, Oxwich Bay to Celtic Sea: Submarine cable	1,2,6
1070/98–	2800, 44, 1411	Ireland, E. coast, Approaches to Carlingford Lough, Kilkeel Bay: Depths	3
1071/98–	633	Ireland, E. coast, Ardglass Harbour: Marina; Breakwater	3
1439/98–	1121	Scotland, W. coast to Ireland, E. coast, Saltcoats to Newtownabbey: Submarine cable	3
1441/98–	1121	Ireland, E. coast to England, W. coast, Portmarnock to Lytham St Annes: Submarine cable	3
1442/98–	1165	Wales, S. coast, Swansea Bay, Port Talbot Docks: Approach Channel	2
2218/98–	1351, 1892, 1610, 2449, 1406, 2182A ..	England, S. coast to Belgium, Kennack Cove to West Hinder: Submarine cable	1,7,9,16
3085/98–		British Isles, Use of DGPS: Accuracy of Charts	
3584/98–	1478, 1178, 1410, 1121	Wales, S. coast to Ireland, SE. coast, Port Eynon to Kilmore Quay: Submarine cable	1,2,3
4814/98–	2878	Wales, S. coast, Milford Haven: Depth	2
903/99–	1446	Scotland, E. coast, Aberdeen Harbour: Dredged areas; Pontoon docks; Pontoon jetty	6
1065/99–	2484	England, E. coast, River Thames, Hole Haven Creek: Depths	8
1155/99–	2629, 2631	England, S. coast, Portsmouth Harbour, Continental Ferry port and Rudmore Channel: Depths; Works; Dredging	1
1340/99–	1491, 2693, 5607.2, 5607.4, 5607.5	England, E. coast, Approaches to Harwich and Felixstowe, Landguard Point to Bawdsey Anchorage: Depths	7
1395/99–	633	Ireland, E. coast, Malahide Inlet Channel: Reclaimed area; Marina	3
1569/99–	109	England, E. coast, River Humber, Foul Holme Channel: Depths; Buoyage	7
1852/99–	1536, 1543, 106	England, E. coast, Approaches to Great Yarmouth, Cockle Gatway to Caister Road: Depths	7
1853/99–	1182, 1176, 1152	Wales, S. coast, Approaches to Cardiff, Cardiff Grounds Southeastwards: Buoy; Less water reported	2
2226/99–	1536, 1543	England, E. coast, Approaches to Great Yarmouth, Caister Road to Cockle Road: Depths	7
2319/99–	18, 32, 5602.6	England, S. coast, Falmouth, Inner Harbour, North Quay: Pontoon; Light	1
2409/99–	1536, 1543, 106	England, E. coast, Approaches to Great Yarmouth, North Cross Sand to South Scroby: Depths	7
2514/99–	1610, 2449, 1406	England, SE. coast to Belgium, Approaches to Ramsgate and Oostende, Dumpton Gap to Bredene: Submarine cables	1,7,8,9
2630/99–	1873, 1874, 323, 1872, 1610, 2449, 1406	England, SE. coast to Belgium, Dumpton Gap to Bredene: Submarine cable	1,7,8,9
2740/99–	1536, 1543	England, E. coast, Approaches to Great Yarmouth and Lowestoft, Corton Sand to Stanford Channel; Depths	7
2741/99–	1777, 1765, 2049, 2424	Ireland, S. coast, Port of Cork, Approaches to The Sound, Fort Davis: Light; Leading line	2
2932/99–	1182, 1176	Wales, S. coast, Cardiff Docks and Approaches: Barrage under construction	2
3117/99–	2046, 2049, 1410	Ireland, S. coast, Waterford and New Ross Harbours and Approaches: Harbour developments; Depths; Aids to navigation	2,3
3209/99–	1431, 44	Ireland, E. coast, Drogheda, River Boyne, Tom Roe's Point: Harbour developments	3
3298/99–	3294	Scotland, Shetland Islands, Mainland, Scalloway: Works	6

II

2. BRITISH ISLES *continued*

3527/99–	1415, 1978, 1981, 44, 1468, 1411, 1826, .. 1121	Ireland, E. coast to England, W. coast, Dublin Bay to Ainsdale: Submarine cable	 3
3840/99–	2800	Ireland, E. coast, Carlingford Lough, Warrenpoint: Amendments to approach channel	 3
3935/99–	1176	England, W. coast, Severn Estuary, Bristol Deep: Less water	 2
4030/99–	2642, 2841	Scotland, W. coast, Outer Hebrides, Sound of Harris; Light–beacons; Beacon; Buoyage	 5
4302/99–	1549	Ireland, W. coast, River Shannon, Approaches to Foynes: Light–beacons; Buoyage; Dredging; Berths	 4
4303/99–	2789	Ireland, SW. coast, Dingle Bay, Castlemaine Harbour: Depths	 4
4304/99–	1765, 1773, 1777 ...	Ireland, S. coast, Port of Cork, Approaches to the Sound, Cork Harbour: Depths	 2
4305/99–	2611, 5601.9, 5601.10	England, S. coast, Poole Harbour, Approaches to Poole Yacht Club: Buoy	 1
4672/99–		British Isles: Transfer of Admiralty Charts to a horizontal datum compatible with World Geodetic System 1984 Datum	
133/00–	2022, 1905	England, S. coast, The Solent, River Hamble, Hamble Common: Light–beacon	 1
134/00–	2629, 2631, 5600.9 .	England, S. coast, Portsmouth Harbour, HM Naval Base, Kings Stairs to Pitch House: Harbour developments	 1
208/00–	106, 1543, 1504	England, E. coast, The Would, Waxham and Eccles on Sea: Works; Dredging	 7
282/00–	1605, 1607	England, E. coast, Thames Estuary, North Edinburgh Channel: Buoyage	 7,8
283/00–	1200	England, E. coast, The Wash, Approaches to King’s Lynn: Stakes	 7
285/00–	2740, 777, 1148, ..	Ireland, S. coast to England, W. coast, Kilmore Southwards to Whitesand Bay; Submarine cable	 1,2,3
	1149, 1787, 2049, ..		
	2565, 1178, 1410, 2655, 1121, 1123, 2649, 2675		
358/00–	1772, 1156, 1478, ..	Ireland, E. coast to England, W. coast, Wexford North Bay to Bude and Widemouth Bay: Submarine cables	 1,2,3
	1787, 1179, 2049, ... 1178, 1410, 1121, 1123, 2649		
444/00–	26	England, S. coast, Approaches to Brixham Harbour: Depths	 1
445/00–	26	England, S. coast, Approaches to Torquay Harbour: Depths	 1
553/00–	1491, 2693, 1183, ..	England, E. coast, Approaches to Harwich and Felixstowe, Harwich Deep Water Channel: Dredging; Buoyage	 7
	5607.2, 5607.4, ... 5607.5, 5607.6		
554/00–	1481	Scotland, E. coast, River Tay: Depths	 6
555/00–	3297, 3298	Scotland, Shetland Islands, Mainland, Sullom Voe: Lights; Buoy; Minimum depths	 6
556/00–	1753	Ireland, NE. Coast, Belfast Lough, Belfast Docks: Port developments; Maintained depths; Navigational aids	 3
557/00–	1464	Wales, NW. coast, Menai Strait: Navigational information	 3
558/00–	3418	England, S. coast, Langstone and Chichester Harbours: Navigational information	 1
559/00–	323	English Channel, Dover strait Eastern Part: Submarine cables; Depths	 1
690/00–	1438	Scotland, E. coast, Arbroath Harbour and approaches: Dredged channel	 6
692/00–	1981, 1320, 1826, ..	England, W. coast, Morecambe Bay, South Morecambe Gas Field	 3,6,7
	1121, 2, 4140	Northwestwards: Submarine pipeline; Platform	
693/00–	2611, 2175, 5601.8, .	England, S. coast, Poole Harbour and approaches: Navigational aids	 1
	5601.9, 5601.10		
818/00–	109, 107, 1190	England, E. coast, Approaches to River Humber: Deep water anchorage; Buoyage	 7
942/00–	111, 156, 160, 1192, 1407	England, E. coast, Farne Islands to Newbiggin-by-the-Sea: Depths	 6,7
943/00–	2022, 5600.3	England, S. coast, Isle of Wight, Bembridge Harbour: Depths	 1
944/00–		British Isles, Channel and North Sea: Major offshore yacht races; April–September 2000	
945/00–		England, S.Coast, Mediterranean Sea, Spain, W.Coast, N. Atlantic Ocean & N. America, E. Coast and Baltic Sea, Southampton, Genoa, Cadiz, Bermuda, Boston, Halifax to St Catherine’s Point and Gdynia to Flensburg via Helsinki and Stockholm: Sail Training Races; April – August 2000	
1054/00–	1438	Scotland, E. coast, Peterhead Bay: Quay; Berths; Light; Lifeboat station	 6
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2051/99–	Aus 26	Northern Territory, Darwin, Middle Arm: Obstruction, Buoyage	63
2940/99–	Aus 197, Aus 361	New South Wales, Cape Three Points, Allagai Bay: Data buoy	65
2941/99–	Aus 236	Queensland, Moreton Bay, Green Island: Wreck; Buoy	66
2943/99–	Aus 378	Papua New Guinea, Gulf of Papua Northwards: Data buoy	67
3215/99–	Aus 236	Queensland, Moreton Bay, Waterloo Bay: Dredging operations	66
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	Aus 683, 4060, ...		68
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4239/99–	Aus 462, 4604, 4622	Papua New Guinea, Manus Island: Lights	67
4240/99–	Aus 388, Aus 389	Papua New Guinea, Cape Girgir to Muschu Island: Light–beacons	67,68
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4408/99–	Aus 330, Aus 331, ...	Western Australia, South Australia and Victoria: Lobster Fishery	63,64,
	Aus 332, Aus 333,		65
	Aus 334, Aus 335,		
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4593/99–	Aus 327	Western Australia, North Rankin: Scientific instrument	63
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4595/99–	Aus 143	Victoria, Port Phillip: Buoy; Restricted area	65
135/00–	Aus 200, Aus 202	New South Wales, Port Jackson, Darling Harbour: Harbour works	66
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708/00–	Aus 208	New South Wales, Newcastle Harbour: Light; Buoyage; Berth; Depths	66
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18. AUSTRALIA & PAPUA NEW GUINEA *continued*

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1295/00–	NZ 53, NZ 532, NZ 5321	North Island, E. coast, Hauraki Gulf: Navigational instruments	71
1296/00–	NZ 64, NZ 6422	South Island, E. coast, Timura Harbour: Light–beacon	72
1769/00–	NZ 51, NZ 52, NZ 53, NZ 56, NZ 521, NZ 531, NZ 532	North Island, E. coast: Research instruments	71
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20. PACIFIC OCEAN

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2478/95–	1570	Vanuatu: Fish Aggregating Devices	68
552/97–	968	Îles de Horne: Fish haven	70
2302/97–		Pacific Ocean, Autonomous Temperature Line Acquisition System (ATLAS): Buoyage	68,70, 73,88
1446/98–	979, 4624	Melanesian Basin, Nauru: Fish aggregating devices	68,70, 73
3194/98–	480, 2907	Nouvelle–Calédonie, S. coast, Approaches to Nouméa, Récif du Prony Southwestwards: Mine	68
4011/98–	378, 1673, 1674, 495, 382, 416, 745, 440, 2691	Fiji Islands: Fish aggregating devices	70
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717/00–	Aus 399	Bougainville Island: Unsurveyed areas	68
1297/00–	935, 936	Nouvelle–Calédonie: Fish havens	68
1298/00–	968, 4632	Îles Wallis and Îles Futuna: Fish havens	70
1487/00–	1670, 2691	Fiji, Viti Levu, Nadi Waters, Mololo Lailai Island: Light	70
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21. ALEUTIAN ISLANDS, ALASKA AND WEST COAST OF NORTH AMERICA INCLUDING MEXICO

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		Slip Point Northwards: Submarine cable	
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		Canal de Cascajal and Puerto Marítimo de Guayaquil: Buoyage; Lights;	
		Depths; Anchorages	
3217/99–	3091	Peru, Bahía del Callao: Traffic Separation Scheme; Anchorages	98

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2821/99–	3566	Graham Land, Danco Coast, Coughtrey Peninsula: Less water	97
459/00–	3597	South Georgia, Approaches to King Haakon Bay, Cape Rosa: Breakers	96
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2403/92–	2009, 1217, 3866, . . .	West Indies, Cuba, N. coast: Causeway constructed	83,84
	2579		
1116/97–	1524, 1517, 1525 . . .	Venezuela, Lago de Maracaibo, Cabinas and La Salina: Dredged channels;	87
		Depths; Submarine pipelines; Aids to navigation	
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2798/98–	2191	Venezuela, Bahía de Barcelona: Works	87
4638/98–	483	West Indies, Trinidad, Gulf of Paria, Boca Grande, Soldado Oilfield	87
		and Serpent's Mouth: Buoyage; Well	
230/99–	1330	Venezuela, Gulf of Paria, Entrance to Rio San Juan: Lights; Buoyage;	87
		Channels; Floating logs	
1348/99–	2434	Colombia, N. coast, Bahía Interior de Cartagena and Bahía de Cartagena:	88
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		Coastline; Jetties; Dolphins	
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25. CARIBBEAN SEA, WEST INDIES & THE GULF OF MEXICO *continued*

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26. EAST COAST OF NORTH AMERICA & GREENLAND

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UK Hydrographic Office (HA.903/05/01/01)

On Chart Aus 376

Tracks shown -<--> ----- have not been surveyed in accordance with the IMO/IHO standards for recommended tracks, but are the preferred routes for vessels having regard to charted depths.

On Chart Aus 377

Tracks shown -<--> ----- have not been surveyed in accordance with the IMO/IHO standards for recommended tracks, but are the preferred routes for vessels having regard to charted depths.

To accompany Notice to Mariners 1834/00

On Chart 588

CHANNEL DEPTHS (see Note)								
OAKLAND OUTER AND INNER HARBORS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 1999								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	41.6	42.6	42.9	38.3	8-99	1000-930	0.57	42
OUTER HARBOR ENTRANCE CHANNEL	40.4	42.4	42.8	41.9	8-99	900-600	0.91	42
OUTER HARBOR INNER HARBOR	A39.0	41.2	41.8	B40.2	8-99	1575-600	1.40	42
ENTRANCE CHANNEL	39.4	40.3	40.8	39.5	8,9-99	2100-480	1.10	42
INNER HARBOR REACH	C37.1	41.7	41.7	39.7	8,9-99	1325-480	2.27	42
GROVE ST PIER TO BROOKLYN BASIN	D22.9	33.5	34.5	E25.3	2-96;1-97;8,9-99	600	1.30	42
BROOKLYN BASIN SOUTH CHANNEL	F19.5	25.2	24.7	G11.9	3,4-95;2-96	600-500	0.90	42
PARK ST BRIDGE REACH	13.9	20.3	23.5	11.3	7-86;3-88	500-275	0.42	42
A. A DEPTH OF 41.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. B. A DEPTH OF 41.2 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. C. A DEPTH OF 41.5 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. D. A DEPTH OF 34.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. E. A DEPTH OF 34.1 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. F. A DEPTH OF 24.9 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. G. A DEPTH OF 20.6 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 1835/00

On Chart 591

CHANNEL DEPTHS (see Note)								
OAKLAND OUTER AND INNER HARBORS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 1999								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	41.6	42.6	42.9	38.3	8-99	1000-930	0.57	42
OUTER HARBOR ENTRANCE CHANNEL	40.4	42.4	42.8	41.9	8-99	900-600	0.91	42
OUTER HARBOR	A39.0	41.2	41.8	B40.2	8-99	1575-600	1.40	42
INNER HARBOR ENTRANCE CHANNEL	39.4	40.3	40.8	39.5	8,9-99	2100-480	1.10	42
A. A DEPTH OF 41.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.								
B. A DEPTH OF 41.2 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 2810

CHANNEL DEPTHS (see Note)							
BRUNSWICK HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2000							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL (ST SIMON RANGE)	30.0	32.0	A30.0	1-00	500	7.7	32
PLANTATION CREEK RANGE	36.5	38.5	38.0	1-00	400	1.8	32
JEKYLL ISLAND RANGE	32.0	32.0	33.0	1-00	400	1.9	30
CEDAR HAMMOCK RANGE	30.0	29.5	30.5	1-00	400	1.4	30
BRUNSWICK PT CUT RANGE	28.5	27.0	27.0	1-00	400	2.4	30
EAST RIVER							
LOWER REACH	B31.5	32.5	30.0	1-00	400	1.1	30
UPPER REACH	26.5	29.0	28.0	1-00	350	0.7	27
EAST RIVER TURNING BASIN	34.5	34.0	34.0	1-00	750	0.2	30
ACADEMY CREEK	9.5	9.5	11.9	3-89	150	0.8	24
TURTLE RIVER LOWER RANGE	35.0	31.0	30.0	1-00	300	1.7	30
BLYTHE ISLAND RANGE	31.5	26.5	25.5	1-00	300	1.5	30
TURTLE RIVER UPPER RANGE	27.5	28.5	28.0	1-00	300	2.7	30
SOUTH BRUNSWICK RIVER	32.0	32.0	32.0	1-00	400	1.3	30
A. OBSTRUCTION REPORTED WITH A DEPTH OF 29 FEET, LOCATED AT 31°04'06.6"N; 081°16'35.7"W. B. THE EAST RIVER, LOWER REACH WIDENER LEAST DEPTHS WERE 28.0 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT, AND 32.0 FEET, LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE. NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN AND ACADEMY CREEK) NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							



To accompany Notice to Mariners 1778/00

On Chart 737

PROTECTED AREAS

Entry by unauthorised vessels into the Protected Areas (56° 02'·2N., 3° 31'·9W. and 56° 01'·4N., 3° 27'·5W.) is prohibited.

To accompany Notice to Mariners 1792/00

On Chart 1405

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. Pipelines are **not** always buried and their presence may effectively reduce the charted depth by as much as 2 metres. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger. See Annual Notice to Mariners No 24 and The Mariner's Handbook.

To accompany Notice to Mariners 1800/00

On Chart 1205

MARINE NATURE RESERVE

Fishing restrictions exist within Golfo di Oristano. For further details mariners are advised to consult the local authorities.

On Chart 1985

MARINE NATURE RESERVES

Fishing restrictions exist within the marine nature reserves. For further details mariners are advised to consult the local authorities.

On Chart 1204

MARINE NATURE RESERVE

Trawl fishing is prohibited within 3 miles of the coast between Punta Lunga (40° 59'·5N, 8° 15'·8E) and I. di Frigiano (40° 54'·9N, 8° 42'·1E).



Replacement note to accompany Notice to Mariners 1624/00

On Chart 532

VESSEL TRAFFIC SERVICES
For procedures and working details of the Kanmon
Kaikyō Vessel Traffic Advisory Service see
Admiralty List of Radio Signals.

Replacement notes to accompany Notice to Mariners 1632/00

On Chart 733

HISTORIC WRECK
The site of the historic wreck (56°02'·41N,
3°14'·86W) is protected from unauthorised
interference. For details see Annual Notice to
Mariners No 16.

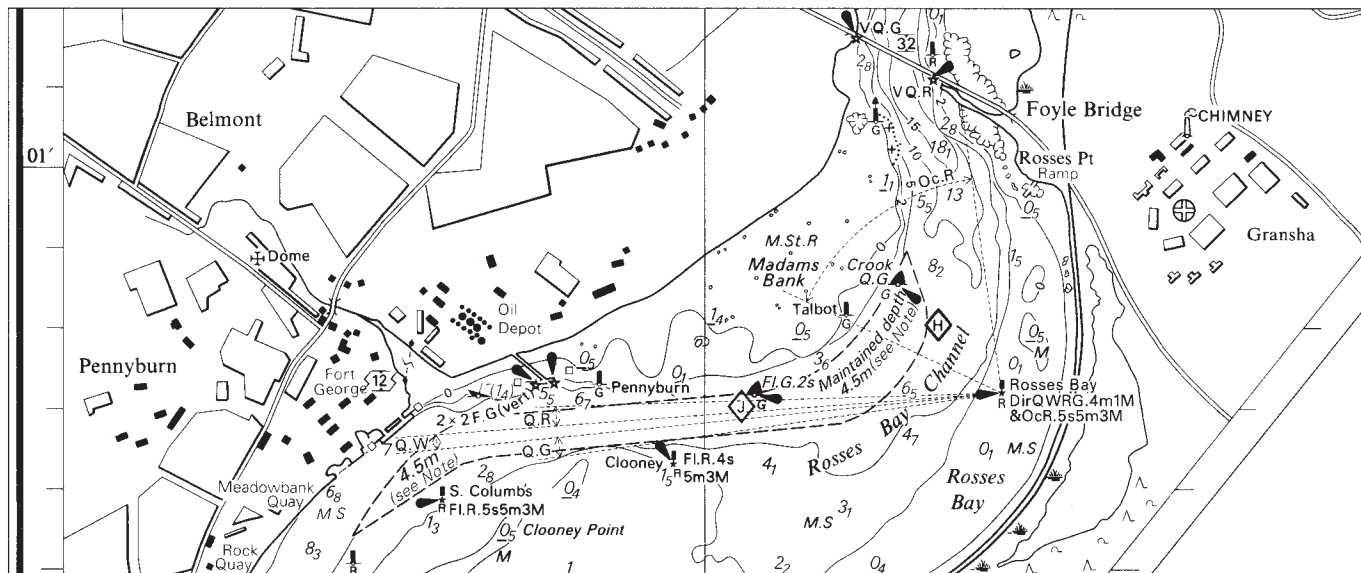
On Chart 736

HISTORIC WRECK
(56°02'·41N, 3°14'·86W)
The site of the historic wreck is protected from
unauthorised interference. For details see Annual
Notice to Mariners No 16.

On Chart 735

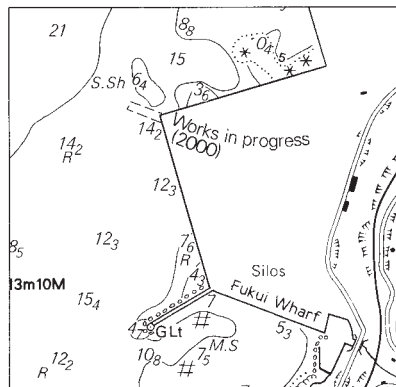
HISTORIC WRECK
(56°02'·41N, 3°14'·86W)
The site of the historic wreck is protected from
unauthorised interference. For details see Annual
Notice to Mariners No 16.

To accompany Admiralty Notice to Mariners No 1773 of 2000



Block for Chart No 2499

To accompany Admiralty Notice to Mariners
No 1776 of 2000



Block for Chart No 1301

[illegible]

Block for Chart No 1858

III

NAVIGATIONAL WARNINGS

See N.M. 13/00. Messages printed below are all in force on 25 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) 18th Week 4/5/00.

NAVAREA I warnings in force 25/4/00: 1998 series: 468. 1999 series: 154 156 165 173 176 207 208 279 518.

2000 series: 039 059 082 092 097 099 100 103 109 114 124 125 136 137 138 148 158 161 162 164 169 170 171 172.

158 NORTH ATLANTIC. Denmark Strait, Southern Approach. Chart BA 4112. Unexploded ordnance vicinity of 62°46'N 028°17'W.

159 Cancelled. Cancel 113/00.

160 Cancelled.

161 IRELAND, East Coast. Approaches to Belfast. Chart BA 1753. Fairway lightbuoy 54°41'·7N 005°46'·2W temporarily replaced by starboard hand conical lightbuoy I.Q.G and Bell.

162 WALES, Southwest Coast. Chart BA 1478. South Bishop Light (A5276) 51°51'N 005°25'W range permanently reduced to 16 Miles. Light displayed during hours of darkness and in reduced visibility only.

163 Cancelled.

164 NORTH SEA. Halibut Bank. Chart BA 278. Seismic survey in progress by *M/V Aker Symphony* towing 8 x 3 mile cables in area bounded by: 57°30'N, 58°05'N, 000°10'W and 001°20'W. Guard vessel *Dr Nansen* in attendance. Wide berth requested.

165 Cancelled.

166 Cancelled.

167 Cancelled. Cancel 163/00.

168 Cancelled. Cancel 166/00.

169 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 251000z Apr 00.

	52°33'·6N	004°33'·4E	Noble Lynda Bossler
	53°23'·9N	002°14'·1E	Ensco 80
	53°27'·0N	001°53'·1E	Maersk Endurer
NEW	53°29'·6N	004°16'·2E	Noble Piet van Ede
	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 154/00.

III

170 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 251000z 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
NEW	Invergordon		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
NEW	58°11'·8N	001°23'·3W	Santa Fe 135
	58°11'·9N	003°17'·1W	Santa Fe Monitor
	59°33'·6N	001°25'·9E	Ocean Princess

NOTES:

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

2. Cancel 155/00.

171 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 251000z 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
NEW	60°47'·6N	002°41'·7E	West Alpha
	60°51'·0N	003°34'·9E	Maersk Jutlander
	60°54'·0N	003°35'·0E	West Venture
NEW	Invergordon		Ocean Guardian
	61°03'·3N	002°02'·2E	Deepsea Trym
	61°03'·8N	002°00'·2E	Byford Dolphin
	61°05'·9N	002°16'·6E	Transocean Wildcat
NEW	61°07'·7N	003°22'·9E	Transocean Arctic
	61°09'·7N	001°06'·6E	Sedco 712
	61°22'·8N	002°06'·2E	Bideford Dolphin
	61°26'·4N	001°57'·2E	Borgland Dolphin
	61°29'·3N	002°13'·5E	Scarabeo 5
	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:

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

2. Cancel 156/00.

172 RIGLIST. South and West Coasts of the British Isles. Correct at 251000z Apr 00.

	54°20'·9N	011°02'·1W	Sedco 711
	58°52'·5N	007°54'·0W	Jack Bates
NEW	58°53'·9N	008°04'·7W	Sovereign Explorer

NOTES:

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

2. Cancel 157/00.

III

(2) Navarea II (E Atlantic) 18th Week 4/5/00.

Edited Navarea II warnings in force 25/4/00: NIL.
104 to 110 received.

(3) Navarea III (Mediterranean) 18th Week 4/5/00.

Edited Navarea III warnings in force 25/4/00: NIL.
162 to 183 received.

(4) Navarea IV (NW Atlantic) 18th Week 4/5/00.

Edited Navarea IV warnings in force 25/4/00: 013/00, 099/00.
126 to 136 received.

(5) Navarea V (W Atlantic) 18th Week 4/5/00.

Edited Navarea V warnings in force 25/4/00: 923/97, 568/98, 180/00.
494 and 799 to 931 received.

(6) Navarea VI (SW Atlantic) 18th Week 4/5/00.

Edited Navarea VI warnings in force 25/4/00: NIL.
036, 040 and 049 to 054 received.

(7) Navarea VII (SE Atlantic) 18th Week 4/5/00.

Edited Navarea VII warnings in force 25/4/00: NIL.
037, 038, 040 and 041 received.

(8) Navarea VIII (Indian Ocean) 18th Week 4/5/00.

Edited Navarea VIII warnings in force 25/4/00: 268/99, 562/99.
185 to 195 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 18th Week 4/5/00.

Edited Navarea IX warnings in force 25/4/00: 201/99, 043/00, 076/00.
Nil received.

(10) Navarea X (Australia, New Guinea) 18th Week 4/5/00.

Edited Navarea X warnings in force 25/4/00: 009/97.
Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 18th Week 4/5/00.

Edited Navarea XI warnings in force 25/4/00: 505/99.
206 to 210 received.

(12) Navarea XII (NE Pacific) 18th Week 4/5/00.

Edited Navarea XII warnings in force 25/4/00: 107/00.
127 to 136 received.

(13) Navarea XIII (NW Pacific) 18th Week 4/5/00.

Edited Navarea XIII warnings in force 25/4/00: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 18th Week 4/5/00.

Edited Navarea XIV warnings in force 25/4/00: NIL.
160 and 161 received, 159 missing.

III

(15) Navarea XV (SE Pacific) 18th Week 4/5/00.

Edited Navarea XV warnings in force 25/4/00: 022/00.
018 to 022 received.

022 SOUTH AMERICA, West Coast. Chile. Estrecho de Magallanes. Paso Tortuoso. Chart BA 887.
Shoal depth, 1₅ fathoms, reported 53°32'·75S 072°23'·61W.

(16) Navarea XVI (E Pacific) 18th Week 4/5/00.

Edited Navarea XVI warnings in force 25/4/00: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 18th Week 4/5/00.

Edited Hydropacs in force 25/4/00: 1069/99, 1272/99, 372/00, 602/00.
590 to 623 received.

602 AUSTRALIA, West Coast. Charts Aus 50 and 324.
Due to the passage of a cyclone, aids to navigation and structures along the approaches to Broome,
17°58'S 122°14'E, have sustained damage and may be destroyed, off station, unlit, unreliable or otherwise made
inoperative. Mariners should not rely completely upon the position or operation of an aid to navigation in this area.
Wrecks and submerged obstructions may have moved due to the force of storm surge.
Cancel this message 27 Apr 00.

(18) Hydrolants (Atlantic, Mediterranean) 18th Week 4/5/00.

Edited Hydrolants in force 25/4/00: 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.
1369 to 1456 received.

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[18/00]

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In force 29 April 2000

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	Page 188	Osaka Wan — Buoyage and Routeing	46/99
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Page 243	Porto di Gioia Tauro — Anchorage, restricted area, and approach channel	40/99
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	Page 81	Nouméa-Grande Rade — Leading lights	32/99
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	Page 199	Ra's al Ju'aymah LPG Terminal — Leading lights	26/99
	Pages 212-213	Mīnā' al Aḥmadī — Pilot boarding area; anchorage	42/99
	Page 217	Al Kuwayt - Inner Shuwaykh Channel — Leading marks	20/98
	Page 222	Khawr-e Musā — Pilot boarding area	19/99
64	Red Sea		
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	Page 67	Chesapeake Bay Entrance - Eastnortheastwards — Traffic Separation Scheme; shoaling	42/99
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(HA. 905/008/001/12)			[18/00]

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CORRECTIONS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2000. Weekly Edition No. 18, Dated 4th May, 2000.

Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

1673	- Saint Énogat. Ldg Lts 158·2°. 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°). Synchronised with front
							*
1976	Herne Bay	51 22·9 1 07·0	Q W	18	4	Metal mast on concrete landing stage 15	Pier head isolated from shore. Unreliable
							*
2084	- HOLEHAVEN. Coryton Refinery. Jetty No 4	51 30·4 0 32·6	2 F G(vert)	...	...	Dolphin	
		...	Horn 20s	...	...	...	bl 2·5
							*
2290·8	- Lake Lothing	52 28·5 1 43·3	2 F R(vert)	...	...	...	Reported TE 2000
							*
2292	- New Jetty. Head. Sladdens Pier	52 28·3 1 45·3	2 F G(vert)	...	...	...	Lower light reported unlit (T) 2000
							*
2293	- E Jetty	52 28·3 1 45·4	2 F G(vert)	...	...	...	Reported TE 2000
							*
2298	-- N Wall. E end	52 28·5 1 45·6	2 F R(vert)	...	...	...	Upper light reported unlit (T) 2000
							*
2320	- Wellington Pier. Head	52 35·9 1 44·4	2 F R(vert)	8	3	Post on shelter 4	Reported TE 2000
							*
2322	- The Jetty. Head	52 36·1 1 44·4	2 F R(vert)	7	2	Metal column 4	Lower light reported unlit, upper light shows white (T) 2000
							*
2324	- Britannia Pier. Head	52 36·5 1 44·6	2 F R(vert)	11	4	White metal column 3	Reported TE 2000
							*
3860	Foula (N)	60 06·8 2 03·7	Fl(3)W 15s	36	18	White tower	(fl 0·1, ec 2·8) x 2, fl 0·1, ec 9·1. Obscured 123°-221°(98°)
							*
4029	<i>Whale Rock</i> (N)	57 54·4 7 59·9	Q(3)W 10s	5	5	⚡ on black buoy, yellow band	(P) 2000
		*	*				*
4416	<i>Remove from List</i>						
4417	<i>Remove from List</i>						

V

Volume A *continued.*

5276	South Bishop (T)	51 51·2 5 24·7	Fl W 5s	44	16	White round tower 11	<i>fl 0·1.</i> Shown at night and in reduced visibility only. Racon (P) May 2000
		...	Horn(3) 45s	...	...	...	<i>bl 1, si 1, bl 1, si 1, bl 1, si 40</i>
					*		*

Volume B, 2000. NEW EDITION. Weekly Edition No. 18, Dated 4th May, 2000.

NOTE: These are the first corrections issued for the New Edition.

0124·3	- Albert II Dock	51 20·7 3 10·7	F WR	29	...	...	W232°-052°(180°), R052°-232°(180°)
							*
0258	Margarethapolder	51 21·0 3 53·2	Oc WRG 9s	8	W 6 R 4 G 4	Black framework tower, white band, on dolphin 12	<i>ec 3.</i> R060°-075·5°(15·5°), W075·5°-079°(3·5°), G079°-133°(54°), W133°-187°(54°), G187°-217°(30°), W217°-233°(16°), R233°-239°(6°), W239°-shore. Tide gauge. TE 2000. Replaced by buoy 27B Iso G 8s (T) 2000
							*
0320·1	-- Ldg Lts 310°. Oostketel. Front. 344m from rear	51 24·1 4 11·9	Q WRG	6	W 6 R 4 G 4	Red pedestal, white bands 10	R270°-301·5°(31·5°), W301·5°-325°(23·5°), G325°-055°(90°), W055°-065·5°(10·5°), R065·5°-090°(24·5°), W090°-270°(180°)
							*
0588·4	- Strijensas. E pier. Head	51 42·7 4 35·5	F G				
	*	*	*			*	
1979	- Bridge. NW passage. Centre	56 45·0 8 51·0	Iso W 4s	30	7	...	Vis 311°-131°(180°). Racon
		...	Siren(1) 30s				
			*				
1979·5			<i>Remove Fog Signal</i>				
2804	- Sandvikodden	58 26·1 8 47·4	Oc(3)WRG 10s	16	W 5 R 3 G 3	White lantern on base 17	R170°-297°(127°), G297°-320°(23°), R320°-344°(24°), W344°-001°(17°), R001°-005°(4°)
			*		*	*	
3220·1	-- Obrestad. Rear. 0·76M from front	58 39·5 5 33·3	FFl W 30s	38	18	Granite house 16	Vis 343°-180°(197°). Racon
							*
3579	- Little Bloksen	59 32·5 5 13·0	VQ(9)W 10s	15	3	Metal tripod	Racon. Shown 1/7-10/6
			*				*

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Volume D, 1999. Weekly Edition No. 18, Dated 4th May, 2000.

Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

1104·4	- Le Pointeau. Digue Sud. Head	47 14·0 2 11·0	Fl WG 4s	4	W 10 G 7	Green and white round hut 4	<i>fl 1.</i> G050°-074°(24°), W074°-149°(75°), G149°-345°(196°), W345°-050°(65°). G050°-074°(24°), W074°-149°(75°), G149°-030°(241°), W030°-050°(20°). (T) 2000 *
1160	- Étier des Brochets	46 59·9 2 01·9	Oc(3)WRG 12s	8	W 10 R 7 G 7	Green tower, white band 7	<i>ec 1·5, lt 1·5, ec 1·5, lt 1·5, ec 1·5,</i> <i>lt 4·5.</i> G071°-091°(20°), W091°-102·5°(11·5°), R102·5°-116·5°(14°), W116·5°-119·5°(3°), R119·5°-164·5°(45°) * *
1249	- Pointe des Minimés	46 08·3 1 10·7	Fl(3)WG 12s	8	W 8 G 5	Metal post on 8 sided tower 15	<i>fl 1, ec 1·5, fl 1, ec 1·5, fl1, ec 6.</i> W059°-213°, G 313°-059° * *
1716	- Castillo de San Antón	43 22·0 8 23·1	Fl(2)G 7s	15	6	Green 6-sided tower 6	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5.</i> Vis 334°-096·7°(122·7°) * *
3180	- Mole. Head	6 20·4 2 25·8	Fl(4)R 15s	...	3	Metal column	Fl(4)R 15s 30m N (T) 2000 * *
QALHAT							
7318·17	- LNG Terminal. Flare Stack	22 39·6 59 24·7	Aero Iso W 5s	103	11	Grey stack 103	* *
7318·173	-- LNG Jetty. Head. E Dolphin	22 39·8 59 24·8	2 F R(vert)	15	3	Grey beacon on dolphin	4m apart * *
7318·175	---- W Dolphin	22 40·0 59 24·6	2 F R(vert)	15	3	Grey beacon on dolphin	4m apart * *
7318·177	-- MOF Jetty. E Dolphin	22 40·1 59 24·3	2 F R(vert)	12	3	Grey beacon on dolphin	4m apart * *
7318·179	--- W end	22 40·1 59 24·3	2 F R(vert)	12	3	Grey beacon on dolphin	4m apart * *
7318·181	-- E Security Onshore Mark	22 39·5 59 24·9	2 F R(vert)	9	3	Grey beacon	4m apart * *
7318·183	-- Flare stack	22 39·6 59 24·7	Fl R	63	10	Grey stack 63	* *

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Volume D *continued.*

7318-185	-- Tanks	22 39-6 59 20-8	Aero F R	49	10	...	2 tanks 50m, each with 2 obstruction lights
*	*	*	*	*	*	*	*
7318-187	-- Stack Train 1	22 39-4 59 24-5	Fl R	86	10	Grey stack tower 89	Obstruction light
*	*	*	*	*	*	*	*
7318-189	-- Stack Train 2	22 39-5 59 24-4	Fl R	86	10	Grey stack tower 89	Obstruction light
*	*	*	*	*	*	*	*
7318-191	-- Radio Tower	22 39-4 59 24-3	F R	67	...	Mast	
*	*	*	*	*	*	*	*
7318-193	-- W Perimeter Onshore Mark	22 40-1 59 23-9	2 F R(vert)	9	3	Grey beacon	4m apart
*	*	*	*	*	*	*	*

Volume E, 1999. Weekly Edition No. 18, Dated 4th May, 2000.

Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

2443-4	--	45 03-1 12 22-4	Fl(2)W 9s	...	4		
*	*	*	*	*	*	*	*
3784-2	- Pier. Head	39 30-1 20 15-7	2 F R(vert)	11	5	White metal column 11	1m apart. 3 Q R mark W extremity of works in progress 0-5M S
							*
4358	-- Liménas Alivéri. Mole. Head	38 23-5 24 02-4	Fl R 1-5s	7	3	Metal framework tower on pedestal, red band	<i>fl 0-2. Extinguished 2000. Buoy Q R marks work in progress (T) 2000</i>
							*
4496-57	-- Ichthyoskala. N Mole. Head	40 27-6 22 51-5	Fl R 3s	8	3	Metal framework with gallery, metal column and red band	<i>fl 0-3</i>
*	*	*	*	*	*	*	*
4496-58	--- S Mole. Head	40 27-5 22 51-5	Fl G 3s	8	3	Metal framework with gallery, metal column and green band	<i>fl 0-3</i>
*	*	*	*	*	*	*	*
5818-7	<i>Remove from List</i>						
5819	Hisarönü (Filyos). Pier. Head	41 33-7 32 00-8	F R	8	4	White column 6	
							*
5829-2	- Breakwater. Head	41 05-5 31 07-2	Fl R 5s	...	5		
		...	F G				
			*		*		

V

Volume E *continued*.

6366-66	- El Kraten. Fishing Harbour	34 49-7 11 15-4	Fl(2)G 10s	10	8	...	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
6366-67	---	34 49-7 11 15-4	Fl R 5s	10	6	...	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
6367-4	---- N Side	34 40-0 10 57-0	F R	3	2	Red beacon	Iso G 4s on No 1 and Iso R 4s on No 2 close-by
	*	*	*	*	*	*	*
6378	-- N Breakwater. Head	35 46-6 10 50-2	Fl(2)W 10s	11	7	White tower	<i>fl 0-5, ec 2, fl 0-5, ec 7</i>
	*						
7590	-- Labin	44 27-8 13 30-2	Mo(U)R 15s	...	5	Platform	
		...	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*

Volume F, 1999. Weekly Edition No. 18, Dated 4th May, 2000.
Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

1677-5	Johor. Tanjung Pelepas. Ldg Lts 015°40'. Front	1 19-6 103 33-6	Iso W 2s	12	7		
*	*	*	*	*	*	*	*
1677-51	--- Rear	1 20-1 103 33-7	Iso W 2s	28	7		
*	*	*	*	*	*	*	*
1896	Batu Lundu (Batu Mandi)	1 43-8 109 56-2	Q W	5	4	Black concrete pile, white bands	TE 2000
							*
1909-1	- Wong Sands	2 06-2 111 08-7	Fl W 8s	...	18	...	TE 2000
							*
3347	- Ldg Lts 163° 08'. Front	20 01-0 110 16-5	Iso R 2s	40	10	△ on white metal framework tower 27	
							*
3347-3	- W Breakwater. Head	20 01-7 110 16-4	Fl R 2s	11	3	Conical concrete tower 10	<i>fl 0-5</i>
	*		*				
3347-5	- N Breakwater	20 02-1 110 16-8	Fl G 4s	17	3		<i>fl 2</i>
*	*	*	*	*	*	*	*
3347-8	Baisha Dao (Baisha Jiao)	20 04-0 110 18-3	Fl W 6s	15	8		<i>fl 0-5</i>
*	*	*	*	*	*	*	*

V

Volume F *continued.*

3581·35	- Ldg Lts 072°31'. Front	22 46·9 115 20·6	Fl W 20s	15	10	White metal structure 11	
	*						
3581·41	-- Rear	22 47·0 115 20·9	Oc W 3s	15	4	White round brick tower, black stripe 9	
	*						
3661·5	Huangda Zui	27 56·9 121 02·6	Fl(2)W 6s	14	7	White square metal framework structure 15	<i>fl 0·3, ec 1, fl 0·3, ec 4·4</i>
		*					*
4379·6	<i>Remove from List</i>						
4379·7	<i>Remove from List</i>						
5598·1	Urabun Kō. Breakwater. Head	33 09·5 133 13·4	FFl R 5s	12	F 4 Fl 5	Red tower 9	
					*		
9690·14	--	38 26·6 118 25·9	Mo(U)W 12s				
		...	F R				
*	*	*	*	*	*	*	*
9690·19	<i>Remove from List</i>						
9690·2	<i>Remove from List</i>						
9690·24	<i>Remove from List</i>						
9690·25	--	38 25·8 117 42·4	Mo(U)W 12s				
*	*	*	*	*	*	*	*
9690·252	--	38 28·5 117 45·0	Mo(U)W 12s	10			
*	*	*	*	*	*	*	*
9690·254	--	38 29·3 117 44·3	Mo(U)W 12s				
*	*	*	*	*	*	*	*
9690·26	--	38 29·9 117 45·1	Mo(U)W 10s				
*	*	*	*	*	*	*	*
9690·262	--	38 30·2 117 47·1	Mo(U)W 10s				
*	*	*	*	*	*	*	*
9690·27	--	38 30·8 117 47·1	Fl(2)W 5s				
*	*	*	*	*	*	*	*
9690·274	--	38 32·7 117 41·1	Fl(2)W 5s				
*	*	*	*	*	*	*	*

V

Volume F *continued.*

9690-28	--	38 37-6 117 42-6	Fl(2)W 5s				
*	*	*	*	*	*	*	*
9690-285	--	38 37-0 117 45-0	Fl W 3s				
*	*	*	*	*	*	*	*
9690-315	<i>Remove from List</i>						
9690-35	--Wellhead No 12	39 01-4 119 18-9	Mo(U)W 15s	...	...	Platform	
		...	F R				
			*				

Volume G, 1999. Weekly Edition No. 18, Dated 4th May, 2000.

Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

0847	<i>Remove from List</i>						
0848	- ANTE PUERTO SUR. Km 0. Mole S side	34 38-0 58 20-6	Q(3)G 10s	13	8	...	<i>fl 0-5, ec 0-5, fl 0-5, ec 0-5, fl 0-5, ec 7-5.</i> Ra refl. F W on dolphins 0-3M and 0-5M ENE. F R on 3 chimneys of EDESUR power station 0-5M NE
							*
0872	- E Pier. Head. Km 7-660. La Plata	34 47-9 57 51-6	Q(6)G+LFIW 10s	6	5	⚡ on yellow tower, black band	
		*	*				
0874	- W Pier. Head Km 7-660 Exterior	34 47-9 57 51-7	Q(6)R+LFI W 10s	6	5	⚡ on black tower, yellow band	
		*	*				*
0896	Punta Atalaya	35 01-3 57 32-1	Fl W 6s	31	10	Coast Guard radio mast	<i>fl 0-5</i>
		*		*		*	
3133-5	- Las Delicias. Ldg Lts 010°. Front	3 54-2 77 05-0	Fl(2)G 5s	13	5	Orange metal tower 5	<i>fl 1, ec 1, fl 1, ec 2. Vis 000°-020°(20°)</i>
	*						*
3429	La Soledad	16 04-1 94 09-3	Fl W 6s	15	12	White concrete tower, red diagonal stripes 12	<i>fl 1. TE 1999</i>
							*
3430	La Chichi	16 11-0 94 27-8	Fl(2)W 10s	15	12	Round concrete tower 12	<i>fl 1, ec 2, fl 1, ec 6. TE 1999</i>
							*
3465-8	Punta Gorda	17 32-0 101 27-0	Fl(4)W 16s	120	14	Truncated pyramidal tower 7	<i>fl 1, ec 2, fl 1, ec 2, fl 1, ec 6. TE 2000</i>
							*
3475	-	18 20-8 114 44-2	Fl W 6s	35	11	Truncated pyramidal metal tower 14	<i>fl 0-5. TE 1999</i>
							*

V

Volume G *continued.*

3480-41	--- Rear. 400m from front	19 03-9 104 17-1	Iso W 2s	23	16	Truncated pyramidal metal tower 7	TE 1999	
								*
3532-1	-- Isla Tio Ramon. Rear 1-38M from front	27 56-1 110 51-6	Iso W 2s	17	9	Red ◇ on white concrete 8	TE 2000	
								*
3539-7	Isla San Jorge	31 01-0 113 15-3	Fl(4)W 16s	83	11	White round stone tower 4	<i>fl 1, ec 2, fl 1, ec 2, fl 1, ec 2, fl 1, ec 6.</i> TE 2000	
								*
3569-3	Bahia Pichilique. S Mole	24 16-0 110 20-0	Iso R 2s	9	6	Concrete structure 7	TE 2000	
								*
3569-5	- N Mole	24 16-5 110 20-0	Iso R 2s	9	6	Concrete structure	TE 2000	
								*
3575	- Muelle Fiscal. NE Head. (Tourist Mole) *	24 09-7 110 19-4	Iso G 2s	8	6	White structure, green bands 4	Fl(2)W 10s marks wreck 1-2M SW. TE 1999	
								*
3575-2	-- SW Head	24 09-6 110 19-4	Iso R 2s	8	6	White structure, red bands 4	TE 1999	
								*
3611	- Breakwater	28 07-0 115 11-0 *	Fl R 5s	11	5	Silver metal tower 7	<i>fl 0-5. Replaced by buoy with Fl light (T) 1999</i>	
								*
3611-2	--	28 07-0 115 11-0 *	Fl G 5s	11	5	Silver metal tower 7	<i>fl 0-5. TE 1999. Under reconstruction (T) 1999</i>	
3620	- Islas de Todos Santos. N island	31 48-8 116 48-7	Fl W 7s	49	22	White truncated conical concrete tower, 2 galleries, orange bands 30	Vis 315°-290°(335°). Racon. Ra refl. TR 2000	
								*
3982	Piedras Blancas	35 39-9 121 17-1	Fl W 10s	43	10	White truncated conical tower 23		
								*
4258-3	-- No 5	38 06-4 122 16-1 *	Fl G 7s *	...	...	Green □ on pile	Private	
				*				
4299-2	- Roe Island Channel. Ldg Lts 284°. Front	38 04-0 122 02-7	Q W	6	...	Red □, white stripe, on pile structure *	Vis 10° each side of rangeline	

V

Volume G *continued.*

4299-21	--- Rear. 470m from front	38 04-1 122 03-8	Iso W 6s	9	...	Red □, white stripe, on pile structure	Vis 10° each side of rangeline
					*		
5352-5	- Dolphin	48 46-2 123 27-1	Fl Y	...	...	Dolphin	
*	*	*	*	*	*	*	*
5434			<i>Remove Fog Signal</i>				
5435	- First Narrows	49 19-2 123 08-8	Iso G 2s	7	10	White round tower, green band, on dolphin	Ra refl
		*	*				*
5856			<i>Remove Fog Signal</i>				
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 H, 1999. Weekly Edition No. 18, Dated 4th May, 2000.

Last Correction: Weekly Edition No. 15, dated 13th April, 2000.

0453	Petty Harbour. N Breakwater	47 27-5 52 42-2	Fl R 4s	...	...	Cylindrical mast 2	
*	*	*	*	*	*	*	*
0511-6	- Dildo Breakwater	47 34-1 53 33-4	Fl G 4s	3	...	Tower 2	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
0511-7	- Chance Cove. Breakwater	47 40-5 53 49-4	F R	3	...	Tower 2	
*	*	*	*	*	*	*	*
0778	- Black Rock Point	46 18-3 60 23-5	LFl W 6s	23	13	White square building 11	MV. <i>fl</i> 2. Vis 047°-227° (180°). Emergency light
		...	Horn 30s	...	...	...	<i>bl</i> 3. Horn points 353°
					*		
2318	<i>Remove from List</i>						
2318-1	<i>Remove from List</i>						
2856	<i>Remove from List</i>						
3803-6	<i>Remove from List</i>						

Volume J, 1999. Weekly Edition No. 18, Dated 4th May, 2000.

Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

1170	<i>Remove from List</i>						
1702-9	Rappahannock Shoal Channel. South Ldg Lts 140°. Front	37 32-3 76 00-9	F W	9	...	White hut on red structure	
	-- Passing Light	...	Q W	10	5	...	Vis all round. Shown 24 hours
							*

V

Volume J *continued.*

1702-91	-- Rear. 3-5M from front	37 29-5 75 57-9	F W	67	...	Framework tower on caisson	
	--- Passing Light	...	Q W	10	5	...	Vis all round. Shown 24 hours *
1988-4	- Entrance. No 1	38 08-5 75 49-9	Fl G 4s	5	5	Green □ on dolphin	Shown 15/3-1/12 *
CLEARWATER PASS							
3259-3	- No 1	27 58-3 82 50-8	Fl G 2-5s	6	4	Green □ on dolphin	Clearwater Marina Channel is marked by lights and beacons *
3259-43	- No 4	27 58-1 82 50-3	Q R	5	3	Red △ on pile	PA * * *
3259-46	- No 6	27 58-1 82 50-3	Fl R 4s	5	3	Red △ on pile	PA * * *
3259-49	- No 7	27 57-9 82 49-8	Fl G 4s	5	3	Green □ on pile	* * *
3259-52	- No 8	27 57-9 82 49-8	Fl R 2-5s	5	3	Red △ on pile	PA * * *
3259-55	- No 10	27 57-9 82 49-8	Q R	5	3	Red △ on pile	PA * * *
3259-58	- No 14	27 57-9 82 49-8	Fl R 2-5s	5	3	Red △ on pile	PA * * *
4147	<i>Remove from List</i>						
4213-25	- Ldg Lts 078-1°. Front	27 50-7 97 03-3	Q W	12	...	Red □, white stripe, on framework tower on piles	For eastbound traffic
	-- Passing light	...	Q W	12	5	...	Vis all round *
4255	- Río Tuxpán. La Barra. Entrance N side	20 58-3 97 18-5	Fl(4)W 7s	24	15	White truncated tower and hut 22	Vis 180°-325°(145°). Oil installations lie in area 4M NE. TE 1999 *
4261-2	- N Breakwater	20 29-0 97 00-0	Fl R 5s	8	8	White metal tower 7	<i>fl 0-5.</i> TE 2000 *
4308	- Arrecife El Giote	19 04-0 96 00-0	Fl R 6s	9	7	Square concrete tower 7	<i>fl 1.</i> TE 2000 *

V

Volume J *continued.*

4351	Sanchez Magallanes. Breakwater. W (Laguna del Carmen)	18 17·9 93 51·0	Fl R 5s	7	6	Red stone structure 12	<i>fl 0·5. TE 2000</i>	*
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. TE 2000</i>	*
4355·5	- E Breakwater	18 37·1 92 41·2	Fl G 5s	7	6	White truncated concrete pillar 2	<i>fl 0·5</i>	
	- Ldg Lts. Front	...	Fl W 3s	...	7	Same structure		*
4356·2	- Isla Azteca	18 36·0 92 41·0	Fl R 5s	22	6	White truncated metal tower 6	<i>fl 0·5. TE 2000</i>	*
4397·2	-- No 2	19 48·8 90 35·9	Iso G 2s	6	6	Round concrete tower 4	TE 1999	*
4418·2	- Ldg Lts. Front	21 20·0 89 16·0	Fl W 3s	14	11	Metal truncated pyramidal tower 13	<i>fl 1. TE 2000</i>	*
4418·21	-- Rear	21 20·0 89 16·0	Iso W 2s	18	11	Metal truncated pyramidal tower 16	TE 2000	*
4454	El Uvero (El Uvero)	19 04·0 87 34·0	Fl(3)W 12s	10	11	Truncated pyramidal tower 10	<i>fl 1, ec 2, fl 1, ec 2, fl 1, ec 5. TE 2000</i>	*
6287	- Bahia de Maracaibo. Quay (Sur). SE corner	10 38·4 71 36·1	Fl W 4s	15	11	10	<i>fl 1</i>	*

Volume K, 2000. Weekly Edition No. 18, Dated 4th May, 2000.
Last Correction: Weekly Edition No. 17, dated 27th April, 2000.

2594	- S entrance point	34 54·0 150 46·0	Q W	22	8	White round tower 7		
		*						
2595	- Bar Ldg Lts. Front	34 54·0 150 46·0	Q Y	...	...	Orange △	Moved to meet changes in the channel	
		*						
2595·1	-- Rear	34 54·0 150 46·0	Fl Y 2s	...	...	Orange △		
		*						

V

Volume K *continued.*

2603-9	- OUTER HARBOUR. Eastern Breakwater *	34 28:3 150 54:7	Q W	...	2	...	Vis 115°-155°(40°)
2976-4	-- Ldg Lts 122° 24'. Front. No 29	23 56:3 151 27:3	Q W	6	...	Beacon	Vis 119°-125°(6°)
		...	<i>By day</i> F W	...	...	...	Occas
		...	Fl(2)W 4s	...	...	...	Vis 125°-119°(354°)
						*	
2976-41	--- Rear. No 30	23 56:9 151 28:3	Iso W 2s	18	...	Beacon	Vis 119°-125°(6°)
		...	<i>By day</i> F W	...	...	...	Occas
		...	Fl(2)W 6s	...	...	...	Vis 125°-119°(354°)
						*	
3304-44	-- No 15	17 26:7 140 46:7	Fl Y 4s	...	3	Black metal pile with platform	Yellow × on yellow metal pile with platform (P) 2000
			*			*	
3395-6	- Nabire (Jaunan)	3 06:3 135 32:6	Fl W 5s	20	12	White metal framework tower	<i>fl 0-5. TE 2000</i>
						10	
							*
3396-6	Memberamo	1 27:9 137 53:6	Fl W 5s	31	12	...	<i>fl 0-5. TE 2000</i>
							*
3397-6	Pulau Yamna	2 00:5 139 14:5	Fl W 6s	23	18	White beacon	<i>fl 0-5. TE 2000</i>
							*
4506	Kahurangi Point (M)	40 46:7 172 13:2	Fl(2)W 15s	46	9	White metal tower 18	<i>fl 1, ec 1, fl 1, ec 12. TE 2000</i>
							*
4784-8	- Baie de Kouaoua. Ldg Lts 212°. Front	21 24:7 165 48:5	Fl(2)W 6s	...	6	Beacon	<i>fl 1, ec 1, fl 1, ec 3</i>
							*
4784-81	--- Rear. 430m from front	21 24:9 165 48:3	Fl(2)W 6s	...	6	Beacon	Synchronised with front
							*
4799	- Bonne Anse	22 24:0 166 52:8	Iso WG 4s	11	W 8 G 6	White tower, green top 12	G097°-274°(177°), W274°-097°(183°). TE 2000
							*
4982	- Pointe Te turi roa	16 32:8 151 47:2	Fl W 4s	13	12	Green and white pylon 13	<i>fl 1. Vis 270°-225°(315°). TE 2000</i>
							*

V

Volume L, 2000. Weekly Edition No. 18, Dated 4th May, 2000.

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

6573	Vkhodnoy. Ldg Lts 306·4°. Front	66 58·7 41 16·7	Fl W 2s	...	5				
*	*	*	*	*	*	*	*	*	*
6573·1	--- Rear	66 59·3 41 14·5	Fl W 3s	...	5				
*	*	*	*	*	*	*	*	*	*
6575	Mys Korabel'nyy	66 58·5 41 18·4	Fl R 3s	...	1				
*	*	*	*	*	*	*	*	*	*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2000

Weekly Edition No. 18 dated 4 May 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 Amendments: Weekly Edition No. 17 dated 27 April 2000)

NIL

18/00

VOLUME 1, 1999/00—PART 2

Published Wk 31/99

(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)

5310 Dixon (San Francisco) (KMI)

Delete station

6860 Pennsuco (WOM)

Delete station

6974 Ocean Gate / New Jersey (WOO)

Delete station

(Pennsuco Radio and Day Watson)

VOLUME 2, 2000

Published Wk 10/00

(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)

RADAR BEACONS

Insert stations:

Watwick Point Rear Ldg Lt Bn Racon ¹ 51°41′.75N 5°09′.18W 5044

Y

(1) On trial

West Blockhouse Front Middle Ldg Lt Bn Racon ¹ 51°41′.28N 5°09′.49W 5045

Q

(1) On trial

(Milford Haven Port Authority Notice 16/00) 18/00

VOLUME 3, 1999/00—PART 1

Published Wk 23/99

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

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

NIL

18/00

VOLUME 3, 1999/00—PART 2

Published Wk 23/99

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

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

NIL

18/00

VOLUME 5, 1999/00

Published Wk 24/99

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

NIL

18/00

VOLUME 6, 1999/00—PART 1

Published Wk 43/99

(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)

B 1010 OOSTENDE

Local Pilots, page 138, delete TELEPHONE and replace by:

TELEPHONE: Port Control: +32(0)59 566313

(MV Arco Adur) 18/00

VOLUME 6, 1999/00—PART 2

Published Wk 43/99

*(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)***H 1623 PUERTO JOSE TERMINAL***Delete station and replace by:***PUERTO JOSE TERMINAL****H 1623**
10°08'N 64°49'W**Pilots and Terminal**

See ALRS Volume 7

Vessel Traffic Service

See ALRS Volume 7

(Petroterminal Jose Port Booklet) 18/00

H 1715 PUERTO COVEÑAS, Floating Storage Unit (FSU)*Delete station and replace by:***PUERTO COVEÑAS****H 1715**
9°30'N 75°45'W**Pilots and Terminal**

CALL: Ocesa Control

LOCATION: 3 SPMs in Golfo de Morrosquillo

FREQUENCY: Ch 16; 74 77
Terminal Operations: Ch 08**PROCEDURE:**

- (1) Pilotage is compulsory.
- (2) Vessels should contact the terminal when 30 n miles from the terminal.
- (3) Pilot boards in position 9°32'5N 75°49'0W.

(MV British Harrier) 18/00

VOLUME 7, 1999/00—PART 1

Published Wk 46/99

*(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)***A 2080 DOVER****Pilots and Port, PROCEDURE, lines 15 and 16, delete** Pilot boards to Entrance)., *and replace by:*

Pilot boards in position 51°07'25N 1°25'40E (3 n miles due east of Dover Harbour Eastern Entrance).

(ALRS Volume 6) 18/00

VOLUME 7, 1999/00—PART 2

Published Wk 46/99

*(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)**Insert station in VENEZUELA section:***PUERTO JOSE TERMINAL****H 1623**
10°08'N 64°49'W**Pilots and Terminal**

TELEPHONE: Marine Terminal: +58 81 607575/607576

FAX: Marine Terminal: +58 81 607325/607509

FREQUENCY: Ch 16; 14

HOURS: H24

PROCEDURE:

- (1) Pilotage is compulsory and is available H24.
- (2) Vessels must send ETA to the Port Superintendent and agent, 7 days, 72 hours, 48 hours and 24 hours in advance.
- (3) Vessels must send ETA before arrival at Petroterminal Jose Marine Terminal by telex and establish contact with the Marine Terminal on VHF Channel 16 or 14, at least 4 hours before arrival, confirming or advising any change in ETA.
- (4) The Mooring Master (Pilot) boards in an area 1.5 n miles North of the Petroterminal Jose platform.

Vessel Traffic Service

DESCRIPTION: The Vessel Traffic System (VTS) together with the location of floating aids to navigation and marine terminal components permits the control of maritime traffic and any activity which may directly or indirectly increase the environmental and safety risks associated with port operations. The system provides coverage from Bergantin Bay to Jose Terminal for vessels and includes, among other things, a collision avoidance system. The Vessel Traffic System will advise of the location of navigational hazards as well as relative positions and estimated courses and speeds of other vessels within radar range of the VTS.

(Petroterminal Jose Port Booklet) 18/00

VOLUME 8, 2000/01

Published Wk 13/00

(Last Amendments: Weekly Edition No. 17 dated 27 April 2000)

NIL

18/00

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.

.....

Date:

.....

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