



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 25

22 June 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).

In addition to postal methods, the following additional communication facilities are available:

Urgent navigational information:

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Phone: +44(0)1823 337900 **Ext** 3289

e-mail: rnw@gtnet.gov.uk

Other matters:

Fax: +44(0)1823 284077 **Telex:** 46274
e-mail: hdc@hdc.hydro.gov.uk

J P CLARKE

Rear Admiral

Hydrographer of the Navy



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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I

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 and Positions

The notices in Section II give instructions for the updating of standard navigational charts and selected thematic charts in the Admiralty series. Geographical **positions** refer to the horizontal **datum** of the current edition of the largest scale chart unless otherwise stated. Where overlapping and smaller scale charts covering the area of the notice are referred to different datums, the positions appropriate to each chart are identified by a lettering system. At small scales the position shift between the various horizontal datums may be too small to plot and thus the positions will be quoted only at the datum of the largest scale chart. Positions 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. Where **Small Craft Products** are referred to different horizontal datums than the standard navigational chart; for that geographical area positions in the notices cannot be plotted directly on the Small Craft products. 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).

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. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

Original Information

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

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 updating 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.

Lights

When a light is affected by a notice its Light List number is quoted. The detailed amendment to the List of Lights is given in Section V and may be published in an earlier edition than the chart-updating 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-updating 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 amendment to the service details.

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

Sailing Directions

Amendments 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 amendments in force is published in Section IV of the Weekly Edition for the last week of each month.

It is recommended that amendments are kept in a file with the latest list of amendments in force on top. The list should then be consulted when using the parent book to see if any amendments, affecting the area under consideration, are in force. It is not recommended that amendments 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 amendments 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.

I

EXPLANATORY NOTES

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.

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.

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 22 June 2000

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙16	Red Sea - Saudi Arabia, Jīzān. <i>Additional to the existing cover, this chart provides improved coverage of Jīzān and its approaches and shows the two new SPMs offshore. The chart also includes new survey information around the SPMs and off Jīzān jetty. The chart is referred to WGS 84 datum.</i>	1:30,000	32	54	£15.65
⊙2239	Baltic Sea - Latvia, Rīga and approaches. 56°55'00N. — 57°07'47N., 23°52'50E. — 24°08'55E. <i>A modified reproduction of Latvian chart 2253, includes port developments and changes to depths and navigational aids. The chart is referred to WGS 84 datum.</i>	1:25,000	10	28	£15.65

Reproductions of Australian Government Charts

Chart	Published	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙Aus 249	12/11/99	Australia - east coast, Queensland, Approaches to Hay Point and Mackay. 20°58'47S. — 21°26'32S., 149°09'30E. — 149°56'32E. <i>Includes amended limits to provide improved coverage of the SE. approach to Hay Point. The plan of Hay Point has been incorporated on chart Aus 250, published 15 October 1999. The chart is referred to WGS 84 datum.</i> <i>Note: On publication of this New Chart Former Notice 456(P)/00 is cancelled. This chart remains affected by Former Notices 4754(T)/98, 360(T)/00 and 1400(T)/00.</i>	1:75,000	66	82	£15.65

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 22 June 2000

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙15	Red Sea, Saudi Arabia and Yemen, Approaches to Jīzān. <i>Includes new survey information in the approaches to Jīzān and shows the new SPMs. The large scale plan of Jīzān has been cancelled and replaced by new chart 16 at 1:30,000.</i> <i>Note: On publication of this New Edition Former Notice 714(P)/99 is cancelled.</i>	1:200,000	32	54	£15.65

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 22 June 2000 (Continuation)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙26 INT 1724	International Chart Series, England - south coast, Harbours on the South Coast of Devon. Tor Bay. Teignmouth Harbour. Brixham Harbour. Torquay Harbour.	 1:12,500 1:7,500 1:7,500 1:4,000	1	14	£15·65
	<i>This partial new edition is limited to include the latest hydrographic surveys at Brixham Harbour and at Torquay Harbour. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum. Former Notice NM 4672(P)/99 refers.</i> <i>Note: On publication of this New Edition Former Notices 444(P)/00 and 445(P)/00 are cancelled.</i>				
⊙45	Mediterranean Sea, Gibraltar Harbour. <i>Includes details of harbour restricted areas and minor jetty amendments.</i>	1:3,600	18	34	£15·65
⊙509	Norway - west coast, Sognesjøen. <i>This partial new edition is limited to include the details of the Troll-Mongstad oil pipeline.</i>	1:50,000	13	30	£15·65
⊙973	Italy - Sicilia, Approaches to Augusta and Siracusa. <i>Includes amendments from the larger scale Admiralty chart 966 and general updating throughout. The chart is referred to European Datum (1950).</i>	1:35,000	24	36	£15·65
1101	North Pacific Ocean, Mariana Islands. Saipan and Tinian. Sunharon Roads. Bahia Laolao. Saipan Harbour.	 1:150,000 1:50,000 1:50,000 1:30,000	57	90	£15·65
	<i>Includes amendments to coastline, rock limits, depths and channels with general updating.</i>				
⊙2922	United States east coast, Maryland - Delaware, Chesapeake Bay, Chesapeake and Delaware Canal and the Northern approaches to Baltimore.(Panel ⑤). Panel ① Panel ② Panel ③ Panel ④ Index to Chart panels.	 1:20,000 1:20,000 1:20,000 1:40,000	81	122	£15·65
	<i>Includes additional channel depths information.</i>				

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Publications

NP No.	Title and other remarks	Date	RRP(UK)*	Remarks
NP 52	North Coast of Scotland Pilot (Fourth Edition, 2000).	27/1/00	£36.50	(Third Edition, 1997) is thereby cancelled.
NP 69	East Coast of the United States Pilot Volume II, (Eighth Edition, 1999).	2/12/99	£36.50	Volume II, (Seventh Edition, 1978) and Supplement No 10, 1997 are thereby cancelled.

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 20 JULY 2000

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
896 INT 5355	International Chart Series, Korea - east coast, Ulsan Hang to Taebyŏn Hang. 35°07'·00N. — 35°32'·00N., 129°11'·00E. — 129°34'·00E. <i>A modified reproduction of INT 5355, originally published by Korea in June 1993. Additional to the existing cover this chart provides a larger scale approach to Ulsan Man.</i>	1:50,000	-
944	Baltic Sea - Denmark, Smålandsfarvandet, Guldborg Sund. 54°38'·96N. — 54°54'·90N., 11°37'·93E. — 11°56'·50E. Ⓐ Nykøbing. 54°45'·45N. — 54°46'·35N., 11°51'·56E. — 11°52'·15E. <i>A modified reproduction of Danish chart 163, additional to existing chart cover. One of three new charts covering waters south of Sjælland.</i>	1:30,000 1:8,000	-
1153	Spain - north coast, Approaches to Gijon. 43°28'·00N. — 43°47'·60N., 5°14'·00W. — 5°53'·40W. <i>A modified reproduction of Spanish chart 404 providing improved coverage of the approaches to Gijon which together with new chart 1154 replaces BA 1151.</i>	1:50,000	1151
1154	Spain - north coast, Gijon. 43°32'·30N. — 43°38'·00N., 5°37'·40W. — 5°42'·80W. <i>A modified reproduction of Spanish chart 4042 providing improved large scale coverage of the Port of Gijon which together with new chart 1153 replaces BA 1151.</i>	1:10,000	1151
3220 INT 1875	International Chart Series, Portugal - west coast, Entrance to Rio Tejo including Baía de Cascais. 38°36'·30N. — 38°42'·40N., 9°15'·40W. — 9°26'·80W. <i>A modified reproduction of INT 1875, originally published by Portugal.</i>	1:15,000	-

*RRP(UK) means UK recommended retail price.

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 20 JULY 2000

New Admiralty Charts (Continuation)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
3538	Norway - west coast, Kvassheim to Tananger. 58°31'·00N. — 58°56'·50N., 5°15'·00E. — 5°50'·00E. <i>A modified reproduction of Norwegian chart 14.</i>	1:50,000	3032

New Editions of Admiralty Charts

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2405	Mediterranean Sea, Ports in western Greece. Ⓐ Approaches to Dióriga Lefkádos and Préveza. Ⓑ Préveza. Ⓒ Dióriga Lefkádos. Ⓓ Kólpos Antikýron. Ⓔ Krissaíos Kólpos. <i>Includes revised depths and amended buoyage for Préveza.</i>	1:50,000 1:20,000 1:15,000 1:50,000 1:25,000	2405
3192	United States - Gulf of Mexico - Louisiana - Texas, Sabine Pass and approaches to Port Arthur and Beaumont. Panel Ⓐ Panel Ⓑ Panel Ⓒ Panel Ⓓ <i>Includes additional Channel Depths information.</i>	1:80,000 1:40,000 1:40,000 1:40,000	3192
3471	Indonesia, Sumatera - east coast, Selat Bangka and Approaches to Pangkalbalam. <i>Includes extensive changes to depths in Selat Bangka.</i>	1:250,000	3471
3892	China - Nan Hai, Beihai Gang to Hailingshan Gang including Qiongzhou Haixia. <i>This partial new edition is limited to changes to depths, wrecks, lights, buoyage, anchoring and fishing prohibited areas and former mined areas in the eastern approaches to Qiongzhou Haixia. Changes to depths and lights in the vicinity of Shui Dong have also been included.</i>	1:300,000	3892

II

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
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26	International Chart Series, England - south coast, Harbours on the South Coast of Devon.	⊙26
45	Mediterranean Sea, Gibraltar Harbour.	⊙45
Aus 249	Australia - east coast, Queensland, Approaches to Hay Point and Mackay.	⊙Aus 249
509	Norway - west coast, Sognesjøen.	⊙509
973	Italy - Sicilia, Approaches to Augusta and Siracusa.	⊙973
1101	North Pacific Ocean, Mariana Islands.	1101
2256	Baltic Sea - Latvia, R̄iga and approaches.	⊙2239
2922	United States east coast, Maryland - Delaware, Chesapeake Bay, Chesapeake and Delaware Canal and the Northern approaches to Baltimore.(Panel ⑤).	⊙2922

ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS 84 COMPATIBLE DATUM

The following is the current list of Admiralty Charts of Great Britain that are referred to a WGS84 compatible datum. The chart in bold type was published on 22 June 2000. Former Notice 2325(P)/00 refers.

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2642
2841

SUPPLY OF NOTICES TO MARINERS SEPARATE SECTIONS III & VI

Mariners are advised that the UKHO is to cease supply of individual (separate) sections III (Reprints of Radio Navigational Warnings) and VI (Corrections to Admiralty List of Radio Signals) after September 2000. The final despatch will be those dated 28 September 2000.

The sections will continue to be available as normal in the weekly notices and mariners are reminded that photocopies may be made in accordance with the note on the front cover. Additionally it is expected that Internet access to Notices, presently accessible only to chart agents on a trial basis, will be fully available for public use by this date.

Chart users who are likely to be inconvenienced by the withdrawal of the above separate sections are asked to contact:

Product Manager Charts	Tel: +44 (0) 1823 337900 Ext 4806
UK Hydrographic Office	Fax: +44 (0) 1823 334917
Admiralty Way	E-Mail: nigel.brown@ukho.gov.uk
TAUNTON	
Somerset	
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Erratum to Notice to Mariners Week 23/00.

Front Cover -

Amend top left hand corner to read:

Notices
2245-2335/00

⊙ denotes chart available in the ARCS series.

II

2533 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
Aus 821	1647/98	Insert magenta limit and chart number, Aus 249, as follows: North: 20° 58'·50S. East: 149° 56'·30E. South: - West: - Delete magenta limit and chart number, Aus 249, in position 20° 52'·80S., 149° 55'·60E.
966	465/00	Delete note, CHART 973: POSITIONS, in title panel.
1613	4149/99	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside north border adjacent to the legend DEPTHS IN METRES.
1634	824/99	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside north border adjacent to title.
1941	1214/00	Insert accompanying note, CHART 973: POSITIONS, note in position 36° 29'·00N., 16° 58'·70E. Insert magenta limit and chart number, 973, as follows: North: 37° 15'·95N. East: 15° 24'·53E. South: 36° 57'·40N. West: 15° 09'·19E. Amend legend to read, <i>Adjoining Chart 1976 (see Note-Positions)</i> , at latitude 39° 05'·00N. Delete magenta limit and chart number, 973, in position 37° 15'·50N., 15° 23'·50E.
2215	1191/00	Insert accompanying note, CHART 2239: POSITIONS, in position 56° 57'·10N., 22° 37'·60E. Insert magenta limit and chart number, 2239, as follows: North: 57° 07'·47N. East: 24° 08'·55E. South: 56° 55'·00N. West: 23° 52'·50E. Delete magenta limit and chart number, 2256, in position 56° 55'·25N., 24° 07'·50E.
3315	2342/99	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside north border adjacent to the legend DEPTHS IN METRES.

UK Hydrographic Office.

2443* ENGLAND, East Coast — Sizewell — Lights

Amend	light to, <i>Fl.R.10s</i>	52° 12'·5N., 1° 37'·6E.
	light to, <i>Fl(2)R.7·5s</i>	52° 12'·7N., 1° 37'·9E.
Delete	★ 2F.R (vert) & Dir.F.WRG (occas)	52° 13'·0N., 1° 37'·5E.

Chart [*Last correction*].— **1543** [2257/00] — **1504** (INT 1510) [2256/00] — **1610** (INT 1511) [2265/00]
 Light List Vol. A/00, 2265, 2265.2, 2265.4, 2265.6
 Pelangi International Ltd (HH.242/550/10).

2444* SCOTLAND, East Coast — Firth of Forth — Hound Point Marine Terminal — Lights

Delete	★ F.R.7m5M	56° 00'·37N., 3° 21'·52W.
	★ 2F.R(vert)5M	56° 00'·40N., 3° 21'·43W.

Chart [*Last correction*].— **736** (INT 1546) [1633/00]
 Light List Vol. A/00, 2918, 2919
 BP Amoco Exploration (HH.264/450/06).

2445* ENGLAND, West Coast — Southern Approaches to Solway Firth — English Channel — Workington Bank — Buoy

Substitute	N. cardinal pillar light-buoy, Q <i>North Workington</i> , for North Workington buoy, (chart 1826, N. cardinal pillar light-buoy, Q, for N.cardinal pillar buoy)	54° 40'·1N., 3° 38'·1W.
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Chart [*Last correction*].— **2013** [296/00] — **1346** [296/00] — **1826** (INT 1607) [370/00]
 Trinity House Notice 14/00 (HH.206/400/05).

2446* CHANNEL ISLANDS — Jersey — Approaches to Saint Helier — Plateau des Minquiers Northwestwards — Data buoy

Insert	red and yellow spherical light-buoy with topmark, <i>Fl(5)Y.20s Wave recorder</i>	(a) 49° 05'·0N., 2° 13'·0W.
Move	red and yellow spherical light-buoy with topmark, <i>Fl(5)Y.20s Wave recorder</i> , from:	(b) 49° 05'·0N., 2° 15'·0W.
	to:	(c) (a) above

Chart [*Last correction*].— **3656** (a) [2341/98] — **2669** (b,c) [2048/00] — **5604.3** (b,c) [493/00] — **5604.4** (b,c) [2048/00]
 States of Jersey (HH.256/400/03).

II

2447 NORWAY, North Coast — Porsangen — Reinøya Southwestwards and Northeastwards — Depths

Insert depth 51 m and extend 10m contour N. to enclose 70° 14'·56N., 25° 13'·00E.
depth 87 m and extend 10m contour SW. to enclose (a) 70° 17'·41N., 25° 21'·62E.
Delete depth 11m close E. of (a) above

Chart [*Last correction*].— **2315** [1185/00]
Norwegian Notice 9/400/00 (HH.309/470/03).

2448 NORWAY, South-East Coast — Approaches to Arendal — Torskebåen — Harbour limit

Insert harbour limit, pecked line, joining: (a) 58° 33'·10N., 9° 02'·62E.
(existing limit)
(b) 58° 35'·25N., 9° 05'·70E.
(N. border)
legend, Tvedestrand Hr. District Limit along (a)-(b) above

Chart [*Last correction*].— **3152** [2855/99]
Norwegian Notice 9/393/00 (HH.311/660/03).

2437 BALTIC SEA — Sweden, West Coast — Göteborg — Älvsborgshamnen — Coastline; Berths; Dredged depths; Depth

Insert the accompanying block, showing amendments to coastline,
berths, dredged depths and depth, centred on: 57° 41'·63N., 11° 50'·81E.

Chart [*Last correction*].— **3663 (plan A)** [2153/00]
Swedish Notice 15/407/00 (HH.317/560/03).

2449 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Västra Kvarnen — Restricted area

Delete limit of restricted area, pecked line, joining: (a) 63° 47'·4N., 20° 50'·4E. (shore)
(b) 63° 47'·9N., 20° 44'·0E.
(c) 63° 48'·9N., 20° 46'·0E.
(d) 63° 47'·9N., 20° 51'·6E. (shore)
(e) 63° 48'·9N., 20° 44'·0E.
(f) 62° 44'·8N., 22° 47'·2E.
legend, Mined Area (see Note), centred on:
note, MINED AREA, centred on:
limit of restricted area, anchoring and fishing prohibited,
pecked line, joining: (g) 63° 47'·3N., 20° 50'·4E. (shore)
(h) (b) above
(i) (c) above
(j) 63° 47'·9N., 20° 51'·0E. (shore)

Chart [*Last correction*].— **2300 (a-f)** [2273/00] — **2301 (g-j)** [1708/00]
Swedish Notice 49/1282/99 (HH.318/615/02).

2450 BALTIC SEA — Finland, South-west Coast — Hanko — Tulliniemi Southeastwards — Recommended track; Maximum authorised draught; Buoyage

Insert recommended track, pecked line, and legend, <7·3m>,
joining: (a) 59° 48'·39N., 22° 55'·42E.
(existing track)
(b) 59° 48'·92N., 22° 56'·24E.
(existing track)
legend, 218°-38°
maximum authorised draught, <7·3m>
N. cardinal spar buoy
Amend maximum authorised draught to, 9·0m 59° 48'·39N., 22° 55'·55E.
59° 48'·18N., 22° 56'·21E.
59° 48'·37N., 22° 56'·14E.
59° 47'·70N., 22° 58'·55E.
Move N. cardinal spar light-buoy without topmark, VQ, from: 59° 48'·31N., 22° 55'·52E.
to: 59° 48'·30N., 22° 55'·67E.
Delete recommended track, pecked line, and associated legends,
<7·3m> and 222°- 42°, joining: 59° 48'·39N., 22° 55'·27E.
(existing track)
(b) above
isolated danger spar buoy 59° 48'·10N., 22° 56'·25E.

Chart [*Last correction*].— **3437 (plan E, Hanko)** [1430/00]
Finnish Notices 12/265/00 & 13/288/00 (HH.322/410/02).

2451 BALTIC SEA — Denmark — Nysted Southeastwards — Rødsand — Light

Insert ★ Fl.Y.5s7m Tr 54° 34'·48N., 11° 50'·63E.

Chart [*Last correction*].— **2117** [864/00]
Light List Vol. C/00, 2207
Danish Notice 19/531/00 (HH.333/620/03).

II

2452 NORTH SEA — Norwegian Sector — Statfjord North Oil Field to Statfjord Oil Field — Template; Submarine pipeline; Submarine cable

Insert	○ <i>Template</i> submarine pipeline joining:	(a) 61° 28'·01N., 1° 59'·31E. (b) (a) above (c) 61° 17'·80N., 1° 54'·15E. (□ 33/9-C) (d) close E. of (b)-(c) above (e) along (b)-(c) above (f) 60° 37'·2N., 7° 22'·5E. (g) 63° 46'·0N., 6° 05'·0W.
Substitute	the accompanying note, PIPELINES, for existing note, centred on:	(h) 61° 52'·3N., 2° 16'·9E. (i) 60° 24'·5N., 7° 32'·0E. (j) 63° 19'·7N., 6° 52'·0W.
Delete	note, PIPELINES, centred on:	

Chart [*Last correction*].— **295** (a-e,h) [2859/99] — **299** (a-e) [1879/00] — **2673** (a-f,i) [858/00] — **2182D** (INT 1040) (a-c,g,j) [1187/00] — **245** (b,c) [1187/00] — **2** (INT 160) (b,c) [1962/00] — **4140** (INT 140) (b,c) [1962/00]
Norwegian Notice 8/378/00 (HH.314/413/01).

2453* NORTH SEA — Norwegian Sector, Danish Sector and German Sector — Submarine pipeline

Insert	submarine pipeline joining:	(a) 59° 12'·41N., 5° 22'·69E. (shore) (b) 59° 12'·17N., 5° 21'·75E. (c) 59° 11'·12N., 5° 20'·39E. (d) 59° 08'·22N., 5° 20'·13E. (e) 58° 58'·05N., 5° 15'·54E. (f) 58° 51'·05N., 5° 15'·33E. (g) 58° 46'·02N., 5° 16'·46E. (h) 58° 23'·72N., 5° 27'·16E. (i) 58° 15'·67N., 5° 30'·40E. (chart 275, N. border) (j) 58° 02'·61N., 5° 36'·31E. (k) 57° 58'·27N., 5° 37'·87E. (l) 57° 55'·30N., 5° 39'·70E. (m) 57° 53'·05N., 5° 40'·06E. (n) 57° 48'·92N., 5° 42'·33E. (o) 57° 46'·67N., 5° 42'·89E. (p) 57° 43'·24N., 5° 44'·63E. (q) 57° 42'·17N., 5° 44'·70E. (r) 57° 34'·76N., 5° 47'·35E. (s) 57° 29'·00N., 5° 50'·68E. (t) 57° 26'·88N., 5° 51'·58E. (chart 2671, W. border) (u) 57° 09'·00N., 5° 58'·99E. (chart 1404, N. border) (v) 57° 05'·00N., 6° 00'·61E. (chart 275, S. border) (w) 57° 04'·39N., 6° 00'·78E. (x) 57° 02'·47N., 6° 01'·25E. (y) 56° 54'·12N., 6° 04'·96E. (chart 2671, S. border) (z) 56° 52'·38N., 6° 05'·67E. (chart 2672, S. border) (aa) 56° 49'·37N., 6° 06'·86E. (bb) 55° 08'·61N., 6° 45'·93E. (chart 3768, W. border) (cc) 55° 06'·42N., 6° 46'·75E. (dd) 55° 04'·42N., 6° 47'·49E. (chart 1404, S. border) (ee) along (r)-(s) above (ff) along (s)-(w) above (gg) along (bb)-(cc) above (hh) along (g)-(h) above (ii) along (i)-(j) above (jj) along (t)-(w) above (kk) along (aa)-(dd) above (ll) 59° 17'·00N., 6° 32'·50E. (mm) 58° 47'·00N., 7° 38'·50E. (nn) 56° 50'·60N., 8° 34'·50E. (oo) 55° 40'·20N., 8° 42'·20E.
	legend, <i>Gas</i> (<i>see Note</i>)	
	legend, <i>Europipe II Gas</i> (<i>see Note</i>)	
	the accompanying note, PIPELINES, centred on:	
Substitute	the accompanying note, PIPELINES, for existing note, centred on:	(pp) 57° 06'·80N., 6° 58'·20E. (qq) 59° 30'·50N., 6° 33'·00E. (rr) 56° 02'·00N., 8° 33'·00E.
Delete	note, PIPELINES, centred on: note, OIL AND GAS PIPELINES, centred on:	

Note: Charts 3678, 275, 2671, 2672 and 1404 are to be deleted from the list of charts affected by Former Notice 4817(P)/98.

Chart [*Last correction*].— **3768** (bb,cc,gg,oo) [4620/99] — **275** (i-s,v,ee,ii,pp) [4509/99] — **2671** (t,w-y,jj,mm) [2436/00] — **2672** (a-h,j-p,r,s,w,x,z,ff,hh,ll,qq) [2059/00] — **1404** (u,w,x,aa,dd,kk,nn,rr) [2436/00]
Statoil (HH.160/413/01).

II

2454 DENMARK, West Coast — Grådyb — Approaches to Nordby — Lights; Buoyage

Insert	★ <i>Fl.R.3s5m2M</i>	(a)	55° 27'·21N., 8° 24'·83E.
	★ <i>Fl.G.3s5m2M</i>	(b)	55° 27'·23N., 8° 24'·80E.
Amend	light to, <i>Fl(2+1)Y.5s5m2M</i> , (main sheet, <i>Fl(2+1)Y</i>)	(c)	55° 27'·45N., 8° 25'·40E.
Delete	port-hand spar buoy		close NE. of (a) above
	starboard-hand conical buoy		close SW. of (b) above

Chart [*Last correction*].— **417 (plan, Esbjerg Harbour) (c) & 417** [309/00]

Light List Vol. B/00, 1819.2, 1820, 1820.1

Danish Notice 19/549/00 (HH.331/430/04).

2455 GERMANY, North Sea Coast — Die Elbe — Brunsbüttel — Elbehafen Brunsbüttel — Dredged depth

Amend	dredged depth to, 16·1m	53° 53'·27N., 9° 10'·77E.
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Chart [*Last correction*].— **2469 (plan C, Brunsbüttel)** [4351/99] — **3262** [4161/99]

German Notice 20/42/00 (HH.328/550/04).

2456 GERMANY, North Sea Coast — Cuxhaven — Kugel Beacon Eastwards — Wrecks

Insert	○ <i>Wk</i> , least depth by wire sweep 14 ₅ m	53° 53'·40N., 8° 42'·46E.
Delete	○ <i>Wk</i> , least depth by wire sweep 15 ₁ m	53° 53'·45N., 8° 42'·49E.

Chart [*Last correction*].— **3261 (plan, Cuxhaven) & 3261** [2163/00]

German Notice 20/44/00 (HH.328/550/04).

2457 NETHERLANDS — Approaches to Die Ems — Alte Ems — Depth

Insert	depth 1 ₁ m enclosed by 2m contour	53° 29'·27N., 6° 45'·80E.
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Chart [*Last correction*].— **3509** [1195/00]

Netherlands Chart 1812.5 (HH.340/710/03).

2458 NETHERLANDS — Westerschelde — Pas van Rilland — Hedwigepolder Northwards — Buoy

Insert	special conical buoy, ZS7	51° 21'·24N., 4° 13'·88E.
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Chart [*Last correction*].— **139 (panel A)** [636/00]

Netherlands Notice 20/239/00 (HH.340/440/02).

2459 SPAIN, North Coast — Ría de Vivero — Lights

Amend	light to, <i>Fl.R.5s8m5M</i>	(a)	43° 41'·00N., 7° 36'·07W.
	light to, <i>Fl(2+1)G.21s9m3M</i>		420m SE. of (a) above

Chart [*Last correction*].— **1122 (plan, Ría de Vivero)** [382/00]

Light List Vol. D/99, 1681, 1683

Spanish Notice 21/280/00 (HH.359/530/03).

2460 SPAIN, North-West Coast — Ria de el Ferrol del Caudillo — Pta. del Segaña Westwards and Muelle Commercial — Buoy; Light

Insert	special pillar light-buoy with topmark, <i>Fl(2+1)Y</i>	(a)	43° 27'·317N., 8° 19'·597W.
Amend	light to, <i>Fl(2)G.7s9m1M</i>		43° 28'·42N., 8° 13'·36W.

Chart [*Last correction*].— **1115** [1968/00] — **1114 (a)** [1968/00]

Light List Vol. D/99, 1698.98

Spanish Notices 21/281-282/00 (HH.359/550/04).

2461 MEDITERRANEAN SEA — Italy — Sardegna, North Coast — Approaches to Santa Teresa Gallura — Light-beacon; Buoy

Substitute	starboard-hand light-beacon with topmark, <i>Fl.G.4s3M</i> , for starboard-hand conical buoy	41° 15'·2N., 9° 11'·7E.
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Chart [*Last correction*].— **1213** [1103/00]

Light List Vol. E/99, 0936.2

Italian Notice 8/8·18/00 (HH.372/400/03).

II

2462 MEDITERRANEAN SEA — Italy, East Coast — Ortona — Dredged depth; Legend

Substitute legend, *Dredged to 7·1m (2000)*, for legend,
For draughts of less than 6·3m 42° 21'·1N., 14° 25'·1E.

Chart [*Last correction*].— **1443 (plan, Ortona)** [2171/00]
Italian Notice 7/7·10/00 (HH.370/520/04).

2463 MEDITERRANEAN SEA — Adriatic Sea — Italy, East Coast — Rimini Northeastwards — Platforms

Delete ☐ (lighted) Anemone 2, (charts 204 & 220, ☐ (lighted) 44° 13'·4N., 12° 41'·6E.
☐ (lighted) Cervia 25, (charts 204 & 220, ☐ (lighted) 44° 17'·5N., 12° 38'·1E.

Chart [*Last correction*].— **1467** [1718/00] — **204** [2172/00] — **220** [1548/00]
Light List Vol. E/99, 7513.1, 7515.02
Italian Notice 7/7·37/00 (HH.370/198/02).

2464 MEDITERRANEAN SEA — Adriatic Sea — Italy, East Coast — Barbara Oil Field Northwestwards — Depth

Insert depth 39m enclosed by 50m contour 44° 08'·1N., 13° 34'·0E.

Chart [*Last correction*].— **220** [2463/00] — **1440** [1548/00]
Italian Notice 8/8·26/00 (HH.370/560/03).

2465* MEDITERRANEAN SEA — Libya — Mersa Tòbruch — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 32° 05'·15N., 23° 57'·44E.

Chart [*Last correction*].— **3657** [4206/96]
UK Hydrographic Office (HH.406/799/02).

2466* MEDITERRANEAN SEA — Mişrātah — Satellite-derived positions

Substitute the accompanying note, SATELLITE-DERIVED POSITIONS,
for, CAUTION: SATELLITE-DERIVED POSITIONS,
centred on: 32° 20'·45N., 15° 12'·75E.

Chart [*Last correction*].— **3402** (INT 3512) (**plan, Mişrātah (Qaşr Aḥmad)**) [184/00]
UK Hydrographic Office (HH.406/799/02).

2467* MEDITERRANEAN SEA — Libya — Banghāzī — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 32° 13'·7N., 19° 58'·4E.

Chart [*Last correction*].— **3352** [2597/96]
UK Hydrographic Office (HH.406/799/02).

2468* MEDITERRANEAN SEA — Libya — Gulf of Sirte — Marsa El-Bréga — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 30° 26'·85N., 19° 32'·40E.

Chart [*Last correction*].— **3350** [2339/89]
UK Hydrographic Office (HH.406/799/02).

2469* MEDITERRANEAN SEA — Ez Zueitina — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 30° 53'·6N., 20° 06'·0E.

Chart [*Last correction*].— **3346** [1032/99]
UK Hydrographic Office (HH.406/799/02).

2470* MEDITERRANEAN SEA — Libya — As Sidrah — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 30° 39'·2N., 18° 17'·3E.

Chart [*Last correction*].— **3344** [1788/99]
UK Hydrographic Office (HH.406/799/02).

II

2471* MEDITERRANEAN SEA — Libya — Ra's Lānūf — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 30° 30'·2N., 18° 28'·3E.

Chart [*Last correction*].— **3343** [1833/96]
UK Hydrographic Office (HH.406/799/02).

2472* MEDITERRANEAN SEA — Libya — Ṭarābulus — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: 32° 58'·4N., 13° 22'·0E.

Chart [*Last correction*].— **248** [1206/88]
UK Hydrographic Office (HH.406/799/02).

2473 MEDITERRANEAN SEA — Tunisia — Tabarca — Lights

Amend light to, *Fl.G.4s33ft6M* 36° 57'·66N., 8° 46'·04E.
light to, *Fl.R.5s26ft5M* 36° 57'·66N., 8° 45'·89E.

Chart [*Last correction*].— **1712 (plan, Tabarca)** [391/00]
Light List Vol. E/99, 6462, 6462.6
Tunisian Lights List (HH.407/400/02).

2474 MEDITERRANEAN SEA — Tunisia — Lac de Bizerte — Port de Menzel Bourguiba — Lights

Amend light to, *F.G.8m4M*, (main sheet, *F.G.4M*) 37° 09'·655N., 9° 48'·950E.
light to, *F.R.8m4M*, (main sheet, *F.R.4M*) 37° 09'·600N., 9° 49'·000E.

Chart [*Last correction*].— **1569 (plan B, Port de Menzel Bourguiba) & 1569** [*New Edition 16/12/99*]
Light List Vol. E/99, 6445, 6446
Tunisian Lights List (HH.407/440/02).

2475 MEDITERRANEAN SEA — Tunisia — Bizerte — Lights

Amend light to, *F.G.5m4M* 37° 16'·475N., 9° 52'·985E.
light to, *Fl.R.5m3M* 37° 16'·350N., 9° 53'·100E.
light to, *Fl(2)R.10s6m6M*, (main sheet, *Fl(2)R.10s6M*) (a) 37° 16'·190N., 9° 53'·710E.

Chart [*Last correction*].— **1569 (plan A, Port de Bizerte and Goulet du Lac) & 1569 (a)** [2474/00]
Light List Vol. E/99, 6423.4, 6432, 6434
Tunisian Lights List (HH.407/430/03).

2476 MEDITERRANEAN SEA — Tunisia — Gulf of Gabès — Port de Ghannouche Southeastwards — Light

Amend light to, *LFl.R.10s5M & Fl(3)G.10s5M* 33° 41'·9N., 10° 21'·9E.

Chart [*Last correction*].— **3403** (INT 3216) [2073/00]
Light List Vol. E/99, 6345, 6345.2
Tunisian Lights List (HH.407/540/02).

2477* MEDITERRANEAN SEA — Tunisia — Gulf of Gabès — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: Title panel
(centre below title)

Chart [*Last correction*].— **9** [3978/99]
UK Hydrographic Office (HH.407/799/02).

2478* MEDITERRANEAN SEA — Tunisia — Sfax and Sousse — Satellite-derived positions

Insert the accompanying note, SATELLITE-DERIVED POSITIONS,
centred on: Title panel
(below PIPELINES note)

Chart [*Last correction*].— **1162** [2073/00]
UK Hydrographic Office (HH.407/799/02).

II

2479 MEDITERRANEAN SEA — Tunisia — Gulf of Hammamet — El Kantaoui — Light

Amend light to, *Fl.G & Fl.R (PA)* 35° 53'·62N., 10° 36'·10E.

Chart [*Last correction*].— **1162 (plan, Approaches to Sousse)** [2478/00]

Light List Vol. E/99, 6387, 6387.3

Tunisian Lights List (*HH.407/500/02*).

2480 MEDITERRANEAN SEA — Tunisia — Sfax — Bassin Principal Southwards — Light

Amend light to, *Iso.R.6s4m10M* 34° 42'·89N., 10° 46'·36E.

Chart [*Last correction*].— **1162 (plan, Port de Sfax)** [2479/00]

Light List Vol. E/99, 6362.7

Tunisian Lights List (*HH.407/530/02*).

2481 MEDITERRANEAN SEA — Aegean Sea — Greece — Thrakikó Pélagos — Alexandroupolis Westwards to Nisos Samothráki — Submarine power cable

Insert submarine power cable joining: 40° 51'·7N., 25° 38'·9E. (shore)
40° 29'·2N., 25° 28'·4E.

Chart [*Last correction*].— **1086** [1217/00]

Greek Notice 4/113/00 (*HH.382/400/03*).

2482 MEDITERRANEAN SEA — Turkey — Çanakkale Boğazi, Kabatepe Limani and Gökçeada — Restricted areas

Insert limit of restricted area, pecked line, joining:

- (a) 40° 01'·75N., 26° 13'·00E. (limit of restricted area)
- (b) 40° 01'·75N., 26° 14'·00E. (E. border of plan)
- (c) 40° 03'·67N., 26° 14'·00E.(shore) and
- (d) 40° 04'·50N., 26° 16'·00E.(shore)
- (e) 40° 02'·83N., 26° 16'·00E.
- (f) 40° 02'·83N., 26° 18'·00E.
- (g) 40° 05'·27N., 26° 18'·00E.(shore) and
- (h) 40° 12'·83N., 26° 16'·60E.(shore)
- (i) 40° 12'·83N., 26° 12'·00E.
- (j) 40° 11'·50N., 26° 12'·00E.
- (k) 40° 11'·50N., 26° 16'·00E.(shore) and
- (l) 40° 07'·50N., 25° 57'·50E.(shore)
- (m) 40° 03'·50N., 25° 57'·50E.
- (n) 40° 03'·50N., 26° 02'·50E.
- (o) 40° 09'·82N., 26° 00'·78E.(shore)
- (p) 40° 02'·55N., 26° 13'·40E.
- (q) within (d)-(g) above
- (r) within (h)-(k) above
- (s) within (l)-(o) above

legend, *Diving Prohibited*, centred on:

Chart [*Last correction*].— **2429 (plan, South Entrance to Çanakkale Boğazi)** (*a-c,p*) & **2429** (*a-k,p-r*) [4089/99] — **1608** (*h-o,r,s*) [4088/99]

Turkish Notice 17/177/00 (*HH.393/400/02*).

2483 MEDITERRANEAN SEA — Cyprus, South-East Coast — Gastria Bay — Submarine pipeline; Mooring buoys

Insert submarine pipeline joining: (a) 35° 19'·43N., 33° 59'·81E.
(b) 35° 19'·63N., 33° 59'·67E. (shore)

legend, *Oil*
 along (a)-(b) above
close W. of (a) above
close SW. of (a) above
close NE. of (a) above

Chart [*Last correction*].— **848 (plan, Gastria Bay)** [4367/99]

Turkish Notice 15/166/00 (*HH.395/400/03*).

2484 AFRICA, South Coast — South Africa — Cape Infanta — Radiobeacon

Delete radiobeacon, RC, at light 34° 28'·30S., 20° 50'·78E.

Chart [*Last correction*].— **2083** [2077/00] — **578** [2296/00] — **4204** (INT 204) [2298/00]

Light List Vol. D/99, 6371

Admiralty List of Radio Signals Vol. 2, 2000: 1832 (16/00)

South African Notice 3/36/00 (*HH.450/440/03*).

II

2485 AFRICA, South Coast — South Africa — Agulhas Bank Northeastwards — Buoy; Radar beacon; Submarine pipeline

Insert  special pillar light-buoy, *E.M. Control Buoy Mo(X)Y.27m10M Horn Mo(U)*,
(chart 578, special pillar light-buoy, *E.M. Control Buoy Mo(X)Y.10M Horn Mo(U)*)
radar beacon, *Racon (X)*
submarine pipeline joining:

(a) 34° 54'·8S., 21° 42'·6E.
(b) (a) above
(c) 34° 55'·1S., 21° 38'·2E.
(d) 34° 54'·9S., 21° 39'·6E.
(e) 34° 54'·9S., 21° 42'·0E.
(f) 34° 56'·2S., 21° 53'·1E.
(W. border)
(g) 34° 58'·3S., 22° 10'·2E. (□)
(h) along (e)-(g) above
(i) along (f)-(g) above

legend, *Gas (see Note)*

Chart [*Last correction*].— **2083** (*a-e,g,h*) [2484/00] — **2084** (*f,g,i*) [2077/00] — **578** (*a-e,g,h*) [2484/00]
Admiralty List of Radio Signals Vol. 2, 2000: 7391.8 (10/00)
South African Notices 4/51-52/00 (HH.450/180/02).

2486 AFRICA, South Coast — South Africa — Cape St Francis — Seal Point — Radiobeacon

Delete  radiobeacon, RC, at light 34° 12'·75S., 24° 50'·00E.

Chart [*Last correction*].— **2084** [2485/00] — **2085** [2079/00] — **2095** [2079/00] — **4204** (INT 204) [2484/00]
Light List Vol. D/99, 6386
Admiralty List of Radio Signals Vol. 2, 2000: 1837 (16/00)
South African Notice 3/36/00 (HH.450/440/03).

2487 AFRICA, South-East Coast — South Africa — Great Fish Point — Radiobeacon

Delete  radiobeacon, RC, at light 33° 31'·18S., 27° 06'·40E.

Chart [*Last correction*].— **3769** [2079/00] — **2085** [2486/00] — **2095** [2486/00] — **4204** (INT 204) [2486/00] — **4700** (INT 700) [2297/00]
Light List Vol. D/99, 6416
Admiralty List of Radio Signals Vol. 2, 2000: 1842 (16/00)
South African Notice 3/36/00 (HH.450/440/03).

2488* AFRICA, East Coast — Mozambique — Porto da Beira — Púnguè Wharf Northwards — Wreck

Delete  Mast 19° 48'·43S., 34° 50'·00E.

Chart [*Last correction*].— **642 (plan, Porto da Beira)** [2175/00]
RFA Fort George (HH.455/410/02).

2489 RED SEA — Gulf of Suez — Bahr el Qulzum — Qal'a Kebîra Northwestwards — Wreck; Buoy

Insert  isolated danger can light-buoy, *Oc(2)6s* (a) 29° 55'·80N., 32° 31'·20E.
close N. of (a) above

Chart [*Last correction*].— **3214** [77/00] — **2098** [77/00]
Egyptian Nav Warning 39/00 (HH.476/400/05).

2490 RED SEA — Egypt — Gulf of Suez — Abu el Darag Shoal — Wreck

Insert  29° 20'·30N., 32° 36'·20E.

Chart [*Last correction*].— **2373** [4597/99]
Egyptian Nav Warning 35/00 (HH.476/410/08).

2491* ARABIA — United Arab Emirates — Approaches to Minā' Jabal' Ālī — Obstruction

Insert  *Obstn*, least depth 19₈ m 25° 11'·65N., 54° 51'·63E.

Chart [*Last correction*].— **3739** [1901/00] — **3176** [1901/00] — **2887** [1807/00] — **2888** [1452/00] — **2889** [1452/00] — **2837** [1902/00]
HMS Beagle (HH.488/460/04).

II

2492* ARABIA — Qatar — Doha — Container Terminal — Light

Insert ★ *F.WRG.10m* 25° 18'·27N., 51° 33'·14E.

Chart [*Last correction*].— **3786 (plan A, Doha (Ad Dawḥah) and Approaches)** [4719/99]

Light List Vol. D/99, 7390.8

Department of Ports, Doha (HH.489/410/05).

2493* ARABIA — Saudi Arabia — Ra's Tannūrah Northeastwards — Sea Islands — Buoyage

Insert S. cardinal pillar light-buoy, *Q(6)+LFl.15s* 26° 39'·50N., 50° 11'·01E.
E. cardinal pillar light-buoy, *VQ(3)5s* 26° 39'·66N., 50° 11'·06E.
W. cardinal pillar light-buoy, *Q(9)15s* 26° 39'·66N., 50° 10'·95E.

Chart [*Last correction*].— **3812** [*New Chart 5/3/98*]

M.E.N.A.S Notice 127/00 (HH.492/420/04).

2494 INDIA, West Coast — Approaches to New Mangalore — Buoyage; Pilot boarding place

Insert safe water pillar light-buoy, *Fl.10s* (a) 12° 54'·78N., 74° 44'·46E.
Move ① from: 12° 54'·5N., 74° 45'·5E.
to: 12° 54'·95N., 74° 44'·28E.
Delete Fairway light-buoy, *LFl.10s7M* close NE. of (a) above

Note: Former Notice 1857(P)/99 is cancelled.

Chart [*Last correction*].— **1564** [4646/99]

Admiralty List of Radio Signals Vol. 6(2), 1999/2000: E1190 (17/00)

Indian Notice 7/157/99 (HH.502/500/02).

2495 BANGLADESH — Approaches to Meghna River — Manpura Island Southwards — Wreck

Insert 21° 40'·50N., 90° 58'·25E.

Chart [*Last correction*].— **859** [1001/00] — **829** [2885/99]

Bangladeshi Notice 10/00 (HH.508/400/04).

2438 CHINA, South-East Coast — Daya Wan — Depths; Anchorage areas; Quarantine anchorage areas; Lights; Light-beacons; Leading line; Buoyage; Harbour limit; Submarine pipeline

Insert the accompanying block, showing amendments to depths, anchorage areas, quarantine anchorage areas, lights, light-beacons, leading line, buoyage, harbour limit and submarine pipeline, centred on: 22° 35'·8N., 114° 41'·5E.

Note: Former Notice 2132(P)/00 is cancelled.

Chart [*Last correction*].— **3026** [2306/00]

Light List Vol. F/99, 3581.22, 3581.226, 3581.236, 3581.244, 3581.245, 3581.248, 3581.27, 3581.271, 3581.282, 3581.284

Chinese Chart 15369 (HH.548/448/05).

2439 CHINA, South-East Coast — Dongshan Wan to Approaches to Xiamen Gang — Depths; Buoyage; Wrecks; Lights; Submarine cables

Insert the accompanying block, showing amendments to depths, buoyage, wreck, cables and lights, centred on: (a) 24° 04'·0N., 118° 14'·0E.
★ *Fl(3)10s27m15M*, (chart 1968, *Fl(3)10s15M*) (b) 24° 02'·27N., 117° 54'·16E.
depth 13₆ m (c) 23° 44'·40N., 117° 47'·15E.
depth 15₆ m (d) 23° 41'·01N., 117° 34'·02E.
depth 17₈ m (e) 24° 04'·02N., 117° 07'·18E.
Delete depth 18m (f) close NE. of (c) above
(g) close NE. of (e) above

Chart [*Last correction*].— **1767** (a-d,f) [1667/00] — **1760** (b-g) [2091/00] — **1968** (b,c) [2093/00]

Light List Vol. F/99, 3606.2, 3604.5

Chinese Chart 14310 (HH.548/448/05).

2440 CHINA — Bo Hai — Dagukou Maodi to Taoerhe Kou Northeastwards — Wells; Platforms; Lights; Buoyage; Restricted areas; Coastline; Fishing stakes; Obstruction

Insert the accompanying block, showing amendments to wells, platforms, lights, buoyage, restricted areas, coastline and fishing stakes, centred on: 38° 40'·0N., 117° 52'·0E.
the accompanying note, OIL AND GAS FIELDS, centred on: 37° 41'·10N., 118° 06'·00E.
□ (lighted), *Mo(U)12s & 2FR "6"* (a) 38° 26'·60N., 118° 26'·00E.
circular limit of restricted area, radius 0·27M, pecked line, centred on: (a) above
○ *Obstn* 38° 26'·50N., 118° 24'·80E.(□)
38° 57'·60N., 118° 24'·20E.

Chart [*Last correction*].— **1250** [520/00]

Light List Vol. F/99, 9690.14, 9690.23, 9690.25, 9690.252, 9690.254, 9690.26, 9690.262, 9690.27, 9690.274, 9690.28, 9690.285, 9690.3, 9690.31

Chinese Chart 11770 (HH.556/420/03).

II

2496 CHINA, South-East Coast — Hong Kong — Kowloon Bay — Depths; Mooring buoy

Insert	depth 8 ₄ m and extend 10m contour SE. to enclose	22° 18'·255N., 114° 12'·328E.
	depth 8 ₄ m	(a) 22° 18'·022N., 114° 11'·949E.
Substitute	depth 5 ₃ m for depth 6m	22° 18'·59N., 114° 12'·17E.
	⚓ (lighted), Q.Y A39, for A39 ⚓	22° 18'·12N., 114° 12'·07E.
Delete	depth 9 ₇ m enclosed by 10m contour	22° 18'·22N., 114° 12'·35E.
	depth 8 ₉ m	close E. of (a) above

Chart [*Last correction*].— **3279** (INT 5513) [2184/00]

Marine Department, Hong Kong, Notice 52/00 and Hong Kong Notice 20/00 (HH.550/402/06).

2497 JAPAN — Kyūshū, West Coast — Terayama Dashi Eastwards, Nomo Saki Southwestwards and Kaba Shima Northeastwards — Fish havens

Insert	⊙	32° 36'·45N., 129° 46'·20E.
		32° 35'·20N., 129° 48'·70E.
		32° 33'·80N., 129° 43'·80E.

Chart [*Last correction*].— **2815** (plan, Approaches to Nagasaki Kō) [3176/99]

Japanese Notice 16/556/00 (HH.564/422/02).

2498 JAPAN — Kyūshū, West Coast — Shiratake Seto — Jingasa Yama — Light

Insert	★ Fl(2)6s6m6M	33° 22'·43N., 129° 34'·26E.
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Chart [*Last correction*].— **1527** [2309/00] — **3514** [2307/00]

Light List Vol. F/99, 5246.5

Japanese Notice 19/643/00 (HH.564/421/03).

2499 JAPAN — Kyūshū, North Coast — Fukuoka Wan Northwards — Depth

Insert	depth 22 ₅ m enclosed by ⊙, Rep (2000), and associated seabed character, R	33° 43'·49N., 130° 15'·73E.
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Chart [*Last correction*].— **3514** [2498/00]

Japanese Notice 19/662(T)/00 (HH.564/421/03).

2500 JAPAN — Kyūshū, West Coast — Miike Kō — Mooring buoys

Delete	⚓	(a) 33° 00'·35N., 130° 25'·21E.
		260m NNW. of (a) above

Chart [*Last correction*].— **3112** (plan Miike Kō) [2308/00]

Japanese Notice 20/677/00 (HH.564/410/02).

2501 JAPAN — Seto Naikai — Hiroshima Wan — Ōno Seto — Fish havens

Insert	the accompanying note, ŌNO SETO, centred on:	34° 16'·0N., 132° 13'·2E.
	legend, (see Note), orientated NE./SW., centred on:	34° 15'·7N., 132° 16'·2E.

Chart [*Last correction*].— **3602** [2103/00]

Japanese Notice 15/511/00 (HH.568/452/04).

2502 JAPAN — Seto Naikai — Harima Nada — Akashi Westwards and Toshima Westnorthwestwards — Depths; Wreck

Insert	depth 1 ₃ m enclosed by 2m contour	(a) 34° 38'·60N., 134° 57'·20E.
Delete	depth 2 ₇ m	close SW. of (a) above
	⊙	(b) 34° 33'·32N., 134° 51'·83E.

Chart [*Last correction*].— **3614** [2311/00] — **2875** (b) [1998/00]

Japanese Chart 150A (HH.568/485/06).

2503 KOREA, West Coast — Approaches to Kunsan — Anchor berths; Anchorage areas

Amend	designation of anchor berth to, A1	(a) 35° 58'·25N., 126° 28'·65E.
	designation of anchor berth to, A2	2300m S. of (a) above
Delete	circular limit of anchorage area, radius 200m, pecked line, and associated symbol, anchor berth A1, centred on:	(b) 35° 58'·96N., 126° 35'·86E.
	circular limit of anchorage area, radius 200m, pecked line, and associated symbol, anchor berth A2, centred on:	1600m W. of (b) above
	circular limit of anchorage area, radius 1000m, pecked line, and associated symbol, anchor berth A3, centred on:	3200m NE. of (a) above

Chart [*Last correction*].— **1558** (plan, Approaches to Kunsan) [2313/00]

Korean Notice 19/235/00 (HH.557/412/03).

II

2504 KOREA, East Coast — Yöngil Man — Talman Gap Northeastwards — Buoyage

Move	A light-buoy from:	36° 06'·72N., 129° 26'·12E.
	to:	36° 06'·73N., 129° 26'·17E.
	B light-buoy from:	36° 06'·67N., 129° 26'·38E.
	to:	36° 06'·73N., 129° 26'·43E.
	C light-buoy from:	36° 06'·53N., 129° 26'·58E.
	to:	36° 06'·62N., 129° 26'·65E.

Chart [*Last correction*].— **898 (plan B, P'ohang and Approaches)** [2193/00]
Korean Notice 20/240/00 (HH.557/468/02).

2505 AUSTRALIA — Queensland — Moreton Bay — Peel Island — Light-beacons; Beacon

Insert	light-beacon, <i>Fl.Y.3s</i>	27° 28'·98S., 153° 20'·40E.
		27° 30'·20S., 153° 19'·37E.
	starboard-hand beacon with conical topmark	27° 31'·00S., 153° 21'·36E.

Chart [*Last correction*].— **Aus 236** [2196/00]
Light List Vol. K/00, 2901.09, 2901.21
Australian Notice 9/264/00 (HH.571/009/00).

2506 AUSTRALIA — Western Australia — Port Hedland — Maintained depth

Amend	legend to, <i>Maintained depth 14·1m</i> , centred on:	20° 14'·0S., 118° 33'·0E.
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Chart [*Last correction*].— **Aus 739** [2913/99] — **Aus 740** [2913/99]
Australian Notice 9/267/00 (HH.571/009/00).

2507 AUSTRALIA — Western Australia — Port of Dampier — Harbour limits; Pilot boarding places; Anchorage area

Insert	harbour limit, pecked line, joining:	20° 21'·190S., 116° 51'·030E. (E. border)
		(a) 20° 20'·500S., 116° 50'·000E. 20° 22'·400S., 116° 47'·333E. (existing limit) and
		(b) 20° 31'·245S., 116° 41'·645E. (shore) 20° 26'·500S., 116° 41'·000E. 20° 26'·105S., 116° 36'·950E. (W. border) and
		(c) 20° 36'·825S., 116° 38'·645E. (shore) 20° 36'·825S., 116° 37'·500E. (shore) 20° 24'·00S., 116° 42'·90E.
Delete	① former harbour limit, pecked line, joining:	20° 21'·37S., 116° 49'·83E. (shore) (a) above and
		20° 26'·00S., 116° 36'·96E. (W. border) 20° 26'·00S., 116° 41'·00E. (b) above and
		20° 37'·95S., 116° 38'·00E. (shore) (c) above
		20° 19'·5S., 116° 46'·3E. 20° 25'·3S., 116° 47'·3E. 20° 29'·0S., 116° 41'·4E. 20° 32'·7S., 116° 41'·0E. 20° 38'·5S., 116° 49'·0E. 20° 22'·20S., 116° 43'·70E. 20° 24'·80S., 116° 42'·15E. 20° 25'·50S., 116° 44'·45E. 20° 30'·90S., 116° 44'·00E. 20° 38'·61S., 116° 39'·00E.
	note, PILOTS, centred on:	
		① No 1 (see Note) ① No 2 (see Note) ① No 3 (see Note) ① No 4 (see Note) ① No 5 (see Note)
	anchorage area, pecked line and associated symbol anchor berth, AB, centred on:	
		20° 23'·1S., 116° 41'·6E.

Note: The above correction will be included in the next New Editions of Charts Aus 57 and Aus 741

Chart [*Last correction*].— **Aus 58** [420/00]
Admiralty List of Radio Signals Vol. 6(2), 1999/2000: F1110 (25/00)
Australian Notice 9/268/00 (HH.571/009/00).

II

2508 AUSTRALIA — Tasmania — Approaches to Port Dalrymple — She-Oak Point — Leading line

Insert	leading line, pecked line for 3350m, then firm line for 7900m, (chart Aus 799, leading line, pecked line for 2.6M, then firm line for 6.4M)	(a) direction 307° 41' from 41° 04' 80S., 146° 48' 46E. (★) seaward end of (a) above
Delete	legend, 127° 41' former leading line, pecked line and firm line, and associated legend 128° 14'	direction 308° 14' from (a) above

Chart [*Last correction*].— **Aus 167** [2203/00] — **Aus 799** [3190/99]
Light List Vol. K/00, 3569.9, 3570
Australian Notice 9/271/00 (HH.571/009/00).

2509 NORTH PACIFIC OCEAN — Mariana Islands Eastwards — Reef

Delete	☉ Reef (1857), (chart 4052, ☉)	20° 31' 0N., 152° 49' 0E.
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Chart [*Last correction*].— **3552** [2498/99] — **4510** (INT 510) [3601/99] — **4052** (INT 52) [1921/00]
Japanese Notice 20/680/00 (HH.131/400/03).

2510 SOUTH PACIFIC OCEAN — Nouvelle-Calédonie — Baie Ugué — Beacon

Insert	starboard-hand beacon with topmark	21° 08' 7S., 165° 33' 6E.
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Chart [*Last correction*].— **2925 (plan D, Baie Ugué)** [1586/00]
French Notice 18/26/00 (HH.585/490/02).

2511* SOUTH PACIFIC OCEAN — Fiji — Viti Levu Southwards — Makuluva Islet — Lights

Insert	white ★ <i>Fl.10s18m9M</i>	(a) 18° 11' 33S., 178° 31' 18E.
Move	★ <i>Fl.9M</i> , from:	(b) 18° 11' 40S., 178° 31' 11E.
	to:	(c) 18° 11' 33S., 178° 31' 18E.
Delete	white ★ <i>Fl.10s18m9M</i> and associated sector	(d) (b) above

Chart [*Last correction*].— **1674 (plan, Approaches to Laucala Bay)** (a,d) & **1674** (a,d) [*New Edition 1/7/99*] — **744** (b,c)
[4201/98] — **745** (b,c) [2007/95]
Light List Vol. K/00, 4670
FIMSA (HH.586/520/02).

2512 NORTH AMERICA, West Coast — Mexico, West Coast — Gulf of California — Bahía de Guaymas and Approaches — Anchorage area; Buoyage; Lights; Less water

Insert	limit of anchorage area, pecked line, joining:	27° 52' 98N., 110° 51' 31W. 27° 53' 09N., 110° 50' 28W. 27° 51' 50N., 110° 50' 20W. 27° 51' 47N., 110° 51' 17W. 27° 52' 17N., 110° 50' 97W.
Amend	red can light-buoy, <i>Fl.10s</i> port-hand pillar light-buoy, <i>Fl.G</i> range of light to, 8M range of light to, 14M	(a) 27° 54' 73N., 110° 52' 72W. 27° 53' 24N., 110° 51' 07W. 27° 55' 89N., 110° 53' 24W. 27° 56' 07N., 110° 53' 44W.
Delete	red can light-buoy, <i>Fl.3s</i> legend, Less Water Reported (1985), centred on:	27° 52' 22N., 110° 50' 95W. 27° 51' 60N., 110° 51' 90W.

Chart [*Last correction*].— **3060 (plan, Bahía de Guaymas and Approaches)** [3660/96] — **2324** (a) [917/00]
Light List Vol. G/99, 3530, 3533, 3533.1
Mexican Chart 228 (HH.623/425/03).

2513 NORTH AMERICA, West Coast — Mexico, West Coast — Salina Cruz — Lights

Insert	★ <i>Fl.G.3s7m10M</i>	(a) 16° 09' 03N., 95° 12' 80W.
	★ <i>Fl.R.3s7m10M</i>	(b) 16° 08' 65N., 95° 12' 12W.
	★ <i>Fl.R.5s7m10M</i>	(c) 16° 09' 99N., 95° 11' 84W.
	★ <i>Fl.G.5s7m10M</i>	(d) 16° 09' 98N., 95° 11' 86W.
Amend	range of light to, 9M	(e) 16° 10' 45N., 95° 12' 01W.
	light to, <i>Iso.2s7M</i>	(f) 16° 10' 31N., 95° 11' 97W.
Substitute	★ <i>Fl.G.5s7m10M</i> , for ☉	(g) (d) above

Chart [*Last correction*].— **659 (plan, Salina Cruz)** (c,e-g) & **(plan, Approaches to Salina Cruz)** (a-f) [3006/99]
Light List Vol. G/99, 3434.2, 3434.25, 3435, 3435.1, 3436, 3436.2
Mexican Charts SM628 & SM629 (HH.623/400/03).

II

2514 SOUTH AMERICA, West Coast — Peru — Punta Pariñas Northwestwards — Rock

Insert  ED 4° 39'·00S., 81° 19'·97W.

Chart [*Last correction*].— **3089 (plan, Punta Pariñas to Caleta Lobitos)** [2211/00]
Peruvian Chart 1150 (HH.643/510/02).

2515 SOUTH AMERICA, West Coast — Peru — Paita Northwards — Wreck

Insert  ED 4° 55'·0S., 81° 08'·9W.

Chart [*Last correction*].— **3092** [1472/00]
Peruvian Chart 1150 (HH.643/500/02).

2516 SOUTH AMERICA, West Coast — Chile — Iquique — Jetty; Wreck; Submarine pipelines

Insert jetty, double firm line, width 5m, joining: 20° 12'·637S., 70° 09'·176W. (shore)
20° 12'·609S., 70° 09'·193W.
 20° 12'·570S., 70° 09'·110W.
submarine pipeline joining: 20° 11'·971S., 70° 08'·394W. (shore)
20° 11'·909S., 70° 08'·619W.
and
20° 11'·861S., 70° 08'·360W. (shore)
20° 11'·785S., 70° 08'·592W.

Chart [*Last correction*].— **3076 (plan A, Iquique)** [679/00]
Chilean Chart 1211 (HH.646/500/02).

2441 ANTARCTICA — South Shetland Islands — Snow Island Southeastwards — Coastline; Depths; Title

Insert the accompanying block, showing new coastline and
amendments to depths, centred on: 62° 47'·0S., 61° 07'·0W.
the accompanying note (amendment to title)...Compiled from
Air Photographs...., centred on: (a) 62° 11'·5S., 60° 52'·0W.
Delete 3 lines in title,...Compiled from Air Photographs by Hunting
Aerosurveys Ltd., the Falkland Island Dependencies Survey
1955-58; and the latest information in the Hydrographic Dept.
to 1990., centred on: (a) above

Chart [*Last correction*].— **1776** [3439/99]
Chilean Chart 14311 (HH.694/400/05).

2517 SOUTH AMERICA, East Coast — Argentina — Approaches to Santa Cruz — Punta Quilla — Lights

Amend light to, *Fl.R* (a) 50° 06'·96S., 68° 24'·45W.
290m SE. of (a) above

Chart [*Last correction*].— **3226 (plan B, Santa Cruz)** [3821/99]
Light List Vol. G/99, 1211, 1211.2
Argentine Notice 9/113/00 (HH.650/470/03).

2518 SOUTH AMERICA, East Coast — Brazil, South Coast — Approaches to Angra dos Reis — Ilha da Gipóia Northwards — Submarine cable

Insert submarine cable joining: 23° 02'·37S., 44° 21'·65W. (shore)
23° 02'·13S., 44° 21'·55W.
23° 02'·11S., 44° 21'·53W.
23° 01'·95S., 44° 21'·33W.
23° 01'·83S., 44° 20'·93W. (shore)

Chart [*Last correction*].— **433 (plan, Approaches to Angra dos Reis and Tebig Oil Terminal)** [3103/99]
Brazilian Notice 9/55/00 (HH.656/433/02).

2519 SOUTH AMERICA, East Coast — Brazil, South Coast — Baía de Guanabara — Enseada de Jurujuba — Outfall

Insert outfall joining: 22° 54'·68S., 43° 06'·58W. (shore)
22° 55'·10S., 43° 08'·43W.

Chart [*Last correction*].— **566** [353/00]
Brazilian Notice 9/554/00 (HH.656/421/02).

II

2442 GULF OF MEXICO — Florida — Tampa Bay — Pt Pinellas Channel and Approaches to Little Manatee River — Light-beacons; Beacons; Buoy; Light

Insert	the accompanying block, showing amendments to light-beacons, beacons and buoy, centred on: ★ <i>Mo(A)16ft4M 'LM'</i>	27° 42'·8N., 82° 36'·2W. 27° 43'·43N., 82° 30'·01W.
Substitute	white beacon for '1' light-beacon	27° 43'·76N., 82° 29'·88W.

Chart [*Last correction*].— **3848** [1479/00]
Light List Vol. J/99, 3158, 3158.2, 3158.3, 3158.4, 3158.5, 3158.9, 3158.91, 3158.92, 3158.93, 3167
U.S. Notice 20/11417/00 (HH.615/480/04).

2520* CARIBBEAN SEA — Panama, North Coast — Bahía Limón — West Breakwater Southwards — Obstructions

Delete	○ Obstrn, least depth 3 ₅ m	(a) 9° 22'·275N., 79° 56'·430W.
	○ Obstrn, least depth depth 1 ₄ fm	(b) 9° 22'·33N., 79° 56'·60W.
	○ Obstrn, least depth 3m	(c) 9° 22'·268N., 79° 56'·378W.
	○ Obstrn, least depth 1 ₃ fm	(d) 9° 22'·32N., 79° 56'·52W.

Chart [*Last correction*].— **3111** (a,c) [4019/99] — **1299 (left panel)** (b,d) [3099/99]
U.S. Chart 26068 and mv *Maersk Somerset* (HH.630/409/04).

2521 WEST INDIES — Martinique, East Coast — Approaches to Havre du Robert — Passe de Loup-Garou — Caution

Insert	the accompanying note, PASSE DE LOUP-GAROU, centred on:	(a) Title panel, below note, SEAPLANES
	legend, (<i>see Note</i>), centred on:	(b) 14° 40'·33N., 60° 50'·03W.
		(c) 14° 40'·15N., 60° 49'·15W.

Chart [*Last correction*].— **494 (Title panel)** (a) (**plan B, Havre du Robert and Approaches**) (b) & (**plan, Fort-de-France to Pointe Caracoli**) (c) [923/00]
French Notice 15/41/00 (HH.671/480/03).

2522 GULF OF MEXICO — Texas — Southern Approaches to Aransas Pass — Platforms

Insert	□ (lighted)	27° 38'·5N., 97° 04'·8W.
Delete	□ (lighted)	27° 36'·7N., 96° 55'·2W.

Chart [*Last correction*].— **3849** [2220/00]
U.S. Notices 22/11307/00 & 23/11309/00 (HH.616/180/00).

2523 GULF OF MEXICO — Texas — Stetson Bank — Depths; Mooring buoy

Insert	depth 53ft enclosed by 60ft contour, (chart 3850, depth 8 ₅ fm enclosed by 10fm and 20fm contours)	(a) 28° 09'·9N., 94° 17'·9W.
Substitute	depth 16m for depth 19m	(b) 28° 10'·0N., 94° 18'·0W.
Move	▲ from: to:	(c) 28° 10'·0N., 94° 17'·8W.
		(d) 28° 10'·3N., 94° 17'·8W.
Delete	depth 63ft enclosed by 90ft, 120ft and 180ft contours, (chart 3850, depth 10 ₃ fm enclosed by 20fm contour)	(e) 28° 09'·4N., 94° 17'·8W.

Chart [*Last correction*].— **3854** (a,c-e) [2221/00] — **3850** (a,c-e) [2225/00] — **4401** (INT 401) (b) [2225/00] — **4400** (INT 400) (b) [2225/00] — **4012** (INT 12) (b) [2225/00]
U.S. Coast Guard (HH.615/430/07).

2524 GULF OF MEXICO — Texas — Claypile Bank Eastnortheastwards — Platform

Delete	□ (lighted)	28° 25'·8N., 93° 57'·1W.
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Chart [*Last correction*].— **3854** [2523/00]
U.S. Notice 22/11330/00 (HH.616/180/00).

2525 GULF OF MEXICO — Texas — Brazos Santiago — Light-beacon; Light

Amend	light-beacon to, <i>Iso.G.6s</i>	(a) 26° 04'·3N., 97° 09'·4W.
Delete	★ Fl.5s136ft15M	(b) 26° 04'·3N., 97° 10'·0W.

Chart [*Last correction*].— **3184 (plan C, Brazos Santiago to Port Brownsville)** (a) [1843/00] — **3849** (b) [2522/00]
Light List Vol. J/99, 4226, 4226.56
U.S. Notice 22/11300/00 (HH.615/400/03).

II

2526 GULF OF MEXICO — Louisiana — Chandeleur Islands Southeastwards — Fish haven; Platform

Insert  (15) 29° 21'·9N., 88° 16'·8W.
Delete  (lighted) (a) 29° 28'·3N., 88° 26'·4W.

Note:  *Obstn PA*, least depth 20fm remains in position (a) above.

Chart [*Last correction*].— **3858** [2224/00] — **3851** [2226/00]
U.S. Notices 22/11366/00 & 23/11360/00 (*HH.616/180/00*).

2527 GULF OF MEXICO — Florida — Pensacola Bay — Caucus Channel — Buoy

Move '6' light-buoy from: 30° 18'·04N., 87° 18'·06W.
to: 30° 18'·07N., 87° 18'·07W.

Chart [*Last correction*].— **3149 (plan, Pensacola Bay)** [2030/00]
U.S. Notice 24/11383/00 (*HH.615/460/04*).

II

2528(P)/00 ENGLAND, East Coast — River Tees — Teesport — Ro Ro Terminal

1. Mariners are advised that the new Riverside Ro Ro Terminal at Teesport (54° 36'·80N., 1° 08'·90W.) is now operational. It provides a single Ro Ro berth with a depth of 10·4m.
2. Full details of this facility and other changes will be included the next New Edition of Chart 2566 to be published Autumn 2000.

Chart affected — 2566

Tees & Hartlepool Port Authority (HH.242/600/11).

2529(T)/00 BALTIC SEA — Sweden, South Coast — Kullagrund Southwards — Unexploded ordnance

An unexploded depth charge exists in position 55° 13'·15N., 13° 18'·27E., (chart 2360, position 55° 13'·15N., 13° 18'·43E.)

Charts affected — 2115 — 2360

Swedish Notice 19/472(T)/00 (HH.315/410/04).

2530(P)/00 INDIA, West Coast — New Mangalore — Dredging; Jetty

1. Mariners are advised that changes and developments have taken place at New Mangalore the most significant of which are as follows:
 - a. Dredging and development work is in progress centred on position 12° 55'·10N., 74° 48'·80E.
 - b. A new jetty is under construction centred on position 12° 55'·20N., 74° 48'·70E.
2. When full details of the completed work are received, charts will be updated as appropriate.

Chart affected — 3461

Indian Notice 7/162/99 (HH.502/500/02).

II

2531(P)/00 CHINA, South-East Coast — Hong Kong — Hong Kong Island Southwards and Eastwards including Tunk Pok Lui Hoi Hap, Sheung Sz Mun and Dangan Shuidao — Submarine cables

1. Two cables have been laid between the following positions:
 - (a) 22° 14'·84N., 114° 11'·03E.(shore)
 - (b) 22° 14'·13N., 114° 10'·60E.
 - (c) 22° 14'·01N., 114° 10'·63E.
 - (d) 22° 13'·86N., 114° 10'·45E.
 - (e) 22° 13'·27N., 114° 10'·45E.
 - (f) 22° 13'·14N., 114° 10'·35E.
 - (g) 22° 12'·81N., 114° 10'·45E.
 - (h) 22° 12'·28N., 114° 11'·04E.
 - (i) 22° 12'·20N., 114° 11'·63E.
 - (j) 22° 11'·22N., 114° 12'·33E.
 - (k) 22° 11'·14N., 114° 12'·60E.
 - (l) 22° 11'·43N., 114° 14'·00E.
 - (m) 22° 11'·62N., 114° 14'·27E.
 - (n) 22° 11'·80N., 114° 15'·05E.
 - (o) 22° 11'·94N., 114° 16'·33E.
 - (p) 22° 11'·93N., 114° 16'·77E.
 - (q) 22° 11'·96N., 114° 17'·79E.
 - (r) 22° 11'·59N., 114° 23'·55E.
 - (s) 22° 13'·54N., 114° 29'·68E.
 - (t) 22° 10'·57N., 114° 39'·61E.
 - (u) 22° 09'·93N., 114° 41'·15E.
 - (v) 22° 09'·92N., 114° 41'·73E.
 - (w) 22° 02'·70N., 115° 05'·80E.
 - (x) 22° 04'·90N., 115° 08'·60E.
 - (y) 21° 43'·08N., 116° 25'·99E.
 - (z) 21° 41'·96N., 116° 33'·81E.
 - (aa) 21° 36'·37N., 116° 40'·60E.
 - and
 - (bb) 22° 14'·85N., 114° 11'·03E.(shore)
 - (cc) 22° 14'·23N., 114° 10'·47E.
 - (dd) 22° 13'·78N., 114° 10'·34E.
 - (ee) 22° 13'·49N., 114° 10'·02E.
 - (ff) 22° 12'·87N., 114° 10'·12E.
 - (gg) 22° 12'·01N., 114° 11'·05E.
 - (hh) 22° 10'·94N., 114° 11'·39E.
 - (ii) 22° 10'·48N., 114° 11'·93E.
 - (jj) 22° 09'·74N., 114° 12'·64E.
 - (kk) 22° 08'·84N., 114° 15'·15E.
 - (ll) 22° 08'·77N., 114° 15'·40E.
 - (mm) 22° 09'·05N., 114° 20'·00E.
 - (nn) 22° 09'·33N., 114° 26'·12E.
 - (oo) 22° 09'·66N., 114° 31'·73E.
 - (pp) 22° 09'·17N., 114° 33'·00E.
 - (qq) 21° 59'·92N., 114° 40'·40E.
 - (rr) 21° 52'·63N., 114° 45'·20E.
 - (ss) 21° 52'·13N., 114° 45'·36E.
 - (tt) 21° 45'·78N., 114° 45'·44E.
2. Vessels are requested to avoid anchoring or trawling along the cable route.
3. Positions (a) to (kk) are identical to those in Former Notice 995(P)/99.
4. Charts will be amended as appropriate in due course.
5. Former Notice 995(P)/99 is cancelled.

Charts affected — 1917 — 1918 — 341 — 937 — 3026 — 1555 — 1962 — 1968 — 3488 — 3489

Singapore Telecom, Global Marine Systems Ltd and Hong Kong Marine Department Notice 179/98 (HH.100/308/03).

2532(P)/00 SOUTH AMERICA, East Coast — Brazil, South Coast — São Francisco do Sul — Depths

1. Reports have been received that the shoal area of Laje da Vitória now extends north of the charted N. cardinal buoy in approximate position 26° 14'·20S., 48° 38'·35W.
2. Attention is drawn to the note, Shoal Depths, shown on chart 550. Mariners should seek to obtain the most up to date local information when navigating in this area.
3. Chart 550 will be updated when full details of all shoal depths are known.

Chart affected — 550

Brazilian Notice 17/120(P)/99

UK Hydrographic Office (HH.656/470/02).

To accompany Notice to Mariners 2440/00

On Chart 1250

OIL AND GAS FIELDS
Production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines, generally exhibit Mo(U) lights, aircraft obstruction lights and audible fog signals. Unauthorised navigation is prohibited within 500 metres of all such structures, including storage tankers, which can swing about their moorings. Tankers manoeuvring in the vicinity of platforms and moorings should be given a wide berth. For further information see The Mariner's Handbook.

To accompany Notice to Mariners 2441/00

On Chart 1776

Compiled from Air Photographs by Hunting Aerosurveys Ltd., the Falkland Island Dependencies Survey 1955-58, Chilean Government Survey of 1997 and the latest information in the Hydrographic Office.

To accompany Notice to Mariners 2465/00

On Chart 3657

SATELLITE-DERIVED POSITIONS
Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), are normally referred to the World Geodetic System 1984 Datum. Such positions must be adjusted by 0.11 minutes NORTHWARD and 0.15 minutes EASTWARD before plotting on this chart.

To accompany Notice to Mariners 2466/00

On Chart 3402

SATELLITE-DERIVED POSITIONS
Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of the plan of Misratah. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.19 minutes SOUTHWARD and 0.03 minutes EASTWARD before plotting on this plan. However, the likely inaccuracy of this adjustment is in the order of 100 metres which represents 3.3 millimetres at the scale of this plan.

To accompany Notice to Mariners 2467/00

On Chart 3352

SATELLITE-DERIVED POSITIONS
Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.01 minutes SOUTHWARD before plotting on this chart. However, the likely inaccuracy of this adjustment is in the order of 50 metres.

To accompany Notice to Mariners 2468/00

On Chart 3350

SATELLITE-DERIVED POSITIONS
Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.02 minutes SOUTHWARD and 0.02 minutes WESTWARD before plotting on this chart. However, the likely inaccuracy of this adjustment is in the order of 13 metres which represents 1.3 millimetres at chart scale.

To accompany Notice to Mariners 2469/00

On Chart 3346

SATELLITE-DERIVED POSITIONS
Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.07 minutes NORTHWARD and 0.05 minutes EASTWARD before plotting on this chart. However, the likely inaccuracy of this adjustment is in the order of 25 metres.

To accompany Notice to Mariners 2470/00

On Chart 3344

SATELLITE-DERIVED POSITIONS

Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.01 minutes NORTHWARD and 0.01 minutes EASTWARD before plotting on this chart. However, the likely inaccuracy of this adjustment is in the order of 25 metres which represents 1.0 millimetres at chart scale.

To accompany Notice to Mariners 2471/00

On Chart 3343

SATELLITE-DERIVED POSITIONS

Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.05 minutes NORTHWARD and 0.01 minutes WESTWARD before plotting on this chart. However, the likely inaccuracy of this adjustment is in the order of 35 metres which represents 1.4 millimetres at chart scale.

To accompany Notice to Mariners 2472/00

On Chart 248

SATELLITE-DERIVED POSITIONS

Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.01 minutes SOUTHWARD before plotting on this chart. However, the likely inaccuracy of this adjustment is in the order of 35 metres which represents 1.4 millimetres at chart scale.

To accompany Notice to Mariners 2477/00

On Chart 9

SATELLITE-DERIVED POSITIONS
Limited positional information currently permits only an APPROXIMATE relationship to be established between WGS84 Datum and the horizontal datum of the plans on this chart. Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), must be adjusted by 0.08 minutes NORTHWARD and 0.06 minutes EASTWARD before plotting on these plans. However, the likely inaccuracy of this adjustment is in the order of 100 metres.

To accompany Notice to Mariners 2478/00

On Chart 1162

SATELLITE-DERIVED POSITIONS
Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), are normally referred to the World Geodetic System 1984 Datum. Such positions must be adjusted by 0.07 minutes NORTHWARD and 0.05 minutes EASTWARD before plotting on the plans Port de Sfax and Approaches to Sfax. The differences between satellite-derived positions and positions on the plans Port de Sousse and Approaches to Sousse cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION.

To accompany Notice to Mariners 2501/00

On Chart 3602

ONO SETO (34° 16'·5N, 132° 17'·0E)
Numerous fish havens exist throughout Ono Seto.

To accompany Notice to Mariners 2521/00

On Chart 494

PASSE DE LOUP-GAROU
(14° 40'·30N, 60° 50'·60W)
Mariners are advised not to use the Passe de Loup-Garou without local knowledge.

To accompany Notice to Mariners 2533/00

On Chart 1613

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS 84 compatible datum. For further details, including an example of the calculation of the WGS 84 position, see NM 4672(P)/99.

On Chart 1634

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS 84 compatible datum. For further details, including an example of the calculation of the WGS 84 position, see NM 4672(P)/99.

On Chart 1941

CHART 973: POSITIONS

To agree with larger scale chart 973, which is referred to European Datum (1950), positions read from chart 1941 should be moved 0.16 minutes NORTHWARD and 0.06 minutes WESTWARD.

On Chart 2215

CHART 2239: POSITIONS

Positions on chart 2215 differ from those on chart 2239 by varying amounts; positions should be transferred by bearing and distance from common charted objects, **not** by latitude and longitude.

On Chart 3315

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS 84 compatible datum. For further details, including an example of the calculation of the WGS 84 position, see NM 4672(P)/99.



To accompany Notice to Mariners 2452/00

On Chart 295

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.

On Chart 2182D

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.

On Chart 2673

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 2453/00

On Chart 275

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.



On Chart 1404

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.

On Chart 2671

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.

On Chart 2672

PIPELINES

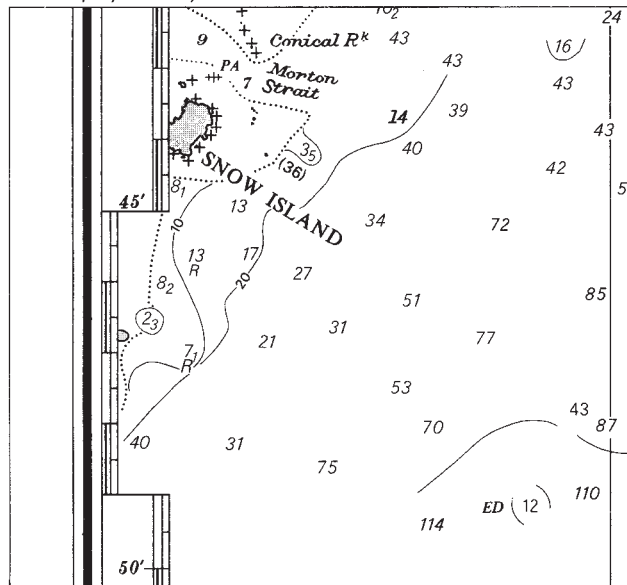
Mariners are advised not to anchor or trawl in the vicinity of pipelines. Gas from a damaged oil or gas pipeline could cause an **explosion**, loss of a vessel's buoyancy or other serious hazard. Pipelines are **not** always buried and their presence may effectively reduce the charted depth by as much 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.

On Chart 3768

PIPELINES

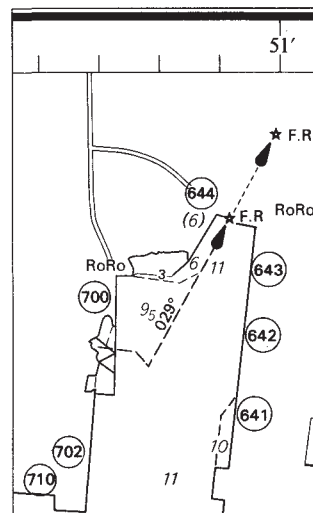
Mariners are advised not to anchor or trawl in the vicinity of pipelines. Gas from a damaged oil or gas pipeline could cause an **explosion**, loss of a vessel's buoyancy or other serious hazard. Pipelines are **not** always buried and their presence may effectively reduce the charted depth by as much 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 Admiralty Notice to Mariners No 2441 of 2000



Block for Chart No 1776

To accompany Admiralty Notice to Mariners No 2437 of 2000



Block for Chart No 3663

Block for Chart No 3848

III

NAVIGATIONAL WARNINGS

See N.M. 13/00. Messages printed below are all in force on 13 June 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) 25th Week 22/6/00.

NAVAREA I warnings in force 13/6/00: 1998 series: 468. 1999 series: 154 156 165 173 176 207 208 279 518.

2000 series: 039 059 082 092 097 114 124 137 148 158 161 174 189 191 193 200 203 205 215 232 240 241 244 245 246 254 255 256 257.

251 Cancelled.

252 Cancelled.

253 Cancelled.

254 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 131000z Jun 00.

52°36'·7N 003°50'·4E Noble Lynda Bossler

53°27'·0N 001°53'·1E Maersk Endurer

53°30'·6N 002°10'·2E Ensco 85

53°39'·7N 004°32'·5E Transocean Nordic

53°49'·6N 004°03'·1E Noble Ronald Hoope

NOTES:

a. Rigs are protected by a 500 metre safety zone.

b. ACP - Adjacent to Charted Platform.

2. Cancel 247/00.

255 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 131000z Jun 00.

55°31'·8N 005°00'·4E Maersk Endeavour

NEW 55°57'·6N 003°35'·1E Ensco 70

56°23'·7N 002°15'·3E Borgsten Dolphin

56°53'·1N 001°14'·1E Petrojarl 1

57°04'·9N 002°05'·1E Stena Dee

57°10'·2N 000°41'·2E Ocean Nomad

57°49'·1N 004°31'·2E Maersk Giant

57°55'·0N 000°30'·6E Noble Ton Van Langeveld

58°04'·5N 000°53'·6E Drillstar

NEW 58°10'·5N 001°22'·6W Santa Fe 135

NEW Brie, Shetland Isles Stena Spey

58°45'·8N 001°12'·9E Transocean John Shaw

58°46'·3N 001°29'·5E Santa Fe 140

59°33'·9N 001°24'·5E Ocean Princess

59°58'·0N 002°23'·3E Maersk Jutlander

NOTES:

a. Rigs are protected by a 500 metre safety zone.

b. ACP - Adjacent to Charted Platform.

2. Cancel 248/00.

III

256 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 131000z Jun 00.

	60°18'·7N	004°20'·3W	Transocean Leader
	60°24'·7N	004°03'·2W	Paul B. Loyd Jr
NEW	60°43'·8N	003°39'·4E	Polar Pioneer
	60°47'·6N	002°41'·7E	West Alpha
	60°51'·0N	003°34'·9E	West Vanguard
	60°54'·0N	003°35'·0E	West Venture
	60°55'·7N	001°42'·4E	Ocean Guardian
	61°03'·3N	002°02'·2E	Deepsea Trym
	61°11'·4N	001°06'·3E	Sedco 712
	61°03'·8N	002°42'·4W	Sovereign Explorer
	61°05'·9N	002°16'·6E	Transocean Wildcat
	61°16'·0N	002°07'·0E	West Delta
	61°22'·8N	002°06'·2E	Bideford Dolphin
	61°26'·4N	001°57'·2E	Borgland Dolphin
	61°29'·3N	002°13'·5E	Scarabeo 5
	64°45'·5N	006°22'·9E	Transocean Arctic
	65°04'·0N	007°29'·6E	Transocean Searcher
	65°06'·0N	006°47'·0E	Safe Britannia
	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 249/00.

257 RIGLIST. South and West Coasts of the British Isles. Correct at 131000z Jun 00.

54°20'·9N	011°02'·1W	Sedco 711
59°05'·6N	007°35'·9W	Jack Bates

NOTES:

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

2. Cancel 250/00.

Cancel 173/00. ANM 2279/00 refers.
Cancel 176/00. ANM 2257/00 refers.
Cancel 180/00. ANM 1762(P)/00 refers.
Cancel 183/00. ANM 1952/00 refers.

(2) Navarea II (E Atlantic) 25th Week 22/6/00.

Edited Navarea II warnings in force 13/6/00: NIL.
169 to 176 received.

(3) Navarea III (Mediterranean) 25th Week 22/6/00.

Edited Navarea III warnings in force 13/6/00: NIL.
248 to 260 received.

(4) Navarea IV (NW Atlantic) 25th Week 22/6/00.

Edited Navarea IV warnings in force 13/6/00: 099/00.
216 to 223 received.

(5) Navarea V (W Atlantic) 25th Week 22/6/00.

Edited Navarea V warnings in force 13/6/00: 923/97, 568/98, 180/00.
1144, 1182 and 1244 to 1290 received.

III

(6) Navarea VI (SW Atlantic) 25th Week 22/6/00.

Edited Navarea VI warnings in force 13/6/00: NIL.
063 to 069 received.

(7) Navarea VII (SE Atlantic) 25th Week 22/6/00.

Edited Navarea VII warnings in force 13/6/00: NIL.
055 received.

(8) Navarea VIII (Indian Ocean) 25th Week 22/6/00.

Edited Navarea VIII warnings in force 13/6/00: 268/99, 562/99, 235/00.
265 to 275 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 25th Week 22/6/00.

Edited Navarea IX warnings in force 13/6/00: 201/99, 043/00, 076/00.
176 to 194 received.

Cancel 146/00. ANM 2489/00 refers.

(10) Navarea X (Australia, New Guinea) 25th Week 22/6/00.

Edited Navarea X warnings in force 13/6/00: NIL.
Nil received.

Cancel 009/97. ANM 1369/00 refers.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 25th Week 22/6/00.

Edited Navarea XI warnings in force 13/6/00: 505/99.
Nil received.

(12) Navarea XII (NE Pacific) 25th Week 22/6/00.

Edited Navarea XII warnings in force 13/6/00: 107/00.
201 to 209 received.

(13) Navarea XIII (NW Pacific) 25th Week 22/6/00.

Edited Navarea XIII warnings in force 13/6/00: Nil.
Nil received.

(14) Navarea XIV (SW Pacific) 25th Week 22/6/00.

Edited Navarea XIV warnings in force 13/6/00: 174/00.
195 received.

(15) Navarea XV (SE Pacific) 25th Week 22/6/00.

Edited Navarea XV warnings in force 13/6/00: NIL.
026 received.

(16) Navarea XVI (E Pacific) 25th Week 22/6/00.

Edited Navarea XVI warnings in force 13/6/00: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 25th Week 22/6/00.

Edited Hydropacs in force 13/6/00: 1272/99, 372/00, 681/00, 725/00, 803/00.
842 to 877 received.

III

(18) Hydrolants (Atlantic, Mediterranean) 25th Week 22/6/00.

Edited Hydrolants in force 13/6/00: 862/94, 871/94, 1516/94, 2002/98, 1211/99, 1353/99, 1369/99, 1641/99, 2348/99, 094/00, 480/00, 561/00, 963/00, 995/00, 1047/00, 1218/00, 1320/00, 1364/00, 1581/00, 1584/00.

2041 to 2121 received.

V

CORRECTIONS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2000. Weekly Edition No. 25, Dated 22nd June, 2000.

Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

0124	- Mount Batten Breakwater. Head (A)	50 21·5 4 08·0	2 F G(vert)	7	4	Metal column	2 F R on Civic Centre 0·7M NNW
			*				
2577·55	- Keadby. Outfall	53 35·9 0 44·2	2 F G(vert)	6	2	Galvanised metal framework structure with platform	2m apart
*	*	*	*	*	*	*	*
4353	- Down Craig. Floating Breakwater. N end	55 47·0 4 53·7	Fl(2)R 10s	4	2		
							*
5963	- Ldg Lts 341°. Dogtail Point. Front	54 20·8 5 31·8	Oc(4)W 10s	2	5	Red beacon	Oc(4)G 10s (P) 1999
							*
5963·1	-- Gowlands Rock. Rear. 0·8M from front	54 21·6 5 32·2	Oc(2)W 10s	6	5	White tower, black base	Oc(2)G 10s (P) 1999
							*
6039	<i>Remove from List</i>						
6039·1	<i>Remove from List</i>						
6039·4	<i>Remove from List</i>						
6039·5	<i>Remove from List</i>						
6347·55	--- Barneen Point	52 36·9 9 06·5	LFl R 5s	2	2	Red metal post 8	<i>fl 2</i>
			*				*
7881	Syd Arne Platform (D)	56 04·8 4 13·9	Lit	...	...	...	Polyconcorde and Noble Kolskaya platforms established close by (T) 1999. Platform ENSCO 70 established SW of Syd Arne Field (T) 2000
							*

Volume C, 2000. Weekly Edition No. 25, Dated 22nd June, 2000.

Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

0563	- Klåva	57 40·8 11 38·7	Iso WRG 4s	4	W 10 R 8 G 6	White lantern	G277·5°-281·5°(4°), W281·5°-285°(3·5°), R285°-017°(92°), G017°-040°(23°), W040°-043·5°(3·5°), R043·5°-056·5°(13°), G056·5°-090°(33·5°), R090°-110°(20°)
							*

V

Volume C *continued.*

0569	Trubaduren	57 35·7 11 38·1	LFl(3)WRG 30s	24	W 20 R 18 R 17 R 15 G 17 G 16 G 14	Black tower, orange top, on grey base. Floodlit 25	<i>fl 3, ec 3·5, fl 3, ec 3·5, fl 3, ec 14.</i> W(20M)006°-130°(124°), R(18M)130°-140°(10°), R(15M)140°-160°(20°), R(17M)160°-163·5°(3·5°), G(16M)163·5°-210°(46·5°), G(14M)210°-215°(5°), W(20M)215°-238°(23°), R(17M)238°-247·5°(9·5°), G(16M)247·5°-260°(12·5°), G(14M)260°-350°(90°), G(17M)250°-006°(16°). Racon. Helicopter landing platform
		...	F R	18	13	Same structure	Vis 064°-131°(67°) *
0735	Tylögrund	56 38·2 12 42·2	LFl(3)WRG 30s	22	W 16 R 13 G 12	Red tower, white top 23	<i>fl 3, ec 3, fl 3, ec 3, fl 3, ec 15.</i> R141°-274°(133°), G274°-294°(20°), W294°-141°(207°), R141°-274°(133°). Helicopter landing platform. VQ R 36m 3M shown 3M NNW when firing is taking place. Also shown by day 1/11-31/3. Unreliable (T) 2000 *
0969	Årø. W side	55 15·5 9 43·7	Iso WRG 2s	12	W 8 R 5 G 5	White round tower, red band 13	R306°-322°(16°), G322°-353°(31°), W353°-001°(8°), R001°-151°(150°), G151°-184°(33°), W184°-187°(3°), R187°-193°(6°). Partially obscured by vegetation 178°-193°(15°) 2000 *
1020	Nakkeodde	55 01·0 10 20·0	Oc WRG 5s	9	W 11 R 8 G 8	White hut, red band 3	<i>ec 1.</i> G116°-123°(7°), W123°-130°(7°), R130°-146°(16°). TE 2000 *
1387·8	- Walfisch. Ldg Lts 123°54'. Front	53 56·7 11 25·1	Oc(2)W 9s	10	7	White tubular metal mast 10	<i>ec 1, lt 2, ec 1, lt 5</i> *
*	*	*	*	*	*	*	*
1387·9	--- Rear. 1·35M from front	53 55·9 11 27·0	Oc(2)W 9s	30	7	Red and white tubular metal mast 30	<i>ec 1, lt 2, ec 1, lt 5.</i> For vessels with bridge heights over 25m light height can be changed to 22m on request *
*	*	*	*	*	*	*	*
1388	-- Poel. Ldg Lts 339·5°. Front	53 57·2 11 24·5	Iso W 4s	10	7	White tubular metal mast 10	<i>ec 1, lt 2, ec 1, lt 5.</i> For vessels with bridge heights over 25m light height can be changed to 22m on request *
*	*	*	*	*	*	*	*
1388·1	--- Rear. 0·65M from front	53 57·8 11 24·1	Iso W 4s	24	7	Red and white tubular metal mast 24	For vessels with bridge heights over 25m light height can change to 14m on request *
*	*	*	*	*	*	*	*

V

Volume C *continued.*

1388·6	- Wendorf. Ldg Lts 159° 30'. Front	53 55·1 11 25·8	Iso R 4s	10	6	White tubular metal mast 10	
		*		*	*		*
1388·7	--- Rear. 0·7M from front	53 54·4 11 26·2	Iso R 4s	24	6	Red and white tubular metal mast 24	For vessels with bridge heights over 25m light height can change to 14m on request
	*	*		*	*		*
1390	- Fliemstorf. Ldg Lts 329° 54'. Front	53 55·8 11 25·2	Oc W 4s	10	7	White tubular metal mast 10	<i>ec 1</i>
		*		*	*		*
1390·1	--- Rear. 0·7M from front	53 56·4 11 24·6	Oc W 4s	24	7	Red and white tubular metal mast 24	<i>ec 1.</i> For vessels with bridge heights over 25m light height can change to 14m on request
	*	*		*	*		*
1396·4	- Ldg Lts 006° 24'. Front	53 59·9 11 26·7	Oc(2)W 10s	7	10	White tower 6	<i>ec 1, lt 2, ec 1, lt 6</i>
	*						
1487·2	-- W Mole. Head	55 52·8 11 08·2	F R				*
1850·7	- Bridge. NW Pillar	54 59·4 12 09·9	F RG	6	R 4 G 4	...	G237°-327°(90°), R327°-057°(90°)
	-- SE Pillar	...	F RG	6	R 4 G 4	...	G057°-147°(90°), R147°-237°(90°)
	--	...	4 F W	26	5		
	--	...	Siren 30s				*
3224	- (Where waterways branch)	54 19·4 19 25·7	Fl W 4s	15	6	White beacon with two black horizontal stripes	Racon
			*		*		*
4312	Gåshällan	62 34·6 21 02·8	Fl WRG 3s	12	4	Post	<i>fl 0·3.</i> W009°-057°(48°), R057°-096°(39°), G096°-128°(32°), W128°-133°(5°), R133°-230°(97°), G230°-318°(88°), W318°-324°(6°), R324°-343°(19°), G343°-009°(26°). Fishing
							*
4313	Grytskär. Ldg Lts 063°. Front	62 34·2 21 03·8	Q W	3	8	White on white tower	Vis 056°-062°(6°). On request
							*
4313·1	-- Rear. 305m from front	62 34·3 21 03·9	LFl W 6s	6	9	White on white tower	<i>fl 2.</i> Vis 056°-062°(6°). On request
							*

V

Volume C *continued*.

4849-2	Purunpää	60 00-7 22 23-0	Q WRG	12	5	...	G330°-047°(77°), W047°-059°(12°), R059°-180°(121°)
			*				*
4849-6	Revgrund	59 54-3 22 18-3	VQ(2)WRG 2s	8	5	...	<i>fl 0-2, ec 0-3, fl 0-2, ec 1-3.</i> R001°-275°(274°), G275°-341°(66°), W341°-001°(20°)
			*				
5241-16	Örskär	60 10-0 25 38-8	VQ(3)W 5s	11	6	on black beacon, yellow band	Ra refl. TE 2000
							*
5244-2	- Westwards	60 12-1 25 36-5	VQ(3)W 5s	11	6	on black beacon, yellow band	Ra refl. TE 2000
							*
5245-6	Fåfånghällarna	60 13-1 25 35-6	VQ(3)W 5s	11	6	on black beacon, yellow band	Ra refl. TE 2000
							*
5349	Lålätta	60 17-2 26 33-2	Q(2)WRG 6s	9	6	Black round concrete tower	G082°-150°(68°), W150°-152-5°(2-5°), R152-5°-188°(35-5°), G188°-208°(20°), W208°-220°(12°), R220°-232°(12°). Racon. TE 2000. Replaced by lit S cardinal buoy (T) 2000
							*
5392-2	- Havouri. S	60 25-6 26 57-3	Fl G 3s	11	2	Green on metal mast	Ra refl. TE 2000
							*
5392-4	- Kukourin Mutka	60 25-9 26 57-4	Fl R 3s	11	2	Red on metal mast	Ra refl. TE 2000
							*

Volume E, 1999. Weekly Edition No. 25, Dated 22nd June, 2000.

Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

0303	-- Puerto Deportivo de Bonaire. Dique. Head	39 52-1 3 08-7	Fl(4)R 13-5s	7	5	Red column 4	(<i>fl 0-5, ec 2</i>) x 3, <i>fl 0-5, ec 5-5</i>
			*			*	*
0303-2	--- Muelle de Ribera. Head	39 52-1 3 08-7	Fl(4)G 16s	5	3	Green column 4	(<i>fl 1, ec 2</i>) x 3, <i>fl 1, ec 6</i>
			*		*	*	*
0405-5	<i>Remove from List</i>						
0936-1	- Santa Teresa Di Gallura. Entrance Channel	41 15-3 9 12-2	Fl R 4s	...	3	Red on red beacon	<i>fl 0-5</i>
*	*	*	*	*	*	*	*

V

Volume E *continued*.

1013·7	--- T Mole Head	40 59·7 9 36·2	2 F RG(vert)	6	1	Red and green pole 5	1m apart. Unreliable
*	*	*	*	*	*	*	*
1454·1	- Salivoli. Outer Mole. Head	42 56·0 10 30·0	Fl R 3s	8	6	Red mast 4	<i>fl</i> 1. Private
*	*	*	*	*	*	*	*
6039·9	Sharm El Sheikh	27 51·0 34 17·2	Oc G 5s	7	...	Green beacon	<i>ec</i> 2
*	*	*	*	*	*	*	*
6039·91	-	27 50·5 34 16·6	Oc R 5s	7	...	Red beacon	<i>ec</i> 2
*	*	*	*	*	*	*	*
6380	Île Kuriat	35 47·9 11 02·0	Fl WR 5s	30	W 18 R 14	White square tower, red top, white dwelling 26	<i>fl</i> 1. W053°-348°(295°), R348°-053°(65°)
			*		*		*
6722	- Jetée Nord. Head	35 06·4 1 52·1	Oc R 4s	17	8	Red column on tower 15	<i>ec</i> 1. TE 2000
							*

Volume F, 1999. Weekly Edition No. 25, Dated 22nd June, 2000.

Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

1678	<i>Remove from List</i>						
1836·5	- Sekatung	4 47·7 108 01·2	Oc W 3s	98	26	White metal framework structure 30	<i>ec</i> 1. TE 2000
							*
2384·3	- Talisay (PCG)	9 46·0 124 35·5	Fl(3)W 8s				
		*					
4045	-- W Jetty	38 58·1 121 39·1	F R	14	6	White round metal pile 11	
						*	
4660·94	- North Pier. Main Channel. Dir Lt 114°15'25'	24 17·1 120 30·9	F GWR	43	17	Square metal tower	G sector 0·07° WG sector 0·07° W sector 0·27° WR sector 0·07° R sector 0·07°
	*				*	*	*
4661·6	- Fishing Harbour. S Breakwater	24 51·2 120 54·3	Fl R 4s	13	4	Red round concrete tower	<i>fl</i> 0·5. TE 2000
	*					*	*
4661·7	-- N Breakwater	24 51·3 120 54·3	Fl W 4s	13	4	White round concrete tower	<i>fl</i> 0·5
	*	*				*	*

V

Volume F *continued.*

4661·74	-- N Mole	24 51·0 120 54·7	Fl W 3·5s	9	2	White round concrete tower	<i>fl 0·5. TE 2000</i>
*	*	*	*	*	*	*	*
4661·75	-- S Mole	24 51·0 120 54·7	Fl R 3·5s	9	1	Red round concrete tower	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
4661·76	-- W Inner Embankment	24 51·0 120 54·8	Fl W 4s	9	2	White round concrete tower	<i>fl 0·5. TE 2000</i>
*	*	*	*	*	*	*	*
4661·77	-- E Inner Embankment	24 50·9 120 54·9	Fl R 4s	9	1	Red round concrete tower	<i>fl 0·5. TE 2000</i>
*	*	*	*	*	*	*	*
4661·78	-- Fishing Association Building	24 50·9 120 55·0	Fl R 4·5s	15	...	Water tower	TE 2000
*	*	*	*	*	*	*	*
4661·79	-- N Sand Protection Embankment Front Post	24 51·5 120 54·4	Fl W 4s	9	4	White round concrete tower	
*	*	*	*	*	*	*	*
4661·8	-- N Breakwater Front Post	24 51·4 120 54·2	Fl G 4s	9	4	White round concrete tower	
*	*	*	*	*	*	*	*
4661·81	-- S Breakwater Front Post	24 51·3 120 54·3	Fl R 4s	9	4	Red round concrete tower	
*	*	*	*	*	*	*	*
4661·82	-- S Sand Protection Embankment Post	24 51·1 120 54·2	Fl R 4s	9	4	Red round concrete tower	TE 2000
*	*	*	*	*	*	*	*
4767	- AMAMI ŌSHIMA. Kasari Saki	28 31·5 129 41·5	Fl(2)W 30s	66	25	White square concrete tower	Vis 079°-335°(256°)
			*			13	*
5187·25	- Ldg Lts 338°. Front	32 36·3 130 12·0	F R	10	3	White	6
*	*	*	*	*	*	*	*
5187·26	-- Rear	32 36·7 130 11·8	F R	53	3	White	6
*	*	*	*	*	*	*	*

Volume G, 1999. Weekly Edition No. 25, Dated 22nd June, 2000.
Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

0014	- Cabo Maguarí. Simão Grande	0 15·4 48 24·1	Fl W 5s 3150	41	16	White square metal framework tower	<i>fl 0·5. Vis 138°-320°(182°). Racon</i>
		*				37	

V

Volume G *continued.*

0227	Peba	10 29·4 36 23·2	LFl W 15s	42	17	White metal tower, red band 40	<i>fl 2, ec 13</i>
				*			
0876	- Km 6·500. E Beacon	34 48·5 57 51·9	Fl(4)G 10s	6	2	Green on green tower	
			*				
0877	-- Km 6·500. W Beacon	34 48·5 57 52·0	Fl(4)R 10s	6	2	Red on red tower	
			*				
0878	- Km 5·400. E Beacon	34 49·1 57 52·2	Fl(4)G 10s	6	2	Green on green tower	
			*				
0879	- Km 5·350 W Beacon	34 49·1 57 52·3	Fl(4)R 10s	6	2	Red on red tower	
			*				
0880	- Km 4·500. E. Beacon	34 49·5 57 52·4	Fl(4)G 10s	6	2	Green on green tower	
			*				
0881	- Km 4·530. W Beacon	34 49·5 57 52·5	Fl(4)R 10s	6	2	Red on red tower	
			*				
3842·15	- Ldg Lts 355°. Front	33 44·1 118 11·1	Q R	8	...	Red with white stripe	Vis 1·5° each side of rangeline. Shown 24 hours
	*						
3842·16	-- Rear. 530m from front	33 44·4 118 11·1	Iso R 6s	17	...	Red with white stripe	Vis 1·5° each side of rangeline. Shown 24 hours
	*						
4438	- Entrance Ldg Lts 102°. Front	43 07·3 124 24·7	Q W	5	...	Red , black stripe, on framework tower	Vis 4° each side of rangeline
			*				
4438·1	-- Rear. 278m from front	43 07·3 124 25·0	Iso W 6s	10	...	Red , black stripe on framework tower	Vis 4° each side of rangeline
			*				
4608	- PILLAR ROCK. Lower Ldg Lts 096°. Front	46 15·2 123 32·5	Q W	6	...	Red , black stripe, on pile structure	Vis 4° each side of rangeline
							*
5036	Burrows Island. W end	48 28·6 122 42·7	Fl W 6s	17	10	White square tower on building	
						10	
		...	Horn(2) 30s	...	...	...	<i>bl 2, si 2, bl 2, si 24</i>
			*		*		*
5664	Dugout Rocks. E side of approach to Fitz Hugh Sound	51 22·0 127 48·5	Fl(3)W 12s	21	6	Square framework tower 3	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>
	*	*			*		

V

Volume G *continued.*

5668	Rivers Inlet. Major Brown Rock	51 25·5 127 42·0	Fl W 6s	13	6	Square framework tower 3	<i>fl 0·5</i>
					*		
5669	- Clarke Point. Calvert Island	51 25·8 127 53·2	Q W	11	5	White round tower	
	*				*		
5670	- Penrose Island. N point. Bosquet Point	51 30·6 127 44·0	Fl W 6s	7	6	Square framework tower	<i>fl 0·5. Vis 087°-073°(346°)</i>
					*		
5672	- Addenbroke Island. W point	51 36·2 127 51·8	Fl W 5s	29	14	White round tower 11	
		...	Horn 30s	...	...	...	<i>bl 3</i>
	*				*	*	*
5673	- Kwakume Point. SW end of island	51 41·6 127 53·3	Fl(3)W 12s	7	6	Square framework tower	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>
	*	*			*		
5674	- Kelpie Point	51 44·0 127 59·7	Fl W 4s	6	6	Square framework tower	<i>fl 0·5</i>
					*	*	
5676	- Kiwash Island. S end	51 51·7 127 53·5	Fl W 4s	5	6	Framework tower	
					*		
5682	- Sunny Island. Off S point	52 11·3 127 52·1	Fl W 4s	6	6	Square framework tower 3	<i>fl 0·5</i>
					*	*	
5686	-- Coolidge Point	52 21·0 127 42·9	Fl(3)W 12s	5	6	White round tower	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>
				*	*		
5688	Dean Channel. Edward Point	52 26·4 127 16·3	Fl W 6s	7	6	Square framework tower 3	<i>fl 0·5</i>
					*	*	
5688·5	Flagpole Point	52 20·9 126 55·6	Fl(3)W 12s	5	6	Square framework mast	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>
				*	*		
5689	Sutlej Point. (Deadman)	52 22·6 126 48·2	Fl W 4s	6	6	Square framework tower	<i>fl 0·5</i>
	*				*	*	
5690	Johnson Channel. Beaumont Island. N end	52 17·7 127 56·6	Fl W 6s	6	6	Square framework tower	<i>fl 0·5. Vis 063°-324°(261°)</i>
				*	*	*	
5694	- Serpent Point	52 04·6 127 59·6	Q W	5	5	White round tower	
		*			*		
5698	- Napier Point	52 07·9 128 07·9	Q W	5	5	Square framework tower	
					*		

V

Volume G *continued.*

5698-4	- Story Point	52 08-9 128 08-0	Fl W 4s	5	6	Square framework tower	<i>fl</i> 0-5. R lights on radio tower 1-4M NE and on micro tower 1-3M N
					*		
5699-4	- GUNBOAT PASSAGE. Bark Island. E side	52 10-0 128 02-9	Fl W 6s	3	6	Square framework tower	<i>fl</i> 0-5
					*		
5699-6	-- Blow Reef	52 10-9 128 03-6	Fl W 6s	5	6	Square framework tower	<i>fl</i> 0-5
					*	*	
5700	- Dryad Point. N entrance, Main Passage, Seaforth Channel	52 11-1 128 06-6	Oc WR 5s	11	7	White square structure 7	<i>ec</i> 1. W142-5°-206-5°(64°), R206-5°-339°(132-5°), W339°-039-5°(60-5°). R light on radio tower 0-5 SW
		...	Horn 20s	...	...	...	<i>bl</i> 2. Horns point N and S
	*			*	*	*	*
5706	- Glaholm Island. Off NW end of Dearth Island	52 15-8 128 12-7	Fl W 6s	4	6	Square framework tower	<i>fl</i> 0-5
	*				*	*	
5708	- Idol Point	52 14-3 128 16-5	Fl W 6s	5	6	White round tower	<i>fl</i> 0-5
				*	*		*
5709	- Spider Channel. Spider Island. N end	51 51-8 128 15-4	Fl W 4s	18	6	Square framework tower 3	<i>fl</i> 0-5
		*		*	*		
5712	- Cape Mark	52 09-0 128 32-4	Fl W 4s	15	6	Square framework tower	
		*			*		*
5713	- Ivory Island. Robb Point	52 16-2 128 24-3	Fl W 5s	20	15	Red framework tower 5	<i>fl</i> 0-1. Vis 281°-165-5°(244-5°). Emergency light
		...	Horn 30s	...	...	...	<i>bl</i> 3
	*			*	*	*	
5713-4	-- Perrin Anchorage. E of Ivory Island	52 16-5 128 23-4	Fl W 4s	4	6	White framework tower 3	<i>fl</i> 0-5
	*			*	*	*	*
5715	McInnes Island. S side	52 15-7 128 43-2	Fl W 5s	32	22	White square tower 8	<i>fl</i> 0-2. Vis 292-5°-115°(182-5°). Emergency light
		...	Horn(2) 60s	...	...	...	<i>bl</i> 3, <i>si</i> 3, <i>bl</i> 3, <i>si</i> 51. Horn points 206°
	*				*		*
5719	-- Legge Point	52 36-2 128 31-1	Fl W 6s	4	6	Square framework tower	<i>fl</i> 0-5
					*		
5719-2	-- Wedge Point	52 36-6 128 31-0	F WR	5	5	Square framework tower 3	W062°-168°(106°), R168°-181°(13°), W181°-198°(17°)
		*		*	*		

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Volume G *continued.*

5720	Boat Bluff. Sarah Island	52 38.6 128 31.4	Oc WR 5s	11	7	Framework tower 7	<i>ec 1.</i> W291°-336°(45°), R336°-093°(117°), W093°-134°(41°)
		*		*	*	*	
5721	Parry Patch	52 40.5 128 31.9	F WR	5	5	Square framework tower	W352°-130°(138°), R130°-142°(12°), W142°-154°(12°)
					*	*	
5722	Split Head (Separation Point)	52 40.7 128 32.9	Fl W 4s	8	6	Square framework tower	<i>fl 0.5</i>
		*			*	*	
5726	- Hewitt Island	52 52.4 128 29.8	Fl W 4s	4	6	Square framework tower	<i>fl 0.5</i>
					*		
5730	Redcliff Point. Graham Reach	53 09.4 128 38.2	Fl W 4s	5	6	Framework tower 3	<i>fl 0.5</i>
	*				*		
5734.7	Walsh Rock	52 38.2 128 57.3	Q W	7	5	White round tower	
		*			*		
5734.8	Ramsbotham Islands. E island	52 41.9 129 02.1	Fl W 4s	6	6	Square framework tower	<i>fl 0.5</i>
				*	*		*
5735.5	- S	52 56.3 129 26.3	Fl(3)W 12s	5	9	White round tower	
					*		
5735.6	Jacinto Islands. SE end	52 56.5 129 36.7	Fl W 4s	28	9	White round tower	<i>fl 0.5.</i> Racon
	*			*	*	*	
5735.7	Alexander Island	52 57.3 129 18.4	Fl W 4s	12	9	White round tower	
					*		
5735.8	Logan Rock	53 02.2 129 28.6	Fl W 4s	13	6	Square framework tower	<i>fl 0.5</i>
		*			*	*	
5736.4	York Point. S point of peninsula, Gil Island	53 05.5 129 10.4	Q W	10	5	Square framework tower	
	*				*		
5737.2	Tomkinson Point. On point, Ursula Channel	53 25.8 128 54.2	Fl W 6s	4	6	Square framework tower	<i>fl 0.5</i>
	*	*			*		
5737.4	Mary Point. On point, Verney Passage	53 33.0 128 58.0	Q W	5	5	Square framework tower	
	*				*	*	
5738	- Staniforth Point	53 34.1 128 49.1	Fl(3)W 12s	6	6	Square framework tower	<i>fl 0.5, ec 2, fl 0.5, ec 2, fl 0.5, ec 6.5</i>
		*		*	*		

V

Volume G *continued.*

5738-2	- Rix Island. NE end	53 31.6 128 44.2	Fl W 6s	4	6	Square framework tower	<i>fl 0.5</i>
		*			*		
5738-4	- Europa Point	53 25.8 128 32.7	Fl W 4s	5	6	Square framework tower	
		*			*		*
5739	- Cornwall Point	53 28.6 128 21.7	Q W	5	5	White round tower	
		*			*	*	
5739-2	- Dorothy Island	53 39.6 128 50.6	Fl W 6s	4	6	Square framework tower	<i>fl 0.5</i>
		*		*	*		
5739-4	- Money Point	53 22.9 129 09.8	Fl(3)W 12s	5	6	Square framework tower	<i>fl 0.5, ec 2, fl 0.5, ec 2, fl 0.5, ec 6.5</i>
				*	*	*	
5739-66	- Hawkesbury Island. W side	53 37.1 129 10.8	Fl W 6s	5	6	Square framework tower	<i>fl 0.5</i>
				*	*		
5740	- Kersey Point	53 46.6 128 51.6	Fl(3)W 12s	5	6	White round tower	<i>fl 0.5, ec 2, fl 0.5, ec 2, fl 0.5, ec 6.5</i>
		*		*	*	*	
5740-2	- Clio Point	53 54.4 128 42.5	Fl W 6s	7	6	Square framework tower	<i>fl 0.5</i>
					*	*	
5740-6	- Sainty Point	53 22.3 129 18.7	Fl W 4s	5	7	White round tower	
					*		*
5740-8	- Tom Island	53 32.6 129 36.2	Fl(3)W 12s	3	6	Square framework tower	<i>fl 0.5, ec 2, fl 0.5, ec 2, fl 0.5, ec 6.5</i>
				*	*		
5741	- Pitt Island. Ormiston Point	53 34.3 129 39.4	Fl W 6s	5	6	White round tower	<i>fl 0.5</i>
		*			*		
5742	- Opposite Saunders Creek	53 36.2 129 41.5	Fl W 4s	4	6	Square framework tower	
		*			*		*
5746	- Watson Rock. W entrance to Grenville Channel	53 55.4 130 10.3	Fl W 4s	4	6	White round tower	
	*				*	*	*
5747	- Man Island	53 07.7 129 46.3	Fl(3)W 12s	13	6	White round tower	<i>fl 0.5 ec 2, fl 0.5, ec 2, fl 0.5, ec 6.5</i>
				*	*	*	
5747-2	- Block Islands	53 09.0 129 43.9	Fl W 6s	7	6	Square framework tower	<i>fl 0.5</i>
					*		

V

Volume G *continued.*

5747-34	Cridge Passage. Block Head. SE end of Farrant Island	53 18-1 129 20-1	Fl W 6s	6	6	Square framework tower	<i>fl 0-5</i>
				*	*		
5747-38	Lewis Passage. Fin Island. Plover Point	53 16-8 129 18-2	Fl W 4s	4	7	Square framework tower	
					*		*
5747-6	- Wheeler Island. SW point	53 33-0 130 08-6	Fl W 4s	9	7	Square framework tower	
					*		*
5748	Bonilla Island. W side	53 29-6 130 38-2	Fl WR 5s	37	22	White round tower 10	<i>fl 0-3. R334°-000°(26°), W000°-168°(168°), R168°-198°(30°). Emergency light</i>
		...	Horn 30s	...	...	...	<i>bl 3</i>
	*	*			*		*
5748-5	Northwest Rocks. On largest rock of group	53 32-9 130 38-0	Fl(3)W 12s	16	6	White round tower	<i>fl 0-5, ec 2, fl 0-5, ec 2, fl 0-5, ec 6-5</i>
	*				*	*	
5752	- Connis Islet	53 45-5 130 19-0	Q W	5	5	White round tower green band at top	
		*			*	*	
5753-6	Moore Island. NW point	53 47-4 130 31-2	Fl W 6s	5	6	Square framework tower	<i>fl 0-5</i>
					*	*	*
5757	Chearnley Passage. SE end	54 01-5 130 41-2	Q W	6	5	Square framework tower	
		*			*	*	
5758-4	Havelock Rock. Chatham Sound. N of Hunts Inlet	54 05-9 130 29-0	Fl W 4s	5	6	White round tower	
	*				*	*	*
5761-4	-- N end	54 03-8 130 14-7	Q W	6	5	Square framework tower	
		*		*	*		
5764	- Ecstall Island. N end	54 09-8 129 57-5	Fl W 6s	5	6	Square framework tower, white vertical slatwork daymark	<i>fl 0-5.</i>
		*			*	*	*
5770	Lawyer Islands. N island. NW end	54 06-8 130 20-6	Fl W 5s	38	14	Square framework tower 20	Obscured 321°-322°(1°), 324°-326°(2°)
	*				*	*	*
5772	Holland Rock. S extremity	54 10-3 130 21-7	Fl(3)W 12s	7	6	Square framework tower	<i>fl 0-5, ec 2, fl 0-5, ec 2, fl 0-5, ec 6-5</i>
	*				*		
5773	Inverness Passage. Mouth of Skeena River	54 11-9 130 15-8	Fl W 4s	4	6	Square framework tower	
	*	*			*	*	*

V

Volume G *continued.*

5776	- Entrance Ldg Lts 072° 54', Front. On Flora Bank. W side of Lelu Island	54 12·0 130 17·9	F Y	3	11	Black , orange stripe, on square framework tower	
	*				*	*	
5776·1	-- Rear. 85m from front	54 12·0 130 17·9	F Y	7	11	Black , orange stripe, on square framework tower	
					*	*	
5796	- Parizeau Point	54 17·3 130 22·3	Fl W 6s	4	6	3 pile dolphin	<i>fl 0·5</i>
		*			*		
5797·3	- Dodge Cove. Ldg Lts 253° 14', Front. W end of channel entrance	54 17·4 130 22·9	F Y	2	10	Orange daymark, black stripe on 4 pile dolphin	
	*	*		*	*	*	
5797·31	--- Rear. 115m from front	54 17·4 130 22·9	F Y	7	10	Orange daymark, black stripe on 5 pile dolphin	Vis 239°-266°(27°)
				*	*	*	
5803·2	-- Shkgeaum Bay. W side. Ldg Lt 172°. Front	54 18·6 130 24·4	F Y	4	10	White daymark, red stripe on mast	
	*				*	*	
5803·21	----- Rear. 229m from front	54 18·6 130 24·4	F Y	8	10	White daymark, red stripe on mast	
					*	*	
5803·4	-- Robertson Point. Dir Lt 116°	54 19·4 130 24·5	Dir F WRG	3	8	Orange daymark, black stripe, on square framework tower	R110·5°-114°(3·5°), W114°-118°(4°), G118°-124°(6°)
					*	*	
5803·6	-- Dundas Point. Dir Lt 144°. NW of point	54 19·4 130 24·9	Dir F WRG	5	8	Orange daymark, black stripe, on square framework tower	R138°-142°(4°), W142°-146°(4°), G146°-151°(5°)
	*				*	*	
5803·8	- Metlakatla. Island. N point. Dir Lt 078° 30'	54 20·2 130 25·3	Dir F WRG	3	8	Orange daymark, black stripe on square framework tower	R073°-077°(4°), W077°-080°(3°), G080°-085°(5°)
					*	*	
5805·5	- Seal Cove	54 20·2 130 16·7	Q W	5	5	White round tower	
		*			*	*	
5806	North Rachael Island. N end	54 12·8 130 33·6	Fl W 6s	9	6	White round tower	<i>fl 0·5</i>
				*	*		*
5808·2	Ryan Point Reef	54 21·6 130 29·9	Fl W 6s	5	6	White round tower	<i>fl 0·5</i>
					*	*	*
5808·4	Slippery Rock	54 23·9 130 29·8	Fl(3)W 12s	7	6	White round tower	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>
		*			*		

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Volume G *continued.*

5809	Harris Rock	54 13·0 130 45·9	Fl W 6s	5	6	Square framework tower	<i>fl 0·5</i>	
					*			
5810	Archibald Island. N islet	54 12·9 130 50·0	Fl W 4s	9	6	Square framework tower		
					*			*
5811	Butterworth Rocks	54 14·1 130 58·5	Fl W 6s	16	7	White tripod tower	<i>fl 0·5. Racon</i>	
					*			
5811·5	Osborne Islands	54 17·2 130 51·2	Fl R 6s	10	5	White round tower	<i>fl 0·5</i>	
					*			
5812·3	Hanmer Rocks	54 19·4 130 49·3	Fl(3)W 12s	10	7	White tower	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5. Racon</i>	
				*	*	*		
5812·6	Edith Harbour. Dundas Island	54 27·6 130 56·9	Fl W 6s	10	6	Square framework tower	<i>fl 0·5</i>	
		*		*	*	*		
5813	Whitesand Island	54 30·8 130 45·0	Fl W 4s	7	6	Square framework tower		
		*			*	*		*
5820	Birnie Island. S of Knox Point	54 35·4 130 27·8	Fl W 4s	8	6	Square framework tower		
		*			*	*		*
5822	Pointer Rocks	54 36·3 130 32·2	Fl W 6s	8	6	White round tower	<i>fl 0·5</i>	
		*			*	*		
5863·8	Pearse Canal Island	54 47·0 130 36·6	Fl W 4s	4	6	Orange square framework tower		
					*	*		*
5864	- Lizard Point	54 50·0 130 16·5	Fl W 6s	8	6	Orange round tower	<i>fl 0·5</i>	
				*	*	*		
5866	- Ramsden Point	54 59·0 130 06·3	Fl(3)W 12s	7	6	Orange square framework tower	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>	
		*		*	*	*		*
5866·6	- Double Islets	54 57·7 129 56·9	Fl(3)W 12s	8	6	Square framework tower, orange stripes	<i>fl 0·5, ec 2, fl 0·5, ec 2, fl 0·5, ec 6·5</i>	
		*			*	*		
5866·8	- Fort Point	54 59·1 129 55·1	Fl W 4s	6	6	Square framework tower, orange stripes		
		*			*	*		*
5867	- Mill Bay	54 59·6 129 53·4	Q W	6	5	Square framework tower, orange stripes		
		*			*	*		

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Volume G *continued*.

7435-4	--- No 4	21 19-1 158 07-1	Fl R 4s	5	3	Red	on pile	8
		*						

Volume J, 1999. Weekly Edition No. 25, Dated 22nd June, 2000.
Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

1390	- Entrance. S side. No 5	37 21-8 75 43-6	Fl G 4s	6	4	Green	on dolphin	Removed if endangered by ice. Lights are shown in Great Machipongo Channel and River, Gull Marsh and Ramshorn Channels
	*	*		*				*
1393	- Sand Shoal Channel. No 1	37 17-9 75 48-0	Fl G 2-5s	5	5	Green	on dolphin	Lights are shown in Sand Shoal Inlet and Channel, Cobb Bay, Eckichy, Oyster and Mockhorn Channels
	*		*				*	
1448-8	-- Metro Cell. Pier. Head	36 50-5 76 17-5	F Y	3	...	Post		Private
		*						
4256-5	---	20 58-2 97 18-6	F R					
*	*	*	*	*	*		*	*
4258	-- S side. Ldg Lts 240°20'. Front	20 57-8 97 19-1	Fl W 3s	17	20	Orange truncated	on white pyramidal tower 16	<i>fl 1</i>
	*	*						
4258-1	---- Rear. 420m from front	20 57-6 97 19-4	Iso W 2s	23	20	Orange truncated	on white pyramidal tower 23	
	*							
4258-4	--	20 57-8 97 19-7	Fl R 3s	11	11			
*	*	*	*	*	*		*	*
4258-6	<i>Remove from List</i>							
4259-2	--- Ldg Lts 246°16'. Front	20 57-3 97 20-6	Fl W 3s	12	16	White metal framework tower, orange daymark	11	<i>fl 1</i>
	*							
4259-24	-- Ldg Lts 239°34'. Front	20 57-1 97 21-0	Fl W 3s	12	11			
*	*	*	*	*	*		*	*
4259-25	--- Rear	20 57-0 97 21-1	Fl W 2s	14	11			
*	*	*	*	*	*		*	*
4259-3	<i>Remove from List</i>							
4259-35	<i>Remove from List</i>							

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Volume J *continued.*

6070	- Off old railway wharf	9 59:3 83 01:4	F R	3	5	Dolphin	1	
*	*	*	*	*	*	*	*	*

Volume K, 2000. Weekly Edition No. 25, Dated 22nd June, 2000.
Last Correction: Weekly Edition No. 24, dated 15th June, 2000.

0934	- Ldg Lts 005°30'. Front No. 2	2 13:2 104 55:6	Fl W 5s	9	8	on white post on pile structure	6	Ra refl. TE 2000
								*
1366	- Atapupu	8 59:7 124 51:6	Fl W 3s	16	10	White beacon		<i>fl 0:5</i>
				*	*	*		
1366:3	<i>Remove from List</i>							
2242:2	- No 2	38 05:2 144 38:5	Q(2)R 6s	5	3	Red pillar on piles		<i>fl 0:3, ec 0:9, fl 0:3, ec 4:5</i>
								*
2322:55	- No 7	38 19:1 144 47:0	Fl(4)G 12s	9	3	Green on beacon		<i>(fl 0:5, ec 1:5) x 3, fl 0:5, ec 5:5</i>
								*
2339:4	-- Princes Pier. Head	37 50:7 144 55:5	F W	11	4	Metal tower		
			*	*				
2339:8	-- Station Pier. Head	37 50:8 144 55:8	2 F W(vert)	...	2	Metal tower		
			*					
2357:11	- NEWPORT. Cooling Water Channel. No 1	37 51:1 144 54:4	Fl G 6s	...	...	Green on beacon		
*	*	*	*	*	*	*		*
2357:12	--- No 2	37 51:1 144 54:4	Fl R 6s	...	...	Red on beacon		
*	*	*	*	*	*	*		*
2357:15	--- No 5	37 50:9 144 54:0	Fl G 5s	...	...	Green on beacon		
*	*	*	*	*	*	*		*
2417:73	--- Harbour Entrance. No 1	37 52:1 144 50:9	Fl G 3s	...	...	Green beacon		(P) 2000
*	*	*	*	*	*	*		*
2417:74	---- No 2	37 52:1 144 50:9	Fl R 3s	...	...	Red beacon		(P) 2000
*	*	*	*	*	*	*		*
2417:75	---- No 3	37 52:1 144 50:9	Fl G 3s	...	...	Green beacon		(P) 2000
*	*	*	*	*	*	*		*

V

Volume K *continued.*

2417-76	---- No 4	37 52-1 144 51-0	Fl R 3s	...	...	Red beacon	(P) 2000
*	*	*	*	*	*	*	*
2417-77	---- No 5	37 52-1 144 50-9	Fl G 3s	...	...	Green beacon	(P) 2000
*	*	*	*	*	*	*	*
2503	- Lewis Channel. No 4	38 44-7 146 25-7	Fl R 4s	5	2	on red beacon	<i>fl 0-5. Destroyed; isolated danger light buoy, Fl(2)W 5s, in situ (T) 2000</i>
							*
2864-3	- Marina. Entrance Channel. No 1	27 11-1 153 06-1	Fl Y 4s	...	...	Yellow × on beacon	Synchronised G lights mark W side of channel
	*					*	
2864-35	--- No 4	27 11-4 153 06-1	Fl R 4s	...	...	Red on beacon	Synchronised R lights mark E side of channel
	*	*				*	
2864-37	--- No 7	27 11-7 153 06-1	Fl G 4s	...	...	Green on beacon	
*	*	*	*	*	*	*	*
2864-5	- Harbour. Entrance Channel. Ldg Lts 183°. Front	27 12-6 153 05-5	Q Bu	...	...	on beacon	
	*						
2864-51	---- Rear. 300m from front	27 12-8 153 05-5	F Bu	...	...	on beacon	
		...	By day F Y				
	*						
2864-53	--- No 1	27 11-5 153 05-6	Fl G 4s	...	...	Green on beacon	
	*					*	*
2864-54	--- No 2	27 11-6 153 05-6	Fl R 4s	...	...	Red on beacon	
	*	*	*			*	
2864-55	--- No 3	27 11-9 153 05-6	Fl G 4s	...	...	Green on beacon	
*	*	*	*	*	*	*	*
2864-56	--- No 4	27 11-9 153 05-7	Fl R 4s	...	...	Red on beacon	
*	*	*	*	*	*	*	*
2864-57	--- No 5	27 12-4 153 05-5	Fl G 4s	...	...	Green on beacon	
*	*	*	*	*	*	*	*
2864-58	--- No 6	27 12-4 153 05-6	Fl R 4s	...	...	Red on beacon	
*	*	*	*	*	*	*	*

V

Volume K *continued.*

2864·6	North Reef	27 11·1 153 07·9	Fl G 4s	...	...	Green	on beacon	<i>fl 0·3</i>
							*	
2865	- Jetty. Head	27 13·7 153 07·0	Q(3)W 10s	...	...	on black beacon, yellow band	R lights on chimney 0·8M W	
			*			*	*	
2865·5	Garnet Rock	27 14·6 153 07·3	Fl G 6s	...	...	Green	on beacon	
							*	
2991·2	<i>Remove from List</i>							
3304·49	-- No 20	17 26·9 140 47·3	Fl R 4s	...	3	Red	on black metal pile with platform	Destroyed; port lateral light buoy, Fl R 2·5s, in situ (T) 2000
								*
3325	- Cullen Bay	12 27·1 130 48·9	Q(2)W 5s	4	4			
			*			*		
3711	Poor Knights Islands. N Island (M)	35 26·9 174 44·3	Fl W 5s	158	17	White structure 4		<i>fl 0·1. Vis 039°-317°(278°)</i>
		*						*
3745	Approach Dir Lt 216°	36 47·9 174 47·3	Dir Oc WRG 4s	23	W 21 R 17 G 17	Metal column		<i>ec 1. G213·5°-214·5°(1°), W214·5°-217·5°(3°), R217·5°-218·5°(1°)</i>
		...	<i>By day</i>	...	4			*
3746	Rangitoto Channel. Ldg Lts 142° 09'. Front	36 49·5 174 50·5	Fl(2)W 4s	10	14	White concrete pile structure, red bands		<i>fl 0·4, ec 1, fl 0·4, ec 2·2</i>
		...	<i>By day</i>	...	4			*
3764·1	--- Rear. 177m from front	36 50·0 174 47·8	F R	...	...	on white beacon	Marks W cables	
							*	
3848	West Tamaki Head	36 50·5 174 52·6	Mo(N)WR 6·5s	5	W 7 R 5	White beacon, red bands	on white pile	<i>fl 1, ec 0·5, fl 0·3, ec 4·7. W103·7°-323·7°(220°), R323·7°-103·7°(140°)</i>
								*
4117·1	-- No 29	36 56·2 174 44·6	Fl G 4s	2	1	Green	on wooden pile	<i>fl 1·5.</i> Reduced intensity (T) 2000
								*
4117·4	-- No 20	36 56·0 174 45·7	Oc R 6s	2	2	Red	on wooden pile	<i>ec 2.</i> Reduced intensity (T) 2000
								*
4117·6	-- No 37	36 56·0 174 46·2	Fl G 4s	2	1	Green	on wooden pile	<i>fl 1·5. TE 2000</i>
								*

V

Volume K *continued*.

4226	- S Mole. Off Head	41 15·7 173 15·3	Iso G 2s	3	7	Green metal pile		*
4360	- Katiki Point (M)	45 23·7 170 52·0	Iso W 12s	52	18	White wooden tower 8	Unreliable (T) 2000	*
4784·66	- Cape Bégat	21 21·4 165 52·7	Q W	...	7	on yellow mast, black top	TE 2000	*
4784·7	Ldg Lts 130° . Front	21 23·1 165 52·9	Iso W 4s	...	16	Beacon	Intens 127°-133°(6°). TE 2000	*

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AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2000

Weekly Edition No. 25 dated 22 June 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:

.....

.....

.....

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VOLUME 1, 1999/00—PART 1

Published Wk 31/99

(Last Amendments: Weekly Edition No. 24 dated 15 June 2000)

GLOBAL MARINE COMMUNICATIONS SERVICES

Page 1, **GLOBE WIRELESS [1094]**, after **Rogaland (LFI)**, insert:

Bern (HEB) (HEC)

Transmits	Receives
4231	4153-5
5157-5	5124-5
6493-5	6289-5
7688	7583
8597	8346
9157	9064
10341	10238-5
13002	12430
17407 (1656)	16525

25/00

After **Bahrain (A9M)**, insert:

Pinang (9MG)

Transmits	Receives
4414 (420)	4122
4429 (425)	4137
6355-5	6292-5
8492	8355
8595-5	8314-5
12943-5	12442
13107 (1211)	12260
17045-6	16660-5
17172-4	16666-5
19751	18814-4
22465	22271-5
26134	25163-5

25/00

COAST RADIO STATIONS

1160 Bern (HEB) (HEC) [3502]

Station heading, after call sign, insert: **[1094]**

After Website, insert:

NOTE: Selcall **[1094]** is allocated to the dedicated GLOBE WIRELESS frequencies, see Section 3

25/00

After section 2 insert:

3. Telex Globe Wireless [1094] Hours of service: H24

See GLOBAL MARINE COMMUNICATIONS SERVICES section on page 1

(Day Watson) 25/00

1760 Hefa (Haifa) (4XO)

Section 2. delete and replace by:

2. RT (HF)

4384 (410)	4092	
8719 (801)	8195	
8746 (810)	8222	1800–0400
13119 (1215)	12272	
13185 (1237)	12338	
17290 (1617)	16408	0400–1800
17323 (1628)	16441	
19776 (1808)	18801	
22705 (2204)	22009	

NOTE: Calls can be booked by prior arrangement

(Haifa Radio) 25/00

Page 219, diagram **AFRICA-WEST COAST MF & VHF RADIOTELEPHONE NETWORK, Cotonou**, Transmits column, delete and replace by: 1650 1692 1704

Receives column, insert: 2075 2117 2129

Traffic Lists, delete and replace by:

Traffic Lists: 1650 kHz:
every even H+00
VHF Ch 16 23 28

25/00

2210 Cotonou (TYA)

Delete station and replace by:

Cotonou (TYA) [0370]

2210

See diagram on page 219

TELEPHONE: +229 805451

6°28'N 2°21'E

FAX: +229 302042 / 315888

TELEX: 872 5055 COTONOU RADIO

1. RT (MF)

Antenna site located at:

Aboney Calavi (6°28'N 2°21'E)

Transmits	Receives	Hours of Watch
1650	2075	
1692	2117	
1704	2129	
2182	2182	0700–1900

TRAFFIC LISTS: 1650 kHz: every even H+00

2. VHF

Antenna site located at:

Cotonou Ch16 23 28 6°21'N 2°26'E

HOURS OF WATCH: H24

3. Telex [0370]

1609	2144	0700–1900
1613	2148	
1615	2150	
2174-5	2174-5	
4112	4174	0700–1900
8418 (804)	8378	0700–1900
12581 (1204)	12478-5	0700–1900

(Continued on next page)

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4. Digital Selective Calling (DSC):

Distress and Safety/Public Correspondence: H24
Ch 70 Ch 70 0700–1900

Distress and Safety: H24

2177 2189.5 0700–1900
2187.5 2187.5 0700–1900

Public Correspondence [Telex]: HX

1609 2144 0700–1900
1613 2148
1615 2150
2174.5 2174.5

Ships' Weather Reports

Station accepts Ships' Weather Reports addressed OBS WEATHER

(Cotonou Radio) 25/00

3160 Pinang (9MG)

Station heading, after call sign, insert: **[1094]**

After TELEX, insert:

NOTE: Selcall **[1094]** is allocated to the dedicated GLOBE WIRELESS frequencies, see Section 5

25/00

After section 4 insert:

5. Telex Globe Wireless [1094] Hours of service: H24

See GLOBAL MARINE COMMUNICATIONS SERVICES section on page 1

(Day Watson) 25/00

VOLUME 1, 1999/00—PART 2

Published Wk 31/99

(Last Amendments: Weekly Edition No. 19 dated 11 May 2000)

4810 Nouméa (FJP)

Delete station and replace by:

Nouméa (FJP)

4810

TELEPHONE: +687 268 770 22°16'S 166°28'E

FAX: +687 254 636

TELEX: +706 3125 NM NOUM RAD

E-mail: cent@opt.nc

Inmarsat-C: 454 099 011

1. RT (MF) Hours of service: H24

CALL: Nouméa Radio
2182 2182 J3E 1-0 H24
2197.5 2524 J3E 1-0 H24

TRAFFIC LISTS: 2197.5 kHz: 0705 1905

(Continued on next column)

2. RT (HF) Hours of service: H24

CALL: Nouméa Radio
4125 4125 J3E 1-0 H24
FJP4 4366 (404) 4074 J3E 1-0 See table
6215.5 6215.5 J3E 1-0 H24
FJP7 **6501** (601) 6200 J3E 1-0 HX
FJP9 8731 (805) 8207 J3E 1-0 See table

HOURS OF SERVICE: 4366 kHz: 0330–0400 0500–0530 2000–2030 2330–0000
8731 kHz: 0400–0430 2300–2330

TRAFFIC LISTS: 6501 kHz: 0205 2205

3. VHF Hours of service: H24

CALL: Nouméa Radio
Antenna site located at:
Nouméa Ch 16 23 24 25 26 27 28 82 83 87 22°16'S 166°28'E

4. Digital Selective Calling (DSC):

MMSI 005401000

Distress and Safety: H24
Ch 70 Ch 70 G2B 0-025 H24

Ships' Weather Reports

Station accepts Ships' Weather Reports addressed MÉTÉO NOUMÉA

(French Notice 17/2000) 25/00

5385 Ensenada (XFE)

After section 5 insert:

6. Digital Selective Calling (DSC):

MMSI 003450210

Distress and Safety: H24
Ch 70 Ch 70 H24

25/00

5405 Mazatlan (XFL)

After section 5 insert:

6. Digital Selective Calling (DSC):

MMSI 003450810

Distress and Safety: H24
Ch 70 Ch 70 H24
Distress and Safety: H24
2187.5 2187.5 H24

25/00

5410 Manzanillo (XFM)

After section 5 insert:

6. Digital Selective Calling (DSC):

MMSI 003451410

Distress and Safety: H24
Ch 70 Ch 70 H24

25/00

5415 Acapulco (XFA)

After section 5 insert:

6. Digital Selective Calling (DSC):

MMSI 003451810

Distress and Safety: H24
Ch 70 Ch 70 H24

25/00

VI

6680 Chetumal (XFP)

After section 5 insert:

6. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

25/00

6685 Cozumel (XFC)

After section 5 insert:

6. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

25/00

Insert station:

Progreso

1. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

25/00

6695 Ciudad del Carmen (XFB)

After section 5 insert:

6. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

25/00

6700 Coatzacoalcos (XFF)

After section 3 insert:

4. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

25/00

6710 Veracruz (XFU)

After section 5 insert:

6. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

25/00

6725 Tampico (XFS)

After section 3 insert:

4. Digital Selective Calling (DSC):
Distress and Safety: H24
Ch 70 Ch 70

Distress and Safety: H24
2187.5 2187.5

(Central de Telecomunicaciones, Mexico) 25/00

VOLUME 2, 2000

Published Wk 10/00

(Last Amendments: Weekly Edition No. 24 dated 15 June 2000)

RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS

0845 Port en Bessin Rear Lt

Delete station

0849 Le Grand Jardin Lt

Delete station

0854 Roches Douvres Lt

Delete station

0858 Ouessant SW, Lanby

Delete station

1043 Cap Béar Lt

Delete station and replace by:

Cap Béar Lt¹ 42°31'·00N 3°08'·27E 1043

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

25/00

1049 Cap Couronne Lt

Delete station

1053 Porquerolles Lt, Cap d'Armes

Delete station and replace by:

Porquerolles Lt, Cap d'Armes¹ 42°59'·07N 6°12'·43E 1053

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

(French Radio List) 25/00

3076 Weipa

After Aero RC insert footnote reference ¹ and insert footnote:

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

25/00

Insert station:

Corny Point Lt¹ 34°54'·0S 137°00'·6E 3133

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

25/00

3211 Ingham

Delete position and replace by: 18°20'·7S 146°18'·0E

(Australian Maritime Safety Authority)

RADAR BEACONS**5190 Harwich Channel Lt Buoy 1**

Line 2, insert: (3 & 10 cm)

(former amendment 21/00)

(Harwich Haven Authority Notice 16/00)

Insert station:

Elblag Lt Bn Racon 54°19'·40N 19°25'·68E 5768 M

(Polish Notice 20/334/00) 25/00

6192 Södra Grisselgrund Bn

Delete station

(Swedish Notice 20/485/00)

VOLUME 3, 2000/01—PART 1

Published Wk 21/00

(Last Amendments: Weekly Edition No. 24 dated 15 June 2000)

0002 METEOROLOGICAL SERVICES FOR SHIPPING

Page 72, 2. Special forecasts for port areas from forecasting centres, after line 5, insert:

or by calling the Meteorological Office Customer Centre direct on: 0845 300 0 300

25/00

Table, line 12, delete S England to 023 80 233139

Diagram Forecasts for Port Areas, delete Southampton Weather Centre

0003 UNITED KINGDOM: MISCELLANEOUS SERVICES

Page 80, Port Meteorological Officers, line 4, Bristol Channel, delete PO Box 278 to 2022 5295 and replace by:

Titan House, Cardiff Bay Business Centre, Lewis Rd, Ocean Park Cardiff CF24 5BS +44 (0)29 2045 1323 +44 (0)29 2045 1326

(Sarah North, UK Meteorological Office)

0163 Royal Netherlands Meteorological Institute (KNMI – Maritime Services Division)

After station heading, delete line 6, E-mail to nl and replace by:

E-mail: mmd@knmi.nl

(Frits Koek, Royal Netherlands Meteorological Institute) 25/00

0180 German Traffic Centres–Weather Bulletins

Page 132, table, row 5 Cuxhaven Elbe Traffic, Time of bcst column, delete Every H+55 and replace by:

Every H+35

0295 Lyngby (OXZ)

Navigational Warnings, line 3, delete Decca warnings to Danish and English

(Lt. Cdr. K.M. Petersen, Danish Meteorological Institute)

1046-5 BFBS Gibraltar

Delete station and replace by:

BFBS Gibraltar**1046-5**

A BFBS 1	93.5 MHz	F3E	1.0
A BFBS 1	97.8 MHz	F3E	1.0
B BFBS 2	89.4 MHz	F3E	1.0
B BFBS 2	99.5 MHz	F3E	1.0

Storm Warnings

A, B: On receipt

Storm and gale warnings for the Gibraltar area

Weather Bulletins

A: Mon–Fri: 0745 0845 1005 1605 LT
Sat: 0845 0945 1202 LT
Sun: 0845 0945 1202 1602 LT

Shipping Fcst, wind, weather, visibility, sea state, swell High water and Low water times for local waters within 5 miles of Gibraltar
In English

B: Mon–Fri: 1200 (United Kingdom LT (See ALRS 2 for details))

Shipping Fcst, wind, weather, visibility, sea state, swell High water and Low water times for local waters within 5 miles of Gibraltar
In English

(Basil D'Oliveira OBE FRIN) 25/00

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VOLUME 3, 2000/01—PART 2

Published Wk 21/00

(Last Amendments: Weekly Edition No. 21 dated 25 May 2000)

Storm Warnings

B: On receipt

Gale, storm or cyclone warnings for SW pacific, see limits on Diagram W8
FM 46—IV IAC FLEET

Weather Bulletins

A: 1005

B: 2000

18h wind Fcst in French for coastal waters of Nouvelle-Calédonie

Navigational Warnings

A: 0705 1905

B: 0330 0500 2000 2330

C: 0205 2205

D: 0415 0730 1930 2230

In French for Nouvelle-Calédonie and Vanuata

(French Notice 17/2000) 25/00

4810 Nouméa (FJP)

Delete station and replace by:

Nouméa (FJP)

DIAGRAM W8 page 43

A (FJP2)	2197.5	J3E	0.3
B (FJP4)	4366 (404)	J3E	0.3
C (FJP7)	6501 (601)	J3E	0.3
D	Ch 23 24 25		0.025
D	Ch 26 27 28		0.025
D	Ch 82 83 87		0.025

(Continued on next column)

4810

VOLUME 5, 2000/01

Published Wk 24/00

(Last Amendments: Weekly Edition No. 24 dated 15 June 2000)

Page 105, 9.1 VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1, Nouvelle Calédonie, delete line and replace by:

Nouvelle Calédonie (France)	Nouméa (1—4810)	005401000	22°16'S 166°28'E	NI	Operational
--------------------------------	-----------------	-----------	---------------------	----	-------------

(French Notice 17/2000) 25/00

VOLUME 6, 1999/00—PART 1

Published Wk 43/99

(Last Amendments: Weekly Edition No. 24 dated 15 June 2000)

B 6405 UMAG

Pilots, PROCEDURE, lines 1 and 2, delete Pilot embarks/disembarks at the entrance to the harbour., **and replace by:**

Pilot boards in position 45°26'·0N 13°30'·5E.

25/00

B 6407 POREČ

Before **Port** section insert:

Pilots

PROCEDURE:

(1) Pilots are requested from PULA 24 hours in advance.

(2) Pilot boards in position 45°14'·0N 13°35'·0E.

25/00

B 6408 ROVINJ

Pilots, PROCEDURE, lines 1 and 2, delete Pilot embarks/disembarks at the entrance to the harbour., **and replace by:**

Pilot boards in position 45°05'·2N 13°37'·5E.

(Croatian Notice 5/3/00) 25/00

B 6410 RAŠA (including Trget)

Pilots and Port, PROCEDURE, lines 4 and 5, delete Pilot boards to (Rasa Bay)., **and replace by:**

(3) Pilot boards in the following positions:

(a) SV Mikula stone quarry: 44°58'·8N 14°05'·0E

(b) Bršica timber and cattle terminal: 45°01'·0N 14°03'·2E

(c) Koromačno cement factory: 44°56'·0N 14°06'·5E

On request, pilot can also board at the entrance to Zaijev Raša for harbours SV Mikula and Bršica.

(Croatian Notice 5/4/00 and 5/9/00) 25/00

VI

VOLUME 6, 1999/00—PART 2

Published Wk 43/99

(Last Amendments: Weekly Edition No. 24 dated 15 June 2000)

F 1110 PORT DAMPIER, W.A.

Pilots, PROCEDURE, lines 4 to 11, delete Pilot boards . . . to . . . 116°39'·00E (No 5) **and replace by:**

Pilot boards in position 20°24'·0S 116°42'·9E.

(Australian Notice 9/268/00) 25/00

CALL, *delete* Harwich Harbour Radio *and replace by:* Harwich VTS

25/00

Page 70, **Vessels Outward-Bound or Shifting Berth**, REPORTING POINTS *table, delete line 5, Cork Sand Lt Bn, 51°55'·43N 1°25'·95E, Vessels using S channel, and replace by:*

Rough Lt buoy	51°55'·16N 1°31'·11E	Vessels using S channel
---------------	----------------------	-------------------------

25/00

Page 70, *insert replacement diagram of Harwich and Ipswich on page 6.8*

(former amendments 20/00 and 22/00)

(Harwich Harbour Authority Notice 16/2000) 25/00

VOLUME 7, 1999/00—PART 1

Published Wk 46/99

(Last Amendments: Weekly Edition No. 23 dated 8 June 2000)

A 1950 HARWICH

Harbour Operations Service, page 69, AREA, delete (3) 51°53'·76N 1°34'·03E (Shiphead Lt buoy) **and replace by:**

(3) 51°53'·76N 1°34'·01E (Walker Lt buoy)

25/00

VOLUME 7, 1999/00—PART 2

Published Wk 46/99

(Last Amendments: Weekly Edition No. 23 dated 8 June 2000)

NIL

25/00

VOLUME 8, 2000/01

Published Wk 13/99

(Last Amendments: Weekly Edition No. 21 dated 25 May 2000)

DIFFERENTIAL GPS (DGPS)

Table **BEACONS TRANSMITTING DGPS CORRECTIONS**, page 57, **AUSTRALIA** section, station Weipa, **ALRS Vol 2** station reference number column, *insert:* 3076

Range (in n miles) column, insert: 200

Status column, delete and replace by: On trial

Station 3104 Karratha, **Range (in n miles) column, delete and replace by:** 200

Transmitted Message Types column, delete and replace by: 3 5 6 7 9 16

After station 3104 Karratha, *insert:*

3133	Corny Point Lt	316	200	010	710	200	Yes	On trial	3 5 6 7 9 16
------	----------------	-----	-----	-----	-----	-----	-----	----------	--------------

25/00

Station 3156 Cape Schanck, **Range (in n miles) column, delete and replace by:** 200

Transmitted Message Types column, delete and replace by: 3 5 6 7 9 16

Station 3211 Ingham, **Range (in n miles) column, delete and replace by:** 200

Status column, delete and replace by: Operational

(Australian Maritime Safety Authority)



VI

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

Published Wk 17/00

(Last Amendments: Weekly Edition No. 23 dated 8 June 2000)

NIL

25/00

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