



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 37

14 September 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:

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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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II

[37/00]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 14 September 2000

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
942A	Eastern Archipelago, Sumba to Seram. <i>Includes extensive amendment of depth information south of Timor. The lights and names have been updated throughout the chart.</i> <i>Note: This chart remains affected by Former Notice 949/(T)00.</i>	1:1,550,000	60	62, 66, 80	£15·65
942B	Eastern Archipelago, Seram to Kolepon. <i>Includes extensive amendment of depth information in the vicinity of 8° 00'S to 12° 02'S. The lights and names have been updated throughout the chart.</i>	1:1,550,000	60	62, 66, 80, 90, 92	£15·65
⊙2743 INT 1844	International Chart Series, France - west coast, Approaches to La Rochelle. <i>A modified reproduction of INT 1844, originally published by France, including changes to depths and wrecks in the vicinity of Rade de la Pallice, amendment to the pilot boarding place and a new sector light at Pointe des Minimes.</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notice 2731(P)/00.</i>	1:15,000	17	34	£15·65
⊙3687	United States - east coast, North Carolina, Outer approaches to Cape Fear River including Frying Pan Shoals. <i>Includes amendments to depths south of the entrance to Cape Fear River.</i>	1:100,000	81	114	£15·65
⊙3688	United States - east coast, North Carolina, Cape Fear River and approaches including Wilmington. Ⓐ Continuation to Wilmington on the same scale. Ⓑ Northeast Cape Fear River continuation of Plan Ⓐ on the same scale. <i>Includes additional channel depths information.</i>	1:40,000	81	114	£15·65

Admiralty Publications

NP No.	Title and other remarks	Date	RRP(UK)*	Remarks
NP 58As	Supplement No 8 to Norway Pilot, Volume IIIA, (Sixth Edition, 1982).	18/5/00	£5·70	Supplement No 7, 1996 is thereby cancelled.
NP 164-01	Dover Daily Times of High Water, and Mean Range of the Tide.	31/8/00	£1·00	New Edition 2001.

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 12 OCTOBER 2000

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
1922	International Chart Series, Republic of South Africa, Simon's Bay. 34°07'·41S. — 34°12'·52S., 18°25'·45E. — 18°29'·75E. <i>A modified reproduction of the Republic of South Africa chart SAN1017 to replace existing BA 1849. This chart is referred to a WGS 84 datum.</i>	1:10,000	1849
3221 INT 1876	International Chart Series, Portugal - west coast, Lisboa, Paç de Arcos to Terreiro do Trigo. 38°38'·30N. — 38°44'·36N., 9°07'·00W. — 9°18'·18W. <i>A modified reproduction of INT 1876 providing larger scale coverage of the Port of Lisboa.</i>	1:15,000	3263
4634 INT 634	International Chart Series, Pacific Ocean, Frederick Reefs to Solomon Islands. 06°21'·1S. — 22°00'·0S., 154°00'·0E. — 163°30'·6E. <i>The last in the series of United Kingdom produced charts of the South West Pacific Ocean at a scale of 1:1,500,000.</i>	1:1,500,000	208

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
144	Mediterranean Sea, Gibraltar. <i>Includes Gibraltar harbour district limits and changes to buoyage.</i>	1:10,000	144
373	Mexico - east coast, Ports in the Gulf of Campeche. Ⓐ Approaches to Coatzacoalcas and Pajaritos. Ⓑ Frontera(Álvaro Obregón). Ⓒ Ciudad del Carmen. Ⓓ Coatzacoalcas and Pajaritos. Ⓔ Progreso and Yukalpetén. Ⓕ Tuxpan. <i>This partial new edition is limited to include changes to depths, buoyage and lights on the plans of Frontera, Ciudad del Carmen and Tuxpan.</i>	1:70,000 1:50,000 1:50,000 1:25,000 1:30,000 1:40,000	373
1312	South China Sea, Singapore Strait to Selat Karimata. <i>This partial new edition includes, Sea-Me-We-3 cable, Beliting to Pontianak cable, gas pipeline into Singapore Strait and general updating throughout.</i>	1:800,000	1312

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 12 OCTOBER 2000

New Editions of Admiralty Charts (Continuation)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
1919 INT 5510	International Chart Series, China - Hong Kong, North Western Approaches to Hong Kong. <i>Includes changes to depths in the vicinity of Chi Shui-Men, Urmston Road and Discovery Bay with developments at Tuen Mun River Trade Terminal and Penny's Bay.</i>	1:25,000	1919 INT 5510
2137	Indonesia, Selat Gelasa. <i>Partial new edition to include Sea-Me-We-3 cable, Pulau Beliting to Pontianak cable and general updating throughout.</i>	1:250,000	2137
2242	Black Sea - Russia and Ukraine, Kerch Strait. <i>Includes extensive changes to depths, new fish havens with associated buoyage and amendments to wrecks.</i>	1:50,000	2242
2276	Baltic Sea, Lithuania, Approaches to Klaipėda. Ⓐ Klaipėda. Ⓑ Continuation to Klaipėda on the same scale. <i>This partial new edition is limited to changes to buoyage, leading lines, coastline and significant depths changes from a Lithuanian Government survey of 1999.</i>	1:35,000 1:12,500 1:12,500	2276
2358	France - west coast, Golfe du Morbihan. 47°30'·00N. — 47°40'·10N., 2°40'·51W. — 3°02'·40W. <i>A modified reproduction of French chart 7034, originally published in 1999, including changes to depths. The limits of the chart have been extended northwards to include Auray and Vannes.</i>	1:25,000	2358
3280 INT 5509	International Chart Series, China - Hong Kong, Western Approaches to Hong Kong Harbour. <i>Includes changes to depths in North West Lamma Anchorage, northwards of Kau Yi Chau, Kellett Bank, Northern Fairway and northwards of Tsing Yi. Changes to Restricted Areas and Areas of Works in Progress are also included.</i>	1:15,000	3280 INT 5509
3390 INT 5362	International Chart Series, Korea - south coast, Kwang-Yang Hang. <i>A modified reproduction of Korean chart 241, incorporating many changes to oil berths, wharfs and channels</i>	1:20,000	3390 INT 5362

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 12 OCTOBER 2000

Reproductions of Australian Government Charts

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>
Aus 136	Australia - south coast, South Australia, Approaches to Whyalla and Port Pirie.	1:75,000	Aus 136
	Port Bonython.	1:25,000	
	Port Pirie.	1:25,000	
	Whyalla.	1:18,750	
	Port Pirie Wharves.	1:7,500	
	<i>Includes general updating throughout. The horizontal datum is referred to WGS 84.</i>		
Aus 247	Australia - east coast, Queensland, Keppel Bay.	1:75,000	Aus 247
	Approaches to Port Alma.	1:37,500	
	Port Alma.	1:15,000	
	Roslyn Bay.	1:10,000	
	<i>Includes general updating throughout. The horizontal datum is referred to WGS 84.</i>		

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>
942A	Eastern Archipelago, Eastern Portion - Part 2 - Sheet 3.	942A
942B	Eastern Archipelago, Eastern Portion - Part 2 - including the Flores, Banda & Arafura Seas and the Eastern Passage to China.	942B
2743	International Chart Series, France - west coast, Approaches to La Rochelle.	⊙2743
3687	United States - east coast, Outer approaches to Cape Fear River including Frying Pan Shoals.	⊙3687
3688	United States - east coast, North Carolina, Cape Fear River and approaches including Wilmington.	⊙3688

LOSS OF TWILIGHT DEPICTION IN TIDECALC

1. The depiction of twilight on the prediction screen of TIDECALC (NP158) will cease to be available from 1 December 2000 onward.
2. However, despite this minor loss of functionality the accuracy and reliability of the predictions themselves will remain perfectly valid.
3. Although a new enhanced Windows-based version of TIDECALC is due to be published by the UKHO in early 2001, the existing TIDECALC will be supported until 31 December 2001 whereafter it will be withdrawn in favour of the new version.

UK Hydrographic Office (HA 906/004/027/02)

⊙ denotes chart available in the ARCS series.

II

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 WGS 84 compatible datum. Former Notice 2325(P)/00 refers.

⊙26	⊙1594	⊙2007	⊙2611	⊙3319
⊙1186	⊙1859	⊙2151	⊙2642	⊙3337
⊙1446	⊙1991	⊙2172	⊙2693	⊙3741
⊙1491	⊙1994	⊙2175	⊙2695	⊙3746
⊙1536	⊙2000	⊙2484	⊙2841	⊙3750

Erratum to Notice to Mariners Week 30/00.

Section II - **ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE.
NEW ADMIRALTY CHARTS PUBLISHED 27 JULY 2000**

<u>Amend Admiralty Chart No.</u>	<u>To read</u>
⊙2587	2587

Erratum to Notice to Mariners Week 33/00.

Section II - **ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE.
NEW ADMIRALTY CHARTS PUBLISHED 17 AUGUST 2000**

<u>Amend Admiralty Chart No.</u>	<u>To read</u>
2676	⊙2676
2678	⊙2678
2933	⊙2933

Erratum to Notice to Mariners Week 35/00.

Section I - **INDEX OF CHARTS AFFECTED.**

<u>Admiralty Chart No.</u>	<u>Notices</u>
Delete 1543	3526

⊙ denotes chart available in the ARCS series.

II

3695 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
171	New Edition 11/3/99	Delete graduation label, 25', in position 15° 23'·00N., 39° 59'·50E.
3229	2687/00	Substitute depth, 34 <i>m</i> , for depth, 34 m, in position 28° 08'·20N., 129° 18'·45E.UK Hydrographic Office.

3630* ENGLAND, East Coast — River Humber — Immingham to North Killingholme — Port developments; Works; Buoyage; Lights; Dredged area; Depths

Insert	the accompanying block, showing new Humber Sea and International terminals and amendments to works area, buoyage, lights, dredged area and depths, centred on:	
	(a)	53° 38'·6N., 0° 12'·0W.
	(b)	53° 39'·0N., 0° 12'·0W.

Chart [*Last correction*].— **3497** (INT 1554) (**plan C, Immingham**) (a) & **3497** (INT 1554) (b) [2967/00] — **1188** (INT 1553) (b) [2966/00] — **109** (INT 1555) (b) [2967/00]
 Light List Vol. A/00, 2492, 2505, 2504.5
 ABP Humber (HH.252/410/11).

3631* ENGLAND, East Coast — River Tyne — Shields Harbour Reach and Long Reach — Jetty; Light

Insert	the accompanying block, showing amendment to jetty, centred on:	
Move	★ from:	54° 59'·9N., 1° 26'·2W.
	to:	54° 59'·175N., 1° 29'·512W.
		54° 59'·169N., 1° 29'·527W.

Chart [*Last correction*].— **1934** (INT 1550) [*New Edition* 30/9/99]
 Light List Vol. A/00, 2723.4
 UK Hydrographic Office (HH.242/620/18).

3635* ENGLAND, East Coast — The Wash — Approaches to King's Lynn — Bull Dog Sand Westwards — Light-beacon; Beacon

Insert	yellow light-beacon with conical topmark, <i>FL.Y.3s</i> 'A'	(a)	52° 49'·385N., 0° 21'·249E.
Delete	'A' beacon		close N. of (a) above

Chart [*Last correction*].— **1200** (INT 1556) [*New Edition* 28/10/99]
 Light List Vol. A/00, 2364.5
 King's Lynn Conservancy Board (HH.242/560/04).

3632 RUSSIA, North Coast — Barents Sea — Central Bank Northwards — Depths

Insert	the accompanying block, showing amendments to depths, centred on:	
		76° 45'·0N., 38° 00'·0E.

Chart [*Last correction*].— **2962** [3456/00]
 Russian Chart 11118 (HH.306/440/02).

3636 RUSSIA, North Coast — Barents Sea — Poluostrov Russkiy Zavorot Northwards and Pechorskaya Guba — Depths

Insert	depth 24 ₅ m	69° 06'·15N., 54° 00'·75E.
	depth 0 ₃ m enclosed by ○	68° 19'·90N., 54° 28'·40E.

Chart [*Last correction*].— **2961** [3455/00]
 Russian Charts 11129 & 12015 (HH.306/430/02).

3637 NORWAY, South Coast — Oslofjorden — Gåsøya Southwards — Buoyage

Insert	starboard-hand spar buoy	(a)	59° 49'·59N., 10° 35'·72E.
		(b)	59° 50'·02N., 10° 36'·35E.
		(c)	59° 50'·02N., 10° 36'·40E.

Chart [*Last correction*].— **3712** (**plan A, Oslo Approaches**) (c) [4690/99] — **3154** (a,b) [1514/00]
 Norwegian Notice 15/628/00 (HH.311/420/03).

3638 NORWAY, South Coast — Oslofjorden — Drøbak Westwards and Lågøya Westwards — Buoyage

Insert	port-hand spar buoy	(a)	53° 39'·95N., 10° 36'·91E.
	starboard-hand spar buoy	(b)	59° 43'·97N., 10° 33'·73E.

Chart [*Last correction*].— **3154** (**plan, Drøbak**) (a) & **3154** (b) [3637/00]
 Norwegian Notice 15/628/00 (HH.311/440/02).

II

3639 SWEDEN, West Coast — Skärhamn Southwestwards — Bockholmssund — Submarine power cable

Insert submarine power cable joining: 57° 59'·25N., 11° 32'·01E.(shore)
57° 59'·24N., 11° 32'·41E.(shore)

Chart [*Last correction*].— **873** [3629/00]
Swedish Chart 9321 (HH.317/500/02).

3640 BALTIC SEA — Sweden, West Coast — The Sound — Skälderviken, Råå and Landskrona — Restricted areas; Beacons

Insert limit of restricted area, fishing prohibited, pecked line, joining:

(a)	56° 16'·66N., 12° 49'·83E.(shore)
(b)	56° 16'·17N., 12° 48'·75E.
(c)	56° 15'·93N., 12° 50'·16E.(shore)
(d)	55° 59'·96N., 12° 44'·10E.(shore)
(e)	55° 59'·00N., 12° 42'·92E.
(f)	55° 59'·06N., 12° 45'·14E.(shore)
(g)	55° 58'·54N., 12° 45'·32E.(shore)
(h)	55° 58'·25N., 12° 44'·40E.
(i)	55° 58'·00N., 12° 45'·47E.(shore)
(j)	55° 51'·25N., 12° 49'·89E.(shore)
(k)	55° 51'·06N., 12° 49'·82E.
	(S. border)
(l)	55° 50'·59N., 12° 49'·50E.
(m)	55° 50'·92N., 12° 53'·60E.(shore)

Delete former limit of restricted area, fishing prohibited, pecked line, joining:

(n)	55° 59'·89N., 12° 44'·25E.(shore)
(o)	55° 59'·15N., 12° 43'·60E.
(p)	55° 59'·19N., 12° 45'·05E.(shore)
(q)	55° 51'·62N., 12° 52'·90E.(shore)
(r)	55° 50'·92N., 12° 52'·12E.
(s)	55° 50'·92N., 12° 53'·60E.(shore)
(t)	adjacent to (n) above
(u)	adjacent to (p) above
(v)	adjacent to (q) above
(w)	adjacent to (s) above

legend, Bns

Note: The above update will be included in a New Edition of Chart 877 to be published 28 September 2000.

Chart [*Last correction*].— **2594** (INT 1331) (**plan B, Landskrona**) (j,k) & **2594** (INT 1331) (a–j,l–w) [3378/00] — **875** (a–c) [3186/00]
Swedish Chart 922 (HH.317/650/02).

3641 BALTIC SEA — Sweden, East Coast — Mälaren Eastern Part — Norra Björkfjärden, Näsfjärden and Hovgårdsfjärden — Submarine cable; Restricted areas

Insert submarine cable, joining:

59° 28'·58N., 17° 21'·33E.(shore)
59° 28'·23N., 17° 22'·63E.
59° 27'·09N., 17° 24'·51E.
59° 27'·37N., 17° 30'·10E.
59° 27'·44N., 17° 30'·41E.
59° 27'·64N., 17° 32'·46E.
59° 27'·35N., 17° 32'·98E.
59° 26'·98N., 17° 34'·97E.
59° 27'·44N., 17° 35'·91E.
59° 27'·42N., 17° 37'·60E.
59° 27'·02N., 17° 38'·22E.
59° 26'·59N., 17° 39'·83E.
59° 25'·45N., 17° 42'·65E.
59° 25'·03N., 17° 43'·53E.
59° 25'·58N., 17° 45'·07E.
59° 25'·60N., 17° 46'·19E.(shore)

limit of restricted area, anchoring prohibited, pecked line, joining:

59° 21'·66N., 17° 32'·31E.(shore)
59° 21'·66N., 17° 32'·50E.
59° 21'·49N., 17° 32'·43E.
59° 21'·38N., 17° 32'·23E.
59° 21'·47N., 17° 31'·96E.(shore)
and
59° 20'·32N., 17° 33'·58E.(shore)
59° 20'·38N., 17° 33'·58E.
59° 20'·45N., 17° 33'·29E.
59° 20'·48N., 17° 32'·82E.
59° 20'·41N., 17° 32'·61E.
59° 20'·23N., 17° 32'·46E.
59° 20'·05N., 17° 32'·40E.
59° 19'·85N., 17° 32'·50E.(shore)

Chart [*Last correction*].— **3142** [1960/00]
Swedish Chart 111 (HH.318/505/08).

II

3642 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Härnösand — Mellanholmen to Härnön — Bridge

Insert bridge, double firm line, width 8m, with vertical clearance, 1m, joining: 62° 37'·79N., 17° 56'·57E.
62° 37'·79N., 17° 56'·60E.

Chart [Last correction].— 62 (plan, Härnösand) [1086/00]
Swedish Chart 523 (HH.318/585/03).

3643 BALTIC SEA — Denmark — Grønsund — Beacons; Buoyage; Restricted area

Insert beacon (a) 54° 54'·53N., 12° 04'·59E.
(b) 54° 54'·69N., 12° 04'·61E.
(c) 54° 54'·67N., 12° 04'·76E.
(d) 54° 54'·64N., 12° 04'·96E.
(e) 54° 54'·39N., 12° 06'·54E.
(f) 54° 53'·47N., 12° 07'·95E.
special spar buoy with topmark (g) 54° 53'·68N., 12° 07'·35E.
(h) 54° 54'·31N., 12° 04'·63E.
limit of restricted area, pecked line, joining: (i) (b) above
(j) (c) above
and
(k) (d) above
(l) (e) above
and
(m) (f) above
(n) 54° 53'·20N., 12° 07'·25E. (shore)
and
(o) (a) above
(p) 54° 53'·56N., 12° 04'·80E. (shore)
legend, Nature Reserve (see Note), centred on: (q) 54° 53'·67N., 12° 05'·90E.
the accompanying note, NATURE RESERVE, centred on: (r) 54° 48'·26N., 11° 58'·32E.

Chart [Last correction].— 940 [New Chart 24/8/00]
Danish Notice 31/795/00 (HH.333/630/03).

3644 GERMANY, North Sea Coast — Port of Hamburg — Rethe — Neuhöfer Hafen — Light

Amend light to, F.Or 53° 30'·57N., 9° 57'·33E.

Chart [Last correction].— 3268 (INT 1455) (plan B, Port of Hamburg) [3465/00]
Light List Vol. B/00, 1599.6
BSH Hamburg (HH.328/570/04).

3645 GERMANY, North Sea Coast — Die Weser — Reiherplate Northwards, Brake and Farge — Submarine cable; Depths; Light

Insert submarine cable joining: (a) 53° 25'·15N., 8° 29'·19E. (shore)
(b) 53° 25'·57N., 8° 29'·25E. (★)
depth 10m (c) 53° 20'·60N., 8° 29'·84E.
depth 7m (d) 53° 12'·05N., 8° 30'·98E.
Amend light to, Oc.6s15m15M & Iso.4s15m15M (e) 53° 11'·77N., 8° 31'·08E.

Chart [Last correction].— 3406 (plan C, Nordenham to Elsfleth) (a,b) & (plan D, Continuation of Nordenham to Elsfleth)
(c) [4699/99] — 3407 (d,e) [4077/99]
Light List Vol. B/00, 1302.4
German Chart 5 (HH.328/530/02).

3646 GERMANY, North Sea Coast — Norderney Northwestwards — Norderneyer Seegat — Buoy

Move Schluchter light-buoy from: 53° 44'·8N., 7° 04'·2E.
to: 53° 44'·52N., 7° 02'·30E.

Chart [Last correction].— 3761 [3389/00]
German Notice 31/(21)89/00 (HH.328/480/02).

3647 FRANCE, West Coast — Le Croisic — Beacon

Insert starboard-hand beacon with topmark 47° 18'·080N., 2° 30'·990W.

Chart [Last correction].— 2353 (plan, Le Croisic) [3197/00]
French Notice 28/23/00 (HH.353/480/05).

II

3648 FRANCE, West Coast — La Gironde — La Garonne — Ile Cazeau Southeastwards — Buoyage

Move No 63 light-buoy from: 45° 00'·72N., 0° 34'·69W.
to: (a) 45° 00'·54N., 0° 34'·38W.
Delete No 63a light-buoy 630m SE. of (a) above

Chart [*Last correction*].— **2916 (panel E) & (panel C)** [1653/00]
French Notice 31/10/00 (HH.353/540/04).

3649 SPAIN, West Coast — Ensenada de la Lanzada — Punta Espiño Northwards — Breakwater; Light

Insert breakwater, single firm line, joining: 42° 27'·50N., 8° 55'·07W. (shore)
42° 27'·53N., 8° 55'·02W.
(a) 42° 27'·56N., 8° 55'·02W.
Insert ★ *Fl(4)WR.11s5m4/3M* (b) (a) above
sectors at light, *Fl(4)WR.11s5m4/3M*, as follows: (b) (b) above
R shore – 305°
W 305° – 315° (10°)
R 315° – shore

Chart [*Last correction*].— **1758** [3529/00] — **1768** [2666/00]
Light List Vol. D/00, 1847.5
Spanish Notice 31/431/00 (HH.359/600/03).

3650 MEDITERRANEAN SEA — France, South Coast — Golfe Juan — Approaches to Port du Crouton — Buoy

Insert S. cardinal pillar light-buoy, *VQ(6)+LFl.10s* 43° 33'·26N., 7° 06'·93E.

Chart [*Last correction*].— **2167** [2999/00]
French Notice 31/13/00 (HH.354/730/02).

3651 MEDITERRANEAN SEA — Tyrrhenian Sea — Skerki Bank Northeastwards — Depth

Insert depth 159m enclosed by 200m contour,
(charts 4301 & 4302, depth 159m and extend 200m contour
W. to enclose) 38° 24'·3N., 11° 25'·1E.

Chart [*Last correction*].— **1983** [1545/00] — **165** [3201/00] — **4301** (INT 301) [2998/00] — **4302** (INT 302)
[1114/00]
French Notice 31/17/00 (HH.180/440/02).

3652 MEDITERRANEAN SEA — Adriatic Sea — Croatia — Otok Hvar — Jelsa — Light

Amend light to, *Fl.G.3s7m4M* 43° 09'·75N., 16° 42'·10E.

Chart [*Last correction*].— **2712** [503/00]
Light List Vol. E/00, 3428
Croatian Notice 7/3/00 (HH.377/470/04).

3653 BLACK SEA — Ukraine — Bugsko–Dneprovsko–Limanskiy Kanal — Koleno No 1 — Buoy

Substitute starboard-hand pillar light-buoy with topmark, *Fl.G.3s No3*,
for No 3 buoy 46° 35'·06N., 31° 27'·00E.

Chart [*Last correction*].— **2200** [2289/00]
Russian Notice 31/5122/00 (HH.396/540/02).

3654* MEDITERRANEAN SEA — Egypt — Bûr Sa'îd (Port Said) — Works area

Insert limit of works area, pecked line, joining: (a) 31° 14'·95N., 32° 21'·53E. (jetty)
(b) 31° 19'·30N., 32° 22'·52E.
(c) 31° 21'·70N., 32° 23'·26E.
(d) 31° 24'·00N., 32° 28'·20E.
(e) 31° 18'·01N., 32° 28'·28E.
(f) 31° 14'·60N., 32° 22'·30E.
(g) 31° 14'·00N., 32° 22'·13E.
(S. border)
(h) 31° 13'·47N., 32° 22'·00E. (shore)
legend, *Works in progress (2000)*, centred on: (i) 31° 22'·2N., 32° 26'·8E.
(j) 31° 15'·8N., 32° 22'·7E.
(k) 31° 21'·0N., 32° 25'·5E.

Chart [*Last correction*].— **234** (INT 3551) (*a–f,h–j*) [4637/99] — **2578** (INT 3550) (*a–g,i,j*) [3307/00] — **2573** (INT 3500)
(*a–f,h,k*) [3307/00]
Ports and Lighthouses Administration, Alexandria, NavWarn 104/00 (HH.475/400/05).

II

3655 AFRICA, South–West Coast — South Africa — Cape of Good Hope Southwestwards — Depths

Certain copies only

Substitute depth 733m enclosed by 1000m contour for depth 773m enclosed by 1000m contour 34° 36′·60S., 17° 39′·70E.

Chart [*Last correction*].— **578** [3478/00]
UK Hydrographic Office (HH.450/400/04).

3656 RED SEA — Egypt — Gifāṭīn Islands Southwards — Depths

Insert depth 229 m enclosed by ☉, *Rep* (2000),
(chart 8, depth 229 m enclosed by ☉, *Rep* (a) 27° 07′·0N., 33° 59′·6E.
Delete depth 60m close S. of (a) above

Chart [*Last correction*].— **2375** (a) [2677/00] — **8** [1218/00]
Hydropac 1215/00 (HH.474/400/04).

3657 INDIA, West Coast — Port of Bombay — Butcher Island Northwards — Rock

Insert ⊕ 18° 58′·41N., 72° 54′·23E.

Chart [*Last correction*].— **2624** [3406/00] — **2627** [756/00]
Indian Notice 15/301/00 (HH.502/440/03).

3658 CHINA, East Coast — Ningbo Waigang — Depths

Insert depth 15₅ m enclosed by 20m contour (a) 29° 58′·95N., 121° 47′·74E.
depth 8₃ fm enclosed by 10fm contour (b) 29° 58′·98N., 121° 47′·60E.
Delete depth 23₅ m, (chart 1429, depth 12₅ fm) (c) close N. of (a)/(b) above

Chart [*Last correction*].— **1592** (a) [3222/00] — **1429** (b,c) [3222/00] — **1124** (a,c) [3222/00]
Chinese Chart 13381 (HH.548/470/03).

3659 CHINA, East Coast — Zhoushan Qundao — Zhoushan Dao Northwestwards — Dawushi — Light; Radar beacon

Insert ★ *Fl.10s57m16M* (a) 30° 13′·05N., 121° 53′·20E.
radar beacon, *Racon (M)* (3cm), at light (a) above

Chart [*Last correction*].— **1124** [3658/00] — **1199** [3495/00]
Light List Vol. F/00, 3716.75
Admiralty List of Radio Signals Vol. 2, 2000: 8180 (34/00)
Chinese Chart 13300 (HH.548/468/03).

3660 JAPAN — Seto Naikai — Ōsaka — Yumeshima Northwards and Eastwards — No 1 Area — Buoyage

Delete starboard–hand pillar light–buoy, Fl.R.5s 34° 38′·80N., 135° 24′·74E.
No 3 light–buoy 34° 39′·38N., 135° 24′·11E.

Chart [*Last correction*].— **2279** [3019/00]
Japanese Notice 32/1131/00 (HH.568/504/05).

3661 JAPAN — Honshū, South Coast — Approaches to Nagoya — Port Island Southwestwards — Buoyage

Insert port–hand pillar light–buoy with topmark, *Fl(2)G.6s No1* (a) 34° 58′·70N., 136° 46′·33E.
starboard–hand pillar light–buoy with topmark,
Fl(2)R.6s No2 (b) 34° 58′·58N., 136° 46′·52E.
Delete former No 1 light–buoy 1·2M NE. of (a) above
former No 2 light–buoy 1·2M NE. of (b) above

Chart [*Last correction*].— **2960** [1626/00]
Japanese Notice 32/1123/00 (HH.563/412/05).

3662 JAPAN — Hokkaidō, South Coast — Kushiro Kō Westwards — Submarine cable

Insert submarine cable joining: (a) 42° 53′·7N., 143° 57′·8E. (shore)
(b) 42° 49′·25N., 144° 03′·19E.
(W. border)
(c) 42° 47′·50N., 144° 05′·80E.
(S. border)
(d) 42° 44′·0N., 144° 10′·0E.

Chart [*Last correction*].— **1815** (b,c) [3413/00] — **1800** (a,d) [2383/00] — **1803** (a,d) [3533/00] — **2293** (a,d) [897/00]
Japanese Notice 30/1067/00 (HH.561/300/05).

II

3663 PHILIPPINE ISLANDS — Mindanao, North Coast — Maigo and Baubaon Point — Lights

Insert	☆ <i>Fl(2)6s</i>	(a)	8° 09′.70N., 123° 57′.00E.
	☆ <i>Fl.R.5s7M</i>	(b)	8° 36′.72N., 123° 43′.63E.

Chart [*Last correction*].— **3426 (plan, Port Ozamiz)** (a) [3135/00] — **3827 (b)** [3135/00]

Light List Vol. F/00, 2269, 2281

UK Hydrographic Office (HH.552/475/02).

3633 AUSTRALIA — Queensland — Moreton Bay and Mooloolah River — Light-beacons; Lights; Beacons; Buoyage; Wrecks; Jetty

Insert	the accompanying block, showing amendments to light-beacons and lights, centred on:	(a)	27° 36'·62S., 153° 21'·60E.
	the accompanying block, showing amendments to buoyage, centred on:	(b)	27° 22'·90S., 153° 25'·00E.
	○ <i>Wk</i> , least depth 154 m	(c)	26° 58'·42S., 153° 29'·43E.
	isolated danger can light—buoy with topmark, <i>Fl(2)6s</i>	(d)	27° 17'·18S., 153° 11'·64E.

Substitute	isolated danger can light—buoy with topmark, <i>Fl(2)Gs</i>	(d)	27° 17' 18S., 153° 11' 04E.
	isolated danger can light—buoy with topmark, <i>Fl(2)δs</i> , for special spherical light—buoy, <i>Fl.Y.</i>	(e)	27° 20' 20S., 153° 11' 00E.

Delete	for special spherical light-bouy, Fl.Y.1.	(e)	27° 28' 26S., 153° 11' 00E.
	depth 8 m	(f)	26° 58' 40S., 153° 29' 50E.
	special spherical light-bouy, Fl.Y.2-5s	(g)	26° 58' 50S., 153° 29' 40E.
		(h)	27° 17' 26S., 153° 12' 34E.

jetty, single firm line, and associated legend, Jetty, centred on:	(i)	27° 30'·55S., 153° 20'·30E.
No 13 light-beacon	(i)	26° 41'·30S., 153° 07'·83E.

Chart [*Last correction*].— **Aus 236** (*a-i*) [3242/00] — **Aus 235** (**plan, Mooloolaba Harbour**) (*j*) & **Aus 235** (*c,f,g*) [2197/00]

Light List Vol. K/00, 2901.952, 2901.99, 2902.1, 2902.12, 2902.14, 2902.34, 2902.4, 2902.46, 2902.48, 2902.52, 2903.1, 2903.2, 2905.4, 2905.6, 2905.62

Australian Notices 13/358/00, 14/386-389/00 & 15/419/00 (HH.571/009/00).

3634 AUSTRALIA — Victoria — River Yarra — Appleton Dock — Dredged areas; Buoy

Insert the accompanying block, showing amendments to dredged areas and light-buoy, centred on: 37° 49'006S.. 144° 55'524E.

Chart [*Last correction*].— **Aus 154** [3247/00]

Australian Notice 13/369/00 (HH.571/009/00).

3664 SOUTH PACIFIC OCEAN — Polynésie Française — Îles Marquises — Hiva-Oa Northwards — Fatu-Huku — Depth

Substitute depth 4₃ fm enclosed by 6fm contour for depth 6₃ fm 9° 27'5S., 128° 54'4W.

Chart [*Last correction*].— **1640** (plan, Îles Marquises) [1041/99]

French Notice 30/44/00 (HH.595/560/02).

3665 NORTH AMERICA, West Coast — British Columbia — Hecate Strait — Bonilla Island — Light; Fog signal

Amend light to, *Fl.WR.5s120ft* (a) 53° 29'·2N., 130° 38'·0W.

Amend	light to, 14.7W.55120]t	(a)	53° 29' 21N., 130° 38' 0W.
Delete	fog signal, Horn(1)30s, at light	(b)	53° 29' 6N., 130° 38' 3W.

fog signal, Horn(1)503, at light	(b)	53	29	0
fog signal, Dia, at light, (chart 3993, Horn, at light)	(c)	(a)	above	

Chart [*Last correction*].—**1923** (b) [2810/00]—**2430** (a,c) [2810/00]—**3993** (c) [2207/00]

Light List Vol. G/99, 5748

Canadian Notice 7/3002/00 (HH.600/460/02).

3666 NORTH AMERICA, West Coast — British Columbia — Johnstone Strait — Stimpson Reef — Light; Beacon

Substitute starboard-hand beacon for ★ Fl.R.4s 50° 29'·7N., 126° 12'·0W.

Chart [*Last correction*].— **581** [2925/99]

Light List Vol. G/99, 5611

Canadian Notice 7/3545/00 (HH.600/430/03).

3667 NORTH AMERICA, West Coast — British Columbia — Burrard Inlet — Vancouver Harbour — Roche Point — Lights

Insert ★ *Fl.4s5m7M* (g) 49° 18' 008N., 122° 57' 367W.

Delete ☆ Fl.4s5m6M

Chart [*Last correction*].— **922 (panel B)** [1925/00]

Light List Vol. G/99, 5476

Canadian Notice 7/3494/00 (HH.600/421/03).

II

3668* NORTH AMERICA, West Coast — Oregon — Heceta Bank Northwestwards — Depth

Insert depth 335fm with seabed character, R 44° 27'·05N., 125° 01'·80W.

Chart [*Last correction*].— **3123** [452/97] — **2531** [4663/99]
rv *Sonne* (HH.612/445/04).

3669 SOUTH AMERICA, West Coast — Chile — Puerto San Antonio — Lights

Insert ★ *Fl.5s39ft16M* (a) 33° 34'·978S., 71° 38'·280W.
Amend range of light to, 16M (b) 33° 34'·722S., 71° 38'·214W.
range of light to, 8M (c) 33° 34'·940S., 71° 38'·305W.
light to, *Fl.5s39ft16M* (d) 33° 35'·00S., 71° 38'·25W.

Chart [*Last correction*].— **3073 (plan, Puerto San Antonio)** (a–c) & **3073** (d) [3430/00] — **3074** (d) [2406/00]
Light List Vol. G/99, 1858, 1858.5, 1859
Chilean Navarea XV Notice 42/00 (HH.646/430/02).

3670 SOUTH AMERICA, East Coast — Brazil, North Coast — Ilha das Canárias — Light; Radar beacon

Delete ★ *Fl(2)10s33m15M*, (charts 520 & 528, ★ *Fl(2)15M*), (a) 2° 43'·0S., 41° 50'·0W.
(chart 4216, ★ (lighted)) (a) above
radar beacon, Racon (X) (3 & 10cm)

Chart [*Last correction*].— **3957** [3635/99] — **520** (a) [4674/99] — **528** (a) [3352/00] — **4216** (INT 216) (a) [1686/00]
Light List Vol. G/99, 0100
Admiralty List of Radio Signals Vol. 2, 2000: 9394 (35/00)
Brazilian Notice 14/100/00 (HH.658/420/02).

3671 WEST INDIES — Puerto Rico Eastwards — Vieques Sound — Buoy

Substitute port-hand can light-buoy, *Fl.G.2·5s PA*, for
port-hand conical light-buoy, *Fl.G.2·5s PA* (a) 18° 11'·4N., 65° 28'·5W.
(b) 18° 11' 10"N., 65° 28' 00"W.

Chart [*Last correction*].— **130** (a) [3152/00] — **3408** (b) [3152/00]
U.S. Chart 25664 (HH.675/420/02).

3672 GULF OF MEXICO — Louisiana — West Bay Westwards — Platform

Insert □ (lighted) 29° 00'·65N., 89° 40'·48W.

Chart [*Last correction*].— **3857** [1934/00]
U.S. Notice 36/11358/00 (HH.616/181/00).

3673 GULF OF MEXICO — Texas — Approaches to Galveston Bay — Platform

Insert □ (lighted) 29° 13'·30N., 94° 27'·22W.

Chart [*Last correction*].— **3183** [3252/00]
U.S. Notice 36/11323/00 (HH.616/181/00).

3674 GULF OF MEXICO — Mississippi — Outer Approaches to Gulfport and Pascagoula — Platform; Well

Insert □ (lighted) 29° 35'·8N., 88° 02'·8W.
○ *Well*, least depth 19fm 29° 36'·8N., 88° 06'·0W.

Chart [*Last correction*].— **3851** [3515/00]
U.S. Notice 36/11360/00 (HH.616/181/00).

3675 GULF OF MEXICO — Texas — Approaches to Corpus Christi — Obstruction

Insert ○ *Obstn PA* 27° 36'·6N., 96° 55'·4W.

Chart [*Last correction*].— **3849** [2620/00]
U.S. Notice 36/11320/00 (HH.616/181/00).

3676 GULF OF MEXICO — Alabama — Mobile Bay — Lower Reach — Mobile Point Southwestwards — Light

Amend light to, *Fl.4s23ft5M Oc.4s80ft(day) Oc.4s82ft(night)* 30° 13'·0N., 88° 02'·7W.

Chart [*Last correction*].— **3150** [3436/00]
Light List Vol. J/99, 3465.1
U.S. Notice 36/11377/00 (HH.615/455/08).

II

3677 NORTH AMERICA, East Coast — Chesapeake Bay — Approaches to Annapolis — Wreck

Insert  PA (a) 38° 56'·65N., 76° 25'·87W.
Delete  PA close SE. of (a) above

Chart [*Last correction*].— **2921 (panel 2)** [2827/00]
U.S. Notice 35/12283/00 (HH.614/585/03).

3678 NORTH AMERICA, East Coast — New York — Arthur Kill and Newark Bay — Dredged depths

Insert legend, 21ft Rep (1999), centred on: (a) 40° 35'·93N., 74° 12'·08W.
Substitute the accompanying table, CHANNEL DEPTHS,
(Arthur Kill, Kill van Kull, Newark Bay and Upper Bay),
for existing table, centred on: 40° 36'·04N., 74° 09'·63W.
legend, 30ft (1999), for legend, 33ft (1990), centred on: 40° 41'·11N., 74° 09'·18W.
legend, 38ft (1999), for legend, Dredging in progress,
centred on: 40° 40'·64N., 74° 08'·38W.
Delete depth 23ft close S. of (a) above
depth 29ft close N. of (a) above

Chart [*Last correction*].— **3457** [1937/00]
U.S. Chart 12333 (HH.614/505/03).

3679 NORTH AMERICA, East Coast — Gulf of Maine — Franklin Basin — Obstruction

Insert  Obstn Rep (2000) 42° 11'·2N., 67° 40'·0W.

Chart [*Last correction*].— **2492** [2323/00] — **2670** [2726/00]
U.S. Notice 36/13204/00 (HH.614/665/03).

3680 NORTH AMERICA, East Coast — Nova Scotia, South-East Coast — Lockeport Harbour — Light

Amend range of light to, 8M 43° 42'·3N., 65° 06'·2W.

Chart [*Last correction*].— **730** [2739/99] — **1651** [2726/00]
Light List Vol. H/99, 3753
Canadian Notice 7/4209/00 (HH.606/445/02).

3681 NORTH AMERICA, East Coast — Nova Scotia — Halifax Harbour — Bedford Basin — Wrights Cove — Sheppards Island Northwards — Buoy

Delete “HY 10” buoy 44° 41'·92N., 63° 36'·67W.

Chart [*Last correction*].— **2030** [2811/99]
Canadian Notice 7/4201/00 (HH.606/425/02).

3682 NORTH AMERICA, East Coast — Saint Lawrence River — Île Aux Coudres — Passage de L'Île Aux Coudres — Light

Amend light to, Fl.5s16m16M 47° 24'·58N., 70° 25'·90W.

Chart [*Last correction*].— **314** [132/00] — **313** [132/00]
Light List Vol. H/99, 2208
Canadian Notice 7/1233/00 (HH.605/430/02).

3683 NORTH AMERICA, East Coast — Saint Lawrence River — Pointe à Michel Southwestwards — Beacon; Light

Substitute orange beacon with radar reflector, for ★ Fl.Y.6s14m6M
with radar reflector 48° 54'·0N., 68° 39'·6W.

Chart [*Last correction*].— **307** [1152/99]
Light List Vol. H/99, 2060
Canadian Notice 7/1236/00 (HH.605/400/03).

3684 NORTH AMERICA, East Coast — Saint Lawrence River — Cap Chat — Light; Fog signal

Amend light to, Fl.6s41m15M, (chart 1623, Fl.6s135ft15M) (a) 49° 05'·3N., 66° 44'·5W.
Delete fog signal, Horn(3)60s, at light (b) (a) above

Chart [*Last correction*].— **307 (a)** [3683/00] — **1623 (a)** [4027/99] — **2516 (b)** [551/00]
Light List Vol. H/99, 1860
Canadian Notice 7/1236/00 (HH.605/400/03).

II

3685 **NORTH AMERICA, East Coast — Saint Lawrence River — Saguenay River — L'Anse St Jean — Light**

Delete

★ F.R.23ft7M

48° 14'·69N., 70° 10'·81W.

Chart [*Last correction*].— **1370 (plan A, Saguenay River)** [2727/00]

Light List Vol. H/99, 2134

Canadian Notice 7/1203/00 (*HH.605/420/03*).

II

3686(T)/00 ENGLAND, East Coast — The Would — Eccles on Sea — Works

- Mariners are advised that from September 2000 to approximately December 2000, beach recharge activity will take place offshore Eccles on Sea, between positions:
 - 52° 49' 00N., 1° 33' 70E.
 - 52° 48' 00N., 1° 35' 50E.
- A submarine pipeline will be installed between positions:
 - 52° 48' 46N., 1° 34' 24E. (shore)
 - 52° 48' 95N., 1° 34' 88E.

A special light-buoy, Fl.Y.5s, will mark the seaward end of the pipeline at position 2b.
- Sand will be dredged from the dredging area in vicinity of position 52° 37' 00N., 1° 57' 70E. and pumped ashore through the pipeline at 2. above, between positions 1a. and 1b.

Charts affected — 106 — 1504

Van Oord ACZ (HH.242/550/10).

3687(P)/00 MEDITERRANEAN SEA — France, South Coast — Îles d'Hyères — Île du Levant — Restricted areas

- The restricted area, anchoring, dredging and trawling prohibited, S. of the Île du Levant has been extended. The area is now bounded by the following positions:
 - 43° 00' 3N., 6° 26' 3E.
 - 42° 52' 5N., 6° 15' 0E.
 - 42° 48' 4N., 6° 15' 0E. (S.border)
 - 42° 48' 4N., 6° 30' 0E. (S.border)
 - 42° 55' 0N., 6° 30' 0E.
 - 43° 01' 0N., 6° 28' 2E.
- The restricted area, anchoring, dredging and trawling prohibited, N. of Île du Levant has been extended westwards to include the area bounded by the following positions:
 - 43° 04' 50N., 6° 28' 96E.
 - 43° 07' 59N., 6° 30' 10E.
 - 43° 05' 32N., 6° 30' 57E.
- The restricted area, submarine navigation prohibited, centred on position 42° 55' 9N., 6° 27' 0E has been removed.
- These and other changes will be included in a New Edition of Chart 2165 to be published early 2001.
- Notices to Mariners updating Charts 1974 and 1705 will be issued shortly.

Charts affected — 2165

French Notice 30/27/00 (HH.354/680/03).

3688(P)/00 MEDITERRANEAN SEA — Italy — Stretto di Messina — Submarine cable area

- The submarine cable area limit at 38° 13' 02N. has been moved north to 38° 13' 45N.
- The submarine cable area limit at 38° 10' 85N. has been moved south to 38° 10' 65N.
- Anchoring and fishing are prohibited in the Stretto di Messina between the new limits of the submarine cable area.
- Charts will be corrected as appropriate in due course.

Charts affected — 992 — 917 — 1018 — 1941 — 1976

Italian Notice 14/14.12/00 (HH.374/400/02).

3689(P)/00 AFRICA, West Coast — Morocco — Approaches to Anza and Agadir — Oceanographic buoy

Mariners are advised that a lighted wave rider buoy, (Fl(5)Y.20s), has been established in position 30° 24' 00N., 9° 43' 00W.

Charts affected — 863

UK Hydrographic Office (HH.417/480/02).

3690(P)/00 AFRICA, West Coast — Morocco — Cabo Bojador Southwestwards — Wreck

- Mariners are advised that a trawler has sunk in position 25° 36' 0N., 15° 01' 0W.

Charts affected — 3134

UK Hydrographic Office (HH.417/500/03).

3691(T)/00 SOUTH ATLANTIC OCEAN and AFRICA, West Coast — Ascension Island Eastsoutheastwards and Guinea Basin — Data buoys

- Unlit data buoys with radar reflectors have been laid as follows:
 - Garotte 9° 58' 31S., 9° 57' 87W.
 - Java 0° 09' 35N., 0° 50' 51W.
 - Soul 0° 00' 02N., 0° 00' 15E.
- The buoys are expected to be on station until late 2000.
- Former Notice 1870(T)/98 is cancelled.

Charts affected — 4203 — 4209

UK Hydrographic Office (HH.112/400/03).

II

3692(T)/00 AFRICA, West Coast — Cameroon — Cap Bakasi Southwards — Rio del Rey — Buoyage

The red cylindrical buoys, No.1 (4° 21'·50N., 8° 43'·7E.) and No.2 (4° 26'·00N., 8° 44'·70E.) marking Rio del Rey are reported missing.

Charts affected — 1860 — 1357

UK Hydrographic Office (HH.441/400/02).

3693(T)/00 INDIAN OCEAN — Approaches to Île de La Réunion — Fish aggregating devices

1. Fish aggregating devices have been established in the following positions:
 - 20° 46'·2S., 55° 17'·2E.
 - 20° 49'·0S., 55° 26'·6E.
 - 20° 49'·2S., 55° 33'·1E.
 - 20° 49'·3S., 55° 08'·7E.
 - 20° 49'·6S., 55° 38'·6E.
 - 20° 51'·0S., 55° 20'·4E.
 - 20° 53'·6S., 55° 43'·8E.
 - 20° 54'·3S., 55° 09'·2E.
 - 20° 56'·5S., 55° 12'·3E.
 - 20° 56'·7S., 55° 04'·7E.
 - 21° 00'·9S., 55° 02'·1E.
 - 21° 00'·9S., 55° 06'·3E.
 - 21° 05'·0S., 55° 08'·6E.
 - 21° 08'·7S., 55° 10'·2E.
 - 21° 10'·0S., 55° 53'·5E.
 - 21° 10'·5S., 55° 14'·3E.
 - 21° 10'·8S., 55° 05'·6E.
 - 21° 14'·5S., 55° 05'·6E.
 - 21° 15'·0S., 55° 13'·0E.
 - 21° 16'·2S., 55° 14'·8E.
 - 21° 20'·4S., 55° 21'·8E.
 - 21° 22'·6S., 55° 26'·4E.
 - 21° 25'·3S., 55° 46'·2E.
 - 21° 25'·8S., 55° 33'·5E.
 - 21° 26'·1S., 55° 39'·6E.
 - 21° 26'·3S., 55° 26'·0E.
 - 21° 28'·5S., 55° 30'·0E.
 - 21° 31'·3S., 55° 21'·9E.
2. Mariners are advised to keep a good lookout for these devices, which are usually marked by strings of orange, red and yellow buoys and sometimes fitted with radar reflectors.
3. Former Notice 1944(T)/99 is cancelled.

Charts affected — 1497 — 4713

French Notice 20/06(T)/00 (HH.459/400/03).

3694(P)/00 INDIA, South Coast — Tuticorin Harbour and Approaches — Depths; Navigational aids; Anchorage areas; Works; Pilot boarding place

1. It has been reported that there have been significant changes to charted detail in Tuticorin Harbour and its approaches.
2. The reported changes are as follows:
 - a. the minimum depth along the leading line, 311° 30', into the harbour is now reported to be 11·5 metres.
 - b. an additional second front light, Oc.6s, for the leading line, 311°30', has been established in position 8° 45'·40N., 78° 12'·98E.
 - c. the characteristics of other lights have changed as follows:
 - rear light for the leading line, 311° 30', changed to Q.3s59m12M.
 - North Breakwater light changed to Fl(2)5s9m10M.
 - d. port-hand light-buoy in position 8° 44'·51N., 78° 13'·90E. changed to Fl(2)R.5s.
 - e. further minor lights have been established within the harbour (details are given in Column 8 of the Light List Vol. F/00)
 - f. port-hand light-buoy, Fl(2)R.5s, has been established in position 8° 44'·30N., 78° 14'·18E.
 - g. the radar beacon, Racon (D), at Pandiyan Island light is reported not to be operating.
 - h. a general anchorage has been established, centred on 8° 45'·0N., 78° 16'·0E.
 - i. the Works in Progress area in position 8° 44'·90N., 78° 12'·95E. has been extended in a WSW. direction to the South Breakwater.
3. Pilots are now reported to board at the Fairway buoy.
4. Charts will be updated for these changes when details are confirmed by the National Hydrographic Office of India.

Charts affected — 3581

Capt M Reeves, mv *Eupen* (HH.503/400/03).

On Chart 3457

CHANNEL DEPTHS (see Note)								
ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 1999								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FRESH KILLS REACH	32.2	35.7	36.7	34.4	5-99	500	1.8	35
TREMLEY POINT REACH	32.6	37.5	36.1	32.2	5-99	600	0.9	35
PRALLS ISLAND REACH	33.2	35.0	35.7	31.0	5-99	500	1.2	35
GULFPORT REACH	27.8	37.0	36.8	32.7	5-99	500-600	1.1	35
ELIZABETHPORT REACH	33.7	35.8	36.0	33.9	5-99	500-600	1.1	35
N OF SHOOTERS ISLAND REACH	33.0	34.5	35.6	33.9	5-99	600	1.0	35
S OF SHOOTERS ISLAND REACH	18.6	24.1	14.0	A 5.0	8-90	400	1.0	30
BERGEN PT. WEST REACH	38.1	40.0	40.0	37.1	12-96;2-97;5-99	800	1.1	35
BERGEN PT. EAST REACH	37.4	40.0	40.0	39.5	12-96;2-97	800	1.0	35
CONSTABLE HOOK REACH	34.0	40.0	40.0	34.8	12-96;2-97	2000-800	2.2	35
NEWARK BAY SOUTH REACH	40.3	40.1	40.2	39.1	3-99	1750-1000	1.4	40
NEWARK BAY MIDDLE REACH	36.9	40.6	37.6	34.6	3-99	1750-500	1.4	40
ELIZABETH CHANNEL	39.3	39.8	39.9	39.1	3-99	1350-500	1.4	40

A. OBSTRUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS, THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE.
 * CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY-EAST REACH TO AND INCLUDING FRESH KILLS REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING TREMLEY POINT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

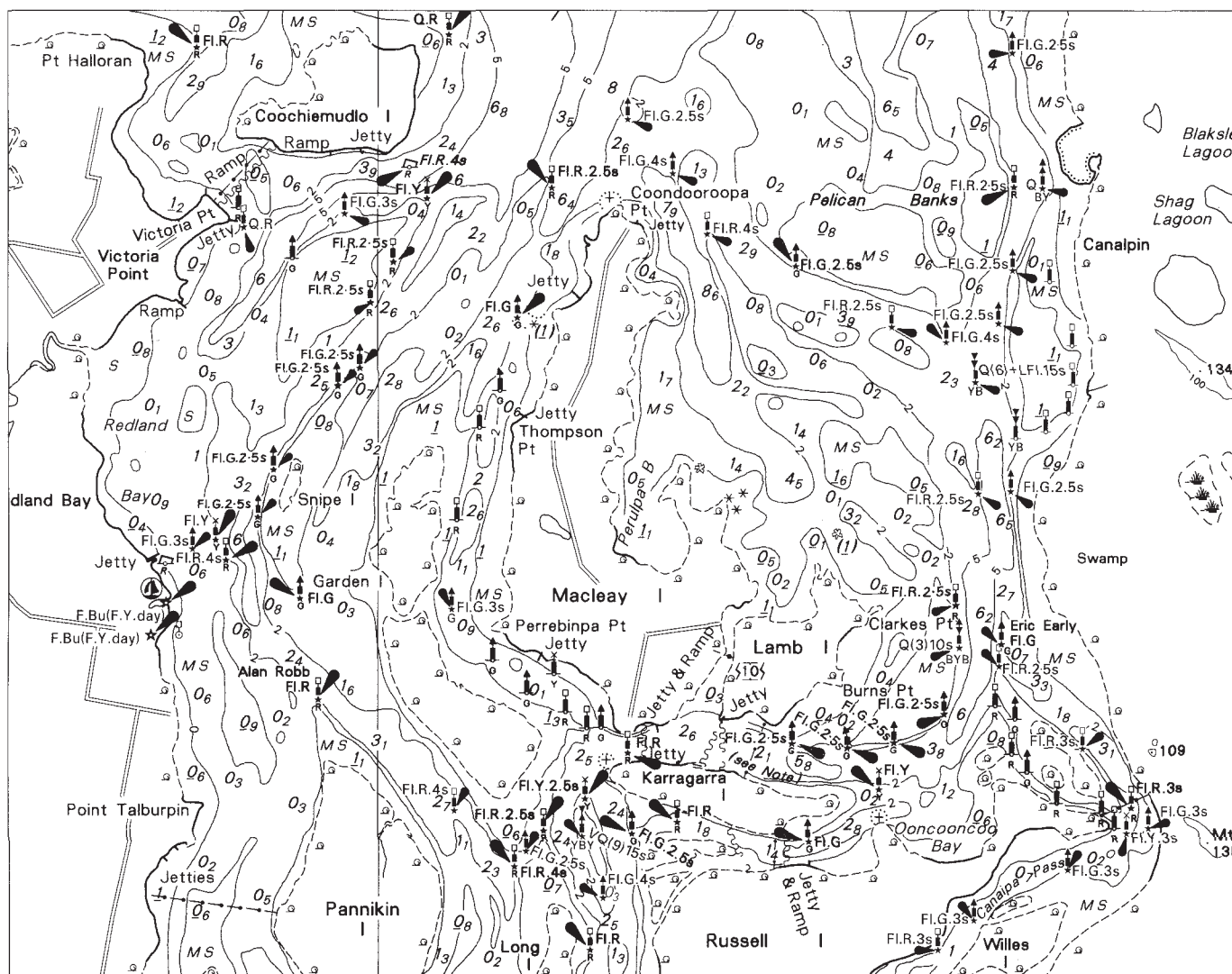


To accompany Notice to Mariners 3643/00

On Chart 940

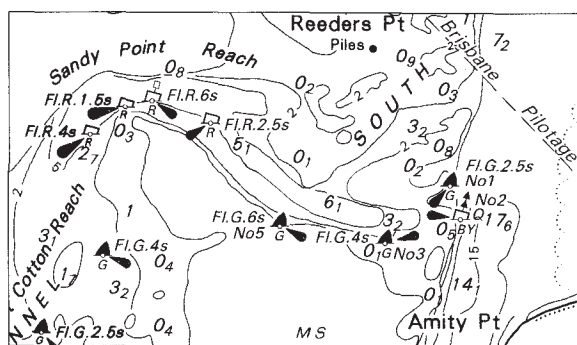
NATURE RESERVE
(54° 53' 56N, 12° 05' 90E)
Entry into the Nature Reserve is affected by
numerous restrictions and prohibitions.

To accompany Admiralty Notice to Mariners No 3633 of 2000



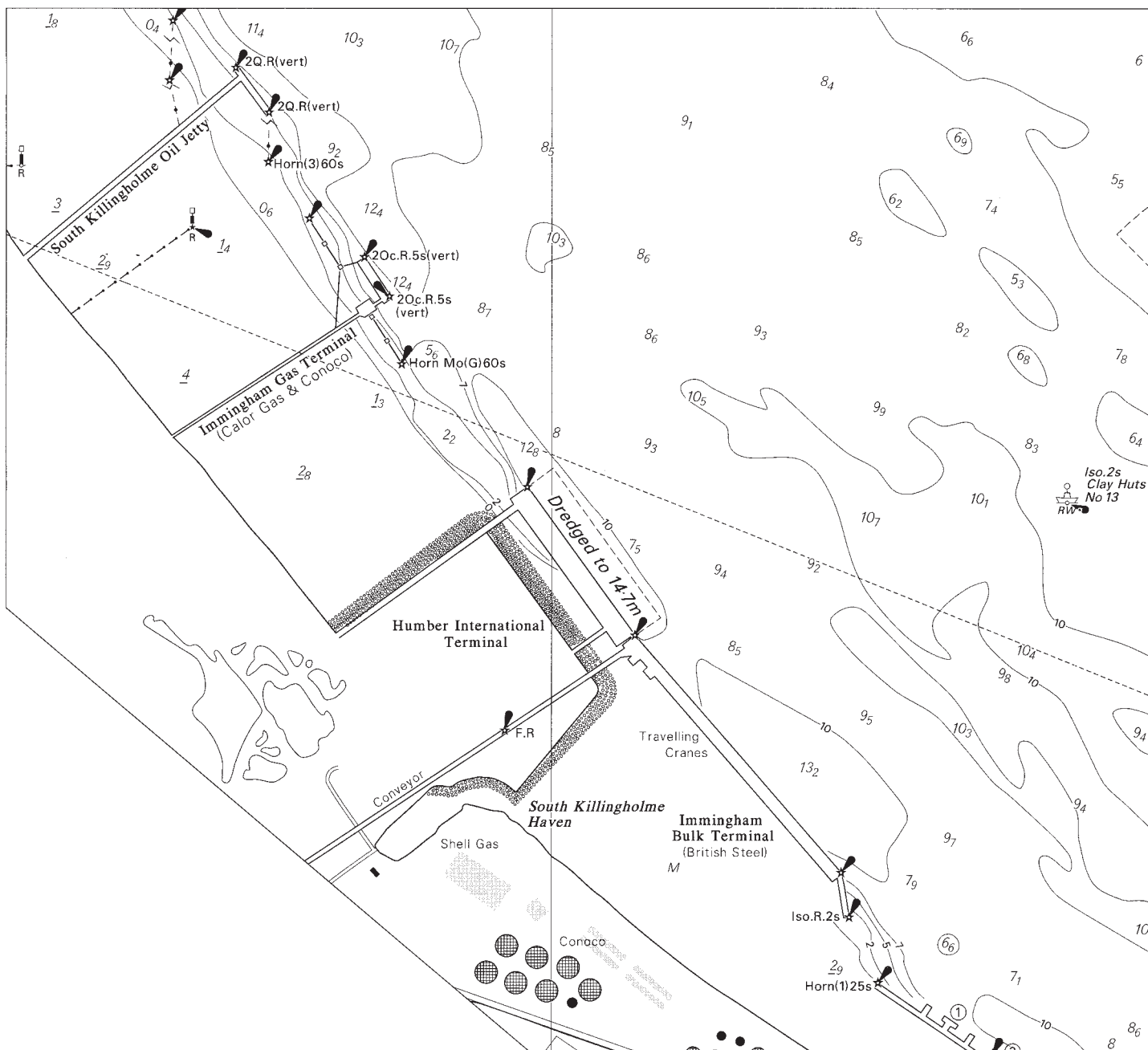
Block for Chart No AUS 236

To accompany Admiralty Notice to Mariners No 3633 of 2000

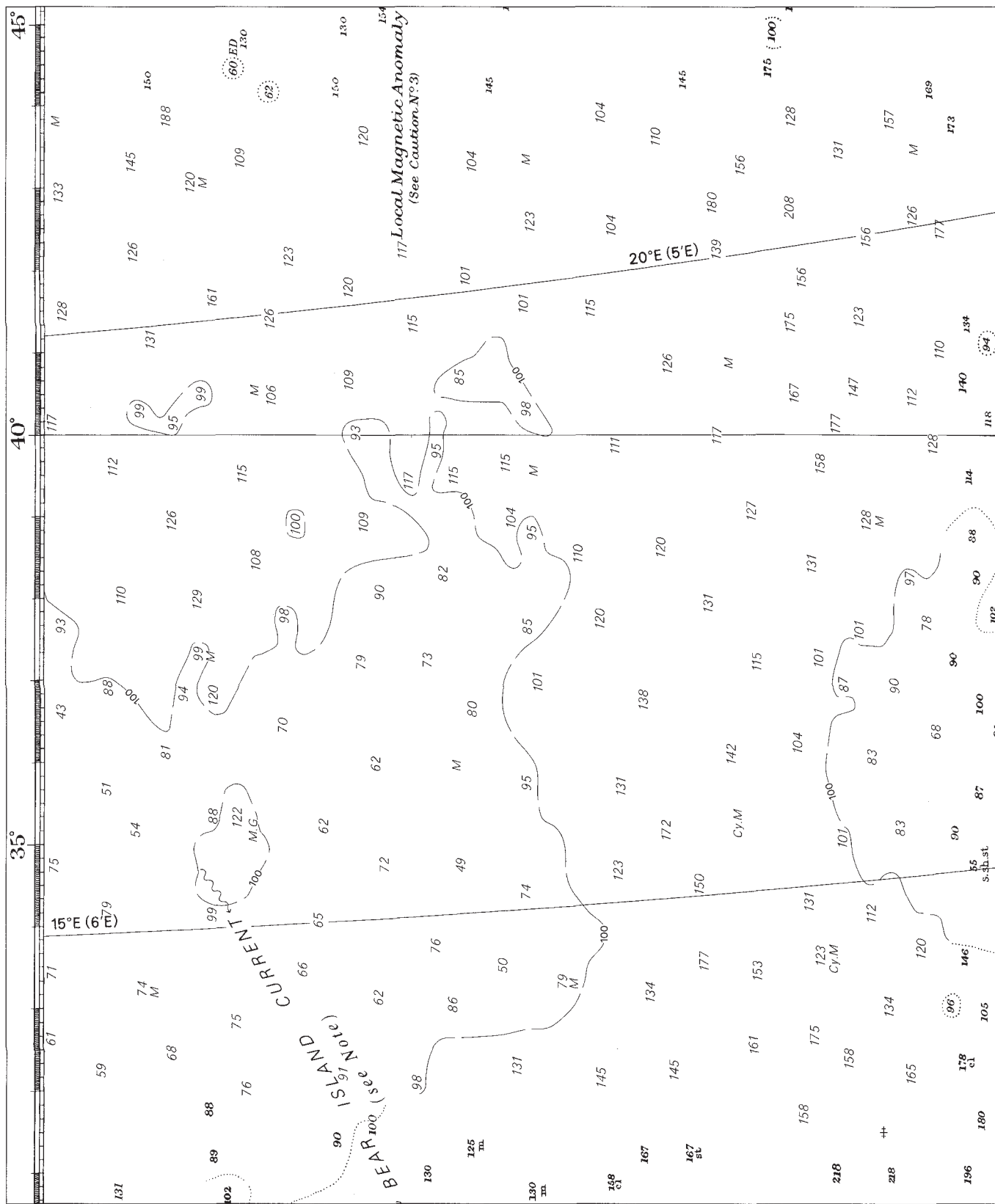


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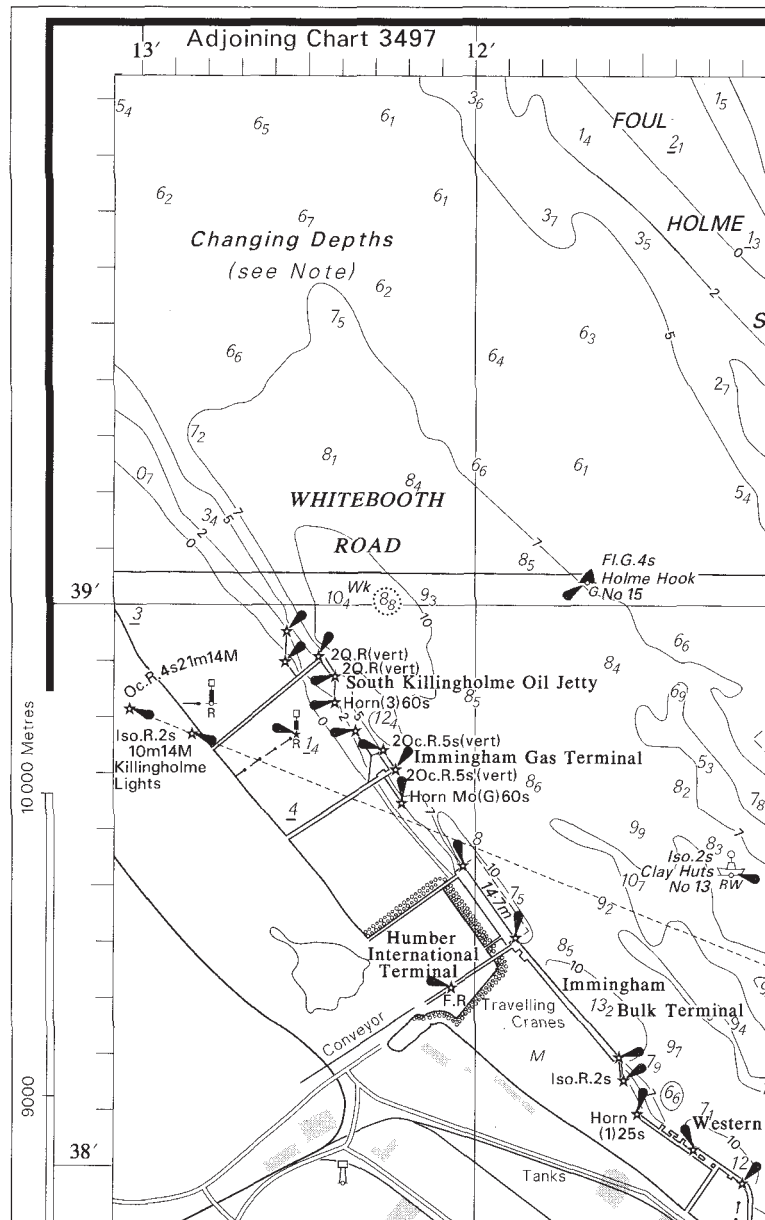
To accompany Admiralty Notice to Mariners No 3630 of 2000



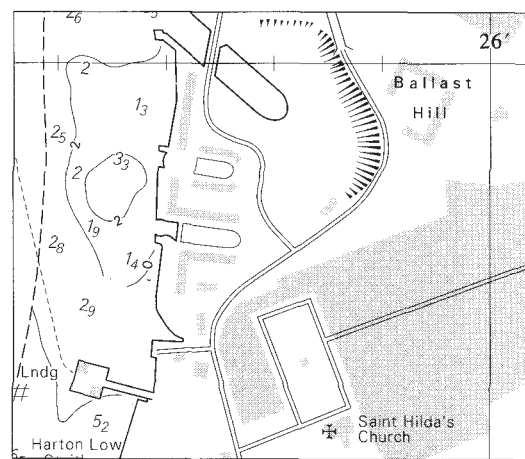
Block for Chart No 3497 (main sheet)



To accompany Admiralty Notice to Mariners No 3630 of 2000



To accompany Admiralty Notice to Mariners No 3631 of 2000



III

NAVIGATIONAL WARNINGS

See N.M. 13/00. Messages printed below are all in force on 5 September 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) 37th Week 14/9/00.

NAVAREA I warnings in force 5/9/00: 1998 series: 468. 1999 series: 156 176.

2000 series: 082 114 161 189 240 293 300 338 339 341 343 352 368 375 377 390 391 392 393.

385 Cancelled. Cancel 158/00.

386 Cancelled.

387 Cancelled. Cancel 312/00.

388 Cancelled.

389 Cancelled. Cancel 276/00.

390 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 051000z Sep 00.

NEW	ACP P6-S, NL Sector	Noble Lynda Bossler
	53°24'·4N 004°01'·4E	Noble Piet Van Ede
	53°27'·0N 001°53'·1E	Maersk Endurer
	53°39'·7N 002°43'·6E	Maersk Enhancer
	53°49'·6N 004°03'·1E	Noble Ronald Hoope
	53°55'·5N 000°37'·6E	Transocean Nordic

NOTES:

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

b. ACP - Adjacent to Charted Platform.

2. Cancel 381/00.

391 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 051000z Sep 00.

NEW	55°33'·8N 005°00'·7E	Maersk Endeavour
	56°00'·2N 003°11'·1E	Stena Spey
	56°26'·7N 002°01'·9E	Transocean John Shaw
NEW	56°27'·8N 005°16'·8E	Ensco 70
	56°29'·5N 002°55'·5E	Deepsea Bergen
	56°53'·1N 001°14'·1E	Petrojarl 1
	56°54'·9N 001°13'·4E	Sovereign Explorer
NEW	57°04'·3N 002°04'·3E	Stena Dee
	57°21'·0N 001°53'·5E	Galaxy 3
	57°49'·1N 004°31'·2E	Maersk Giant
	58°10'·5N 001°22'·6W	Santa Fe 135
NEW	58°11'·0N 001°07'·8E	Noble Ton van Langeveld
NEW	58°11'·9N 001°25'·3E	Drill Star
	58°35'·8N 001°15'·5E	Ocean Guardian
	58°46'·3N 001°29'·5E	Santa Fe 140
	59°21'·0N 001°33'·1E	Sedco 704
	59°38'·0N 001°39'·9E	Ocean Princess

NOTES:

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

b. ACP - Adjacent to Charted Platform.

2. Cancel 382/00.

III

392 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 051000z Sep 00.

	60°08'·2N	001°42'·8E	Paul B Loyd Jr
	60°20'·2N	004°02'·1W	Transocean Leader
	60°36'·7N	003°06'·0E	Scarabeo 6
	60°43'·8N	003°39'·4E	Polar Pioneer
	60°51'·0N	003°34'·9E	West Vanguard
	60°51'·4N	002°39'·0E	Maersk Gallant
NEW	60°54'·0N	001°16'·3E	Borgsten Dolphin
	60°54'·0N	003°35'·0E	West Venture
	61°03'·3N	002°02'·2E	Transocean Wildcat
	61°07'·4N	002°14'·7E	Deepsea Trym
	61°09'·6N	001°06'·6E	Sedco 712
	61°10'·7N	002°12'·6E	Byford Dolphin
	61°16'·0N	002°07'·0E	West Delta
	61°22'·8N	002°06'·2E	Bideford Dolphin
	61°26'·1N	001°55'·5E	Borgland Dolphin
	61°48'·3N	002°12'·1W	Jack Bates
	63°28'·3N	005°24'·1E	Scarabeo 5
	65°04'·1N	006°36'·7E	Transocean Winner
	65°06'·0N	006°47'·0E	Safe Britannia
	65°10'·0N	006°51'·0E	Transocean Searcher
	65°23'·0N	007°22'·2E	Maersk Jutlander
	65°31'·9N	006°57'·8E	West Alpha
	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 383/00.

393 RIGLIST. South and West Coasts of the British Isles. Correct at 051000z Sep 00.

NEW	Cromarty Firth	Ocean Nomad
	54°20'·2N	011°03'·2W Sedco 711

NOTES:

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

2. Cancel 384/00.

Cancel 137/00. Section VI correction to ALRS Vol3(1) in ANM week 35/00 refers.

Cancel 283/00. ANM 3538/00 refers.

Cancel 292/00. ANM 3463/00 refers.

Cancel 322/00. ANM 3293/00 and 3294/00 refer.

Cancel 324/00. Edition 25 of chart BA 1536 (WGS 84) published 31st August 2000 refers.

(2) Navarea II (E Atlantic) 37th Week 14/9/00.

Edited Navarea II warnings in force 5/9/00: 184/00, 194/00.
256 to 258 received.

(3) Navarea III (Mediterranean) 37th Week 14/9/00.

Edited Navarea III warnings in force 5/9/00: NIL.
Nil received.

(4) Navarea IV (NW Atlantic) 37th Week 14/9/00.

Edited Navarea IV warnings in force 5/9/00: 099/00.
356 to 362 received.

III

(5) Navarea V (W Atlantic) 37th Week 14/9/00.

Edited Navarea V warnings in force 5/9/00: 923/97, 568/98, 180/00, 1730/00.

Nil received.

(6) Navarea VI (SW Atlantic) 37th Week 14/9/00.

Edited Navarea VI warnings in force 5/9/00: NIL.

Nil received.

(7) Navarea VII (SE Atlantic) 37th Week 14/9/00.

Edited Navarea VII warnings in force 5/9/00: NIL.

078 and 085 to 088 received.

(8) Navarea VIII (Indian Ocean) 37th Week 14/9/00.

Edited Navarea VIII warnings in force 5/9/00: 268/99, 562/99, 235/00.

Nil received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 37th Week 14/9/00.

Edited Navarea IX warnings in force 5/9/00: 201/99, 043/00, 076/00, 208/00, 211/00.

260 to 266 received.

(10) Navarea X (Australia, New Guinea) 37th Week 14/9/00.

Edited Navarea X warnings in force 5/9/00: NIL.

Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 37th Week 14/9/00.

Edited Navarea XI warnings in force 5/9/00: 505/99.

472 to 481 received.

(12) Navarea XII (NE Pacific) 37th Week 14/9/00.

Edited Navarea XII warnings in force 5/9/00: 107/00, 306/00.

305 to 310 received.

306 NORTH AMERICA, West Coast. California. Los Angeles - Long Beach. Chart BA 1063. Traffic Separation Schemes.

1. The U.S. Coast Guard has amended Traffic Separation Schemes (TSS) and Precautionary areas for Los Angeles - Long Beach (LALB) effective 010801z Sep 00. Chart corrections for all affected charts will be published in subsequent Notices to Mariners.
2. The Eastern end of the existing western approach to the LALB TSS has been amended 2.1 miles southward as follows:
 - A. Delete Traffic Separation Zone and Traffic Lanes in area bounded by:- 33°38'1N 118°28'7W, 33°37'7N 118°28'0W, 33°37'7N 118°17'6W, 33°40'7N 118°17'6W, 33°40'7N 118°24'7W.
 - B. Add Traffic Separation Zone bound by limit joining:- 33°38'7N 118°27'7W, 33°36'5N 118°23'1W, 33°36'5N 118°17'6W, 33°37'7N 118°17'6W, 33°37'7N 118°20'9W, 33°40'0N 118°25'6W.
 - C. Add Traffic Lane for northbound traffic between the Traffic Separation Zone and a line joining:- 33°40'7N 118°24'7W, 33°38'7N 118°20'6W, 33°38'7N 118°17'6W.
 - D. Add Traffic Lane for southbound traffic between the Traffic Separation Zone and a line joining:- 33°38'0N 118°28'6W, 33°35'5N 118°23'4W, 33°35'5N 118°17'6W.
3. Relocate the southern approach of the LALB TSS:
 - A. Traffic Separation Zone bound by limit joining:- 33°35'5N 118°12'8W, 33°19'0N 118°05'5W, 33°19'7N 118°03'5W, 33°35'5N 118°10'3W.
 - B. Traffic Lane for northbound traffic between the Traffic Separation Zone and a line between:- 33°35'5N 118°09'0W and 33°20'0N 118°02'3W.
 - C. Traffic Lane for southbound traffic between the Traffic Separation Zone and a line between:- 33°35'5N 118°14'0W and 33°18'7N 118°06'8W.
4. The LALB precautionary area has been amended to include the area bound by:- 33°42'3N 118°17'6W, 33°35'5N 118°17'6W, 33°35'5N 118°09'0W, 33°37'7N 118°06'5W, 33°43'4N 118°10'8W.
5. Aids to navigation associated with the TSS will be relocated in subsequent Notices to Mariners.

III

(13) Navarea XIII (NW Pacific) *37th Week 14/9/00.*

Edited Navarea XIII warnings in force 5/9/00: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) *37th Week 14/9/00.*

Edited Navarea XIV warnings in force 5/9/00: NIL.
233 and 234 received.

(15) Navarea XV (SE Pacific) *37th Week 14/9/00.*

Edited Navarea XV warnings in force 5/9/00: NIL.
044 to 047 received.

(16) Navarea XVI (E Pacific) *37th Week 14/9/00.*

Edited Navarea XVI warnings in force 5/9/00: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) *37th Week 14/9/00.*

Edited Hydropacs in force 5/9/00: 1272/99, 681/00, 1215/00.
1281 to 1322 received, except 1320.

(18) Hydrolants (Atlantic, Mediterranean) *37th Week 14/9/00.*

Edited Hydrolants in force 5/9/00: 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, 1320/00, 1364/00, 1581/00, 2801/00.
3005 to 3072 received.

CORRECTIONS TO ADMIRALTY SAILING DIRECTIONS

There were no Section IV Notices issued in Week 36/2000

**NP 1 Africa Pilot Volume I (1982 Edition) —
Supplement 7–1999**

Islas Canarias — Marine reserve

88

R 35 *Insert:*

3.3a

Marine Reserve. An area, as shown on the chart, encompassing Isla de Alegranza, Isla de Montaña Clara, Isla Graciosa, Roque del Este, Estrecho del Rio and the N part of Isla de Lanzarote has been designated as a marine reserve. Fishing and subaquatic activities of any kind are subject to authorisation by the local authority.

Spanish Notice 24/326/00

(HH. 419/460/02)

[37/00]

Isla de la Gomera — Leading lights discontinued

109

R 49–62 Including existing Supplement corrections,
Replace by:

A mole extends 3½ cables SSW from the shore 1 cable W of La Gila and is quayed on its W side. There are depths of about 24 m at the head of the mole, decreasing to 9 m at the root.

Lights are exhibited at the end of the mole from a green truncated conical tower, 7 m in height, and a green post, 3 m in height.

By night the white sector (011°–016°) of a light (28°05′.2N, 17°06′.4W) leads into the harbour.

A **yacht marina** in the N part of the harbour has berths for 183 vessels.

In the SW corner of the bay, two, angled, stone moles extend from the shore encompassing a swimming area.

Spanish Notice 23/313/00 and JJM Davies Webb

(HH. 419/420/05)

[37/00]

NP 5 South America Pilot Volume I (1999 Edition)

Ponta Cajuais Northwards — Tanker Moorings

128

After Paragraph 4.337 *Insert:*

Moorings

4.337a

- 1 A group of mooring buoys for tankers is situated 16 miles N of Ponta Cajuais (4.324).

Brazilian notice 13/N90/00

(HH. 637/410/03)

[37/00]

Porto de Salvador — Prohibited Anchorage

167

After paragraph 5.385 1 *Add:*

- 2 Anchoring is prohibited within 300 m of the ferry route which leads ESE from Ihla de Itaparica to the N end of Porto de Salvador detached breakwater (12°57′.3S, 38°30′.7W), as shown on the chart.

169

Paragraph 5.399 1 Line 4 *Replace by:*

...38° 30′.4W); within 300 m of the ferry route (5.385) from Ihla de Itaparica; and in the S part of the harbour near the...

Brazilian notice 11/E73/00

(HH. 657/441/02)

[37/00]

**NP 6 South America Pilot Volume II (1993
Edition) — Supplement 2–1999**

Bahia Aguirre — Anchorage

147

L 11 *Replace by:*

...(60 ft) or less, avoiding a foul patch 1 mile WSW of Islote Elizalde; the bottom is fine sand and the holding...

Argentinian Notice 14/210/00

(HH. 650/480/03)

[37/00]

IV

NP 8 Pacific Coasts of Central America and United States Pilot (1995 Edition) — Supplement 1–1998

Long Beach Harbor — Leading lights

260

L 15 Add:

Leading lights:

Front light (33°44′.1N, 118°11′.1W).

Rear light (33°44′.4N, 118°11′.1W).

From the vicinity of the pilot boarding position, the alignment (355°) of these lights leads N through the entrance between Long Beach and Middle Breakwaters.

U.S. Notice 33/18751/00

(HH. 612/405/04)

[37/00]

NP 17 Australia Pilot Volume V (1992 Edition) — Supplement 2–1997

Bing Bong Anchorage

71

L 23 Existing Supplement correction, *Replace by:*

Bing Bong Anchorages

Chart Aus 305 (see 1.13)

General information

2.210a

Position and function. Bing Bong Anchorages (15°25′S, 136°31′E) provide a bulk loading facility for deep draught vessels. Zinc/lead concentrate is transported to the anchorages by a 3,300 dwt barge from an initial loading point about 4 miles SE of Bing Bong Creek (15°36′S, 136°19′E).

Approach. The anchorages are approached from the NE through the open waters of the Gulf of Carpentaria. In 1995 the bulk carrier *M.V. Frangiskos C.K.*, approaching from the NE, reported Cape Beatrice (2.209) showing on radar at 30 miles and the islands of the Sir Edward Pellew group (2.174) at 60 miles.

Limiting conditions

2.210b

Maximum size of vessel. Part laden 46 000 dwt and fully laden 28 000 dwt vessels have been handled.

Vessels should maintain a maximum distance of 9.5 m between the surface of the sea and the top of either the bulwark or hatch coaming, whichever is higher. This level must be maintained from the time of anchoring until the completion of loading.

Local tides and weather. Very low tides can cause delays of up to 4 hours for the barge leaving the loading berth.

It is reported (August 2000) that frequent dense rolling fog banks at the anchorage, mainly in the morning, can reduce visibility to less than 100 m (see 1.141). This usually occurs between June and September and can cause delays of up to 5 hours.

Arrival information

2.210c

Port operations. A port radio is operated from the loading facility. For further details see the relevant *Admiralty List of Radio Signals*.

Pilots are not compulsory but are available as follows:

Darwin or the Torres Strait, or:

Ports on the E coast of Australia, or:

Gove, or:

They can be flown in from the Torres Strait and board from the barge.

Directions

2.210d

From position 15°20′S, 136°32′E the recommended track, as shown on the charts, leads 180°, passing (positions from Bing Bong Light (15°38′S, 136°23′E)):

Through BB2 Anchorage (16½ miles NNE); thence:

W of a 9.4 m shoal (16 miles NE); thence:

E of a 9.8 m patch (15 miles NNE).

2.210e

The track then leads 216° for 2 miles to BB1 Anchorage (13¼ miles NE).

Anchorages

2.210f

BB2 (15°23′.3S, 136°32′.0E), the outer anchorage, in a depth of about 12 m.

BB1 (15°26′.5S, 136°30′.8E), the preferred inner anchorage, in a depth of about 12 m.

Vessels should use their starboard anchor; the holding ground is reported to be good.

Port services

2.210g

Facilities: customs and quarantine formalities are handled by the Master or Chief Officer of the barge.

There are no routine medical facilities at Bing Bong; emergency cases would be airlifted to Darwin about 1000 km distant.

Supplies: are only available from Darwin or Mt. Isa, both about 1000 km distant.

Australian Notice 12/338/00 and Carpentaria Management Services

(HH. 572/810/01 and HH. 572/410/04)

[37/00]

IV

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

Zhoushan Qundao — Wreck

161

R 50 *Add:*

A **dangerous wreck**, reported (2000), lies 4¼ miles ESE of Xiasanxing.

Chinese Notice 14/182/00

(HH. 548/468/03) [37/00]

Sia Hae — Directions; wrecks

256

L 67–68 Including existing Supplement correction, *Replace by:*

Three dangerous wrecks lie 4.3, 3.6 and 2.6 miles S of Siha Do (34°41′.8N, 126°14′.6E).

Korean Notice 31/366/00

(HH. 557/400/06) [37/00]

NP 34 Indonesia Pilot Volume II (1999 Edition)

Pulau Larilarian — Depth

263

Paragraph 10.33 *1* line 7 *For* 13 m (43 ft) *Read* 5.9 m (19 ft)

United Kingdom Hydrographic Office

(HH. 534/400/02) [37/00]

Gosong Takatulla — Depth

263

Paragraph 10.34 *1* line 11 *Add:* A reef with a depth of 15.5 m (50 ft) was reported (2000) to lie 7 miles SSW of the cay.

m.v. *Brazil Star*

(HH. 534/400/02) [37/00]

Tanjung Dewa to Tanjung Aru — Directions

270

Paragraph 10.109 *2* line 8 *Replace by:*

...reef and a 10 m patch was reported (2000) to lie about 3 miles NW of the reef. Thence:

m.t. *Lister*

(HH. 527/640/02) [37/00]

NP 37 West Coasts of England and Wales Pilot (1999 Edition)

Whitehaven — Pilotage; Tidal stream; Directions

263

Paragraph 10.47 *2* *Replace by:*

Pilotage is compulsory for vessels of 50 m LOA and over. Vessels should forward their ETA messages at least 12 hours in advance to the local Agent or Harbour Master.

The pilot boards from the Workington pilot vessel *Derwent*, which is equipped with VHF, about ½ mile S of South Workington Light–buoy (10.26), as shown on the chart. For further details on pilotage and communications, see the relevant *Admiralty List of Radio Signals*.

264

Paragraph 10.50 *Delete*

Paragraph 10.52 *Replace by:*

10.52

Tidal stream. Eddies occur off the harbour entrance; they set away from the North Pierhead at all states of the tide.

Within Outer Harbour a weak tidal stream runs anti-clockwise at all states of the tide; it tends to set NE across the entrance to the Sealock.

Paragraph 10.54 *1* *Replace by:*

1 Approach. Vessels entering Outer Harbour should pass close to North Pierhead on account of the offshore eddies; see 10.52. A crescent-shaped bar extends SE from the inner side of West Pierhead, which should be given a wide berth.

Harbour Master, Whitehaven

(HH. 206/818/02) [37/00]

NP 41 Japan Pilot Volume I (1982 Edition) — Supplement 7–1998

Amaga Seto — Overhead cables removed

64

R 4–5 Existing Supplement correction, *Replace by:*

...submarine (water) pipeline and two submarine cables.

Japanese Notice 32/1129/00

(HH. 563/475/06) [37/00]

NP 46 Mediterranean Pilot Volume II (1978 Edition) — Supplement 10–1998

Fiumicino approaches — Wreck

195

R 29 *Add:*

Caution. A dangerous wreck, the position of which is approximate, lies in position 41°48′.3N, 12°10′.0E, 3 miles NW of the entrance to Canale di Fiumicino.

Italian notice 13.6/13/2000

(HH. 369/580/03) [37/00]

IV

NP 69 East Coast of the United States Pilot Volume II (1999 Edition)

Skiffes Creek — Light discontinued; directions

134

Paragraph 4.174 2 lines 1 and 2 *Replace by:*

The track leads E from James River through the...

Paragraph 4.174 3 lines 1 to 3 *Delete*

U.S. Notice 35/12248/2000

(HH. 614/560/04)

[37/00]

NP 70 West Indies Pilot Volume I (1993 Edition) — Supplement 2–1998

Traffic — High Speed Ferries

2

L 7 *Insert:*

High speed ferries operate in areas covered by this volume and mariners are advised to keep a good lookout.

71

R 18 *Insert:*

Hazards

4.3a

High speed ferries operate across the Florida Strait between ports on the E coast of Florida and the Bahamas. Mariners are cautioned that these craft move very rapidly, may transit waterways at angles to the normal direction of traffic and may deviate from published routes. See 1.6.

154

L 50 *Insert:*

Hazards

7.5a

High speed ferries operate across the Florida Strait between ports on the E coast of Florida and the Bahamas. Mariners are cautioned that these craft move very rapidly, may transit waterways at angles to the normal direction of traffic and may deviate from published routes. See 1.6.

U.S. Notice 30/11472/00

(HH. 614/645/03)

[37/00]

Old Bahama Channel — Vessel Traffic Service

138

L 17–22 *Delete*

United Kingdom Hydrographic Office

(HH. 681/410/03)

[37/00]

V

CORRECTIONS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2000. Weekly Edition No. 37, Dated 14th September, 2000.

Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

0707-93	-- North Quay. N corner of linkspan	50 48-8 1 05-6	2 F G(vert)						
		*							*
0707-94	-- C6	50 48-8 1 05-7	Fl R 5s	...	...	Red □ on pile			
*	*	*	*	*	*	*			*
0707-95	-- C8	50 48-8 1 05-6	Fl R 10s	...	...	Red □ on pile			
			*						
0992	<i>F3 Lt V</i> (T)	51 23-8 2 00-6	Fl W 10s	12	15	Red hull, light-tower amidships		<i>fl 0-2. Racon. Also shown in periods of reduced visibility</i>	
		...	Horn 10s	...	...	...		<i>bl 1</i>	
	*				*				*
2196-1	Cork Sand Yacht Beacon	51 55-2 1 25-2	VQ W	...	2	△ on yellow beacon, black top			
*	*	*	*	*	*	*			*
2206	-- Town Pier. NE (HHA)	51 56-9 1 17-2	2 F R(vert)	6	...	Tripod			
	*		*						
2207	--- SW	51 56-9 1 17-1	2 F R(vert)						
*	*	*	*	*	*	*			*
5420	<i>Remove from List</i>								
7580-8	<i>Remove from List</i>								

Volume B, 2000. Weekly Edition No. 37, Dated 14th September, 2000.

Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

0233-4	- Dir Lt	51 20-5 3 45-5	Dir WRG	30	...	...		F G 201-5°-206-5°(5°), AlOc WG 206-5°-210-5°(4°), F W 210-5°-212-5°(2°), AlOc WR 212-5°-216-5°(4°), F R 216-5°-221-5°(5°)	
	*	*	*	*		*			*
0233-41	<i>Remove from List</i>								
0648-35	-- Hartelhaven	51 56-4 4 02-1	Iso Y 2s	...	...	Dolphin			
*	*	*	*	*	*	*			*

V

Volume C, 2000. Weekly Edition No. 37, Dated 14th September, 2000.
Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

0628	- Valö	57 33·1 11 48·2	LFl WRG 8s	15	W 9 R 7 G 6	White tower green band 10	R (unintens) 170°-174°(4°), R174°-178·5°(4·5°), G178·5°-270°(91·5°), W270°-271·5°(1·5°), R271·5°-291·5°(20°), G291·5°-344°(52·5°), W344°-345·5°(1·5°), R345·5°-354·5°(9°), G354·5°-001·5°(7°), W001·5°-006°(4·5°), R006°-033°(27°), G033°-039°(6°)
	*		*			*	
5360·5	Lålättan	60 18·1 26 33·3	VQ(6)+LFl W 10s	13	4	▽ on yellow beacon, black bottom	*
6430	- Staboudde	59 33·8 18 37·9	Fl(4)WRG 12s	3	W 10 R 7 G 6	White structure, green band. Floodlit	W005°-053·5°(48·5°), R053·5°-062°(8·5°), G237°-239·5°(2·5°), W239·5°-244°(4·5°), R244°-271·5°(27·5°), G271·5°-005°(93·5°)
						*	
6444	- Vallersvik	59 29·9 18 27·7	Fl(4)WRG 12s	7	W 10 R 8 G 6	White structure, green band. Floodlit	G223°-231·5°(8·5°), W231·5°-234·5°(3°), R234·5°-315°(80·5°), G315°-019·5°(64·5°), W019·5°-022·5°(3°), R022·5°-034°(11·5°)
						*	
6450	- Lerviksudde. SE side of point	59 27·2 18 23·4	Fl(2)WRG 6s	3	W 10 R 8 G 7	White lantern, green band. Floodlit	G shore-222·5°, W222·5°-224·5°(2°), R224·5°-262°(37·5°), G262°-015·5°(113·5°), W015·5°-027°(11·5°), R027°-039°(12°), R(unintens)060°-061°(1°)
						*	

Volume D, 2000. Weekly Edition No. 37, Dated 14th September, 2000.
Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

1213·4	- Rochebonne SE. Buoy	46 09·2 2 21·2 ...	Q(3)W 10s Bell	8	4	⚡ on black buoy, yellow band	Ra refl
							*
1734·4	-- Muelle S. Head	43 13·3 9 00·2	Fl(3)R 9s	5	3	Red cylindrical tower 4	
			*		*	*	
1782	Punta Insúa	42 46·3 9 07·6	Fl(3) WR 9s	25	W 15 R 14	6-sided tower and house 14	<i>lt 0·5, ec 1·5, lt 0·5, ec 1·5, lt 0·5, ec 4·5. R020°-045°(25°) over bajos Bruyos, Ximiela and Meán, W045°-070°(25°), R70°-90°(20°) over bajo Os Meixidos, W090°-125°(35°), R125°-152°(27°) over bajos Os Miñarzos and Duyo, W152°-020°(228°)</i>
			*	*	*	*	*

V

Volume D *continued.*

1847·5	- Pedras Negras Marina. Breakwater. Head	42 27·5 8 55·0	Fl(4)WR 11s	5	W 4 R 3	Red post 3	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5. W305°-315°(10°), R315°-305°(350°)
*	*	*	*	*	*	*	*
1847·7	- Bajos Seixeliño	42 27·6 8 54·9	Fl G 5s	5	2	Green △ on green beacon	fl 0·5. Ra refl
*	*	*	*	*	*	*	*
2807·4	- ODAS	28 05·8 15 22·7	Q(5)Y 20s	...	1	Yellow spherical buoy	Withdrawn (T) 2000
							*
7062	Nosy Vorona. Summit	13 25·4 48 21·6	Fl(2)WR 6s	15	W 8 R 5	White 8-sided tower, grey lantern 9	fl 1, ec 1, fl 1, ec 3. W072°-080°(8°), R080°-232°(152°), W232°-280°(48°), R280°-072°(152°)
							*
7065	- Ldg Lts 017°. Front	13 24·0 48 17·8	Dir Q G	7	11	White beacon, black stripe 8	Intens 014·5°-019·5°(5°). TE 2000
							*
7065·1	-- Rear. 600m from front	13 23·7 48 17·9	Dir Q G	24	11	White beacon, black stripe 6	Intens 014·5°-019·5°(5°). TE 2000
							*
7068	Nosy Faly. Summit	13 19·2 48 28·2	F WR	75	W 8 R 6	White 8-sided tower, black lantern 9	W026°-236°(210°), R236°-026°(150°). TE 2000
							*
7400	S Approaches to Sitrah. Hayyan Beacon	26 03·2 50 39·0	Fl W 3s	3	7	Red beacon	For lights on the S end of Sitrah see D7409
	*			*			
7402·7	--	26 09·1 50 40·7	Fl(3)W 5s	...	6	Black beacon	
		*	*		*		
7402·72	--	26 09·1 50 40·7	Fl(4)W 6s	...	6	Black beacon	
		*	*		*		
7409·52	-- Entrance. N side	26 06·8 50 38·5	Fl G 2s				
		*	*				
7409·8	- Channel. N side	26 06·8 50 38·3	Fl G 3s				
*	*	*	*	*	*	*	*
7409·82	-- S side	26 06·7 50 38·3	Fl R 2s				
*	*	*	*	*	*	*	*

V

Volume D *continued*.

7409-84	---	26 06:7 50 38:5	Fl R 5s				
*	*	*	*	*	*	*	*

Volume E, 2000. Weekly Edition No. 37, Dated 14th September, 2000.
Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

0201-5	- Nuevo Dique. S corner	39 26:4 0 19:2	Fl(3)G 9s	6	1		
*	*	*	*	*	*	*	*
0616	- Passe de Marignane. Entrance. W side	43 26:3 5 11:1	Fl(2)R 6s	6	4	White dolphin, red lantern	<i>fl 1, ec 1, fl 1, ec 3</i>
							*
3978-9	- Korinthos P. Marina. S Mole. Head	37 56:5 22 56:2	F R	6	3	White concrete column with red band	
*	*	*	*	*	*	5	*
3978-91	--- N Mole. Head	37 56:5 22 56:2	F G	7	3	White concrete column with green band	
*	*	*	*	*	*	5	*
4062	-- Plítra. Mole. Head	36 41:2 22 50:3	Q G	8	3	Metal framework 2	
						*	
4710	Limín Kalímnou. Outer Mole. Head	36 56:9 26 59:5	Fl R 2s	9	4	White concrete column on pedestal, red band	<i>fl 0-2. TE 2000</i>
							*
4722	- Ákra Ammóglossa	36 55:0 27 16:8	Fl R 4s	7	9	Metal framework tower on pedestal, red band	<i>fl 0-8. Vis 080°-320°(240°)</i>
					*		*
4760	- Ákra Paraspóri	35 54:3 27 13:7	Fl(2)W 16s	49	12	Metal framework 6	<i>fl 1, ec 2, fl 1, ec 12. Vis 066°-288°(222°)</i>
						*	
5881-05	- <i>SBM</i>	34 42:4 33 17:9	Fl(4)W 15s	...	8		
	*	...	Horn Mo(U) 30s				
		*					
7665	-- No 18	45 40:0 31 39:5	Fl W 5s	...	5	...	TE 2000
							*
7758	- Rosetta NE	31 50:8 30 38:1	Fl(2)W 15s	...	10	Platform	Racon. On diagonal corners of platform
		...	2 Mo(U)R 15s	...	4	...	On diagonal opposite corners of platform
		...	2 Horn Mo(U) 30s				
			*		*		*

Volume F, 2000. Weekly Edition No. 37, Dated 14th September, 2000.

Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

3406·5	Modou Zhou	21 36·1 112 44·0	Fl W 3s	37	6	White square concrete pile 2	<i>fl 0·3</i>
*	*	*	*	*	*	*	*
3406·9	Quinglan Tou	21 46·4 112 52·5	Fl(2)W 6s	62	6	White round brick tower 4	<i>fl 0·3, ec 1, fl 0·3, ec 4·4</i>
*	*	*	*	*	*	*	*
3581·3	<i>Remove from List</i>						
3581·31	Jiangmu Dao (Honghai Dao)	22 44·6 115 11·3	Fl W 2s	59	5	White square brick masonry pile 3	<i>fl 0·5. Occas</i>
*	*	*	*	*	*	*	*
3581·32	Niubi Tou (Magong)	22 47·1 115 13·9	F W	117	5	White square concrete pile 5	<i>Occas</i>
*	*	*	*	*	*	*	*
3581·345	Shanwei Gang. Sandianjin. (Tai-sami) (Anlan Rocks)	22 46·8 115 19·8	Fl W 6s	9	9	White round concrete structure 10	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
3581·5	- Ldg Lts 134·3°. Front	22 45·2 115 21·9	Fl R 3s	16	3	White round brick tower, black stripe 7	<i>fl 0·3</i>
*	*	*	*	*	*	*	*
3581·51	-- Rear	22 45·2 115 22·0	Oc W 4s	21	4	White round brick tower, black stripe 5	
*	*	*	*	*	*	*	*
3648·13	Fujian Tou	27 09·1 120 26·3	Fl(4)W 12s	43	10	White stone masonry column 9	<i>(fl 0·3, ec 1·5) x 3, fl 0·5, ec 5·5</i>
*	*	*	*	*	*	*	*
3648·15	Nanguan Dao	27 08·7 120 29·0	Fl(2)W 6s	62	10	Stone masonry column, black and white bands 10	<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
*	*	*	*	*	*	*	*
3648·18	Wang Jiao	27 09·0 120 32·6	Fl(3)W 10s	22	10	White stone masonry cylinder 13	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 5·5</i>
*	*	*	*	*	*	*	*
3648·2	Guanyin Jiao	27 11·8 120 31·6	Fl(3)W 10s	6	7	⦿ on black beacon, yellow band	
*	*	*	*	*	*	*	*
3648·25	Dingcao Yu	27 14·7 120 33·6	Fl W 3s	58	16	White stone masonry cone 9	<i>fl 0·5</i>
*	*	*	*	*	*	*	*

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Volume F *continued*.

3648·28	Jiaobei Dao	27 20·6 120 38·2	Fl(2)W 6s	32	10	Black 6-sided stone masonry column 10	<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
*	*	*	*	*	*	*	*
3648·3	Baimu Jiao	27 24·3 120 43·3	Fl(2)W 5s	7	7	⊗ on black beacon, red band 9	
*	*	*	*	*	*	*	*
3648·35	Pingyang Zui	27 28·6 120 41·1	Fl W 5s	66	16	White 6-sided stone masonry column 10	
*	*	*	*	*	*	*	*
3648·38	Shangtou Yu	27 33·4 120 43·0	Fl(2)W 6s	60	7	Metal framework tower on white stone masonry square 5	<i>fl 0·3, ec 1, fl 0·3, ec 4·4</i>
*	*	*	*	*	*	*	*
3648·4	Si Yu	27 35·1 120 44·9	Fl W 4s	16	7	Metal framework tower on white stone masonry square 3	<i>fl 0·4</i>
*	*	*	*	*	*	*	*
DABEI LIEDAO							
3648·45	- Nanchi Tou	27 38·3 120 49·1	Fl(2)W 6s	31	7	White 4-sided concrete pyramid 3	<i>fl 0·9, ec 0·5, fl 0·3, ec 4·3</i>
*	*	*	*	*	*	*	*
3648·48	- Fenghuangdan	27 41·2 120 48·1	Fl(2)W 5s	4	5	⊗ on black beacon, red band 2	
*	*	*	*	*	*	*	*
3648·5	- Lianhua Jiao	27 41·6 120 49·5	Fl W 4s	12	7	White concrete square 2	<i>fl 0·4, ec 3·6</i>
*	*	*	*	*	*	*	*
3648·6	- Lizhi Shan	27 41·1 120 55·1	Fl(3)W 10s	89	10	White round concrete structure, red bands 9	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 5·5</i>
*	*	*	*	*	*	*	*
3648·7	- Lusi Jiao	27 40·5 120 58·5	Fl W 3s	9	6	White concrete cone 5	<i>fl 0·3</i>
*	*	*	*	*	*	*	*
3648·8	- Beilong Shan. SW point	27 38·9 120 57·9	Fl W 6s	36	7	White stone masonry cone 9	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
3649·3	- Shangma'an Dao	27 27·1 120 57·8	Fl(3)W 10s	92	10	White round stone column, black bands 10	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 5·5</i>
*	*	*	*	*	*	*	*

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Volume F *continued.*

3649·5	- Longtou Yu	27 29·1 121 03·3	Fl W 4s	71	10	White conical stone structure 9	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
3655	- Donggua Yu	27 38·2 121 03·1	Fl(2)W 6s	79	15	White concrete square 13	<i>fl 0·5, ec 1, fl 0·5, ec 4</i>
*	*	*	*	*	*	*	*
3657	Xiawu Jiao	27 44·4 121 10·9	Fl W 4s	7	7	White 4-sided concrete pyramid 9	<i>fl 0·4</i>
*	*	*	*	*	*	*	*
3661·1	Henche Shan	28 01·1 121 08·6	Fl(3)W 10s	66	7	Round concrete structure 9	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 5·5</i>
*	*	*	*	*	*	*	*
3661·2	Jianzui Jiao	28 04·8 121 08·5	Fl(2)W 5s	9	...	Black ♂ on black beacon, red band	
*	*	*	*	*	*	*	*
3661·22	Caokun Yu	28 08·5 121 07·9	Fl(2)W 6s	10	4	White metal pipe 2	<i>fl 0·4, ec 1, fl 0·4, ec 4·2</i>
*	*	*	*	*	*	*	*
3661·25	Nitan Rock	28 09·8 121 09·4	Fl(3)W 10s	6	4	White metal pipe	<i>(fl 0·3, ec 1) x 2, fl 0·3, ec 7·1</i>
*	*	*	*	*	*	*	*
3661·28	Yingpo	28 12·6 121 10·3	Fl W 4s	22	7	White round stone structure 5	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
3661·3	Wuxing Yu	28 01·2 121 04·3	Fl(3)W 10s	15	7	White metal pipe 1	<i>(fl 0·3, ec 1) x 2, fl 0·3, ec 7·1</i>
*	*	*	*	*	*	*	*
3665·5	Kanmen Tou	28 04·3 121 17·4	Fl W 4s	50	7	White brick masonry square 4	<i>fl 0·4</i>
*	*	*	*	*	*	*	*
3743	- Beichaoyang Shan (Lujing Tou)	30 43·4 122 31·8	Fl(2)WRG 6s	65	W 5 R 3 G 2	Stone conical structure, white tiles 10	W135°-211°(76°), G211°-241°(30°), R241°-345°(104°)
*	*	*	*	*	*	*	*
3890	Ba Jiao	37 38·5 121 09·0	Fl(3)W 6s	24	6	Round stone tower 8	<i>(fl 0·3, ec 1) x 2, fl 0·3, ec 3·1</i>
*	*	*	*	*	*	*	*
3948·11	- Shiwandunji Hangdao. Ldg Lts 330°. Front *	39 56·5 119 39·0	Fl W 6s	43	12	...	<i>fl 2</i> *
3948·15	--- Rear. 1042m from front *	39 57·0 119 38·6	F W	58	12		

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Volume F *continued.*

6879	<i>Remove from List</i>						
7473	-- Mys Balka	43 01·8 131 54·9	LFl RG 5s	...	R 3 G 2	...	R357°-162·5°(175·5°), G162·5°-357°(184·5°). TE 2000 *
7668	Datta. Ldg Lts 313°36'. Front	49 17·2 140 22·3	Fl R 1·3s	...	3	...	Vis on leading line only. TE 2000 *
7668·1	-- Rear. 0·26M from front	49 17·4 140 22·0	F R	...	3	...	Vis on leading line only. TE 2000 *

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0886	Brion Island. W end	47 46·9 61 30·5	Fl W 3s	40	10	White 8-sided tower 11	<i>fl 1.</i> Vis 253°-262°(9°), 265·5°-239·5°(334°) *
0892	- W side. Wharf. Head	47 16·7 61 43·1	Iso R 2s	5	...	Square framework tower 5	Ra refl. Emergency light. Seasonal *
0896	- NE point	47 17·3 61 41·4	Fl W 3s	71	8	Square framework tower 5	<i>fl 1.</i> Emergency light *
0906	- (Île du Havre-Aubert). South Cape	47 12·7 61 58·3	LFl(3)W 20s	31	20	White 6-sided tower 16	<i>fl 2, ec 2, fl 2, ec 2, fl 2, ec 10.</i> Vis 262°-100°(198°). F R lights on radio tower 1·9M N *
0907·5	- Breakwater. (Millerand)	47 12·9 61 59·1	Iso R 2s	9	5	Square framework tower 4	Seasonal *
0912	- W side. Étang du Nord. Pointe Hérissée	47 23·1 61 57·5	Fl W 6s	28	20	White round tower 11	<i>fl 1.</i> F R lights on tower 2·1M SE *
0914	-GRINDSTONE WHARF Ldg Lts 330° 15'. New Wharf. Head. Front	47 22·6 61 51·3	Q G	7	18	White □, red stripe, on red framework tower 5	Vis on leading line only *
0914·1	--- Rear. 132m from front	47 22·7 61 51·3	Q G	12	18	White □, red stripe, on red framework tower 9	Vis on leading line only *
1320	<i>Remove from List</i>						
1320·1	<i>Remove from List</i>						
1664	- Paspebiac	48 01·0 65 14·8	Fl W 5s	14	20	Two orange □ on square framework tower 12	 *

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1718	Cap d’Espoir	48 25·2 64 19·1	LFl(4)W 30s	26	17	White 8-sided tower 15	<i>fl 2, ec 3, fl 2, ec 3, fl 2, ec 3, fl 2, ec 13</i>
			*				*
1738	Île Plate	48 37·6 64 09·4	Fl W 6s	25	9	Red and white ◻ on framework tower 12	<i>fl 1</i>
					*		
1762	Cap Gaspé	48 45·1 64 09·8	Fl W 5s	107	14	White 8-sided tower 9	Emergency light
					*		
2043	- E Breakwater. Head	48 50·8 67 34·5	Fl G 5s	11	19	Square framework tower 6	
	*		*		*		*
2862·1	<i>Remove from List</i>						
3465·1	---- Rear. 116·7m from front	45 20·6 60 59·5	F R	10	...	White ◡, red stripe, on framework tower 9	
		...	Horn 30s	...	...	...	<i>bl 3s. Horn points 348°</i>
			*				*
4120·5	- Pomeroy Ledge	45 02·3 66 54·7	Fl R 4s	2	...	Red cylindrical tower 9	<i>fl 0·5</i>
							*

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0024	Machias Bay. Entrance. Libby Island	44 34·1 67 22·0	Fl(2)W 20s	28	18	Conical granite tower 13	<i>fl 0·2, ec 2·3, fl 0·2, ec 17·3.</i> Vis 220°-208°(348°). Shown 24 hours
		...	Horn 15s	...	...	...	<i>bl 2</i>
					*		*
0420·2	-- Fish Trap W	41 35·1 70 00·5	Fl Y 6s	3	...	Pile	Shown 1/3-1/10. Private
							*
0420·33	- Wreck Cove. Fish Trap. E	41 35·7 70 01·0	Fl Y 6s	3	...	Pile	Shown 1/3-1/11. Private
*	*	*	*	*	*	*	*
0420·34	--- C	41 35·7 70 01·0	Fl Y 6s	3	...	Pile	Shown 1/3-1/11. Private. PA
*	*	*	*	*	*	*	*
0420·35	--- W	41 35·7 70 01·0	Fl Y 6s	3	...	Pile	Shown 1/3-1/11. Private. PA
*	*	*	*	*	*	*	*
0464·5	-- No 4	41 31·2 70 40·9	Fl R 2·5s	9	4	Red △ on framework tower	
						*	

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Volume J *continued.*

0484	- Cuttyhunk Harbour. N Jetty. Head. No 8	41 25·5 70 55·1	Fl R 6s	9	6	Red △ on grey framework tower, concrete base	Vis 044°-284°(240°)	*
0501	- Palmers Island	41 37·6 70 54·6	Fl W 4s	13	5	White conical tower on stone pier	Private	*
0737·55	--- No 3. S	41 20·8 72 05·0	Q R	7	...	...	Private	*
		...	Fl R 2s					*
0737·56	---- N	41 20·9 72 05·0	Q R	7	...	...	Private	*
		...	Fl R 2s					*
0738			<i>Remove Fog Signal</i>					
0826	- Old Field Point	40 58·6 73 07·1	Al RG 24s	23	12	Black tower on granite house	R 12s, G 12s	*
0866	Greens Ledge	41 02·5 73 26·6	Al WR 24s	19	W 18 R 15	Brown conical tower, white top, black round base	W 12s, R 12s. Emergency light Fl W 12s of reduced intensity	*
		...	Horn(2) 20s	...	...	...	bl 2, si 2, bl 2, si 14	*
0904	Great Captain Island. SE side	40 58·9 73 37·4	Al WR 12s	19	W 16 R 12	Red and white chequered ◇ on framework tower	W 6s, R 6s Emergency light Fl W 6s of reduced intensity	*
		...	Horn 15s	...	...	...	bl 2	*
0994	- Ldg Lts 161°. Front	40 43·5 73 57·8	Q R	8	...	Green □, red stripe, on framework tower	Shown 24 hours. Vis on rangeline only	*
0994·1	-- Rear. 120m from front	40 43·4 73 57·8	Iso G 6s	15	...	Green □, red stripe, on framework tower	Shown 24 hours. Vis on rangeline only	*

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Last Correction: Weekly Edition No. 36, dated 7th September, 2000.

1442·5	Pulau-Pulau Lima. Pulau Sabaru	5 06·2 117 04·3	Fl(3)W 16s	42	18	White metal framework tower	(fl 0·5, ec 2) x 2, fl 0·5, ec 10·5	*
						40		*
1510·5	Paotere	5 06·4 119 25·4	Fl G 5s	8	10	Green △ on green beacon		*
						*		*

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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. TE 2000</i>
		...	<i>By day</i>	...	4		*
3849·3	- Bucklands Beach Yacht Club Marina. E Breakwater. Head	36 52·7 174 53·9	Oc R 6s	3	5	...	<i>ec 2. TE 2000</i>
							*
4719	- N Ovalau	17 33·9 178 51·1	Fl(2)W 10s	12	11	Black framework tower on concrete base	*
4733·4	Makogai	17 27·2 178 58·6	Fl W 7s	271	14	Red metal framework tower 4	<i>fl 1. Light regularly sighted at 38M</i>
							*
4744	- SAVUSAVU BAY. Lesiaceva Point. Point Reef	16 49·8 179 16·2	Fl W 3s	8	10	White 6-sided concrete tower 9	Obscured by land when bearing less than 250°. Reported TE 2000
							*

Volume L, 2000. Weekly Edition No. 37, Dated 14th September, 2000. *Last Correction: Weekly Edition No. 36, dated 7th September, 2000.*

2145	- Aunholmen. S point	65 42·0 12 37·9	Iso WRG 6s	9	W 6 R 5 G 4	White lantern, concrete base 3	G293°-302°(9°), W302°-321°(19°), R321°-138·5°(177·5°), W138·5°-144°(5·5°), G144°-151°(7°). Shown 29/7-8/5
							*
2166	- Søre Sørøyholmen	65 55·0 12 22·3	Iso WRG 6s	6	W 5 R 3 G 3	White lantern on base	R198°-210·5°(12·5°), W210·5°-217°(6·5°), G217°-227·5°(10·5°), W227·5°-232·5°(5°), R232·5°-359·5°(127°), W359·5°-003°(3·5°), G003°-031·5°(28·5°), R031·5°-050°(18·5°). Shown 29/7-8/5
							*
2314	- Indreholmen	66 01·8 11 47·7	Iso WRG 6s	12	W 6 R 4 G 4	White lantern on base	R227°-322°(95°), W322°-325°(3°), G325°-330°(5°), W330°-339°(9°), R339°-018°(39°), G107·5°-125°(17·5°), R125°-136·5°(11·5°). Shown 1/8-5/5
		*					*

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2462	- Seiskjær. Støtt	66 56·8 13 28·0	Fl(2)WRG 10s	11	W 9 R 7 G 7	White lantern on concrete column	11	<i>fl 0·8, ec 1·5, fl 0·8, ec 6·9.</i> R057°-060·5°(3·5°), W060·5°-074·5°(14°), G074·5°-135°(60·5°), W135°-170·5°(35·5°), R170·5°-188°(17·5°), W188°-199°(11°), G199°-236°(37°), W236°-237·5°(1·5°), R237·5°-314·5°(77°), W314·5°-333·5°(19°), G333·5°-335°(1·5°), R335°-012°(37°)	*
2774	- Ramsund. E side	68 28·3 16 31·7	Oc WRG 6s	7	W 3 R 2 G 1	White lantern on base		G011°-024°(13°), W024°-027°(3°), R027°-150°(123°), W150°-161°(11°). G161°-175°(14°). Shown 7/8-29/4	*
2785	- Fugløya. Rotvær	68 22·1 15 56·7	Oc WRG 6s	20	W 12 R 9 G 9	White tower, black bands, red roof		G209°-212·5°(3·5°), W212·5°-218·5°(6°), R218·5°-257°(38·5°), W257°-320°(63°), R320°-335°(15°), W335°-044°(69°), R044°-055°(11°), G055°-100°(45°), R100°-121°(21°). Shown 7/8-29/4	*
2882	- Klippfiskholmen. Osan	68 13·6 14 32·7	Oc(3)WRG 10s	5	W 2 R 1 G 1	White lantern on piles		G179·5°-187°(7·5°), R187°-009°(182°), W009°-012°(3°), G012°-020°(8°). Shown 7/8-29/4	*
2888	- SAGØYA. Ørsvåg	68 11·8 14 25·1	Oc WRG 6s	26	W 10 R 7 G 7	White lantern on base		G221°-245°(24°), R245°-258°(13°), G258°-275°(17°), R275°-306°(31°), W306°-311°(5°), G311°-315°(4°), W315°-321°(6°), R321°-352°(31°), W352°-357°(5°), G357°-024°(27°), W024°-031°(7°), R031°-047·5°(16·5°), W047·5°-053°(5·5°), G053°-061·5°(8·5°). Shown 7/8-29/4	*
2892·1	--- Rear. 297m from front	68 11·9 14 20·2	Oc(2)R 8s	43		7 White lantern		Vis 300°-306°(6°). Intens on leading line. Shown 7/8-29/4	*
2906	- Henningsvær	68 08·8 14 12·4	Oc W 3s	24		12 White lantern on base		Vis 198°-146°(308°). Shown 7/8-29/4	
			*	*					

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2908	- W side, Hellandsøy	68 08:9 14 12:4	Oc WRG 6s	14	W 9 R 7 G 7	White lantern	G010°-5°-011°(0°-5°), W011°-026°(15°), R026°-069°(43°), W069°-072°-5°(3°-5°), G072°-5°-100°-5°(28°). Shown 7/8-29/4. F R lights on mast 350m NNW
					*		*
2916	Brandholmbåen. Nordre Lyngvær	68 14:2 14 13:5	Oc WRG 6s	2	W 9 R 7 G 6	White lantern on piles 5	W000°-042°(42°), R042°-090°(48°), W090°-154°(64°), G154°-202°(48°), R202°-310°(108°). Shown 7/8-29/4
				*	*		*
2919	- Gimsøybroåen	68 15:8 14 15:4	Oc(2)WRG 8s	5	W 9 R 7 G 6	Bridge pier	R161°-206°-5°(45°-5°), W206°-5°-215°-5°(9°), G215°-5°-308°-5°(93°), R308°-5°-012°(3°-5°). G012°-023°(11°), R023°-035°(12°), W035°-047°-5°(12°-5°), G047°-5°-049°-5°(2°)
					*		
2926	Festvågshalsen	68 20:3 14 20:3	Oc(3)WRG 10s	9	W 9 R 7 G 6	White lantern on piles	R022°-028°(6°), G028°-033°-5°(5°-5°), W033°-5°-040°(6°-5°), R040°-131°(91°), G131°-148°(17°), W148°-153°(5°), R153°-161°(8°), W161°-179°(18°), G179°-204°(25°), R204°-208°(4°). Shown 7/8-29/4
					*		*
2930	Lille Kvanholmen. N side	68 09:7 13 55:5	Oc(2)WRG 8s	3	W 6 R 4 G 4	White lantern, concrete base	G348°-001°(13°), W001°-016°(15°), R016°-093°(77°), W093°-096°(3°), G096°-197°(101°), W197°-219°-5°(22°-5°), R219°-5°-250°-5°(31°), W250°-5°-252°-5°(2°), G252°-5°-256°-5°(4°). Shown 7/8-29/4
					*		*
2932	Skogholm. SW Point. Valberg	68 10:4 13 57:6	Iso WRG 6s	11	W 3 R 1 G 1	White lantern, concrete base	R282°-317°(35°), W317°-330°(13°), G330°-351°(21°), W351°-359°(8°), R359°-024°(25°), W117°-161°(44°), R161°-169°(8°). Shown 7/8-29/4
					*		
2934	Hellen. Buøyhavn	68 07:8 13 51:7	Oc WRG 6s	11	W 9 R 7 G 6	White lantern	G205°-251°(46°), W251°-262°(11°), R262°-285°(23°), W285°-297°(12°), G297°-324°(27°). Shown 7/8-29/4
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2950	Ure Havn. Notskjæret	68 05·7 13 44·1	Iso WRG 6s	10	W 3 R 2 G 2	White lantern	G002°-055°(53°), G075°-140°(65°), R140°-213°(73°), G213°-278°(65°), W278°-304°(26°), R304°-345°(41°). Shown 7/8-29/4
						*	*
2954	Vestre Mortsund. Gulholm. E Point	68 04·8 13 38·8	Oc WRG 6s	13	W 8 R 6 G 6	White lantern	R135°-248°(113°), W248°-253°(5°), G253°-262°(9°), W262°-266°(4°), R266°-023°(117°), W023°-029°(6°), W029°-71°(42°), W071°-073°(2°), R073°-079°(6°), W079°-083°(4°), G083°-090°(7°). Shown 7/8-29/4
						*	
2956	Treborneset. Buksnes	68 07·1 13 35·2	Oc WRG 6s	11	W 6 R 4 G 4	White lantern on stone beacon	G112°-120°(8°), W120°-152°(32°), R152°-206°(54°), W206°-211°(5°), G211°-337°(126°), W337°-349°(12°), R349°-353°(4°). Shown 7/8-29/4
						*	*
3058	Kleivheia	68 17·2 13 35·0	Fl WRG 5s	38	W 10 R 7 G 7	White lantern on base	G026°-036°(10°), W036°-040°(4°), R040°-061°(21°), W061°-185°(124°), R185°-228°(43°), G228°-239°(11°). Shown 7/8-29/4
			*				

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2000

Weekly Edition No. 37 dated 14 September 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@ukho.gov.uk

Telex: 46274

Name of Sender and Date:

.....

Name of Ship:

Telex / Fax / E-mail:

Address:

.....

.....

.....

VOLUME 1, 2000/01—PART 1

Published Wk 30/00

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

NIL

37/00

VOLUME 1, 2000/01—PART 2

Published Wk 30/00

(Last Amendments: Weekly Edition No. 33 dated 17 August 2000)

NIL

37/00

VOLUME 2, 2000

Published Wk 10/00

(Last Amendments: Weekly Edition No. 36 dated 7 September 2000)

RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS

0001 VHF DIRECTION-FINDING SERVICE

Caister

Delete position and replace by: 52°39′.63N 1°42′.90E

(UKHO Chart 1543, European Terrestrial Reference System 1989 Datum)

RADAR BEACONS

5045 West Blockhouse Front Middle Ldg Lt Bn

Line 2, insert sector: 050°–190°

(Milford Haven Port Authority Notice 31/00)

5087 Gruney Island Lt

Delete position and replace by: 60°39′.15N 1°18′.16W

5089 Rumble Rock Bn

Delete position and replace by: 60°28′.17N 1°07′.25W

(UKHO Chart 3298, European Terrestrial Reference System 1989 Datum)

5178 Cross Sand Lt Buoy

Delete position and replace by: 52°37′.06N 1°59′.13E

(UKHO Chart 1543, European Terrestrial Reference System 1989 Datum)

Insert station:

Belfast Fairway Lt Buoy Racon

54°41′.71N 5°46′.17W 5367.5

G

(Belfast Harbour Commissioners Notice 5/00) 37/00

5603 Frederikshavn Approach Lt Buoy

Delete position and replace by: 57°25′.01N 10°35′.74E

5620 Anholt Knob, Route T Lt Buoy 6

Delete position and replace by: 56°45′.35N 11°52′.80E

6352 Fladen Lt

Delete position and replace by: 57°12′.85N 11°49′.60E

(UKHO Chart 2107, WGS 84 Datum)

6356 Trubaduren Lt

Delete position and replace by: 57°35′.68N 11°37′.98E

6360 Trinda Brunskär

Delete position and replace by: 57°38′.20N 11°43′.25E

6364 Vasskärsgrund Lt

Delete position and replace by: 57°39′.22N 11°43′.29E

6368 Buskärs Knöte Lt

Delete position and replace by: 57°38′.31N 11°40′.98E

6372 Måvholmsbådan Lt

Delete position and replace by: 57°40′.34N 11°42′.46E

(UKHO Chart 858, WGS 84 Datum)

8252 P'yöngt'aek Hang Lt

Delete station

(Korean Notice 34/410/00)

VOLUME 3, 2000/01—PART 1

Published Wk 21/00

(Last Amendments: Weekly Edition No. 36 dated 7 September 2000)

NIL

37/00

VOLUME 6, 1999/00—PART 2

Published Wk 43/99

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

NIL

37/00

VOLUME 3, 2000/01—PART 2

Published Wk 21/00

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

NIL

37/00

VOLUME 7, 1999/00—PART 1

Published Wk 46/99

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

NIL

37/00

VOLUME 5, 2000/01

Published Wk 24/00

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

VOLUME 7, 1999/00—PART 2

Published Wk 46/99

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

Page 195, **9.7: SAFETYNET, Figure SN-3**, title block, delete paragraphs 1 and 2,
Transmission of to UTC, and replace by:

Transmission of Thermopylae CES
through the AOR-E satellite
Scheduled broadcast times: On receipt
and 1000, 2200 UTC (repeated 6 mins later)

(Greek Hydrographic Office) 37/00

NIL

37/00

VOLUME 8, 2000/01

Published Wk 13/00

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

NIL

37/00

VOLUME 6, 1999/00—PART 1

Published Wk 43/99

(Last Amendments: Weekly Edition No. 35 dated 31 August 2000)

NIL

37/00

VI

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

Published Wk 17/00

(Last Amendments: Weekly Edition No. 36 dated 7 September 2000)

Page 59, diagram, **SafetyNET – METAREA II FRANCE FORECAST AREAS**, title block, delete **Transmission of to (GMDSS)**, and replace by:

Transmission of Pleumeur Bodou CES through
AOR-E and AOR-W satellites

Scheduled broadcast times: On receipt
and 0900 2100 UTC (repeated 6 mins later)

Forecasts and warnings are for areas not
covered by NAVTEX

(French Hydrographic Office) 37/00

Page 66, diagram, **SafetyNET – METAREA III FRANCE / GREECE FORECAST AREAS**, title block, delete paragraphs 1 and 2, **Transmission of to UTC**, and replace by:

Transmission of Thermopylae CES
through the AOR-E satellite

Scheduled broadcast times: On receipt
and 1000, 2200 UTC (repeated 6 mins later)

(Greek Hydrographic Office) 37/00

Page 97, table, **DOVER COASTGUARD (MRCC)**,

Line 4, **VHF RT**, delete Ch 06. to 80, and replace by:

Ch 06 10 **11* 16** 69 73

37/00

Lines 10 to 12, delete ***Dover Coastguard to 2 n miles**, and replace by:

***Dover Coastguard operate the Channel Navigation Information Service (CNIS) in conjunction with Gris Nez Traffic. Ch 11 is Dover Coastguard's primary working frequency for routine CNIS traffic. CNIS information broadcasts are made on Ch 11 at H+40 (additional broadcast at H+55 when visibility is less than 2 n miles). Gris Nez broadcasts at H+10 and H+25 when visibility is less than 2 n miles.**

(HMCG Dover) 37/00

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