



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 11

15 March 2001

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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:

Notices to Mariners Website	Web: www.nms.ukho.gov.uk
Urgent navigational information:	Fax: +44(0)1823 322352 Telex: 46464 Phone: +44(0)1823 723315 e-mail: rnw@gtnet.gov.uk
Other navigational information:	e-mail: hdcfiles@ukho.gov.uk
General enquiries:	e-mail: generalenquiries@ukho.gov.uk
General Website	Web: www.ukho.gov.uk
Other matters:	Fax: +44(0)1823 284077 Telex: 46274

I

GUIDANCE NOTES FOR ADMIRALTY NOTICES TO MARINERS “ON-LINE” (ANMO)

The Weekly Notices to Mariners (NM) updates for paper Charts and Publications can now be accessed on the United Kingdom Hydrographic Office (UKHO) Website. The latest NM Weekly is available from 12.00 Noon on the Wednesday prior to the official Publication date.

There are **no subscription fees** for access to the UKHO Notices to Mariners Website.

Access Details:

Software required: Adobe Acrobat (Portable Document Format (PDF))(Version 4.0).

Those without Adobe software can obtain Reader software through their local software provider, by clicking on the Adobe Icon on the UKHO Website Home Page, or direct from the Adobe website (www.adobe.com).

Users can access the NM Website through the UKHO corporate address:

www.ukho.gov.uk

- This will take you to the UKHO Home Page.
- From the UKHO Home page, click on the **Notices to Mariners** button, which will open the NM Home Page.
- *From the NM Home Page, click on the legend **Notices to Mariners**, which will open the Catalogue of Weekly NMs dating from the latest issue back to Week 1/2000.
- Click on the week you wish to view, and a series of digital NM files will be displayed.
- Open the NM file of your choice and read/print the information as required

Direct access to Admiralty Notices to Mariners “On-Line” is also available at address:

www.nms.ukho.gov.uk

Access using this route will take you directly to the NM Home Page. From here follow the instructions as detailed above from *.

Details of File Content.

The NM files are segregated as follows (XX refers to the number of the week, YY refers to the year) (Example: Week 1/2001 is referenced as 01WKNM01.PDF, or week 28/2001 referenced as 28WKNM01.PDF etc):

NM_REF.PDF contains an index of Notices to Mariners Weeks, showing the sequence of individual Notices to Mariners contained within each NM Week.

XXWKNMYY.PDF is the complete Weekly NM Booklet, including monochrome NM Blocks. Links are included between the front page index and each of the six sections of the booklet and there are further links between the geographical index and regional sections of the Section II NMs.

XXSNIIYY.PDF contains Section II chart correction Notices set out one to a page. Links are included between the Index page and individual Notices.

DIGITAL COLOUR BLOCKS are referenced under the relevant Chart/Notice number:

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

(N.B. Digital Colour Blocks/Notes are only available from Week 30/2000).

NP234–CUMLIST is the latest Cumulative List (NP234) available, giving historical index of paper chart NM corrections, referenced by Admiralty chart number. At present, there are no links to actual Notices to Mariners.

(To view this file, open Week 46/2000 from the Catalogue Page).

NP246D–OCT–2000 contains the quarterly Small Craft Notices to Mariners (SCNMs), referenced under the relevant Navigational Publication (NP) number (Example NP246/00D), The full colour NM blocks and notes are available as separate files. SCNMs can be accessed from the NM Home Page by clicking on the legend: **Small Craft Notices to Mariners**
(Small Craft NM files are available from NP246/00D)

GUIDANCE NOTES.PDF contains the user notes as reproduced here.

Recommended PC/Printers/materials: For optimum results when viewing and printing material from the digital files please note the following:

- The minimum specification is a 486 PC with Windows 3.1 and 4MB of RAM.
- When printing data from the files, ensure the 'Fit to Page' icon in the Adobe Acrobat print menu is "switched off" *before printing*. Otherwise large text pages will be compressed, or large size Blocks may not fit the chart.
- If printing text or monochrome NM Blocks, the minimum specification is an Ink-jet or good quality Laser *Postscript* printer with at least 6 MB of memory. (NB. If using a *Postscript* printer, ensure the *Postscript* printer driver is installed).
- For printing Colour NM Blocks the minimum specification of printer is a good quality Ink Jet/Laser printer with 300 dpi resolution or greater.
- If using certain types of Ink Jet printer ensure the setting is set to 'Dithered screening' not 'Pattern screening'.
- Printed colour copies should be compared with the colour image 'on screen' to ensure that all the colours have reproduced correctly. Printer property resolution and ink density may need to be increased or adjusted to obtain the best results.
- Ensure the Colour Ink Cartridge is in accordance with the printer manufacturer's specifications.
- Minimum paper specification for printing Colour NM Blocks is International paper size A4, thickness/weight 80 gsm paper. (The same paper as used for NM Blocks in the NM Weekly).

NB. (Ensure the paper quality is in accordance with the Printer manufacturer's specifications).

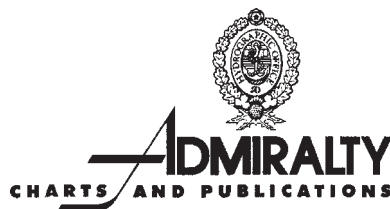
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If you experience any difficulties, please contact the UKHO Help-Line on:

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ADMIRALTY NOTICES TO MARINERS

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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.

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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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[11/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 15 March 2001

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙4146	Republic of South Africa, south west coast, Cape Columbine to Table Bay. 32°40'·70S. — 33°57'·00S., 17°26'·20E. — 18°30'·00E. House Bay, Dasseneiland.	1:150,000 1:12,000	35	50	£16·00
<i>A modified reproduction of SAN 118 published by South Africa in 1998, additional to existing coverage.</i>					

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 15 March 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
954	Japan, Honshū - south coast, Approaches to Uruga Suidō. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers). Includes changes to depths, wrecks and fish havens in Uruga Suidō.</i>	1:100,000	53	80	£16·00
1203	Japan, Tōkyō Wan, Kurihama Wan and Uruga Kō. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:12,500	53	80	£16·00
⊙1626	England - east coast, Blyth. <i>Includes the latest British Government and Port of Blyth surveys. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:6,250	7	22	£16·00
⊙2093	Irish Sea, Southern Approach to North Channel. <i>Includes amendments to depths from recent British Government surveys in the southern approaches to North Channel. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i> <i>Note: On publication of this New Edition Former Notice 3054(P)/00 is cancelled. This chart remains affected by Former Notice 428(P)/01.</i>	1:100,000	3	22	£16·00
3105	Japan, Tōkyō Wan, Chiba. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:30,000	53	80	£16·00

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 15 March 2001 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
3108	Japan, Tōkyō Wan, Yokosuka and Negishi Wan. <i>Includes an Entry Prohibited Area in the vicinity of Daisan Kaiho, adjacent to Uraga Suido Traffic Route. This partial new edition is otherwise limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i> <i>Note: This chart remains affected by Former Notice 300(T)/01.</i>	1:20,000	53	80	£16·00
3109	Japan, Tōkyō Wan, Yokohama and Kawasaki. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:20,000	53	80	£16·00
3117	Japan, Tōkyō Wan, Kisarazu. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:20,000	53	80	£16·00
3360	Japan, Honshū - south coast, Ō Shima to Inubō Saki including Tōkyō Wan. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:200,000	53	80	£16·00
3548	Japan, Honshū - south coast, Uraga Suidō and middle part of Tōkyō Wan. <i>Includes an Entry Prohibited Area in the vicinity of Daisan Kaiho, adjacent to Uraga Suido Traffic Route. This partial new edition is otherwise limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i> <i>Note: This chart remains affected by Former Notice 300(T)/01.</i>	1:50,000	53	80	£16·00
⊙4708 INT 708	International Chart Series, Indian Ocean, Australia, west coast. <i>A modified reproduction of INT 708 originally published by Australia. General updating throughout, including submarine cables. Lines of equal magnetic variation are referred to the 2000 epoch.</i>	1:3,500,000	64	14, 62, 130	£16·00

Reproductions of Australian Government Charts

Chart	Published	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙Aus 424	27/10/00	Australia - east coast, Queensland and New South Wales, Port Jackson to Fraser Island. <i>Includes general updating throughout, and the Southern Cross submarine cables.</i>	1:1,000,000	66	84, 86, 88	£16·00

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
954	Japan, Honshū - south coast, Approaches to Uraga Suidō.	954
1203	Japan, Tōkyō Wan, Kurihama Wan and Uraga Kō.	1203
1626	England - east coast, Blyth.	⊙1626
2093	Irish Sea, Southern Approach to North Channel.	⊙2093
3105	Japan, Tōkyō Wan, Chiba.	3105
3108	Japan, Tōkyō Wan, Yokosuka and Negishi Wan.	3108
3109	Japan, Tōkyō Wan, Yokohama and Kawasaki.	3109
3117	Japan, Tōkyō Wan, Kisarazu.	3117
3360	Japan, Honshū - south coast, Ō Shima to Inubō Saki including Tōkyō Wan.	3360
3548	Japan, Honshū - south coast, Uraga Suidō and middle part of Tōkyō Wan.	3548
4708 INT 708	International Chart Series, Indian Ocean, Australia, west coast.	⊙4708 INT 708
Aus 424	Australia - east coast, Queensland and New South Wales, Port Jackson to Fraser Island.	⊙Aus 424

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. Charts published on 15 March 2001 are shown in bold type. Former Notice 4731(P)/00 refers.

⊙26	⊙1344	⊙1901	⊙2094	⊙2615	⊙3275
⊙28	⊙1346	⊙1902	⊙2151	⊙2625	⊙3284
⊙30	⊙1411	⊙1967	⊙2172	⊙2628	⊙3297
⊙105	⊙1446	⊙1991	⊙2175	⊙2629	⊙3298
⊙106	⊙1491	⊙1994	⊙2253	⊙2631	⊙3315
⊙108	⊙1503	⊙2000	⊙2255	⊙2642	⊙3319
⊙871	⊙1504	⊙2007	⊙2268	⊙2656	⊙3337
⊙1121	⊙1536	⊙2010	⊙2290	⊙2693	⊙3418
⊙1152	⊙1543	⊙2013	⊙2450	⊙2695	⊙3683
⊙1160	⊙1552	⊙2021	⊙2454	⊙2696	⊙3741
⊙1166	⊙1594	⊙2022	⊙2482	⊙2793	⊙3746
⊙1176	⊙1626	⊙2035	⊙2484	⊙2841	⊙3750
⊙1182	⊙1634	⊙2036	⊙2566	⊙3164	
⊙1185	⊙1834	⊙2037	⊙2571	⊙3271	
⊙1186	⊙1835	⊙2041	⊙2572	⊙3272	
⊙1200	⊙1859	⊙2045	⊙2610	⊙3273	
⊙1320	⊙1900	⊙2093	⊙2611	⊙3274	

⊙ denotes chart available in the ARCS series.

II

Erratum to Notice to Mariners Week 7/01.

Section I - INDEX OF CHARTS AFFECTED.

<u>Admiralty Chart No.</u>	<u>Notices</u>
Insert	
2337	693, 694
Amend to read	
2327	690

II

1217 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
156	4427/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
953	1069/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS 84 DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1191 INT 1507	3963/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1192 INT 1506	3963/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
2082	New Edition 11/1/01	Insert magenta limit and chart number, 4146, as follows: North: — East: 18° 30'·0E. South: 33° 57'·0S. West: 17° 26'·2E. Delete magenta limit and chart number, 1232, in position 33° 30'·75S., 18° 09'·50E. Delete magenta limit and chart number, 1920, in position 33° 40'·45S., 18° 16'·20E.
2091	776/01	Insert magenta limit and chart number, 4146, as follows: North: 32° 40'·7S. East: 18° 30'·0E. South: — West: 17° 26'·2E.
3373	2798/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS 84 DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.

UK Hydrographic Office.

1119* ENGLAND, East Coast — Scarborough — Vincent's Pier — Light

Amend light to, (*tidal*) *Iso.5s17m9M Dia(1)60s* 54° 16'·904N., 0° 23'·294W.

Chart [*Last correction*].— **1612 (plan, Scarborough Harbour) & (plan, Scarborough Bay) [3369/00]**

Light List Vol. A/00, 2592

Scarborough Harbour Master (HH.242/610/10).

1113* SCOTLAND, East Coast — Firth of Forth — Elie Bay — Thill Rock — Buoyage

Substitute port-hand can light-buoy, *Fl(4)R.10s*, for port-hand can buoy 56° 10'·89N., 2° 49'·60W.

Chart [*Last correction*].— **734 (INT 1544) [680/01] — 175 [3661/99] — 190 [578/01]**

Northern Lighthouse Board Notice 2/01 (HH.264/420/03).

1114* SCOTLAND, East Coast — Moray Firth — Rosehearty danger area

Delete limit of danger area, green line, and associated legend,
D 708, centred on: 57° 43'·0N., 2° 10'·0W.
7th line, D 708 Rosehearty, Firing B, SFC-11, within
Air Force Department Areas, centred on: 55° 07'·5N., 3° 40'·0W.

Chart [*Last correction*].— **Q6405 [2259/00]**

Civil Aviation Authority (HH.202/155/07).

1115* SCOTLAND, East Coast — Moray Firth — Inverness Firth — Skate Bank — Buoyage

Substitute port-hand can light-buoy, *Fl.R.5s*, for port-hand can buoy 57° 34'·18N., 4° 05'·80W.
port-hand can light-buoy, *Fl(4)R.10s*, for port-hand can buoy 57° 34'·37N., 4° 06'·60W.

Chart [*Last correction*].— **1077 [2533/99] — 1078 [3201/98]**

Northern Lighthouse Board Notice 2/01 (HH.266/440/05).

1116* SCOTLAND — Orkney Islands — Sanday — Otterswick — Outer Skerry — Buoyage

Substitute starboard-hand conical light-buoy, *Fl.G.5s*, for starboard-hand
conical buoy 59° 17'·97N., 2° 29'·93W.

Chart [*Last correction*].— **2250 [312/01] — 1942 (INT 1502) [312/01] — 1954 (INT 1601) [312/01]**

Northern Lighthouse Board Notice 2/01 (HH.268/460/04).

II

1117* IRELAND, West Coast — Westport Bay and Approaches — Notes

Insert the accompanying note, IALA Maritime Buoyage System Region A, centred on: 53° 50'·25N., 9° 32'·90W.
Certain copies only
Delete former note, IALA Maritime Buoyage System Region B, centred on: 53° 50'·10N., 9° 32'·90W.

Chart [*Last correction*].— **2057** [890/01]
UK Hydrographic Office (HH.292/410/04).

1118* IRELAND, East Coast — Rosslare Harbour — Depths

Insert depth 3₃ m (a) 52° 15'·408N., 6° 20'·131W.
depth 1₉ m (b) 52° 15'·362N., 6° 20'·038W.
depth 1₃ m and extend 2m contour NW. to enclose position (b) (c) 52° 15'·337N., 6° 20'·010W.
depth 5₂ m (d) 52° 15'·220N., 6° 20'·325W.
depth 3₉ m enclosed by 5m contour (e) 52° 15'·200N., 6° 20'·350W.
Delete depth 2₄ m (f) close W. of (c) above
depth 4₄ m (g) close S. of (a) above
depth 5₉ m (h) close N. of (d) above
depth 6m (i) close SE. of (e) above

Chart [*Last correction*].— **1772 (plan, Rosslare Harbour) & 1772 (d,h)** [2346/00]
Hydrographic Surveys Ltd (HH.286/410/03).

1120* ENGLAND, West Coast — Approaches to Preston — Horse Bank Westwards — Buoy

Insert starboard-hand conical buoy 53° 40'·00N., 3° 06'·34W.

Chart [*Last correction*].— **1981** [4830/00] — **1826** (INT 1607) [34/01]
Trinity House (HH.206/450/04).

1121* WALES, South Coast — Approaches to Porthcawl — Kenfig Patches Eastwards — Depths

Insert depth 4₇ m enclosed by 5m contour (a) 51° 29'·99N., 3° 46'·52W.
Delete depth 5₂ m close E. of (a) above

Chart [*Last correction*].— **1169** (a) [1109/01] — **1161** (INT 1652) [129/01] — **1165** (a) [1109/01]
Trinity House (HH.214/460/05).

1122* WALES, South Coast — Cardiff Grounds Southwards — Depth

Insert depth 1₃ m enclosed by 2m contour 51° 24'·49N., 3° 07'·60W.
Note: **Positions** on the chart affected by this notice are referred to a **WGS 84** compatible datum. See ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS 84 COMPATIBLE DATUM (near the beginning of Section II) and NM 4731(P)/00.

Chart [*Last correction*].— **1182** (INT 1653) [314/01]
Trinity House (HH.218/400/13).

1123* ENGLAND, West Coast — Hartland Point Northwestwards — Depths

Insert depth 42m enclosed by 50m contour 51° 04'·85N., 4° 43'·94W.
depth 46m enclosed by 50m contour 51° 02'·72N., 4° 45'·00W.
Note: The above update will be included in a New Edition of Chart 1178 to be published 5 April 2001.

Chart [*Last correction*].— **1156** [894/01] — **1164** [1109/01] — **1179** (INT 1610) [1109/01]
HM Surveying Ship *Bulldog* (HH.220/440/04).

1124 NORWAY, West Coast — Byrknesøyna, West Coast — Bardvagen — Light

Amend sector at light, Oc(2)WRG.8s6m9–7M, as follows: 60° 53'·9N., 4° 49'·9E.
W 096° – 098·5° (2·5°)

Chart [*Last correction*].— **509** [789/01]
Light List Vol. B/00, 4242
Norwegian Notice 2/104/01 (HH.310/460/03).

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1125 NORWAY, West Coast — Norskerenna — Troll Gas Field — Obstructions

- Insert the accompanying note, OBSTRUCTIONS – Troll Gas Field, centred on:
- (a) 61° 27'·7N., 3° 17'·3E.
 - (b) 60° 28'·0N., 6° 22'·0E.
 - (c) 60° 05'·7N., 6° 49'·3E.
 - (d) 60° 58'·1N., 3° 25'·1E.
 - (e) 60° 48'·0N., 4° 02'·8E.
 - (f) 60° 42'·4N., 3° 43'·1E.
 - (g) 60° 50'·5N., 3° 45'·0E.
 - (h) 60° 39'·5N., 4° 10'·0E.
 - (i) 60° 39'·0N., 3° 22'·0E.
 - (j) 60° 26'·0N., 3° 46'·5E.
 - (k) 60° 56'·8N., 3° 27'·0E.
 - (l) 60° 43'·2N., 4° 04'·5E.
 - (m) 60° 32'·3N., 3° 46'·3E.
 - (n) 60° 39'·8N., 3° 24'·0E.
- legend, *Obstructions (see Note)*, centred on:

Note: Former Notice 627(P)/99 is cancelled.

Chart [*Last correction*].— **299** (a,d–f) [788/01] — **288** (b,g–j) [790/01] — **2673** (c,k–n) [3875/00]
Norwegian Notices 1/54/99 & 2/121/01 (HH.314/400/02).

1126 NORWAY, West Coast — Approaches to Bergen — One Westwards — Kvaliosen — Light

- Insert ★ *Fl.G.3s* 60° 32'·75N., 4° 49'·42E.

Chart [*Last correction*].— **3009** [588/01] — **288** [1125/01]

Light List Vol. B/00, 4105.3

Norwegian Notice 2/99/01 (HH.310/445/05).

1127 SWEDEN, West Coast — Approaches to Göteborg — Kalven Southwards — Light

- Insert ★ *Q.5m5M* 57° 42'·244N., 11° 41'·114E.

Chart [*Last correction*].— **858** [898/01]

Light List Vol. C/00, 0556.3

Swedish Notice 6/124/01 (HH.317/520/04).

1128 SWEDEN, West Coast — Göteborg — Rivö Fjord — Maximum authorised draught; Buoy

- Insert maximum authorised draught, 7·3m, centred on:
- (a) 57° 40'·757N., 11° 49'·220E. (recommended track)
 - (b) 57° 40'·64N., 11° 48'·69E. (recommended track)
- Move starboard–hand conical light–buoy, *Fl(2)G.6s*, from:
- (c) 57° 40'·499N., 11° 48'·404E.
 - (d) 57° 40'·519N., 11° 48'·404E.

Chart [*Last correction*].— **857** (panel A, Hake Fjord to Älvsborgsfjorden) (a,c,d) [467/01] — **858** (b–d) [1127/01]
Swedish Notice 6/129/01 (HH.317/530/02).

1129 BALTIC SEA — Sweden, South Coast — Utklippan — Restricted area

- Insert limit of restricted area, pecked line, joining:
- (a) 55° 57'·19N., 15° 43'·66E.
 - 55° 57'·19N., 15° 45'·46E.
 - 55° 55'·59N., 15° 45'·46E.
 - (b) 55° 55'·59N., 15° 43'·66E.
- Delete former limit of restricted area, pecked line within (a)–(b) above

Chart [*Last correction*].— **2360** [908/01]

Swedish Notice 6/127/01 (HH.315/470/04).

1130 BALTIC SEA — Sweden, South Coast — Approaches to Sölvesborg — Skvättan Eastwards — Buoy

- Delete starboard–hand conical light–buoy, *Fl.G.3s* 56° 01'·06N., 14° 30'·30E.

Chart [*Last correction*].— **2371** (plan, Approaches to Sölvesborg) [1007/01]

Swedish Notice 5/112/01 (HH.315/440/02).

1131 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Söderhamnsfjärden — Buoyage

- Substitute starboard–hand spar light–buoy, *Q.G.*, for
starboard–hand spar buoy with topmark 61° 16'·88N., 17° 09'·82E.

Chart [*Last correction*].— **70** (plan D, Söderhamnsfjärden) [692/01]

Swedish Notice 51–52/1156/00 (HH.318/565/02).

II

1132 BALTIC SEA — Gulf of Finland — Approaches to Kotka and Hamina — Korkeussaaret — Rock

Insert $\oplus$ (1g) 60° 29'·06N., 27° 05'·96E.

Chart [Last correction].— **1089** [4852/00]

Finnish Notice 3/55/01 (HH.322/550/02).

1133 BALTIC SEA — Lithuania — Klaipėda — Jūru Kanalas — Buoyage

Move starboard-hand conical light-buoy, *Fl.G.3s* from: 55° 43'·45N., 21° 05'·76E.
to: 55° 43'·43N., 21° 05'·71E.
starboard-hand conical light-buoy, *Fl.G.3s* from: 55° 43'·06N., 21° 06'·46E.
to: 55° 43'·07N., 21° 06'·39E.

Chart [Last correction].— **2276 (plan A, Klaipėda)** [794/01]

Lithuanian Nav Warning 1/01 (HH.346/420/02).

1134 BALTIC SEA — Russia — Gulf of Gdańsk — Northern Approaches to Baltiysk — Pipes

Insert $\odot$ (Pipes) 54° 45'·6N., 19° 50'·2E.

Chart [Last correction].— **2369** [1019/01] — **2288** [440/01]

Russian Chart 22100 (HH.304/410/04).

1135 BALTIC SEA — Germany, North Coast — Zatoka Pomorska — Depth; Wreck

Delete depth out of position, + (12₆) m, (chart 2150, depth 12₆ m,
with seabed character, R) 54° 11'·2N., 14° 19'·3E.
 $\odot$ Wk, least depth 5m 54° 11'·4N., 14° 20'·4E.

Chart [Last correction].— **2679** (INT 1295) [New Chart 1/3/01] — **2150** [985/01]

German Notice 5/151/01 (HH.327/530/05).

1136 BALTIC SEA — Denmark — Bornholm — Pilot boarding places

Insert $\textcircled{1}$ (a) 55° 15'·00N., 14° 40'·17E.
(b) 55° 16'·00N., 14° 55'·17E.
(c) 55° 05'·00N., 15° 15'·17E.
(d) 55° 05'·00N., 15° 15'·00E.
Delete $\textcircled{1}$ (e) 55° 17'·00N., 14° 42'·50E.
(f) 55° 17'·50N., 14° 50'·80E.

Chart [Last correction].— **2360** (a–c,e,f) [1129/01] — **2150** (d) [1135/01]

Admiralty List of Radio Signals Vol. 6(2), 2000/01 (7/01)

Danish Chart Corrections 3/30/01, 3/32/01 & 3/34/01 (HH.333/730/04).

1137 BALTIC SEA — Poland — Zalew Szczeciński — Trzebież — Light

Amend light to, *Iso.G.4s6m2M* 53° 39'·59N., 14° 31'·40E.

Chart [Last correction].— **2678** (INT 1298) (plan A, Port Trzebież) & **2678** (INT 1298) [3553/00] — **2677** (INT 1297) [148/01]

Light List Vol. C/00, 2724.8

Polish Notice 3/91/01 (HH.323/420/04).

1138 BALTIC SEA — Poland — Zalew Szczeciński — Brama Torowa 2 light Northwards — Obstruction

Insert $\odot$ *Obstn Rep* (1996) 53° 46'·27N., 14° 24'·05E.

Chart [Last correction].— **2677** (INT 1297) [1137/01]

Polish Notice 3/89(T)/01 (HH.323/420/04).

1139 BALTIC SEA — Denmark — Lillebælt — Middlefart Northwestwards — Lillebælt West Bridge — Radar beacons

Insert radar beacon, *Racon(T)*, at centre W. side light 55° 31'·05N., 9° 42'·55E.
radar beacon, *Racon(T)*, at centre E. side light 55° 31'·04N., 9° 42'·58E.

Chart [Last correction].— **900** (INT 1376) [1791/00]

Light List Vol. C/00, 0931, 0931.2

Admiralty List of Radio Signals Vol. 2, 2001: 56340, 56342 (9/01)

Danish Notice 5/238/01 (HH.333/520/06).

II

1140 BALTIC SEA — Denmark — Limfjorden — Aalborg — Sundby Hage to Hestehage Northwestwards — Pilot boarding places; Submarine cable

Insert	①	(a) 57° 03′.12N., 9° 56′.76E.
		(b) 57° 03′.67N., 9° 53′.10E.
	submarine cable joining:	(c) 57° 03′.452N., 9° 54′.460E.(shore)
		(d) 57° 03′.618N., 9° 54′.598E.(shore)

Chart [*Last correction*].— **430** (INT 1383) (**panel A, Continuation**) (b) & **430** (INT 1383) (a,c,d) [*New Chart 1/3/01*] — **428** (INT 1450) (**panel C**) (b,c,d) [*New Chart 1/3/01*] — **429** (INT 1382) (a) [*New Chart 1/3/01*]

Admiralty List of Radio Signals Vol. 6(2) 2000/01: (7/01)

Danish Notice 4/220/01 & Danish Chart Corrections 5/64–65/01 (HH.332/450/02).

1141 GERMANY, North Sea Coast to NETHERLANDS — Borkum Northwards to Katwijk aan Zee — Submarine cable

Insert	submarine cable joining:	(a) 52° 12′.98N., 4° 23′.99E.(shore)
		(b) 52° 17′.97N., 4° 16′.89E.
		(c) 52° 21′.00N., 4° 13′.63E.
		(d) 52° 22′.88N., 4° 13′.22E.
		(e) 52° 25′.59N., 4° 13′.58E.
		(f) 52° 29′.58N., 4° 09′.73E.
		(g) 52° 30′.06N., 4° 08′.87E.
		(h) 52° 32′.28N., 4° 08′.96E.
		(i) 52° 38′.58N., 4° 11′.60E.
		(j) 52° 39′.49N., 4° 14′.81E.
		(k) 52° 40′.73N., 4° 16′.05E.
		(l) 52° 42′.32N., 4° 21′.53E.
		(m) 52° 43′.80N., 4° 23′.79E.
		(n) 52° 49′.33N., 4° 24′.90E.
		(o) 52° 52′.59N., 4° 23′.53E.
		(p) 52° 52′.88N., 4° 23′.96E.
		(q) 52° 53′.35N., 4° 26′.80E.
		(W. border)
		(r) 52° 53′.36N., 4° 26′.87E.
		(s) 52° 53′.40N., 4° 27′.00E.
		(t) 52° 53′.49N., 4° 27′.12E.
		(u) 52° 53′.58N., 4° 27′.18E.
		(v) 52° 53′.69N., 4° 27′.20E.
		(w) 52° 54′.70N., 4° 26′.80E.
		(W. border)
		(x) 52° 55′.94N., 4° 26′.31E.
		(y) 52° 56′.70N., 4° 26′.80E.
		(W. border)
		(z) 52° 56′.95N., 4° 27′.00E.
		(S. border)
		(aa) 52° 57′.17N., 4° 27′.19E.
		(bb) 52° 57′.65N., 4° 27′.31E.
		(cc) 52° 57′.73N., 4° 27′.26E.
		(dd) 52° 57′.78N., 4° 27′.34E.
		(ee) 53° 03′.63N., 4° 33′.10E.
		(ff) 53° 03′.67N., 4° 33′.18E.
		(gg) 53° 03′.78N., 4° 33′.37E.
		(hh) 53° 03′.88N., 4° 33′.96E.
		(ii) 53° 03′.83N., 4° 33′.97E.
		(jj) 53° 03′.87N., 4° 34′.05E.
		(kk) 53° 03′.84N., 4° 34′.37E.
		(ll) 53° 03′.38N., 4° 35′.89E.
		(mm) 53° 03′.43N., 4° 35′.97E.
		(nn) 53° 03′.43N., 4° 36′.23E.
		(oo) 53° 03′.49N., 4° 36′.41E.
		(pp) 53° 03′.54N., 4° 36′.49E.
		(qq) 53° 03′.58N., 4° 36′.54E.
		(rr) 53° 04′.10N., 4° 37′.10E.
		(N. border)
		(ss) 53° 06′.40N., 4° 39′.50E.
		(N. border)
		(tt) 53° 17′.25N., 4° 49′.71E.
		(uu) 53° 18′.44N., 4° 52′.74E.
		(vv) 53° 20′.44N., 4° 54′.26E.
		(ww) 53° 22′.62N., 4° 54′.31E.
		(xx) 53° 26′.07N., 5° 05′.64E.
		(yy) 53° 26′.22N., 5° 07′.09E.
		(zz) 53° 28′.50N., 5° 06′.90E.
		(ab) 53° 30′.17N., 5° 13′.29E.
		(ac) 53° 36′.76N., 5° 46′.92E.

II

1141/01 (continued)

(ad) 53° 37'·22N., 5° 48'·39E.
 (ae) 53° 39'·49N., 6° 01'·17E.
 (af) 53° 39'·99N., 6° 04'·92E.
 (ag) 53° 40'·39N., 6° 06'·64E.
 (ah) 53° 40'·81N., 6° 11'·16E.
 (ai) 53° 41'·77N., 6° 16'·92E.
 (aj) 53° 42'·28N., 6° 18'·92E.
 (ak) 53° 42'·49N., 6° 21'·23E.
 (al) 53° 44'·00N., 6° 29'·02E.
 (am) 53° 43'·41N., 6° 29'·85E.
 (an) 53° 43'·76N., 6° 31'·92E.
 (ao) 53° 44'·80N., 6° 39'·92E.
 (E. border)

Note: Charts 191, 2322 & 2593 should be removed from the list of charts affected by Former Notice 3354(P)/00. Further charts will be updated in due course.

Chart [*Last correction*].— **191** (INT 1470) (*q,s,t,v,w,y,aa,dd,ff-hh,kk,mm,nn,pp,rr*) [242/01] — **2322** (INT 1415) (*a-p,r,u,x,aa,bb,ff,jj,mm,qq,ss*) [800/01] — **2593** (INT 1414) (*z,cc,ee,ii,ll,oo,tt-ao*) [706/01]
 Netherlands Notices 5/103/01, 6/115/01 & 6/117/01 (HH.111/309/02).

1142 NETHERLANDS — Ijmuiden Northwestwards — Breeveertien Eastwards — Well

Substitute ○ *Well*, unsurveyed clearance depth 18₄ m, for
 ○ *Well*, least depth 19m, (chart 1408, ○ *Well*,
 unsurveyed clearance depth 18₄ m, for ○ *Well*,
 unsurveyed clearance depth 19m) 52° 43'·9N., 4° 19'·0E.

Chart [*Last correction*].— **2322** (INT 1415) [1141/01] — **1408** [679/01]
 Netherlands Notice 6/110/01 (HH.340/590/04).

1143 NORTH SEA — Netherlands Sector — Maas West Outer TSS Southwestwards — Obstruction

Insert ○ *Obstn*, least depth 30₅ m (a) 51° 49'·88N., 3° 02'·94E.
 (b) 51° 49'·93N., 3° 03'·02E.

Chart [*Last correction*].— **110** (INT 1473) (a) [4259/00] — **3371** (INT 1416) (b) [679/01]
 Netherlands Notice 6/114/01 (HH.340/530/06).

1144 NETHERLANDS — North–West Approaches to Oostershelde — Schouwenbank — Wreck

Insert ○ *Wk*, least depth 15₂ m (a) 51° 45'·09N., 3° 22'·15E.
 (b) 51° 45'·14N., 3° 22'·23E.

Chart [*Last correction*].— **110** (INT 1473) (a) [1143/01] — **3371** (INT 1416) (b) [1143/01] — **1406** (b) [1041/01]
 Netherlands Notice 6/114/01 (HH.340/450/02).

1145 FRANCE, West Coast — Grande Rade de La Loire — Pointe de Saint–Gildas Westwards — Obstruction

Insert ○ *Obstn* 47° 08'·52N., 2° 24'·03W.

Chart [*Last correction*].— **2981** [605/01] — **2986** (INT 1840) [605/01] — **2646** [326/01]
 French Notice 4/14/01 (HH.353/510/04).

1146 SPAIN, North Coast — San Sebastián Eastwards — Punta Atalayero Eastwards — Outfall

Insert outfall, joining: (a) 43° 20'·22N., 1° 57'·18W.(shore)
 (b) 43° 20'·76N., 1° 57'·21W.
 legend, *Outfall* along (a)–(b) above

Chart [*Last correction*].— **1181** (plan, Approaches to San Sebastián and Pasajes) [915/01]
 Spanish Notice 5/55/01 (HH.359/410/02).

1147 NORTH ATLANTIC OCEAN — Islas Canarias — Isla de Tenerife — Santa Cruz de Tenerife — Dársena de Los Llanos, Dársena Sur and Dique Muelle del Este — Lights; Light–buoy

Insert ★ *Fl.4s5m1M* 28° 28'·650N., 16° 14'·300W.
 ★ *Q(3)G.10s5m2M* 28° 28'·590N., 16° 14'·330W.
 Amend light to, *Q.R.5m2M* 28° 27'·470N., 16° 14'·760W.
 light to, *Q(6)+LFl.15s10m5M* (a) 28° 28'·940N., 16° 13'·410W.
 Delete special spherical light–buoy, Fl(5)Y.20s 28° 27'·21N., 16° 14'·79W.
 ★ *2Q.R(vert)* 28° 27'·86N., 16° 14'·60W.

Chart [*Last correction*].— **1857** [919/01] — **1858** (panel D, Approaches to Santa Cruz de Tenerife) (a) [919/01]
 Light List Vol. D, 2000/01, 2822.33, 2822.36, 2822.7, 2826.87
 Spanish Notice 4/47/01 (HH.419/420/06).

II

1148 MEDITERRANEAN SEA — Spain — Islas Baleares — Mallorca North-East Coast — Bahía de Alcudia — Serra Nova — Lights

Amend light to, *Fl(4)R.4M & Fl(3)G.3M* 39° 44'·4N., 3° 13'·5E.

Chart [*Last correction*].— **2831** [921/01] — **1703** [4782/00]

Light List Vol. E, 2000/01, 0307.17, 0307.19
Spanish Notice 5/67/01 (HH.362/410/03).

1149* MEDITERRANEAN SEA — Malta, South-East Coast — Marsaxlokk — Il-Bajja Ta'Marsaxlokk — Depths

Insert	depth 13 ₃ m	(a)	35° 49'·288N., 14° 32'·060E.
	depth 13 ₁ m	(b)	35° 49'·228N., 14° 32'·370E.
Delete	depth 13 ₆ m		close NE. of (a) above
	depth 12 ₉ m		close E. of (b) above

Chart [*Last correction*].— **36** [*New Edition* 13/5/99]

Malta Maritime Authority Notice 8/01 (HH.375/480/03).

1150 MEDITERRANEAN SEA — Aegean Sea — Greece — Nisída Lipsoí — Ak Korakiá — Depths

Insert	depth 3m enclosed by 5m and 10m contours and extend 20m contour S. to enclose	(a)	37° 16'·58N., 26° 46'·53E.
Delete	depth 9 ₈ m enclosed by 10m contour		close W. of (a) above

Chart [*Last correction*].— **1531 (plan D, Approaches to Lipsoí)** [4075/00]

Greek Notice 12/349/00 (HH.384/400/04).

1151 MEDITERRANEAN SEA — Aegean Sea — Turkey — Gökçeada — Kuzu Limani and İnce Br Southeastwards — Lights; Jetty

Insert	★ <i>Fl.R.3s7m5M</i> jetty, single firm line, joining:	(a)	40° 06'·95N., 25° 41'·95E.
		(b)	40° 07'·05N., 25° 42'·15E.(shore)
		(c)	(a) above
Amend	light to, <i>Fl.R.3s7m5M</i> , (chart 1086, <i>Fl.R.3s5M</i>)	(d)	(a) above
	range of light to, 10M	(e)	40° 13'·8N., 25° 57'·3E.
		(f)	40° 13'·7N., 25° 57'·1E.

Chart [*Last correction*].— **1608 (d-f)** [928/01] — **1636 (plan, Nisos Límnos) (a-c)** [672/01] — **1086 (d)** [928/01]

Light List Vol. E, 2000/01, 4559.2, 4559.6, 4559.7

Turkish Notice 2/9/01 (HH.390/400/03).

1152 MEDITERRANEAN SEA — Turkey — Çanakkale Boğazi (The Dardanelles) — Karakova Br. to Karanfil Br. — Lights

Amend	light to, <i>Fl.R.6s10m10M</i> , (chart 224, <i>Fl.R.6s10M</i>)	40° 19'·3N., 26° 35'·2E.	
	light to, <i>Fl.5s12m10M</i> , (chart 224, <i>Fl.5s10M</i>)	40° 16'·8N., 26° 34'·3E.	
	range of light to, 12M	40° 16'·1N., 26° 29'·5E.	
	range of light to, 10M	(a)	40° 12'·2N., 26° 22'·6E.
	light to, <i>Fl.R.3s7m15M</i> , (chart 224, <i>Fl.R.3s15M</i>)	(b)	40° 08'·7N., 26° 22'·9E.
	light to, <i>Fl(2)R.12s13m10M</i> , (chart 224, <i>Fl(2)R.12s10M</i>)		40° 06'·4N., 26° 19'·7E.

Chart [*Last correction*].— **2429 (plan, Nara Geçidi (The Narrows) (a,b) & 2429** [3476/00] — **224** [883/01]

Light List Vol. E, 2000/01, 4853, 4856, 4860, 4870, 4868, 4872

Turkish Notice 4/21/01 (HH.393/410/02).

1153* MEDITERRANEAN SEA — Egypt — Mînâ' el Iskandarîya — Works

Insert legend, *Works in progress (2001)*, centred on: 31° 08'·13N., 29° 48'·46E.

Chart [*Last correction*].— **3119 (INT 3554)** [4635/99]

Egyptian Hydrographic Department (HH.405/420/02).

II

1154* MEDITERRANEAN SEA — Egypt — Mersa Matrûh Northwards — Maritime limits; Recommended tracks

Insert	magenta maritime limit, pecked line, joining:	31° 32'·50N., 27° 21'·10E. 31° 25'·90N., 27° 16'·50E. and 31° 31'·30N., 27° 31'·30E. 31° 24'·70N., 27° 18'·60E. 31° 29'·50N., 27° 22'·70E. 31° 32'·30N., 27° 17'·00E. (existing track) 31° 31'·40N., 27° 20'·50E. 31° 33'·60N., 27° 17'·40E. 31° 26'·40N., 27° 15'·30E. and 31° 31'·80N., 31° 25'·50E. 31° 25'·50N., 27° 18'·30E. 31° 30'·70N., 27° 20'·00E. 31° 31'·30N., 27° 25'·00E. 31° 30'·70N., 27° 30'·10E.
	legend, <i>Approach Sector</i> , centred on:	
	two-way recommended track, pecked line, joining:	
Delete	maritime limit, pecked line, joining:	
	legend, <i>Approach Sector</i> , centred on:	
	two-way recommended track, pecked line, joining:	

Chart [*Last correction*].— **3400** (INT 3504) [4045/00]

Ports & Lighthouses Administration, Alexandria (HH.405/400/02).

1155* AFRICA, West Coast — Bioco — Punta Europa Northwestwards — Radar beacon

Delete	radar beacon, Racon (U) (3&10cm)	3° 58'·67N., 8° 32'·91E.(□)
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Chart [*Last correction*].— **1860** [933/01] — **1357** [933/01] — **3118** (INT 2088) [933/01]

Admiralty List of Radio Signals Vol. 2, 2001: 73100 (9/01)

CMS Energy, Oil and Gas, Equatorial Guinea (HH.442/180/03).

1156 ARABIA — Gulf of Aden — Golfe de Tadjoura — Mouillage de Tadjoura — Drying height; Depth

Substitute	drying height 0 ₉ m enclosed by drying contour, for depth 0 ₉ m enclosed by ○	11° 46'·95N., 42° 52'·41E.
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Chart [*Last correction*].— **253** (plan C, *Mouillage de Tadjoura*) [816/01]

French Notice 2/22/01 (HH.471/400/03).

1157* RED SEA — Yemen — Approaches to Al Mukhā — Wreck

Insert	✈ PA, (chart 143, ✈)	13° 19'·82N., 43° 13'·09E.
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Chart [*Last correction*].— **1955** (plan, Al Mukhā) [2633/00] — **1925** [717/01] — **143** [717/01]

mv *Ocean Seeker* (HH.481/420/02).

1158* ARABIA — Oman, South-East Coast — Port Salalah (Minā Raysūt) Eastwards — Depth

Insert	depth 30m	16° 55'·44N., 54° 09'·97E.
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Chart [*Last correction*].— **2896** [1775/00] — **2895** [1775/00]

HM Surveying Ship *Beagle* (HH.485/400/04).

1159* ARABIA — United Arab Emirates — Shārjah (Ash Shāriqah) — Depths; Buoyage; Pier

Insert	depth 7 ₃ m	(a) 25° 22'·68N., 55° 22'·48E.
	depth 9 ₅ m and extend 10m contour SW. to enclose	(b) 25° 23'·11N., 55° 21'·08E.
	depth 10 ₃ m	(c) 25° 22'·99N., 55° 20'·99E.
	N. cardinal pillar light–buoy, Q	(d) 25° 21'·45N., 55° 21'·83E.
	W. cardinal pillar light–buoy, Q(9)10s	(e) 25° 21'·42N., 55° 21'·81E.
	E. cardinal pillar light–buoy, Q(3)10s	(f) 25° 21'·38N., 55° 21'·83E.
	pier, single firm line, joining:	(g) 25° 22'·16N., 55° 22'·72E.
		(h) 25° 22'·17N., 55° 22'·73E.
		(i) 25° 22'·18N., 55° 22'·75E.
		and
		(j) (h) above
		(k) 25° 22'·19N., 55° 22'·72E.(shore)

Chart [*Last correction*].— **3410** (plan D, *Shārjah* (Ash Shāriqah)) [348/01] — **3412** (a–c,e) [349/01] — **3175** (a,e) [3211/00] — **3176** (a,e) [349/01]

HM Surveying Ship *Beagle* (HH.488/440/02).

II

1160 ARABIA — Bahrain — Outer Approaches to Minā' Salmān — Buoy; LANBY; Light–float; Radar beacon

Substitute safe water pillar light–buoy with topmark, *LFl.10s Bahrain*, for Bahrain LANBY,
(chart 2858, safe water pillar light–buoy with topmark, *LFl Bahrain*, for Bahrain LANBY),
(charts 3790 & 2886, safe water pillar light–buoy with topmark, *LFl.10s Bahrain*, for Bahrain light–float)
Insert radar beacon, *Racon (O)*, at light–buoy (a) 26° 33'·0N., 51° 03'·6E.
(a) above

Chart [*Last correction*].— **3798** [3404/00] — **2523** [4381/00] — **3790** [3404/00] — **2886** [351/01] — **2847** [936/01] — **2858** [352/01]

Light List Vol D, 2000/01, 7396
Admiralty List of Radio Signals Vol. 2, 2001: 77600
M.E.N.A.S. Notice 2/01 (HH.490/400/05).

1161* ARABIA Saudi Arabia — Approaches to Ra's al Khafjī — Obstructions; Buoyage; Depths; Outfall

Insert ☉ *Obstn* (a) 28° 25'·71N., 48° 36'·94E.
(b) 28° 25'·30N., 48° 32'·62E.
(c) 28° 25'·28N., 48° 32'·67E.
special pillar light–buoy with topmark, *Q.Y* (d) close NW. of (b) above
(e) close SE. of (c) above
depth 4₁ m (f) 28° 24'·87N., 48° 31'·47E.
outfall, joining: (g) 28° 24'·88N., 48° 32'·14E.(shore)
(h) 28° 25'·22N., 48° 32'·60E.
(i) (b) above
and
(j) (h) above
(k) (c) above
Delete depth 5₁ m enclosed by 5m contour (l) close NE. of (f) above
special conical light–buoy with topmark, *Fl.Y.4s* (m) 28° 29'·65N., 48° 37'·70E.

Chart [*Last correction*].— **3774** (plan B, Ra's al Khafjī) (b–l) (plan A, Approaches to Ra's al Khafjī) (a,m) & **3774** (a) [936/01] — **3773** (a) [936/01]
Arabian Oil Company Charts 102 & 102C (HH.492/450/03).

1162* ARABIA — Saudi Arabia — Approaches to Ra's Al Khafjī — Wreck

Insert ☉ *Wk*, least depth 8₆ m 28° 26'·25N., 48° 33'·84E.

Chart [*Last correction*].— **3774** (plan A, Approaches to Ra's Al Khafjī) [1161/01]
UK Hydrographic Office (HH.492/450/03).

1163 INDIA, West Coast — Gulf of Khambhāt — Malacca Banks Northeastwards — Sutherland Channel — Suvāli Point — Hāzira — Radar beacon

Insert radar beacon, *Racon (K)*, at light 21° 05'·49N., 72° 38'·59E.

Chart [*Last correction*].— **1486** [630/01] — **2736** [630/01]
Light List Vol. F, 2000/01, 0476
Admiralty List of Radio Signals Vol. 2, 2001: 78980 (9/01)
Indian Notice 3/67/01 (HH.502/430/03).

1164 INDIA, West Coast — Approaches to Port of Bombay — Aids to Navigation

Insert the accompanying note, AIDS TO NAVIGATION, centred on: (a) 19° 02'·160N., 72° 54'·030E.
(b) 18° 57'·720N., 72° 49'·650E.

Chart [*Last correction*].— **2627** (a) [3657/00] — **2624** (b) [817/01]
UK Hydrographic Office (HH.502/440/03).

1165* BANGLADESH — Approaches to Pussur River — Zulfiquar Channel Southeastwards — Radar beacon

Delete radar beacon, *Racon (M)*, at light–buoy 21° 26'·90N., 89° 34'·40E.

Chart [*Last correction*].— **732** (plan, Approaches to Pussur River) [3750/00] — **859** [3750/00]
Admiralty List of Radio Signals Vol. 2, 2001: 79240 (9/01)
Mongla Port Authority (HH.508/410/02).

II

1166 CHINA, South Coast — Hailingshan Dao Eastwards to Gaolan Liedao Southwards — Wrecks; Obstructions

Insert	⊕	21° 40′.00N., 112° 17′.00E.
	⊕ <i>Repd</i> (1997), (chart 3488, ⊕)	(a) 21° 35′.20N., 113° 08′.90E.
	⊙ <i>Obstn Explosive</i>	21° 25′.00N., 112° 24′.10E.
	⊙ <i>Wk Repd</i> , unsurveyed clearance depth 18m	21° 19′.00N., 113° 12′.00E.
	⊙ <i>Wk PA</i> , unsurveyed clearance depth 18m	21° 38′.56N., 113° 02′.05E.
Substitute	⊙ <i>Wk PA</i> , unsurveyed clearance depth 18m, for ++ PA	21° 30′.10N., 112° 40′.00E.
		21° 01′.00N., 112° 27′.00E.

Chart [*Last correction*].— 1555 [1060/01] — 3488 (INT 552) (a) [355/01]
Chinese Charts 9516, 15510 & 15519 (HH.548/424/03).

1167 CHINA, East Coast — Zhongjieshan Qundao — Xiaoguishan — Radar beacon

Insert	radar beacon, <i>Racon</i> (O), at light	30° 12′.63N., 122° 35′.40E.
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Chart [*Last correction*].— 1124 (plan, Zhongjieshan Qundao) [989/01] — 1199 [989/01] — 1759 [989/01] — 2412 [1062/01]

Light List Vol. F, 2000/01, 3720

Admiralty List of Radio Signals Vol. 2, 2001: 81745 (9/01)

Chinese Notice 2/11/01 (HH.548/468/03).

1168 CHINA, East Coast — Zhoushan Qundao — Qiqu Liedao — Xiaowugui — Wreck

Insert	⊕ <i>Rep</i> (2001)	30° 39′.6N., 122° 00′.8E.
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Chart [*Last correction*].— 1124 [1167/01]

Chinese Notice 3/24/01 (HH.548/468/03).

1169 CHINA — Yellow Sea — Lianyun Gang — Xugou Gangqu — Buoy

Delete	Customs No 1 light-buoy	34° 44′.95N., 119° 23′.73E.
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Chart [*Last correction*].— 878 [3757/00]

Chinese Notice 3/23(73)/01 (HH.548/503/02).

1170 CHINA, East Coast — Chang Jiang — Approaches to Shanghai — Nangang Shuidao — Buoy

Insert	special pillar light-buoy with topmark, <i>Mo(C)Y.15s QD(2)</i>	31° 17′.40N., 121° 45′.53E.
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Chart [*Last correction*].— 1603 [725/01]

Chinese Notice 3/21(49)/01 (HH.548/473/07).

1171 JAPAN — Kyūshū — Wakamatsu Northwestwards — Chimney

Delete	⊙ CHY (152)	33° 55′.5N., 130° 44′.7E.
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Chart [*Last correction*].— 524 [4793/00] — 532 [726/01]

Japanese Notice 6/212/01 (HH.564/421/03).

1172 JAPAN — Seto Naikai — Approaches to Mitajiri Kō — Breakwater; Lights; Works

Insert	breakwater, single firm line, joining:	(a) 34° 00′.70N., 131° 36′.86E.
		(b) 34° 00′.78N., 131° 36′.90E.
	⊙ <i>R Lt</i>	(a) above
	⊙ <i>G Lt</i>	(b) above
	legend, <i>Works in progress</i> (2001)	(c) 34° 00′.56N., 131° 36′.66E.
		close E. of (c) above

Chart [*Last correction*].— 3153 [374/01]

Japanese Notice 6/210/01 (HH.568/415/06).

1173 JAPAN — Honshū, South Coast — Owase Kō — Reclamation; Depths

Insert	limit of reclamation area, firm line, joining:	(a) 34° 04′.282N., 136° 12′.333E.
		(shore)
		34° 04′.232N., 136° 12′.338E.
		(b) 34° 04′.234N., 136° 12′.317E.
		(shore)
	legend, <i>Being reclaimed</i>	close E. of (a)–(b) above
Delete	depths	within (a)–(b) above

Chart [*Last correction*].— 994 (plan, Owase Kō) [4314/99]

Japanese Notice 7/244/01 (HH.563/402/02).

II

1174 INDONESIA — Jawa, South Coast — Pulau Deli Southwestwards — Depth

Insert depth 33m, (chart 941A, depth 18fm) 7° 03'·5S., 105° 21'·8E.

Chart [*Last correction*].— **2785** [3240/00] — **941A** [834/01]

Russian Chart 50300 (HH.526/400/03).

1175 INDONESIA — Jawa Northwards — Beting Eka Northeastwards and Northwards — Depths

Insert depth 16₄ m enclosed by 20m contour,
(chart 941A, depth 9fm enclosed by 10fm contour) 5° 06'·0S., 106° 53'·5E.
(a) 5° 13'·0S., 106° 58'·5E.

Chart [*Last correction*].— **2056** (a) [828/01] — **2149** [827/01] — **941A** [1174/01]

Russian Chart 50300 (HH.533/600/03).

1176 INDONESIA — Belitung Southwestwards — Simedang Northwestwards — Depth

Insert depth 9m enclosed by 10m contour,
(chart 941A, depth 4¾ fm and extend 5fm contour NW. to
enclose) 3° 16'·5S., 107° 09'·7E.

Chart [*Last correction*].— **2137** [1059/01] — **2149** [1175/01] — **941A** [1175/01]

Russian Chart 50300 (HH.525/575/05).

1177 INDONESIA — Kalimantan, West Coast — Selat Karimata — Gosong Mampango Northwards — Rock

Insert ⊕ 3° 07'·0S., 109° 17'·0E.

Chart [*Last correction*].— **3757** [834/01] — **1066** [834/01] — **941A** [1176/01] — **4508** (INT 508) [5011/00]

Russian Chart 50300 (HH.527/500/02).

1110 AUSTRALIA — New South Wales — Newcastle — Throsby Basin and Basin Cut — Depths; Coastline; Light

Insert the accompanying block, showing amendments to depths and
coastline, centred on: 32° 55'·2S., 151° 45'·7E.
Delete ★ Oc.R.1·5s 32° 55'·50S., 151° 46'·52E.

Chart [*Last correction*].— **Aus 208** [95/01]

Light List Vol. K, 2001/02, 2757.6

Australian Notices 1/39/01 & 4/113/01 (HH.571/009/01).

1111 AUSTRALIA — South Australia — Kangaroo Island Southwards — Young Rocks and Cape du C  uedic — Depths; Islets; Rocks; Buoy

Insert the accompanying block, showing amendments to depths,
islets and rocks, centred on: 36° 34'·6S., 137° 16'·6E.
special spherical light–buoy, *Fl(5)Y.20s* 36° 04'·2S., 136° 36'·6E.

Chart [*Last correction*].— **Aus 346** [4910/00]

Australian Notices 25/715–716/00 (HH.571/009/00).

1112 PAPUA NEW GUINEA — Bougainville Island — Shortland Island Northwards — Empress Augusta Bay and Hilder Group — Depths; Unsurveyed area

Insert the accompanying block, showing amendments to depths,
centred on: (a) 6° 47'·1S., 155° 28'·1E.
the accompanying block, showing amendments to depths and
unsurveyed area, centred on: (b) 6° 40'·0S., 155° 16'·5E.
depth 15m (upright) enclosed by approximate contour, (c) 5° 38'·80S., 154° 36'·05E.
Rep (2000) (d) 6° 54'·17S., 155° 40'·69E.
depth 25₆ m (e) 6° 52'·96S., 155° 35'·41E.
depth 17₆ m enclosed by 20m contour (f) close SW. of (d) above
Delete depth 30m

Chart [*Last correction*].— **3994** (a) [4757/99] — **Aus 399** (b–f) [189/01]

Australian Notices 25/707/00 & 26/730/00 (HH.571/009/00).

II

1178 AUSTRALIA — Tasmania — Port of Hobart — Tidal levels

Amend tidal level panel as follows, centred on: 42° 53'·5S., 147° 18'·4E.

HAT	MHHW	MLHW	MSL	MHLW	MLLW
2.1	1.9	1.4	1.2	1.1	0.6

Chart [*Last correction*].— **Aus 172** [191/01]
Australian Notice 3/94/01 (HH.571/009/01).

1179 AUSTRALIA — Queensland — Brisbane River — Entrance Channel — Light

Amend light to, *Fl.G.4s* 27° 18'·58S., 153° 12'·48E.

Chart [*Last correction*].— **Aus 237** [30/01]
Light List Vol. K, 2001/02, 2868.8
Australian Notice 3/95/01 (HH.571/009/01).

1180 AUSTRALIA — Queensland — Moreton Bay — Chain Banks to Macleay Island — Light-beacons; Beacons

Amend designation of port-hand light-beacon to, *No12* 27° 24'·25S., 153° 20'·10E.
Substitute beacon with can topmark, for port-hand light-beacon, *Fl.R.3s* 27° 32'·80S., 153° 18'·40E.
light-beacon with can topmark, *Fl.R.3s*, for port-hand beacon with topmark 27° 36'·24S., 153° 20'·70E.

Chart [*Last correction*].— **Aus 236** [387/01]
Light List Vol. K, 2001/02, 2900.8, 2902.07
Australian Notice 3/97/01 (HH.571/009/01).

1181 AUSTRALIA — Queensland — Magnetic Passage — Centipede Reef Westwards — Wreck

Insert ++ (a) 18° 45'·21S., 147° 27'·18E.
(b) 18° 45'·22S., 147° 27'·25E.
(c) 18° 45'·19S., 147° 27'·39E.

Chart [*Last correction*].— **Aus 828** (a) [527/01] — **Aus 371** (b) [391/01] — **Aus 372** (c) [527/01]
Australian Notice 3/98/01 (HH.571/009/01).

1182 AUSTRALIA — Western Australia — Cambridge Gulf — Cape Domett Southwestwards — Shark Rock — Drying height

Insert legend, (6₅) m, centred on: 14° 49'·8S., 128° 22'·1E.

Chart [*Last correction*].— **Aus 32** [2912/99]
Australian Notice 3/99/01 (HH.571/009/01).

1183 AUSTRALIA — Western Australia — Onslow Northwards — Penguin Bank to Direction Island — Depths; Islet; Unsurveyed area

Insert depth 5₂ m and extend 10m contour E. to enclose 30m contour, joining: (a) 21° 23'·03S., 115° 13'·62E.
21° 09'·6S., 115° 03'·7E.
(existing contour)
21° 13'·5S., 115° 00'·6E.
(existing contour)
21° 08'·9S., 115° 03'·0E.
(existing contour)
21° 14'·6S., 114° 58'·7E.
(existing contour)
21° 12'·4S., 115° 03'·9E.
Substitute depth 7₉ m for depth 4₂ m (b) 21° 24'·8S., 115° 05'·7E.
depth 2₇ m enclosed by 5m contour for islet enclosed by ○ 21° 31'·2S., 115° 05'·7E.
depth 2₇ m for depth 1₉ m
Delete limit of unsurveyed area, pecked line, and associated legend,
Unsurveyed, centred on: 21° 11'·7S., 115° 01'·3E.
depth 6₉ m enclosed by 10m contour close SE. of (b) above
depth 5m with associated legend, Unexam close NW. of (a) above

Chart [*Last correction*].— **Aus 328** [400/01]
Australian Notice 3/100/01 (HH.571/009/01).

II

1184 AUSTRALIA — Tasmania — Devonport — Harbour limit

Insert	semi-circular harbour limit, radius 3M, pecked line, and associated legend, <i>Devonport Port Limit</i> , centred on:	41° 09'5S., 146° 21'3E.(★)
Delete	former harbour limit, pecked line, and associated legend, Devonport Port Limits, joining:	41° 09'2S., 146° 19'4E.(shore) 41° 07'2S., 146° 19'4E. 41° 07'2S., 146° 25'0E. 41° 10'0S., 146° 25'0E.(shore)

Chart [*Last correction*].— **Aus 799** [2508/00]
Australian Notice 3/103/01 (HH.571/009/01).

1185 SOUTH PACIFIC OCEAN — Samoa Islands — Manua Islands Eastwards — Depth; Legend

Substitute	depth 590m for depth 622m	(a) 14° 12'9S., 169° 01'0W.
Insert	legend, <i>Volcanic Activity (2001)</i> , centred on:	(b) 14° 16'0S., 168° 44'0W. (c) 14° 20'0S., 168° 20'0W.

Chart [*Last correction*].— **4629** (INT 629) (a,b) [*New Edition 12/3/98*] — **4630** (INT 630) (a,b) [*New Edition 12/3/98*] — **4631** (INT 631) (a,b) [4391/99] — **4605** (INT 605) (a,c) [268/00] — **4606** (INT 606) (a,c) [4710/00] — **4052** (INT 52) (a) [4094/00] — **4060** (INT 60) (a) [3429/00] — **4061** (INT 61) (a) [4710/00]
New Zealand Notice 6/51/01 (HH.580/009/01).

1186 SOUTH PACIFIC OCEAN — Polynésie Française — Îles Marquises — Clark Bank and Lawson Bank — Depths

Insert	depth 5fm enclosed by 6fm contour	(a) 8° 05'5S., 139° 37'8W.
Substitute	depth 7 ₅ fm for depth 9 ₂ fm, (charts 4654, 4619 and 4061, depth 14 ₃ m for depth 16m), (chart 4607, 14 ₃ m for depth 17m) depth 9 ₃ m for depth 11m depth 6fm depth 6 ₃ fm	(b) 8° 41'6S., 140° 46'5W. (c) (a) above (d) close SW. of (a) above (e) close NW. of (a) above

Chart [*Last correction*].— **1640** (plan, Îles Marquises) (a,b,d,e) [3933/00] — **4654** (INT 654) (b,c) [4043/00] — **4607** (INT 607) (b,c) [4710/00] — **4619** (b,c) [3933/00] — **4061** (INT 61) (b,c) [1185/01] — **4051** (INT 51) (c) [1091/01]
French Chart 7357 (HH.595/560/02).

1187* SOUTH PACIFIC OCEAN — Fiji — Viti Levu, South Coast — Rewa Roads — Depths; Rock

Insert	depth 2 ₈ m enclosed by ○	18° 11'17S., 178° 32'97E.
Delete	depth 4m enclosed by ○ Rep (1990) PA, (charts 744 and 745, depth 4m enclosed by ○ Rep) ⊕ ED	18° 11'07S., 178° 33'47E. 18° 11'15S., 178° 32'4E.

Chart [*Last correction*].— **1674** (plan, Approaches to Laucala Bay) & **1674** [2511/00] — **744** [2511/00] — **745** [2511/00]
Fiji Hydrographic Unit (HH.586/520/02).

1188 NORTH AMERICA, West Coast — Alaska — Cook Inlet — Anchorage Westwards — Light

Amend	range of light to, 4M	61° 15'1N., 150° 29'0W.
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Chart [*Last correction*].— **1499** [1267/00]
Light List Vol. G, 2000/01, 6738.5
U.S. Notice 9/16665/01 (HH.611/425/03).

1189 NORTH AMERICA, West Coast — Alaska — Prince William Sound — Knight Island, East Coast — Depth

Insert	depth 10 ₃ fm enclosed by 20fm contour	(a) 60° 26'56N., 147° 35'90W.
	depth 10 ₃ fm enclosed by 20fm contour	(b) 60° 26'62N., 147° 35'90W.

Chart [*Last correction*].— **3363** (a) [751/01] — **3364** (b) [751/01]
U.S. Notice 8/16705/01 (HH.611/415/05).

1190 NORTH AMERICA, West Coast — Oregon and Washington — Columbia River — Channel Depths

Substitute	the accompanying table, CHANNEL DEPTHS, (Entrance to Miller Sands Range), for existing table, centred on:	(a) 46° 17'1N., 123° 36'7W.
	the accompanying table, CHANNEL DEPTHS, (Pillar Rock Lower Range to Gull Island Turn and Channel), for existing table, centred on:	(b) 46° 15'7N., 123° 21'8W.

Chart [*Last correction*].— **2839** (panel A) (a) & (panel B) (b) [954/01]
U.S. Notices 9/18521/01 & 9/18523/01 (HH.612/011/01).

II

1191 NORTH AMERICA, West Coast — California — Humboldt Bay — Channel Depths

Substitute the accompanying table, CHANNEL DEPTHS (Humboldt Bay and Harbor), for existing table, centred on: 40° 48' 8N., 124° 15' 8W.

Chart [*Last correction*].— **3095 (plan, Humboldt Bay)** [868/01]

U.S. Notice 9/18622/01 (HH.612/011/01).

1192 NORTH AMERICA, West Coast — California — San Pablo Bay — Pinole Shoal and Suisun Bay — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, (Pinole Shoal) for existing table, centred on: 37° 58' 8N., 122° 17' 4W.
the accompanying table, CHANNEL DEPTHS, (Suisun Bay) for existing table, centred on: 37° 57' 4N., 122° 17' 4W.

Chart [*Last correction*].— **590 (lower panel)** [406/01]

U.S. Notices 9/18654/01 & 9/18656/01 (HH.612/011/01).

1193 SOUTH AMERICA, West Coast — Chile — Bahia Coquimbo and Bahia Tongoy — Depths

Insert depth 3₅ fm enclosed by 6fm contour (a) 29° 56' 51S., 71° 20' 59W.
depth 5fm enclosed by 6fm contour (b) 30° 13' 11S., 71° 30' 32W.
depth 4₄ fm enclosed by 6fm contour (c) 30° 13' 12S., 71° 30' 64W.
depth 2₄ fm enclosed by 3fm contour (d) 30° 13' 57S., 71° 30' 17W.
depth 2₁ fm enclosed by 3fm contour (e) 30° 14' 08S., 71° 29' 89W.
Delete legend, Less Water Reported (1999), centred on: (f) 30° 14' 03S., 71° 30' 60W.
depth 43fm (g) close N. of (c) above

Chart [*Last correction*].— **3080 (plan, Bahia Coquimbo and Bahia Herradura de Guayacan) (a) & (plan, Bahia Tongoy) (b–g)** [550/01]

Chilean Notices 12/196–197/00 (HH.646/451/02).

1194 SOUTH AMERICA, West Coast — Chile — Approaches to Estrecho de Magallanes — Grupo Evangelistas — Light

Amend light to, *Fl.10s194ft30M*, (charts 539, 554 & 561, *Fl.10s30M*) 52° 23' 7S., 75° 06' 0W.

Chart [*Last correction*].— **1282** [1753/00] — **554** [4922/00] — **539** [4029/00] — **561** [2612/00]

Light List Vol. G, 2000/01, 1498

Navarea XV 4/01 (HH.648/450/02).

1195 GULF OF MEXICO — Texas — Port Aransas — Landmark

Delete symbol, water tank, WATER TANK 27° 49' 80N., 97° 03' 82W.

Chart [*Last correction*].— **3184 (panel A, Port Aransas to Corpus Christi)** [560/01]

U.S. Notice 8/11307/01 (HH.615/405/05).

1196 GULF OF MEXICO — Texas — Houston Ship Channel — Channel depths

Insert the accompanying table, CHANNEL DEPTHS, (Houston Ship Channel), centred on: 29° 44' 0N., 95° 00' 5W.
Delete former table, CHANNEL DEPTHS, (Houston Ship Channel), centred on: 29° 43' 5N., 95° 04' 5W.

Chart [*Last correction*].— **3187 (panel 1)** [5029/00]

U.S. Notice 9/11328/01 (HH.615/011/01).

1197 GULF OF MEXICO — Texas — Galveston Bay and Approaches — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for existing table, centred on: 29° 19' 4N., 94° 48' 4W.

Chart [*Last correction*].— **3183 (plan, Galveston and Approaches)** [1094/01]

U.S. Notice 9/11324/01 (HH.615/011/01).

II

1198 GULF OF MEXICO — Texas — Galveston Bay — Houston Ship Channel — Channel depths

Insert the accompanying table, Tidal Levels, centred on: (a) 29° 20'·2N., 94° 48'·4W.
 Substitute the accompanying table, CHANNEL DEPTHS, for existing
 table, centred on: 29° 19'·6N., 94° 48'·3W.
 Delete former table, Tidal Levels, centred on: close S. of (a) above

Chart [*Last correction*].— **3186 (panel 1)** [4627/00]

U.S. Notice 9/11324/01 (HH.615/011/01).

1199 GULF OF MEXICO — Texas — Approaches to Galveston Bay — Galveston Bay Entrance Channel Northwards — Wreck; Buoy

Insert  PA (a) 29° 20'·30N., 94° 38'·98W.
 starboard-hand pillar light-buoy, Q.R 'WR 6' 29° 20'·21N., 94° 38'·86W.

Chart [*Last correction*].— **3183** [1197/01] — **3854 (a)** [962/01]

U.S. Notice 9/11324/01 (HH.616/181/01).

1200 NORTH AMERICA, East Coast — South Carolina — Charleston Harbor — Folly Reach Northwards — Patriots Point — Light-beacons

Amend light-beacon to, Q.25ft 32° 46'·9N., 79° 54'·2W.
 light-beacon to, Iso.6s45ft 32° 47'·0N., 79° 54'·4W.

Chart [*Last correction*].— **2809** [964/01] — **2806** [964/01]

Light List Vol. J, 2000/01, 2653, 2653.1

U.S. Light List & mv *Danube* (HH.614/615/05).

1201 NORTH AMERICA, East Coast — Virginia — Entrance to Chesapeake Bay — Cape Henry Eastwards — Buoyage

Substitute safewater pillar light-buoy with topmark, Mo(A)10s Whis 'C' 37° 56'·15N., 75° 57'·40W.
 for 'CBJ' light-buoy

Chart [*Last correction*].— **2919** [965/01]

U.S. Light List (HH.614/555/06).

II

1202(P)/01 ENGLAND, East Coast — Approaches to the River Humber — Traffic Separation Schemes

1. New IMO adopted Routeing Measures, In the Approaches to the River Humber, will come into effect at **0000 UTC 1 June 2001.**
 2. Details of the new Routeing Measures are shown on the accompanying diagram: numbered positions relate to the positions listed below. Positions are referred to Ordnance Survey of Great Britain (1936) Datum as used for the largest scale Admiralty charts of the area.
- Entrance to the River Humber within Port Area**
3. A precautionary area bounded by a line joining the following positions:
 - (1) 53° 34'·20N., 0° 06'·42E.
 - (2) 53° 33'·52N., 0° 05'·80E.
 - (3) 53° 33'·12N., 0° 06'·90E. (Hobo light-buoy) ¹
 - (4) 53° 33'·90N., 0° 07'·53E. (No.3A Binks light-buoy) ²
 4. a. A separation line joining the following positions:
 - (5) 53° 33'·52N., 0° 07'·23E. (Delta light-buoy) ¹
 - (6) 53° 32'·71N., 0° 09'·75E. (Charlie light-buoy) ¹
 b. A traffic lane for inbound traffic established between the separation line specified in paragraph 4a. above and a straight line joining the following positions:
 - (4) 53° 33'·90N., 0° 07'·53E. (No.3A Binks light-buoy) ²
 - (7) 53° 33'·14N., 0° 10'·37E.
 c. A traffic lane for outbound traffic established between the separation line specified in paragraph 4a. above and a straight line joining the following positions:
 - (3) 53° 33'·12N., 0° 06'·90E. (Hobo light-buoy) ¹
 - (8) 53° 32'·32N., 0° 09'·21E. (No.2B light-buoy) ³
 5. A precautionary area bounded by a line joining the following positions:
 - (7) 53° 33'·14N., 0° 10'·37E.
 - (8) 53° 32'·32N., 0° 09'·21E. (No.2B light-buoy) ³
 - (9) 53° 32'·36N., 0° 11'·22E.
 - (10) 53° 33'·14N., 0° 11'·27E.
 - (11) 53° 33'·05N., 0° 10'·73E. (No.3 Chequer light-buoy) ³
 6. a. A separation line joining the following positions:
 - (12) 53° 32'·65N., 0° 11'·25E. (Bravo light-buoy) ¹
 - (13) 53° 32'·80N., 0° 13'·30E. (Alpha light-buoy) ¹
 b. A traffic lane for inbound traffic established between the separation line specified in paragraph 6a. above and a straight line joining the following positions:
 - (10) 53° 33'·14N., 0° 11'·27E.
 - (14) 53° 33'·50N., 0° 13'·90E.
 c. A traffic lane for outbound traffic established between the separation line specified in paragraph 6a. above and a straight line joining the following positions:
 - (9) 53° 32'·36N., 0° 11'·22E.
 - (15) 53° 32'·39N., 0° 12'·90E.
- River Humber Approaches**
7. A precautionary area bounded by a line joining the following positions:
 - (14) 53° 33'·50N., 0° 13'·90E.
 - (15) 53° 32'·39N., 0° 12'·90E.
 - (16) 53° 32'·40N., 0° 13'·28E. (No.2 Haile Sand light-buoy) ²
 - (17) 53° 30'·57N., 0° 16'·72E.
 - (18) 53° 31'·88N., 0° 18'·40E. (Hotspur light-buoy) ¹
 - (19) 53° 33'·55N., 0° 18'·40E.
 - (20) 53° 34'·20N., 0° 17'·70E. (South Haile light-buoy) ³
 - (21) 53° 34'·72N., 0° 16'·65E. (South Binks light-buoy) ³
 - (22) 53° 33'·54N., 0° 14'·30E. (Spurn light-float) ³
- Eastern Approaches (Sea Reach)**
8. a. A separation line joining the following positions:
 - (23) 53° 32'·70N., 0° 18'·40E. (Inner Sea Reach light-buoy) ¹
 - (24) 53° 32'·70N., 0° 23'·06E. (Outer Sea Reach light-buoy) ¹
 b. A traffic lane for inbound traffic established between the separation line specified in paragraph 8a. above and a straight line joining the following positions:
 - (19) 53° 33'·55N., 0° 18'·40E.
 - (25) 53° 33'·55N., 0° 23'·06E.
 c. A traffic lane for outbound traffic established between the separation line specified in paragraph 8a. above and a straight line joining the following positions:
 - (18) 53° 31'·88N., 0° 18'·40E. (Hotspur light-buoy) ¹
 - (26) 53° 31'·88N., 0° 23'·06E.
- Southeast Approaches (Rosse Reach)**
9. a. A separation line joining the following positions:
 - (27) 53° 31'·22N., 0° 17'·55E. (Inner Rosse Reach light-buoy) ¹
 - (28) 53° 29'·87N., 0° 20'·90E. (Outer Rosse Reach light-buoy) ¹
 b. A traffic lane for inbound traffic established between the separation line specified in paragraph 9a. above and a straight line joining the following positions:
 - (18) 53° 31'·88N., 0° 18'·40E. (Hotspur light-buoy) ¹
 - (29) 53° 30'·54N., 0° 21'·68E.
 c. A traffic lane for outbound traffic established between the separation line specified in paragraph 9a. above and a straight line joining the following positions:
 - (17) 53° 30'·57N., 0° 16'·72E.
 - (30) 53° 29'·17N., 0° 20'·08E.

II

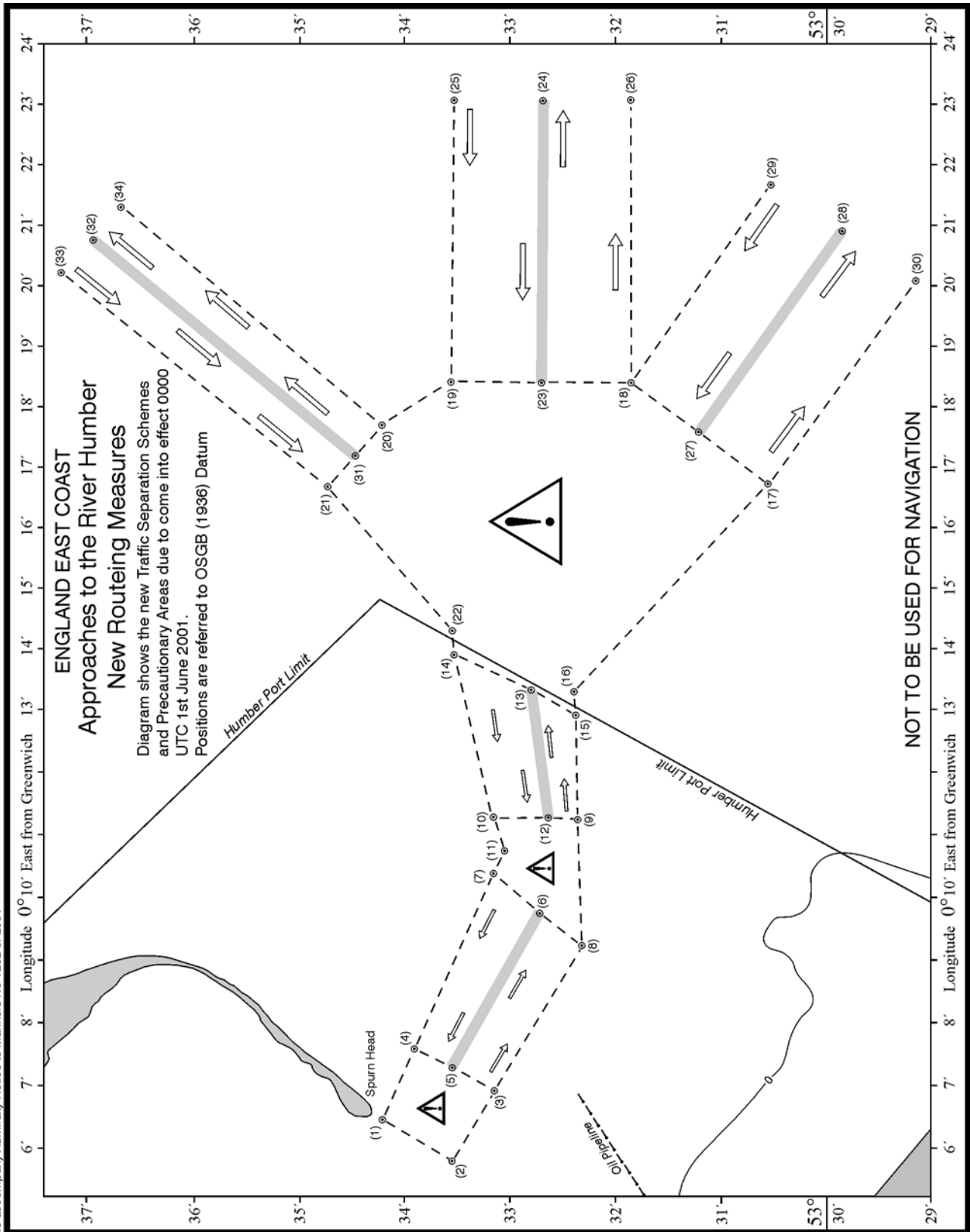
1202(P)/01 (continued)

Northeast Approaches (New Sand Hole)

10.
 - a. A separation line joining the following positions:
 - (31) 53° 34'·46N., 0° 17'·17E.
 - (32) 53° 36'·97N., 0° 20'·75E.
 - b. A traffic lane for inbound traffic established between the separation line specified in paragraph 10a. above, and a straight line joining the following positions:
 - (21) 53° 34'·72N., 0° 16'·65E. (South Binks light–buoy) ³
 - (33) 53° 37'·25N., 0° 20'·20E. (Outer Binks light–buoy) ³
 - c. A traffic lane for outbound traffic established between the separation line specified in paragraph 10a. above, and a straight line joining the following positions:
 - (20) 53° 34'·20N., 0° 17'·70E. (South Haile light–buoy) ³
 - (34) 53° 36'·70N., 0° 21'·30E. (Middle New Sand light–buoy) ³
11. Any associated changes to buoyage, radio reporting, pilotage and Bull Anchorage will be issued in due course.
12. Details of the new Routeing Measures will be included in New Editions of Charts 1188, 109, 107 and 1190 to be published on 26 April 2001. Each of these will be printed with a cautionary note, advising mariners that the existing charts, which will be given an “X” suffix, should be retained and used with respect to the current routeing measures until 0000 UTC 1 June 2001.
13. *Note:* buoys, referred to above, fall into the following categories:
 - ¹ new light–buoy.
 - ² existing light–buoy in new location.
 - ³ existing light–buoy with no position change.

Charts affected — 1188 — 109 — 107 — 1190

International Maritime Organization (HH.252/400/09).



II

1203(T)/01 BALTIC SEA — Gulf of Bothnia — Ålands Hav — Finland — Light; Obstruction; Buoy

1. Tröskein Vastra light, in position 59° 39' 6N., 19° 51' 8E., has been destroyed.
2. An obstruction, least depth 2 metres, exists in position 59° 39' 6N., 19° 51' 8E.
3. An E. cardinal light-buoy has currently been established close to the obstruction.

Chart affected — 2337

Finnish Notice 2/24(T)/01 (HH.319/490/03).

1204(P)/01 FINLAND, South-West Coast — Saaristomeri — Houtskari Westwards to Turku — Submarine cable

1. A submarine cable has been established between the following positions:

60° 15' 340N., 21° 05' 400E. (W. border)
60° 15' 667N., 21° 07' 063E.
60° 16' 548N., 21° 09' 454E.

and

60° 19' 970N., 21° 30' 557E.
60° 20' 456N., 21° 31' 239E.
60° 20' 517N., 21° 31' 379E.
60° 20' 544N., 21° 31' 529E.
60° 20' 528N., 21° 33' 728E.
60° 20' 505N., 21° 34' 643E.
60° 20' 528N., 21° 35' 400E.
60° 20' 486N., 21° 35' 830E.
60° 20' 239N., 21° 36' 787E.
60° 19' 748N., 21° 37' 908E.
60° 19' 215N., 21° 39' 561E.
60° 18' 919N., 21° 40' 943E.
60° 18' 882N., 21° 41' 372E.
60° 18' 856N., 21° 43' 049E.
60° 18' 944N., 21° 43' 861E.
60° 18' 958N., 21° 44' 244E.
60° 18' 865N., 21° 44' 683E.
60° 18' 833N., 21° 44' 973E.
60° 18' 872N., 21° 46' 425E.
60° 18' 858N., 21° 47' 854E.
60° 18' 974N., 21° 48' 312E.
60° 19' 002N., 21° 48' 751E.
60° 18' 826N., 21° 49' 470E.
60° 18' 761N., 21° 49' 946E.
60° 18' 629N., 21° 51' 389E.
60° 18' 620N., 21° 51' 940E.
60° 18' 670N., 21° 53' 519E.
60° 18' 990N., 21° 55' 041E.
60° 18' 988N., 21° 55' 896E.
60° 19' 011N., 21° 56' 204E.
60° 18' 955N., 21° 56' 727E.
60° 18' 978N., 21° 57' 437E.
60° 18' 524N., 21° 59' 977E.
60° 18' 253N., 22° 01' 158E.
60° 18' 253N., 22° 01' 476E.
60° 18' 295N., 22° 01' 691E.
60° 18' 457N., 22° 02' 167E.
60° 18' 531N., 22° 02' 279E.
60° 19' 083N., 22° 02' 746E.
60° 19' 900N., 22° 02' 760E.
60° 21' 196N., 22° 03' 517E.
60° 21' 823N., 22° 04' 166E.
60° 21' 916N., 22° 04' 390E.
60° 22' 017N., 22° 04' 811E.
60° 22' 054N., 22° 05' 193E.
60° 22' 360N., 22° 05' 614E.
60° 22' 628N., 22° 05' 754E.
60° 22' 683N., 22° 05' 810E.
60° 23' 319N., 22° 07' 440E.
60° 23' 421N., 22° 07' 776E.
60° 23' 532N., 22° 08' 420E.
60° 23' 527N., 22° 08' 561E.
60° 23' 550N., 22° 08' 617E.
60° 23' 741N., 22° 08' 849E.
60° 24' 008N., 22° 09' 665E.
60° 24' 223N., 22° 10' 054E.
60° 24' 338N., 22° 10' 466E.
60° 24' 711N., 22° 11' 072E.
60° 24' 732N., 22° 11' 236E. (shore)

2. This cable will be included in the next New Edition of Chart 3439. Larger scale Chart 3436 has been updated by Notice to Mariners.

Chart affected — 3439

Finnish Notice 2/26/01 (HH.167/300/01).

II

1205(P)/01 BALTIC SEA — Gulf of Finland — Finland, South Coast — Restricted areas

1. The Government of Finland has announced new restricted areas in force in the Gulf of Finland. These areas supersede those currently charted and listed in Admiralty Sailing Directions (NP 20, Appendix II).

a. Haapasaari restricted area, joining the following positions:

60° 15'08N., 27° 04'50E.
60° 12'25N., 27° 04'49E.
60° 12'24N., 27° 14'56E.
60° 18'77N., 27° 14'61E.
60° 18'78N., 27° 11'19E.
60° 17'41N., 27° 08'64E.
60° 17'29N., 27° 08'00E.
60° 16'06N., 27° 06'13E.

b. Kirkonmaa restricted area, joining the following positions:

60° 22'74N., 26° 57'10E.
60° 21'20N., 26° 57'40E.
60° 21'11N., 27° 05'58E.
60° 24'15N., 27° 05'59E.
60° 24'87N., 27° 03'30E.
60° 24'94N., 27° 02'51E.
60° 24'60N., 27° 02'29E.
60° 24'68N., 27° 01'54E.
60° 24'37N., 27° 00'33E.

c. Orregrund restricted area, joining the following positions:

60° 16'77N., 26° 24'66E.
60° 12'73N., 26° 24'71E.
60° 10'25N., 26° 26'69E.
60° 10'31N., 26° 39'28E.
60° 16'75N., 26° 28'98E.

d. Vaarlahti restricted area, joining the following positions:

60° 12'34N., 25° 34'36E.
60° 10'69N., 25° 34'42E.
60° 10'85N., 25° 40'02E.
60° 12'39N., 25° 38'50E.

e. Pirtisaari restricted area, joining the following positions:

60° 09'36N., 25° 25'98E.
60° 09'27N., 25° 27'05E.
60° 08'95N., 25° 29'02E.
60° 10'10N., 25° 28'21E.
60° 10'38N., 25° 27'05E.
60° 10'22N., 25° 26'17E.
60° 09'91N., 25° 25'76E.

f. Santahamina restricted area, joining the following positions:

60° 08'61N., 24° 59'83E.
60° 07'45N., 24° 59'42E.
60° 07'44N., 25° 03'84E.
60° 08'37N., 25° 05'40E.
60° 08'63N., 25° 05'45E.
60° 09'00N., 25° 05'48E.
60° 09'42N., 25° 03'81E.
60° 09'47N., 25° 03'14E.

g. Isosaari restricted area, joining the following positions:

60° 06'68N., 25° 04'92E.
60° 06'65N., 25° 00'82E.
60° 06'25N., 25° 00'42E.
60° 04'67N., 25° 01'89E.
59° 58'61N., 24° 59'96E.
59° 58'73N., 25° 08'26E.
60° 05'47N., 25° 07'88E.

h. Miessaari restricted area, joining the following positions:

60° 08'28N., 24° 47'72E.
60° 07'93N., 24° 47'83E.
60° 07'65N., 24° 47'05E.
60° 07'70N., 24° 46'60E.
60° 07'83N., 24° 46'48E.
60° 08'08N., 24° 46'78E.
60° 08'28N., 24° 47'40E.

i. Rysäkari restricted area, joining the following positions:

60° 06'20N., 24° 50'30E.
60° 06'05N., 24° 50'57E.
60° 05'83N., 24° 49'97E.
60° 06'12N., 24° 49'50E.

j. Katajaluoto restricted area, joining the following positions:

60° 06'23N., 24° 55'18E.
60° 06'15N., 24° 55'60E.
60° 05'67N., 24° 54'92E.
60° 05'83N., 24° 54'45E.

II

1205(P)/01 (continued)

- k. Upinniemi restricted area, joining the following positions:
59° 46'20N., 24° 05'18E.
59° 48'70N., 24° 26'59E.
59° 56'27N., 24° 23'91E.
59° 56'26N., 24° 22'66E.
59° 55'65N., 24° 21'22E.
59° 56'25N., 24° 19'86E.
60° 00'20N., 24° 22'97E.
60° 01'00N., 24° 23'43E.
60° 01'72N., 24° 23'10E.
60° 02'51N., 24° 22'44E.
60° 02'79N., 24° 21'74E.
59° 58'76N., 24° 09'85E.
59° 57'09N., 24° 03'66E.
59° 56'13N., 24° 01'06E.
59° 55'70N., 24° 00'24E.
59° 55'02N., 24° 04'37E.
59° 54'18N., 24° 06'64E.
- l. Hästö Busö restricted area, joining the following positions:
59° 50'67N., 23° 18'86E.
59° 50'02N., 23° 19'07E.
59° 49'62N., 23° 20'60E.
59° 49'90N., 23° 21'42E.
59° 50'55N., 23° 21'51E.
- m. Hanko restricted area, joining the following positions:
59° 46'92N., 22° 55'13E.
59° 38'38N., 22° 55'09E.
59° 39'12N., 23° 12'20E.
59° 43'58N., 23° 12'88E.
59° 45'03N., 22° 57'68E.
59° 45'76N., 22° 57'54E.
59° 46'79N., 22° 59'96E.
- n. Kemiö restricted area, joining the following positions:
60° 09'96N., 22° 25'09E.
60° 06'82N., 22° 21'76E.
60° 06'21N., 22° 24'46E.
60° 06'58N., 22° 26'86E.
60° 06'76N., 22° 27'48E.
60° 09'17N., 22° 32'88E.
60° 09'61N., 22° 33'01E.
60° 10'30N., 22° 32'74E.
- o. Örö restricted area, joining the following positions:
59° 50'55N., 22° 15'25E.
59° 45'38N., 22° 14'04E.
59° 41'27N., 22° 14'63E.
59° 41'54N., 22° 22'16E.
59° 45'51N., 22° 21'61E.
59° 46'83N., 22° 21'50E.
59° 47'63N., 22° 21'41E.
59° 48'00N., 22° 21'53E.
59° 50'25N., 22° 21'88E.
59° 50'60N., 22° 20'67E.
- p. Utö restricted area, joining the following positions:
59° 48'46N., 21° 20'05E.
59° 46'54N., 21° 20'21E.
59° 41'55N., 21° 20'08E.
59° 42'00N., 21° 29'94E.
59° 45'47N., 21° 29'93E.
59° 47'62N., 21° 29'94E.
- q. Gyltö restricted area, joining the following positions:
60° 06'55N., 21° 26'63E.
60° 05'50N., 21° 27'98E.
60° 06'02N., 21° 31'76E.
60° 07'63N., 21° 31'47E.
60° 08'34N., 21° 30'99E.
60° 08'59N., 21° 29'55E.
60° 08'01N., 21° 28'87E.
- r. Houtskari restricted area, joining the following positions:
60° 12'81N., 21° 27'94E.
60° 12'85N., 21° 29'93E.
60° 13'43N., 21° 30'09E.
60° 13'68N., 21° 29'78E.
60° 13'69N., 21° 28'62E.
60° 13'76N., 21° 28'30E.
60° 13'70N., 21° 27'44E.
60° 13'47N., 21° 27'35E.

II

1205(P)/01 (continued)

- s. Pansio restricted area, joining the following positions:
60° 26' 88N., 22° 06' 66E.
60° 25' 75N., 22° 07' 05E.
60° 25' 89N., 22° 09' 37E.
60° 26' 00N., 22° 09' 44E.
60° 27' 17N., 22° 08' 84E.
2. Within the restricted areas landing is prohibited and vessels must keep to the charted recommended tracks.
3. Other restrictions apply to anchoring, fishing and underwater activities. For further details, see Admiralty Sailing Directions.
4. Charts will be updated as appropriate in due course.

Charts affected — 3436 — 2224 — 3437 — 1079 — 1080 — 1083 — 1088 — 1089 — 3439 — 3441 — 3443 — 2241 — 2248 — 2264 — 2297 — 2340 — 2303 — 3438

Finnish Notice 2/21/01 (HH.320/400/02).

1206(P)/01 MEDITERRANEAN SEA — Israel — Buoyage

1. Mariners are advised that positions of buoys in Israeli territorial waters of the Mediterranean may not be as charted.
2. Until information is received allowing charts to be updated, mariners should use the charted positions of buoys with caution.

Charts affected — 1585 — 1591 — 2634

Israeli Navy Hydrographic Branch (HH.403/799/02).

1207(T)/01 ARABIA — United Arab Emirates — Shārhjah (Ash Shāriqah) — Dredging; Depths

1. Dredging activity is currently underway in Shārhjah harbour and its approaches.
2. Mariners are advised to navigate with caution in the area and refer to the Port Authority for current depth information within the port.

Charts affected — 3410 — 3412 — 3175 — 3176

HM Surveying Ship *Beagle* (HH.488/440/02).

1208(P)/01 INDIAN OCEAN — Comores — Île Mayotte — Pte de Kongo Eastwards to Pte Dapani — Depths; Rocks; Nature reserves; Buoyage

1. French Chart 7493, recently received, shows numerous depths less than charted on Admiralty charts and other changes in the vicinity of Île Mayotte. The more significant are as follows:
depth 3m (upright) 12° 44' 08S., 45° 14' 83E.
depth 9₇ m 12° 53' 30S., 45° 14' 72E.
depth 9₁ m 12° 53' 66S., 45° 13' 63E.
depth 10₅ m 12° 56' 00S., 45° 12' 85E.
2. A rock which covers and uncovers exists in position 12° 52' 50S., 45° 15' 21E.
3. Underwater rocks, existence doubtful, depths unknown, dangerous to surface navigation exist in vicinity 12° 55' 36S., 45° 13' 49E.
4. A nature reserve, marked by special conical and spherical buoys, has been established in the vicinity of Passe Longogori (12° 52' 00S., 45° 16' 20E.).
5. A nature reserve, marked by special spherical buoys, has been established in the vicinity of Recif du Sable Blanc (12° 59' 15S., 45° 13' 30E.).
6. Mariners are advised that other rocks and shoal depths not mentioned above exist in this area.
7. These amendments and other changes will be incorporated in the next New Editions of the appropriate charts.

Charts affected — 2744 — 2741

French Chart 7493 (HH.462/400/03).

1209(T)/01 INDIA, West Coast — Southwestern Approaches to Bombay — Obstructions

3 Containers with dimensions of, 6m x 6m x 2m, are reported to exist on the seabed in approximate position 18° 39' 2N., 72° 35' 9E.

Charts affected — 1487 — 2736

Indian Notice 22/424(T)/01 (HH.502/460/04).

1210(T)/01 SRI LANKA, West Coast — Southern Approaches to Colombo — Panadura — Restricted area

1. Until further notice the Panadura Waiting/Anchorage Area has been re-located northwards of its charted location.
2. The temporary area is bounded by the following positions:
6° 46' 7N., 79° 43' 3E.
6° 48' 6N., 79° 49' 0E.
6° 43' 3N., 79° 50' 5E.
6° 43' 3N., 79° 44' 6E.

Charts affected — 3700 — 813 — 1587

Sri Lanka Ports Authority (HH.506/410/04).

II

1211(P)/01 SINGAPORE STRAIT to SOUTH CHINA SEA — South Changi to Vanguard Bank Southwards — Submarine cable

1. Cable laying and associated operations for segment S8C of the APCN-2 submarine cable are planned to take place between March 2001 and May 2001. This schedule may be delayed in adverse weather conditions.
2. The cable will be laid between the following positions:
 - 1° 18'·93N., 103° 58'·61E.(shore)
 - 1° 18'·58N., 103° 58'·68E.
 - 1° 18'·28N., 104° 00'·17E.
 - 1° 17'·23N., 104° 01'·78E.
 - 1° 15'·84N., 104° 02'·31E.
 - 1° 14'·78N., 104° 02'·95E.
 - 1° 14'·53N., 104° 03'·65E.
 - 1° 14'·53N., 104° 15'·00E.
 - 1° 17'·48N., 104° 20'·87E.
 - 1° 18'·25N., 104° 20'·95E.
 - 1° 29'·33N., 104° 34'·25E.
 - 1° 31'·42N., 104° 34'·04E.
 - 2° 03'·36N., 104° 47'·69E.
 - 2° 05'·27N., 104° 50'·53E.
 - 2° 34'·64N., 105° 02'·76E.
 - 2° 43'·11N., 105° 02'·68E.
 - 2° 45'·00N., 105° 03'·26E.
 - 2° 49'·59N., 105° 07'·14E.
 - 3° 10'·30N., 105° 18'·46E.
 - 3° 12'·66N., 105° 21'·69E.
 - 3° 15'·46N., 105° 24'·30E.
 - 3° 16'·81N., 105° 27'·27E.
 - 3° 26'·99N., 105° 40'·00E.
 - 3° 36'·04N., 105° 55'·09E.
 - 3° 41'·02N., 105° 57'·40E.
 - 3° 53'·67N., 106° 07'·78E.
 - 3° 56'·35N., 106° 12'·96E.
 - 4° 09'·03N., 106° 25'·79E.
 - 4° 34'·23N., 106° 44'·15E.
 - 4° 41'·10N., 106° 52'·82E.
 - 4° 49'·25N., 106° 53'·81E.
 - 5° 17'·75N., 107° 52'·30E.
 - 5° 29'·97N., 108° 10'·99E.
 - 5° 52'·53N., 108° 51'·84E.
 - 6° 23'·34N., 109° 32'·94E.
 - 6° 27'·41N., 109° 40'·45E.
3. Vessels are requested to give any cable laying vessel a wide berth and to avoid anchoring or trawling in the vicinity of the cable route.
4. Charts will be updated as appropriate in due course.

Charts affected — 2556 — 2569 — 2585 — 3831 — 3833 — 3949 — 1371 — 2403 — 1311 — 3543 — 1312 — 2414 — 3482
Global Marine Systems Ltd (HH.100/312/01).

II

1212(P)/01 CHINA, South-East Coast — Hong Kong to Hainan Dao Eastwards — Tai Yue Shan (Lantau Island), South Coast, Wanshan Qundao and Helen Shoal Northwestwards — Submarine cable

1. Cable laying and associated operations for segment S2a of the APCN2 telecommunications cable are planned to be undertaken in April 2001. This schedule may be delayed in adverse weather conditions.
2. The cable will be installed between the following positions.
 22° 13'51N., 113° 55'96E.(shore)
 22° 13'13N., 113° 56'12E.
 22° 12'70N., 113° 56'30E.
 22° 10'58N., 113° 56'12E.
 22° 08'79N., 113° 55'77E.
 22° 06'08N., 113° 55'29E.
 22° 04'37N., 113° 55'47E.
 22° 02'86N., 113° 56'37E.
 22° 00'53N., 113° 56'44E.
 21° 58'44N., 113° 56'30E.
 21° 55'99N., 113° 59'00E.
 21° 53'32N., 113° 59'00E.
 21° 51'47N., 113° 56'81E.
 21° 49'19N., 113° 54'10E.
 21° 48'00N., 113° 54'10E.
 21° 46'23N., 113° 53'57E.
 21° 37'73N., 113° 51'15E.
 21° 00'00N., 113° 40'40E.
 20° 19'43N., 113° 37'78E.
 19° 50'00N., 113° 36'00E.
3. Vessels are requested to maintain a wide berth from any cable-laying vessel and to avoid anchoring or trawling in the vicinity of the cable route.
4. Charts will be updated as appropriate in due course.

Charts affected — 341 — 3026 — 1555 — 3488 — 3489

Global Marine Systems Ltd (HH.100/312/01).

1213(T)/01 KOREA, South-West Coast — Sohüksando Southwards — Data buoy

1. A lighted ODAS buoy is temporarily established in position 33° 55'5N., 125° 07'5E.
2. It is expected to remain on station until the end of January 2002.

Charts affected — 3365 — 3480

Korean Notice 4/51(T)/01 (HH.557/400/06).

1214(T)/01 NEW ZEALAND — South Island, East Coast — Otago Peninsula — Research instruments

1. Two current meters, marked with special floats are established until further notice 0.5M and 0.8M offshore from Lawyers Head in approximate positions:
 45° 55'08S., 170° 31'22E.
 45° 55'45S., 170° 31'25E.
2. Mariners are requested to keep well clear of these moorings.

Charts affected — NZ 66 — NZ 661

New Zealand Notice 6/52(T)/01 (HH.580/009/01).

II

1215(P)/01 NORTH AMERICA, West Coast — Alaska — Prince William Sound — Traffic Separation Scheme; Pilot boarding place

1. Amendments to the IMO-adopted Traffic Separation Scheme, In Prince William Sound, will be implemented at **0000 hours UTC on 1 June 2001** and are detailed below.
2. The Traffic Separation Scheme in Prince William Sound will be moved eastwards and is detailed below.
 - a. A separation zone will be established in an area bounded by the following positions:
 - 60° 20' 77N., 146° 52' 31W.
 - 60° 48' 12N., 147° 01' 78W.
 - 60° 48' 29N., 146° 59' 77W.
 - 60° 20' 93N., 146° 50' 32W.
 - b. A Northbound traffic lane will be established between the separation zone and a line joining:
 - 60° 20' 59N., 146° 48' 18W.
 - 60° 49' 39N., 146° 58' 19W.
 - c. A Southbound traffic lane will be established between the separation zone and a line joining:
 - 60° 49' 10N., 147° 04' 19W.
 - 60° 20' 60N., 146° 54' 31W.
3. The Traffic Separation Scheme in Valdez Arm is detailed below.
 - a. A separation zone will be established in an area bounded by the following positions:
 - 60° 51' 08N., 147° 00' 33W.
 - 60° 58' 60N., 146° 48' 10W.
 - 60° 58' 30N., 146° 47' 10W.
 - 60° 50' 45N., 146° 58' 75W.
 - b. A Northbound traffic lane will be established between the separation zone and a line joining:
 - 60° 49' 39N., 146° 58' 19W.
 - 60° 58' 01N., 146° 46' 52W.
 - c. A Southbound traffic lane will be established between the separation zone and a line joining:
 - 60° 58' 93N., 146° 48' 86W.
 - 60° 50' 61N., 147° 03' 60W.
4. A Precautionary Area will be established off Cape Hinchinbrook, bounded by the following positions:
 - 60° 20' 59N., 146° 48' 18W.
 - 60° 12' 67N., 146° 40' 43W.
 - 60° 11' 02N., 146° 28' 65W.
 - 60° 05' 47N., 146° 00' 01W.
 - 60° 00' 81N., 146° 03' 53W.
 - 60° 05' 44N., 146° 27' 58W.
 - 59° 51' 80N., 146° 37' 51W.
 - 59° 53' 52N., 146° 46' 84W.
 - 60° 07' 76N., 146° 36' 24W.
 - 60° 11' 51N., 146° 46' 64W.
 - 60° 20' 60N., 146° 54' 31W.
5. A circular Precautionary Area, radius 1.5M, will be established W. of Bligh Reef, centred on position 60° 49' 63N., 147° 01' 33W. A pilot boarding place is located near the centre of the precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.
6. These amendments will be included in New Charts 4979, 4980 and 4981 to be published in May 2001. The New Charts will replace Charts 3363 and 3364 which should be withdrawn from use on implementation of the amendments. Chart 4982 will be updated by Notice to Mariners and Chart 1499 will be updated by a Notice to Mariners block in due course.

Charts affected — 4982 — 3363 — 3364 — 1499

International Maritime Organization (HH.611/080/01).

1216(P)/01 GULF OF MEXICO — Texas — Flower Garden Banks and Stetson Bank — Restricted areas

1. Mandatory restricted areas, anchoring prohibited, **will be implemented at 0000 hours UTC on 1 June 2001**, as detailed below:
 - a. Within the limits of the Flower Garden Banks National Marine Sanctuary in positions:
 - West Flower 27° 52' 5N., 93° 49' 0W.
 - East Flower 27° 54' 5N., 93° 36' 0W.
 - b. At Stetson Bank bounded by the following positions:
 - 28° 09' 52N., 94° 18' 53W.
 - 28° 10' 17N., 94° 18' 50W.
 - 28° 10' 13N., 94° 17' 40W.
 - 28° 09' 48N., 94° 17' 43W.
2. Charts will be updated by Notices to Mariners in due course.

Charts affected — 3854 — 3850

International Maritime Organization (HH.616/086/01).

IIA

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

NEW ZEALAND WEEKLY EDITION 6 12 February 2001

NZ 51 PACIFIC OCEAN – Samoa Islands – Manua Islands Eastwards – Submarine Volcano.

Chart NZ 14052 (INT 52) [427/00]

Substitute depth 590m for depth 622m 14° 12'.9S., 169° 01'.0W.

Chart NZ 14060 (INT 60) [302/00]

Substitute depth 590m for depth 622m 14° 12' 9S., 169° 01' 0W.

Chart NZ 14061 (INT 61) [391/00]

Substitute depth 590m for depth 622m 14° 12' 9S.. 169° 01' 0W.

Chart NZ 14605 (INT 605) [309/00]

Substitute	depth 590m, <i>Volcanic Activity (2001)</i> , for depth 622m	14° 12' .9S., 169° 01' .0W.
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Chart NZ 14606 (INT 606) [380/00]

Substitute depth 590m, *Volcanic Activity (2001)*, for depth 622m 14° 12'.9S., 169° 01'.0W.

Chart NZ 14629 (INT 629) [161/00]

Substitute depth 590m, *Volcanic Activity (2001)*, for depth 622m 14° 12'.9S., 169° 01'.0W.

Chart NZ 14630 (INT 630) [169/00]

Substitute	depth 590m, <i>Volcanic Activity (2001)</i> , for depth 622m	14° 12'.9S., 169° 01'.0W.
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Chart NZ 14631 (INT 631) [175/00]

Substitute	depth 590m, <i>Volcanic Activity (2001)</i> , for depth 622m	14° 12' 9S., 169° 01' 0W.
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Hydropac 107/01

NI 23/2001

To accompany Notice to Mariners 1117/01

On Chart 2057

IALA Maritime Buoyage System Region A (Red to Port)
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To accompany Notice to Mariners 1125/01

On Chart 288

OBSTRUCTIONS

Troll Gas Field

Numerous obstructions exist throughout the Troll Gas Field. These obstructions are concrete cylinders up to 1.5m in diameter and standing up to 50cm above the sea bed. They are not marked on the surface. Mariners are advised not to fish or trawl in this area.

On Chart 299

OBSTRUCTIONS

Troll Gas Field

Numerous obstructions exist throughout the Troll Gas Field. These obstructions are concrete cylinders up to 1.5m in diameter and standing up to 50cm above the sea bed. They are not marked on the surface. Mariners are advised not to fish or trawl in this area.

On Chart 2673

OBSTRUCTIONS

Troll Gas Field

Numerous obstructions exist throughout the Troll Gas Field. These obstructions are concrete cylinders up to 1.5m in diameter and standing up to 50cm above the sea bed. They are not marked on the surface. Mariners are advised not to fish or trawl in this area.

To accompany Notice to Mariners 1164/01

On Chart 2624

AIDS TO NAVIGATION

Certain aids to navigation in the area of this chart are reported to be unreliable. They may be missing, unlit or out of position. Vessels should navigate with particular caution.

On Chart 2627

AIDS TO NAVIGATION

Certain aids to navigation in the area of this chart are reported to be unreliable. They may be missing, unlit or out of position. Vessels should navigate with particular caution.

On Chart 2839

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER ENTRANCE TO MILLER SANDS RANGE TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2000								
* SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE RANGE	54	56	54	40	11-00	2640	3.3	48
SAND ISLAND RANGE (CLATSOP SPIT)	51	53	54	46	11-00	2640	2.2	48
LOWER DESDEMONA SHOAL	45	46	44	40	5-99;11-00	600	3.4	40
UPPER DESDEMONA SHOAL	41	45	46	46	11-00	600	3.7	40
TANSY POINT TURN AND RANGE	41	41	41	38	10,11-00	600	4.7	40
ASTORIA RANGE	41	42	41	38	11-00	600	2.7	40
TONGUE POINT CHANNEL	40	42	40	40	10-00	600	2.2	40
HARRINGTON POINT RANGE	39	41	40	39	10,11-00	600	2.6	40
MILLER SANDS RANGE	42	42	42	42	11-00	600	2.2	40

* CONTROLLING DEPTHS IN CHANNELS ENTERING FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER FROM THE ENTRANCE TO HARRINGTON POINT AND COLUMBIA RIVER DATUM ABOVE THAT POINT.
PROJECT LENGTHS ARE IN STATUTE MILES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER PILLAR ROCK LOWER RANGE TO GULL ISLAND TURN AND CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
PILLAR ROCK LOWER RANGE	38	41	41	41	9,10-00	600	3.0	40
PILLAR ROCK UPPER RANGE	27	42	40	37	10-00	600	1.9	40
WELCH ISLAND REACH	44	42	42	37	10-00	600	3.2	40
SKAMOKAWA CHANNEL	38	41	41	38	9,10-00	600	3.3	40
STEAMBOAT REACH	51	46	44	41	9-00	600	1.4	40
PUGET ISLAND RANGE AND TURN	37	40	41	37	10-00	600	3.5	40
WAUNA RANGE	39	41	41	44	10-00	600	2.2	40
DRISCOLL RANGE	41	41	42	43	10-00	600	1.7	40
WESTPORT TURN AND RANGE	38	40	42	42	10-00	600	2.0	40
WESTPORT CHANNEL	40	41	41	38	10-00	600	2.4	40
EUREKA LOWER CHANNEL	46	46	43	43	10-00	600	2.1	40
EUREKA UPPER CHANNEL	45	46	43	43	10-00	600	0.8	40
OAK POINT CHANNEL	46	45	45	46	10-00	600	2.4	40
GULL I TURN AND CHANNEL	43	44	39	34	9,10-00	600	2.2	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

On Chart 3095

CHANNEL DEPTHS (see Note)								
HUMBOLDT BAY AND HARBOR								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	39.5	45.1	44.5	40.9	9-00	1600-750	0.6	45
ENTRANCE CHANNEL	30.9	45.6	46.1	45.5	9-00	750	0.8	45
NORTH BAY CHANNEL	35.1	37.2	35.4	29.9	9-00	400-500	3.0	38
EUREKA CHANNEL								
OUTER REACH	30.8	30.9	29.2	26.6	9-00	400	0.4	38
INNER REACH	5.3	6.4	12.4	12.1A	9-00	400	1.1	26
SAMOA CHANNEL	37.1	37.9	37.5	32.3	9-00	400	1.3	35
TURNING BASIN	34.5	37.6	37.9	33.8	9-00	400-1000	0.3	35
FIELDS LANDING CHANNEL	18.1	27.5	25.9	17.9	9-00	300	1.9	26
TURNING BASIN	13.3	18.6	27.6	25.0	9-00	300-800	0.1	26

On Chart 590

CHANNEL DEPTHS (see Note)							
PINOLE SHOAL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2000							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL ENTRANCE (38°01'33"N, 122°22'47"W) TO LT. 11	32.6	34.7	32.6	8-00	600	2.8	35
THENCE TO 38°03'31"N, 122°17'08"W	33.0	35.6	34.9	8-00	600	2.2	35
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

CHANNEL DEPTHS (see Note)							
SUISUN BAY TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO DEC 2000							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
①SUISUN PT. REACH	43.6	44.9	46.5	5-00	300	0.8	35
②BULLS HEAD CHANNEL	37.0	36.5	35.4	5,12-00	300-350	1.2	35
③EAST BULLS HEAD CHANNEL	33.4	33.2	33.9	5-00	350	1.1	35
④PT. EDITH CROSSING RANGE	36.3	34.9	28.3	5-00	350	1.1	35
⑤PRESTON PT. REACH	36.0	34.6	27.9	5-00	350	0.9	35
⑥ROE ISLAND CHANNEL	33.1	34.0	33.6	5-00	350	1.1	35
⑦PORT CHICAGO REACH	36.6	36.5	37.9	5-00	350	0.52	35
MIDDLE GROUND CHANNEL							
⑧WEST REACH	35.6	35.8	35.8	5-00	350	1.29	35
⑨EAST REACH	34.8	36.6	35.7	5-00	350	1.09	35
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

On Chart 3187

CHANNEL DEPTHS (see Note)								
HOUSTON SHIP CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						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)
HOUSTON SHIP CHANNEL LOWER END OF MORGAN PT. TO EXXON OIL CO. SLIP.	30.0	37.0	37.0	30.0	3-00	400-525	4.2	40
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE, FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3183

CHANNEL DEPTHS (see Note)								
GALVESTON BAY AND HOUSTON SHIP CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						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)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	41.0	44.0	43.0	36.0	8-99	800	4.2	42
OUTER BAR CHANNEL	39.0	42.0	41.0	41.0	8-99	800	1.5	42
INNER BAR CHANNEL	38.0	42.0	40.0	38.0	2-99	800	2.9	40
BOLIVAR ROADS CHANNEL	43.0	43.0	41.0	36.0	10-99	800	0.78	40
HOUSTON SHIP CHANNEL	35.0	40.0	40.0	36.0	2-00;3-00	400	22.0	40
GALVESTON CHANNEL	37.0	42.0	42.0	36.0	5-00;6-00;7-00	1125-1075	3.6	40
TEXAS CITY CHANNEL	37.0	41.0	40.0	37.0	8-00	400	5.3	40
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3186

Tidal Levels referred to Datum of Soundings							
Place	Lat N	Long W	Heights in feet above datum				Datum and Remarks
			MHHW	MLHW	MHLW	MLLW	
Galveston	29° 19'	94° 48'	1·3	1·1	1·0	0·0	Tide is usually diurnal
Morgans Point	29 41	94 59	0·7	-	-	0·0	

CHANNEL DEPTHS (see Note)								
GAVESTON BAY AND HOUSTON SHIP CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						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 (FEET)
GALVESTON INNER BAR CHANNEL	38.0	42.0	40.0	38.0	2-99	800	2.9	40
BOLIVAR ROADS CHANNEL	43.0	43.0	41.0	36.0	10-99	800	0.78	40
HOUSTON SHIP CHANNEL								
BOLIVAR ROADS TO LOWER END OF MORGAN PT	35.0	40.0	40.0	36.0	2-00;3-00	400	22.0	40
ABOVE LOWER END OF MORGAN PT. SEE BA 3187								
GALVESTON CHANNEL	37.0	42.0	42.0	36.0	5-00;6-00;7-00	1125-1075	3.6	40
TEXAS CITY CHANNEL	37.0	41.0	40.0	37.0	8-00	400	5.3	40
TEXAS CITY TURNING BASIN	39.0	41.0	42.0	41.0	8-00	1200	0.6	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

To accompany Notice to Mariners 1217/01

On Chart 156

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS 84 compatible datum. For further details, including an example of the calculation of the WGS 84 position, see NM 4731(P)/00.

On Chart 953

CAUTION: CHARTS REFERRED TO WGS 84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS 84 datum. For further details, including an example of the calculation of the WGS 84 position, see NM 3871(P)/00.

On Chart 1191

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS 84 compatible datum. For further details, including an example of the calculation of the WGS 84 position, see NM 4731(P)/00.

On Chart 1192

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

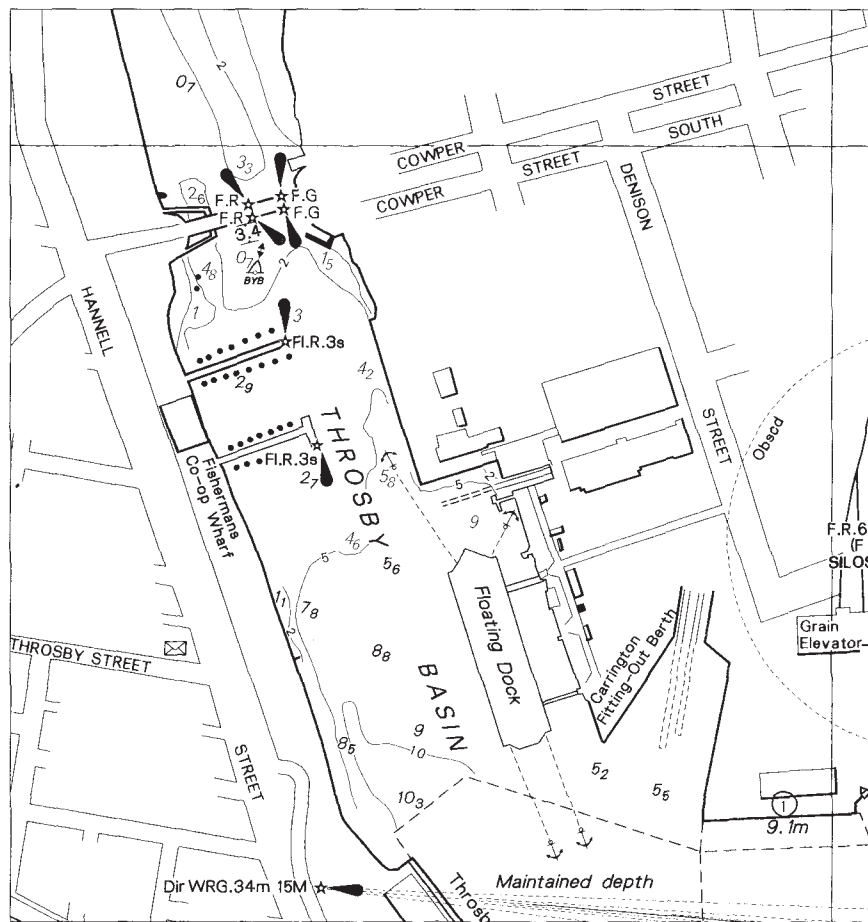
Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to a WGS 84 compatible datum. For further details, including an example of the calculation of the WGS 84 position, see NM 4731(P)/00.

On Chart 3373

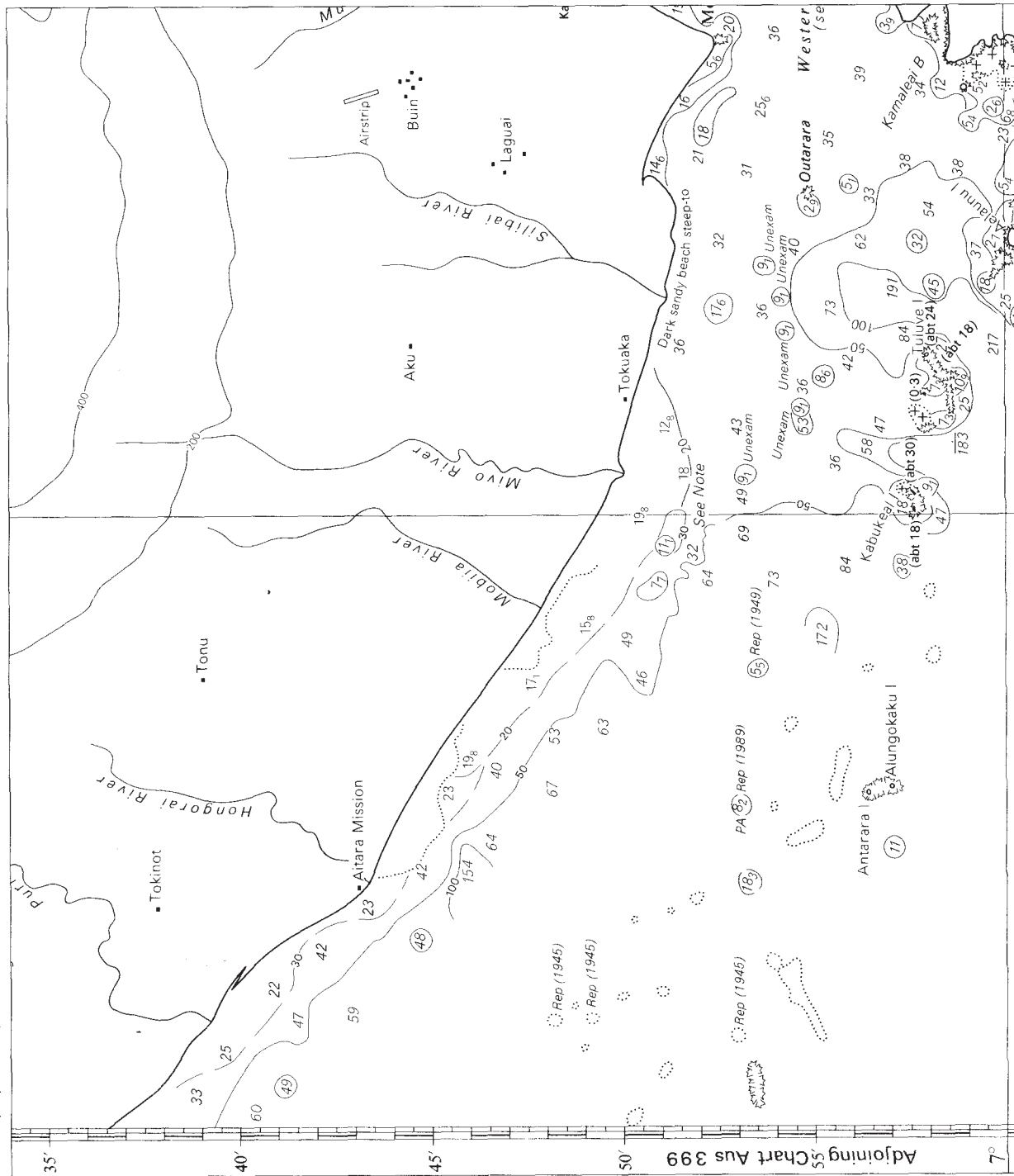
CAUTION: CHARTS REFERRED TO WGS 84 DATUM

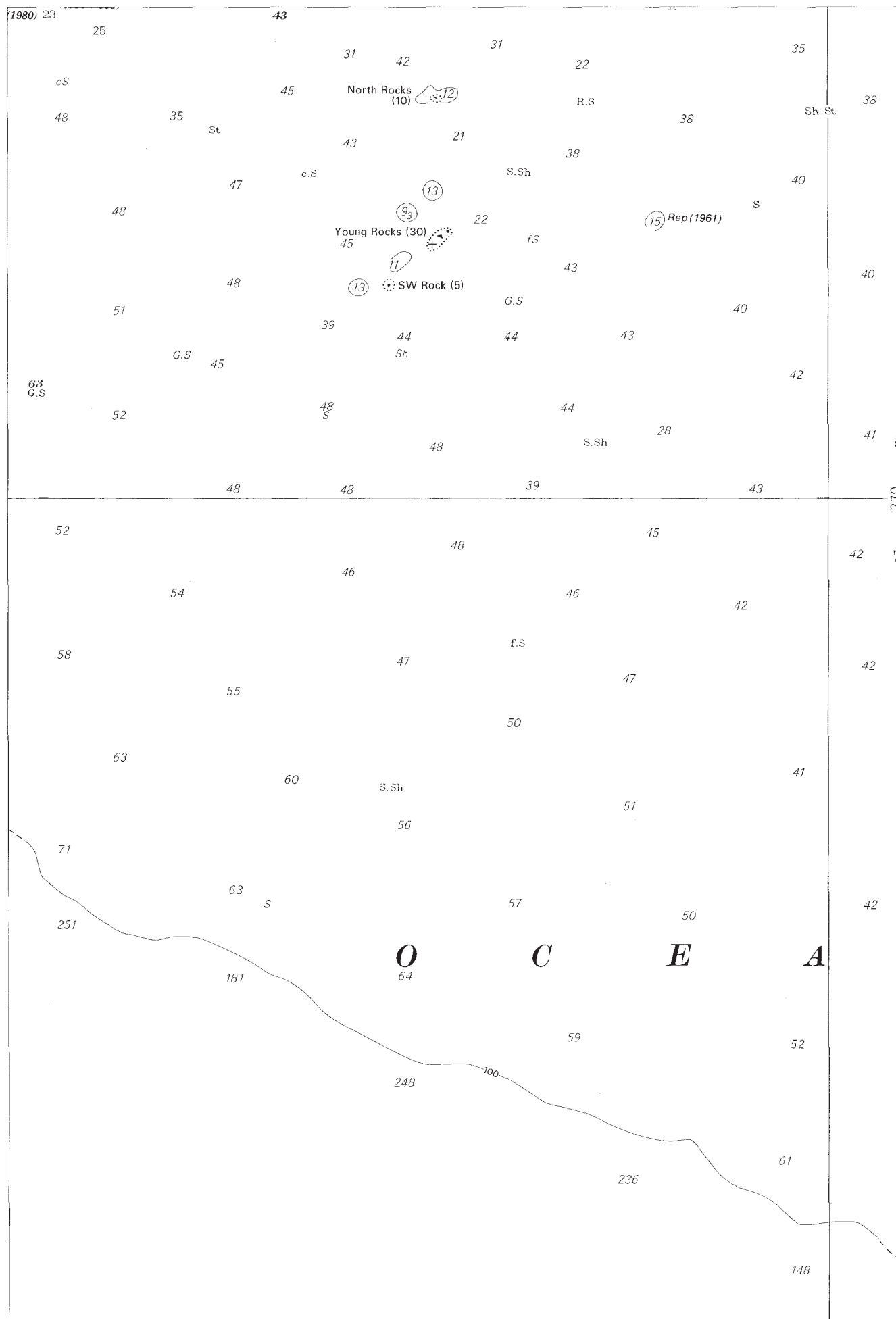
Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS 84 datum. For further details, including an example of the calculation of the WGS 84 position, see NM 3871(P)/00.

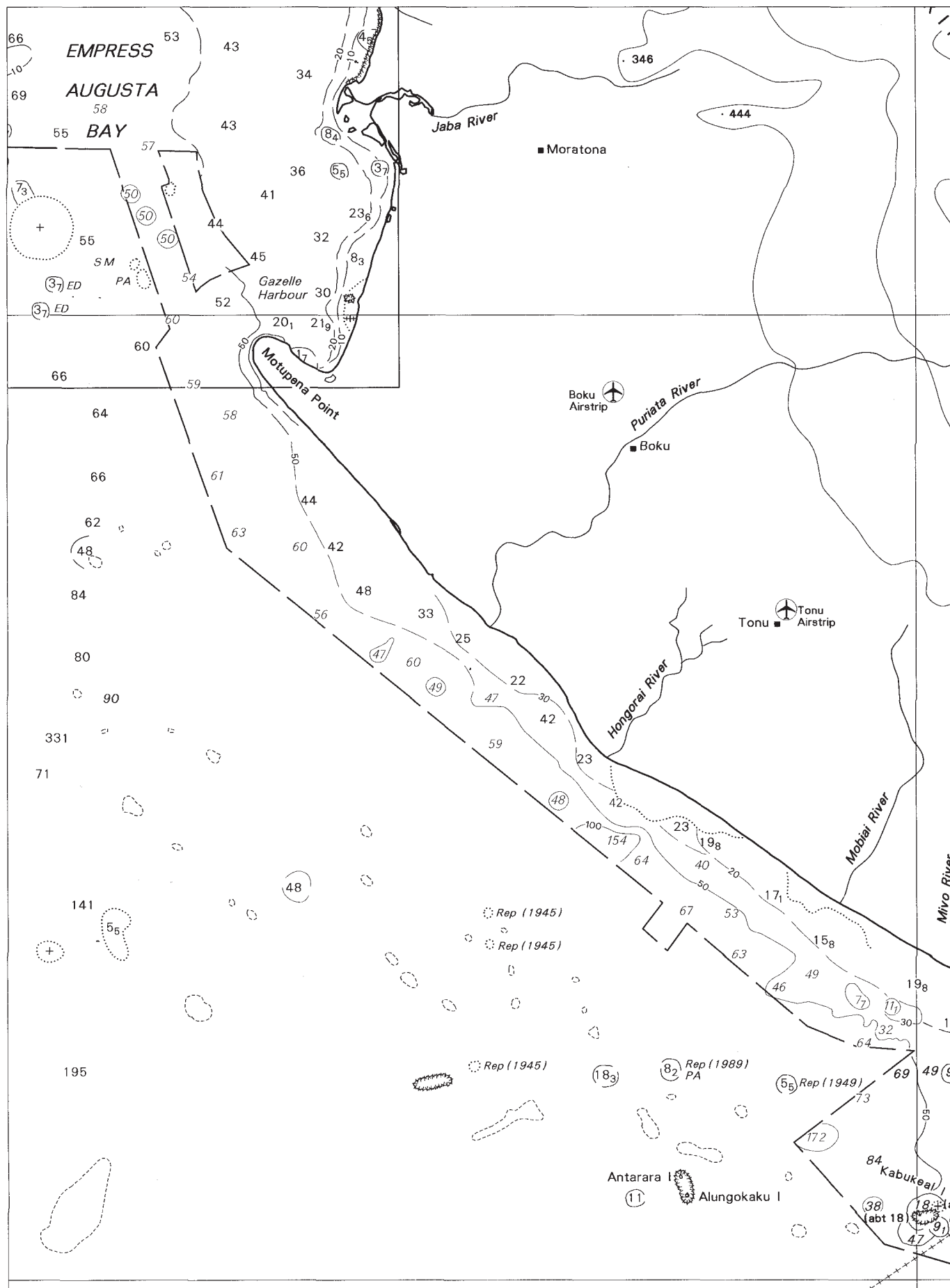
To accompany Admiralty Notice to Mariners No 1110 of 2001



Block for Chart No AUS 208







III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 6 March 2001. 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) 11th Week 15/3/01.

NAVAREA I warnings in force 6/3/01: 2000 series: 082 114 189 397 419 460 473 533 560 570.

2001 series: 030 038 062 067 069 071 072 081 082 083 084 085.

078 Cancelled.

079 Cancelled.

080 Cancelled.

081 SHETLAND ISLANDS, Eastward. Alwyn North Oilfield, Southward. Charts BA 294 and 295. Pipelaying operations in progress by CSO *Apache* in vicinity of line joining: NAB Platform 60°49'N 001°44'E, 60°38'N 001°41'E, 60°28'N 001°46'E, 60°21'N 001°42'E and 60°21'N 001°37'E. Wide berth requested.

082 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 061000z Mar 01.

53°01'9N	002°59'4E	Ensco 92
53°51'8N	000°26'4E	Glomar Adriatic 6
54°07'0N	004°00'7E	Noble George Sauvageau
54°14'3N	002°23'4E	Ensco 80

NOTES:

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

2. Cancel 074/01.

083 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 061000z Mar 01.

	55°31'8N	005°00'4E	Maersk Endeavour
	56°24'5N	004°42'5E	Ensco 70
	57°19'1N	001°04'9E	Santa Fe 140
	57°41'4N	001°45'5E	Galaxy 3
	57°49'1N	004°31'2E	Maersk Giant
	57°58'5N	001°14'4E	Transocean John Shaw
	58°01'7N	001°55'5E	Scarabeo 6
	58°10'5N	001°22'6W	Santa Fe 135
	58°18'1N	001°42'4W	Sedco 704
NEW	58°18'2N	001°51'3W	Sedco 711
	58°30'1N	000°22'2E	Ocean Princess
	58°35'7N	001°15'3E	Ocean Guardian
	58°43'0N	001°38'5E	Byford Dolphin
	59°10'7N	002°22'8E	Deepsea Bergen
	59°26'0N	001°40'9E	Glomar Arctic 3
	59°32'5N	001°39'5E	Borgsten Dolphin
	59°34'9N	001°39'3E	Stena Spey

NOTES:

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

2. Cancel 075/01.

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084 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 061000z Mar 01.

60°20'·6N	004°14'·7W	Transocean Leader
60°43'·8N	003°39'·4E	Polar Pioneer
60°50'·0N	003°36'·3E	West Venture
60°51'·0N	003°34'·9E	West Vanguard
60°51'·4N	002°39'·0E	Maersk Gallant
61°02'·0N	001°07'·8E	Sedco 712
61°03'·3N	002°02'·2E	Transocean Wildcat
61°05'·8N	002°11'·2E	Deepsea Trym
61°16'·5N	002°07'·1E	Bideford Dolphin
61°25'·9N	002°34'·1E	West Delta
61°28'·0N	001°59'·5E	Borgland Dolphin
61°31'·6N	002°12'·7E	West Alpha
65°01'·0N	006°56'·8E	Transocean Winner
65°05'·0N	006°41'·0E	Transocean Searcher
65°23'·0N	007°22'·0E	Transocean Prospect
65°24'·1N	007°19'·8E	Maersk Jutlander
65°41'·7N	007°34'·0E	Stena Dee
71°30'·9N	021°39'·7E	Transocean Arctic

NOTES:

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

2. Cancel 076/01.

085 RIGLIST. South and West Coasts of the British Isles. Correct at 061000z Mar 01. NIL.

2. Cancel 077/01.

(2) Navarea II (E Atlantic) 11th Week 15/3/01.

Edited Navarea II warnings in force 6/3/01: 263/00.
087 to 091 received.

(3) Navarea III (Mediterranean) 11th Week 15/3/01.

Edited Navarea III warnings in force 6/3/01: NIL.
097 to 100 received.

(4) Navarea IV (NW Atlantic) 11th Week 15/3/01.

Edited Navarea IV warnings in force 6/3/01: NIL.
073 to 081 received.

(5) Navarea V (W Atlantic) 11th Week 15/3/01.

Edited Navarea V warnings in force 6/3/01: 923/97, 568/98, 055/01.
Nil received.

(6) Navarea VI (SW Atlantic) 11th Week 15/3/01.

Edited Navarea VI warnings in force 6/3/01: NIL.
004 to 043 received.

(7) Navarea VII (SE Atlantic) 11th Week 15/3/01.

Edited Navarea VII warnings in force 6/3/01: NIL
020 received.

(8) Navarea VIII (Indian Ocean) 11th Week 15/3/01.

Edited Navarea VIII warnings in force 6/3/01: 388/00, 117/01.
120 to 129 received.

III

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 11th Week 15/3/01.

Edited Navarea IX warnings in force 6/3/01: 006/01, 018/01, 025/01.
025 and 026 received.

025 ARABIA. Ra's Tannūrah Approaches. Chart BA 2886. Shutaya Light Float (D7422) 26°42'·6N 50°50'·3E replaced by Safe Water pillar light-buoy LFl.10s Racon Mo(T).

(10) Navarea X (Australia, New Guinea) 11th Week 15/3/01.

Edited Navarea X warnings in force 6/3/01: 020/00.
010 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 11th Week 15/3/01.

Edited Navarea XI warnings in force 6/3/01: NIL.
078 to 089 received.

(12) Navarea XII (NE Pacific) 11th Week 15/3/01.

Edited Navarea XII warnings in force 6/3/01: 415/00.
073 to 076 received.

(13) Navarea XIII (NW Pacific) 11th Week 15/3/01.

Edited Navarea XIII warnings in force 6/3/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 11th Week 15/3/01.

Edited Navarea XIV warnings in force 6/3/01: NIL.
039 and 043 to 045 received, 042 missing.

(15) Navarea XV (SE Pacific) 11th Week 15/3/01.

Edited Navarea XV warnings in force 6/3/01: NIL.
007 received.

(16) Navarea XVI (E Pacific) 11th Week 15/3/01.

Edited Navarea XVI warnings in force 6/3/01: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 11th Week 15/3/01.

Edited Hydropacs in force 6/3/01: 1272/99, 1842/00, 114/01, 117/01, 155/01, 182/01, 300/01, 347/01.
330 to 354 received.

334 Cancelled. Cancel U.S. Special Warning 105 - Southern Red Sea Islands.

347 SOUTH PACIFIC OCEAN. Debris from the de-orbiting *Mir* Space Station is predicted to impact between 08 and 18 Mar in area bounded by 53°00'S 175°00'W, 23°00'S 175°00'W, 23°00'S 132°00'W, 30°00'S 127°00'W, 30°00'S 090°00'W and 53°00'S 090°00'W. Cancel this message 192359z Mar 01.

(18) Hydrolants (Atlantic, Mediterranean) 11th Week 15/3/01.

Edited Hydrolants in force 6/3/01: 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, 470/01 .
686 to 756 received.

III

SPECIAL WARNING NUMBER 116 PAKISTAN

1. Mariners calling on Pakistan are advised that levels of sectarian and factional violence remain high. Karachi, the main port, continues to be affected by politically motivated killings.
 2. On March 8 1995, unknown assailants opened fire on an official U.S. Consulate shuttle in Karachi, killing two embassy employees and wounding a third.
 3. Anti-American sentiment can be provoked easily and spontaneously in response to international events that radicals misconstrue as directed against Islam. For example, the UN Resolution on sanctions against Afghanistan resulted in sporadic anti-American protests.
 4. Port facilities and vessels may offer targets of opportunity for terrorist attacks. U.S. mariners are advised to exercise heightened awareness and prudent security precautions when in Pakistani ports and waters.
 5. Cancel Special Warning 102.
- (Issued 5 Mar 2001)

SPECIAL WARNING NUMBER 117 ALGERIA

1. Due to the potential for domestic unrest and anti-foreign violence, U.S. mariners are advised to exercise extreme caution when in Algerian waters. Although there has only been one attack against foreigners since 1997, the level of risk in Algeria remains high.
 2. Attacks against maritime vessels in Algerian ports have already taken place several years ago. The U.S. Embassy in Algiers specifically identifies ports, railway stations and trains, and airline terminals as terrorist targets. Commercial shipping should remain on maximum alert when in Algerian waters and maintain adequate security precautions.
 3. The Department of State recommends that U.S. citizens evaluate carefully the implications for their security and safety before deciding to travel to Algeria, and that Americans in Algeria whose circumstances do not afford them effective (armed) protection depart the country. Americans arriving in the country should not disembark and travel within the country without adequate, including armed, protection immediately upon arrival.
 4. Cancel Special Warning 103.
- (Issued 5 Mar 2001)

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

There were no Section IV Notices issued in Week 10/01

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

Lagos — Entrance channel; SPM

291

L 8–10 Existing Supplement amendment *Replace by:*

Fairway Light–buoy (safe water), at the S end of the entrance channel, is moored 1½ miles SSE of West Mole Light. A wreck, with a least depth of 10 m over it, marked by a yellow buoy, lies in position 6°20′.1N, 03°23′.1E.

L 19 *Replace by:*

These lights in line lead through the channel, marked by buoys and light–buoys (port and starboard hand), across the...

R 10 *Insert:*

Single Point Mooring

12.56a

An SPM is situated about 2½ miles SW of West Mole Light in position 06°21′.9N, 03°21′.9E. A light is shown and a submarine pipeline extends NNE from the SPM to the shore in the vicinity of 06°23′.8N, 03°22′.6E.

A **restricted area**, radius 3 miles, surrounds the SPM.

m.v. *Caribbean Challenger* and Capt. M Valcic
(HH. 440/410/02) [11/01]

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

Chilean Waters — Pilotage

174

L 38 *Insert:*

Pilotage

5.2a

See 1.30 for regulations.

United Kingdom Hydrographic Office
(HH. 078/087/02) [11/01]

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

Coos Bay — Anchorages

358

R 29–31 *Delete*

US Coast Pilot 7
(HH. 612/450/03) [11/01]

NP 20 Baltic Pilot Volume III (2000 Edition)

**Finland – Gulf of Finland and Saaristomeri —
Restricted areas**

11

Paragraph 1.67 *Replace by:*

Restricted areas

1.67

- 1 Certain areas in Finnish waters are designated by the territorial supervisory authorities (military, frontier guard, police, customs, navigation and aviation authorities) as restricted areas. Regulations for these areas prohibit landing or approaching the shore closer than 100 m in the vicinity of military areas, and require that permission is obtained for the following activities:

Scuba diving or underwater activity;

Fishing using tackle either dragged along the seabed or anchored;

Anchoring outside authorised anchorages except in emergency. This restriction does not apply to pleasure craft of less than 24 m in length.

The limits of the restricted areas, and addresses of the authorities granting permission for these activities are listed in Appendix II.

113

Paragraph 4.9 *Replace by:*

Restricted areas

4.9

- 1 Several areas amongst the islands and port approaches have been declared restricted by the Authorities for defence purposes. The areas, in which landing or approaching the coast within 100 m is forbidden, and to which other restrictions apply, are shown on the charts.

For details see 1.67 and Appendix II.

159

Paragraph 5.10 *Replace by:*

Restricted areas

5.10

- 1 Several areas amongst the islands and port approaches have been declared restricted by the Authorities for defence purposes. The areas, in which landing or approaching the coast within 100 m is forbidden, and to which other restrictions apply, are shown on the charts.

For details see 1.67 and Appendix II.

167

Paragraph 5.61 *Replace by:*

- 1 Restricted areas are established in the approaches to Kotka and Hamina, as shown on the chart. See 5.10.

IV

183

Paragraph 5.177 *Delete*

197

Paragraph 6.7 *1 Replace by:*

- ¹ Several areas within the area covered by this chapter have been declared restricted by the Authorities for defence purposes. The areas, in which landing or approaching the coast within 100 m is forbidden, and to which other restrictions apply, are shown on the charts.

For details see 1.67 and Appendix II.

247

Paragraph 7.2 *Delete*

256

Paragraph 7.77 *Delete*

287

Paragraph 7.278 *Delete*

Appendix II — Finland — Restricted Areas

494 – 495

Finland — Restricted Areas *Replace by:*

Two pages at the end of this week's notices.

Finland 2/21/00

(HH. 320/400/02) [11/01]

NP 40 Irish Coast Pilot (2000 Edition)

Foynes Harbour — Leading lights

290

Paragraph 9.147 *2 to 4 Replace by:*

- ² **Leading lights:**
Front light (grey metal column, 33 m in height) (52°36'·8N, 9°06'·1W) on East Pier.
Rear light (grey metal column, 38 m in height). (1½ cables from front).
The alignment (108°) of these lights leads through the West Channel to the berths at Foynes.

Shannon Foynes Port Company

(HH. 292/470/03) [11/01]

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

Akita Oil Storage East — Leading lights

149

L 20 *Delete*

L 21 Existing Supplement amendment *Add:*

Leading beacons:

Front beacon (blue triangle, point up, on blue beacon) (39°51'·8N, 139°51'·6E).

Rear beacon (similar structure) (about 130 m NNW from the front beacon).

The alignment (338°) of these beacons leads towards the sea berth.

Japanese Notice 5/166/01

(HH. 563/520/03) [11/01]

NP 42A Japan Pilot Volume II (1979 Edition) — Supplement 9–1997

Kōchi Kō to Muroto Saki — Measured distance

176

L 36–39 Including Supplement amendment *Delete*

Japanese Notice 5/170/01

(HH. 565/400/04) [11/01]

NP 57B Norway Pilot Volume IIB (1979 Edition) — Supplement 10–1999

Stokksundset — Bridge established

202

L 68 *After ENE Insert:*

A **bridge**, with a vertical clearance of 30 m, spans the channel between Kirkholmen and Stokkøya.

Norwegian Notice 3/152/01

(HH. 310/510/02) [11/01]

NP 64 Red Sea and Gulf of Aden Pilot (1980 Edition–Revised 1987) — Supplement 5–1998

Al Mukhā — Wreck

227

R 50 Including existing Supplement amendment *Add:*

A stranded wreck (13°19'·8N, 43°13'·1E) lies close E of No 2 Light–buoy.

m.v. *Ocean Seeker*

(HH.481/420/02) [11/01]

NP 69A East Coasts of Central America and Gulf of Mexico Pilot (1993 Edition) — Supplement 2–1999

Sabine Pass Approaches — Fairway anchorages

166

R 21 *Replace by:*

North anchorages in mid–positions 29°25'N, 93°38'W, and 29°25'N,...

U.S. Notice 7/11332/01

(HH. 615/430/07) [11/01]

IV

APPENDIX II

FINLAND — RESTRICTED AREAS (See 1.67)

Gulf of Finland			6	Santahamina	Charts 2224, 1080, 2248
1	Haapasaari	Charts 1089, 2248, 2264		60°08′·61N, 24°59′·83E	
	60°15′·08N, 27°04′·50E			60°07′·45N, 24°59′·42E	
	60°12′·25N, 27°04′·49E			60°07′·44N, 25°03′·84E	
	60°12′·24N, 27°14′·56E			60°08′·37N, 25°05′·40E	
	60°18′·77N, 27°14′·61E			60°08′·63N, 25°05′·45E	
	60°18′·78N, 27°11′·19E			60°09′·00N, 25°05′·48E	
	60°17′·41N, 27°08′·64E			60°09′·42N, 25°03′·81E	
	60°17′·29N, 27°08′·00E			60°09′·47N, 25°03′·14E	
	60°16′·06N, 27°06′·13E		7	Isosaari	Charts 2224, 1080, 2248
2	Kirkonmaa	Charts 1089, 2248, 2264		60°06′·68N, 25°04′·92E	
	60°22′·74N, 26°57′·10E			60°06′·65N, 25°00′·82E	
	60°21′·20N, 26°57′·40E			60°06′·25N, 25°00′·42E	
	60°21′·11N, 27°05′·58E			60°04′·67N, 25°01′·89E	
	60°24′·15N, 27°05′·59E			59°58′·61N, 24°59′·96E	
	60°24′·87N, 27°03′·30E			59°58′·73N, 25°08′·26E	
	60°24′·94N, 27°02′·51E			60°05′·47N, 25°07′·88E	
	60°24′·60N, 27°02′·29E		8	Miessaari	Charts 1080, 2248
	60°24′·68N, 27°01′·54E			60°08′·28N, 24°47′·72E	
	60°24′·37N, 27°00′·33E			60°07′·93N, 24°47′·83E	
3	Orregrund	Charts 1088, 2248		60°07′·65N, 24°47′·05E	
	60°16′·77N, 26°24′·66E			60°07′·70N, 24°46′·60E	
	60°12′·73N, 26°24′·71E			60°07′·83N, 24°46′·48E	
	60°10′·25N, 26°26′·69E			60°08′·08N, 24°46′·78E	
	60°10′·31N, 26°39′·28E			60°08′·28N, 24°47′·40E	
	60°16′·75N, 26°28′·98E		9	Rysäkari	Charts 2224, 1080, 2248
4	Vaarlahti	Charts 1083, 2248		60°06′·20N, 24°50′·30E	
	60°12′·34N, 25°34′·36E			60°06′·05N, 24°50′·57E	
	60°10′·69N, 25°34′·42E			60°05′·83N, 24°49′·97E	
	60°10′·85N, 25°40′·02E			60°06′·12N, 24°49′·50E	
	60°12′·39N, 25°38′·50E		10	Katajaluoto	Charts 2224, 1080, 2248
5	Pirttisaari	Charts 1083, 2248		60°06′·23N, 24°55′·18E	
	60°09′·36N, 25°25′·98E			60°06′·15N, 24°55′·60E	
	60°09′·27N, 25°27′·05E			60°05′·67N, 24°54′·92E	
	60°08′·95N, 25°29′·02E			60°05′·83N, 24°54′·45E	
	60°10′·10N, 25°28′·21E				
	60°10′·38N, 25°27′·05E				
	60°10′·22N, 25°26′·17E				
	60°09′·91N, 25°25′·76E				

IV

APPENDIX II

11	Upinniemi	<i>Charts 1079, 2241, 2248</i>	59°46′.83N, 22°21′.50E 59°47′.63N, 22°21′.41E 59°48′.00N, 22°21′.53E 59°50′.25N, 22°21′.88E 59°50′.60N, 22°20′.67E
			59°46′.20N, 24°05′.18E 59°48′.70N, 24°26′.59E 59°56′.27N, 24°23′.91E 59°56′.26N, 24°22′.66E 59°55′.65N, 24°21′.22E 59°56′.25N, 24°19′.86E 60°00′.20N, 24°22′.97E 60°01′.00N, 24°23′.43E 60°01′.72N, 24°23′.10E 60°02′.51N, 24°22′.44E 60°02′.79N, 24°21′.74E 59°58′.76N, 24°09′.85E 59°57′.09N, 24°03′.66E 59°56′.13N, 24°01′.06E 59°55′.70N, 24°00′.24E 59°55′.02N, 24°04′.37E 59°54′.18N, 24°06′.64E
12	Hästö Busö	<i>Chart 2241</i>	59°50′.67N, 23°18′.86E 59°50′.02N, 23°19′.07E 59°49′.62N, 23°20′.60E 59°49′.90N, 23°21′.42E 59°50′.55N, 23°21′.51E
13	Hanko	<i>Charts 3443, 3437, 2241</i>	59°46′.92N, 22°55′.13E 59°38′.38N, 22°55′.09E 59°39′.12N, 23°12′.20E 59°43′.58N, 23°12′.88E 59°45′.03N, 22°57′.68E 59°45′.76N, 22°57′.54E 59°46′.79N, 22°59′.96E
<i>Saaristomeri</i>			
14	Kemiö	<i>Charts 3443, 2297, 2241</i>	60°09′.96N, 22°25′.09E 60°06′.82N, 22°21′.76E 60°06′.21N, 22°24′.46E 60°06′.58N, 22°26′.86E 60°06′.76N, 22°27′.48E 60°09′.17N, 22°32′.88E 60°09′.61N, 22°33′.01E 60°10′.30N, 22°32′.74E
15	Örö	<i>Charts 2297, 2241</i>	59°50′.55N, 22°15′.25E 59°45′.38N, 22°14′.04E 59°41′.27N, 22°14′.63E 59°41′.54N, 22°22′.16E 59°45′.51N, 22°21′.61E
16	Utö	<i>Charts 3441, 2297, 2241</i>	59°48′.46N, 21°20′.05E 59°46′.54N, 21°20′.21E 59°41′.55N, 21°20′.08E 59°42′.00N, 21°29′.94E 59°45′.47N, 21°29′.93E 59°47′.62N, 21°29′.94E
17	Gyltö	<i>Charts 3441, 2297</i>	60°06′.55N, 21°26′.63E 60°05′.50N, 21°27′.98E 60°06′.02N, 21°31′.76E 60°07′.63N, 21°31′.47E 60°08′.34N, 21°30′.99E 60°08′.59N, 21°29′.55E 60°08′.01N, 21°28′.87E
18	Houtskär	<i>Charts 3439, 2297</i>	60°12′.81N, 21°27′.94E 60°12′.85N, 21°29′.93E 60°13′.43N, 21°30′.09E 60°13′.68N, 21°29′.78E 60°13′.69N, 21°28′.62E 60°13′.76N, 21°28′.30E 60°13′.70N, 21°27′.44E 60°13′.47N, 21°27′.35E
19	Pansio	<i>Charts 3436, 3439, 2297</i>	60°26′.88N, 22°06′.66E 60°25′.75N, 22°07′.05E 60°25′.89N, 22°09′.37E 60°26′.00N, 22°09′.44E 60°27′.17N, 22°08′.84E

Applications for permission to engage in restricted activities in these areas should be submitted to the authorities as follows:

Areas 1 to 3	Kotka Coastal Command HQ, Operations Branch, PL 203, 48101 Kotka.
Areas 4 to 13	Gulf of Finland Naval Command, Operations Branch, PL 5, 02471 Upinniemi.
Areas 14 to 19	Archipelago Sea Naval Command, Operations Branch, PL 5, 29241 Turku.

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume B, 2000. Weekly Edition No. 11, Dated 15th March, 2001.

Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

0262	- Eendrachtpolder. Ldg Lts 074° 30'. Front	51 21·4 3 54·3	Oc WRG 5s	9	W 8 R 6 G 5	White mast, black bands 5	<i>ec 1.</i> R045°-064·5°(19·5°), W064·5°-077°(12·5°), G077°-221°(144°), W221°-228°(7°), R228°-250°(22°), W250°-045°(155°). Shown by day only *
0262·1	-- Rear. 283m from front	51 21·5 3 54·6	Oc W 5s	18	6	White post, green bands 18	<i>ec 1.</i> Synchronised with front *
0282	- Schore. Ldg Lts 021° 30'. Front	51 27·2 3 59·5	Oc WRG 4s	10	W 4 R 4 G 4	White structure with red bands 4	<i>ec 1.</i> R300°-331°(31°), W331°-358·5°(27·5°), G358·5°-020°(21·5°), W020°-023°(3°), R023°-046°(23°), G046°-076·5°(30·5°), W076·5°-092·5°(16°), R092·5°-112°(19·5°). Shown by day only * *
0282·1	--- Rear. 480m from front	51 27·5 3 59·7	Oc W 4s	19	...	Red metal mast, white bands 20	Synchronised with front *
4038·3	- Ripleviki. Ldg Lts 134°30'. Front	60 35·8 5 06·9	F R	28	...	Lantern on post 23	Vis 130·5°-138·5°(8°) * *
4038·31	--- Rear. 1·6M from front	60 35·7 5 07·1	F R	35	...	Lantern on post	Vis 130·5°-138·5°(8°) * *

Volume C, 2000. Weekly Edition No. 11, Dated 15th March, 2001.

Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

0735	Tylögrund	56 38·2 12 42·2	LFl(3)WRG 30s	22	W 16 R 13 G 12	Red tower, white top 23	<i>fl 3, ec 3, fl 3, ec 3, fl 3, ec 15.</i> R141°-274°(133°), G274°-294°(20°), W294°-141°(207°), R141°-274°(133°). Helicopter landing platform. VQ R 36m 3M shown 3M NNW when firing is taking place. Also shown by day 1/11-31/3. Unreliable (T) 2000. LFl(3)WRG 30s 22m W9M, R7M, G6M (P) 2001 (P) 2001
-	*	...	Fl W 3s	...	2	Same structure	*
2945	- W Breakwater. Head	54 46·2 17 33·0	Q(9)W 15s	...	...	...	Vis 025°-180°(155°)
---	*	...	Iso G 4s	...	...	...	Vis 180°-025°(205°)
*	*	*	*	*	*	*	*

V

Volume C *continued.*

3369	- Timber Harbour South. Ldg Lts 161°42'. Front. (Malku Ilankos Pietinis)	55 38·9 21 09·5	F WRG	21	W 3 Red □, white stripe, on red R 2 metal framework tower G 2 16	<i>ec 1, lt 1, ec 1, lt 5.</i> G158·1°-159·6°(1·5°), W159·6°-161·6°(2°), R161·6°-163°(1·4°). Shown 24 hours
		*	*		*	
6037·4	- Tjuvholmen. W side	62 23·2 17 22·4	Q WRG	4	W 10 White lantern R 7 G 6	G320·5°-325·5°(5°), W325·5°-331°(5·5°), R331°-035°(64°), G035°-102·5°(67·5°), W102·5°-111·5°(9°), R111·5°-125°(13·5°). Shown 20/7-20/5
						*
6678·5	- Farstanäs	59 05·8 17 39·9	Fl(3)WRG 9s	5	W 4 Lantern on white hut R 3 G 2	G277°-340°(63°), W340°-345°(5°), R345°-025°(40°)
			*			*
7306	- Blå Jungfrun. E side	57 15·1 16 48·2	LFl WR 8s	12	W 8 White tower, grey conical R 6 base 9	<i>fl 2.</i> W169°-016·5°(207·5°), R016·5°-029·5°(13°). TE 2001
						*

Volume D, 2000. Weekly Edition No. 11, Dated 15th March, 2001.
Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

1586	- Somos	43 28·4 5 05·0	Fl(2+1)W 12s	113	25 10-sided tower on dwelling 8	<i>fl 0·4, ec 1·2, (fl 0·4, ec 4·8) x 2</i>
			*			*
1698·2	--- NE Head	43 28·3 8 15·7	Q R	11	1 Mast 8	
			*			
2498	Punta Malabata	35 49·1 5 44·8	Fl W 5s	77	22 White square tower on white dwelling 18	<i>fl 0·7.</i> TE 2001
						*
2522	- N Breakwater. Head	35 12·2 6 09·3	Oc(4)W 15s	16	17 ...	<i>ec 5·5, lt 2, (ec 0·5, lt 2) x 3.</i> TE 2001
		... *	Horn(4) 60s *			*
2616·6	Cap Nun. (Cap Drâa)	28 40·5 11 07·5	Fl(2)W 10s	85	25 White metal pylon, black bands 30	Reserve light 16M
				*		*
2826·86	--- Muelle Ribera	28 27·4 16 14·8	Fl R 5s	7	2 Red column	<i>fl 0·5</i>
			*			*

V

Volume E, 2000. Weekly Edition No. 11, Dated 15th March, 2001.

Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

0014	ODAS 3002	36 14·8 5 01·2	Q(5)Y 20s	...	3 Yellow buoy 4	(fl 0·5, ec 0·5) x 4, fl 0·5, ec 15·5
*	*	*	*	*	*	*
0056·6	-- Dique de Poniente. Head	36 30·4 4 53·3	Fl R 4s	6	2 Red truncated pyramidal tower 4	
	*		*		*	*
0071	- Dique de Levante. Head	36 42·9 4 20·7	Oc G 3s	7	4 White truncated tower, green top 4	Iso W 6s (T) 2001
					*	*
0071·2	- Dique de Poniente. Head	36 42·9 4 20·7	Iso R 2s	7	3 White truncated tower, red top 4	
			*		*	
0074	Punta de Torrox	36 43·7 3 57·4	Fl(4)W 15s	29	20 White conical tower and dwelling 23	(fl 0·3, ec 2·2) x 3, fl 0·3, ec 7·2. Fl(4)W 19s (T) 2001
						*
0105	ODAS 7002	36 34·2 2 20·0	Q(5)Y 20s	...	3 Yellow buoy 4	(fl 0·5, ec 0·5) x 4, fl 0·5, ec 15·5
*	*	*	*	*	*	*
0110·5	- Jetty. Head	37 10·4 1 49·1	Q(3)W 10s	4	4 ⬠ on black beacon yellow band 3	TE 2001
	*				*	*
0112·5	Villaricos. Balsa. Breakwater. Head	37 14·8 1 46·1	Fl(4)G	5	5 Green tower 3	
*	*	*	*	*	*	*
0112·51	-- Outer Breakwater. Head	37 14·8 1 46·1	Fl(4)R	5	3 Red tower 3	
*	*	*	*	*	*	*
0113·1	-- Outer Breakwater. Centre	37 15·1 1 46·0	Fl(2)R	...	3 Red support	
*	*	*	*	*	*	*
0113·2	- Breakwater	37 15·1 1 46·0	Fl(4)G 10s	1	3 Grey concrete post	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 3·5. Fl(3)G (T) 2001
						*
0140·3	-- E Beacon	37 44·5 0 43·3	Fl G 2·5s	4	3 Concrete column	fl 0·5
			*			*
0140·4	-- W Beacon	37 44·4 0 43·4	Fl R 2s	4	3 Concrete column	fl 0·5
			*			*

V

Volume E *continued.*

0140-5	- Recalada Mar Mentor. Dique Norte	37 45-1 0 44-6	Fl R 2s	7	3	Concrete tower	<i>fl 0-5</i>	
			*					*
0140-6	-- Dique Sur	37 45-0 0 44-6	Fl G 2s	7	3	Concrete tower	<i>fl 0-5</i>	
			*					*
LA ISLETA								
0140-7	- Breakwater. Head	37 39-0 0 43-3	Iso R 25s	...	...	Grey mast	5	
	*		*				*	
0140-72	-	37 38-9 0 43-2	Iso G 25s	...	...	Grey mast	5	
			*				*	
0140-75	- Breakwater. Head	37 38-7 0 45-6	F G	5	...	White round tower with green bands	4	
*	*	*	*	*	*	*	*	*
0140-8	---	37 38-8 0 45-6	F R	5	...	White round tower with red bands	4	
							*	
0140-9	- Breakwater. Head	37 39-3 0 47-0	Iso R 5s	5	...	White round tower with red bands	3	
	*		*				*	
0140-92	-- Elbow	37 39-2 0 47-0	F R	4	...	Grey post	4	
	*	*					*	
0140-95	-- Head	37 39-2 0 47-0	Oc G 3-5s	5	...	White round tower with red bands	3	<i>ec 1-5</i>
*	*	*	*	*	*	*	*	*
CLUB REGATAS LOS URRUTIAS								
0140-97	- Dique de Levante. Head	38 40-7 0 49-2	F G					
*	*	*	*	*	*	*		*
0140-972	- Breakwater. Head	38 40-7 0 49-3	F R					
*	*	*	*	*	*	*		*
0141-3	Los Alcazares. Yacht Club. E Mole. Head	37 44-1 0 50-8	Fl(3)G 16-5s	...	4	White square tower, green top	<i>(fl 1, ec 2), x 2, fl 1, ec 9-5</i>	
			*					*
0141-4	-- S Mole. Head	37 44-2 0 50-9	Fl(2)R 14s	...	4	White square tower, red top	<i>fl 1, ec 2-5, fl 1, ec 9-5</i>	
						*		*

V

Volume E *continued.*

0253	- PUERTO DE LA SABINA. Dique de Abrigo. Head	38 44·2 1 25·2	Fl(2)G 6s	11	3	Green $\triangle$ on column on white tower	<i>fl 0·5, ec 1·5, fl 0·5, ec 3·5</i>
	*		*		8		*
0253·2	-- Fishing Harbour. Jetty. Head	38 44·1 1 25·2	Fl(4)R 15s	5	1	Red round tower	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 8·5</i>
	*		*		3		*
0296	- Cabo Formentor	39 57·7 3 12·8	Fl(4)W 20s	210	21	White tower and dwelling	<i>(fl 0·2, ec 3·1) x 3, fl 0·2, ec 9·9.</i> Vis 085°-006°(281°)
					22		*
0314·2	- Isla de na Guardia	39 18·7 3 00·0	Fl(4)G 12s	7	5	White tower, green top	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 5·5</i>
					5		*
0314·4	- PUERTO DEPORTIVO DE CAMPOS. Espigón. Head	39 19·0 3 00·0	Fl(4)R 10s	5	3	Red $\square$ on red column on white hut	<i>(fl 0·5, ec 1) x 3, fl 0·5, ec 5</i>
			*		5		*
0314·6	-- Contradique. Head	39 19·0 2 59·9	Fl G 3s	4	1	Green column on white hut	<i>fl 1</i>
						*	
0315	- Punta Puntassa	39 18·8 2 59·7	Fl(3)W 10·5s	18	7	White round tower, black bands	
					12		*
0368	<i>ODAS 2002</i>	39 43·0 4 25·5	Q(5)Y 20s	...	3	Yellow buoy	Ra refl
					4		
*	*	*	*	*	*	*	*
0374	-- Dique de Abrigo. Head	40 36·4 0 36·3	Fl(2)R 8s	8	6	Red truncated pyramidal tower	<i>fl 1, ec 1·5, fl 1, ec 4·5</i>
					5		*
0374·41	- Marine farm. No 1	40 37·1 0 37·0	VQ(6)+LFl W 10s	...	2	∇ on black beacon yellow top	
*	*	*	*	*	*	*	*
0374·42	-- No 2	40 37·1 0 38·3	VQ(6)+LFl W 10s	...	2	∇ on black beacon yellow top	
*	*	*	*	*	*	*	*
0374·43	- No 3	40 37·5 0 40·1	VQ(6)+LFl W 10s	...	2	∇ on black beacon yellow top	
*	*	*	*	*	*	*	*
0381·5	- Dique de Levante. Head	40 52·7 0 48·2	Fl(4)G 12s	17	7	Green square metal tower, white hut	<i>(fl 0·5, ec 1) x 3, fl 0·5, ec 7</i>
			*		10		*

V

Volume E *continued.*

0392·1	- Lifting Bridge. W side. S Head	41 06·4 1 14·6	Fl(3)R 9s	4	1	Red mast	2	(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5. Traffic signals on the bridge
	*	*		*	*	*	*	*
0392·105	--- Centre	41 06·4 1 14·6	Fl(4)R 11s	4	1	Red mast	2	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5
	*	*	*	*	*	*	*	*
0392·11	--- N Head	41 06·5 1 14·7	Fl(3)R 9s	5	1	Red post	1	(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5
	*						*	*
0392·12	-- E side. S Head	41 06·4 1 14·7	Fl(4)G 11s	4	1	Green mast	2	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5
	*	*		*	*	*	*	*
0392·125	--- Centre	41 06·4 1 14·7	Fl G 5s	4	1	Green mast	2	fl 0·5
	*	*	*	*	*	*	*	*
0392·13	--- N Head	41 06·5 1 14·7	Fl(4)G 11s	5	1	Green mast	1	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5
	*	*		*	*	*	*	*
0466·7	- MARINA DE PALAMÓS. Dique de Abrigo. Head	41 50·7 3 08·2	Fl(4)G 10s	11	5	Green tower	8	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 3·5. TE 2001
	*							*
0529	- Digue SW. Head	43 14·7 3 18·1	Fl(4)W 15s	9	9	Aluminium structure, red top	6	(fl 1, ec 1·5) x 3, fl 1, ec 6·5
			*					*
0778	- N Jetty. Head	43 16·4 6 38·0	Oc(2)WR 6s	15	W 14 R 11	Tower, red top	16	ec 1, lt 1, ec 1, lt 3. W228°-245°(17°), R245°-228°(343°)
	*	*		*	*	*	*	
0875	- Perduto Rock	41 22·0 9 19·0	Q(3)W 10s	16	11	⚓ on black beacon, yellow band	28	Ra refl. TE 2001
								*
4351	- Néa Stíra. Pier. Head	38 10·8 24 12·4	Fl G 3s	7	3	Metal framework with gallery, metal column and green band		fl 0·3
	*		*	*		*	*	*
5124	Kinburnski Dopolnitel'nyy. NW end	46 34·6 31 30·8	Fl W 3s	9	7	Black framework tower	8	fl 1. Ra refl
								*
5255	Ostrov Dzharylgach	46 00·8 33 04·0	Fl R 5s	...	11			
			*					*

V

Volume E *continued*.

5342·1	--- Rear. 1M from front	45 01·3 35 22·7	F R	...	10	
						*
5689·2	<i>Remove from List</i>					
6762	- NE Breakwater. Centre of head	35 17·4 2 55·4	Fl G 4s	13	4 Dark grey masonry tower	fl 1
	*			*	*	

Volume F, 2000. Weekly Edition No. 11, Dated 15th March, 2001.

Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

0355	- Jakhāu	23 14·4 68 36·3	Fl W 10s	46	18 White round concrete tower, red bands	fl 0·3. Racon
					41	*
0357	- Mandvi	22 49·8 69 20·8	Fl(3)W 30s	37	22 White masonry tower, red bands, on fort	(fl 0·3, ec 5·6) x 2, fl 0·3, ec 17·9. Racon
					31	*
0364	Mundra New Port	22 45·8 69 42·4	Fl W 3s	5	5 White concrete tower	fl 0·5. Withdrawn (T) 2001
					7	*
0376	Bedi Bandar	22 33·0 70 01·9	Fl(2)W 10s	18	9 White metal framework tower	fl 0·5, ec 1·5, fl 0·5, ec 7·5
					12	*
0449	- PERIGEE Lt V	21 42·1 72 18·4	Fl W 7s	12	8 Red hull	Ra refl. Q W riding light
	--	...	Bell			*
		*				*
0754·4	Amini Island	11 06·7 72 43·2	Fl W 15s	33	11 Black metal framework tower, white bands	fl 0·5
					30	*
1378	Pulau Pandang	3 25·5 99 45·5	Fl W 5s	63	15 White metal framework tower	fl 1
					12	*
1879	Pulau Datu	0 07·6 108 36·7	Fl(3)W 9s	62	15 White framework structure	(fl 0·8, ec 1·2) x 2, fl 0·8, ec 4·2. Vis 190°-030°(200°). TE 2001
					30	*
1993·2	- Karang Alert	4 09·0 118 15·2	Q(6)+LFl W 15s	...	5	... TE 2001
						*

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Volume F *continued.*

2196	- Jolo, Mole. Near head. (PCG)	6 03:5 120 59:9	Fl R 5s	18	18	White metal framework tower 16	Vis 071°-207°(136°). TE 2001. F R on water tower 37m SE. 2 F R (vert) on radio mast 0·8M SSE	*
2298	- Bantayan (PCG)	11 11:0 123 42:8	Fl(2)G 10s	11	11	White concrete tower 10	Vis 355°-150°(155°). TE 2001	*
2345	- Bonbonon Point (PCG)	9 02:5 123 00:9	Fl(3)W 15s	...	...	...	TE 2001	*
2463	Daram Island, N Point	11 44:2 124 42:8	Fl W 5s	...	...	...	TE 2001	*
2466	- Cabilison Island (PCG)	11 53:5 124 16:6	Fl W 10s	70	17	White hexagonal tower 10	<i>fl 0-25.</i> Obscured by Almagro, Maripipi and Tagapula Islands. TE 2001	*
2675	- Kalaklan Point (PCG)	14 49:5 120 16:0	Fl G 6s	23	...	White concrete tower 10	<i>fl 1.</i> Intens 11M bearing 051°. R and W lights on tower 1·3M E. F R lights on tower 5·6M E. F R lights on radio tower 0·83M SE. F R lights Reported TE 2001	*
2809	Prieto Diaz (PCG)	13 02:5 124 11:7	Fl W 15s	...	...	...	TE 2001	*
3320·5	- Beihai Xingang, Ldg Lts 130°. Front	21 28:4 109 03:9	F R	22	2	23 * *		
3349	Jinmu Jiao (Chin-mu Chiao)	18 09:6 109 34:4	Fl W 10s	72	22	White round concrete tower 18	<i>fl 0-2.</i> Reserve light Fl W 10s 15M. Racon	*
4068·2	Datuozi	39 15:1 122 43:9	Fl W 4s	44	7	White round concrete tower 6	<i>fl 0-5</i>	
*	*	*	*	*	*	*		*
4076	Dengta Shan. Dalu Dao	39 44:9 123 45:2	Fl W 5s	79	17	White metal tower, red bands 7		
*	*	*	*	*	*	*		*
4171·5	- Dolphin	37 26:5 126 35:7	Fl(4)Y 8s	7	7	Yellow metal post 4		
*	*	*	*	*	*	*		*
4660·8	- S Inner Breakwater	24 17:2 120 30:2	Fl R 3s	11	9	Red round concrete tower 10	<i>fl 0-5.</i> TE 2001. Fl R 3s 7M (T) 2001	*

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Volume F *continued.*

6482	- Ichino Shima. Breakwater. Head	35 44·9 140 51·4	Iso W 6s	15	14	White tower 16	4 F Y, F R and F G on Bridge 1·7M W
			*	*			
6483	- W Breakwater. Head	35 44·9 140 51·6	FFl R 4s	12	F 6 Fl11	Red square metal framework tower 8	G light 215m NNE
			*	*	*		
7280·35	-	35 39·3 134 40·2	Fl G 3s	14	6		
*	*	*	*	*	*	*	*
7538	Ostrov Trambetskogo	42 50·4 132 32·3	Fl W 3s	20	9	White 8-sided stone tower 6	fl 0·5. Ra refl
				*		*	*
7573	Bugristyy	42 42·5 133 11·9	Fl(3)R 10s	118	14	Red round column with platform 8	(fl 0·1, ec 1·2) x 2, fl 0·1, ec 7·3. Vis 210°-075°(225°). Ra refl
							*
7940	Katangli	51 44·6 143 18·4	Fl W 5s	...	7	...	TE 2001
							*
8102·1	- Eastwards	54 45·0 162 08·0	Fl W 6s	...	10		*
							*
8160	Mys Geka	64 24·9 178 14·9	Fl(3)W 10s	...	15		*
		*					*
8164	Mys Nikolaya. Ldg Lts 073°. Front	64 38·1 178 14·4	Fl W 3s	...	9		*
		*					*
8164·1	-- Rear. 2·1M from front	64 38·8 178 19·1	F W	...	11		*
		*					*
8164·5	Ldg Lts 298·2°. Front	64 39·3 178 04·4	Iso W 2s	...	13		*
		*					*
8164·6	- Rear	64 39·5 178 03·7	F W	...	13		*
		*					*
8165	Mys Salomatora	64 38·3 178 00·6	Fl R 6s	...	4		*
							*
8166·5	Mys Konstantina	64 40·8 177 49·2	LFl W 5s	...	9		*
							*

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Volume F *continued.*

8169-5	Zaliv Kresta. Mys Kangynin	65 54-6 178 53-1	Fl W 5s	...	9			*
8169-7	-	66 11-2 179 01-9	Fl W 4s	...	7			*
8169-9	-	66 11-6 179 12-2	Fl W 3s	...	9	...	Vis146°-020°(234°)	*
8170	-- Mys Opasnyy	66 15-9 179 09-9	Fl R 3s	...	4			*
8170-5	-- Zgvekinot. Pier. Head	66 18-8 179 06-8	Fl R 6s	...	3			*
8171	-- Mys Pilotov	66 15-1 179 06-7	Fl G 3s	...	2			*
8171-5	-- Bukhta Zgvekinot. Ldg Lts 182-2°. Front	66 15-0 179 06-3	Q W	...	10			*
8171-51	---- Rear	66 14-8 179 06-3	Iso W 2s	...	9			*
8171-7	--- Ldg Lts 030-9°. Front	66 18-3 179 03-0	Fl W 3s	...	10			*
8171-71	---- Rear, 420m from front	66 18-5 179 02-7	F W	...	10			*

Volume G, 2000. Weekly Edition No. 11, Dated 15th March, 2001.

Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

0090	- Araçagi	2 27-0 44 08-9	Fl(4)W 10s 182 240	90	33	Black and white chequered square tower 40	(fl 0-3, ec 1-8) x 3, fl 0-3, ec 3-4. Racon	*
0353-5	<i>Remove from List</i>							
0498	- Praia do Boqueirão. Ldg Lts A 021° 30'. No 1. Front	23 59-1 46 19-8	Q W 1867	7	10	White concrete column, red diagonal stripes 7		*

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Volume G *continued.*

0498-1	--- No 2. Rear. 0-75M from front	23 58-5 46 19-5	Iso W 2s 3094	16	11	White square concrete tower, red diagonal stripes 17	Racon	
								*
3086	San Vincente	0 35-7 80 24-8	Fl W 10s	4	7			
*	*	*	*	*	*	*		*
4538-5	-- No 20	46 17-6 124 02-3	Fl R 4s	5	4	Red △ on pile	Ra refl	
								*
MULTNOMAN CHANNEL								
4687-35	- No 6	45 50-1 122 48-7	Fl R 4s	5	4	Red △ on dolphin	Intens up and down channel	
*	*	*	*	*	*	*		*
MILWAUKIE								
4696-84	- Elk Rock Island. No 13	45 26-2 122 39-0	Fl G 4s	11	4	Green □ on framework tower		
*	*	*	*	*	*	*		*
4696-85	- Oswego North Pier	45 25-1 122 39-4	F R	3				
*	*	*	*	*	*	*		*
4696-86	- Oswego South Pier	45 25-3 122 39-4	F R	3				
*	*	*	*	*	*	*		*
4696-87	- No 14	45 24-1 122 38-6	Fl R 4s	5	4	Red △ on framework tower		
*	*	*	*	*	*	*		*
4696-88	- Bingham Landing. No 16	45 23-8 122 38-3	Fl R 6s	3	5	Red △ on framework tower	Intens up channel. Obscured to northward of 220°	
*	*	*	*	*	*	*		*
4696-89	- Starkweather Landing. No 17	45 23-6 122 37-5	Fl G 6s	6	5	Green □ on white house	Intens down channel	
*	*	*	*	*	*	*		*
4696-9	- Jennings Lodge. No 19	45 23-2 122 37-3	Fl G 4s	9	4	Green □ on white framework tower	Intens down channel	
*	*	*	*	*	*	*		*
4696-91	- Clackmas Rapids. No 20	45 22-6 122 37-3	Fl R 4s	5	4	Red △ on white framework tower		
*	*	*	*	*	*	*		*
4723-6	- WILLAPA RIVER. No 1	46 41-8 123 57-5	Fl G 2-5s	5	4	Green □ on dolphin		
	*							*

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Volume G *continued.*

4723·61	-- No 7	46 41·7 123 56·3	Fl G 4s	5	5 Green □ on pile	
*	*	*	*	*	*	*
4723·62	-- No 8	46 41·5 123 55·7	Fl R 4s	6	4 Red △ on pile	
*	*	*	*	*	*	*
4723·63	-- No 10	46 41·8 123 55·1	Fl R 6s	5	4 Red △ on pile	
*	*	*	*	*	*	*
4723·64	-- No 13	46 42·1 123 54·5	Fl G 4s	9	5 Green □ on dolphin	
*	*	*	*	*	*	*
4723·65	-- Range B Ldg Lts 074·5°. Front	46 42·6 123 51·3	Q W	5	... Red □, black stripe on pile structure	Intens on rangeline
*	*	*	*	*	*	*
4723·66	--- Rear. 1140m from front	46 42·8 123 50·5	Iso W 6s	17	... Red □, black stripe on pile structure	Vis 70·5°-78·5°(8°)
*	*	*	*	*	*	*
4723·67	-- No 19	46 42·2 123 53·3	Fl G 6s	5	4 Green □ on dolphin	Intens up and down the channel
*	*	*	*	*	*	*
4723·68	-- No 24	46 42·4 123 52·0	Fl R 4s	5	4 Red △ on dolphin	
*	*	*	*	*	*	*
4723·69	-- No 29	46 42·4 123 50·7	Fl G 2·5s	5	4 Green □ on dolphin	
*	*	*	*	*	*	*
4723·7	-- No 33	46 42·2 123 50·0	Fl G 4s	7	5 Green □ on dolphin	Intens up and down channel
*	*	*	*	*	*	*
4723·71	-- No 35	46 41·7 123 49·6	Fl G 6s	5	4 Green □ on dolphin	
*	*	*	*	*	*	*
4723·72	-- No 39	46 41·2 123 49·0	Fl G 4s	5	5 Green □ on dolphin	Intens up and down channel
*	*	*	*	*	*	*
4723·73	-- No 51	46 39·9 123 48·0	Fl G 4s	5	3 Green □ on dolphin	24m outside channel limit
*	*	*	*	*	*	*
4723·74	-- No 55	46 40·6 123 47·2	Fl G 4s	5	3 Green □ on framework tower	
*	*	*	*	*	*	*

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Volume G *continued.*

4723·75	-- No 56	46 40·7 123 46·8	Q R	5	2	Red △ on dolphin	21m outside channel limit
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4723·76	-- No 59	46 40·8 123 46·0	Fl G 2·5s	5	4	Green □ on pile structure	
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Volume H, 2000. Weekly Edition No. 11, Dated 15th March, 2001.
Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

2517·1	Dorval Course. Ldg Lts 043° 52′. Front	45 25·1 73 45·6	Q R	11	11	Red □, black stripe, on white round tower	Vis on leading line only. Shown 1/4-1/1
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2517·11	-- Rear. 0·6M from front	45 25·5 73 45·0	Q R	24	11	Red □, black stripe, on white round tower	Vis on leading line only. Synchronised with front. Shown 1/4-1/1
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2517·2	- Ldg Lts 266° 36′. Front	45 24·2 73 47·8	F W	10	15	Red □, black stripe, on white round tower	Vis all round. Shown 1/4-1/1
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...	Q W
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...	5
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2517·21	-- Rear. 513·4m from front	45 24·2 73 48·2	F W	19	15	Red □, black stripe, on white round tower	Vis on leading line only. Shown 1/4-1/1
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...	Q W
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2518·4	- Dixie. Ldg Lts 050° 43′. Front	45 25·3 73 44·8	Q G	8	3	Red □, black stripe, on two white round tower	Shown 1/4-1/1
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2518·41	--- Rear. 1·1M from front	45 25·9 73 43·6	Q G	25	12	Red □, on white framework tower	Vis on leading line only. Shown 1/4-1/1
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2520	- Point Claire Wharf. Ldg Lts 310·5°. Front	45 25·7 73 49·3	F G	5	13	Orange daymark, black stripe, on white round mast 3	Shown 15/5-15/10. Private. F R and F G mark marina 0·65M WSW. Fl Y mark marina 1·7M W. 3 Fl Y mark marina close E
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2520·1	--- Rear. 33·8m from front	45 25·7 73 49·3	F G	7	13	Orange daymark, black stripe, on white round mast 4	Shown 15/5-15/10
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2522·5	- Pointe Fortier	45 21·2 73 53·8	F Y	17	16	Orange □ on white mast 10	Shown 1/4-1/1
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2522·6	Melocheville. Ldg Lts 241° 29′. Front	45 19·2 73 56·6	F G	11	17	Red □, black stripe, on white tower	Vis on leading line only. Shown 1/4-1/1
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V

Volume H *continued.*

2522-61	-- Rear. 0.7M from front	45 18.8 73 57.4	F G	31	17	Red $\triangle$, black stripe, on white framework tower	Vis on leading line only. Shown 1/4-1/1
	*				*	*	
3432	- SE Mooring Berth	45 38.8 61 24.6	Fl Y 4s	5	...	Mast	
			*				

Volume J, 2000. Weekly Edition No. 11, Dated 15th March, 2001.
Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

2763-01	-- No 8	32 15.0 80 45.3	Fl R 4s	5	3	Red $\triangle$, yellow $\triangle$, on pile	PA
*	*	*	*	*	*	*	*

Volume K, 2001. Weekly Edition No. 11, Dated 15th March, 2001.
Last Amendments: Weekly Edition No. 10, dated 8th March, 2001.

0885-5	- Pulau Baai. Ldg Lts 145° 30'. Front	3 55.4 102 17.5	Q W	8	8	White $\triangle$ on white beacon 8	
						*	*
0923	Condonglaut	5 33.9 105 20.5	Fl G 5s	88	7	Green metal framework structure 15	TE 2001
							*
1462-5	- Tg Nibung. Ldg Lts 346°. Front	0 48.6 117 17.8	Q W	10	8	White $\triangle$ on framework tower 6	Destroyed (T) 2001
							*
1558	Tg Wangi-Wangi. NW point	5 15.5 123 32.0	Fl(2)W 12s	150	20	White metal framework tower 21	<i>fl 0-5, ec 3, fl 0-5, ec 8.</i> Vis 012°-259°(247°) but partially obscured by the land 012°-036°(24°). TE 2000
					*		
1754-9	Freshwater Point	29 36.4 114 58.4	Fl W 5s	36	17		
*	*	*	*	*	*	*	*
	LEEMAN						
1755	- Ldg Lts 116° 09'. Front	29 56.6 114 58.6	Q W	16	9		
*	*	*	*	*	*	*	*
1755-1	-- Rear. 742m from front	29 56.8 114 59.1	Fl W 2s	26	15		
*	*	*	*	*	*	*	*
1755-12	<i>Remove from List</i>						
1755-2	- Outer	29 56.3 114 57.8	Q G	8	4	Green $\triangle$ on green metal pile beacon with platform	
*	*	*	*	*	*	*	*

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Volume K *continued.*

1755·21	<i>Remove from List</i>						
1755·3	--	29 56·7 114 58·3	Q(2)R 5s	8	4	Red □ on red metal pile beacon with platform	<i>fl 0·4, ec 0·6, fl 0·4, ec 3·6</i>
*	*	*	*	*	*	*	*
GREEN HEAD							
1755·5	Outer Ldg Lts 105° 37'. Front	30 04·5 114 57·9	Q W	20	9	White □ on white metal column	
*	*	*	*	*	*	*	*
1755·6	-- Rear. 180m from front	30 04·5 114 58·0	Iso W 4s	28	9	White □ on white metal column	
*	*	*	*	*	*	*	*
1755·7	-	30 03·8 114 57·8	Q W	6	2	△ on yellow beacon, black top	
*	*	*	*	*	*	*	*
1755·8	- Inner Ldg Lts 007° 11'. Front	30 03·0 114 57·5	Iso W 2s	16	3	White □ on white metal column	
*	*	*	*	*	*	*	*
1755·81	<i>Remove from List</i>						
1755·85	<i>Remove from List</i>						
1755·86	<i>Remove from List</i>						
1755·9	-- Rear. 104m from front	30 03·0 114 57·5	Iso W 8s	19	3	White □ on white metal column	
*	*	*	*	*	*	*	*
4243·4	- No 5	41 15·7 173 47·3	Fl G 3s	3	2	Green pile beacon	<i>fl 0·5</i>
							*
4243·52	--	41 15·9 173 46·5	Q(4)R 5s	2	2	Red pile beacon	
		*		*			*
4803	- Basse Amédée	22 28·8 166 27·2	Fl G 4s	...	4	Green △ on green beacon	
					*		
4809·1	- Récif Senez. No 5	22 17·7 166 19·5	Fl(2)G 6s	5	4	Green △ on green beacon	
	*			*	*		
4809·13	- Récif Larégnère. NNW. No 3	22 19·5 166 17·5	Fl G 4s	5	4	Green △ on green beacon	
	*			*	*		
4809·15	- Îlot Te Ndu. W	22 17·8 166 15·8	Fl(3)G 12s	5	4	Green △ on green beacon	
	*			*	*		
4810·8	- Pointe Lestelle. SW	22 14·5 166 22·8	Fl(3)R 12s	6	4	□ on red beacon	
	*			*	*		

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Volume K *continued.*

4816•2	- Pointe Denouel	22 17•2 166 25•4	Fl R 4s	7	4	Red □ on red beacon
				*	*	
4816•24	- Pointe de l'Artillerie	22 17•1 166 25•6	Fl(2)G 6s	5	4	Green △ on green beacon
	*			*	*	
4816•26	- îlot Brun	22 17•4 166 25•4	Fl G 4s	7	4	Green △ on green beacon
	*			*	*	
4817	-- East Landing Stage. Head	22 17•6 166 25•5	Q R	6	4	White column, red top 4
	*				*	
4821	- Recif du Prony. No 4	22 16•3 166 19•8	Fl(2)R 6s	5	4	Red □ on red beacon
				*	*	

Volume L, 2000. Weekly Edition No. 11, Dated 15th March, 2001.
Last Amendments: Weekly Edition No. 6, dated 8th February, 2001.

1659•7	- Stokkøya Bridge	64 02•8 10 02•6	Iso W 2s	...	...	...	2 floodlights on bridge pillar No 6
*	*	*	*	*	*	*	*
1821	- Synsteholmen (Fremstholmen)	64 43•4 11 09•4	Q RG	5	...	Lantern on post	R141°-000°(219°), G000°-141°(141°)
	*		*				*
3544	- Mefjord. Knuten	69 31•5 17 26•1	Iso WRG 6s	36	W 8 R 5 G 5	White lantern	G112°-129•4°(17•4°), W129•4°-154•5°(25•1°), R154•5°-179•3°(24•8°), W179•3°-189•1°(9•8°), G189•1°-211•5°(22•4°), W211•5°-288•1°(76•6°), R288•1°-305•9°(17•8°). Shown 10/8-26/4
							*
3554	- STRAUMHOLET. Langskjær	69 35•1 17 51•9	Oc(2)WRG 8s	7	W 6 R 4 G 4	White lantern on piles	G074•8°-098•1°(23•3°), W098•1°-104•9°(6•8°), R104•9°-168•6°(63•7°), W168•6°-279•7°(111•1°), G279•7°-295•9°(16•2°). Shown 10/8-26/4
					*		*
3555•4	- Skarvehalsen. Edøya	69 37•1 17 53•3	Fl WRG 5s	10	W 6 R 4 G 4	White lantern on concrete column	fl 0•7. R316°-324°(8°), W324°-349•5°(25•5°), G349•5°-075•5°(86°), R075•5°-109°(33•5°), W109°-113°(4°), G113°-124•5°(11•5°), R124•5°-175°(50•5°). Shown 10/8-26/4
							*

V

Volume L *continued.*

3558	- Ørnflygnakken	69 36.9 18 03.2	Iso WRG 6s	8	W 4 R 3 G 2	White lantern	G000°-056°(56°), W056°-063.5°(7.5°), R063.5°-133°(69.5°), W133°-135°(2°), G135°-194°(59°), R194°-203°(9°). Shown 10/8-26/4
							*
3560	- Saltholmen	69 38.5 18 02.1	Iso WRG 6s	7	W 8 R 5 G 5	White lantern on base	R056°-088°(32°), G088°-129°(41°), W129°-131°(2°), R131°-276.5°(145.5°), W276.5°-324°(47.5°), G324°-346°(22°). Shown 10/8-26/4
						*	*
3562	- Hillsøy. Værholmen	69 39.1 17 59.0	Fl WRG 5s	32	W 8 R 6 G 5	White lantern on base	<i>fl 0-7.</i> G084°-088°(4°), R088°-092°(4°), G092°-129°(37°), W129°-135°(6°), R135°-159°(24°), W159°-162°(3°), G162°-272°(110°), R272°-279°(7°), G279°-302°(23°). Shown 10/8-26/4
						*	*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2001

Weekly Edition No. 11 dated 15 March 2001

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 United Kingdom Hydrographic Office 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:

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:

.....

.....

.....

VI

VOLUME 1, 2000/01—PART 1

Published Wk 30/00

(Last Amendments: Weekly Edition No. 8 dated 22 February 2001)

NIL

11/01

VOLUME 1, 2000/01—PART 2

Published Wk 30/00

(Last Amendments: Weekly Edition No. 10 dated 8 March 2001)

Delete following stations

5480 Esmeraldas (HCE)

5485 Bahía (HCB)

5490 Manta (HCM)

5492 Salinas (HCS)

5495 Guayaquil (HCG)

Delete station and replace by:

Guayaquil (HCG)

TELEPHONE: +593 4 32160

FAX: +593 4 324246

TELEX: 43471 HC GRAD ED / 42512 ESTHCG ED / 43325 DMERCG ED

INMARSAT: 1530207

1. VHF

Antenna sites are located at:

Esmeraldas	Ch 16 26	0°57'N 70°39'W
Bahía	Ch 16 26	0°35'S 80°25'W
Manta	Ch 16 26	0°57'S 80°44'W
Guayaquil	Ch 16 26	2°11'S 79°54'W
Salinas	Ch 16 26	2°12'S 80°52'W
Puerto Bolívar	Ch 16 26	3°15'S 80°00'W

HOURS OF WATCH: Guayaquil Ch 16: H24

Continued on next column

2. Digital Selective Calling (DSC):

Distress and Safety:

Antenna sites are located at:

Esmeraldas (0°57'N 70°39'W)

Bahía (0°35'S 80°25'W)

Manta (0°57'S 80°44'W)

Guayaquil (2°11'S 79°54'W)

Salinas (2°12'S 80°52'W)

Puerto Bolívar (3°15'S 80°00'W)

Ch 70

Ch 70

MMSI 007354752

MMSI 007354753

MMSI 007354754

MMSI 007354750

MMSI 007354755

MMSI 007354756

H24

AMVER Messages

Station accepts AMVER messages

Ship Reporting System

Station accepts reports from participating vessels addressed COASTGUARD (COGUAR)

11/01

5505 Puerto Bolívar (HCR)

Delete station

Globe Wireless and ITU List of Coast Radio Stations (HH080/026/06 – E28) 11/01

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 10 dated 8 March 2001)

RADAR BEACONS

80750 Su-ao Kang

Delete position and replace by: 24°36' 12N 121°52' 60E

Chinese Notice 9/2001 (HH549/420/02 – E44)

93590 Porto de Santos Front Ldg Lt No 1

Delete station and replace by:

Porto de Santos Rear Ldg Lt No 2 Racon 23°58' 41S 46°19' 39W **93590**
(3 & 10 cm) 360° 19 n miles **N**

Brazilian Notice 02/16/2001 (HH656/451/03 – E7) 11/01

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VOLUME 3, 2000/01—PART 1

Published Wk 21/00

(Last Amendments: Weekly Edition No. 9 dated 1 March 2001)

NIL

11/01

VOLUME 3, 2000/01—PART 2

Published Wk 21/00

(Last Amendments: Weekly Edition No. 9 dated 1 March 2001)

NIL

11/01

VOLUME 5, 2000/01

Published Wk 24/00

(Last Amendments: Weekly Edition No. 10 dated 8 March 2001)

Pages 92 and 93, **9.1 VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1**, Russian Federation (Black Sea Coast), delete section and replace by:

Russian Federation (Black Sea Coast)	Eisk	002734422	46°43'N 38°16'E	23	Operational (RCC Novorossiysk)
	Novorossiysk (1–1600)	002734411			Operational (RCC Novorossiysk)
	Remotely controlled stations:–				
	Anapa		44°50'N 37°21'E	50	
	Doob		44°36'N 37°58'E	50	
	Novorossiysk		44°41'N 37°47'E	26	
	Sochi		43°32'N 39°51'E	71	
	Taganrog		47°14'N 38°56'E	19	
	Temrujk		45°19'N 37°13'E	28	
	Rostov-na-Donu	002734422	47°13'N 39°44'E	21	Operational (RCC Novorossiysk)
	Tuapse (1–1605)	002734413	44°06'N 39°02'E	46	Operational (RCC Novorossiysk)

11/01

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Page 101, Russian Federation (Pacific Coast) and Russian Federation (Arctic Coast), delete sections and replace by:

Russian Federation (Pacific Coast)	Kholmsk (1–3861)	NI	47°03'N 142°03'E	30	Planned (MRSC Kholmsk)
	Magadan (1–3883)	002734416	59°33'N 150°43'E	19	Operational (MRSC Petropavlovsk–Kamchatskiy)
	Petropavlovsk–Kamchatskiy (1–3890)	NI	52°59'N 158°39'E	30	Planned (MRSC Petropavlovsk–Kamchatskiy)
	Vanino (1–3850)	002734421	49°05'N 140°20'E	25	On trial (MRSC Yuzhno–Sakhalinsk)
	Vladivostok (1–3835)	002734412	43°07'N 131°55'E	30	Operational (MRCC Vladivostok)
	Remotely controlled stations:–				
	Nakhodka		42°51'N 132°50'E	45	
	Tumannaya (Posiet)		42°34'N 131°11'E	70	
	Yuzhno–Sakhalinsk	002733733			On trial (MRSC Yuzhno–Sakhalinsk)
	Remotely controlled stations:–				
Russian Federation (Arctic Coast)	Korsakov		46°45'N 142°27'E	42	
	Nevelsk		46°38'N 141°51'E	40	
	Arkhangel'sk (1–3950)	002734414	64°32'N 40°32'E	25-6	Operational (MRSC Arkhangel'sk)
	Kandalaksha (1–3958)	NI	67°08'N 32°26'E	25	Planned (MRSC Arkhangel'sk)
	Murmansk (1–3960)	002734420	68°58'N 33°01'E	18	Operational (MRCC Murmansk)

11/01

Page 115, **9.2 MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2**, after Poland, insert section:

Russian Federation (Black Sea Coast)	Kaliningrad (1–0432)	002734417	54°58'N 19°59'E	120	Operational (MRSC Kaliningrad)
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11/01

Page 116, after Estonia, insert section:

Russian Federation (Black Sea Coast)	Sankt Peterburg (1–0465)	002733700	59°34'N 30°13'E	120	Planned (MRCC Sankt Peterburg)
---	--------------------------	-----------	--------------------	-----	-----------------------------------

11/01

Page 125, Russian Federation (Pacific Coast) and Russian Federation (Arctic Coast), delete sections and replace by:

Russian Federation (Pacific Coast)	Magadan (1–3883)	002734416	59°40'N 151°01'E	150	Planned (MRSC Petropavlovsk–Kamchatskiy)
	Nevelsk	NI	46°38'N 141°51'E	150	Planned (MRSC Yuzhno–Sakhalinsk)
	Petropavlovsk–Kamchatskiy (1–3890)	NI	53°00'N 158°40'E	150	Planned (MRSC Petropavlovsk–Kamchatskiy)
	Vanino (1–3850)	NI	49°05'N 140°20'E	150	Planned (MRSC Yuzhno–Sakhalinsk)
	Vladivostok (Cape of Kamenskiy) (1–3835)	002734412	42°45'N 133°02'E	150 ¹	Operational (MRCC Vladivostok)
Russian Federation (Arctic Coast)	Arkhangel'sk (1–3950)	002734414	64°32'N 40°32'E	2	On trial (MRSC Arkhangel'sk)
	Kandalaksha (1–3958)	NI	67°08'N 32°25'E	150	Planned (MRSC Arkhangel'sk)
	Murmansk (1–3960)	002733744	68°58'N 33°01'E	170	Operational (MRCC Murmansk)

(1) Range: 150 nm radius from 42°45'N 133°02'E starting at Korean coast to 42°33'N 136°25'E to Cape of Olarovskiy

(2) Range: White Sea basin to 66° N

11/01

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Page 217, **9-8 NAVTEX, LIST OF COAST STATIONS**, Russian Federation (Arctic Coast), delete section and replace by:

Murmansk [C] (3-3960) 68°46'N 300 Operational
32°58'E

11/01

Page 239, **STATIONS WITH OPERATIONAL NAVTEX FACILITIES, RUSSIAN FEDERATION (Arctic Coast)**

3950 Arkhangel'sk [F]

NAVTEX table, delete and replace by:

TIME UT(GMT)	WEATHER BULLETINS	NAVIGATIONAL WARNINGS
0050		•
0450	•	•
0850		•
1250		•
1650	•	•
2050		•

11/01

3960 Murmansk [C]

Delete station and replace by:

Murmansk [C]

TELEPHONE:

MMSI: 002734420

NAVTEX [C]

3960

68°46'N 32°58'E

Diagram X1

TIME UT(GMT)	NAVIGATIONAL WARNINGS
0020	•
0420	•
0820	•
1220	•
1620	•
2020	•

Russian Federation, Maritime Administration (HH080/051/14 – E15) 11/01

VOLUME 6, 2000/01—PART 1

Published Wk 43/00

(Last Amendments: Weekly Edition No. 8 dated 22 February 2001)

NIL

11/01

VOLUME 6, 2000/01—PART 2

Published Wk 43/00

(Last Amendments: Weekly Edition No. 10 dated 8 March 2001)

Page 21, **KØBENHAVEN, Sjælland**

Pilots, PROCEDURE, line 4, delete Pilot boards in position 55°44'·4N 12°40'·8E for the following: and replace by:

(3) Pilot boards in position 55°45'·0N 12°41'·0E (Middlegrund N) for the following:

Danish Notice 6/80/01 (HH333/660/07 – E11) 11/01

VI

Pages 145 to 148, delete all **ICELAND** entries and replace by:

AKRANES

64°19'N 22°05'W

Pilots and Port

TELEPHONE: Port: +354 431 1361

FAX: Port: +354 431 2626

E-MAIL: akhofn@akranes.is

FREQUENCY: Pilots: Ch 14
Port: Ch 16; 12

PROCEDURE:

- (1) Pilotage is compulsory for all foreign vessels.
- (2) District and harbour pilots are available.
- (3) Vessels should send ETA 24 hours before arrival.
- (4) Pilot boards close to Lt buoy No 11 (64°17'6N 22°07'5W).

AKUREYRI

65°41'N 18°04'W

Pilots and Port

TELEPHONE: Senior Pilot: +354 899 9915
Pilots & Port Auth: +354 460 4200
Hr Mr: +354 462 6699

FAX: Port: +354 460 4209

E-MAIL: Pilots: gara@port.is
Port Auth: hordur@port.is or petur@port.is

WEBSITE: www.port.is

FREQUENCY: Ch 12 16; 12

HOURS: Mon-Fri: 0800-1600 LT

PROCEDURE:

- (1) Pilotage is not compulsory but is available by arrangement through the Harbour Master.
- (3) Vessels should send ETA 24 hours before arrival.
- (4) Pilot boards in the following positions:
 - (a) Fjord Pilot: close S of Hrísey
 - (b) Harbour Pilot: NE of Oddeyr

DALVIK

65°58'N 18°28'W

Port

FREQUENCY: Ch 16; 12 14

ESKIFJÖRDHUR

65°05'N 13°59'W

Pilots and Port

TELEPHONE: Port Auth: +354 476 1199

FAX: Port Auth: +354 476 1597

FREQUENCY: Ch 16; 12 14

PROCEDURE:

- (1) Pilotage is available.
- (2) Vessels should send ETA 72, 48, 24 and 12 hours in advance.

FÁSKRUDHSFJÖRDHUR

64°57'N 14°01'W

Port

TELEPHONE: Port Auth: +354 475 1323

FAX: Port Auth: +354 475 1459

FREQUENCY: Ch 16; 12

PROCEDURE: Vessels should send ETA 72, 48, 24 and 12 hours in advance.

GRINDAVIK

63°50'N 22°27'W

Pilots and Port

TELEPHONE: Port Auth: +354 426 8046

FAX: Port Auth: +354 426 7435

FREQUENCY: Ch 16; 12 14

PROCEDURE: Pilotage is available.

GRUNDARFJÖRDHUR

64°55'N 23°16'W

Pilots and Port

FREQUENCY: Ch 16; 12

PROCEDURE: Pilotage is available.

HAFNARFJÖRDHUR

64°04'N 21°55'W

Pilots and Port

TELEPHONE: Pilots: +354 565 2333
Port Auth: +354 565 2300

FAX: Pilots: +354 565 2308
Port Auth: +354 565 2301/2308

E-MAIL: port@hafnarfjordur.is

WEBSITE: www.hafnarfjordur.is/hofnin

FREQUENCY: Ch 16; 12 14

PROCEDURE:

- (1) Pilotage, which is available H24, is compulsory for all foreign vessels.
- (2) Vessels must send ETA to Harbour Master's Office 96 and 24 hours in advance.
- (3) Vessels must call the pilot on VHF Channel 14, 2 hours prior to arrival, stating details of any dangerous cargo and quantity.
- (4) Pilot boards 1 n mile SSE of Valhúsagrunn Lt buoy (64°05'N 22°05'W). Smaller vessels and Masters familiar with the port can proceed to the Helgasker Lt buoy (64°04'N 22°01'W).

NOTE: Provides pilotage for Straumsvík (64°03'N 22°03'W).

HORNAFJÖRDHUR

64°15'N 15°11'W

Pilots and Port

TELEPHONE: Port Auth: +354 478 1222/1474

FAX: Port Auth: +354 478 1922/2074

E-MAIL: hofn@eldhorn.is

FREQUENCY: Ch 16; 12

PROCEDURE:

- (1) Pilotage, which is available H24, is compulsory for all vessels over 300 GT.
 - (2) Vessels should send ETA through the agent, 72, 48, 24 and 12 hours before arrival.
- NOTE: Höfn is a sub-port of Hornafjörður.

HUSAVIK

66°03'N 17°22'W

Pilots and Port

TELEPHONE: Pilots: +354 464 1575/1196
Port Auth: +354 464 1222/1575

FAX: Port Auth: +354 464 2128

FREQUENCY: Ch 16; 12

PROCEDURE:

- (1) Pilotage can be requested by telephone.
- (2) Vessels should send ETA 72, 48, 24 and 12 hours in advance.

VI

ISAFJÖRDHUR

66°05'N 23°06'W

Pilots and Port

TELEPHONE: Port Auth: +354 456 3295

FAX: Port Auth: +354 456 4523

E-MAIL: harbour@snerpa.is

WEBSITE: www.isafjordur.is

FREQUENCY: Ch 16; 12 14

PROCEDURE:

- (1) Pilotage is compulsory.
- (2) Vessels should send ETA 24 hours in advance.
- (3) Messages can be sent through Isafjörður (TFZ).
- (4) Pilot boards 1 n mile from the harbour.

KEFLAVÍK–NJAROVÍK–HELGUVÍK

64°00'N 22°32'W

Pilots and Port

DESCRIPTION: The port of Keflavík–Njarovik (PKN) is a company owned by the town of Keflavík–Njarovik–Hafnir. PKN operates five ports; one in Njarovik, two in Keflavik, one in Hafnir and one in Helguvík.

CALL: Pilots: Keflavík Pilots

TELEPHONE: Port Auth: +354 421 4575

FAX: Port Auth: +354 421 2666

WEBSITE: www.has.is

FREQUENCY: Ch 16; 12 14

HOURS: 0800–1900 LT

PROCEDURE:

- (1) Pilotage, which is available H24, is compulsory for vessels over 100 GT.
- (2) Messages can be sent through Reykjavik (TFA).
- (3) Pilot boards 1 n mile off Vatnsnes.

NESKAUPSTADHUR

65°09'N 13°41'W

Pilots and Port

TELEPHONE: Port Auth: +354 477 1333

FAX: Port Auth: +354 477 1440

FREQUENCY: Ch 16; 12

PROCEDURE:

- (1) Pilotage is available.
- (2) Vessels should send ETA 72, 48, 24 and 12 hours prior to arrival.
- (3) Messages can be sent through Neskaupstaður (TFM).

REYKJAVÍK

64°08'N 21°54'W

Pilots and Port

TELEPHONE: Pilots: +354 525 8930

Port Auth: +354 552 8211

FAX: Pilots: +354 525 8991

Port Auth: +354 552 8990

E-MAIL: Pilots: hafnsaga@rhofn.rvk.is

Hr Mr: jonari@rhofn.rvk.is

Port Auth: hofnin@rvk.is

WEBSITE: www.rvk.is

FREQUENCY: Ch 12 16; 12 17

HOURS: H24

PROCEDURE:

- (1) Pilotage is compulsory for the following:
 - (a) All vessels over 60 metres in length
 - (b) All vessels carrying hazardous or dangerous cargo.
- (2) All vessels must give the harbour office at least 24 hours notice of ETA.
- (3) All vessels must contact the pilot at least 3 hours in advance of ETA on VHF Channel 12 or 17.
- (4) Pilot boards near Lt buoy No 7 (64°11'N 21°57'W) or in the roads.

SEYDHISFJÖRDHUR

65°15'N 13°55'W

Pilots and Port

TELEPHONE: Port Auth: +354 472 1303

FAX: Port Auth: +354 472 1588

FREQUENCY: Ch 16; 12

PROCEDURE: Pilotage is available on request.

SIGLUFJÖRDHUR

66°12'N 18°52'W

Pilots and Port

CALL: Pilots: Siglufjörður Pilot

TELEPHONE: Captain of the Port: +354 467 1237

FAX: Captain of the Port: +354 467 2038

E-MAIL: hofn@siglo.is

FREQUENCY: Ch 16; 11

PROCEDURE:

- (1) Pilotage is available.
- (2) Vessels should send ETA through the agent 72, 48, 24 and 12 hours before arrival.
- (3) Messages can be sent through Siglufjörður (TFX).
- (4) Pilot boards about 400m from the harbour entrance.

VESTMANNÆYJAR

63°26'N 20°16'W

Pilots and Port

CALL: Pilots: Vestmannæyjar Pilots

TELEPHONE: Pilots: +354 481 1193

Port Auth: +354 481 1192

FAX: Port Auth: +354 481 3115

E-MAIL: omk@vestmannaeyjar.is

WEBSITE: www.vestmannaeyjar.is

FREQUENCY: Ch 16; 12

PROCEDURE:

- (1) Pilotage is compulsory and is available H24.
- (2) Vessels should send ETA 24 hours in advance.
- (3) Vessels should send request for pilots at least 1 hour in advance through Vestmannæyjar (TFV).
- (4) Pilot boards E of the harbour entrance except in SE gales when the pilot will board to the N of Heimaey.

(Icelandic Port Websites) 11/01

Page 221, SANTANDER

Pilots and Port, PROCEDURE, delete (3) Pilot boards to 3°46'0W). and replace by:

- (3) Pilot boards in the following positions:
 - (a) In good weather: 43°28'95N 03°44'95W
 - (b) In bad weather: near Isla Horadada (43°27'9N 3°46'0W)

Spanish Notice 108/7/2001 (HH359/470/03 – E11) 11/01

Page 236, GÖTEBORG

Bridges, (1) Götaälvbron, FREQUENCY, delete 16

PROCEDURE, line 1, delete or 16

(1) Marieholmsbron, delete (1) and replace by: (2)

FREQUENCY, delete 16

PROCEDURE, line 1, delete or 16

Swedish Notice 8/162/01 (HH316/063/03 – E74)

VI

VOLUME 6, 2000/01—PART 3

Published Wk 43/00

(Last Amendments: Weekly Edition No. 10 dated 8 March 2001)

Page 192, **SOMALIA**, insert new section:

BERBERA

10°26'N 45°00'E

Pilots and Port

CALL: Berbera Port Control

TELEPHONE: +252 751 2122/24
+252 212003 ext 2058/271

FAX: +252 751 2121/010/020

E-MAIL: berport@bgtinet.com

FREQUENCY: 8122 kHz RT
Ch 16; 12

HOURS: H24

PROCEDURE:

- (1) Pilotage and tugs are compulsory for vessels over 200 NRT.
- (2) Vessels should send their ETA 48h in advance by cable to the agency/Port of Berbera who will inform the Port Authority.
- (3) Messages can be sent through Aden (**70A**).
- (4) Vessels should contact Berbera Port Control on 8122 kHz RT stating:
 - (a) Vessel's name, Flag and call sign
 - (b) Draught fore and aft
 - (c) GRT, NRT
 - (d) Discharge tonnage and type
- (5) Pilot boards in the outer anchorage (0.5–1 n mile SW of Tamara Lt) in good weather and in the inner anchorage in bad weather.

Berbera Port Authority (HH080/015/02 – E12) 11/01

VOLUME 6, 2000/01—PART 4

Published Wk 43/00

(Last Amendments: Weekly Edition No. 10 dated 8 March 2001)

NIL

11/01

VOLUME 6, 2000/01—PART 5

Published Wk 43/00

(Last Amendments: Weekly Edition No. 9 dated 1 March 2001)

NIL

11/01

VOLUME 8, 2000/01

Published Wk 13/00

(Last Amendments: Weekly Edition No. 8 dated 22 February 2001)

NIL

11/01

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

Published Wk 17/00

(Last Amendments: Weekly Edition No. 6 dated 8 February 2001)

NIL

11/01

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No.

Name of ship or sender:

Address of sender:

.....

.....

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

General locality

Subject

Position. Lat Long

British Admiralty Charts affected Edition dated

Position fixing system used Datum set

Latest Weekly Edition of Notice to Mariners held

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

.....

Details:—

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

Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding information for British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS:—

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

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

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

Name of ship or sender:

Address:

Ref. No.

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Date:

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

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

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