



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 13

29 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).

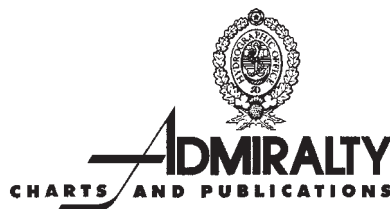
Help-Line

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

Tel: +44 (0) 1823 337900 Ext.3342

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



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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[13/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 29 March 2001

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙2654	China - Bo Hai, Tianjin Xingang Gangchi. 38°56'·80N. — 39°00'·20N., 117°41'·66E. — 117°48'·40E. <i>Additional to existing chart cover; shows the harbour developments at Tianjin Xingang.</i>	1:10,000	52	78	£16·00
⊙3526	Gulf of Oman, United Arab Emirates, Ports of Khawr Fakkān and Fujayrah including the Offshore Anchorages. Ⓐ Khawr Fakkān. 25°20'·69N. — 25°22'·90N., 56°20'·60E. — 56°24'·50E. Ⓑ Port of Fujayrah and Vopak ENOC Terminal. 25°07'·72N. — 25°13'·52N., 56°20'·00E. — 56°26'·50E. Ⓒ Offshore Anchorages and the Approaches to Khawr Fakkān and Fujayrah. 25°04'·70N. — 25°25'·00N., 56°20'·00E. — 56°36'·00E. <i>This new chart will replace plans Ⓐ and Ⓑ on Admiralty chart 3521. Provides improved coverage of Fujayrah, including the new Vopak ENOC Terminal at a scale of 1:20,000 and improved coverage of the offshore anchorage areas at a scale of 1:50,000.</i>	1:20,000 1:20,000 1:50,000	40	56	£16·00
⊙4142 INT 2672	International Chart Series, Republic of South Africa, South West Coast, Saldanha Bay Harbour. 32°59'·61S. — 33°04'·70S., 17°56'·70E. — 18°01'·14E. <i>Additional to existing chart cover. (A modified reproduction of INT 2672 originally published by South Africa in 1999).</i>	1:10,000	35	50	£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 29 March 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙120 INT 1479	International Chart Series, Netherlands and Belgium, Westerschelde, Vlissingen to Baalhoek and Terneuzen - Gent Canal.	1:40,000	9	20	£16·00
	Ⓐ Breskens.	1:20,000			
	Ⓑ Braakmanhaven.	1:25,000			
	Ⓒ Terneuzen (Anchorage).	1:20,000			
	Ⓓ Continuation to Gent.	1:40,000			
	Ⓔ Gent.	1:25,000			
	Ⓕ Approaches to Terneuzen.	1:25,000			
	Ⓖ Vlissingen Oost (Sloehaven).	1:25,000			
	Ⓗ Terneuzen.	1:25,000			
	Ⓘ Vlissingen.	1:25,000			
	<i>Includes the latest information on depths and aids to navigation. A new plan of Terneuzen anchorage has been added. This chart is referred to WGS 84 Datum.</i>				
	<i>Note: On publication of this New Edition Former Notice 3865(P)/00 is cancelled. This chart remains affected by Former Notices 4005(T)/98 and 2152(T)/99.</i>				
545	Brazil - East Coast, Ports in Baía de Todos os Santos.		95	114, 116	£16·00
	Ⓐ Porto de Aratu.	1:20,000			
	Ⓑ Porto de Madre de Deus and Approaches.	1:20,000			
	Ⓒ Porto de Salvador.	1:20,000			
	<i>Includes amendments to depths, buoyage and lights on Plan Ⓐ, Porto de Aratu.</i>				
⊙986	Gulf of Thailand, Thailand, Ko Si Chang and Si Racha to Laem Chabang.	1:25,000	47	64	£16·00
	<i>Includes major changes in Laem Chabang to dredged channels, lights and developments to the south. New pier at Ko Si Chang. Amendments to Port limits and minor changes throughout. (The title has been changed).</i>				
⊙1481 INT 1543	International Chart Series, Scotland - East Coast, River Tay.	1:25,000	6	24	£16·00
	Ⓐ Dundee Docks.	1:12,500			
	Ⓑ Continuation of River Tay to Perth.	1:100,000			
	<i>Includes annual surveys of Dundee and The River Tay and limits of firing practice areas. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>				

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Reproductions of Australian Government Charts

Chart	Published	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙Aus 361	27/10/00	Australia - East Coast, New South Wales, Kiama to Norah Head. <i>Includes general updating throughout, including new Southern Cross submarine cables.</i> Note: This chart remains affected by Former Notice 573(T)/01.	1:300,000	65	86, 88	£16·00
⊙Aus 423	27/10/00	Australia - East Coast, New South Wales - Victoria - Tasmania, Eddystone Point to Port Jackson. <i>Includes general updating throughout, including new Southern Cross submarine cables.</i>	1:1,000,000	65	84, 86, 88	£16·00

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 26 APRIL 2001

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
2330	Norway - North Coast, Nordkapp to Makkaur. 70°20'·00N. — 71°26'·90N., 24°56'·00E. — 30°07'·09E. <i>One of a series of new metric charts covering the coast of Norway at a scale of 1:200,000. This chart completes coverage of the west and north coasts of Norway from Bergen, around Nord Kapp to the border between Norway and Russia.</i>	1:200,000	2316
4957	Canada, British Columbia / Colombie-Britannique, Vancouver Island/Île de Vancouver - Strait of Georgia, Approaches to / Approches à Nanaimo Harbour. 49°08'·00N. — 49°16'·00N., 123°45'·10W. — 124°03'·20W. <i>Additional to existing chart cover; provides improved coverage of Approaches to Nanaimo Harbour. (This new chart is an adoption of Canadian 3458 originally published by the Canadian Hydrographic Service).</i>	1:20,000	-

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 26 APRIL 2001

New Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
4958	Canada, British Columbia / Colombie-Britannique, Vancouver Island/Île de Vancouver, Nanaimo Harbour and/et Departure Bay. 49°08'·20N. — 49°14'·10N., 123°52'·07W. — 123°58'·25W. <i>Additional to existing chart cover; provides improved coverage of Nanaimo Harbour. (This new chart is an adoption of Canadian 3447 originally published by the Canadian Hydrographic Service).</i>	1:10,000	-

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
107	England - East Coast, Approaches to the River Humber. <i>Includes depths from latest Associated British Ports, Humber and commercial surveys. Also includes detail relating to the introduction of new Routeing Measures in the Approaches to the River Humber.</i> CAUTION: NEW ROUTEING MEASURES- NEED TO RETAIN PREVIOUS EDITION OF THIS CHART The routeing information and associated buoyage on this chart take into account the changes scheduled for implementation at 0000 UTC 1 June 2001. The previous edition of this chart should continue to be used until these changes are implemented. <i>Note:</i> The chart number of the previous edition (dated 25 May 2000) is to be changed to X107; it will be corrected independently and withdrawn shortly after the implementation date.	1:75,000	107

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 26 APRIL 2001

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
109 INT 1555	International Chart Series, England - East Coast, River Humber and the Rivers Ouse and Trent.	1:50,000	109 INT 1555
	Ⓐ Humber Bridge to Whitton Ness.	1:50,000	
	Ⓑ Whitton Ness to Goole and Keadby.	1:50,000	
	Ⓒ Keadby to Gainsborough.	1:100,000	
	Ⓓ Goole.	1:5,000	

Includes depths from latest Associated British Ports, Humber surveys. Also includes detail relating to the introduction of new Routeing Measures in the Approaches to the River Humber.

CAUTION: NEW ROUTEING MEASURES-
NEED TO RETAIN PREVIOUS EDITION OF THIS CHART

The routeing information and associated buoyage on this chart take into account the changes scheduled for implementation at 0000 UTC 1 June 2001. The previous edition of this chart should continue to be used until these changes are implemented.

Note: The chart number of the previous edition (dated 25 May 2000) is to be changed to X109; it will be corrected independently and withdrawn shortly after the implementation date.

1188 INT 1553	International Chart Series, England - East Coast, River Humber, Spurn Head to Immingham.	1:25,000	1188 INT 1553
	Grimsby.	1:10,000	

Includes depths from latest Associated British Ports, Humber surveys. Also includes detail relating to the introduction of new Routeing Measures in the Approaches to the River Humber.

CAUTION: NEW ROUTEING MEASURES-
NEED TO RETAIN PREVIOUS EDITION OF THIS CHART

The routeing information and associated buoyage on this chart take into account the changes scheduled for implementation at 0000 UTC 1 June 2001. The previous edition of this chart should continue to be used until these changes are implemented.

Note: The chart number of the previous edition (dated 11 January 2001) is to be changed to X1188; it will be corrected independently and withdrawn shortly after the implementation date.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 26 APRIL 2001

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
1190 INT 1508	International Chart Series, England - East Coast, Flamborough Head to Blakeney Point.	1:150,000	1190 INT 1508

Includes depths from latest Associated British Ports, Humber and commercial surveys. Also includes detail relating to the introduction of new Routeing Measures in the Approaches to the River Humber.

CAUTION: NEW ROUTEING MEASURES-
NEED TO RETAIN PREVIOUS EDITION OF THIS CHART

The routeing information and associated buoyage on this chart take into account the changes scheduled for implementation at 0000 UTC 1 June 2001. The previous edition of this chart should continue to be used until these changes are implemented.

Note: The chart number of the previous edition (dated 24 April 1997) is to be changed to X1190; it will be corrected independently and withdrawn shortly after the implementation date.

1448	Mediterranean Sea, Spain - South Coast, Gibraltar Bay.	1:25,000	1448
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Includes a new buoyed channel in the Port of Algeciras and additional offshore depths south of Europa Point.

SC 5606	Thames Estuary, Ramsgate to Tower Bridge.		SC 5606
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5606.1	Thames Estuary - Planning Chart	1:250,000
5606.2	North Foreland to Shoebury Ness	1:100,000
5606.3	Ramsgate to Herne Bay	1:50,000
	Approaches to Ramsgate	1:37,500
5606.4	Herne Bay to Maplin Sands	1:50,000
5606.5	Shoebury Ness to Sheerness	1:30,000
5606.6	Southend to Canvey Island	1:25,000
5606.7	Hole Haven to Gravesend	1:25,000
	Continuation of Hole Haven Creek	1:25,000
5606.8	Gravesend to Gallions Reach	1:25,000
5606.9	Gallions Reach to Tower Bridge	1:12,500
5606.10	Sheerness to Rochester	1:25,000
	Continuation to Rochester	1:25,000
5606.11	The Swale: Ferry Reach to Shell Ness	1:25,000
	Continuation to Ferry Reach,	1:25,000
	Ferry Reach	1:12,500

This is the second edition of this small craft folio. It has been transferred to a WGS84 compatible datum incorporating recent surveys. All the charts have been updated for Notices to Mariners and New Editions of the source charts published since the 1999 edition of this Folio.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 26 APRIL 2001

Reproductions of New Zealand Government Charts

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Charts to be WITHDRAWN</i>
NZ 6612	New Zealand, South Island - East Coast, Otago Harbour.	1:16,000	NZ 6612
	Dunedin Wharves.	1:8,000	
	Port Chalmers.	1:5,500	
	<i>Includes changes to depths and light beacons in the Upper Harbour.</i>		

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
120 INT 1479	International Chart Series, Netherlands, Westerschelde, Vlissingen to Baalhoek and Terneuzen - Gent Canal.	⊙120 INT 1479
545	Brazil - East Coast, Ports in Baía de Todos os Santos.	545
986	Thailand, Gulf of Thailand, Approaches to Si Racha and Laem Chabang.	⊙986
1481 INT 1543	International Chart Series, Scotland - East Coast, River Tay.	⊙1481 INT 1543
Aus 361	Australia - East Coast, New South Wales, Kiama to Norah Head.	⊙Aus 361
Aus 423	Australia - East Coast, New South Wales - Victoria - Tasmania, Eddystone Point to Port Jackson.	⊙Aus 423

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE TO BE TRANSFERRED TO A WGS 84 COMPATIBLE DATUM IN APRIL 2001

The following charts will be transferred to a WGS 84 compatible datum in April 2001 on the publication dates indicated. These charts will be included in the ARCS series.

5 April: Approaches to Bristol Channel – 1178.
19 April: Milford Haven – 2878.

ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE PROVISIONALLY SCHEDULED TO BE TRANSFERRED TO A WGS 84 COMPATIBLE DATUM BETWEEN MAY AND JULY 2001

The following charts are provisionally scheduled to be transferred to a WGS 84 compatible datum between May and July 2001. It should be noted that actual publication dates are subject to priorities within the UKHO and could be later than those indicated.

May 2001: Sussex coast – 536, 1652, 2044, 2154;
Liverpool and Approaches – 1951, 1981, 3478, 3490;
Cornwall – 18, 31, 32, 147, 148, 154, 442, 1267, 1613;
Sunderland, Seaham, Warkworth – 1627.

June 2001: Isles of Scilly and West Cornwall – 34, 777, 883, 1148, 1149, 1168, 2345, 2565;
Shetland – 3294.

July 2001: Tees and Approaches – 129, 134, 1612, 1882, 2567;
Peterhead, Stonehaven, Montrose, Arbroath – 1438.

This list will be up-dated in Weekly 18, 3 May 2001.

UK Hydrographic Office (HA 405/006/006/02).

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 29 March 2001 are shown in bold type. Former Notice 4731(P)/00 refers.

⊙26	⊙1411	⊙1859	⊙2093	⊙2625	⊙3319
⊙28	⊙1446	⊙1892	⊙2094	⊙2628	⊙3337
⊙30	⊙1481	⊙1900	⊙2151	⊙2629	⊙3418
⊙105	⊙1491	⊙1901	⊙2172	⊙2631	⊙3683
⊙106	⊙1503	⊙1902	⊙2175	⊙2642	⊙3741
⊙108	⊙1504	⊙1967	⊙2253	⊙2656	⊙3746
⊙323	⊙1536	⊙1991	⊙2255	⊙2693	⊙3750
⊙871	⊙1543	⊙1975	⊙2268	⊙2695	
⊙1121	⊙1552	⊙1994	⊙2290	⊙2696	
⊙1152	⊙1594	⊙2000	⊙2449	⊙2793	
⊙1160	⊙1606	⊙2007	⊙2450	⊙2841	
⊙1166	⊙1607	⊙2010	⊙2451	⊙3164	
⊙1176	⊙1609	⊙2013	⊙2454	⊙3271	
⊙1182	⊙1610	⊙2021	⊙2482	⊙3272	
⊙1183	⊙1626	⊙2022	⊙2484	⊙3273	
⊙1185	⊙1634	⊙2035	⊙2566	⊙3274	
⊙1186	⊙1698	⊙2036	⊙2571	⊙3275	
⊙1200	⊙1827	⊙2037	⊙2572	⊙3284	
⊙1320	⊙1828	⊙2041	⊙2610	⊙3297	
⊙1344	⊙1834	⊙2045	⊙2611	⊙3298	
⊙1346	⊙1835	⊙2052	⊙2615	⊙3315	

⊙ denotes chart available in the ARCS series.

II

1426 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
139	2458/00	Insert accompanying note, CHART 120: POSITIONS, in position 51° 25'·25N., 4° 10'·30E. Amend reference in W. border at latitude 51° 22'·6N., to read, <i>Adjoining Chart 120 (see Note–POSITIONS)</i> .
190	1113/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1236	1450/00	Insert magenta limit and chart number, 4142, as follows: North: 32° 59'·60S. East: 18° 01'·18E. South: 33° 04'·69S. West: 17° 56'·74E. Insert accompanying note, CHART 4142: POSITIONS, in position 33° 01'·8S., 18° 03'·2E.
1407 INT 1505	4549/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1409 INT 1504	4129/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1872	1316/01	Amend chart number in position, 51° 33'·4N., 3° 30'·4E. to read, 120 (<i>see Note–POSITIONS</i>).
1874 INT 1474	1355/01	Amend chart number in position, 51° 21'·6N., 3° 30'·2E. to read, 120 (<i>see Note–POSITIONS</i>). Delete reference, <i>Adjoining Chart 120</i> , in E. border at latitude 51° 25'·2N.
2653	170/01	Insert magenta limit and chart number, 2654, as follows: North: 39° 00'·2N. East: 117° 48'·4W. South: 38° 56'·8N. West: –
3521	346/01	Insert magenta limit and chart number, 3526, as follows: North: 25° 25'·0N. East: 56° 36'·0E. South: 25° 04'·7N. West: 56° 20'·0E. Delete Plan Ⓐ KHAWR FAKKĀN. Delete Plan Ⓑ PORT OF FUJAIRAH. Delete magenta limit and reference, See Plan Ⓐ, in position 25° 20'·6N., 56° 23'·6E. Delete magenta limit and reference, See Plan Ⓑ, in position 25° 07'·4N., 56° 23'·5E. Within Source Data Diagram. Delete Plans Ⓐ and Ⓑ. Delete legend, See Plan Ⓐ, in position 25° 22'·0N., 56° 17'·0E. Delete legend, See Plan Ⓑ, in position 25° 10'·0N., 56° 17'·0E. Delete line, i 1982 1:2500–1:10000.

UK Hydrographic Office.

1317* SCOTLAND — Shetland Islands — Yell — Cullivoe — Lights; Buoy; Coastline; Jetty; Depths

Insert	the accompanying block, showing amendments to lights, buoy, coastline, jetty and depths, centred on: ★ <i>Fl(2)WRG.10s4M</i>	(a) 60° 41'·90N., 0° 59'·20W. (b) 60° 41'·89N., 0° 59'·57W.
Delete	★ Oc.R	(c) close NW. of (b) above

Chart [*Last correction*].— **3292** (a) [4750/00] — **3282** (b,c) [577/01]

Light List Vol. A/00, 3831, 3831.2, 3831.3

Shetland Island Council Notice 1/01 (HH.270/410/05).

II

1322* ENGLAND, East Coast — Thames Estuary — Shoeburyness and Isle of Grain — Firing practice areas

Insert	limit of firing practice area, pecked line, joining	(a) 51° 31'·38N., 0° 46'·58E. (shore) (b) 51° 30'·24N., 0° 45'·74E. (W. Shoebury light–buoy) (c) 51° 30'·28N., 0° 51'·23E. (d) 51° 30'·97N., 0° 54'·41E. (E. border)
Amend	legend to, <i>FIRING PRACTICE AREA</i> (see note), centred on:	(e) 51° 31'·05N., 0° 48'·60E. (f) 51° 32'·29N., 0° 52'·77E. (g) 51° 28'·43N., 0° 42'·11E.
Substitute	the accompanying note, <i>FIRING PRACTICE AREAS</i> , for existing note, centred on:	(h) 51° 25'·50N., 0° 36'·37E.
Delete	limit of firing practice area, pecked line, joining:	(i) 51° 33'·67N., 0° 49'·63E. (N. border) (j) 51° 32'·28N., 0° 48'·48E. (k) 51° 30'·50N., 0° 47'·00E. (l) 51° 30'·28N., 0° 51'·05E. (m) 51° 30'·15N., 0° 51'·25E. (n) 51° 30'·00N., 0° 53'·00E. (o) 51° 30'·53N., 0° 54'·41E. (E. border) and (p) (j) above (q) (l) above

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.

The above update will be included in a New Edition of Chart 1609 to be published on 22 March 2001.

Chart [*Last correction*].— **1185** (INT 1572) [1316/01]

UK Hydrographic Office (HH.244/470/01).

1323* ENGLAND, East Coast — Lowestoft to Brown Ridge Southeastwards — Submarine cable

Insert	submarine cable joining:	(a) 52° 27'·25N., 1° 44'·24E.(shore) (b) 52° 27'·59N., 1° 47'·65E.(title) (c) 52° 27'·61N., 1° 47'·83E. (d) 52° 27'·32N., 1° 53'·60E. (E. border) (e) 52° 27'·16N., 1° 56'·85E. (f) 52° 26'·19N., 2° 01'·92E. (g) 52° 26'·12N., 2° 02'·79E. (h) 52° 26'·52N., 2° 10'·83E. (i) 52° 28'·77N., 2° 13'·36E. (j) 52° 29'·15N., 2° 13'·94E. (k) 52° 29'·45N., 2° 16'·94E. (l) 52° 29'·42N., 2° 18'·21E. (E. border) (m) 52° 29'·32N., 2° 20'·74E. (n) 52° 29'·07N., 2° 22'·38E. (o) 52° 29'·10N., 2° 27'·31E. (p) 52° 28'·86N., 2° 38'·90E. (q) 52° 28'·71N., 2° 40'·25E. (r) 52° 29'·04N., 2° 50'·28E. (s) 52° 28'·63N., 2° 55'·74E. (t) 52° 28'·70N., 2° 58'·94E. (u) 52° 28'·60N., 3° 00'·42E. (v) 52° 29'·03N., 3° 07'·85E. (w) 52° 29'·07N., 3° 12'·21E. (x) 52° 29'·01N., 3° 12'·69E. (y) 52° 28'·43N., 3° 14'·25E. (z) 52° 26'·68N., 3° 22'·32E. (aa) 52° 26'·77N., 3° 23'·00E. (bb) 52° 28'·32N., 3° 28'·38E. (E. border)
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Note: Charts 1536, 1543 and 1504 should be removed from the list of charts affected by Former Notice 2233(P)/00. Further Charts will be updated in due course.

Positions on all of the charts 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*].— **1536** (INT 1557) (**plan C, Approaches to Lowestoft**) (a,b) & **1536** (INT 1557) (a,c,d) [777/01] — **1543** (a,c,e–l) [777/01] — **1504** (INT 1510) (a,c,e–k,m–bb) [679/01]

Alcatel Submarine Networks (HH.160/300/05).

II

1324* ENGLAND, East Coast — Approaches to Great Yarmouth — Caister Shoal — Depth

Insert depth 1₇ m enclosed by 2m contour (a) 52° 41'·00N., 1° 45'·19E.
 Substitute depth 1₇ m enclosed by 2m contour for depth 4₁ m (b) (a) above

Note: **Positions** on both the charts 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].— **1536** (INT 1557) (b) [1323/01] — **1543** (a) [1323/01]
 Trinity House (HH.242/540/14).

1325* ENGLAND, East Coast — The Wash — King's Lynn — Maintained depths

Delete legend, 5·3m 52° 45'·74N., 0° 23'·78E.
 52° 45'·55N., 0° 23'·61E.

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].— **1200** (INT 1556) (plan F, King's Lynn) [New Edition 14/12/00]
 Associated British Ports, King's Lynn (HH.242/560/14).

1326* ENGLAND, East Coast — River Tyne — Long Reach, South Bank — Rohm and Haas (UK) Ltd — Dolphins; Lights

Substitute □ *Dn*, for ★ (a) 54° 59'·17N., 1° 29'·53W.
 70m W. of (a) above

Chart [Last correction].— **1934** (INT 1550) & (plan A, Willington Quay to Saint Anthony's Point) [3631/00]
 Light List Vol. A/00, 2723.4, 2723.6
 Harbour Master, Port of Tyne Authority (HH.242/620/19).

1327* SCOTLAND — Orkney Islands — Main Island — Head of Work — Diffuser; Outfall

Insert ☉ *Diffuser* (a) 59° 00'·796N., 2° 54'·477W.
 outfall joining: 59° 00'·658N., 2° 54'·566W.(shore)
 (a) above

Chart [Last correction].— **1553** [4649/00] — **2584** [4649/00]
 Halcrow Crouch (HH.268/430/04).

1328* SCOTLAND, West Coast — Sound of Mull — Bogha and Yule Rocks — Buoyage

Substitute starboard-hand conical light-buoy, *Fl(2)G.6s* for 56° 31'·55N., 5° 55'·46W.
 starboard-hand conical buoy
 port-hand can light-buoy, *Fl.R.15s* for 56° 30'·03N., 5° 43'·88W.
 port-hand can buoy

Chart [Last correction].— **2390** [453/01] — **2171** [995/01]
 Northern Lighthouse Board Notice 6/01 (HH.272/550/05).

1329* SCOTLAND, West Coast — Firth of Clyde — Kyles of Bute — West Kyle — Depths

Insert depth 0₈ m enclosed by 2m contour, (chart 2131, depth 0₈ m and extend 2m contour E. to enclose) (a) 55° 52'·05N., 5° 12'·75W.
 depth 8₂ m and extend 10m contour NE. to enclose (b) 55° 52'·22N., 5° 12'·90W.
 depth 9₅ m and extend 10m contour S. to enclose (c) 55° 53'·88N., 5° 13'·80W.
 Delete depth 1₂ m (d) close NW. of (a) above
 depth 16₂ m (e) close S. of (a) above
 depth 10m (f) close N. of (c) above
 depth 9₈ m (g) close E. of (c) above

Chart [Last correction].— **1906** (a-c,e,f) [3806/00] — **2131** (a,c,d,g) [4838/00]
 West of Scotland Water (HH.274/510/04).

1330* IRELAND, East Coast — Approaches to Wexford — Rusk Channel — Buoy

Substitute port-hand can light-buoy, *Fl(3)R.6s No 4*, for No 4 buoy 52° 31'·05N., 6° 10'·80W.

Chart [Last correction].— **1787** [681/01] — **1410** (INT 1609) [681/01]
 Commissioners of Irish Lights, Notice 2/01 (HH.286/400/03).

II

1331* ENGLAND, West Coast — Lands End — Whitesand Bay Northeastwards — Submarine cable

Insert	submarine cable joining:	(a)	50° 04'·88N., 5° 41'·52W.(shore)
		(b)	50° 05'·47N., 5° 41'·89W.
		(c)	50° 05'·57N., 5° 42'·27W.
		(d)	50° 05'·81N., 5° 42'·61W.
		(e)	50° 06'·12N., 5° 43'·21W.
		(f)	50° 06'·33N., 5° 44'·06W.
		(g)	50° 06'·87N., 5° 45'·18W.
		(h)	50° 07'·84N., 5° 46'·44W.
		(i)	50° 08'·47N., 5° 47'·50W.
		(j)	50° 09'·46N., 5° 48'·93W.
		(k)	50° 09'·50N., 5° 48'·98W.
			(S. border)
		(l)	50° 09'·70N., 5° 49'·44W.
		(m)	50° 09'·79N., 5° 49'·55W.
			(N. border)
		(n)	50° 10'·16N., 5° 50'·04W.
		(o)	50° 11'·33N., 5° 50'·95W.
		(p)	50° 15'·32N., 5° 55'·27W.
		(q)	50° 20'·85N., 5° 58'·00W.
			(W. border)
		(r)	50° 22'·04N., 5° 58'·62W.
			(N. border)

Note: Charts 777, 1149 & 1148 are to be removed from the list of charts affected by Former Notices 285(P)/00. Further charts will be updated in due course.

Chart [*Last correction*].— **777** (*a-j,m*) [132/01] — **1148** (*a-j,l,n-p,r*) [685/01] — **1149** (*k,l,n-q*) [685/01]
Global Marine Systems Ltd (HH.200/301/01).

1332* ENGLAND, South Coast — Start Point Southeastwards — Depth

Insert	depth 48m enclosed by 50m contour	(a)	50° 04'·16N., 3° 11'·04W.
		(b)	50° 04'·12N., 3° 10'·97W.

Note: **Positions** on one or more of the charts 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*].— **442** (INT 1701) (*b*) [999/01] — **2454** (INT 1702) (*a*) [456/01] — **2656** (*a*) [999/01]
mv *Granuaile II* (HH.226/410/05).

1333 NORWAY, West Coast — Foldafjorden — Abelvær Southwestwards — Light

Amend	light to, <i>Q.RG</i>	64° 43'·4N., 11° 09'·5E.
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Chart [*Last correction*].— **3505** [1002/01]
Light List Vol. L, 2001/01, 1821
Norwegian Notice 3/154/01 (HH.310/520/04).

1334 NORWAY, West Coast — Namsfjorden — Spillum — Lights; Leading line

Insert	★ <i>Q.R</i>	64° 27'·31N., 11° 30'·87E.
	★ <i>F.R</i>	(a) 64° 27'·34N., 11° 31'·03E.
	leading line, pecked line for 0·3M then firm line for 0·6M	(b) extending in direction
		243·5° from (a) above
	legend, <i>Ldg Lts 063·5°</i>	seaward end of (b) above

Chart [*Last correction*].— **3503** [1003/01]
Light List Vol. L, 2001/02, 1775·5, 1775·51
Norwegian Notice 3/153/01 (HH.310/515/02).

1335 NORWAY, West Coast — Approaches to Sauda — Sandsfjorden and Saudafjorden — Submarine cable

Insert	submarine cable joining:	(a)	59° 29'·21N., 6° 14'·86E.(shore)
		(b)	59° 29'·40N., 6° 14'·10E.
		(c)	59° 30'·00N., 6° 14'·00E.
		(d)	59° 31'·27N., 6° 15'·70E.
		(e)	59° 32'·21N., 6° 16'·60E.
		(f)	59° 33'·48N., 6° 17'·08E.
		(g)	59° 34'·38N., 6° 18'·79E.
		(h)	59° 34'·68N., 6° 19'·07E.
			(S. border)
		(i)	59° 34'·75N., 6° 19'·10E.
		(j)	59° 35'·00N., 6° 19'·10E.
			(N. border)
		(k)	59° 36'·91N., 6° 18'·90E.
		(l)	59° 38'·55N., 6° 19'·66E.(shore)

Chart [*Last correction*].— **3540** (*a-g,i,j*) & (**plan A, Continuation of Saudafjorden**) (*h,i,k,l*) [463/01]
Norwegian Notice 3/146/01 (HH.310/420/03).

II

1336 NORWAY, South Coast — South–West Approaches to Oslofjorden — Tønsbergfjorden — Treidene to Lahelle — Submarine cable

Insert submarine cable joining:

59° 04′.80N., 10° 23′.85E.(shore)
 59° 05′.08N., 10° 23′.44E.
 59° 05′.02N., 10° 22′.70E.
 59° 05′.04N., 10° 22′.15E.
 59° 05′.59N., 10° 21′.35E.
 59° 05′.74N., 10° 20′.92E.
 59° 06′.16N., 10° 20′.50E.
 59° 06′.52N., 10° 18′.89E.
 59° 08′.02N., 10° 17′.12E.(shore)

Note: The above update will be included in a New Edition of Chart 3159 to be published 19 April 2001.

Chart [*Last correction*].— **3158** [5044/00]

Norwegian Notice 4/180/01 (HH.311/620/02).

1337 SWEDEN, West Coast — Strömstad — Submarine pipeline; Submarine power cable

Insert submarine pipeline joining:

(a) 58° 56′.607N., 11° 09′.717E.
 (shore)
 58° 56′.609N., 11° 09′.739E.
 58° 56′.579N., 11° 09′.842E.
 58° 56′.472N., 11° 09′.983E.
 58° 56′.390N., 11° 10′.027E.
 58° 56′.366N., 11° 10′.080E.
 58° 56′.366N., 11° 10′.128E.

submarine power cable joining:

(b) 58° 56′.423N., 11° 10′.270E.
 (shore)
 (a) above
 58° 56′.609N., 11° 09′.737E.
 58° 56′.574N., 11° 09′.840E.
 58° 56′.469N., 11° 09′.980E.
 58° 56′.388N., 11° 10′.023E.
 58° 56′.363N., 11° 10′.078E.
 58° 56′.363N., 11° 10′.130E.
 (b) above

Chart [*Last correction*].— **879 (plan, Strömstad)** [896/01]

Swedish Notice 7/145/01 (HH.317/410/03).

1338 BALTIC SEA — Sweden, South Coast — Sölvesborg — Mined Area

Delete maritime limit, pecked line, and associated legend, Mined Area (see Note), joining:

(a) 56° 01′.50N., 14° 35′.29E.(shore)
 (b) 56° 01′.60N., 14° 34′.97E.
 (c) 56° 01′.47N., 14° 34′.21E.
 (plan, Sölvesborg W. border)
 (d) 56° 01′.21N., 14° 34′.53E.
 (S. border)
 (e) 56° 01′.11N., 14° 34′.70E.
 (f) 56° 01′.18N., 14° 35′.13E.(shore)

Chart [*Last correction*].— **2371 (plan, Sölvesborg) (a–d) & (plan, Approaches to Sölvesborg) (a–c,e–f)** [1130/01]

Swedish Notice 7/132/01 (HH.315/440/02).

1339 BALTIC SEA — Sweden, South Coast — Approaches to Karlskrona — Aspö Northwards — Restricted area

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

56° 07′.5N., 15° 31′.5E.(shore)
 56° 07′.5N., 15° 30′.5E.
 56° 07′.9N., 15° 30′.5E.
 56° 08′.2N., 15° 33′.0E.
 56° 07′.7N., 15° 33′.0E.(shore)

Chart [*Last correction*].— **3435 (plan, Approaches to Karlskrona)** [793/01]

Swedish Notice 7/130/01 (HH.315/470/04).

1340 BALTIC SEA — Sweden, East Coast — Krabbsfjärden — Asenskallen — Light

Delete sectors at light, Fl.WRG.3s12m8–5M, as follows:

G Unitens 325° – 335° (10°)
 W Unitens 335° – 000° (25°)
 R Unitens 000° – 010° (10°)
 Remaining sectors unchanged

58° 46′.98N., 17° 41′.90E.

Chart [*Last correction*].— **3170** [900/01]

Light List Vol. C/00, 6732

Swedish Notice 7/148/01 (HH.316/400/03).

II

1341 BALTIC SEA — Sweden, East Coast — Southern Approaches to Södertälje — Näslandsfjärden — Farstanäset — Light

Amend light to, *Fl(3)WRG.9s5m4–2M* 59° 05′.79N., 17° 39′.69E.

Note: For details of sectors, refer to Admiralty List of Lights. The sectors will be included on New Edition of Chart 3168 in preparation.

Chart [*Last correction*].— **3168 (plan C, Brandalsund) & 3168** [899/01]

Light List Vol. C/00, 6678.5

UK Hydrographic Office (HH.318/465/04).

1342 BALTIC SEA — Gulf of Bothnia — Finland — Approaches to Rauma — Wreck

Substitute $\odot$ Wk, least depth 118 m for $\odot$ Wk least depth 94 m,
(chart 2298, $\odot$ Wk, least depth 118 m for $\odot$ Wk least
depth 96 m) 61° 10′.59N., 21° 15′.88E.

Chart [*Last correction*].— **3415 (plan B, Approaches to Rauma)** [470/01] — **2298** [470/01]

Finnish Notice 5/110/01 (HH.321/710/02).

1343 BALTIC SEA — Finland, South–West Coast — Saaristomeri — Outer Approaches to Turku — Maximum authorised draughts

Amend	maximum authorised draught to, 9.6m	(a) 59° 49′.1N., 21° 20′.9E.
		(b) 59° 50′.6N., 21° 24′.3E.
		(c) 59° 52′.6N., 21° 30′.4E.
		(d) 59° 54′.7N., 21° 36′.3E.
		(e) 59° 57′.8N., 21° 41′.4E.
		(f) 60° 01′.7N., 21° 41′.6E.
		(g) 60° 03′.1N., 21° 41′.2E.
		(h) 60° 07′.9N., 21° 41′.1E.
		(i) 60° 10′.6N., 21° 42′.3E.
		(j) 60° 12′.6N., 21° 42′.5E.
	maximum authorised draught to, 7.0m	(k) 60° 13′.2N., 21° 37′.5E.
		(l) 60° 14′.3N., 21° 41′.3E.
		(m) 60° 14′.0N., 21° 39′.8E.
	maximum authorised draught to, 9.6m	(n) 59° 53′.6N., 21° 33′.3E.
		(o) 59° 57′.7N., 21° 41′.2E.
		(p) 60° 08′.5N., 21° 41′.4E.

Note: Former Notices 4121(T)/00 and 4523(T)/00 are cancelled.

Chart [*Last correction*].— **3439 (i–l)** [593/01] — **3441 (a–i)** [3973/00] — **2297 (m–p)** [1009/01]

Finnish Notice 5/108(T)/01 (HH.319/430/02).

1344 BALTIC SEA — Finland, South–West Coast — Approaches to Hanko — Rosalalandet Northwards — Maximum authorised draught

Amend	maximum authorised draught to, 4.2m	(a) 59° 53′.6N., 22° 27′.4E.
		(b) 59° 55′.2N., 22° 24′.2E.

Chart [*Last correction*].— **3443 (a)** [695/01] — **2297 (b)** [1343/01]

Finnish Notice 5/108(T)/01 (HH.319/430/02).

1345 BALTIC SEA — Latvia — Liepāja — Beacons; Lights

Substitute	beacon for ★ Iso.R.6s3M (exting)	56° 33′.22N., 20° 58′.27E.
Delete	★ Iso.G.6s2M (exting)	56° 33′.14N., 20° 58′.03E.
	★ Oc.R.3s (exting)	56° 32′.00N., 20° 58′.93E.
	green beacon	56° 31′.92N., 20° 59′.01E.

Chart [*Last correction*].— **2289** [*New Chart* 25/1/01]

Light List Vol. C/00, 3396.8, 3396.9, 3397.6

Latvian Notice 2/10/01 (HH.345/430/04).

1346 BALTIC SEA — Latvia — Liepāja Northwards — Akmenraga bāka — Light

Amend light to, *Fl(2)7.5s38m18M*, (charts 2816 and 2817, *Fl(2)18M*) 56° 49′.9N., 21° 03′.4E.

Chart [*Last correction*].— **2231** (INT 1277) [*New Chart* 25/1/01] — **2288** [1134/01] — **2816** [1018/01] — **2817** [1018/01]

Light List Vol. C/00, 3442

Latvian Notice 2/9/01 (HH.345/430/04).

II

1347 BALTIC SEA — Germany, North Coast — Jasmund — Neu Mukran — Buoy

Insert isolated danger spar buoy (a) 54° 28'·78N., 13° 36'·33E.
(b) 54° 28'·7N., 13° 36'·3E.

Chart [*Last correction*].— **2365** (a) [985/01] — **2150** (b) [1136/01]
German Notice 7/(16)1516/01 (HH.327/530/05).

1348 BALTIC SEA — The Sound — Sweden and Denmark — Lundåkra Bukten to Taarbæk Rev Northwards — Submarine cable

Insert submarine cable, joining: 55° 49'·96N., 12° 54'·95E.(shore)
55° 48'·78N., 12° 51'·32E.
55° 47'·73N., 12° 50'·11E.
55° 47'·61N., 12° 49'·76E.
55° 47'·48N., 12° 48'·20E.
55° 48'·41N., 12° 35'·04E.(shore)

Chart [*Last correction*].— **2594** (INT 1331) [1234/01] — **2115** [1234/01]
Swedish Notice 8/164/01 (HH.317/660/02).

1349 BALTIC SEA — Denmark — Langelands Bælt — Bøstrup E — Light

Certain copies only
Amend light to, *Fl.RG.5s9M* 55° 02'·70N., 10° 59'·26E.

Chart [*Last correction*].— **2106** (INT 1303) [1232/01]
Light List Vol. C/00, 1672.5
UK Hydrographic Office (HH.333/560/03).

1350 BALTIC SEA — Denmark, East Coast — Samsø Bælt — Røsnæs Rev Westwards — Pilot boarding place

Insert ① *Route T & Kalundborg*, (chart 2108, ①) 55° 44'·6N., 10° 48'·3E.

Chart [*Last correction*].— **923** (INT 1371) [1022/01] — **2589** (INT 1379) [1235/01] — **2590** (INT 1380) [1233/01] — **2596** (INT 1370) [1022/01] — **2108** (INT 1302) [1026/01]
Admiralty List of Radio Signals Vol. 6(2) 2000/01: (7/01)
Royal Danish Administration of Navigation and Hydrography (HH.333/530/03).

1351 DENMARK, West Coast — Limfjorden — Northern Approaches to Thyborøn Kanal — Wreck

Insert  56° 45'·23N., 8° 08'·94E.

Chart [*Last correction*].— **426** (INT 1448) [1034/01] — **1404** [1236/01]
Danish Notice 8/307(P)/01 (HH.331/450/02).

1352 GERMANY, North Sea Coast — The Jade — Jadebusen — Vareler Fahrwasser — Buoy

Amend V8 port-hand pillar light-buoy to, *Fl(2)R.9s* 53° 29'·26N., 8° 11'·79E.

Chart [*Last correction*].— **3618** (INT 1460) [1240/01]
German Notice 8/(21)7/01 (HH.328/510/03).

1353* GERMANY, North Sea Coast — Die Ems — Dukegat — Legend

Delete legend, 42 (a) 53° 25'·28N., 6° 56'·49E.
Certain copies only
Delete legend, 42 (b) 53° 25'·3N., 6° 56'·9E.

Chart [*Last correction*].— **3510** (a) [1038/01] — **3509** (b) [1038/01]
UK Hydrographic Office (HH.328/430/02).

1354 NETHERLANDS — Westerems Northwestwards — Submarine cable

Insert submarine cable, joining: 53° 42'·04N., 6° 17'·88E.
(N. border)
53° 41'·82N., 6° 17'·00E.
53° 41'·00N., 6° 12'·11E.
(W. border)

Note: Chart 3509 is to 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*].— **3509** [1353/01]
Netherlands Notice 6/116/01 and Global Marine Systems Ltd (HH.111/309/02).

II

1355 BELGIUM — Akkaertbank Northwestwards — Buoy

Insert special spherical light-buoy, *Fl(5)Y.20s Wave recorder* 51° 24'·53N., 2° 48'·28E.

Chart [*Last correction*].— **1873** (INT 1480) [1316/01] — **1874** (INT 1474) [1316/01]

Belgian Notice 4/71/01 (HH.342/710/06).

1356 FRANCE, West Coast — Rade de Brest — Baie de Roscanvel — Basse Fortunée — Mooring buoy

Move  *Coffre de Roscanvel*, from: 48° 19'·37N., 4° 30'·21W.
to: 48° 19'·20N., 4° 30'·43W.

Chart [*Last correction*].— **3427** (INT 1832) [4668/00] — **3429** [747/00]

French Notice 7/21/01 (HH.353/410/04).

1357 FRANCE, West Coast — Plateau de Rochebonne Northeastwards — Wreck

Insert  *Wk*, unsurveyed clearance depth 28m 46° 21'·5N., 2° 15'·7W.

Chart [*Last correction*].— **2663** [150/01] — **1104** [4992/00]

French Notice 6/19/01 (HH.353/510/04).

1358 SPAIN, North Coast — Approaches to Santander — Pilot boarding places

Insert  43° 29'·02N., 3° 44'·87W.

Delete  43° 28'·83N., 3° 44'·28W.

Chart [*Last correction*].— **1155** [3396/00]

Admiralty List of Radio Signals Vol. 6(2) 2000/01: (11/01)

Spanish Notice 7/108/01 (HH.359/470/03).

1359 SPAIN, West Coast — Cabo Toriñana — Light

Amend light to, *Fl(2+1)15s63m24M* 43° 03'·2N., 9° 17'·9W.

Chart [*Last correction*].— **3633** [1245/01]

Light List Vol. D, 2000/01, 1740

Spanish Notice 7/109/01 (HH.359/580/02).

1360 NORTH ATLANTIC OCEAN — Islas Canarias — Hierro — Punta de la Orchilla — Light

Amend range of light to, 24M 27° 42'·3N., 18° 08'·9W.

Chart [*Last correction*].— **1869** [1970/00] — **3133** [3569/00] — **3134** [3273/00]

Light List Vol. D, 2000/01, 2836

Spanish Notice 6/88/01 (HH.419/420/06).

1318 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Gemlik Körfezi — Borusan — Jetty; Coastline; Depths; Buoy; Mooring buoys

Insert the accompanying block, showing amendments to jetty, coastline, depths, buoy and mooring buoys, centred on: (a) 40° 25'·2N., 29° 05'·0E.
(b) 40° 24'·82N., 29° 04'·56E.
Delete  conical buoy (c) close SE. of (b) above

Chart [*Last correction*].— **1006 (plan, Gemlik)** (a) [931/01] — **1005 (b,c)** [883/01]

Turkish Notice 1/5/01 and Turkish Chart 2924 (HH.392/430/02).

1319 MEDITERRANEAN SEA — Turkey — Marmara Denizi — İzmit Körfezi — Zeytin Burnu — Platforms; Dolphins; Submarine pipeline; Mooring buoys

Insert the accompanying block, showing new platforms, submarine pipeline, mooring buoys and dolphins, centred on: (a) 40° 44'·60N., 29° 47'·10E.
(b) 40° 44'·40N., 29° 47'·07E.
 (lighted), *Fl.4s8m5M* (c) 40° 44'·57N., 29° 46'·80E.(shore)
submarine pipeline, joining: (d) (b) above

Chart [*Last correction*].— **497 (plan, Yarimca to İzmit)** (a) & **(plan, Tuzla to İzmit)** (b-d) [617/01]

Light List Vol. E, 2000/01, 4928, 7640, 7641

Turkish Notice 3/14/01 (HH.392/400/03).

II

1361 MEDITERRANEAN SEA — Spain, South-East Coast — Alicante — Works

Insert legend, *Works in progress (2001)*, centred on: 38° 19'·77N., 0° 29'·59W.

Chart [*Last correction*].— **469** (INT 3168) [*New Edition 19/10/00*] — **470** [*New Edition 19/10/00*]

Spanish Notice 8/133(T)/01 (HH.361/510/03).

1362 MEDITERRANEAN SEA — Spain, East Coast — Punta del Llobregat Southwards — Buoy

Move special spherical light-buoy, *Fl(5)Y.20s*, from: 41° 16'·76N., 2° 08'·55E.
to: 41° 16'·47N., 2° 08'·35E.

Chart [*Last correction*].— **1195** [64/01]

Spanish Notice 7/114/01 (HH.361/620/03).

1363 MEDITERRANEAN SEA — Spain — Islas Baleares — Mallorca, East Coast — Bahía de Alcudia — Buoyage

Amend special pillar light-buoy with topmark to, *Fl.Y.6s* (a) 39° 48'·7N., 3° 07'·5E.
Move special pillar light-buoy with topmark, *Fl(3)Y.15s*, from: (b) 39° 49'·10N., 3° 07'·30E.
to: (c) 39° 49'·03N., 3° 07'·27E.

Chart [*Last correction*].— **2831 (plan, Puerto de Alcudia) (b,c) & 2831 (a)** [1148/01]

Spanish Notice 6/94/01 (HH.362/410/03).

1364 MEDITERRANEAN SEA — France, South Coast — Valras-Plage — Light

Amend light to, *Fl.G.4s7M & Fl(4)15s9M* 43° 14'·7N., 3° 18'·1E.

Chart [*Last correction*].— **1705** [488/01]

Light List Vol. E, 0529

French Notice 7/26/01 (HH.354/450/03).

1365 MEDITERRANEAN SEA — France, South Coast — Îles d'Hyères — Île du Levant — Restricted areas

Insert limit of restricted area, pecked line, joining: (a) 43° 02'·18N., 6° 31'·24E.
(existing limit)
43° 02'·28N., 6° 31'·40E.
43° 01'·96N., 6° 32'·22E.
(b) 43° 01'·60N., 6° 31'·65E.
(existing limit)
43° 01'·27N., 6° 31'·11E.
(c) 43° 01'·43N., 6° 31'·03E.
(existing limit)

Delete former limit of restricted area, pecked line,
joining: (a)–(b) above
(b)–(c) above

Chart [*Last correction*].— **2165** [806/01] — **1974** [488/01]

French Notice 6/26/01 (HH.354/680/03).

1366 MEDITERRANEAN SEA — Aegean Sea — Greece, East Coast — Nótios Evvoikós Kólpos — Mikrón Vathí and Néa Súra — Buoy; Light

Insert port-hand pillar light-buoy, *Q.R* (a) 38° 26'·683N., 23° 35'·650E.
Amend light to, *Fl.G.3s3M* (b) 38° 10'·83N., 24° 12'·38E.

Chart [*Last correction*].— **1554 (plan C, Dhíavlos Stenó) (a) & 1554 (b)** [926/01]

Light List Vol. E, 2000/01, 4351

Greek Notices 12/344/00 & 1/22/01 (HH.382/480/03).

1367 MEDITERRANEAN SEA — Greece, East Coast — Southern Approaches to Piraiévs — Vrákhoi Mermíngia Southwards — Depth

Insert depth 198 m enclosed by 20m contour 37° 49'·55N., 23° 43'·80E.

Chart [*Last correction*].— **1657** [1051/01] — **1093** [812/01]

Greek Notice 1/19/01 (HH.382/550/02).

1368 MEDITERRANEAN SEA — Greece — Nísos Kríti, North Coast — Nísída Soúda Northwards and Westwards — Soúda Northwards and Eastwards — Wrecks; Beacons; Mooring buoy

Insert  PA 35° 29'·55N., 24° 09'·16E.
35° 29'·43N., 24° 08'·99E.
35° 29'·11N., 24° 05'·68E.
beacon with Δ topmark (a) 35° 29'·87N., 24° 04'·61E.
 beacon 35° 29'·04N., 24° 05'·38E.
Delete beacon 35° 28'·88N., 24° 05'·80E.

Chart [*Last correction*].— **1706 (plan, Limín Soúdas) (a) & 1706** [155/01]

Greek Chart 433/1 (HH.386/400/04).

II

1369 MEDITERRANEAN SEA — Aegean Sea — Greece — Nisída Agathonísion — Megálo Khorío — Depth

Substitute depth 158 m enclosed by 20m contour for depth 23m 37° 27'·1N., 27° 00'·2E.

Chart [Last correction].— 1056 [499/01]

Greek Notice 1/27/01 (HH.384/400/04).

1370 MEDITERRANEAN SEA — Aegean Sea — Greece — Nísos Thíra — Nísos Thirasía — Ák. Ay. Iríni — Depth; Rocks

Substitute depth 25 m for depth 55 m (a) 36° 27'·54N., 25° 20'·85E.
Delete + (b) 36° 27'·58N., 25° 20'·94E.
+ and associated danger line (c) close E. of (b) above
⊕ (chart 1095, + and associated danger line) (d) 36° 27'·61N., 25° 21'·03E.

Chart [Last correction].— 1541 (plan, Nísos Thíra) (a–c) [3732/00] — 1037 (d) [815/01] — 1040 (d) [3909/00] — 1095 (d) [815/01]

Greek Notice 1/18/01 (HH.385/440/02).

1371 MEDITERRANEAN SEA — Aegean Sea — Nísos Ródhos, North Coast — Rhodes Channel — Ák. Áy. Mínas — Wrecks

Insert ⊕ Mast 36° 20'·88N., 27° 54'·75E.
Delete ⊕ PA (charts 236, 1095 and 1099, ⊕) 36° 20'·55N., 27° 54'·13E.

Chart [Last correction].— 1055 [929/01] — 236 [1114/00] — 1095 [1370/01] — 1099 [499/01]

Greek Notice 1/28/01 (HH.383/430/03).

1372 BLACK SEA — Bulgaria — Zaliv Vramos — Restricted areas; Note

Insert limit of restricted area, pecked line, joining: 42° 28'·24N., 27° 36'·04E.
42° 27'·54N., 27° 36'·44E.
42° 27'·39N., 27° 35'·92E.
42° 28'·09N., 27° 35'·51E.
42° 27'·77N., 27° 36'·00E.
Amend legend, Area 318 (Entry Prohibited), centred on:
title of note to, REGULATED AREAS NOS 317, 319,
centred on: 42° 26'·00N., 27° 28'·44E.
Delete circular limit of restricted area, pecked line, and associated
legend, Area 318 (see Note), centred on: 42° 27'·83N., 27° 36'·15E.

Chart [Last correction].— 2399 [1115/00]

Bulgarian Notices 30/00 & 02/01–03/01 (HH.397/420/02).

1373 BLACK SEA — Russia — Sochi — Light

Delete ★ F.Bu 43° 34'·63N., 39° 42'·76E.

Chart [Last correction].— 3312 (plan B, Sochi) [3785/99]

Light List Vol. E, 2000/01, 5689.2

Russian Notice 45/7507/00 (HH.305/460/03).

1374 AFRICA, West Coast — Morocco — Larache — Espigon Rompeolas — Light

Amend light to, Oc(4)15s16m17M Horn(4)40s 35° 12'·29N., 6° 09'·22W.

Chart [Last correction].— 1912 (plan, Larache) [4585/00]

Light List Vol. D, 2000/01, 2522

EPSHOM (HH.417/490/03).

1375* AFRICA, West Coast — Nigeria — Approaches to Dodo River — Wells; Platforms; Pipe; Legend; Depth

Insert ○ Well (a) 4° 51'·85N., 5° 16'·80E.
(b) 4° 49'·40N., 5° 16'·05E.
(c) 4° 45'·90N., 5° 20'·60E.
□ (lighted), (chart 3118, □ (lighted), EA) (d) 4° 50'·80N., 5° 16'·85E.
□ (lighted) (e) 4° 48'·35N., 5° 20'·90E.
(f) 4° 48'·10N., 5° 21'·85E.
Substitute ○ Well, for ○ Pipe (abt. 33ft) (g) 4° 49'·90N., 5° 22'·95E.
legend, EA Oilfield, for legend, Disused Oilfield (h) 4° 48'·80N., 5° 18'·90E.
(i) 4° 50'·25N., 5° 21'·40E.
Delete depth 15fm, (chart 1862, depth 15fm with seabed
character, M) (j) close N. of (a) above
○ Wells (k) close NE. of (f) above
○ (l) close SW. of (f) above

Chart [Last correction].— 1863 (a–h,j–l) [4743/00] — 1862 (a,b,d,g,i,j) [4878/00] — 1357 (d–f,i) [1155/01] — 3118 (INT 2088) (d) [1155/01]

Light List Vol. D, 2000/01, 8582, 8582.01, 8582.02

The Shell Petroleum Development Company of Nigeria Ltd (HH.440/180/10).

II

1376 MADAGASCAR, North–East Coast — Cap Masoala Southwards to Cap Est Northwards — Depths

Insert	depth 27fm	(a)	16° 18'·8S., 50° 19'·4E.
	depth 23fm	(b)	16° 14'·0S., 50° 19'·7E.
	depth 16fm enclosed by 20fm contour	(c)	15° 49'·1S., 50° 25'·4E.
	depth 17fm enclosed by 20fm contour	(d)	15° 35'·6S., 50° 30'·3E.
	depth 18fm enclosed by 20fm contour	(e)	15° 30'·0S., 50° 31'·9E.
	depth 20fm enclosed by 20fm contour	(f)	15° 26'·3S., 50° 35'·3E.
	depth 7 ₄ fm enclosed by 10fm contour	(g)	15° 05'·3S., 50° 25'·8E.
Delete	depth 29fm	(h)	close W. of (c) above
	depth 49fm	(i)	close E. of (c) above

Chart [*Last correction*].— **758** [716/01] — **759** (a–f,h,i) [716/01]
 French Chart 7486 (HH.457/400/05).

1377* RED SEA — Egypt — Gulf of Suez — July Oilfield — Submarine pipeline

Insert	submarine pipeline, joining:	28° 19'·18N., 33° 13'·66E.(□)
		28° 16'·42N., 33° 15'·79E.
		28° 15'·93N., 33° 15'·83E.
		28° 14'·93N., 33° 15'·27E.

Chart [*Last correction*].— **333** [4790/00] — **2374** [4790/00]
 Ports and Lighthouses Administration, Alexandria (HH.479/430/02).

1378* RED SEA — Gulf of Suez — El'Adabiya — Coastline; Depths

Insert	coastline, firm line, joining:	(a)	29° 52'·58N., 32° 28'·58E.(shore)
		(b)	29° 52'·94N., 32° 28'·39E.
		(c)	29° 52'·91N., 32° 28'·33E.(shore)
		(d)	within (a)–(c) above
Delete	former coastline and charted detail	(e)	29° 52'·90N., 32° 28'·44E.
			29° 52'·64N., 32° 28'·58E.

Chart [*Last correction*].— **3214** [4790/00] — **2098** (a–e) [1267/01]
 Red Sea Ports Authority (HH.476/400/05).

1379* IRAN — Jazireh–ye Lavan Southwestwards — Obstruction

Insert	○ <i>Obstn</i> , unsurveyed clearance depth 10m, <i>Rep</i> (2001)	(a)	26° 41'·5N., 52° 46'·75E.
		(b)	26° 41'·6N., 52° 46'·8E.

Chart [*Last correction*].— **2883** (a) [4381/00] — **2886** (b) [1160/01] — **2887** (a) [349/01] — **2837** (b) [624/01] — **2858** (b) [1160/01]
 RFA Orangeleaf (HH.496/420/02).

1380 INDIAN OCEAN — Comores — Mohéli — Pte. Tsinavouni Southeastwards — Depth

Insert	depth 40m, (chart 2110, depth 22fm)	12° 26'·3S., 43° 53'·9E.
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Chart [*Last correction*].— **563** [626/01] — **2110** [716/01]
 French Chart 7486 (HH.462/400/03).

1381 INDIA, West Coast — Gulf of Khambhāt — Sutherland Channel — Buoyage

Insert	E. cardinal pillar light–buoy, VQ(3)5s	21° 09'·0N., 72° 33'·2E.
	S. cardinal pillar light–buoy, Q(6)+LFl.15s	21° 10'·6N., 72° 34'·3E.

Chart [*Last correction*].— **1486** [1163/01]
 Indian Notice 22/416/00 (HH.502/430/03).

1382* INDIAN OCEAN — Maldives — South Male' Atoll — Tholhimarahuraa — Islet; Legend

Insert	islet and extend coral S. to enclose	(a)	3° 49'·1N., 73° 22'·5E.
	legend, <i>Rihiveli</i>		close W. of (a) above

Chart [*Last correction*].— **1013** [1037/99]
 Royal Engineers (HH.504/400/04).

II

1383* SINGAPORE STRAIT — Singapore — Pulau Sambu to Pulau Nongsa Northwestwards — Buoyage

Insert	special pillar light–buoy with topmark, <i>Fl(4)Y.20s No 1</i>	(a)	1° 10′.43N., 103° 54′.62E.
	special pillar light–buoy with topmark, <i>Fl.Y.6s No 2</i>	(b)	1° 11′.26N., 103° 55′.82E.
	special pillar light–buoy with topmark, <i>Fl.Y.8s No 3</i>	(c)	1° 11′.97N., 103° 57′.46E.
	special pillar light–buoy with topmark, <i>Fl(5)Y.20s No 4</i>	(d)	1° 12′.88N., 103° 59′.74E.
	special pillar light–buoy with topmark, <i>Fl.Y.4s No 5</i>	(e)	1° 13′.06N., 104° 01′.44E.
	special pillar light–buoy with topmark, <i>Fl.Y.5s No 6</i>	(f)	1° 13′.31N., 104° 03′.56E.

Chart [*Last correction*].— **2556** (a–d) [821/01] — **2569** (d–f) [633/01] — **3831** (b–f) [*New Edition* 8/2/01] — **3833** (a–e) [*New Edition* 8/2/01]

Conoco, Indonesia (HH.522/400/06).

1384 SINGAPORE STRAIT — Singapore — Approaches to Kuala Johor — Johor Shoal Eastwards — Light–beacons

Insert	special light–beacon, <i>Fl.Y.3s7m3M Frontier</i>	(a)	1° 18′.883N., 104° 03′.554E.
Delete	special light–beacon, <i>Fl.Y.3s</i>		close E. of (a) above

Chart [*Last correction*].— **2569** [1383/01] — **2585** [633/01] — **3831** [1383/01]

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Singaporean Notice 3/21/01 (HH.522/400/06).

1385 SINGAPORE STRAIT — Singapore — Pulau Tekong Southwards — Fisherman Bank — Works

Insert	limit of works area, pecked line, joining:	(a)	1° 23′.63N., 104° 04′.86E. (shore)
		(b)	1° 23′.54N., 104° 05′.34E.
		(c)	1° 22′.58N., 104° 04′.99E. (N. border)
		(d)	1° 21′.75N., 104° 04′.69E.
		(e)	1° 21′.57N., 104° 03′.19E.
		(f)	1° 22′.38N., 104° 02′.24E.
		(g)	1° 22′.58N., 104° 02′.41E. (N. border)
		(h)	1° 23′.10N., 104° 02′.84E.(shore)
	legend, <i>Works in progress (2000) (marked by light–buoys),</i>		
	centred on:	(i)	1° 22′.20N., 104° 03′.75E.
	legend, <i>Works in progress (2000), centred on:</i>	(j)	1° 22′.10N., 104° 03′.45E.

Chart [*Last correction*].— **2569** (c–g,i) [1384/01] — **2585** (a,b,d–f,h,i) [1384/01] — **3831** (j) [1384/01]

Singaporean Notice 3/26(T)/01 (HH.523/500/03).

1320 CHINA SEA — Gulf of Thailand — Thailand — Ko Si Chang to Laem Chabang — Port development; Anchorage areas; Restricted area; Pier; Harbour limits; Pilot boarding places; Lights

Insert	the accompanying block, showing port developments and amendments to anchorage areas, restricted area, pier, harbour limits, pilot boarding places and lights, centred on:	(a)	13° 05′.2N., 100° 52′.5E.
	the accompanying block, showing port development and amendments to anchorage areas, restricted area, pier, harbour limits and pilot boarding places, centred on:	(b)	13° 05′.4N., 100° 52′.8E.
Amend	range of light to, <i>10M</i>	(c)	13° 06′.45N., 100° 48′.45E.

Chart [*Last correction*].— **1046** (a,c) [721/01] — **3965** (b,c) [3362/00]

Light List Vol. F, 2000/01, 2954, 2958, 2958.8, 2960, 2962, 2963, 2963.4, 2963.5

Port Authority of Thailand (HH.515/410/03).

1386 SOUTH CHINA SEA — Pulau Pulau Tambelan Westwards — Pulau Dumdum Southeastwards — Rock; Depth

Insert	⊕	(a)	1° 09′.10N., 106° 57′.20E.
Delete	depth 40fm	(b)	close SW. of (a) above

Chart [*Last correction*].— **1312** (a) [1059/01] — **2414** (a) [*New Edition* 8/2/01] — **3482** (INT 550) (a) [833/01] — **941A** [1177/01]

Chinese Chart 10020 (HH.553/430/02).

II

1387 CHINA SEA — Vietnam — Royal Bishop Banks and Dai Hung Oilfield — Depths; Wreck

Insert	depth 17 ₉ m enclosed by 20m contour, (chart 3986, depth 9 ₄ fm)	(a) 9° 38'·5N., 108° 06'·5E.
	depth 29m, (chart 3986, depth 16fm enclosed by 20fm contour)	(b) 9° 39'·8N., 108° 05'·1E.
	depth 50fm enclosed by 50fm contour	(c) 8° 29'·0N., 108° 40'·0E.
	depth 16fm and extend 20fm contour NW. to enclose	(d) 9° 32'·7N., 108° 03'·0E.
	depth 6 ₁ fm and extend 10fm contour N. to enclose	(e) 9° 49'·0N., 108° 18'·0E.
		(f) 9° 10'·0N., 108° 00'·0E.
Substitute	depth 9 ₁ fm for depth 9 ₅ fm	(g) 9° 31'·0N., 108° 05'·0E.
Delete	depth 20 ₁ m (upright), (chart 3986, depth 11fm)	(h) close SE. of (a) above
Chart [<i>Last correction</i>].— 1261 (a,b,h) [4835/00] — 3986 (a–f,h) [4835/00] — 3987 (g) [4835/00] — 3482 (INT 550) (f) [1386/01]		
UK Hydrographic Office and Chinese Chart 10020 (HH.546/400/03).		

1388 CHINA, South Coast — Hai–Nan Strait — Yu–pao Chiao — Obstructions: Depth

Insert	 <i>Obstns PA (Explos)</i>	(a) 20° 01'·4N., 109° 58'·2E.
Delete	depth 17fm	adjacent to (a) above
Chart [<i>Last correction</i>].— 3991 [504/01]		
Chinese Chart 16500 (HH.548/424/03).		

1389 CHINA, South–East Coast — Hong Kong — Cheung Chau Westwards — Adamasta Channel — Depths

Insert	depth 5 ₈ m	22° 13'·125N., 114° 00'·524E.
		22° 13'·145N., 114° 00'·829E.
	depth 5 ₉ m	22° 12'·967N., 114° 00'·620E.
	depth 5 ₅ m	(a) 22° 13'·316N., 114° 00'·697E.
	depth 4 ₂ m enclosed by 5m contour with seabed character, R	(b) 22° 13'·649N., 114° 01'·116E.
Substitute	depth 3 ₆ m for depth 4 ₃ m	22° 13'·570N., 114° 00'·980E.
Delete	depth 6 ₂ m	close SE. of (a) above
	depth 4 ₇ m enclosed by 5m contour with seabed character, R	close NW. of (b) above

Chart [*Last correction*].— **1918** (INT 5512) [1272/01]
Marine Department, Hong Kong (HH.550/410/05).

1390 CHINA, South–East Coast — Hong Kong — Hong Kong Harbour — Kowloon Bay — Depths

Substitute	depth 7 ₄ m for depth 8 ₄ m	22° 18'·10N., 114° 12'·10E.
	depth 6 ₉ m for depth 8 ₂ m	22° 18'·17N., 114° 11'·73E.
	depth 7 ₇ m for depth 8 ₁ m	22° 18'·21N., 114° 11'·67E.

Chart [*Last correction*].— **3279** (INT 5513) [988/01]
Hong Kong Notice 4/11/01 (HH.550/402/06).

1391 CHINA, South–East Coast — Hong Kong — Kwo Chau Kwan To Northeastwards and Northwestwards — Wrecks; Depths

Insert	 <i>Wk</i> , least depth 25m	(a) 22° 16'·40N., 114° 21'·54E.
Substitute	depth 20 ₁ m for depth 21m	22° 16'·70N., 114° 19'·81E.
Delete	 <i>Wk</i> least depth 19 ₅ m	close SW. of (a) above
	depth 29m	close NE. of (a) above

Note: The above update will be included in the next New Edition of Charts 1917, 341 and 937 to be published 3 May 2001.

Chart [*Last correction*].— **1916** [838/01]
Hong Kong Chart 2502 (HH.550/414/02).

1392 CHINA, East Coast — Approaches to Changjiang Kou — Maan Liedao — Huaniaoshan to Dongluhua Dao — Restricted area

Insert	limit of restricted area, anchoring and fishing prohibited, width 0·6 cables, double pecked line, centred on:	30° 50'·77N., 122° 40'·18E. (shore)
		30° 50'·67N., 122° 39'·94E.
		30° 49'·03N., 122° 39'·56E.
		30° 48'·97N., 122° 38'·66E. (shore)

Chart [*Last correction*].— **1199** (plan, Luhua Dao Anchorage) [1167/01]
Chinese Chart 13412 (HH.548/468/03).

II

1393 CHINA — East Coast — Huang Hai — Sheyanghe Kou Northeastwards — Buoy; Recommended anchorage

Insert special pillar light-buoy with topmark, *Mo(Q)Y.12s No 01* (a) 33° 52'·00N., 120° 36'·70E.
 (b) close W. of (a) above

Chart [*Last correction*].— **1253** [510/01]
 Chinese Chart 12640 (HH.548/500/03).

1394 JAPAN — Seto Naikai — Itozaki Kō — Itozaki — Buoyage

Amend designation of light-buoy to, *No 4* 34° 23'·32N., 133° 05'·76E.
 designation of light-buoy to, *No 5* 34° 23'·35N., 133° 05'·60E.
 designation of light-buoy to, *No 7* 34° 23'·40N., 133° 05'·50E.
 Delete No 3 buoy 34° 23'·20N., 133° 05'·87E.
 former No 4 buoy 34° 23'·25N., 133° 05'·92E.

Chart [*Last correction*].— **694 (plan, Itozaki Kō)** [1064/01]
 Japanese Notice 8/284/01 (HH.568/460/02).

1395 JAPAN — Honshū, East Coast — Katakai and Hasaki — Lights; Breakwater

Insert ★ *Fl.R.6M* (a) 35° 31'·73N., 140° 28'·25E.
 breakwater, single firm line, joining: (a) above
 (b) 35° 32'·35N., 140° 27'·90E.(shore)
 Amend light to, *Iso.6s15m14M* (c) 35° 44'·7N., 140° 51'·6E.
 (d) 35° 44'·9N., 140° 51'·4E.

Chart [*Last correction*].— **3360 (d)** [*New Edition 15/3/01*] — **3373 (a-c)** [1217/01]
 Light List Vol. F, 2000/01, 6474, 6482
 Japanese Notices 5/168/01 & 7/241/01 and Japanese Chart W87 (HH.563/440/07).

1321 KOREA, East Coast — Muk'o — Anchorage areas; Fairway; Buoy

Insert the accompanying block, showing amendments to 37° 32'·60N., 129° 07'·90E.
 anchorage areas, fairway and buoy, centred on: 37° 32'·25N., 129° 07'·24E.
 Delete magenta maritime limit, pecked line, joining: (W. border of block)
 37° 32'·40N., 129° 07'·05E.

Chart [*Last correction*].— **898 (plan, Muk'o)** [1072/01]
 Korean Notices 50/657–658/00 & 1/1/01 (HH.557/470/02).

1396 KOREA, West Coast — Inch'ŏn — Coal Wharf Northwestwards — Jetty; Light

Insert jetty, single firm line, joining: 37° 26'·447N., 126° 35'·712E.
 (shore)
 (a) 37° 26'·423N., 126° 35'·658E.
 and
 37° 26'·382N., 126° 35'·663E.
 37° 26'·407N., 126° 35'·657E.
 (a) above
 (b) 37° 26'·450N., 126° 35'·667E.
 (b) above

★ *Fl(4)Y.8s7m7M*

Chart [*Last correction*].— **3642 (INT 5364)** [384/01]
 Light List Vol. F, 2000/01, 4171.5
 Korean Notices 7/72–73/01 (HH.557/418/08).

1397 KOREA, West Coast — Yellow Sea — Kogunsan Kundo Westwards — Depths

Insert depth 62m 35° 52'·50N., 125° 10'·00E.
 depth 57m 35° 43'·30N., 125° 14'·70E.
 35° 43'·00N., 125° 27'·50E.

Chart [*Last correction*].— **913 (INT 5254)** [1070/01]
 Korean Chart F-853 (HH.557/410/04).

1398 KOREA, West Coast — Yellow Sea — Hōsa Kundo Westwards — Depth

Insert depth 69m 35° 11'·40N., 125° 09'·00E.

Chart [*Last correction*].— **913 (INT 5254)** [1397/01]
 Korean Chart F-853 (HH.557/400/06).

II

1399 KOREA, West Coast — Yellow Sea — Hŭksan Chedo Westwards — Depths

Insert depth 71m 34° 09′·00N., 124° 25′·30E.
depth 65m 34° 17′·50N., 124° 33′·80E.
depth 53m 34° 26′·20N., 123° 57′·60E.

Chart [*Last correction*].— **3480** [990/01]
Korean Chart F-853 (HH.556/400/02).

1400 KOREA, South Coast — Namhaedo, South Coast — Radar beacon

Insert radar beacon, *Racon (N)*, at light-buoy (a) 34° 41′·5N., 127° 53′·02E.
(b) 34° 41′·5N., 127° 52′·70E.

Chart [*Last correction*].— **3391** (INT 5360) (a) [382/01] — **127** (b) [852/01]
Admiralty List of Radio Signals Vol. 2, 2001: 82740 (12/01)
Korean Notice 8/81/01 (HH.557/440/04).

1401 KOREA, South Coast — Approaches to Pusan Hang and Suyeong Man — Radar beacon; Bridge

Insert radar beacon, *Racon (G)*, at light-buoy (a) 35° 03′·8N., 129° 08′·0E.
legend, *Bridge under const (2001)*, centred on: 35° 08′·7N., 129° 08′·3E.

Chart [*Last correction*].— **1259 (plan, Pusan)** (a) [1071/01] — **1065** [735/01] — **127** (a) [1400/01]
Admiralty List of Radio Signals Vol. 2, 2001: 82895 (12/01)
Korean Notices 8/80/01 & 8/86/01 (HH.557/460/10).

1402 PHILIPPINE ISLANDS — Luzon Eastwards — Philippine Basin — Depth

Insert depth 424m enclosed by ☉ 16° 32′·00N., 129° 37′·20E.

Chart [*Last correction*].— **4509** (INT 509) [1062/01]
Chinese Chart 102 (HH.131/400/04).

1403 INDONESIA — Timor, South Coast — Selat Roti — Karang Beatrice Northwards — Depth

Insert depth 179 m enclosed by 20m contour 10° 29′·80S., 123° 34′·65E.

Chart [*Last correction*].— **3296 (plan A, Selat Roti)** [*New Edition 27/7/00*]
Indonesian Chart 117 (HH.529/750/04).

1404 INDONESIA — Banda Sea — Kepulauan Wakatohi — Wangi Wangi — Light

Amend light to, *Fl(2)12s490ft20M* (a) 5° 15′·50S., 123° 32′·00E.
range of light to, *20M* (b) (a) above

Chart [*Last correction*].— **3239** (a) [3554/98] — **3616** (a) [864/01] — **942A** (b) [861/01]
Light List Vol. K, 2001/02, 1558
Indonesian Chart 367 (HH.538/400/02).

1405 BORNEO, North-West Coast — Sarawak — Sungai Sarawak — Beting Tanju — Buoyage

Insert preferred channel to port conical light-buoy, (a) 1° 35′·06N., 110° 27′·33E.
Fl(2+1)G.10s 11
Delete former 11 light-buoy close NW. of (a) above

Chart [*Last correction*].— **1822 (plan, Continuation to Pending)** [951/01]
Director of Marine, Sarawak Notice 10/01 (HH.519/450/03).

1406 INDONESIA — Java Sea — Madura, North Coast — Madura Oil Terminal Northwards — Wreck

Insert ☼ 6° 47′·31S., 112° 57′·71E.

Chart [*Last correction*].— **945** [4801/00] — **3731** [4608/00] — **1066** [1177/01] — **941B** [1073/01]
Indonesian Notice 1/5/01 (HH.526/525/02).

1407 INDONESIA — Banda Sea — Daweloor Northeastwards — Depths

Insert depth 60fm enclosed by 100fm contour,
(chart 4603, depth 110m enclosed by 200m contour) (a) 7° 38′·80S., 130° 16′·30E.
Delete depth 1011m 7° 38′·80S., 130° 18′·00E.

Chart [*Last correction*].— **3245** (a) [1929/98] — **942B** (a) [94/01] — **4603** (INT 603) [1287/01]
Indonesian Chart 367 (HH.538/700/02).

II

1408 INDONESIA — Banda Sea — Pulau–Pulau Kai Southwards — Depth

Insert depth 92fm enclosed by 100fm contour,
(chart 4603, depth 168m enclosed by 200m contour) 6° 20′-00S., 132° 40′-00E.

Chart [*Last correction*].— **3243** [2332/96] — **3245** [1407/01] — **942B** [1407/01] — **4603** (INT 603) [1407/01]
Indonesian Chart 367 (HH.540/700/02).

1409 SOUTH PACIFIC OCEAN — Nouvelle–Calédonie, South Coast — Nouméa — Petite Rade — Pointe de l’Artillerie — Light–beacon

Move starboard–hand light–beacon, *Fl(2)G.6s*, from: 22° 17′-100S., 166° 25′-625E.
to: 22° 17′-110S., 166° 25′-659E.

Chart [*Last correction*].— **480** [4915/00]
Light List Vol. K, 2001/02, 4816.24
French Notice 7/47/01 (HH.585/580/03).

1410 NORTH AMERICA, West Coast — Washington — Rosario Strait — Decatur Island Eastwards — Belle Rock — Light; Legend

Amend light to, *Fl.2-5s7m5M & Fl.R.2-5s6m9M* 48° 29′-58N., 122° 45′-19W.
legend to, *R*, centred on: 48° 31′-80N., 122° 45′-50W.

Chart [*Last correction*].— **80** [953/01]
Light List Vol. G, 2000/01, 5038
U.S. Coast Guard Light List & UK Hydrographic Office (HH.612/490/04).

1411 NORTH AMERICA, West Coast — Oregon — Coos Bay — Entrance Channel Northwards — Recommended anchorage

Delete ⚓ 43° 22′-95N., 124° 22′-10W.

Chart [*Last correction*].— **3095 (plan, Coos Bay)** [1191/01]
U.S. Coast Guard Notice 52/18587/00 (HH.612/450/03).

1412 SOUTH AMERICA, East Coast — Brazil, South Coast — Porto do Rio Grande — Pontal Leste da Barra Northwards — Light

Amend range of light to, *30M* 32° 07′-10S., 52° 04′-64W.

Chart [*Last correction*].— **2002** [3432/00]
Light List Vol. G, 2000/01, 0620
Brazilian Chart 2101 (HH.656/521/02).

1413* WEST INDIES — Bahamas — Eleuthera Island — Current Cut Westwards — Submarine cables

Insert submarine cable, joining: 25° 24′-7N., 76° 47′-2W.(shore)
(a) 25° 25′-7N., 76° 50′-8W.
25° 24′-2N., 76° 52′-4W.
and
(a) above
25° 25′-2N., 76° 52′-4W.
25° 26′-3N., 76° 52′-9W.

Chart [*Last correction*].— **3912** [3775/00]
it–International Telecom (HH.111/314/01).

1414* WEST INDIES — Bahamas — New Providence Island — Caves Point Northwards — Submarine cables

Insert submarine cable, joining: 25° 04′-17N., 77° 27′-07W.(shore)
(a) 25° 04′-87N., 77° 27′-25W.
25° 05′-17N., 77° 27′-55W.
and
(a) above
25° 04′-98N., 77° 27′-29W.
25° 05′-52N., 77° 26′-65W.

Chart [*Last correction*].— **1489** [3517/00]
it–International Telecom (HH.111/314/01).

II

1415* WEST INDIES — Bahamas — Grand Bahama Island — Freeport — Hunter Southwards — Submarine cables

Insert	submarine cable, joining:	(a)	26° 29'·745N., 78° 43'·960W. (shore)
		(b)	26° 29'·716N., 78° 43'·975W.
		(c)	26° 29'·489N., 78° 44'·008W.
		(d)	26° 29'·148N., 78° 43'·911W.
		(e)	26° 29'·038N., 78° 43'·940W. and
		(f)	(b) above
		(g)	(c) above
		(h)	26° 29'·506N., 78° 43'·972W.
		(i)	26° 29'·183N., 78° 43'·828W.
		(j)	26° 28'·819N., 78° 42'·557W.
		(k)	26° 28'·615N., 78° 42'·545W.

Chart [*Last correction*].— **398** (*a–f,h–k*) [3517/00] — **390** (*a,c–e,g,i–k*) [3517/00]
it–International Telecom (HH.111/314/01).

1416 GULF OF MEXICO — Texas — Houston Ship Channel to Galveston Channel — Red Fish Bar Southwards to Galveston — Lights; Light-beacons

Insert	★ <i>Fl.2·5s42ft & Fl.G.2·5s45ft</i>	(a)	29° 20'·88N., 94° 47'·54W.
	port-hand light-beacon with topmark, <i>Fl.G.4s17ft '49A'</i>		29° 29'·39N., 94° 51'·91W.
Amend	light-beacon to, <i>Oc.4s132ft, Oc.G.4s135ft, Fl.4s40ft</i>	(b)	29° 19'·24N., 94° 46'·72W.
	light to, <i>Q.G.25ft & Fl.G.4s10ft</i>		29° 22'·65N., 94° 48'·74W.
	'12' light-beacon to, <i>Fl.R.6s17ft</i>		29° 22'·45N., 94° 50'·88W.
	light-beacon to, <i>Fl.4s12ft & Iso.G.6s69ft</i>		29° 23'·57N., 94° 49'·68W.
Delete	red and white light-beacon, <i>Oc.G.4s30ft</i>	(c)	29° 20'·74N., 94° 47'·46W.

Chart [*Last correction*].— **3186** (panel 1) [1198/01] — **3183** (plan, Galveston and Approaches) (*a–c*) [1199/01]
Light List Vol. J, 2000/01, 4061.45, 4072, 4072.1, 4076, 4076.1, 4098.5
U.S. Notices 8/11327/01 & 9/11324/01 (HH.615/420/04).

II

1417(P)/01 IRELAND, South Coast — Port of Cork — Approaches to The Sound — Cork Harbour — Depths

1. A recent Port of Cork survey has revealed numerous changes to depths in the approaches to Cork and within Cork Harbour. The most significant are as follows:
2.

Depth	Position
8 ₈ m	51° 52'·461N., 8° 19'·823W.
9 ₈ m	51° 50'·757N., 8° 17'·700W.
1 ₅ m	51° 50'·673N., 8° 19'·425W.
3 ₉ m	51° 50'·572N., 8° 19'·400W.
14 ₇ m	51° 48'·271N., 8° 15'·865W.
12 ₆ m	51° 47'·020N., 8° 13'·450W.
10 ₅ m	51° 46'·918N., 8° 14'·925W.
13 ₈ m	51° 46'·895N., 8° 13'·670W.
12 ₉ m	51° 46'·882N., 8° 14'·030W.
16 ₃ m	51° 46'·730N., 8° 12'·290W.
13 ₆ m	51° 46'·725N., 8° 11'·870W.
16 ₉ m	51° 46'·433N., 8° 14'·147W.
15 ₇ m	51° 46'·380N., 8° 12'·725W.
15 ₆ m	51° 46'·325N., 8° 14'·462W.
15 ₈ m	51° 46'·300N., 8° 13'·060W.
15 ₉ m	51° 46'·247N., 8° 14'·312W.
13 ₉ m	51° 46'·100N., 8° 16'·130W.
10 ₉ m	51° 46'·088N., 8° 16'·601W.
15 ₂ m	51° 46'·074N., 8° 13'·760W.
15 _m	51° 46'·048N., 8° 14'·148W.
16 ₉ m	51° 45'·875N., 8° 13'·580W.
15 ₅ m	51° 45'·770N., 8° 14'·940W.
16 ₃ m	51° 45'·456N., 8° 15'·605W.
13 ₈ m	51° 45'·350N., 8° 15'·920W.
2. The above changes will be included in New Editions of Charts 1773, 1777 and 1765 to be published later in 2001.
3. Former Notice 4304(P)/99 is cancelled.

Charts affected — 1773 — 1777 — 1765

Port of Cork Company (HH.284/440/06).

1418(P)/01 BALTIC SEA — Finland, South-West Coast — Approaches to Uusikaupunki (Nystad) — Channels; Buoyage; Maximum authorised draughts; Lights

1. New channels, marked by buoys, with a maximum authorised draught of 3·6m, have been established between:

60° 39'·529N., 21° 10'·578E., 47° to
60° 40'·307N., 21° 12'·270E., 55° to
60° 41'·356N., 21° 15'·349E., 5° to
60° 42'·919N., 21° 15'·641E., 329° to
60° 45'·412N., 21° 12'·581E.
and
60° 38'·601N., 21° 11'·520E., 12° to
60° 40'·307N., 21° 12'·270E.
2. New lights have been established in the following positions:

Kuliluoto front light, <i>Q.4m4M</i>	60° 41'·86N., 21° 16'·82E.
Kuliluoto rear light, <i>LFl.6s19m4M</i>	60° 42'·56N., 21° 18'·89E.
Putsaari front light <i>Q.7m4M</i>	60° 46'·27N., 21° 11'·52E.
Putsaari rear light, <i>LFl.6s24m4M</i>	60° 46'·88N., 21° 10'·77E.
Vähä – Hylkimys light, <i>Fl.WRG.3s6m5M</i>	60° 44'·04N., 21° 15'·85E., with sectors as follows:
W	002° – 006·5° (4·5°)
R	006·5° – 060° (53·5°)
G	210° – 002° (152°).
3. Mustaklupu light, in position 60° 38'·50N., 21° 11'·48E., has amended sectors as follows:

G	130° – 189° (59°)
W	189° – 195° (6°)
R	195° – 354° (159°).
4. The charted 3·6m channels, joining the following positions, have been discontinued:

60° 39'·529N., 21° 10'·578E.
60° 45'·412N., 21° 12'·581E.
and
60° 38'·601N., 21° 11'·520E.
60° 39'·81N., 21° 12'·40E.
and
60° 42'·87N., 21° 15'·29E.
60° 46'·88N., 21° 20'·90E.
5. These amendments will be included in the next New Edition of Chart 3438, which is currently in preparation.

Chart affected — 3438

Finnish Notice 3/59/01 (HH.319/460/04).

II

1419(T)/01 INDIAN OCEAN — Approaches to La Réunion — Fish aggregating devices

1. Fish aggregating devices have been, or shortly will be, established in the following positions:
 - 20° 45'·0S., 55° 30'·5E.
 - 20° 46'·2S., 55° 17'·2E.
 - 20° 47'·8S., 55° 25'·0E.
 - 20° 48'·0S., 55° 33'·4E.
 - 20° 49'·5S., 55° 33'·1E.
 - 20° 49'·6S., 55° 38'·6E.
 - 20° 50'·1S., 55° 06'·0E.
 - 20° 50'·8S., 55° 20'·5E.
 - 20° 50'·8S., 55° 12'·7E.
 - 20° 53'·2S., 55° 08'·5E.
 - 20° 53'·6S., 55° 43'·8E.
 - 20° 56'·2S., 55° 12'·4E.
 - 20° 56'·7S., 55° 04'·7E.
 - 20° 58'·8S., 55° 20'·6E.
 - 21° 00'·9S., 55° 02'·1E.
 - 21° 01'·0S., 55° 05'·6E.
 - 21° 04'·4S., 55° 08'·6E.
 - 21° 05'·4S., 55° 05'·2E.
 - 21° 08'·6S., 55° 10'·2E.
 - 21° 10'·0S., 55° 53'·5E.
 - 21° 10'·5S., 55° 14'·3E.
 - 21° 10'·8S., 55° 05'·6E.
 - 21° 11'·9S., 55° 12'·2E.
 - 21° 16'·2S., 55° 14'·8E.
 - 21° 20'·6S., 55° 22'·5E.
 - 21° 22'·6S., 55° 26'·4E.
 - 21° 25'·8S., 55° 33'·5E.
 - 21° 26'·1S., 55° 39'·6E.
 - 21° 26'·3S., 55° 26'·0E.
 - 21° 28'·5S., 55° 30'·0E.
 - 21° 31'·3S., 55° 21'·9E.
2. Mariners are advised to keep a good lookout for these devices, which are marked by strings of orange, red and yellow buoys fitted with radar reflectors.
3. Former Notice 3693(T)/00 is cancelled.

Charts affected — 1497 — 4713

French Notice 6/3(T)/01 (HH.459/400/03).

1420(T)/01 KOREA, South Coast — Korea Strait — Dredging area

1. Mariners are advised that a dredging area has been temporarily established from April 2001 to March 2002, bounded by the following positions:
 - 34° 12'·60N., 128° 24'·49E.
 - 34° 13'·14N., 128° 26'·36E.
 - 34° 11'·62N., 128° 27'·02E.
 - 34° 11'·07N., 128° 25'·15E.

Chart affected — 127

Korean Notice 49/452(T)/00 (HH.560/400/01).

II

1421(T)/01 SOUTH PACIFIC OCEAN — Polynésie Française — Îles de la Société — Fish havens

1. Fish havens marked by special light-buoys, *Fl*, have been established in the following positions:

	<i>Position</i>	<i>Chart</i>
Vairao	17° 50'·2S., 149° 21'·7W.	1382
Papara	17° 51'·7S., 149° 34'·0W.	1382
Papeete	17° 16'·5S., 149° 35'·4W.	998
Tiareï	17° 28'·4S., 149° 21'·2W.	1382
Papenoo	17° 19'·0S., 149° 22'·2W.	998
Paea	17° 47'·6S., 149° 43'·7W.	1382
Moorea (Haapiti 1)	17° 39'·9S., 149° 50'·2W.	1382
Moorea (Haapiti 2)	17° 36'·0S., 149° 55'·9W.	1382
Moorea (Club)	17° 25'·9S., 149° 53'·5W.	1382
Moorea (Aroa)	17° 19'·4S., 149° 46'·5W.	998
Moorea (Tema'e)	17° 30'·3S., 149° 44'·4W.	1382
Arue	17° 24'·2S., 149° 35'·2W.	1382
Mahina	17° 24'·6S., 149° 27'·2W.	998
Mahaena	17° 31'·7S., 149° 09'·5W.	1382
Huahine (N)	16° 38'·8S., 151° 01'·3W.	1060
Huahine (SE)	16° 49'·5S., 150° 54'·7W.	1060
Huahine (SW)	16° 50'·0S., 151° 06'·1W.	1060
Raiatea (Opoa)	16° 53'·9S., 151° 15'·9W.	1103
Raiatea (Mirimiri)	16° 43'·6S., 151° 35'·0W.	1103
Tahaa (NE)	16° 33'·0S., 151° 20'·5W.	1103
Bora-Bora (W)	16° 28'·6S., 151° 50'·4W.	1060
Bora-Bora (S)	16° 33'·7S., 151° 50'·2W.	1060
Tetiaroa (S)	17° 04'·7S., 149° 35'·0W.	998
Tetiaroa (W)	16° 58'·7S., 149° 38'·0W.	998
Maiao (E)	17° 41'·3S., 150° 34'·0W.	998
Maiao (W)	17° 38'·5S., 150° 42'·3W.	4653
Maiao (N)	17° 35'·6S., 150° 37'·7W.	4653

2. Former Notice 4741(T)/00 is cancelled.

Charts affected — 1103 — 1382 — 1060 — 998 — 4653 — 4657

French Notice 6/4(T)/01 (HH.595/420/02).

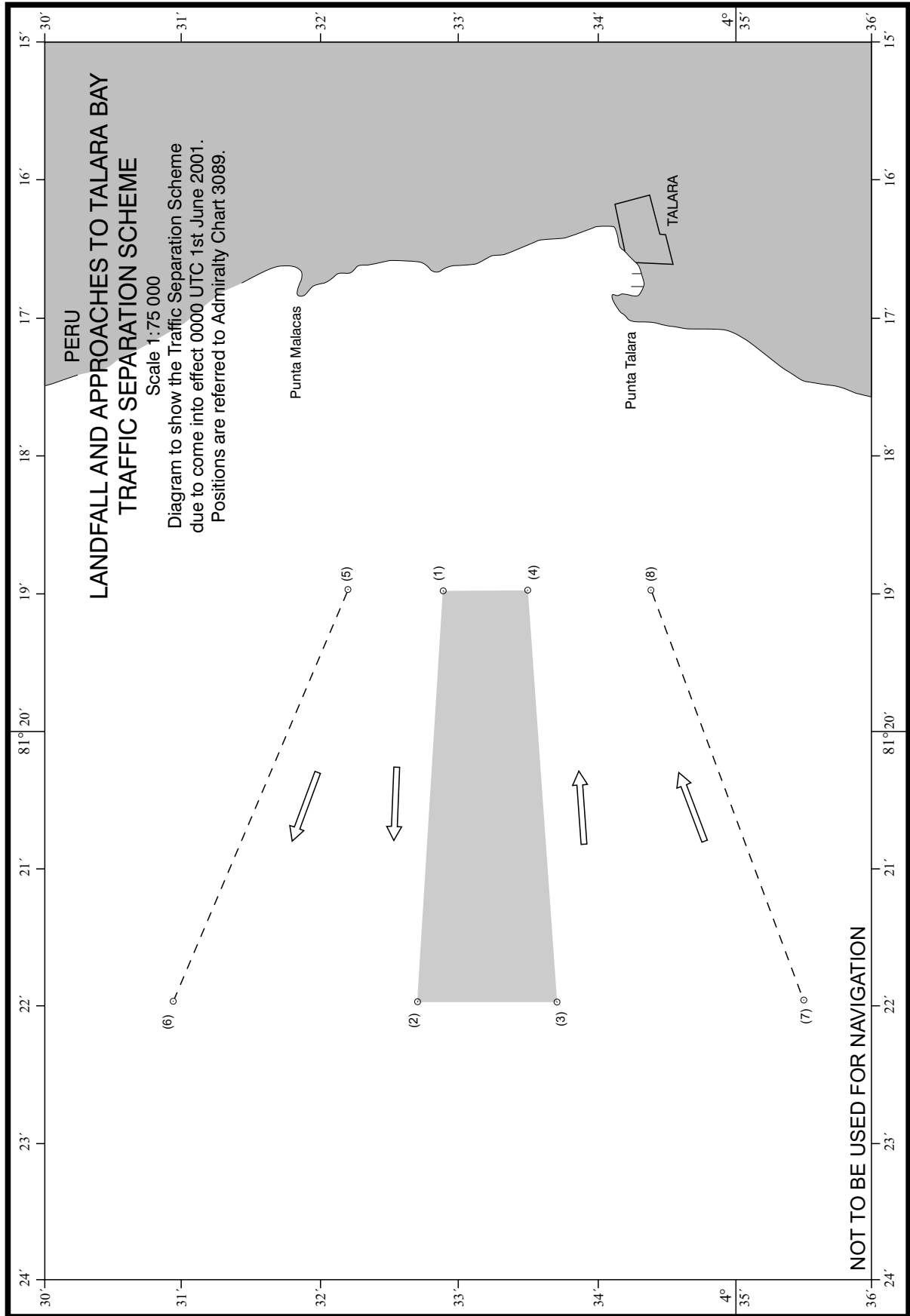
1422(P)/01 SOUTH AMERICA, West Coast — Peru — Approaches to Bahía Talara — Traffic Separation Scheme

1. An IMO adopted Traffic Separation Scheme, **Landfall and Approaches to Talara Bay**, will come into effect at 0000 UTC 1 June 2001.
2. Full details of the Traffic Separation Scheme are shown on the accompanying diagram; numbered points relate to the positions listed below. Positions are referred to the datum used for the largest scale Admiralty chart of the area.
3. A separation zone will be established bounded by a line joining the following geographical positions:
 - (1) 4° 32'·90S., 81° 18'·99W.
 - (2) 4° 32'·70S., 81° 21'·99W.
 - (3) 4° 33'·70S., 81° 21'·99W.
 - (4) 4° 33'·50S., 81° 18'·99W.
4. A traffic lane for westbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (5) 4° 32'·20S., 81° 18'·99W.
 - (6) 4° 30'·90S., 81° 21'·99W.
5. A traffic lane for eastbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (7) 4° 35'·50S., 81° 21'·99W.
 - (8) 4° 34'·40S., 81° 18'·99W.
6. Charts will be amended as appropriate in due course.

Charts affected — 3089 — 3092

International Maritime Organization (HH.643/510/02).

To accompany Admiralty Notice to Mariners No 1422 (P) of 2001



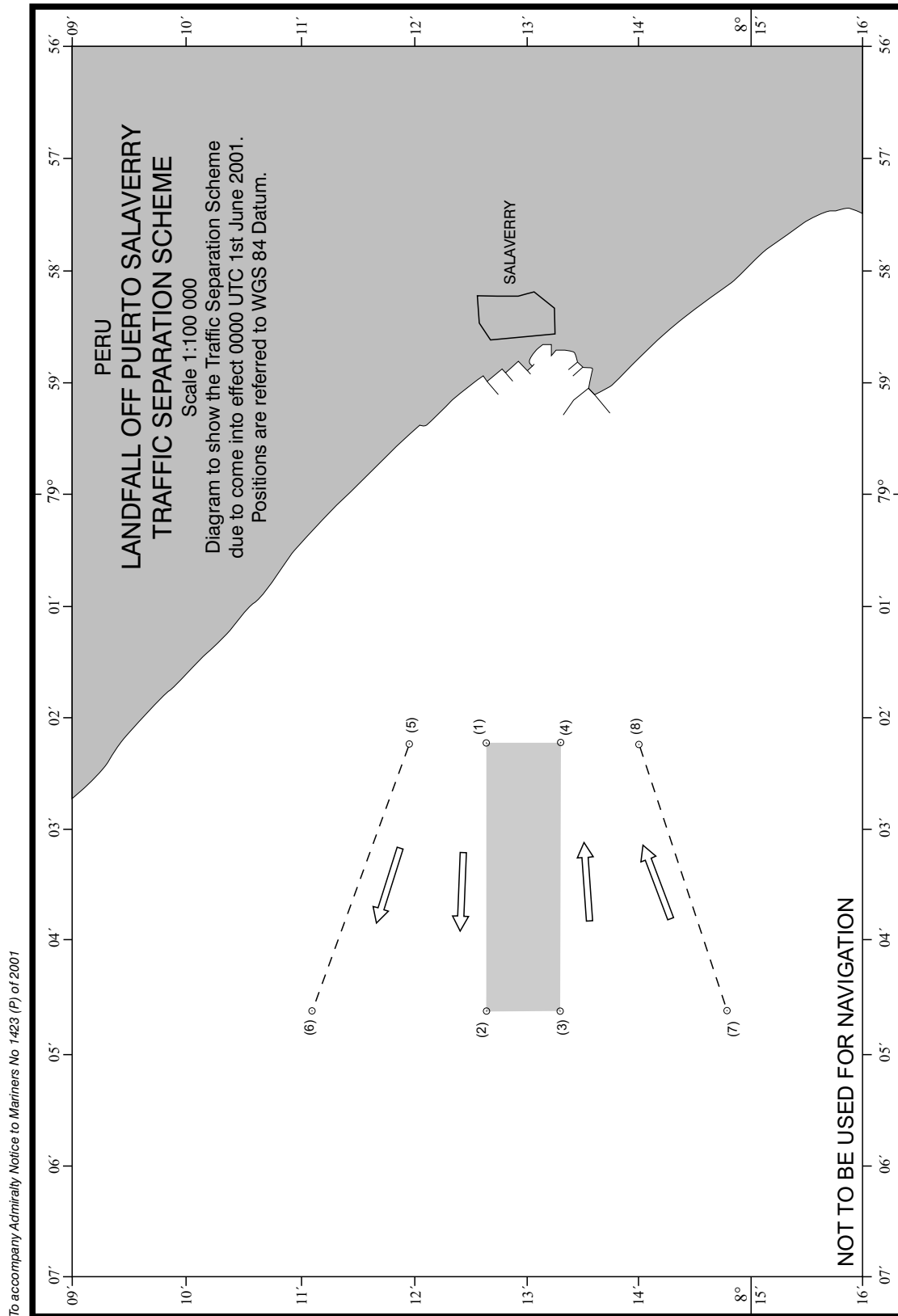
II

1423(P)/01 SOUTH AMERICA, West Coast — Peru — Approaches to Salaverry — Traffic Separation Scheme

1. An IMO adopted Traffic Separation Scheme, **Landfall off Puerto Salaverry**, will come into effect at 0000 UTC 1 June 2001.
2. Full details of the Traffic Separation Scheme are shown on the accompanying diagram; numbered points relate to the positions listed below. Positions are referred to the World Geodetic System (WGS 84) Datum and can be plotted directly on Admiralty chart 3092. For chart 3091 positions should be adjusted according to the note, CHART 3092: POSITIONS, on the chart prior to plotting.
3. A separation zone will be established bounded by a line joining the following geographical positions:
 - (1) 8° 12'·65S., 79° 02'·23W.
 - (2) 8° 12'·65S., 79° 04'·63W.
 - (3) 8° 13'·30S., 79° 04'·63W.
 - (4) 8° 13'·30S., 79° 02'·23W.
4. A traffic lane for westbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (5) 8° 11'·96S., 79° 02'·23W.
 - (6) 8° 11'·10S., 79° 04'·63W.
5. A traffic lane for eastbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (7) 8° 14'·80S., 79° 04'·63W.
 - (8) 8° 14'·00S., 79° 02'·23W.
6. Charts will be amended as appropriate in due course.

Charts affected — 3091 — 3092

International Maritime Organization (HH.643/480/02).



II

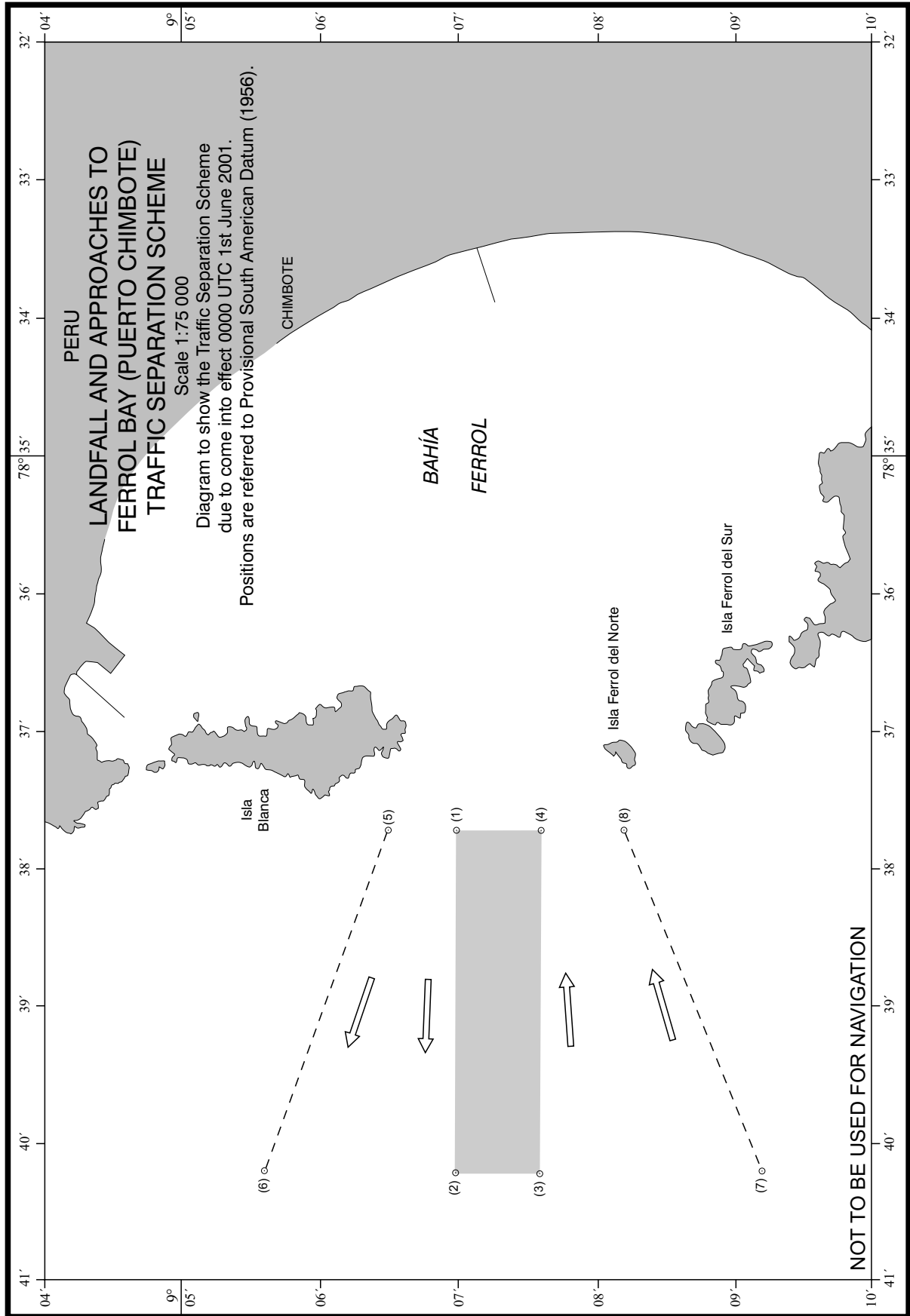
1424(P)/01 SOUTH AMERICA, West Coast — Peru — Approaches to Bahía Ferrol — Traffic Separation Scheme

1. An IMO adopted Traffic Separation Scheme, **Landfall and Approaches to Ferrol Bay (Puerto Chimbote)**, will come into effect at 0000 UTC 1 June 2001. The existing Traffic Separation Scheme will remain in force until this date.
2. Full details of the Traffic Separation Scheme are shown on the accompanying diagram; numbered points relate to the positions listed below. Positions are referred to Provisional South American Datum (1956), as used for the largest scale Admiralty chart of the area.
3. A separation zone will be established bounded by a line joining the following geographical positions:
 - (1) 9° 06′.99S., 78° 37′.70W.
 - (2) 9° 06′.99S., 78° 40′.20W.
 - (3) 9° 07′.59S., 78° 40′.20W.
 - (4) 9° 07′.59S., 78° 37′.70W.
4. A traffic lane for westbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (5) 9° 06′.49S., 78° 37′.70W.
 - (6) 9° 05′.59S., 78° 40′.20W.
5. A traffic lane for eastbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (7) 9° 09′.19S., 78° 40′.20W.
 - (8) 9° 08′.19S., 78° 37′.70W.
6. Charts will be amended as appropriate in due course.

Charts affected — 3083 — 3091

International Maritime Organization (HH.643/471/02).

To accompany Admiralty Notice to Mariners No 1424 (P) of 2001



II

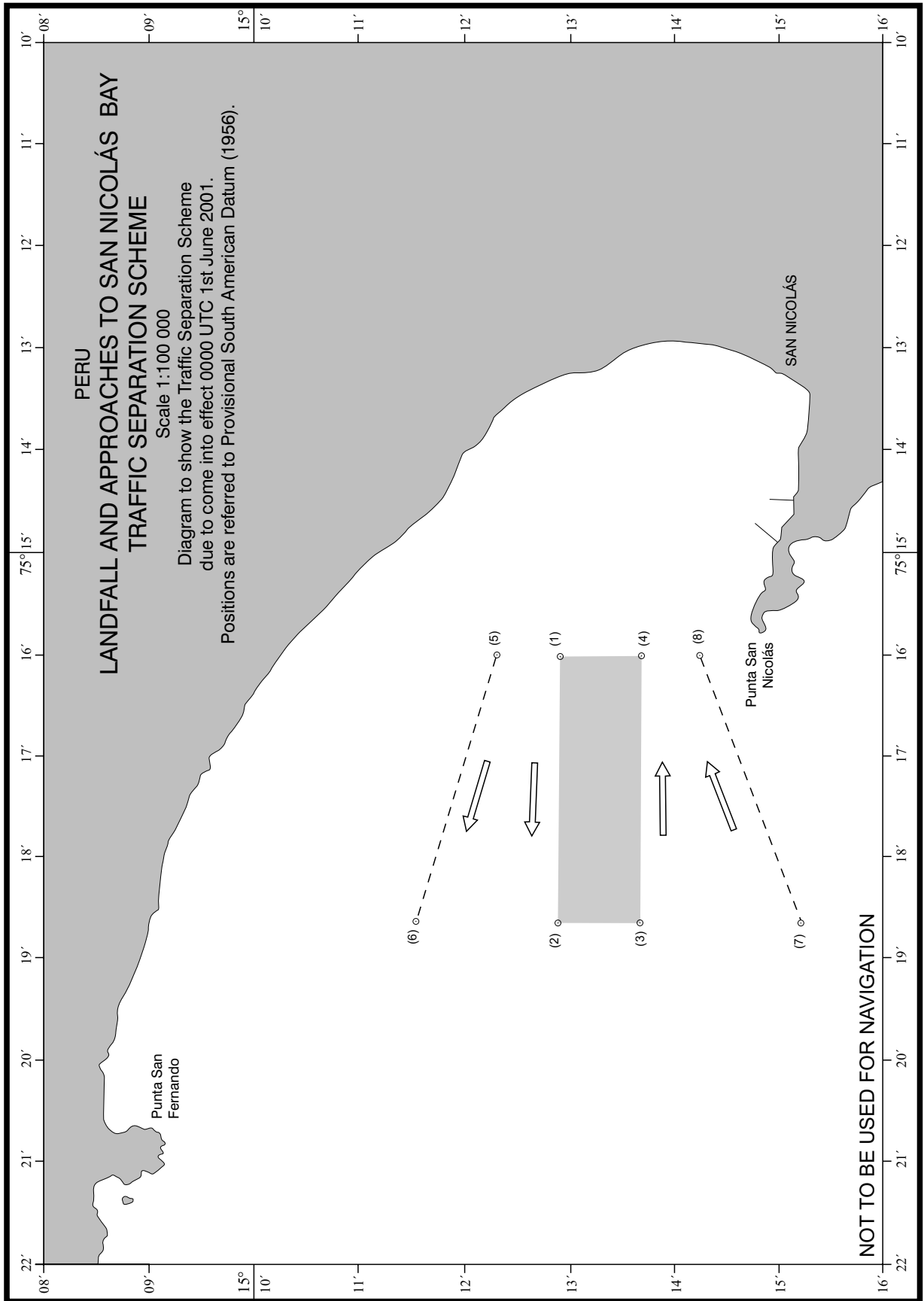
1425(P)/01 **SOUTH AMERICA, West Coast — Peru — Approaches to Bahía San Nicolás — Traffic Separation Scheme**

1. An IMO adopted Traffic Separation Scheme, **Landfall and Approaches to San Nicolas Bay**, will come into effect at 0000 UTC 1 June 2001.
2. Full details of the Traffic Separation Scheme are shown on the accompanying diagram; numbered points relate to the positions listed below. Positions are referred to Provisional South American Datum (1956) as used for the largest scale Admiralty chart of the area.
3. A separation zone will be established bounded by a line joining the following geographical positions:
 - (1) 15° 12'·89S., 75° 16'·00W.
 - (2) 15° 12'·89S., 75° 18'·64W.
 - (3) 15° 13'·64S., 75° 18'·64W.
 - (4) 15° 13'·64S., 75° 16'·00W.
4. A traffic lane for westbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (5) 15° 12'·33S., 75° 16'·00W.
 - (6) 15° 11'·49S., 75° 18'·64W.
5. A traffic lane for eastbound traffic will be established between the separation zone and a line joining the following geographical positions:
 - (7) 15° 15'·19S., 75° 18'·64W.
 - (8) 15° 14'·24S., 75° 16'·00W.
6. Charts will be amended as appropriate in due course.

Chart affected — 3090

International Maritime Organization (HH.643/431/02).

To accompany Admiralty Notice to Mariners No 1425 (P) of 2001



To accompany Notice to Mariners 1426/01

On Chart 139

CHART 120: POSITIONS
To agree with adjoining chart 120, which is referred to World Geodetic System 1984 Datum, positions read from chart 139 should be moved 0·05 minutes SOUTHWARD and 0·08 minutes WESTWARD.

On Chart 190

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 1236

CHART 4142: POSITIONS
To agree with larger scale chart 4142, which is referred to World Geodetic System 1984 Datum, positions read from chart 1236 should be moved 0·01 minutes SOUTHWARD and 0·04 minutes WESTWARD.

On Chart 1407

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 1409

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.



To accompany Notice to Mariners 1322/01

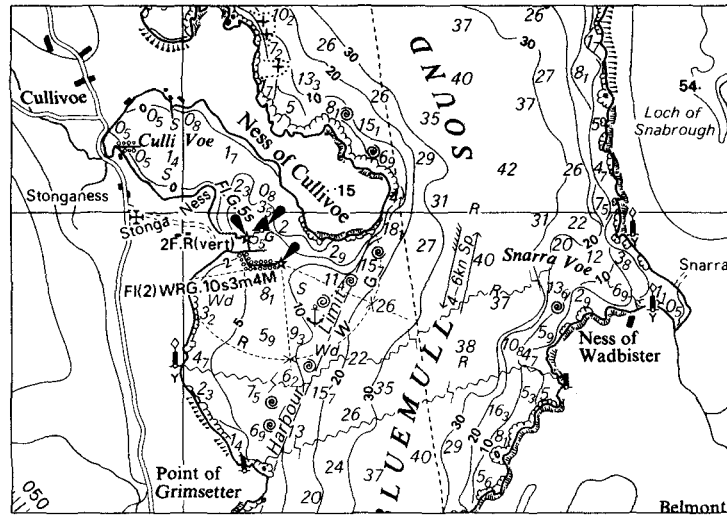
On Chart 1185

FIRING PRACTICE AREAS

Although no restrictions are placed on the right to transit the firing practice areas at any time, mariners are advised to exercise particular caution whilst in an area. Red flags or red lights are displayed to indicate that an area is in use. The firing practice areas are operated using a clear range procedure. Exercises and firing only take place when the areas are considered to be clear of all shipping.

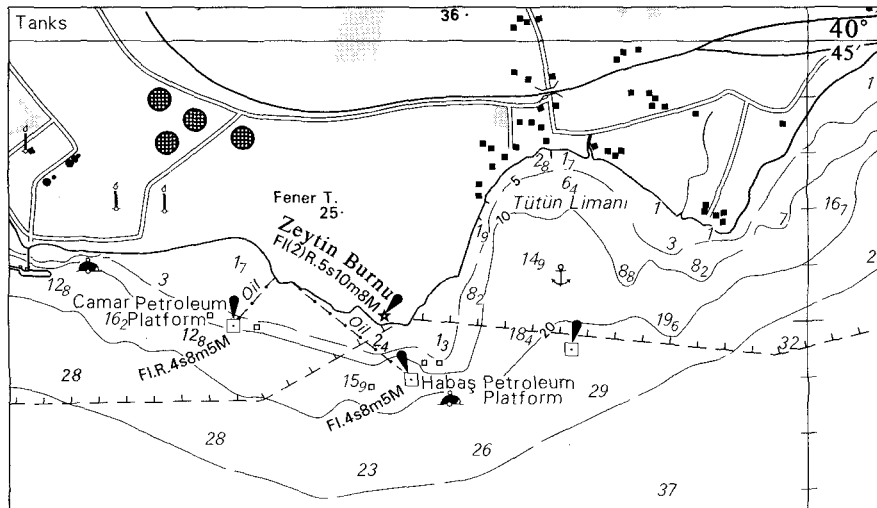
For further details see Annual Notice to Mariners No 5, Byelaws, Practice and Exercise Areas (PEXA) charts, Admiralty List of Radio Signals and Admiralty Sailing Directions.

To accompany Admiralty Notice to Mariners No 1317 of 2001

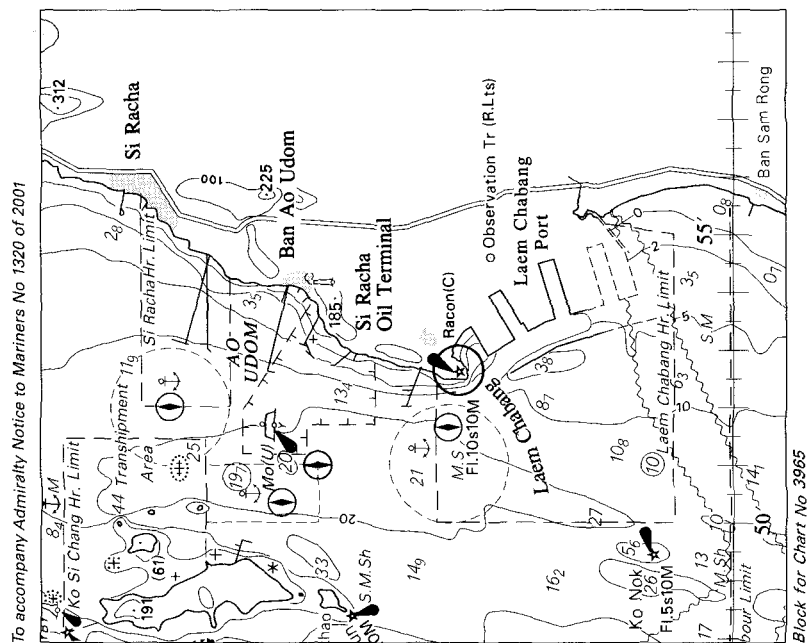


Block for Chart No 3292

To accompany Admiralty Notice to Mariners No 1319 of 2001



Block for Chart No 497

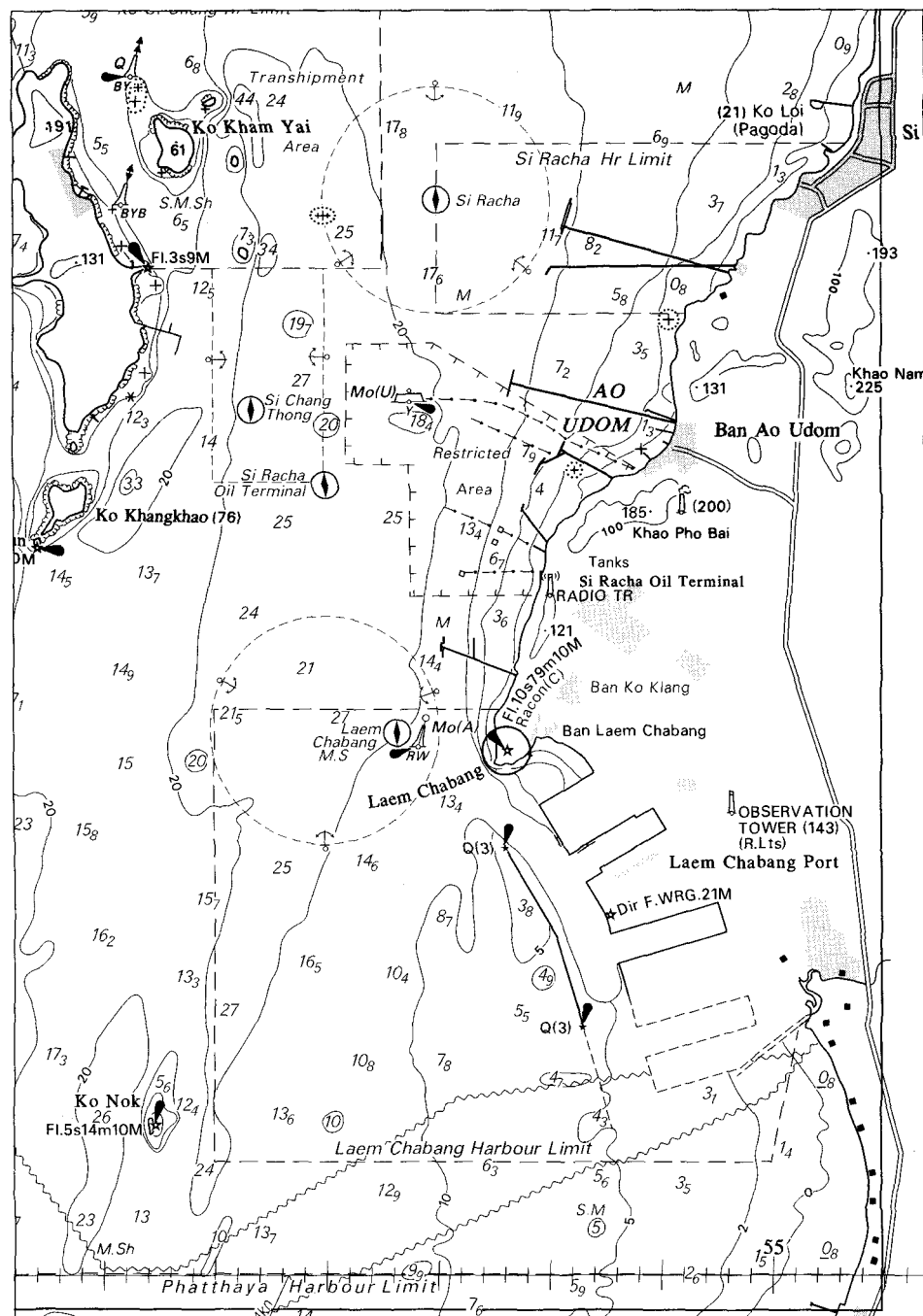


Block for Chart No 3965

This nautical chart depicts the coastal waters of Borusan. The chart is characterized by numerous depth soundings in fathoms, ranging from 3 to 63. Key geographical features include the Borusan Jetty, Tuzla Br., and the area labeled 'T a n k s'. Several navigational aids are marked, including a light on Tuzla Br. (Fl. 5s 14m 8M) and various buoys and beacons. The chart also shows a dashed line labeled 'P. 27' and a dotted line labeled 'P. 28'. The coastline is irregular, with several small islands and peninsulas. The overall layout is typical of a detailed coastal nautical chart.

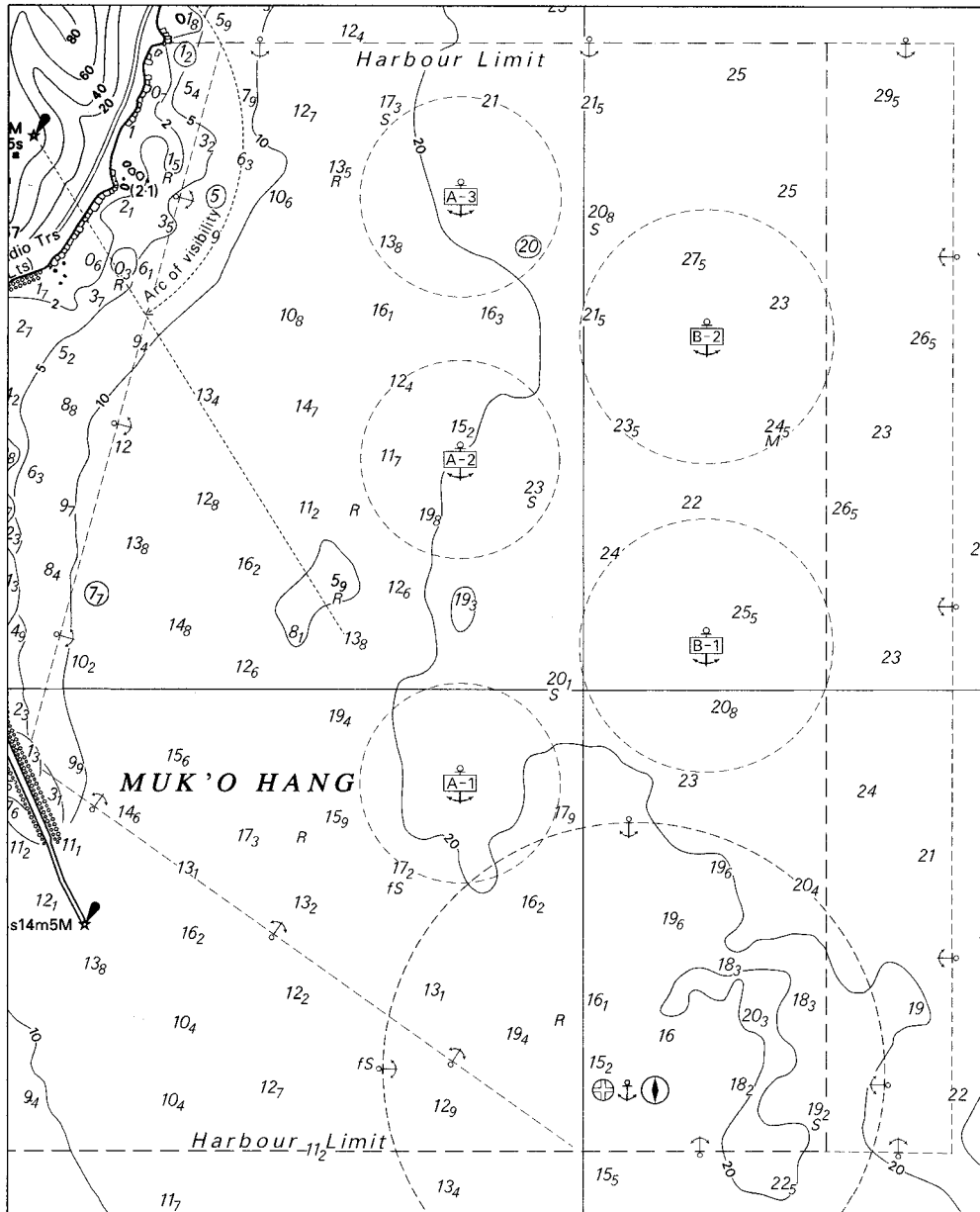
Block for Chart No 1006

To accompany Admiralty Notice to Mariners No 1320 of 2001



Block for Chart No 1046

To accompany Admiralty Notice to Mariners No 1321 of 2001



Block for Chart No 898

III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 20 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) 13th Week 29/3/01.

NAVAREA I warnings in force 20/3/01: 2000 series: 082 114 189 397 419 473 533 560.

2001 series: 030 038 062 069 072 081 088 099 101 102 103 104 105.

098 Cancelled.

099 NORTH SEA. Banff Oil Field. Chart BA 273. Floating Storage and Offloading facility *Nordic Apollo* established 57°00'·7N 001°19'·7E.

100 Cancelled.

101 SATNAV. GPS. PRN 19 unusable until further notice.

102 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 201000z Mar 01.

	53°01'·9N	002°59'·4E	Ensco 92
NEW	53°13'·1N	003°55'·2E	Noble George Sauvageau
NEW	53°32'·5N	003°43'·1E	Noble Piet Van Ede
	53°51'·8N	000°26'·4E	Glomar Adriatic 6
NEW	South Shields		Ensco 80

NOTES:

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

2. Cancel 094/01.

103 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 201000z Mar 01.

	55°31'·8N	005°00'·4E	Maersk Endeavour
	56°18'·0N	004°24'·1E	Ensco 70
NEW	56°29'·5N	002°55'·5E	Maersk Jutlander
	56°41'·8N	002°14'·9E	Santa Fe Monarch
	56°51'·8N	000°55'·4E	Glomar Arctic 4
	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
NEW	58°08'·2N	001°23'·2W	Ocean Princess
	58°10'·5N	001°22'·6W	Santa Fe 135
NEW	58°17'·6N	001°53'·0W	Sedco 711
	58°18'·1N	001°42'·4W	Sedco 704
	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 095/01.

III

104 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 201000z Mar 01.

	60°20'·6N	004°14'·7W	Transocean Leader
	60°43'·8N	003°39'·4E	Polar Pioneer
	60°51'·0N	003°34'·9E	West Vanguard
	60°51'·4N	002°39'·0E	Maersk Gallant
NEW	60°54'·6N	003°35'·1E	West Venture
	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
NEW	61°20'·5N	002°00'·0E	Borgland Dolphin
	61°25'·9N	002°34'·1E	West Delta
	61°31'·6N	002°12'·7E	West Alpha
	65°01'·0N	006°56'·8E	Transocean Winner
NEW	65°04'·0N	006°36'·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

NOTES:

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

2. Cancel 096/01.

105 RIGLIST. South and West Coasts of the British Isles. Correct at 201000z Mar 01. NIL.

2. Cancel 097/01.

Cancel 570/00. ANM 1203(T)/01 refers.

(2) Navarea II (E Atlantic) 13th Week 29/3/01.

Edited Navarea II warnings in force 20/3/01: 263/00.
100 to 109 received.

(3) Navarea III (Mediterranean) 13th Week 29/3/01.

Edited Navarea III warnings in force 20/3/01: NIL.
113 to 126 received.

(4) Navarea IV (NW Atlantic) 13th Week 29/3/01.

Edited Navarea IV warnings in force 20/3/01: NIL.
090 to 096 received.

(5) Navarea V (W Atlantic) 13th Week 29/3/01.

Edited Navarea V warnings in force 20/3/01: 923/97, 568/98, 055/01.
431 to 476 received.

(6) Navarea VI (SW Atlantic) 13th Week 29/3/01.

Edited Navarea VI warnings in force 20/3/01: NIL.
Nil received.

(7) Navarea VII (SE Atlantic) 13th Week 29/3/01.

Edited Navarea VII warnings in force 20/3/01: NIL
025 and 026 received.

III

(8) Navarea VIII (Indian Ocean) 13th Week 29/3/01.

Edited Navarea VIII warnings in force 20/3/01: 388/00, 117/01.
138 to 158 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 13th Week 29/3/01.

Edited Navarea IX warnings in force 20/3/01: 018/01, 025/01, 051/01.
Nil received.

(10) Navarea X (Australia, New Guinea) 13th Week 29/3/01.

Edited Navarea X warnings in force 20/3/01: 020/00.
011 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 13th Week 29/3/01.

Edited Navarea XI warnings in force 20/3/01: NIL.
107 to 123 received.

(12) Navarea XII (NE Pacific) 13th Week 29/3/01.

Edited Navarea XII warnings in force 20/3/01: 415/00.
088 to 095 received.

(13) Navarea XIII (NW Pacific) 13th Week 29/3/01.

Edited Navarea XIII warnings in force 20/3/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 13th Week 29/3/01.

Edited Navarea XIV warnings in force 20/3/01: NIL.
055 to 065 received.

(15) Navarea XV (SE Pacific) 13th Week 29/3/01.

Edited Navarea XV warnings in force 20/3/01: NIL.
008 and 009 received.

(16) Navarea XVI (E Pacific) 13th Week 29/3/01.

Edited Navarea XVI warnings in force 20/3/01: 151/98.
2000 series: 271 to 289 received.
2001 series: 001 to 041 received.

(17) Hydropacs (Pacific, Indian Ocean) 13th Week 29/3/01.

Edited Hydropacs in force 20/3/01: 1272/99, 1842/00, 114/01, 117/01, 155/01, 182/01, 300/01.
384 to 423 received.

(18) Hydrolants (Atlantic, Mediterranean) 13th Week 29/3/01.

Edited Hydrolants in force 20/3/01: 1516/94, 2002/98, 1211/99, 1353/99, 1369/99, 1641/99, 094/00, 480/00, 561/00, 963/00, 995/00, 1047/00, 1320/00, 1364/00, 1581/00, 470/01, 872/01.
841 to 912 received.

872 SOUTH AMERICA, East Coast. Uruguay. Cabo Polonio, Northeastward. Chart BA 3064. Depth 12₂m reported within 1 Mile of 34°05'·6S 053°23'·4W.

III

UNITED STATES SPECIAL WARNING

SPECIAL WARNING NUMBER 119 SIERRA LEONE

1. Mariners are strongly advised not to use any ports in Sierra Leone except for the port of Freetown, which is currently considered to provide safe harbourage. Mariners should note that the Department of State warns U.S. citizens against travel to Sierra Leone. Although the security situation in Freetown has improved somewhat, areas outside the capital are still very dangerous.
2. The Department of State has terminated the ordered departure status of U.S. government personnel in non-emergency positions. However, the U.S. Embassy in Freetown currently operates with a reduced staff. Only emergency consular services to U.S. citizens are available, and the Embassy's ability to provide these services is limited. U.S. citizens in Sierra Leone should review their own personal security situations in determining whether to remain in the country.
3. Cancel United States Special Warning 109.
(Issued 16 Mar 2001)

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 20 Baltic Pilot Volume III (2000 Edition)

Saaristomeri — Maximum authorised draughts

200

Paragraph 6.26 1 and 2 *Replace by:*

Routes

6.26

- 1 **Main route.** Due to recent reductions in maximum authorised draughts, that part of the main route described in this section between Järngrynnan and Jungfruholm (6.32) is only suitable for vessels with a deepest draught of 4.2 m. Routes suitable for vessels of deeper draught are described at 6.14 (Saaristomeri - south side) and 6.72 (Hanko to Utö).

The route leads via Jungfrusund (59°58'N, 22°23'E) to Högländ (60°06'N, 22°19'E), thence via Pensar (60°09'N, 22°08'E) and Svartholm, 2½ miles NNE, and between Haverö (60°14'N, 22°05'E) and Stor Melö (close NE), to join the main Utö/Turku route in Airisto Erstan (60°20'N, 22°04'E).

- 2 **Other routes.** An alternative route which leads via Gullkrona (60°05'N, 22°05'E), authorised for a maximum draught of 4.2 m as far as the N end of Jungfrusund and 5 m thereafter, is also described.

201

Paragraph 6.30 1 line 4 *For* 7.5 m *Read* 4.2 m

Paragraph 6.32 1 line 3 *Replace by:*

...(59°53'7N, 22°28'0E), the fairway, authorised for a maximum draught of 4.2 m, leads about 7½ cables...

202

Paragraph 6.35 1 line 3 *Replace by:*

...(6.31), a track leads first...

Paragraph 6.35 1 lines 6 and 7 *For* a 4.5 m track, which *Read* a track, which

207

Paragraph 6.76 17 lines 4 and 7 *For* 10 m *Read* 9.6 m

208

Paragraph 6.78 1 line 5 *For* 10 m *Read* 9.6 m

Paragraph 6.86 3 line 3 *For* 10 m *Read* 9.6 m

209

Paragraph 6.92 1 line 3 *For* 10 m *Read* 9.6 m

210

Paragraph 6.98 1 line 4 *For* 10 m *Read* 9.6 m

Paragraph 6.98 3 line 1 *For* 10 m *Read* 9.6 m

211

Paragraph 6.108 4 line 7 *For* 10 m *Read* 9.6 m

212

Paragraph 6.112 1 line 2 *For* 10 m *Read* 9.6 m

213

Paragraph 6.119 17 line 2 *For* 10 m *Read* 9.6 m

214

L H Column heading *For* 10 m *Read* 9.6 m

215

Paragraph 6.128 1 line 10 *For* 10 m *Read* 9.6 m

218

Paragraph 6.145 1 lines 1 and 2 *For* 10 m *Read* 9.6 m

233

Paragraph 6.247 1 line 3 *For* 10 m *Read* 9.6/10 m

Finnish Notice 5/108(T)/01

(HH. 319/430/02)

[13/01]

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

Suyeong Man — Dangers; bridge

121

L 44 *Replace by:*

...depth of 4.5 m, marked by a light-buoy (S cardinal), lies 1½ miles E of Dongsaeng Mal, and is...

L 46 Including existing Supplement amendment *Replace by:*

A light-buoy (special) is moored close W of a 9.6 m shoal 5 cables ENE of Dongsaeng Mal. A 6.6 m shoal lies 1¼ miles...

R 28-30 Existing Supplement amendment *Add:*

Bridge. In 2001 a bridge was under construction in the entrance to Suyeong Man.

Korean Notice 8/80/01 and United Kingdom Hydrographic Office

(HH. 557/460/10)

[13/01]

Tonghae — Anchorages

138

L 7 *Insert:*

Anchorages

4.207a

Quarantine anchorage, radius 500 m, has been established 7½ cables ENE of the head of the N Breakwater.

Designated anchorages A1–A5 and B1–B3 have been established, as shown on the chart, N and E of the N Breakwater.

Korean Notice 31/356/00

(HH. 557/470/02)

[13/01]

Muk'o to Chöngdongjin — Anchorage

139

L 67 *After* existing Supplement amendment *Insert*:

Quarantine anchorage has been established NW of Malchei Cho, as shown on the chart, in position 37°37'·3N, 129°05'·5E.

Korean Notice 50/656/00

(HH. 557/464/06)

[13/01]

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

**Golfo di Cagliari - Sarroch and Cagliari —
Routeing; anchorages; pilot boarding places;
marine nature reserve; regulated areas; port
developments**

137

L 44 *Insert*:

Marine nature reserve. A marine nature reserve, the limits of which are shown on the chart, is established on the NW side of the gulf. It encloses an area NW of a line drawn between Punta Zavorra (39°03'N, 9°03'E) and Capo Sant' Elia, 9 miles NE.

Restrictions on fishing are in force within the area. For details the local authorities should be consulted. L 50-70 Including existing Supplement amendments, *Replace by*:

...20·7 m.

Restricted area. The whole of Sarroch Oil Terminal is enclosed by a restricted area within which navigation is prohibited except for vessels discharging, loading or servicing the installations.

Directions. A Traffic Separation Scheme, shown on the chart, not IMO adopted, is established in the approaches to the terminal. It consists of a NW-bound lane, formed by the entrance channel, a narrow separation zone, and a SE-bound lane for departing vessels.

The entrance channel, dredged to a depth of 22·8 m (1980) and marked by numbered light-beacons (lateral), is entered from the vicinity of *Q Light-buoy* (safe water) moored 2½ miles ENE of Punta Zavorra. The line of light-beacons marking the S limits of the entrance channel lie on the centre of the separation zone, and the S limit of the outbound lane lies on the N limit of the anchorage area S of the entrance.

In addition, for use by large tankers departing from the main berths on Pontile SARAS No.1, a departure channel, shown on the chart, leads NE and ESE. It is entered in the vicinity of a *light-buoy* (special) moored about 2¼ miles NNE of Punta Zavorra. A second *light-buoy* (special), moored on the S limit of this channel, marks the turning point in the channel.

9.111 Anchorages. There are a number of designated anchorage areas, the limits of which are shown on the chart, as follows (with positions centred from Punta Zavorra (39°03'N, 9°03'E)):

Alpha (1¼ miles E). It contains 2 designated anchor berths; G2, in the NW part, for vessels with a draught not exceeding 12·8 m, and G4, in the SE part within Waiting Area A1, for vessels exceeding 250 000 grt.

Echo (2¼ miles NE). It contains a designated anchor berth, G1, near its centre, for use by vessels with a draught exceeding 12·8 m.

Charlie (3½ miles N). It contains a designated anchor berth, near the centre of its S limit, for use by vessels not exceeding 5000 grt.

Pilotage. Pilotage is compulsory for vessels over 500 grt and is available 24 hours. Pilots board at the following locations, as shown on the chart (with positions from Punta Zavorra):

Vessels of 250 000 grt (2¾ miles E) — anchorage berth G4.

Vessels with 12·8 m draught and over (2¼ miles NE) — anchorage berth G1.

Vessels less than 12·8 m draught (1 mile NE) — anchorage berth G2.

Vessels less than 5000 grt (2¾ miles N) — anchorage berth G3.

9.112 Berths. Pontile Saras No 1 extends about 1·3 miles ENE from the coast, 1¾ miles NNW of Punta Zavorra. Its head, which contains the main berths and from the centre of which a light is exhibited, extends a further 500 m SE.

R 1-46 Including existing Supplement amendments, *Replace by*:

The head is surrounded by two dredged turning areas. The NE side, dredged to 22·8 m (1980), is marked at its NE limit by *No 8 Light-buoy* (starboard hand), and the SW side, dredged to 18·8 m (1980), is marked at its SW limit by *No 7 Light-buoy* (port hand).

The N side of the head can accommodate vessels up to 20·7 m draught, and the S side vessels up to 17·6 m draught. There are a total of 5 berthing arms extending either NW or SE from the central part of the pier which can accommodate vessels from 7 to 12·1 m draught.

9.113 Pontile Saras No 2 lies 1 mile NNW of No 1 pier, extending about 1180 m E from the shore. It handles mainly chemicals.

From a position in the precautionary area 2 miles NNE of Punta Zavorra the pier is approached on the alignment (291°) of leading lights:

Front light (white triangle, point up, red stripe, on mast, 5 m in height) (39°06'·1N, 9°00'·9E), exhibited from the shore 3 cables N of the root of the pier.

Rear light (similar to front, triangle point down) (7 cables NW of front).

The track passes NE of *No 9 Light-buoy* (port hand), moored 2 miles N of Punta Zavorra.

There is a berth at the head of the pier which can accommodate vessels up to 10·0 m draught, and another berth on a short arm extending from the S side of the pier, handling vessels up to 7·0 m draught. Lights are exhibited from both berths.

IV

9.114 Facilities. Tugs are available. Port radio station. Facilities for disposal of oily waste. Repair workshops available.

Supplies. Bunker fuels available. fresh water at berths. Provisions from Cagliari. Hospital in Cagliari, 34 km distant. Airport at Cagliari.

R 58-62 *Replace by:*

The commercial harbour fronts the town and is enclosed by two breakwaters with entrance from SW. A large new artificial harbour, Nuovo Porto Industriale, is under construction (2000), about 1 mile W of the town. This harbour indents Stagno di Cagliari, a large shallow lagoon which abounds with fish and is connected to the sea by a number of shallow channels, spanned by bridges, the most S of which, close to Torre della Scafa, connects the town with the new harbour area.

Principal exports include zinc, lead, felspar, wine and dairy products. Imports include grain, timber, coal, chemicals and general cargo.

The population was 167 490 (1998).

138

L 8-32 Including existing Supplement amendments, *Replace by:*

9.117 Traffic Separation Schemes. Traffic separation schemes (TSS), shown on the chart, are established in the approaches to Cagliari. They are not IMO adopted.

The approach to Pontile ENICHEM Sud (39°09'·6N, 9°02'·4E), close NNE of La Maddalena, consists of a NW-bound lane for inbound vessels on the N side, and a SE-bound lane on the S side, with a narrow separation zone in the middle.

The approaches to the commercial and new industrial harbours comprises of two inbound and two outbound lanes with a broad separation zone in the middle, each pair having a narrow separation zone in the middle. The broad separation zone is marked near its N end by a light-beacon (safe water). A precautionary zone, between the two harbour entrances, lies N of the traffic lanes. From this area Inshore Traffic Zones for smaller vessels lead WSW and ESE, respectively.

The E inbound lane, leading to the town harbour, is entered 2 miles WSW of Capo Sant' Elia (39°10'·8N, 9°09'·6E). The W inbound lane which leads N and NNW to the new industrial harbour, is entered 3 miles WSW of Capo Sant' Elia.

9.117a Pontile ENICHEM Sud extends 9 cables SE from the coast, 6 cables NNE of La Maddalena, and 4½ miles SW of Cagliari. It is used by vessels carrying liquid chemicals. Lights are exhibited from the pier and from positions about 150 m each side of its root to assist in berthing. The pier has four berths, two at its head, and one on each side near the head, suitable for vessels with a draught up to 6·0 m.

This facility is under the jurisdiction of Cagliari harbour authorities.

9.117b Nuovo Porto Industriale or Porto Canale, 1 mile W of the town, is currently (2000) still under construction but is nearing completion.

The harbour is protected by Molo Settentrionale and Molo Meridionale, two curved moles extending about 9 cables SE from the shore about 1 mile SW of the town, from the heads of which lights are exhibited.

The moles enclose an outer basin through which the entrance channel, entered between the moleheads, marked by pairs of light-beacons (lateral), dredged to a depth of 14·0 m (1999), leads NW and thence about 1½ miles farther NW to Bacino di Evoluzione at the head of the new harbour from which a light is exhibited.

L 51-54 *Replace by:*

9.119 Anchorages. There are a number of designated anchorage areas, the limits of which are shown on the chart, as follows (with positions centred from the head of Molo Nuovo di Levante (39°11'·7N, 9°06'·6E)):

Bravo (1¾ miles SW), divided into Waiting Areas B1 and B2. For vessels bound for commercial and industrial port.

Foxtrot (1 mile SSE). For vessels bound for Cagliari or using as refuge harbour.

Delta (1½ miles SW), For vessels bound for Pontile ENICHEM Sud at La Maddalena (9.117a).

L 60-65 Including existing Supplement amendment, *Replace by:*

9.120 Vessel Traffic Service. A mandatory VTS system is established to allow the Maritime Authority to authorise movements, and the Operations Centre to track by radar, all vessels using the TSS in Cagliari roads. Accordingly, three Convergence Points, shown on the chart and designated P, Y and Q are established.

Masters of vessels close to arrival at these points must report to the Operations Centre or pilots giving vessel details and nature of cargo. For full details see the relevant *Admiralty List of Radio Signals*.

Pilotage. Pilotage is compulsory for vessels of 500 grt and over and is available 24 hours. Pilots board close N of the light-beacon (safe water), moored 7 cables SSW of the head of Molo Nuovo di Levante (39°11'·7N, 9°06'·6E).

Italian Notices 23/23-2/99, 24/24-5/99 & Italian Chart 299 (HH. 372/799/02) [13/01]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume B, 2000. Weekly Edition No. 13, Dated 29th March, 2001.

Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

0890 Remove Fog Signal

0900 Remove from List

0915-4	--- P10	53 11-0 5 22-9	Iso R 2s	7	6	Red post	Ra refl	
								*
1599-2	- Krusenbusch Rethé	53 31-0 9 57-0	F G	7	2	Red pedestal on 4 posts. Red substructure		
*	*	*	*	*	*	*		*
1599-21	--	53 31-0 9 57-0	F R	7	3	Red pedestal on 4 posts. Red substructure		
*	*	*	*	*	*	*		*
1599-3	Remove from List							

Volume C, 2000. Weekly Edition No. 13, Dated 29th March, 2001.

Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

0618	- Svensholmen Ostra	57 37-8 11 46-2	Fl W 5s	3	2			
*	*	*	*	*	*	*		*
1965	- East	55 43-2 12 40-1	Oc(2)WRG 12s	11	W 15 R 12 G 12	Red block	ec 2, lt 2, ec 2, lt 6. W204-5°-245°(20-5°), R245°-290°(45°), G290°-346°(56°), W346°-350°(4°), R350°-056°(66°). Shown 24 hours. F R lights on 20 windmills 65m high in Middelgrunden Windmill Park extending 2-6M S	
								*
2079-5	Brøndby. Marina. S Mole	55 36-5 12 26-5	F G	5	4	Green mast 4	Vis 000°-280°(280°). TE 2001	
								*
2680	- MIELIN ISLAND. N end. Main channel	53 53-6 14 15-3	Fl(2+1)R 12s	11	R 3	Red tower with dome, gallery and +	fl 1, ec 1, fl 1, ec 2, fl 1, ec 6. Vis 267°-200°(293°)	
	--- Side channel	...	Fl G 2s	6	3	Same structure	Vis 132°-300°(168°)	
	*		*	*	*	*		*
3359-2	-- N Mole. Head	55 42-7 21 07-3	UQ R	12	3	Red metal square framework tower, white band 12		
			*	*				*
3369	- Timber Harbour South. Ldg Lts 161°42'. Front. (Malku Ilankos Pietinis)	55 38-9 21 09-5	Oc(2)WRG 8s	21	5	Red □, white stripe, on red metal framework tower 16	ec 1, lt 1, ec 1, lt 5. G158-1°-159-6°(1-5°), W159-6°-161-6°(2°), R161-6°-163°(1-4°). Shown 24 hours	
			*	*	*			

V

Volume C *continued.*

4020-1	--- E side of Kupecheskaya Gavan'. Rear. 760m from front	59 59:0 29 45:9	Q R	31	6	Red framework tower, black stripe	29	Vis on leading line only. Q R 3M (T) 2000
								*
6452	- Östra Älgögrundet. SE of Elgö	59 26:7 18 25:0	Iso WRG 4s	6	W 7 R 5 G 4	White tower, green lantern	8	G200°-216°(16°), W216°-244°(28°), R244°-271°(27°), G271°-283°(12°), W283°-286°5'(3°5'), R286°5'-342°(55°5'), G342°-053°5'(71°5'), W053°5'-065°5'(12°), R065°5'-071°(5°5')
								*
6495	Yxhammarskobben. NE point	59 18:8 18 48:6	Oc WRG 5s	8	W 6 R 4 G 3	Red housing on white base	8	W095°-166°5'(71°5'), R166°5'-281°5'(115°), G281°5'-292°(10°5'), W292°-298°(6°), R298°-022°(84°)
								*
6503	Branten	59 22:5 18 42:9	Iso WRG 4s	7	W 6 R 4 G 3	White tower, yellow top		G shore-285°5', W285°5'-290°(4°5'), R290°-023°(93°), G023°-094°5'(71°5'), W094°5'-099°(4°5'), R099°-shore
								*
6508	Kalvö. S end	59 22:4 18 36:9	Fl(2)WRG 6s	16	W 6 R 4 G 3	White tower	10	G shore-263°, W263°-266°(3°), R266°-305°(39°), W305°-340°(35°), W(unintens)340°-080°(100°), W080°-shore
								*
6516	Nyvarp	59 24:3 18 31:4	Fl WRG 3s	5	W 6 R 4 G 3	White lantern		R shore-140°, G140°-151°(11°), W151°-157°(6°), R157°-162°(5°), G162°-167°(5°), W167°-170°(3°), R170°-252°(82°), G252°-309°(57°), W309°-313°(4°), R313°-322°(9°)
								*
6518	Lindalen. Ldg Lts 097°. Front	59 25:2 18 29:0	Iso WRG 4s	2	W 6 R 4 G 3	White lantern on grey base		G265°-295°(30°), W295°-305°5'(10°5'), R305°5'-083°(137°5'), G083°-096°(13°), W096°-097°5'(1°5'), R097°5°-shore
								*
6522	Stora Berteln. N side	59 25:6 18 24:9	Q W	5	10	Red structure		Vis 090°-278°(188°)
								*
6524	Brödstycket	59 25:4 18 24:4	Fl WRG 3s	6	W 10 R 7 G 6	White lantern, black base	6	W315°-040°(85°), R040°-076°(36°), G076°-108°(32°), W108°-134°(26°), R134°-240°(106°)
								*

V

Volume C *continued*.

6524·5	Tisterögrundet	59 25·9 18 23·7	Q(3)WRG 4s	6	W 10 R 7 G 6	White column on black pedestal	G307°-323°(16°), W323°-340°(17°), R340°-349°(9°), G349°-003°(14°), W003°-150°(147°), R150°-214°(64°)
							*
6625	- Gålö	59 05·6 18 20·9	Iso WRG 8s	4	W 9 R 7 G 6	Red pedestal	G017°-042°(25°), W042°-050°(8°), R050°-140°(90°), G140°-282°(142°), R282°-017°(95°)
							*
6628	- Kycklingen. On rock	59 06·4 18 22·4	Iso WRG 4s	10	W 10 R 8 G 7	Red framework tower	G266°-245°(339°), W245°-248°(3°), R248°-266°(18°)
							*
7416	- Garpen	56 23·6 16 07·7	Oc WRG 8s	27	W 16 R 13 G 12	Grey concrete tower	R201°-210°(9°), G210°-253·5°(43·5°), W253·5°-270°(16·5°), R270°-307°(37°), W307°-004°(57°), R004°-027°(23°), W(unintens)088°-128·5°(40·5°). Shown 24 hours 1/11-31/3
							*
7421	-- Windmotor	56 21·1 16 16·4	Fl Y 3s	10	5	...	Windmotor Fl Y 3s 10m 5M and F R close SE. (P) 2001
		...	F R	...	...	...	On the top
							*
7421·2	---	56 20·1 16 17·1	Fl Y 3s	10	5	...	(P) 2001
		...	F R	...	...	...	On the top
							*

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Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

1726	- Shelter Mole	43 19·4 8 48·0	Fl G 3s	18	4	Green masonry tower	<i>fl 0·5</i> TE 2001
							*
2328	-- Muelle de la Barra	37 08·6 6 51·5	Q G	4	1	Green mast	F G (T) 2001
							*
2662	- PRAIA DA VITÓRIA. Ponta do Espírito Santo. Mole. Head	38 43·6 27 03·1	Fl G 5s	11	6	Black column	<i>fl 1.</i> TE 2001
							*
2768	- Selvagem Grande	30 08·6 15 52·2	Fl W 4s	162	13	Red and white tower	<i>fl 1.</i> Reserve light Fl W 5s 8M. TE 2001
							*

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Volume D *continued.*

5480	<i>Remove from List</i>						
5485	<i>Remove from List</i>						
5490	<i>Remove from List</i>						
5500	<i>Remove from List</i>						
6407	-- Outer	33 57:3 25 38:3	Q(3)G 5s	15	5 Metal pole 10		(fl 0-5, ec 0-5) x 2, fl 0-5, ec 2-5. Traffic Signals
					*		
6500	- Baixo Ribeiro	25 54:6 32 48:1	Iso WR 5s	...	W 11 White round concrete R 8 structure		R075°-244°(169°), W244°-075°(191°). TE 2001
							*
6571	- Rios dos Bons Sinais. Approaches. Marca I Ldg Lts 334-5°. Front	18 03:3 36 58:0	Q W	6	5 Metal tower 5		Vis 331-5°-337-5°(6°)
*	*	*	*	*	*	*	*
6571-1	---- Rear. 305m from front	18 03:0 36 58:0	Fl W 4s	11	8 Metal tower 10		fl 1-5. Vis 331-5°-337-5°(6°)
*	*	*	*	*	*	*	*
6571-6	-- Entrance. Marca III Ldg Lts 330°. Front	17 58:0 36 56:3	Fl W 2s	6	5 Metal tower 5		fl 0-5. Vis 327°-333°(6°). Ra refl
*	*	*	*	*	*	*	*
6571-61	--- Rear. 280m from front	17 58:0 36 56:0	Oc W 3-5s	11	5 Metal tower 10		ec 1-5. Vis 327°-333°(6°). Ra refl
*	*	*	*	*	*	*	*
6571-8	-- Marca IV Ldg Lts 292°. Front	17 57:3 36 53:7	Q W	6	5 Metal tower 5		Vis 289°-295°(6°)
*	*	*	*	*	*	*	*
6571-81	--- Rear. 400m from front	17 57:0 36 54:0	Fl W 4s	11	5 Metal tower 10		Vis 289°-295°(6°)
*	*	*	*	*	*	*	*
6572	-- Marca V Ldg Lts 039°. Front	17 55:2 36 54:8	Q W	6	3 Metal tower 5		Vis 036°-042°(6°)
*	*	*	*	*	*	*	*
6572-1	--- Rear. 450m from front	17 55:0 36 55:0	Fl W 2s	11	3 Metal tower 10		fl 0-8. Vis 036°-042°(6°)
*	*	*	*	*	*	*	*
7422	- <i>Shutaya</i> (ME)	26 42:7 50 50:4	LFl W 10s	...	... Red o topmark on red and white vertical striped buoy 8		Racon
	*	*	*	*	*	*	
8582	- EA OILFIELD	4 50:8 5 16:9	Lit	...	... Platform		
*	*	*	*	*	*	*	*

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Volume D *continued.*

8582-01	--	4 48-4 5 20-9	Lit	...	... Platform	
*	*	*	*	*	*	*
8582-02	--	4 48-1 5 21-9	Lit	...	... Platform	
*	*	*	*	*	*	*

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Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

0056-2	- Puerto Deportivo. E Breakwater. Head	36 30-4 4 53-4	Fl(2)G 7s	7	4 Green pyramidal tower 4	TE 2001
	*				*	*
0057-6	- E Breakwater. Head	36 29-0 4 44-4	Fl(4)G 10s	7	4 White round tower 4	TE; 3 F R (T) 2001. F Y on jetty. Traffic Signals
	*					*
0060-7	- Dique S. N end of T Head	36 35-7 4 30-6	Fl(3)G 10s	4	4 Truncated white tower, grey and green bands 2	
						*
0110-5	- Jetty. Head	37 10-4 1 49-1	Q(3)W 10s	4	4 $\diamond$ on black beacon yellow band 3	
						*
0112-5	Villaricos. Balsa. Breakwater. Head	37 14-8 1 46-1	Fl(4)G 12s	8	5 Green truncated tower 3	(fl 0-5, ec 1-5) x 3, fl 0-5, ec 5-5
			*	*	*	*
0112-505	-- T Jetty. Head	37 14-8 1 46-1	Fl(3)G 10s	...	... Square tower 3	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 5-5
*	*	*	*	*	*	*
0112-51	-- Outer Breakwater. Head	37 14-8 1 46-1	Fl(4)R 12s	4	3 Red truncated tower 3	(fl 0-5, ec 1-5) x 3, fl 0-5, ec 5-5
			*	*	*	*
0113	- Breakwater. Head	37 15-1 1 46-0	Fl(2)G 6s	8	5 Green truncated tower 3	fl 0-5, ec 1-5, fl 0-5, ec 3-5
	*		*	*	*	*
0113-1	-- Outer Breakwater. Centre	37 15-1 1 46-0	Fl(2)R 7s	3	3 Red post 1	fl 0-5, ec 1-5, fl 0-5, ec 3-5
			*	*	*	*
0113-2	- Breakwater	37 15-1 1 46-0	Fl(4)G 12s	3	1 Green square column	(fl 0-7, ec 1-4) x 3, fl 0-7, ec 5
			*	*	*	*
0113-4	- T Jetty. Head	37 15-1 1 46-0	Fl(3)R 9s	8	1 Red truncated tower 3	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 4-5
	*		*	*	*	*

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Volume E *continued.*

0158·4	- Terminal. SW corner	38 19·8 0 29·5	Fl R 5s	9	6 Red round tower on white base 6	<i>fl 0·5. Replaced by buoy Fl R 5s 4M (T) 2001</i>	*
0160·5	--	38 20·4 0 29·0	Fl(2+1)R 21s	3	2 Red post, green bands 2 * *		
0174·4	EL PORTET - Breakwater. Head	38 36·9 0 01·8	Fl(2)G 9s	6	... Green round tower, white base 4	<i>fl 1, ec 2, fl 1, ec 5</i>	*
0174·6	- Contradique. Head	38 36·9 0 01·9	Fl(2)R 9s	7	... Red round tower white base 4	<i>fl 1, ec 2, fl 1, ec 5</i>	*
0209·7	- Dique Noroeste. Head	39 30·7 0 19·0	Fl G 4s	9	4 White tower, green bands 5	<i>fl 0·5</i>	*
0214·7	---	39 39·2 0 12·5	Fl(2)R 7s	6	1 Red truncated tower 4 * *	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>	*
0309	- CALA MANACOR. Morro Carabassa	39 32·2 3 20·5	Fl W 5s	20	7 White tower, black stripes *	<i>fl 0·5</i>	
0309·4	-- Espigón. Head	39 32·5 3 20·3	Fl(3)R 8s	5	4 Red 8-sided tower	<i>(fl 0·5, ec 1) x 2, fl 0·5, ec 4·5</i>	*
0382	San Jorge de Alfama. Dique de Levante. Head	40 54·9 0 50·0	Fl W 5s	7	5 Green post 3 * *	<i>fl 0·5</i>	*
0382·2	<i>Remove from List</i>						
0382·24	<i>Remove from List</i>						
0382·26	<i>Remove from List</i>						
0411	<i>Remove from List</i>						
0411·1	<i>Remove from List</i>						
0439·5	- Dique de Abrigo. Head	41 29·4 2 22·1	Fl G 3s	6	5 Green post 3	<i>fl 0·5. TE 2001</i>	*
0466·7	- MARINA DE PALAMÓS. Dique de Abrigo. Head	41 50·7 3 08·2	Fl(4)G 10s	11	5 Green tower 8	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 3·5</i>	*
4537	Órmos Stavrós. Mole. Head	40 40·1 23 42·1	Fl R 3s	7	3 Metal framework with gallery, metal column and red band * *	<i>fl 0·3</i>	*

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Volume E *continued*.

5107-4	- W Breakwater. Head	46 35-8 31 00-8	Fl R 1-5s	10	2	Red metal column 8	<i>fl 0-5. Reported Fl(2)R 4s 2001</i>	*
5107-5	- E Breakwater. Head	46 35-8 31 01-2	Fl G 1-5s	10	2	Green metal column 8	<i>fl 0-5. Reported Q G 2001</i>	*
5642	- Ldg Lts 334° 12'. Vostochnyy Mole. Head. Front	44 43-3 37 48-1	Iso G 3s	24	10	White round concrete tower, red bands, and red stripe 21	Vis all round	
		...	Iso G 3s	16	...	...	Vis on leading line only	
		...	Horn(5) 60s	...	...	...	<i>bl 3, si 4, (bl 8, si 4) x 3, si 4, bl 2, si 15</i>	
			*		*			*
7642	-- Eastwards	40 44-4 29 47-5	Lit	...	...	Platform		
*	*	*	*	*	*	*		*

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Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

1619	Tg Gabang	2 40-9 101 29-0	Fl W 5s	28	16	Round concrete tower on piles		
	*	*	*	*	*	*		*
1976-5	<i>Remove from List</i>							
3935	Luanhe Kou Qiantan Jianshaqiu	39 24-1 119 16-6	Fl W 6s	14	7	...	<i>fl 0-5</i>	
*	*	*	*	*	*	*		*
3935-8	Yanghe Kou	39 46-9 119 24-9	Fl W 3s	11	5	Black ○ on framework tower, concrete base	<i>fl 0-4</i>	
*	*	*	*	*	*	*		*
4018-4	-- No 1	38 55-9 121 40-1	Fl G 4s	...	...	Green △ on green beacon		
*	*	*	*	*	*	*		*
4018-6	-- Pier. Head	38 55-9 121 40-2	Fl R 4s					
*	*	*	*	*	*	*		*
4034	- Heizuizi. E Breakwater. E end	38 56-4 121 37-8	Fl W 3s	9	4	White round concrete beacon 8	<i>fl 0-3</i>	
*	*	*	*	*	*	*		*
4034-2	-- N Entrance. E side	38 56-1 121 37-2	Fl R 4s	6	3	Red square concrete pillar 7	<i>fl 0-3</i>	
*	*	*	*	*	*	*		*

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Volume F *continued.*

4034·4	--- W side	38 56·1 121 37·0	Fl W 4s	6	4 White square concrete column	<i>fl 0·3</i>
*	*	*	*	*	7	*
4042·8	- Jinggu. Pier. Head	38 57·3 121 37·6	F R	12		
*	*	*	*	*	*	*
4043·8	- Ganjingzi. Wharf. W end	38 57·5 121 37·6	F G	11		
*	*	*	*	*	*	*
4043·83	-- Dahua Pier	38 57·4 121 37·8	F R	14	6 White square concrete pillar	
*	*	*	*	*	*	*
4044·5	--	38 57·9 121 38·8	F R	23		
*	*	*	*	*	*	*
4044·55	--	38 57·9 121 38·9	F R	18		
*	*	*	*	*	*	*
4624·2	<i>Remove from List</i>					
4624·25	<i>Remove from List</i>					
5956·4	-- Kaizuka. Breakwater. Head	34 27·6 135 21·3	Fl(2)R 6s	10	5 Red tower	Y light on tower 0·66M SSW
				*	10	
7616	Mys Strashnyy	45 01·7 136 38·7	Fl W 5s	93	8 Red square framework tower	<i>fl 0·5, Vis 249°-244°(355°).</i> TE 2000
		*			6	
					*	
7673	Mys Bychiy	49 47·1 140 31·3	Fl W 3s	134	9 White 8-sided stone tower	Vis 190°-305°(115°)
				*	5	
					*	*
9690·15	--	38 36·2 118 03·9	F R			
*	*	*	*	*	*	*

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Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

0440	- Laje do Sitio	22 59·1 44 23·5	Q(2)W 4s	3	8	
*	*	*	*	*	*	*
0687	Bahía Potrero. Capitán Curbello. Control tower	34 51·0 55 06·2	Aero AlFl WG 5s <i>W1800 000</i> <i>G436 000</i>	43	W 18 G 25	White square stone tower and dwelling
					15	
					*	

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Volume G *continued.*

0724	- SCRA Dock. Ldg Lts 252°50'. Front	34 54.4 56 15.4	F Y	6	6	△ on red tower, white bands	Occas, for vessels approaching the dock
*	*	*	*	*	*	*	*
0724.1	--- Rear	34 54.4 56 15.4	F R	7	4	□ on red structure, white bands	
*	*	*	*	*	*	*	*
1354	Mare Harbour. Beacon J	51 54.0 58 28.0	Oc WRG 5s	20	W 9 R 6 G 7	White and orange △ 3	ec 2. R358°-011°(13°), W011°-017°(6°), G017°-090°(73°). R light on radio mast 4.3M N
							*
3133.07	- Arrieral. Dir Lt 273°	3 53.7 77 05.6	Fl Y 4s	11	10	Orange tower	fl 1.5. Vis 270°-276°(6°). Ra refl
				*	*		*
3356	<i>Remove from List</i>						
3356.2	<i>Remove from List</i>						
3356.4	<i>Remove from List</i>						
3356.5	<i>Remove from List</i>						
3356.7	<i>Remove from List</i>						
3356.8	<i>Remove from List</i>						
3357	<i>Remove from List</i>						
3357.2	<i>Remove from List</i>						
3357.4	<i>Remove from List</i>						
3357.6	<i>Remove from List</i>						
3357.7	<i>Remove from List</i>						
3357.8	<i>Remove from List</i>						
3358	<i>Remove from List</i>						
3982	Piedras Blancas	35 39.9 121 17.1	Fl W 10s	43	13	White truncated conical tower	
					*	*	
4484.8	- No 18	43 58.8 124 07.6	Fl R 4s	5	4	Red △ on pile	
		*					*
4698.5	- Bar Ldg Lts 094°. Front	45 36.0 122 33.6	Q R	10	...	Red □, white stripe, on framework tower	Intens on rangeline
	*						
4698.51	-- Rear. 283m from front	45 36.0 122 33.2	Iso G 6s	15	...	Red □, white stripe, on framework tower	Vis 4° each side of rangeline
	*						
5483	<i>Remove from List</i>						

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Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

0075.55 - Hart Head

54 11.7
58 24.7

Fl R

*

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Volume H *continued.*

0443-4	- Portugal Cove, S side	46 42·3 53 15·6	Fl R	...	...	Red framework tower	
		...	Whis 60s	9	...	...	<i>bl</i> 5. Sounded May-Oct. Fishing
			*				
2074	- Ldg Lts 178° 25'. Front	48 28·1 68 31·1	Iso R	11	...	Orange ∇ , black stripe, on framework tower 11	Vis on leading line only. Racon. R lights on radio tower 2·8M SW. R lights on radio masts 2·8M SE and 3·4M SSW
			*				
2074·1	-- Rear. 731m from front	48 27·7 68 31·1	Iso R	21	...	Orange ∇ , black stripe, on framework tower 18	Vis on leading line only
			*				
3728	<i>Remove from List</i>						
3740	Western Head	43 59·3 64 39·7	Fl W 15s	17	14	White tower 14	<i>fl</i> 0·5. Vis 180°-062°(242°). Emergency light. F R on tower 5M NNW
							*
3768-6	<i>Remove from List</i>						
3802	<i>Remove from List</i>						

Volume J, 2000/01. Weekly Edition No. 13, Dated 29th March, 2001.
Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

4106-6	- Redfish Island Shoal	29 30·4 94 53·7	Fl W 6s	5	4	Green and white chequered $\diamond$ on pile	
*	*	*	*	*	*	*	*
4228-05	-- Ldg Lts F 249°. Front	25 57·0 97 24·2	<i>By day</i> Fl W 2·5s	13	...	Red $\square$, white stripe, yellow band, on framework tower	Vis 247°-251°(4°)
		...	<i>By night</i> Fl G 2·5s				
			*				
5994-2	- No 1	15 51·2 87 57·9	LF l G 5s	...	...	Green articulated light	<i>fl</i> 2
			*			*	*
6190	- E Breakwater. Head. F1	11 06·4 74 51·0	Oc G 3s	20	15	Metal tower 20	<i>ec</i> 1
			*	*			*

Volume K, 2001/02. Weekly Edition No. 13, Dated 29th March, 2001.
Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

0885	- Bengkulu. W Breakwater. Head	3 53·9 102 16·5	Fl G 3s	14	4	Green $\triangle$ on green beacon 9	<i>fl</i> 0·5. Ra refl. TE 2001
	*						*
0906	- Tg Salabu. Kroe	5 11·0 103 56·0	Fl W 5s	35	7	White metal framework tower 13	<i>fl</i> 0·5. Vis 044°-123°(79°). TE 2001
	*						*

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Volume K *continued.*

1072-9	-	6 06:1 106 51:4	Fl Y 3s	7	11	Yellow × on yellow beacon	<i>fl 1.</i> Ra refl. TE 2001	*
1762-5	-- Signal Hill. Ldg Lts 277°. Front	31 59:8 115 32:4	F Bu	4	2			
				*	*			
1762-51	---- Rear. 70m from front	31 59:8 115 32:3	F Bu	4	2			
				*	*			
1769-23	--	32 01:7 115 45:3	Q G	...	...	△ on green beacon		
			*					
1769-25	--	32 01:5 115 45:5	Q G	...	...	△ on green beacon		
			*					
1769-26	- N side	32 01:5 115 45:8	Q G	...	...	△ on green beacon		
			*					
1769-28	--	32 01:5 115 45:7	Fl(2)G 6s	...	...	△ on green beacon		
			*					
1769-36	--	32 00:3 115 46:8	Fl(2)G 5s	...	...	△ on green beacon		
			*					
1769-48	- Point Resolution	32 00:4 115 47:3	Fl R 3s	...	...	□ on red beacon		
	*		*					
1769-57	- Heathcote	31 59:9 115 50:8	Fl G	...	...	△ on green beacon	2 Fl G 400m SW. F G on pier head 530m SSW	
	*							
1769-62	--	31 59:1 115 49:9	Fl G 3s	...	...	△ on green beacon	F W on pier heads 600m and 700m W	
		*	*					
1776-42	--- South	32 09:2 115 45:9	VQ G	...	1			
			*					
2775	-- Corrie Creek	32 40:4 152 08:2	Fl G 3s	5	...	Pile beacon	<i>fl 0-5</i>	
			*					

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Volume K *continued.*

2818	- Clarence Head. Common rear. Ldg Lts 238° 30' (co)	29 26·1 153 21·8	Fl(3)W 15s	41	16 White concrete tower and lantern 17	(fl 0·1, ec 2·4) x 2, fl 0·1, ec 9·9. Vis 171°-shore. R and G Ldg Lts are shown at Maclean, Lawrence, Elizabeth Island and Ulmarra. F R on radio mast at Lawrence. Rear to K2819
	--- Ldg Lts 131° *	...	F Bu *	...	... Same structure *	Rear to K2822 *
2819·9	- HALF-TIDE TRAINING WALL. Bar Ldg Lts 278° 32', Front. 685m from rear	29 25·6 153 21·0	Q Bu *	4	2 △ on beacon	fl 0·5. Vis on leading line only. Moved to meet changes in the channel. Rear K2820 *
2822	-- 300m from Head. Common front *	29 25·7 153 21·3	Iso Bu 2s *	...	4 △ on beacon	Front to K2818 and K2823 *
2823	-- Ldg Lts 134°, Rear * *	29 26·0 153 21·7 * *	F R *	...	... Adjacent to flagstaff * *	Front K2822 *
2823·5	- Hickey Island -- * *	29 25·9 153 21·4 * *	Iso Bu 2s Q Bu *		... Beacon ... Same structure * *	 * *
2866·85	- No 2 *	27 16·9 153 04·9	Fl R 3s	...	... Red □ on beacon	
2866·87	- No 3 *	27 16·8 153 04·6	Fl G	...	... Green △ on beacon	
2866·89	- No 4 *	27 16·7 153 04·3	Fl R	...	... Red □ on beacon	
2901·55	- Toondah Harbour. Entrance	27 31·9 153 17·3	Fl G 2·5s *	...	... Green △ on green beacon	
2901·95	Off Coochiemudlo Island. Southeastwards	27 34·9 153 20·3	Fl Y 2·5s *	...	... Yellow × on yellow beacon	
3128·1	--- W end	18 31·4 146 19·8	Q W	...	... ⚓ on yellow beacon, black top *	
3325	- Fannie Bay Sandspit. Cullen Bay	12 27·1 130 48·9	Fl(2)Bu 5s	4	4 Black metal pole 4	fl 0·4, ec 0·6, fl 0·4, ec 3·6 *

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Volume K *continued.*

3350	Kokas	2 42·0 132 25·5	FR	7	4	Framework tower 10	
		*	*	*	*		*
3451	- Mei mei ara	10 13·5 150 53·0	Fl W 2·5s	35	15	White hut 4	<i>fl 0·5.</i> Obscured beyond Boia-Boia-Waga Island 232°-238°(6°)
							*
3756	Orakei Wharf	36 50·7 174 48·9	Oc R 6s	8	3	On tower	<i>ec 2.</i> TE 2001
		*					*
3764	- Beach. Lts in line 009°. Front	36 50·0 174 47·8	F G	...	...	△ on white beacon	Marks W cables
							*
3765	-- Lts in line 009°. Front	36 50·1 174 47·9	F G	...	...	△ on white beacon	Marks E cables. TE 2001
							*
3765·1	--- Rear. 275m from front	36 49·9 174 48·0	F R	...	...	△ on white beacon	Marks E cables. TE 2001
							*
3771	Mechanics Bay. SAR Centre. Breakwater. Head	36 50·8 174 47·3	Oc R 6s	5	3	Wooden pile	<i>ec 2</i>
							*
3772	- Breakwater. Elbow	36 50·8 174 47·3	VQ(2+1)G 6s	5	3	Wooden pile	<i>fl 0·3, ec 0·4, fl 0·3, ec 1·2, fl 0·3, ec 3·5</i>
							*
3774	Fergusson Container Terminal	36 50·4 174 47·1	F RYR(vert)	12	...	...	2·5m apart
	- Traffic Signal	...	Fl R 3s	...	...	...	Occas. Flashes for 3 min when vessels are underway in commercial area
	-	...	Siren 20s	...	...	...	<i>Warble tone</i>
							*
3774·2	Fergusson Wharf	36 50·4 174 47·0	F GYG(vert)	11	...	...	2m apart
							*
3818	-- W side	36 50·2 174 45·2	Fl G 5s	3	5	White concrete pillar	<i>fl 0·7.</i> 5 F W lights on bulk cement jetty 400m S. TE 2001
							*
3848	West Tamaki Head	36 50·5 174 52·6	Mo(N)WR 6·5s	5	W 7 R 5	White △ on white pile beacon, red bands	<i>fl 1, ec 0·5, fl 0·3, ec 4·7.</i> W103·7°-323·7°(220°), R323·7°-103·7°(140°)
							*
3848·5	East Tamaki. Head. Off W side Musick Point	36 50·8 174 53·7	Q R	4	2	Red □ on wooden pile	
		*					*

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Volume K *continued.*

3849·5	- No 11	36 52·7 174 53·5	Q G	3	3	Green Δ on green wooden pile	<i>fl 0·3</i>	 *
4062·1	Tongue Point (M)	41 20·5 174 39·6	Fl WR 4s	44	W 9 R 6	Aluminium tower 4	<i>fl 0·8</i> , R297·4°-012°(74·6°), W012°-139·3°(127·3°)	 *
4272	Blenheim (Aerodrome)	41 30·8 173 52·2	Aero Al WG 3·7s	...	...	...	F R on radio mast 4M E	 *

Volume L, 2001/02. Weekly Edition No. 13, Dated 29th March, 2001.

Last Amendment: Weekly Edition No. 12, dated 22nd March, 2001.

1659·7	- Stokkøya Bridge	64 02·8 10 02·6	Iso W 2s	...	...	...	2 floodlights on bridge pillar No 6. N and S pillars floodlit	 *
3468	- Bjarkøy. Trollnesgrunnen	69 01·0 16 33·9	Iso WRG 4s	5	W 6 R 4 G 4	White lantern on piles	R118°-133°(15°), G133°-213°(80°), W213°-220°(7°), R220°-225°(5°), W225°-260°(35°), G260°-269°(9°), W269°-275°(6°), R275°-313°(38°), W313°-325°(12°). Shown 10/8-26/4	 *
4397	-- Nyhaven	62 00·2 6 45·0	Fl G 3s	10	6	Grey framework mast. Floodlit	<i>fl 0·7</i> . Shown 15/7-1/6	 *
4555·5	Hvammfsfjordur. Breakwater Head	65 06·7 21 46·5	Fl R 3s	...	...	Post	2	 *
6290	<i>Remove from List</i>							
6736	- Ostrov Malyy Rombak. Ldg Lts 243° 48'. Front	65 01·3 35 01·9	Q W	9	3	White $\curvearrowright$, black stripe	Vis on leading line only	 *
6973	- Turning Lts in line 061° 12'. Front	64 53·2 40 14·6	Fl G 2s	8	1	White truncated pyramid, red stripe	<i>fl 0·5</i> . Ra refl	 *
6973·1	-- Rear. 120m from front	64 53·2 40 14·7	Fl G 3s	13	1	White truncated pyramid, red stripe	Ra refl	 *

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AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2001

Weekly Edition No. 13 dated 29 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
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Telex: 46274

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Name of Ship:

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ADMIRALTY LIST OF RADIO SIGNALS—CUMULATIVE LIST OF CORRECTIONS

CORRECT TO WK 13/01

This list is a summary of the stations in the current editions of the **Admiralty List of Radio Signals** which have been amended by corrections issued in **Section VI** of the **Weekly Edition of Notices to Mariners**.

The numbers of the stations affected are shown in **bold type** followed by the numbers of the **Weekly Editions** in which corrections for that station were issued.

These summaries are issued on a quarterly basis.

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HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No.

Name of ship or sender:

Address of sender:

.....

.....

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

General locality

Subject

Position. Lat Long

British Admiralty Charts affected Edition dated

Position fixing system used Datum set

Latest Weekly Edition of Notice to Mariners held

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

.....

Details:—

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

Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding information for British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS:—

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

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

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

Name of ship or sender:

Address:

Ref. No.

.....

Date:

.....

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

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

Signature of observer/reporter