



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 19

10 May 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

Urgent navigational information:

Other navigational information:

General enquiries:

General Website

Other matters:

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I

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

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

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

Access Details:

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

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

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

www.ukho.gov.uk

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

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

www.nms.ukho.gov.uk

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

Details of File Content.

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

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

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

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

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

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

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

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

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

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

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

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

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

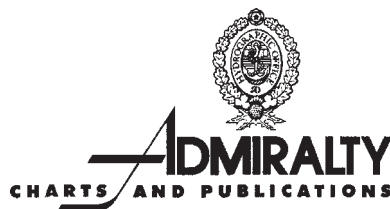
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ADMIRALTY NOTICES TO MARINERS

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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.

I

EXPLANATORY NOTES

Laws and Regulations

While, in the interests of the safety of shipping, the UK Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:—

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

Reliance on Charts and Associated Publications

While every effort is made to ensure the accuracy of the information on Admiralty charts and other publications, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge of the reliance he can place on the information given, bearing in mind his particular circumstances, local pilotage guidance and the judicious use of available navigational aids.

Charts

Charts should be used with prudence: there are areas where the source data are old, incomplete or of poor quality. The mariner should use the largest scale appropriate for his particular purpose; apart from being the most detailed, the larger scales are usually corrected first. When extensive new information (such as a new hydrographic survey) is received, some months must elapse before it can be fully incorporated in published charts.

On small scale charts of ocean areas where hydrographic information is, in many cases, still sparse, charted shoals may be in error as regards position, least depth and extent. Undiscovered dangers may exist, particularly away from well-established routes.

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II

[19/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 10 May 2001

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙647 INT 7666	International Chart Series, Mozambique, Pemba (Porto Amélia). 12°51'00S. — 13°03'00S., 40°23'00E. — 40°39'00E. <i>A new metric chart replacing the plan, Pôrto Amélia on chart 1816 and includes the latest information on depths and aids to navigation. The chart is referred to WGS 84 datum. The plan of Pôrto do Ibo on chart 1816 is withdrawn without replacement.</i> <i>Note: Chart 1816 is to be deleted from the list of charts affected by Former Notices 144(P)/95 and 3639(P)/95.</i>	1:30,000	36	52	£16·00

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 10 May 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙2 INT 160	International Chart Series, British Isles. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch and extensive amendments to submarine cables.</i> <i>Note: On publication of this New Edition Former Notice 682(P)/98 is cancelled. This chart is to be deleted from the list of charts affected by Former Notice 109(P)/01. This chart remains affected by Former Notices 3373(P)/99, 3520(P)/00, 4119(P)/00, 4330(P)/00, 428(P)/01, 768(P)/01, 877(P)/01 and 1626(P)/01.</i>	1:1,500,000	6	16	£16·00
⊙245	North Atlantic Ocean, Scotland to Iceland. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch and submarine cables.</i>	1:1,250,000	15	16, 36	£16·00
⊙456	West Indies, Jamaica - South Coast, Approaches to Kingston Harbour. <i>Includes amendments to depths in the immediate approaches to Kingston from the latest survey information supplied by the Survey Department of Jamaica. This chart is referred to WGS 84 datum.</i>	1:40,000	86	122	£16·00
⊙3698	United States - East Coast, Florida, Miami Harbor. <i>Includes amendments to depths in the approaches to Miami.</i>	1:10,000	83	122	£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 10 May 2001 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙4102 INT 102	International Chart Series, North Atlantic Ocean, Western Approaches to the British Isles. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch and submarine cables.</i>	1:3,500,000	19	14, 16	£16·00
⊙4140 INT 140	International Chart Series, North Sea. <i>This partial new edition is limited to include lines of equal magnetic variation for the 2000 epoch, submarine cables and pipelines.</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notices 1066(P)/99 and 1753(P)/99. This chart remains affected by Former Notices 3025(T)/99, 3373(P)/99, 4330(P)/00 and 1626(P)/01.</i>	1:1,500,000	7	16	£16·00

Reproductions of New Zealand Government Charts

Chart	Published	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙NZ 661	1/06/00	New Zealand, South Island - East Coast, Approaches to Otago Harbour. <i>Includes changes to depths and general updating.</i> <i>Note: This chart remains affected by Former Notice 1214(T)/01.</i>	1:100,000	72	90	£16·00

Admiralty Publications

NP No.	Title and other remarks	Date	RRP(UK)*	Remarks
NP 7	South America Pilot Volume III (Seventh Edition).	7/12/00	£36·50	This edition supersedes South America Pilot Volume III (Sixth Edition) and Supplement No 5 (1999) which are thereby cancelled.
NP 75	Admiralty List of Lights and Fog Signals Volume B 2001/02, Southern and Eastern Sides of the North Sea, including the Coasts of Sweden and Norway between latitude 58° 30'N and 60° 55'N.	12/4/01	£20·00	Amended to Week 15/01 dated 12 April 2001. First Amendments in Week 19/01. Volume B 2000 is thereby cancelled.

*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 7 JUNE 2001

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1549	Republic of Ireland - West Coast, River Shannon, Rinealon Point to Shannon Airport including Foynes Harbour. Foynes Harbour. <i>Includes details of the new maintained approach channel, associated light beacons and amendments to West Jetty at Foynes.</i>	1:20,000 1:7,500	1549
3743	Indonesia, Irian Jaya -West Coast, Teluk Berau. 1°42'00S. — 2°51'00S., 131°55'00E. — 134°04'00E. Ⓐ Teluk Sekar and Approaches. 2°35'23S. — 2°44'60S., 132°18'86E. — 132°35'07E. Ⓑ Teluk Patipi, Teluk Salakiti and Teluk Tawar. 2°40'88S. — 2°45'58S., 132°00'12E. — 132°11'70E. <i>This partial new edition is limited to include amendments to wrecks, lights, buoyage and names. The chart limits have also been amended. (The title has been changed).</i>	1:200,000 1:100,000 1:50,000	3743

Reproductions of New Zealand Government Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
NZ 463	New Zealand, North Island - South Coast, Approaches to Wellington. <i>Includes change of horizontal datum to WGS 84 datum and general updating.</i>	1:100,000	NZ 463
NZ 4633	New Zealand, North Island, Wellington Harbour. <i>Includes change of horizontal datum to WGS 84 datum and general updating.</i>	1:25,000	NZ 4633

II

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
2 INT 160	International Chart Series, British Isles.	⊙2 INT 160
245	North Atlantic Ocean, Scotland to Iceland.	⊙245
456	West Indies, Jamaica - South Coast, Approaches to Kingston Harbour.	⊙456
1816	Plans in Portuguese East Africa.	⊙647 INT 7666
3698	United States - East Coast, Florida, Miami Harbor.	⊙3698
4102 INT 102	International Chart Series, North Atlantic Ocean, Western Approaches to the British Isles.	⊙4102 INT 102
4140 INT 140	International Chart Series, North Sea.	⊙4140 INT 140
NZ 661	New Zealand, South Island - East Coast, Approaches to Otago Harbour.	⊙NZ 661

⊙ denotes chart available in the ARCS series.

II

SMALL CRAFT PRODUCTS

The following Small Craft Editions for 2001 are now available and replace editions of the same number dated 1999 and 2000, which will subsequently be withdrawn. Small Craft Waterproof Charts will be discontinued.

The UK RRP of Small Craft Editions printed on High Wet Strength Paper, remains at £12.50.

Edition	Title	Scale	Datum
SC28	Salcombe Harbour	1:12,500	WGS 84
SC323	Dover Strait, eastern part	1:75,000	WGS 84
SC1152	Bristol Channel, Nash Point to Sand Point	1:50,000	WGS 84
SC1160	Plans on the Coast of Somerset & Devon.	1:20,000	WGS 84 New for 2001
SC1166	River Severn, Avonmouth to Sharpness	1:25,000	WGS 84
SC1176	Severn Estuary, Steep Holm to Avonmouth	Various	WGS 84
SC1183	Thames Estuary	1:100,000	WGS 84
SC1607	Thames Estuary, southern part	1:50,000	WGS 84
SC1634	Salcombe to Brixham	1:25,000	WGS 84
SC1698	Dover Harbour	1:6,500	WGS 84
SC1828	Dover to North Foreland	1:37,500	WGS 84
SC1892	Dover Strait, western part	1:75,000	WGS 84
SC1975	Thames Estuary, northern part	1:50,000	WGS 84
SC2052	Orford Ness to the Naze	1:50,000	WGS 84
SC2253	Dartmouth Harbour	Various	WGS 84
SC2449	Dover Strait to Westerschelde	1:150,000	WGS 84
SC2451	Beachy Head to South Foreland and Fécamp to Cap Gris-Nez	1:150,000	WGS 84
SC2454	Start Point to the Needles	1:150,000	WGS 84
SC2610	Bill of Portland to Anvil Point	1:40,000	WGS 84
SC2615	Bill of Portland to the Needles	1:75,000	WGS 84
SC2878	Approaches to Milford Haven	1:25,000	WGS 84
SC3315	Berry Head to Bill of Portland	1:75,000	WGS 84

The following Small Craft Folios are now available in WGS84 compatible datum, UK RRP remains at £35.00.

SC 5600 – Edition 4, January 2001 - The Solent and Approaches - Transferred to a WGS 84 compatible datum

5600.1	Outer Approaches to the Solent	1:150,000
5600.2	Western Solent	1:75,000
5600.3	Eastern Solent	1:75,000
	Plan: Bembridge Harbour	1:15,000
5600.4	Needles Channel and Approaches	1:25,000
5600.5	Yarmouth to Beaulieu River	1:25,000
	Plan: Yarmouth Harbour	1:6,000
	Continuation of Beaulieu River	1:25,000
5600.6	Stansore Point to Ryde	1:25,000
	Continuation of River Medina	1:25,000
5600.7	Spithead	1:25,000
5600.8	Southampton Water and Approaches	1:25,000
	Plan: River Itchen	1:10,000
	Plan: Entrance to River Hamble	1:10,000
5600.9	Portsmouth and Langstone Harbours	1:25,000
	Continuation of Fareham Lake	1:25,000
5600.10	Chichester Harbour	1:25,000
	Continuation of Fishbourne Channel	1:25,000
5600.11	Cowes to the River Hamble	1:25,000

*RRP(UK) means UK recommended retail price.

II

SC 5606 – Edition 2, April 2001- Thames Estuary, Ramsgate to Tower Bridge – Transferred to a WGS 84 compatible datum

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	1:50,000
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
5606.1	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

SC 5607 – Edition 2, January 2001 - Thames Estuary, Essex and Suffolk Coast - Transferred to a WGS 84 compatible datum

5607.1	Thames Estuary - Planning Chart	1:250,000
5607.2	Landguard Point to Foulness Point	1:100,000
5607.3	Rivers Ore and Alde	1:25,000
	Orford Haven and Approaches	1:25,000
5607.4	Orford Ness to The Naze	1:60,000
5607.5	River Deben and Approaches	1:25,000
	Continuation of River Deben to Woodbridge	1:25,000
5607.6	Rivers Stour and Orwell	1:25,000
	Continuations of River Stour and River Orwell, Ipswich	1:25,000
5607.7	Walton Backwaters	1:16,000
	Landermere Creek	1:16,000
5607.8	West Mersea & Brightlingsea	1:25,000
5607.9	River Blackwater: Bradwell to Maldon	1:25,000
	Bradwell, Tollesbury Yacht Harbour, Maldon	1:12,500
5607.1	Harbours on the Essex Coast	
	River Colne, Colchester Quays, Brightlingsea, West Mersea	Various
5607.11	Rivers Crouch and Roach	1:25,000
	Continuation of River Roach	1:25,000
5607.12	Upper River Crouch	1:25,000
	Burnham-on-Crouch,	1:10,000
	Continuation of River Crouch	1:25,000

II

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

The following is the current list of Admiralty Charts of Great Britain that are referred to a WGS 84 compatible datum. Former Notice 4731(P)/00 refers.

⊙26	⊙1320	⊙1698	⊙2022	⊙2454	⊙2841
⊙28	⊙1344	⊙1827	⊙2035	⊙2482	⊙2878
⊙30	⊙1346	⊙1828	⊙2036	⊙2484	⊙3164
⊙105	⊙1411	⊙1834	⊙2037	⊙2566	⊙3271
⊙106	⊙1446	⊙1835	⊙2041	⊙2571	⊙3272
⊙108	⊙1481	⊙1859	⊙2045	⊙2572	⊙3273
⊙323	⊙1491	⊙1892	⊙2052	⊙2610	⊙3274
⊙871	⊙1503	⊙1900	⊙2093	⊙2611	⊙3275
⊙1121	⊙1504	⊙1901	⊙2094	⊙2615	⊙3284
⊙1152	⊙1536	⊙1902	⊙2151	⊙2625	⊙3297
⊙1160	⊙1543	⊙1967	⊙2172	⊙2628	⊙3298
⊙1166	⊙1552	⊙1991	⊙2175	⊙2629	⊙3315
⊙1176	⊙1594	⊙1975	⊙2253	⊙2631	⊙3319
⊙1178	⊙1606	⊙1994	⊙2255	⊙2642	⊙3337
⊙1182	⊙1607	⊙2000	⊙2268	⊙2656	⊙3418
⊙1183	⊙1609	⊙2007	⊙2290	⊙2693	⊙3683
⊙1185	⊙1610	⊙2010	⊙2449	⊙2695	⊙3741
⊙1186	⊙1626	⊙2013	⊙2450	⊙2696	⊙3746
⊙1200	⊙1634	⊙2021	⊙2451	⊙2793	⊙3750

⊙ denotes chart available in the ARCS series.

II

1987 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
454	New Edition 30/12/99	Delete note, CHART 456: POSITIONS, in position 17° 58'·5N., 76° 44'·1W.
457	1740/99	Insert accompanying note, CHART 456: POSITIONS, in position 17° 53'·1N., 77° 10'·7W. Amend reference in E. border at latitude 17° 47'N to read, <i>Adjoining Chart 456 (see Note-Positions).</i>
2938	472/99	Insert reference, <i>See Chart N° 647</i> , in position 12° 53'·0S., 40° 35'·5E. Delete reference, <i>See Chart N° 1816</i> , in the following positions: a) 12° 51'·75S., 40° 38'·25E. b) 12° 17'·95S., 40° 41'·20E.

UK Hydrographic Office.

1900* ENGLAND, East Coast — Approaches to Harwich — Cork Sand Northwestwards — Buoyage

Insert	special can buoy, (<i>Apr-Oct</i>)	51° 54'·50N., 1° 23'·40E.
Delete	special can buoy, (<i>Apr-Oct</i>)	(a) 51° 54'·9N., 1° 23'·1E.

Note: **Positions** on both 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*].— **2052** (INT 1560) [1735/01] — **2693** (INT 1570) (a) [1735/01]
Harwich Haven Authority Notice 11/01 (HH.242/480/13).

1901* ENGLAND, East Coast — Harwich Eastwards — The Shelf — Buoy

Insert	E. cardinal pillar light-buoy, <i>Q(3)10s Harwich Shelf (Apr-Oct)</i>	51° 56'·84N., 1° 18'·07E.
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Note: **Positions** on both 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*].— **1491** (INT 1580) [678/01] — **2693** (INT 1570) [1900/01]
Harwich Haven Authority Notice 12/01 (HH.242/480/13).

1902* ENGLAND, East Coast — Outer Dowsing Channel Southwestwards — Triton Knoll — Depths

Insert	depth 10m enclosed by 10m contour	(a) 53° 25'·08N., 0° 53'·45E.
	depth 6 ₅ m	53° 24'·46N., 0° 52'·38E.
	depth 8 ₉ m and extend 10m contour SE. to enclose	(b) 53° 23'·98N., 0° 53'·57E.
	depth 9 ₂ m enclosed by 10m contour	53° 23'·93N., 0° 56'·10E.
	depth 9 ₁ m enclosed by 10m contour	(c) 53° 23'·54N., 0° 57'·97E.
	depth 10 ₈ m	(d) 53° 23'·36N., 0° 54'·29E.
	depth 9 ₁ m and extend 10m contour WNW. to enclose	53° 23'·15N., 0° 58'·56E.
	depth 9m	(e) 53° 23'·00N., 0° 59'·20E.
Delete	depth 11 ₂ m	close N. of (a) above
	depth 10 ₂ m	close NE. of (b) above
	depth 10 ₅ m	close NE. of (c) above
	depth 19 ₇ m	close N. of (d) above
	depth 12 ₇ m	close E. of (d) above
	depth 9 ₅ m	close NW. of (e) 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.

Chart [*Last correction*].— **1503** (INT 1509) [238/01]
UK Hydrographic Office (HH.242/570/07).

1903* SCOTLAND, East Coast — River Forth — Rosyth Southwestwards — Mooring buoy

Delete	 '3'	56° 00'·64N., 3° 28'·87W.
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Chart [*Last correction*].— **737** (INT 1547) [1637/01]
Queen's Harbour Master, Rosyth (HH.264/460/05).

II

1904* SCOTLAND, East Coast — Inverness Firth — Skate Bank Northeastwards — Buoyage

Move port-hand can light-buoy, *FL.R.5s*, from: 57° 34'·17N., 4° 05'·80W.
to: 57° 34'·31N., 4° 05'·99W.
port-hand can light-buoy, *Fl(4)R.10s*, from: 57° 34'·36N., 4° 06'·60W.
to: 57° 34'·43N., 4° 06'·60W.

Chart [*Last correction*].— **1077** [1115/01] — **1078** [1115/01]
Northern Lighthouse Board Notice 11/01 (HH.266/440/05).

1905* SCOTLAND, West Coast — Skye, West Coast — Dunvegan Northwestwards — Outfall; Buoy

Insert outfall joining: 57° 26'·58N., 6° 35'·37W.(shore)
(a) 57° 26'·64N., 6° 35'·55W.
special spherical light-buoy with topmark, *FL.Y.5s* (a) above

Chart [*Last correction*].— **2533 (plan, Loch Dunvegan)** [313/01]
North of Scotland Water Authority (HH.272/590/03).

1906* IRELAND, South Coast — Port of Cork — Ringaskiddy — Buoy; Light

Substitute port-hand can light-buoy, *Q.R.RA 2*, for ★ 2 F.R(ver) 51° 50'·12N., 8° 19'·47W.

Chart [*Last correction*].— **1773** (INT 1671) (**plan, Upper Harbour West**) [3069/00] — **1777** (INT 1670) [3069/00]
Light List Vol. A, 2001/02, 5751.4
Port of Cork Notice C/01 (HH.284/440/06).

1907* ENGLAND, South Coast — Plymouth — Bathing areas

Substitute the accompanying note, BATHING AREAS, for the existing
note, centred on: (a) 50° 20'·69N., 4° 10'·40W.
(b) 50° 20'·85N., 4° 06'·28W.
(c) 50° 19'·57N., 4° 12'·57W.

Note: **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*].— **1901** (a) [*New Edition* 16/11/00] — **1967** (b) [38/01] — **30** (INT 1722) (c) [38/01]
Queen's Harbour Master, Plymouth (HH.234/430/03).

1908 NORWAY, West Coast — Ulvesundet — Måløy — Reclamation; Coastline; Lights; Depths

Insert limit of reclamation area, pecked line, joining: (a) 61° 56'·428N., 5° 08'·858E.(shore)
(b) 61° 56'·377N., 5° 08'·570E.
(c) 61° 56'·330N., 5° 08'·400E.
(d) 61° 56'·310N., 5° 08'·446E.(shore)
(e) within (a)-(d) above
(f) 61° 56'·018N., 5° 06'·900E.(shore)
(g) 61° 56'·006N., 5° 06'·961E.
(h) 61° 56'·020N., 5° 06'·970E.
(i) 61° 56'·030N., 5° 06'·911E.
(j) 61° 56'·035N., 5° 06'·918E.(shore)
★ *FR* (k) above
(l) above
Delete depths and contours (m) within (a)-(d) above
former coastline, depth and contour (n) within (f)-(j) above

Chart [*Last correction*].— **3038 (plan, Måløy)** [785/01]
Light List Vol. L, 2001/02, 0487.8, 0487.82
Norwegian Chart 29 (HH.310/475/03).

1909 NORWAY, West Coast — Vågsøy Southwestwards and Eastwards — Måløy — Ulvesundet and Vågsfjorden — Harbour limits

Delete harbour limit, pecked line, and associated legend, Måløy
Harbour District Limit, joining: 61° 59'·50N., 5° 09'·53E.(shore)
61° 59'·36N., 5° 11'·60E.(shore)
and
61° 55'·94N., 5° 02'·17E.(shore)
61° 53'·74N., 5° 10'·78E.
61° 54'·25N., 5° 15'·52E.(★)
61° 54'·23N., 5° 19'·50E.
61° 54'·91N., 5° 22'·93E.
(E. border)

Chart [*Last correction*].— **3038** [1908/01]
Norwegian Hydrographic Service (HH.310/475/03).

II

1910 NORWAY, West Coast — Florø Havn — Rota Westwards — Klubben — Light

Amend light to, *Q.R.5m1M* 61° 36'·5N., 5° 00'·7E.

Chart [*Last correction*].— **3037 (plan, Florø Havn)** [1447/01]

Light List Vol. L, 2001/02, 0322

Norwegian Notice 6/265/01 (*HH.310/470/03*).

1911 BALTIC SEA — Sweden, East Coast — Stockholms Skärgård — Näslandsfjärden — Skanssundet — Submarine cable

Insert submarine cable joining: 59° 02'·93N., 17° 41'·55E.(shore)
59° 03'·00N., 17° 41'·64E.
59° 03'·05N., 17° 41'·65E.
59° 03'·11N., 17° 41'·63E.(shore)

Chart [*Last correction*].— **3168** [1742/01]

Swedish Notice 13/272/01 (*HH.318/465/04*).

1912 BALTIC SEA — Sweden, East Coast — Mälaren — Ekerön Southeastwards — Vårbyfjärden — Submarine cable

Insert submarine cable joining: 59° 16'·35N., 17° 50'·80E.(shore)
59° 16'·25N., 17° 50'·96E.
59° 15'·97N., 17° 51'·11E.
59° 15'·82N., 17° 51'·09E.
59° 15'·58N., 17° 50'·98E.(shore)

Chart [*Last correction*].— **3142** [899/01]

Swedish Notice 13/270/01 (*HH.318/505/08*).

1913 BALTIC SEA — Estonia — Approaches to Tallinn — Naissaar — Light

Amend range of light to, *15M* 59° 36'·2N., 24° 30'·7E.

Chart [*Last correction*].— **2241** [1744/01] — **2248** [1745/01] — **2817** [1744/01]

Light List Vol. C/00, 3790

Estonian Notice 3/28/01 (*HH.344/510/03*).

1914 BALTIC SEA — Gulf of Riga — Estonia — Approaches to Roomassaar — Buoy

Amend safe water pillar light-buoy to, *LFl.10s* 58° 11'·97N., 22° 30'·78E.

Chart [*Last correction*].— **2215** [1018/01] — **2223** [4853/00]

Estonian Notice 4/49/01 (*HH.344/460/03*).

1915 BALTIC SEA — Denmark — The Sound — Københavns Havn — Nordhavnen Northeastwards — Skudeløbet — Buoy

Insert port-hand can buoy with topmark 55° 43'·714N., 12° 36'·304E.

Chart [*Last correction*].— **902** (INT 1334) [699/01] — **903** (INT 1333) [1450/01]

Danish Notice 13/399/01 (*HH.333/670/05*).

1916 DENMARK, North Coast — Skagerrak — Tannis Bugt — Skagbanke Eastwards — Wreck

Substitute ☉ *Wk*, least depth 21m for ☉ *Wk*, least depth 15m 57° 42'·39N., 10° 20'·41E.

Chart [*Last correction*].— **2107** (INT 1301) [1460/01] — **1402** (INT 1300) [1649/01]

Danish Notice 12/388/01 (*HH.331/470/02*).

1917 GERMANY, North Sea Coast — Die Elbe — Brokdorf Southwards — Buoy

Substitute preferred channel to port pillar light-buoy with topmark,
Fl(2+1)G.15s 71/WF Nord/Reede, for *71/WF1/Reede*
light-buoy (a) 53° 50'·15N., 9° 20'·17E.
(b) 53° 50'·19N., 9° 20'·24E.

Chart [*Last correction*].— **3266 (panel A) (b)** [1109/01] — **3625** (INT 1453) (a) [1237/01]

German Notice 13/(21)46/01 (*HH.328/500/02*).

II

1918 GERMANY, North Sea Coast — The Elbe — Mittelrinne and Cuxhaven Northwards — Wreck; Fouls

Insert	○ <i>Wk</i> , least depth by wire sweep 16g m #	(a) 53° 53'·631N., 8° 41'·325E. (b) 53° 57'·83N., 8° 31'·94E. (c) 53° 57'·71N., 8° 32'·08E. (d) 53° 53'·583N., 8° 41'·364E. (e) close S. of (d) above (f) close S. of (a) above (g) 53° 58'·20N., 8° 32'·95E.
Delete	# cleared by wire sweep # (7 ₇) cleared by wire sweep # (8 ₁) cleared by wire sweep #	

Chart [*Last correction*].— **3619** (INT 1452) (**plan A, Cuxhaven**) (*a,d,e*) & **3619** (INT 1452) (*a-c,f,g*) [1462/01]
German Notice 12/(21)44/01 (HH.328/540/06).

1919 NORTH SEA — Netherlands Sector — Friesland Junction Northwestwards — Well

Insert	○ <i>Well</i> , safe clearance depth 40m	54° 07'·00N., 4° 00'·75E.
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Chart [*Last correction*].— **1505** (INT 1420) [4128/00] — **1405** [1468/01]
Netherlands Notice 15/230/01 (HH.340/620/06).

1920 NETHERLANDS — Goeree Northwestwards — Bollen van Goeree Northwestwards — Obstruction

Substitute	○ <i>Obstn</i> , least depth 22g m for ○ <i>Obstn</i> , least depth 23m	51° 53'·25N., 3° 38'·91E.
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Chart [*Last correction*].— **110** (INT 1473) [1752/01]
Netherlands Notice 11/178/01 (HH.340/520/02).

1921 FRANCE, West Coast — Brest — Port Militaire — Mooring buoys

Delete	can mooring buoy, A can mooring buoy, PFN	48° 22'·42N., 4° 29'·97W. 48° 22'·28N., 4° 29'·51W.
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Chart [*Last correction*].— **3428** (INT 1833) [3067/99]
French Notice 51/16/00 & RFA *Brambleleaf* (HH.353/410/04).

1922 FRANCE, West Coast — Anse de Benodet — Loctudy Northeastwards — Obstructions; Depth

Insert	○ <i>Obstn</i> , least depth 2m ○ <i>Obstn</i> , least depth 0 ₃ m	(a) 47° 50'·225N., 4° 09'·687W. (b) 47° 50'·135N., 4° 09'·479W. (c) close W. of (a) above
Delete	depth 3g m	

Chart [*Last correction*].— **3641** (*a,b*) [1756/01] — **2820** (*a,c*) [1756/01]
French Notice 12/23/01 (HH.353/450/02).

1923 FRANCE, West Coast — Baie de Quiberon — Passage de la Teignouse Northwestwards — Goué Vas Ouest — Buoy

Move	Goué Vas Nord buoy from: to:	47° 26'·25N., 3° 05'·33W. 47° 26'·32N., 3° 05'·25W.
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Chart [*Last correction*].— **2357** [1825/01] — **2822** (INT 1835) [603/01] — **2823** [604/01]
French Notice 12/24/01 (HH.353/480/05).

1924 FRANCE, West Coast — Ile de Noirmoutier Westwards — Depths; Wrecks

Insert	depth 11 ₇ m with seabed character, <i>R</i> depth 12 ₇ m with seabed character, <i>R</i>	(a) 47° 02'·48N., 2° 26'·42W. (b) 46° 59'·07N., 2° 29'·28W. (c) 47° 02'·44N., 2° 26'·43W.
Delete	○ <i>Wk</i> , least depth 14 ₅ m sounding out of position, 11 ₇ m (upright) with seabed character, <i>R</i> , (chart 2646, depth 12m (upright) with seabed character, <i>R</i>), (chart 20, depth 12m (upright)) ○ <i>Wk</i> , least depth 18 ₃ m depth 12 ₇ m (upright), (charts 2646 & 20, depth 13m (upright) with seabed character, <i>R</i>)	(d) close N. of (a) above (e) 46° 59'·05N., 2° 29'·40W. (f) close N./S. of (b) above

Chart [*Last correction*].— **2981** [1145/01] — **2986** (INT 1840) (*a,c,d*) [1145/01] — **2646** (*a,b,d,f*) [1756/01] — **20** (*a,b,d,f*) [1756/01]
French Notice 11/39/01 (HH.353/510/04).

II

1925 SPAIN, North Coast — Approaches to San Sebastián — Buoyage

Insert	special spherical light-buoy, <i>Q(5)Y.20s</i>	43° 20'·49N., 1° 58'·62W.
Delete	special spherical light-buoy, <i>Q(5)Y.20s</i>	43° 20'·00N., 1° 59'·02W.

Chart [*Last correction*].— **1181 (plan, San Sebastián) & (plan, Approaches to San Sebastián and Pasajes)** [1529/01]
 Spanish Notice 13/231/01 (HH.359/420/02).

1926 PORTUGAL, West Coast — Approaches to Aveiro — Anchorage areas

Insert	limit of anchorage area, pecked line, joining:	(a) 40° 41'·5N., 8° 50'·0W. (b) 40° 41'·5N., 8° 48'·5W. (c) 40° 39'·0N., 8° 48'·5W. (d) 40° 39'·0N., 8° 50'·0W. (e) 40° 41'·5N., 8° 51'·5W. (f) (a) above (g) (d) above (h) 40° 39'·0N., 8° 51'·5W.
	limit of explosive anchorage area, pecked line, joining:	
Delete	former limit of explosive anchorage area, pecked line, joining:	(i) 40° 41'·0N., 8° 48'·9W. (j) 40° 41'·0N., 8° 47'·5W. (k) 40° 40'·3N., 8° 47'·5W.(scale) (l) 40° 40'·0N., 8° 47'·5W. (m) 40° 40'·00N., 8° 48'·23W. (W. border) (n) 40° 40'·0N., 8° 48'·9W. (o) (l) above (p) 40° 39'·0N., 8° 47'·5W. (q) 40° 39'·00N., 8° 48'·23W. (W. border) (r) 40° 39'·0N., 8° 48'·9W. (s) (n) above
	former limit of anchorage area, pecked line, joining:	

Chart [*Last correction*].— **3253 (plan, Aveiro) (k-m,o,p)** [4535/99] — **3634 (a-h,i,j,l,n-p,r,s)** [*New Edition* 19/4/01]
 Portuguese Notice 5/190/01 (HH.363/420/03).

1927 PORTUGAL, South Coast — Faro Southwards — Golfo de Cádiz — Depths

Insert	depth 197m enclosed by 200m contour	(a) 36° 22'·9N., 7° 44'·6W.
Delete	depth 246m	close NW. of (a) above

Chart [*Last correction*].— **89 (a)** [1827/01] — **92 (a)** [1760/01] — **87 (a)** [1251/01] — **3132 (a)** [1766/01] — **4103 (INT 103)** [1250/01] — **4104 (INT 104)** [1250/01] — **4011 (INT 11)** [1250/01] — **4012 (INT 12)** [1250/01] — **4014 (INT 14)** [1250/01]
 Portuguese Chart 24206 (HH.363/260/02).

1928 SPAIN, South-West Coast — Bahía de Cádiz — Canal Principal — Buoy

Amend	El Diamante light-buoy to, <i>Fl(2)R.4s</i>	36° 33'·617N., 6° 17'·845W.
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Chart [*Last correction*].— **86** [1569/01]
 Spanish Notice 13/235/01 (HH.360/440/03).

1895 MEDITERRANEAN SEA — Adriatic Sea — Italy, East Coast — Baia di Muggia — Cantieri San Rocco — Marina; Lights

Insert	the accompanying block, showing new marina and lights, centred on:	45° 36'·50N., 13° 45'·20E.
	the accompanying note, SAN ROCCO DI MUGGIA MARINA, centred on:	45° 38'·82N., 13° 48'·30E.

Chart [*Last correction*].— **1473 (plan, Trieste and Baia di Muggia)** [4439/99]
 Light List Vol. E, 2000/01, 2594, 2594.1
 Italian Notice 24/24.11/00 (HH.370/660/03).

II

1896 MEDITERRANEAN SEA — Aegean Sea — Greece, East Coast — Nótios Evvoïkós Kólpos — Dhíavlos Stenó — Depths; Buoyage; Lights; Outfalls; Legend

Insert	the accompanying block, showing changes to depths, buoyage, lights and outfalls in Dhíavlos Stenó, centred on:	(a)	38° 26'·84N., 23° 35'·62E.
Delete	line of text, Note: See plan A Approaches to Porthmós Evrípou, centred on:	(b)	38° 26'·125N., 23° 35'·295E.
	note, DHÍAVLOS STENÓ, centred on:	(c)	38° 28'·32N., 23° 39'·25E.
	legend, (see Note), centred on:	(d)	38° 27'·03N., 23° 34'·83E.
	depth 5·7 m	(e)	38° 26'·78N., 23° 35'·48E.
	depth 9·9 m enclosed by 10m contour	(f)	38° 27'·00N., 23° 35'·13E.

Chart [*Last correction*].— **1554** (plan **A**, Approaches to Porthmós Evrípou) (c-f) & (plan **C**, Dhíavlos Stenó) (a,b) [1366/01]

Light List Vol. E, 2000/01, 4370, 4371

Greek Notice 9/256/00 (HH.382/480/03).

1929 MEDITERRANEAN SEA — Spain — Islas Baleares — Menorca Southeastwards — Data buoys

Insert	special pillar light-buoy, <i>Fl(5)Y.20s ODAS</i>	(a)	39° 42'·87N., 4° 25'·38E.
Delete	special pillar light-buoy, <i>Fl(5)Y.20s ODAS-WO191</i>		0·4M NNE. of (a) above

Chart [*Last correction*].— **2833** [4782/00] — **1703** [1148/01]

Light List Vol. E, 2000/01, 0368

Spanish Notice 13/247/01 (HH.362/440/02).

1930 MEDITERRANEAN SEA — Italy — Sardegna Northwards — Arcipelago di la Maddalena — Isolotti Barrettinelli di Fuori — Light

Amend	light to, <i>Fl(2)10s22m11M</i>		41° 18'·15N., 9° 24'·08E.
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Chart [*Last correction*].— **1213** (INT 3350) [4675/00] — **1992** [4675/00]

Light List Vol. E, 2000/01, 0946

Italian Notice 1/1.9/01 (HH.372/400/03).

1931 MEDITERRANEAN SEA — Italy — Sardegna — Golfo Dell'Asinara — Rada Della Reale — Buoy

Insert	special pillar light-buoy with topmark, <i>FL.Y.4s</i>		41° 01'·32N., 8° 17'·11E.
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Chart [*Last correction*].— **1204** [3572/00]

Italian Notice 2/2.5/01 (HH.372/460/03).

1932 MEDITERRANEAN SEA — Italy, West Coast — Genova — Avamporto — Floating dock

Delete	floating dock, centred on:		44° 23'·86N., 8° 55'·80E.
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Chart [*Last correction*].— **355** (INT 3362) [3573/00] — **356** (INT 3360) [2283/00]

Italian Notice 2/2.3/01 (HH.369/470/02).

1933 MEDITERRANEAN SEA — Italy, West Coast — Vada — Pta Castiglioncello Southeastwards — Works

Insert	legend, <i>Works in progress</i> (2001), centred on:		43° 23'·57N., 10° 25'·28E.
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Chart [*Last correction*].— **131** (plan, **Vada**) [613/01]

Italian Notice 2/2.4/01 (HH.369/520/02).

1934 MEDITERRANEAN SEA — Italy — Sicilia, South Coast — Capo Scalambri Southwards — Buoy

Insert	special spherical light-buoy with topmark, <i>FL.Y.5s</i>		36° 44'·67N., 14° 30'·05E.
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Chart [*Last correction*].— **2123** [1894/01]

Italian Chart 20 (HH.371/490/03).

1935* MEDITERRANEAN SEA — Malta — Ghawdex — Mġarr Harbour — Works

Delete	legend, <i>Works in progress</i> (2001), centred on:		36° 01'·5N., 14° 18'·0E.
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Chart [*Last correction*].— **2623** [612/01]

Malta Maritime Authority Notice 14/01 (HH.375/420/03).

II

1936 MEDITERRANEAN SEA — Croatia — Otok Krk — Krk — Outfall

Insert outfall, joining: 45° 01'·15N., 14° 34'·55E.(shore)
45° 00'·90N., 14° 34'·85E.

Chart [*Last correction*].— **2719** [3105/00]
Croatian Notice 3/01/01 (HH.377/620/02).

1937 BLACK SEA and SEA OF AZOV — Ukraine — Navigational Information

Insert the accompanying note,
UKRAINE NAVIGATIONAL INFORMATION, centred on: (a) 45° 34'·5N., 28° 49'·5E.
(b) 45° 33'·0N., 39° 27'·0E.

Chart [*Last correction*].— **2234** (b) [343/01] — **2232** (a) [1764/01]
UK Hydrographic Office (HH.396/799/01).

1938 AFRICA, West Coast — Mauritania — Cap Blanc Westsouthwestwards — Depths

Insert depth 21m enclosed by $\odot$ ED,
(charts 4012 & 4014, depth 21m enclosed by $\odot$) (a) 20° 35'·95N., 17° 54'·00W.
Delete depth 25m enclosed by $\odot$ close N. of (a) above

Chart [*Last correction*].— **4104** (INT 104) (a) [1927/01] — **4012** (INT 12) [1927/01] — **4014** (INT 14) [1927/01]
French Chart 7386 (HH.420/420/02).

1939 AFRICA, South-West Coast — South Africa — Saint Helena Bay — Stompneus Point — Light

Amend range of light to, 10M 32° 42'·2S., 17° 58'·9E.

Chart [*Last correction*].— **1232** [1836/01] — **4146** [1478/01] — **2091** [1217/01]
Light List Vol. D, 2000/01, 5798
South African Notice 3/47/01 (HH.450/400/04).

1940 AFRICA, South-West Coast — South Africa — Island Point Westwards — Well

Insert $\odot$ Well 30° 49'·75S., 16° 34'·82E.

Chart [*Last correction*].— **2078** (INT 2650) [776/01]
South African Notice 3/46/01 (HH.450/400/04).

1941 AFRICA, South Coast — South Africa, South Coast — Agulhas Bank — Oryx Oilfield Southeastwards — Well; Foul; Depth

Insert $\odot$ Well (a) 35° 31'·2S., 21° 43'·8E.
(b) 35° 44'·4S., 22° 14'·6E.
Delete depth 228m (c) close W. of (b) above

Chart [*Last correction*].— **2083** (a) [116/01] — **578** [116/01] — **2095** (b,c) [622/01]
South African Notice 3/54/01 (HH.450/440/04).

1942 AFRICA, South-East Coast — South Africa — Durban — Cape Natal Northeastwards — Buoy

Amend safe water pillar light-buoy to, Iso.2s 29° 50'·0S., 31° 05'·6E.

Chart [*Last correction*].— **577** [4162/00] — **3797** [4162/00] — **2087** [4162/00] — **2088** [5044/00]
South African Notice 3/57/01 (HH.450/440/04).

1943* ARABIA — United Arab Emirates — Abū Ḥaby (Abu Dhabi) — Approaches to Minā' Zāyid — Depth; Buoy

Insert depth 5m enclosed by 5m contour, PA,
(chart 2889, depth 5m enclosed by 5m contour) (a) 24° 35'·13N., 54° 21'·07E.
isolated danger pillar light-buoy, Fl(2) PA close N. of (a) above

Chart [*Last correction*].— **3713** [3834/00] — **3715** [2178/00] — **3177** [3914/00] — **2889** (a) [349/01]
Mina Zayid Port Authority (HH.488/470/03).

II

1944 INDIA, West Coast — Diu Head Eastnortheastwards — Light

Insert ★ *Fl.9m5M PA*

20° 42'·0N., 70° 52'·0E.

Chart [*Last correction*].— **1474** [4743/00]

Light List Vol. F, 2000/01, 0414.2

Indian Notice 86/05/01 (*HH.502/420/03*).

1945 BURMA (Myanmar) — Bay of Bengal — Approaches to Bassein River — Mawdin Point Westwards — Depths

Insert depth 55m

(a) 15° 53'·23N., 93° 49'·10E.

Delete depth 91m

close W. of (a) above

Chart [*Last correction*].— **823** (INT 7438) (a) [650/00] — **818** (INT 7433) (a) [*New Chart* 24/6/99] — **829** (a) [1772/01] —

830 (a) [1482/01] — **4706** (INT 706) [939/01]

Russian Chart 42282 (*HH.511/400/02*).

1946 BURMA (Myanmar) — Andaman Sea — Mouths of the Irrawaddy Southwards to Heinze Chaung Southwards — Submarine pipeline

Insert submarine pipeline joining:

(a) 14° 34'·50N., 97° 54'·60E.(shore)

(b) 14° 33'·55N., 97° 51'·90E.

(c) 14° 33'·40N., 97° 46'·50E.

(d) 14° 34'·42N., 97° 41'·07E.

(e) 14° 34'·73N., 97° 35'·62E.

(f) 14° 36'·33N., 97° 30'·47E.

(g) 14° 42'·98N., 96° 55'·00E.

(W. border)

(h) 14° 44'·50N., 96° 46'·82E.

(i) 14° 48'·00N., 96° 27'·80E.

(S. border)

(j) 14° 50'·50N., 96° 14'·00E.(scale)

(k) 14° 57'·40N., 95° 35'·68E.

(l) 15° 05'·17N., 94° 51'·78E.

(m) 15° 07'·40N., 94° 46'·93E.(□)

(n) along (i)–(k) above

(o) along (j)–(g) above

(p) along (f)–(h) above

(q) along (f)–(l) above

legend, *Gas* (see Note)

Chart [*Last correction*].— **823** (INT 7438) (i,k-n) [1945/01] — **824** (INT 7444) (a-g,o) [939/01] — **826** (INT 7441)

(a-f,h,j,p) [650/00] — **830** (a-c,e,f,l,m,q) [1945/01]

Myanmar Notice 1/01 (*HH.509/180/01*).

1947 CHINA SEA — T'ai-Wan, West Coast — Fang-shan Westwards — Submarine cable

Insert submarine cable joining:

22° 16'·34N., 120° 38'·42E.

22° 14'·44N., 120° 34'·38E.

Chart [*Last correction*].— **3232** [1489/01]

Taiwanese Notice 72/00 (*HH.554/300/02*).

1948 CHINA, East Coast — Shacheng Gang — Wreck

Insert ☼ (1991)

27° 07'·0N., 120° 28'·4E.

Chart [*Last correction*].— **1754** [634/01]

Chinese Notice 6/56/01 (*HH.548/460/03*).

II

1949 CHINA — Bo Hai — Approaches to Tianjin Xingang — Light-beacons; Buoyage

Substitute	starboard-hand buoyant light-beacon with topmark, <i>Fl.G.4s B2</i> , for B2 light-buoy	(a)	38° 56'·14N., 118° 01'·19E.
	starboard-hand pillar light-buoy with topmark, <i>Fl(2)G.6s B3</i> , for B3 buoyant light-beacon		38° 56'·49N., 117° 58'·72E.
	safe water buoyant light-beacon with topmark, <i>Iso.4s No O</i> , for No O light-buoy		38° 56'·64N., 117° 56'·80E.
	starboard-hand pillar light-buoy with topmark, <i>Fl.G.4s No 2</i> , for No 2 buoyant light-beacon		38° 57'·00N., 117° 55'·51E.
	starboard-hand pillar light-buoy with topmark, <i>Fl.G.4s No 4</i> , for No 4 buoyant light-beacon		38° 57'·21N., 117° 54'·24E.
	starboard-hand pillar light-buoy with topmark, <i>Fl.G.4s No 6</i> , for No 6 buoyant light-beacon		38° 57'·42N., 117° 53'·01E.
	port-hand pillar light-buoy with topmark, <i>Fl.R.4s No 5</i> , for No 5 buoyant light-beacon		38° 57'·26N., 117° 52'·96E.
	port-hand pillar light-buoy with topmark, <i>Fl(2)R.6s No 9</i> , for No 9 buoyant light-beacon		38° 57'·66N., 117° 50'·45E.
	preferred channel to starboard pillar light-buoy with topmark, <i>Fl(2+1)R.12s D-4</i> , for D-4 buoyant light-beacon	(b)	38° 58'·38N., 117° 47'·22E.
	starboard-hand pillar light-buoy with topmark, <i>Fl(2)G.6s D-7</i> , for D-7 buoyant light-beacon	(c)	38° 58'·77N., 117° 47'·51E.

Chart [*Last correction*].— **2654** (*b,c*) [*New Chart 29/3/01*] — **2653** [*1426/01*] — **1250** (*a*) [*1634/01*]
 Light List Vol. F, 2000/01, 3908.5, 3908.7, 3908.8, 3909.3, 3909.6, 3909.8, 3910.5, 3911, 3911.6, 3911.8
 Chinese Notice 6/52(184)/01 (HH.548/518/02).

1950 JAPAN — Honshū, North-West Coast — Tsuruga Kō — Kanega Saki Westwards — Works

Insert legend, *Works in progress* (2001), centred on: 35° 39'·90N., 136° 04'·00E.

Chart [*Last correction*].— **1304** (**plan, Tsuruga Kō**) [*3236/00*]
 Japanese Notice 12/430(T)/01 (HH.563/498/02).

1951 JAPAN — Honshū, North-West Coast — Wakasa Wan — Uchiura Kō — Oshimawashi Saki — Light

Amend light to, *Fl(2)10s159m6M* 35° 32'·95N., 135° 30'·23E.

Chart [*Last correction*].— **1305** [*775/00*] — **1325** [*4478/00*]
 Light List Vol. F, 2000/01, 7255
 Japanese Notice 14/483/01 (HH.563/490/03).

1952 JAPAN — Honshū, South Coast — Tōkyō Wan — Daiichi Kaiho Northwards — Spoil ground

Insert	limit of spoil ground, pecked line, joining:	(a)	35° 20'·16N., 139° 46'·38E. 35° 20'·37N., 139° 46'·23E. 35° 20'·51N., 139° 46'·66E.
	legend, <i>Spoil Ground</i>	(b)	35° 20'·31N., 139° 46'·82E. within (a)-(b) above

Chart [*Last correction*].— **3117** [*New Edition 15/3/01*] — **3548** [*New Edition 15/3/01*]
 Japanese Notice 13/454/01 (HH.563/431/03).

1953 JAPAN — Honshū, East Coast — Hachinohe — East Fairway — Lights

Amend light to, *Fl.G.3s12m5M* 40° 32'·20N., 141° 33'·10E.
 light to, *Fl.G.6s9m2M* 40° 32'·02N., 141° 33'·53E.

Chart [*Last correction*].— **2959** (**plan A, Hachinohe**) [*887/01*]
 Light List Vol. F, 2000/01, 6622, 6624.4
 Japanese Notice 14/484/01 (HH.563/466/03).

1954 JAPAN — Hokkaidō, South Coast — Tomakomai — East Breakwater Southwards — Lights; Breakwater; Works

Insert	★ <i>Fl.Y.3s12m5M</i>	(a)	42° 36'·625N., 141° 37'·365E.
	breakwater, double firm line, width 20m, joining:	(a)	above
Delete	★ <i>Fl.Y.3s12m7M</i>	(b)	42° 36'·635N., 141° 37'·385E.
	legend, <i>Works in progress</i> (2000), centred on:	(b)	above 42° 36'·57N., 141° 37'·40E.

Chart [*Last correction*].— **1813** (**plan A, Tomakomai**) [*950/01*]
 Light List Vol. F, 2000/01, 6773.75
 Japanese Notice 14/481/01 (HH.562/400/08).

II

1897 RUSSIA, Pacific Coast — Sea of Japan — Vladivostok — Poluostrov Shkota — Mooring buoys

Insert the accompanying block, showing changes to mooring buoys,
centred on: 43° 04'·83N., 131° 51'·35E.

Chart [*Last correction*].— **3044** [*New Chart 22/2/01*]

Russian Notice 6/625/01 (HH.570/410/03).

1955 KOREA, South Coast — Pusan — North Outer Harbour — No 2 Area — Depths

Insert depth 12₅ m 35° 05'·953N., 129° 05'·580E.
Substitute depth 13₅ m for depth 12₉ m 35° 05'·96N., 129° 05'·51E.

Chart [*Last correction*].— **1259 (plan, Pusan)** [1401/01]

Korean Notice 11/107/01 (HH.557/460/10).

1956 BORNEO, North-West Coast — Sarawak — Approaches to Batang Lupar — Pulau Burong Southeastwards and Northeastwards — Wrecks; Depths

Insert lighted , Fl(2)10s (a) 1° 35'·31N., 110° 54'·49E.
Delete , depth 18 m (b) 1° 41'·25N., 110° 51'·25E.
close S. of (a) above

Chart [*Last correction*].— **3835 (a,b)** [524/01] — **1336** [524/01]

Lights List Vol. F, 2000/01, 1904.95

Sarawak Notices 33/00 & 11/01 (HH.519/550/02).

1898 AUSTRALIA — Northern Territory — Beagle Gulf — Depths; Unsurveyed areas

Insert the accompanying block, showing amendments to depths and
unsurveyed areas, centred on: 11° 54'·0S., 130° 32'·7E.

Chart [*Last correction*].— **Aus 309** [2911/99]

Australian Notice 5/144/01 (HH.571/009/01).

1899* SOUTH PACIFIC OCEAN — Fiji — Viti Levu — Lautoka Harbour — Coastline; Depths; Reclamation

Insert the accompanying block, showing amendments to coastline,
depths and reclamation area, centred on: 17° 36'·4S., 177° 26'·4E.

Chart [*Last correction*].— **1670 (plan, Lautoka Harbour)** [1468/00]

Fiji Hydrographic Office (HH.586/550/03).

1957 SOUTH PACIFIC OCEAN — Polynésie Française — Îles Marquises — Motu One, Clark Bank and Eiao Southwestwards — Depths; Legends

Delete depth 7fm enclosed by 10fm contour, ED,
(chart 4654, depth 13m enclosed by 30m contour),
(charts 4607 & 4619, depth 13m enclosed by ○) (a) 7° 55'·5S., 140° 16'·0W.
depth 19fm enclosed by ○ Rep (1965),
(chart 4654, depth 35m enclosed by ○ Rep (1965)),
(charts 4607 & 4619, depth 35m enclosed by ○) (b) 8° 10'·0S., 140° 52'·0W.
depth 30fm enclosed by ○ Rep (1966),
(chart 4654, depth 55m enclosed by ○ Rep (1966)),
(charts 4607 & 4619, depth 55m enclosed by ○) (c) 7° 48'·0S., 140° 02'·0W.
legend, (1·5-4 Fathoms Rep 1950), centred on: (d) 8° 06'·0S., 139° 32'·0W.
legend, (depths of 3 to 8m) Rep (1950), centred on: (e) 8° 06'·0S., 139° 24'·0W.
legend, (3-8 metres repd) (1950),
(chart 4619, legend, (3-8 metres rep 1950))
(chart 4061, legend, (3-8 metres Rep)),
(chart 4051, legend, (3-8 metres Rep) (1950)), centred on: (f) 8° 06'·0S., 138° 40'·0W.

Chart [*Last correction*].— **1640 (plan, Îles Marquises)** (a-d) [1186/01] — **4654** (INT 654) (a-c,e) [1186/01] — **4607** (INT 607) (a-c,f) [1186/01] — **4619** (a-c,f) [1186/01] — **4051** (INT 51) (f) [1186/01] — **4061** (INT 61) (f) [1186/01]

French Notice 13/41/01 (HH.595/560/02).

1958 SOUTH PACIFIC OCEAN — Polynésie Française — Îles de la Société — Bora-Bora — Passe Te Ava Nui — Depths

Insert depth 4₃ fm and extend 6fm contour S. to enclose (a) 16° 29'·47S., 151° 46'·74W.
depth 3₅ fm (b) 16° 29'·46S., 151° 46'·71W.
Substitute depth 5₃ fm for depth 5₃ fm 16° 29'·57S., 151° 46'·60W.
Delete depth 11fm close SW. of (a) above
depth 4₃ fm close E. of (b) above

Chart [*Last correction*].— **1107 (plan, Bora-Bora)** [349/00]

French Notice 14/41/01 (HH.595/510/02).

II

1959 NORTH AMERICA, West Coast — British Columbia — Queen Charlotte Sound — Goose Island Southwestwards — Depths

Substitute depth 13fm for depth 18fm (a) 51° 52'·30N., 128° 31'·80W.
(b) 51° 52'·00N., 128° 31'·40W.

Chart [*Last correction*].— **1933** (a) [647/01] — **3993** (b) [1500/01]
Canadian Chart 3937 (HH.600/450/02).

1960 NORTH AMERICA, West Coast — Vancouver Island Westwards — Data buoy

Insert special $\curvearrowright$, Fl(5)Y ODAS 46004 50° 55'·8N., 136° 06'·7W.

Chart [*Last correction*].— **4801** (INT 801) [1500/01] — **4806** [4309/00] — **4810** (INT 810) [1831/00] — **4050** (INT 50) [1500/01]
Canadian Notice 3/3000/01 (HH.602/003/05).

1961 NORTH AMERICA, West Coast — Vancouver Island — Wickaninnish Bay — Buoy

Delete special spherical light-buoy, Fl(5)Y 49° 02'·2N., 125° 48'·4W.

Chart [*Last correction*].— **2942** [2598/97] — **2943** [1415/97]
Canadian Notice 3/3603/01 (HH.602/003/05).

1962 NORTH AMERICA, West Coast — Columbia River — Saint Helens to Lord Island — Multnomah Channel to Slaughters Channel — Dredged depths

Amend legend to, *Multnomah Channel 25ft (2000)*, centred on: (a) 45° 52'·3N., 122° 47'·8W.
legend to, *Rainier Channel 22ft (2000)*, centred on: (b) 46° 05'·8N., 122° 56'·9W.
legend to, *35ft (2000)*, centred on: (c) 46° 07'·8N., 122° 59'·7W.
(d) 46° 07'·7N., 122° 59'·7W.

Chart [*Last correction*].— **2839** (panel B) (d) [1786/01] — **2849** (panel A) (a-c) [1603/01]
U.S. Notice 15/18524/01 (HH.612/460/04).

1963 NORTH AMERICA, West Coast — Mexico — Bahía Dulce — Light

Insert ★ Fl.6s16ft 16° 33'·0N., 98° 50'·0W.

Chart [*Last correction*].— **1051** [3005/99]
Light List Vol. G, 2000/01, 3452.4
Mexican Notice 10/IV3/00 (HH.623/400/03).

1964 NORTH AMERICA, West Coast — Mexico — Barra de San Simón — Wreck

Insert $\oplus$ PA 14° 45'·5N., 92° 34'·5W.

Chart [*Last correction*].— **1050** [1837/00]
Mexican Notice 11/Sec2/00 (HH.623/415/02).

1965 SOUTH AMERICA, East Coast — Brazil, South Coast — Ilha da Gipóia Eastwards — Laje Preta do Algodão — Beacon

Insert special beacon with topmark, 'A' 23° 03'·67S., 44° 20'·30W.

Chart [*Last correction*].— **433** (plan, Approaches to Angra dos Reis and Tebig Oil Terminal) [3772/00]
Brazilian Notice 41/6/01 (HH.656/436/02).

1966 CARIBBEAN SEA — Venezuela, North Coast — Carúpano — Legend

Delete legend, (dest), at light (a) 10° 40'·6N., 63° 14'·7W.
(b) 10° 41' 00"N., 63° 14' 45"W.

Chart [*Last correction*].— **2191** (a) [960/01] — **1480** (b) [5027/00]
Light List Vol. J, 2000/01, 6512
Venezuelan Notice 020/00 (HH.672/410/02).

II

1967 GULF OF MEXICO — Mexico — Gulf of Campeche — Progreso — Terminal Remota — Buoyage

Insert	special pillar light-buoy with topmark, <i>FL.Y 23</i>	21° 20'·501N., 89° 40'·875W.
	special pillar light-buoy with topmark, <i>FL.Y 24</i>	21° 20'·399N., 89° 40'·826W.
	special pillar light-buoy with topmark, <i>FL.Y 25</i>	21° 20'·401N., 89° 40'·697W.
	special pillar light-buoy with topmark, <i>FL.Y 26</i>	21° 20'·405N., 89° 40'·558W.

Chart [*Last correction*].— **373 (plan E, Progreso and Yukalpetén)** [655/01]
 Mexican Notice 11/IV2(X1)/00 (HH.622/405/03).

1968 WEST INDIES — Virgin Islands — Saint Croix — Approaches to Port Alucroix — Pilot boarding places

Insert	① <i>Port Alucroix</i>	17° 38'·27N., 64° 44'·22W.
	legend, <i>Hovic Terminal</i> , at ①	17° 37'·85N., 64° 42'·25W.

Chart [*Last correction*].— **485** [924/00]
 Admiralty List of Radio Signals Vol. 6 (5), 2000/01 (18/01)
 U.S. Notice 10/Sect II/01 (HH.671/425/02).

1969 NORTH AMERICA, East Coast — Florida — St Johns River — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS, for existing table, centred on:	30° 22'·4N., 81° 31'·0W.
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Chart [*Last correction*].— **2808 (panel B)** [660/01]
 U.S. Notice 17/11491/01 (HH.614/011/01).

1970 NORTH AMERICA, East Coast — Florida — Fernandina Harbor — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS (Fernandina Harbor), for existing table, centred on:	30° 41'·7N., 81° 26'·4W.
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Chart [*Last correction*].— **2818** [1303/01]
 U.S. Notice 17/11503/01 (HH.614/011/01).

1971 NORTH AMERICA, East Coast — Georgia — Brunswick and Approaches — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS, for existing table, centred on:	30° 59'·9N., 81° 31'·4W.
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Chart [*Last correction*].— **2810** [763/01]
 U.S. Notice 17/11506/01 (HH.614/011/01).

1972 NORTH AMERICA, East Coast — Chesapeake Bay — Smith Point Eastwards — Buoyage

Amend	'SP' light-buoy to, <i>FL.Y.2·5s</i>	37° 52'·84N., 76° 09'·13W.
Substitute	special pillar light-buoy, <i>FL.Y.10s 'XSP'</i> , for white spherical light-buoy, <i>FL.Y.10s</i>	37° 52'·67N., 76° 09'·12W.

Chart [*Last correction*].— **2920 (panel 2)** [4325/00]
 U.S. Chart 12228 (HH.614/575/03).

1973 NORTH AMERICA, East Coast — Maryland — Baltimore Harbor — Patapsco River — Pier 11 Southwards — Buoyage

Substitute	starboard-hand pillar light-buoy, <i>FL.R.4s '4'</i> , for former '4' buoy	39° 15'·15N., 76° 33'·62W.
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Chart [*Last correction*].— **2850 (plan, Baltimore Harbor)** [1875/01]
 U.S. Notice 17/12281/01 (HH.614/595/04).

1974 NORTH AMERICA, East Coast — Nova Scotia — Sable Island to Sable Island Bank Northwards — Submarine cable

Insert	submarine cable joining:	(a) 43° 56'·1N., 60° 01'·4W.(shore)
		(b) 43° 59'·7N., 60° 01'·4W.
		(c) 44° 03'·3N., 60° 19'·5W.
		(d) 44° 02'·0N., 60° 27'·0W.
		(e) 43° 58'·0N., 60° 30'·0W.
		(W. border)
		(f) 43° 55'·6N., 60° 32'·0W.
		(chart 4403, E. border)
		(g) 43° 52'·3N., 60° 42'·0W.
		(h) 43° 53'·8N., 60° 49'·5W.
		(existing cable)

Chart [*Last correction*].— **1651 (a-d,f-h)** [1511/01] — **2666 (a-e)** [1880/01] — **2670 (a-d,f-h)** [4728/00] — **4403 (INT 403) (f-h)** [1510/01] — **4404 (INT 404) (a-d,f-h)** [4729/00]
 Canadian Notice 3/8007/01 (HH.602/300/02).

II

1975 NORTH AMERICA, East Coast — Newfoundland, South Coast — Burgeo Bank Northwards — Grey River Rocks to Flat Island — Buoyage

Insert	N. cardinal pillar light-buoy, <i>Q</i> S. cardinal pillar light-buoy, <i>VQ(6)+LFl.10s</i>	47° 28'·6N., 57° 06'·1W. 47° 38'·9N., 58° 06'·9W.
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Chart [*Last correction*].— **232A** [1514/01]

Canadian Notices 3/4633-4634/01 (HH.603/430/02).

1976 NORTH AMERICA, East Coast — Gulf of St. Lawrence — Baie des Chaleurs — Baie Tracadigache and Baie de Cascapédia — Marine farms

Insert	symbol, marine farm	<i>(a)</i> 48° 04'·97N., 66° 12'·45W. <i>(b)</i> 48° 04'·84N., 66° 11'·52W. <i>(c)</i> 48° 06'·02N., 66° 01'·49W. <i>(d)</i> 48° 03'·58N., 66° 14'·90W. <i>(e)</i> 48° 05'·10N., 66° 13'·68W. <i>(f)</i> 48° 05'·75N., 66° 10'·88W. <i>(g)</i> 48° 03'·79N., 66° 10'·80W. <i>(h)</i> 48° 08'·28N., 66° 00'·00W. <i>(i)</i> 48° 08'·65N., 65° 57'·75W. <i>(j)</i> 48° 07'·35N., 65° 57'·35W.
Delete	symbol, marine farm	

Chart [*Last correction*].— **1715 (plan, Restigouche River)** (*a,b,d-g*) & **1715** (*c,h-j*) [1097/01]

Canadian Notice 3/4486/01 (HH.602/210/02).

II

1977(P)/01 SCOTLAND, North Coast — Scrabster — RoRo berth; Reclamation; Lifeboat

1. Mariners are advised that a new RoRo ferry berth is to be built at Scrabster Harbour, in approximate position 58° 36'·7N., 3° 32'·3W. with a planned completion date of 1 October 2002.
2. Reclamation work has commenced on a new access road for the RoRo berth, along the foreshore to the E. of the existing RoRo pier, 58° 36'·79N., 3° 32'·62W., with a planned completion date of August 2001.
3. The reclamation area will be marked by red flags and a special conical light-buoy at the extremity of the works.
4. The lifeboat shed and slipway in position 58° 36'·80N., 3° 32'·63W. have been demolished.
5. The lifeboat berth has moved from position 58° 36'·72N., 3° 32'·66W. to position 58° 36'·74N., 3° 32'·75W.
6. For the latest information, mariners are advised to consult the Harbour Master and Port Manager, Scrabster Harbour Trust.
7. Charts 1462 and 2162 will be amended as appropriate when the work is complete.

Charts affected — 1462 — 2162

Scrabster Harbour Trust (HH.268/410/03).

1978(T)/01 IRELAND, East Coast — Dublin Bay — Dredging; Buoyage; Submarine pipeline

1. Work is in progress to widen the approach channel to Dublin Harbour. Dredging is in progress between the following positions:
53° 20'·54N., 6° 08'·77W.
53° 20'·46N., 6° 06'·87W.
53° 20'·38N., 6° 06'·76W.
53° 20'·45N., 6° 08'·52W.
2. A new port-hand light-buoy, QFl.R No 4A, is to be established in position 53° 20'·45N., 6° 08'·52W.
3. The existing channel light-buoys are to be moved as follows:
No 4 buoy to position 53° 20'·38N., 6° 06'·76W.
No 6 buoy to position 53° 20'·54N., 6° 08'·77W.
4. A submarine pipeline is to be laid between the following positions:
53° 20'·18N., 6° 11'·56W.(shore)
53° 20'·23N., 6° 09'·10W.
53° 20'·37N., 6° 08'·18W.
53° 20'·44N., 6° 08'·00W.
53° 20'·63N., 6° 07'·50W.
53° 21'·45N., 6° 06'·64W.
53° 23'·06N., 6° 06'·55W.
53° 23'·30N., 6° 07'·00W.(shore)
5. Temporary spoil heaps will be created within the area.
6. Work is scheduled for completion by mid-September 2001.
7. Mariners are advised to proceed with caution and consult Dublin Port Company for the latest information.

Charts affected — 1447 — 1415

Dublin Port Company Notices 12-13/01 (HH.286/450/09).

II

1979(P)/01 BALTIC SEA — Finland, South-West Coast — Ahvenanmaa — Approaches to Maarianhamina — Depths; Buoyage

1. A Finnish chart, recently received, shows numerous depths less than charted. The more significant are in the following positions:

1 ₉ m	60° 06'·26N., 19° 57'·60E.
3 ₃ m	60° 06'·07N., 19° 57'·36E.
1 ₉ m	60° 05'·93N., 19° 57'·25E.
9 ₉ m	60° 04'·02N., 19° 55'·27E.
9 ₈ m	60° 03'·85N., 19° 51'·51E.
9 ₆ m	60° 03'·93N., 19° 52'·43E.
8 ₁ m	60° 03'·75N., 19° 51'·99E.
12 ₆ m	60° 03'·67N., 19° 55'·80E.
10 ₈ m	60° 03'·63N., 19° 51'·64E.
26m	60° 00'·93N., 19° 54'·45E.
19m	60° 00'·88N., 19° 53'·58E.
20m	60° 00'·85N., 19° 56'·37E.
20m	60° 00'·56N., 19° 54'·72E.
39m	60° 00'·35N., 19° 53'·21E.
14 ₃ m	60° 00'·13N., 19° 56'·38E.
10 ₈ m	60° 00'·03N., 19° 56'·50E.
41m	60° 00'·00N., 19° 54'·07E.
6 ₂ m	59° 59'·97N., 19° 57'·01E.
6 ₆ m	59° 59'·63N., 19° 57'·51E.
9 ₄ m	59° 59'·62N., 19° 57'·17E.
7 ₂ m	59° 59'·47N., 19° 58'·20E.
37m	59° 59'·42N., 19° 54'·55E.
30m	59° 59'·20N., 19° 54'·88E.
2. Light-buoys have been established replacing former spar buoys in the following positions:

E. cardinal spar light-buoy, <i>VQ(3)5s</i>	60° 05'·18N., 19° 55'·72E.
port-hand spar light-buoy, <i>FLR.3s</i>	60° 04'·09N., 19° 52'·44E.
port-hand spar light-buoy, <i>FLR.3s</i>	60° 03'·96N., 19° 53'·05E.
port-hand spar light-buoy, <i>FLR.3s</i>	60° 03'·93N., 19° 52'·02E.
port-hand spar light-buoy, <i>FLR.3s</i>	60° 03'·88N., 19° 54'·49E.
starboard-hand spar light-buoy, <i>FLG.3s</i>	60° 03'·93N., 19° 52'·82E.
starboard-hand spar light-buoy, <i>FLG.3s</i>	60° 03'·93N., 19° 52'·62E.
starboard-hand spar light-buoy, <i>FLG.3s</i>	60° 03'·80N., 19° 54'·31E.
3. These amendments will be included in the next New Edition of Chart 3437.

Chart affected — 3437

Finnish Chart 160 and Finnish Notice 8/180/01 (HH.319/420/02).

1980(P)/01 BALTIC SEA — Gulf of Finland — Finland, South Coast — Jussarö to Hästen — Depths

1. Mariners are advised that numerous depths less than charted are known to exist between Jussarö Light (59° 47'·3N., 23° 33'·2E.) and Hästen (59° 54'·2N., 24° 06'·6E.)
2. There are numerous uncharted depths less than 10m N. of a line joining the following depths:

6 ₅ m	in position 59° 45'·7N., 23° 32'·7E.
8 ₃ m	in position 59° 48'·2N., 23° 50'·6E.
10m	in position 59° 52'·2N., 24° 04'·3E.
3. There are numerous uncharted depths between 10m and 20m N. of a line joining the following depths:

15m	in position 59° 44'·6N., 23° 32'·9E.
19m	in position 59° 46'·4N., 23° 47'·2E.
20m	in position 59° 47'·8N., 24° 06'·4E.
4. There are numerous uncharted depths between 30m and 50m N. of a line joining the following depths:

47m	in position 59° 38'·9N., 23° 31'·8E.
37m	in position 59° 41'·6N., 23° 54'·8E.
49m	in position 59° 40'·8N., 24° 09'·6E.
5. Vessels bound for Inkoo or Kantvik are recommended to take account of the incomplete depiction and keep an appropriate distance offshore until able to join the charted recommended tracks.
6. These depths will be included in the next New Editions of Charts 1079, 2241 and 2248.

Charts affected — 1079 — 2241 — 2248

Finnish Chart 20 (HH.322/450/03).

II

1981(P)/01 ARABIA — United Arab Emirates — Abū Ḥabī (Abu Dhabi) — Minā' Zāyid — Depths; Light-beacon; Overhead power cable; Buoy

1. Mariners are advised that dredging operations in the approach channel and basin at Minā' Zāyid are expected to be completed by 1 June 2001. A depth of 15m will be available in the main approach channel and at berths 1 to 9 and 14 to 25 when the work is completed. Depths at berths 10 to 13 will be 6m.
2. The temporary light-beacon, *Q*, will remain in position 24° 36'·93N., 54° 17'·17E. until further notice.
3. In the Khawr al Bighāl an overhead power cable with a vertical clearance of 60 metres now exists across the channel between buoys N7 and N8 (24° 31'·1N., 54° 24'·3E. approx).
4. Buoy Z30 (24° 32'·2N., 54° 23'·5E. approx) has been moved 80 metres north of its charted position.
5. These updates will be included in New Editions of Charts 3715 and 3713 to be published in September 2001 and on Chart 3177 by Notice to Mariners, when the dredging work is complete.
6. Former Notice 2818(P)/99 is cancelled.

Charts affected — 3715 — 3713 — 3177

Minā' Zāyid Port Authority (HH.488/470/03).

1982(P)/01 INDIA, West Coast — Gulf of Kachchh — Sikka Creek — RPL Jetty — Lights; Leading lines

1. Two lights have been established to mark the approaches to the RPL Jetty (22° 29'·8N., 69° 50'·4E.).
2. The reported details of the lights are as follows:
Front leading light, *Q.5M*, in position 22° 29'·466N., 69° 50'·900E.
Rear leading light, *F.5M*, in position 22° 29'·300N., 69° 51'·133E.
3. The bearing of the leading line is reported to be 130°.
4. For further details, mariners are advised to seek guidance from the local Port Authority or Pilots.
5. A New Edition of Chart 672 will be published in 2002, which will include the lights and leading line by extending the eastern limit of the Narāra Bet and Sikka Creek plan.

Chart affected — 672

Indian Notice 22/415/00 (HH.502/410/04).

1983(T)/01 CHINA, East Coast — Approaches to Shanghai — Tongsha Shazui — Restricted area; Buoyage

1. Mariners are advised that a restricted area, navigation prohibited, exists west of a line joining the following light-buoys:
S1 30° 47'·50N., 122° 06'·60E.
S2 30° 51'·00N., 122° 07'·40E.
S3 30° 55'·00N., 122° 08'·60E.
S4 30° 57'·00N., 122° 09'·13E.
a. No 60 30° 59'·00N., 122° 09'·67E.
and south of a line joining the following light-buoys:
a. above
No 62 31° 00'·41N., 122° 07'·39E.
No 64 31° 01'·60N., 122° 05'·20E.

Charts affected — 1124 — 1602

Chinese Notice 5/47(T)/01 (HH.548/473/07).

1984(T)/01 JAPAN — Honshū, North-West Coast — Naoetsu — Restricted area

1. Mariners are advised that a restricted area, entry prohibited, has been established within a limit bounded by the following positions:
37° 12'·10N., 138° 15'·36E.
37° 12'·21N., 138° 15'·18E.
37° 13'·30N., 138° 16'·35E.
37° 13'·17N., 138° 16'·54E.
37° 12'·32N., 138° 15'·60E.

Charts affected — 1342 — 1326

Japanese Notice 13/472(T)/01 (HH.563/512/02).

1985(T)/01 JAPAN — Honshū, South Coast — Tōkyō — Tōkyō Ku — No 4 Area — Depths

1. Mariners are advised that depths up to 7m less than charted, may be found within the area bounded by the following positions:
35° 33'·25N., 139° 48'·32E.
35° 33'·44N., 139° 48'·72E.
35° 33'·04N., 139° 49'·00E.
35° 32'·93N., 139° 48'·97E.
35° 32'·79N., 139° 49'·07E.
35° 32'·64N., 139° 48'·74E.
2. Former Notice 4338(T)/00 is cancelled.

Chart affected — 3110

Japanese Notice 14/510(T)/01 (HH.563/434/04).

II

1986(P)/01 ENGLAND, East Coast to NETHERLANDS — Filey to Eemshaven — Submarine cable

1. Cable laying and associated operations for the North Sea segment of the TGN telecommunications cable are planned to be undertaken between May and July 2001. This schedule may be delayed in adverse weather conditions.
2. The cable will be laid between the following positions:
54° 10'·69N., 0° 15'·58W.(shore)
54° 10'·99N., 0° 12'·23W.
54° 11'·46N., 0° 06'·78W.
54° 12'·13N., 0° 03'·74W.
54° 12'·67N., 0° 02'·38W.
54° 13'·35N., 0° 01'·32W.
54° 16'·41N., 0° 02'·51E.
54° 19'·14N., 0° 04'·22E.
54° 20'·46N., 0° 04'·44E.
54° 21'·42N., 0° 05'·89E.
54° 23'·59N., 0° 11'·23E.
54° 30'·73N., 0° 27'·83E.
54° 32'·61N., 0° 33'·26E.
54° 34'·76N., 0° 38'·12E.
54° 36'·56N., 0° 42'·95E.
54° 37'·26N., 0° 44'·28E.
54° 49'·30N., 1° 14'·28E.
54° 50'·04N., 1° 20'·19E.
54° 50'·16N., 1° 32'·93E.
54° 50'·37N., 2° 33'·41E.
54° 50'·18N., 3° 22'·83E.
54° 49'·89N., 3° 39'·33E.
54° 49'·20N., 3° 42'·60E.
54° 44'·50N., 4° 03'·32E.
54° 35'·46N., 4° 41'·28E.
54° 34'·69N., 4° 48'·38E.
54° 28'·62N., 5° 16'·00E.
54° 13'·79N., 5° 35'·88E.
54° 12'·54N., 5° 37'·07E.
53° 40'·15N., 6° 16'·78E.
53° 36'·86N., 6° 19'·08E.
53° 36'·68N., 6° 19'·42E.
53° 35'·68N., 6° 24'·00E.
53° 35'·24N., 6° 25'·03E.
53° 35'·15N., 6° 25'·13E.
53° 34'·53N., 6° 25'·15E.
53° 34'·41N., 6° 25'·25E.
53° 34'·38N., 6° 25'·36E.
53° 34'·35N., 6° 25'·64E.
53° 34'·41N., 6° 26'·77E.
53° 34'·32N., 6° 29'·71E.
53° 34'·24N., 6° 31'·49E.
53° 33'·81N., 6° 34'·96E.
53° 33'·72N., 6° 35'·35E.
53° 33'·41N., 6° 35'·95E.
53° 33'·24N., 6° 36'·59E.
53° 33'·04N., 6° 37'·75E.
53° 32'·91N., 6° 38'·19E.
53° 32'·57N., 6° 38'·85E.
53° 32'·13N., 6° 39'·35E.
53° 31'·16N., 6° 40'·21E.
53° 29'·92N., 6° 42'·00E.
53° 29'·35N., 6° 43'·55E.
53° 28'·89N., 6° 45'·21E.
53° 28'·09N., 6° 48'·67E.
53° 28'·01N., 6° 48'·79E.
53° 27'·80N., 6° 48'·90E.(shore)
3. Vessels are requested to give any cable laying vessel a wide berth and to avoid anchoring or trawling in the vicinity of the cable route.
4. Charts will be updated as appropriate in due course.

Charts affected — 1882 — 3509 — 129 — 1507 — 2593 — 3761 — 266 — 1191 — 1405 — 2182A — 2182B

TyCom Ltd (HH.160/313/01).

To accompany Notice to Mariners 1895/01

On Chart 1473

SAN ROCCO DI MUGGIA MARINA
(45° 36'·5N., 13° 45'·2E.)
For details on depths within the marina at San Rocco di Muggia, mariners must consult the leasing company administering the marina.

To accompany Notice to Mariners 1937/01

On Chart 2232

UKRAINE
NAVIGATIONAL INFORMATION
Owing to insufficient information it is not always possible to ensure that this chart is completely up to date for new dangers or changes to aids to navigation. Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.

On Chart 2234

UKRAINE
NAVIGATIONAL INFORMATION
Owing to insufficient information it is not always possible to ensure that this chart is completely up to date for new dangers or changes to aids to navigation. Mariners are therefore advised to exercise particular caution when navigating in Ukrainian waters.

To accompany Notice to Mariners 1969/01

On Chart 2808

CHANNEL DEPTHS (see Note)								
ST. JOHNS RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2001 AND SURVEYS TO DEC 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ST. JOHNS BAR CUT RANGE, EAST SECTION	37.6	38.0	41.1	36.0	11-00	800	2.1	42
ST. JOHNS BAR CUT RANGE, WEST SECTION	32.6	37.5	37.1	31.9	11-00	800	1.5	38
PILOT TOWN CUT RANGE	26.0	39.0	39.1	35.7	11-00	950	1.0	38
MAYPORT CUT RANGE	37.5	39.1	39.2	36.4	11-00	1050	0.7	38
SHERMAN CUT RANGE	38.4	39.9	38.7	33.4	11-00	950-650	0.5	38
MILE POINT LOWER RANGE AND TURN	38.2	37.6	35.9	28.4	11-00	650	0.9	38
TRAINING WALL REACH	38.3	37.9	38.3	35.8	11-00	650-500	1.1	38
SHORT CUT TURN	34.4	40.0	41.3	40.7	11-00	600	0.4	38
WHITE SHELLS CUT RANGE	34.5	37.5	38.9	40.4	11-00	580-1280	0.7	38
ST. JOHNS BLUFF REACH	36.4	37.3	36.5	34.5	11-00	1200-1100	0.6	38
DAMES PT. - FULTON CUTOFF	30.9	34.2	35.3	34.5	2,11-00	1280-500	2.7	38
DAMES PT. - TURN	31.7	38.3	37.8	27.0	2-00	900-1200	0.4	38
QUARANTINE I. UPPER RANGE	35.2	38.6	39.1	34.9	2-00	1000-550	0.7	38
BRILLS CUT RANGE	36.8	37.9	38.2	34.3	2-00	550-450	0.8	38
BROWARD POINT TURN	21.9	38.4	37.8	37.7	2-00	625-850	1.0	38
BLOUNT ISLAND CHANNEL	22.6	28.3	29.3	26.9	11-00	300-800	1.7	30
DRUMMOND CREEK RANGE	37.6	38.5	37.9	32.1	2-00	650-400	1.5	38
TROUT RIVER CUT RANGE	35.2	37.7	40.2	37.2	2-00	400-500	1.0	38
CHASEVILLE TURN	33.5	38.5	37.9	36.2	2-00	500-700	0.6	38
LONG BRANCH RANGE	35.6	37.7	40.5	36.7	2-00	650-2000	0.7	38
TERMINAL CHANNEL	26.1	30.2	31.5	28.1	2,12-00	575-1025	3.0	34-38
NOTE - THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTRELINE OF THE CHANNEL NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 1970/01

On Chart 2818

CHANNEL DEPTHS (see Note)			
FERNANDINA HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2001 AND SURVEYS TO NOV 2000			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	35.8	400-1100	11-00
OLD TOWN REACH	35.9	400-560	11-00
SEABOARD REACH	35.9	400	11-00
CITY FRONT REACH	22.1	300	10-99
RAYONIER REACH	8.0	300	10-99
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

To accompany Notice to Mariners 1971/01

On Chart 2810

CHANNEL DEPTHS (see Note)							
BRUNSWICK HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2001							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL							
(ST SIMON RANGE)	27.0	31.0	A27.5	10-00,1-01	500	7.7	32
PLANTATION CREEK RANGE	44.0	41.0	39.0	1-01	400	1.8	32
JEKYLL ISLAND RANGE	32.0	32.0	31.0	1-01	400	1.9	30
CEDAR HAMMOCK RANGE	29.5	30.5	29.5	1-01	400	1.4	30
BRUNSWICK PT CUT RANGE	27.0	27.0	27.0	1-01	400	2.4	30
EAST RIVER							
LOWER REACH	B30.0	29.0	25.5	1-01	400	1.1	30
UPPER REACH	26.0	27.5	26.0	1-01	350	1.0	27
EAST RIVER TURNING BASIN	28.0	29.0	29.0	1-01	750	0.2	30
ACADEMY CREEK	9.5	9.5	11.9	3-89	150	0.8	24
TURTLE RIVER LOWER RANGE	33.5	30.0	30.0	1-01	300	1.7	30
BLYTHE ISLAND RANGE	30.5	26.0	24.5	1-01	300	1.5	30
TURTLE RIVER UPPER RANGE	27.0	28.0	26.0	1-01	300	2.7	30
SOUTH BRUNSWICK RIVER	30.0	31.0	30.0	1-01	400	1.3	30
A. OBSTRUCTION REPORTED WITH A DEPTH OF 29 FEET, LOCATED AT 31°04'06.6"N; 081°16'35.7"W. B. THE EAST RIVER, LOWER REACH WIDENER LEAST DEPTHS WERE 26 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT, AND 29 FEET, LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE. NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN AND ACADEMY CREEK) NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

To accompany Notice to Mariners 1987/01

On Chart 457

CHART 456: POSITIONS
To agree with adjoining chart 456, which is referred to World Geodetic System 1984 Datum, positions read from chart 457 should be moved 0-04 minutes NORTHWARD and 0-01 minutes EASTWARD.



To accompany Notice to Mariners 1907/01

On Chart 30

BATHING AREAS

Bathing areas, marked by yellow buoys, are located at Cawsand Bay (50° 20'·0N., 4° 11'·8W.), Firestone Bay (50° 21'·6N., 4° 09'·7W.), Tinside East (50° 21'·78N., 4° 08'·40W.), Bovisand Bay (50° 20'·1N., 4°07'·4W.), and Crownhill Bay (50° 19'·9N., 4° 07'·3W.) and are in use from May to September. Within these areas, vessels are not to exceed 4 knots and are to proceed with extreme caution, giving way to swimmers.

On Chart 1901

BATHING AREAS

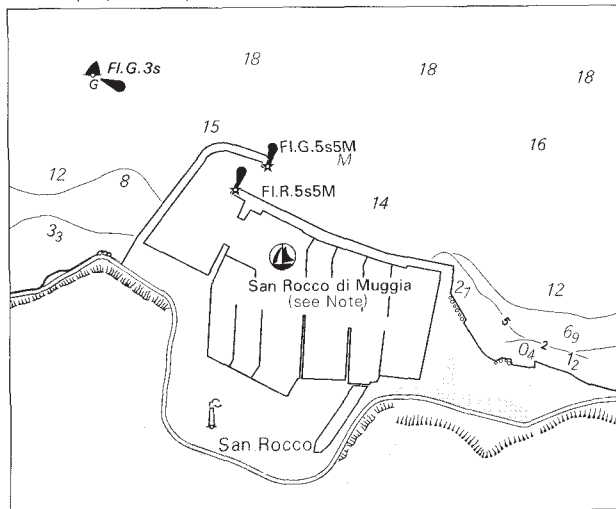
Bathing areas, marked by yellow buoys are located at Firestone Bay (50° 21'·6N., 4° 09'·7W.) and Tinside East (50° 21'·78N., 4° 08'·40W.) and are in use from May to September. Within these areas, vessels are not to exceed 4 knots and are to proceed with extreme caution, giving way to swimmers.

On Chart 1967

BATHING AREAS

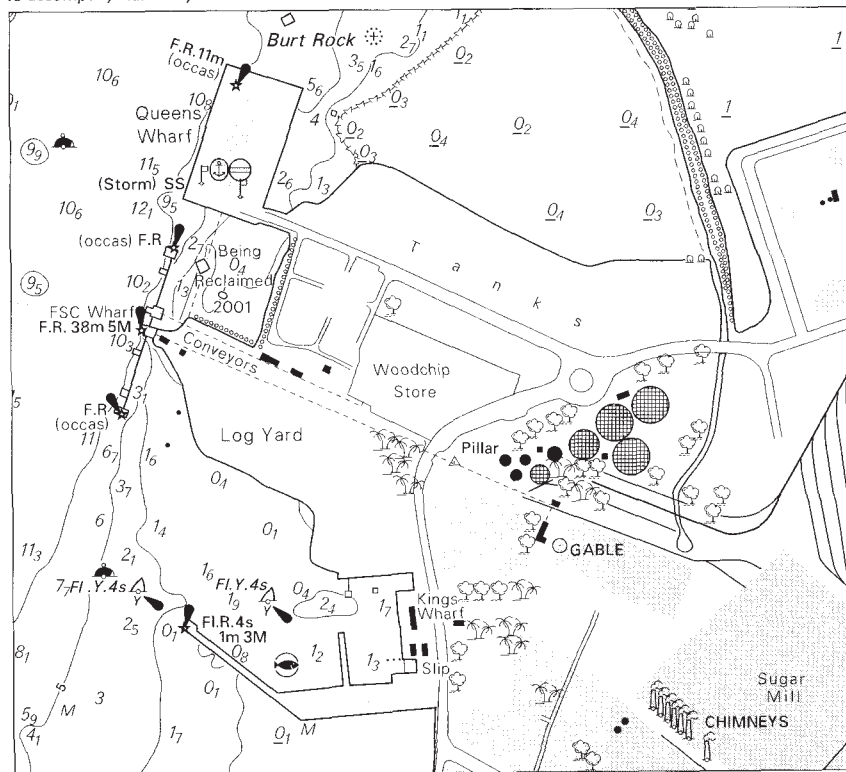
Bathing areas, marked by yellow buoys are located at Cawsand Bay (50° 20'·0N., 4° 11'·8W.), Firestone Bay (50° 21'·6N., 4° 09'·7W.), Tinside East (50° 21'·78N., 4° 08'·40W.), Bovisand Bay (50° 20'·1N., 4° 07'·4W) and Crownhill Bay (50° 19'·9N., 4° 07'·3W.) and are in use from May to September. Within these areas, vessels are not to exceed 4 knots and are to proceed with extreme caution, giving way to swimmers.

To accompany Admiralty Notice to Mariners No 1895 of 2001



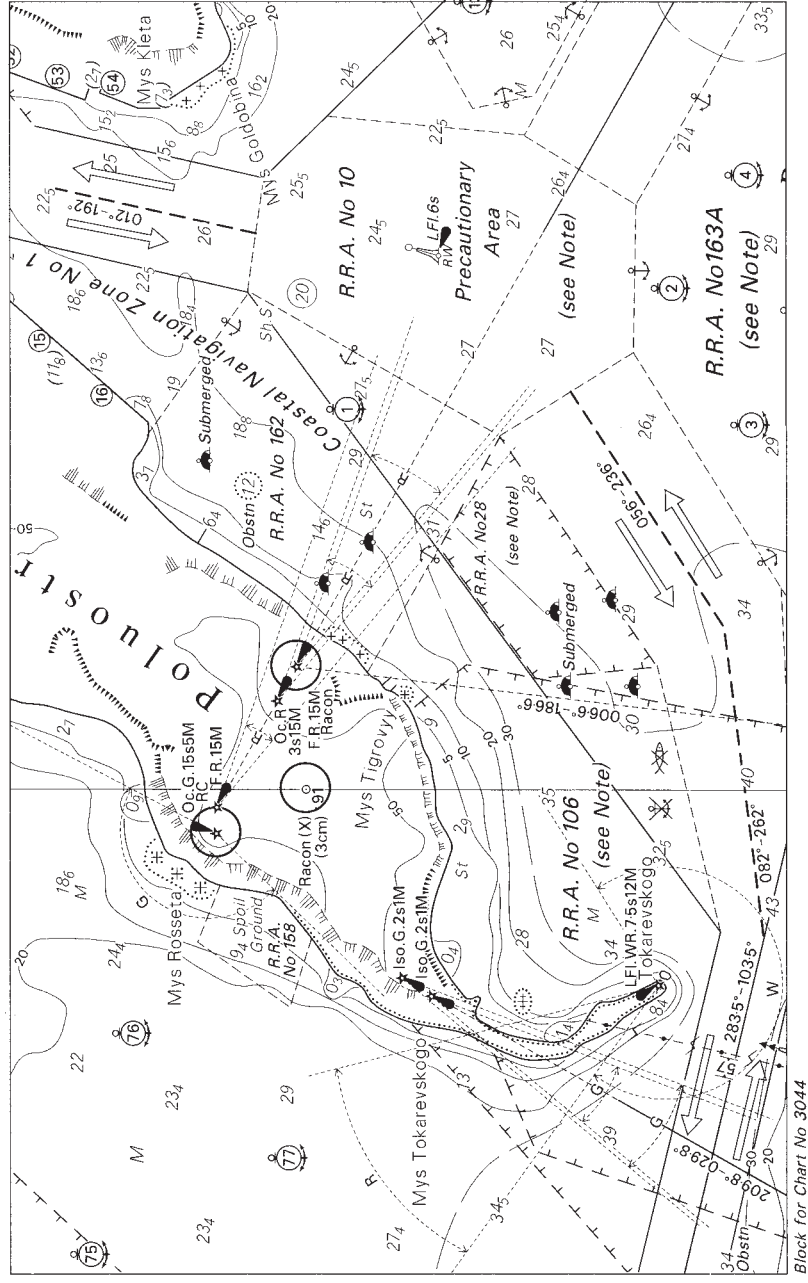
Block for Chart No 1473

To accompany Admiralty Notice to Mariners No 1899 of 2001

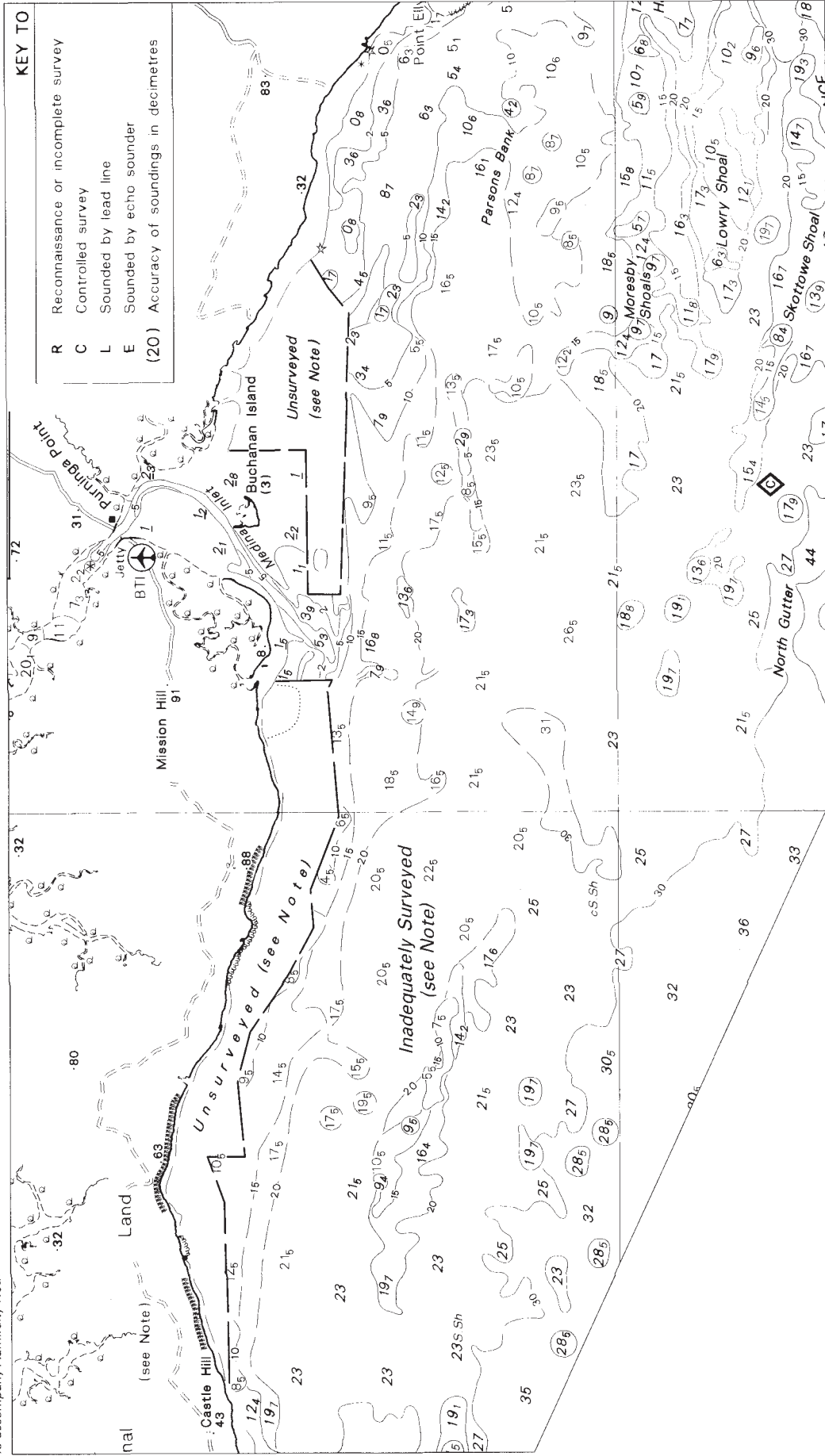


Block for Chart No 1670

Block for Chart No 1554



To accompany Admiralty Notice to Mariners No 1898 of 2001



KEY TO	
R	Reconnaissance or incomplete survey
C	Controlled survey
L	Sounded by lead line
E	Sounded by echo sounder
(20)	Accuracy of soundings in decimetres

III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 1 May 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) 19th Week 10/5/01.

NAVAREA I warnings in force 1/5/01: 2000 series: 082 114 189 397 419 473 533.

2001 series: 062 072 088 099 101 109 114 116 119 120 125 128 129 131 132 141 142 143 144 146 151 152 155 162 164 165 166 167 168.

162 SCOTLAND, East Coast. Moray Firth. Shandwick to Beatrice Oil Field. Chart BA 115. Pipelaying operations in progress by LB *Castoro Sei* with support vessels in attendance in vicinity of line joining 57°45'N 003°55'W, 57°50'N 003°31'W and 58°05'N 003°08'W. Wide berth requested.

163 Cancelled.

164 NORTH SEA. Moray Firth Approaches. Ross Oilfield. Chart BA 115. FPSO *Bleo Holm* 58°06'·1N 001°26'·3W temporarily removed. Pipelaying operations in progress by CSO *Apache* vicinity of line joining 58°06'·1N 001°26'·3W, 58°11'·8N 001°23'·0W and 58°09'·4N 001°19'·7W. Wide berth requested. Cancel 137/01.

165 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 011000z May 01.

53°13'·1N	003°55'·2E	Noble George Sauvageau
53°32'·8N	003°43'·1E	Noble Piet Van Ede
53°38'·9N	000°58'·1E	Santa Fe Monarch
53°50'·0N	004°10'·6E	Noble Al White
53°51'·8N	000°26'·4E	Glomar Adriatic 6

NEW 54°09'·3N 003°59'·3E Glomar Adriatic 11

NOTES:

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

2. Cancel 158/01.

166 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 011000z May 01.

	55°31'·8N	005°00'·4E	Maersk Endeavour
	56°09'·4N	003°03'·6E	Glomar Arctic 4
	56°14'·6N	003°58'·0E	Ensco 70
NEW	57°14'·0N	001°37'·3E	Santa Fe 140
	57°48'·3N	000°58'·7W	Ocean Nomad
	57°49'·1N	004°31'·2E	Maersk Giant
	57°58'·5N	001°14'·4E	Transocean John Shaw
	58°08'·2N	001°23'·2W	Ocean Princess
	58°11'·8N	001°23'·3W	Santa Fe 135
	58°18'·1N	001°42'·4W	Sedco 704
	58°19'·4N	000°41'·8E	Drill Star
NEW	Invergordon	Ocean Guardian	
	58°42'·9N	001°40'·1E	Byford Dolphin
	59°10'·7N	002°22'·8E	Deepsea Bergen
NEW	59°20'·3N	001°32'·5E	Borgny Dolphin
	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
	59°57'·6N	002°23'·4E	Maersk Jutlander

NOTES:

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

2. Cancel 159/01.

III

167 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 011000z May 01.

	60°20'6N	004°14'7W	Transocean Leader
	60°43'8N	003°39'4E	Polar Pioneer
NEW	60°49'9N	003°43'0E	Scarabeo 6
	60°51'0N	003°34'9E	West Vanguard
	60°51'4N	002°39'0E	Maersk Gallant
	60°54'6N	003°35'1E	West Venture
	61°02'0N	001°07'8E	Sedco 712
	61°05'8N	002°11'2E	Deepsea Trym
	61°05'8N	002°16'6E	Transocean Wildkat
	61°23'9N	002°04'1E	Bideford 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
	65°07'1N	006°40'4E	Transocean Searcher
	65°23'0N	007°22'0E	Transocean Prospect
	65°41'7N	007°34'0E	Stena Dee
	66°04'5N	008°14'4E	Borgland Dolphin

NOTES:

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

2. Cancel 160/01.

168 RIGLIST. South and West Coasts of the British Isles. Correct at 011000z May 01.

51°19'4N	008°06'9W	Noble Ton Van Langeveld
54°19'2N	011°04'2W	Sedco 711
56°11'3N	009°44'9W	West Navion

NOTES:

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

2. Cancel 161/01.

Cancel 081/01. ANM 1626(P)/01 refers.

(2) Navarea II (E Atlantic) 19th Week 10/5/01.

Edited Navarea II warnings in force 1/5/01: 263/00.
163 to 168 received.

(3) Navarea III (Mediterranean) 19th Week 10/5/01.

Edited Navarea III warnings in force 1/5/01: NIL.
175 to 186 received.

(4) Navarea IV (NW Atlantic) 19th Week 10/5/01.

Edited Navarea IV warnings in force 1/5/01: NIL.
139 to 147 received.

(5) Navarea V (W Atlantic) 19th Week 10/5/01.

Edited Navarea V warnings in force 1/5/01: 923/97, 568/98, 055/01, 582/01.
527 to 651 received.

582 BRAZIL, North Coast. Entrance to Rio Para. Ilha dos Guaras. Chart BA 397. Ponta da Tijoca Light (G0018)
00°33'S 047°53'W destroyed.

III

(6) Navarea VI (SW Atlantic) 19th Week 10/5/01.

Edited Navarea VI warnings in force 1/5/01: NIL.
Nil received.

(7) Navarea VII (SE Atlantic) 19th Week 10/5/01.

Edited Navarea VII warnings in force 1/5/01: NIL
047 to 049 received.

(8) Navarea VIII (Indian Ocean) 19th Week 10/5/01.

Edited Navarea VIII warnings in force 1/5/01: 388/00, 117/01.
Nil received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 19th Week 10/5/01.

Edited Navarea IX warnings in force 1/5/01: NIL.
049, 050, 052 to 057 and 063 to 065 received.

Cancel 039/01. ANM 1943/01 refers.

(10) Navarea X (Australia, New Guinea) 19th Week 10/5/01.

Edited Navarea X warnings in force 1/5/01: 020/00.
014 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 19th Week 10/5/01.

Edited Navarea XI warnings in force 1/5/01: NIL.
187 to 199 received.

(12) Navarea XII (NE Pacific) 19th Week 10/5/01.

Edited Navarea XII warnings in force 1/5/01: 415/00.
122 to 127 received.

(13) Navarea XIII (NW Pacific) 19th Week 10/5/01.

Edited Navarea XIII warnings in force 1/5/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 19th Week 10/5/01.

Edited Navarea XIV warnings in force 1/5/01: 091/01.
092 and 093 received.

(15) Navarea XV (SE Pacific) 19th Week 10/5/01.

Edited Navarea XV warnings in force 1/5/01: NIL.
Nil received.

(16) Navarea XVI (E Pacific) 19th Week 10/5/01.

Edited Navarea XVI warnings in force 1/5/01: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 19th Week 10/5/01.

Edited Hydropacs in force 1/5/01: 1272/99, 155/01, 300/01, 574/01.
609 to 659 received.

III

(18) Hydrolants (Atlantic, Mediterranean) 19th Week 10/5/01.

Edited Hydrolants in force 1/5/01: 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, 1119/01, 1282/01.

1234 to 1289 received.

1282 SOUTH AMERICA, East Coast. Uruguay. Punta Del Este, southeastward. Chart BA 2004. Foul area, depth 7 fms, reported 35°00'·9S 54°50'·5W.

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001. Weekly Edition No. 19, Dated 10th May, 2001.

Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

0503·9	- South Haven Point. Dir Lt 233·5°. East Looe	50 40·8 1 57·0	Dir Fl WRG	8	2	Close circuit television mast	G229°24·5' -232°15·5'(2°51'), W232°15·5' -234°44·5'(2°29'), R234°44·5' -236°26·5'(1°42')
--		...	Fl Y	...	...	Same structure	Occas. Activated by Harbour Control Officer when a large vessel is about to enter the Havens
				*	*		
2170	<i>SUNK Lt V</i> (T)	51 51·0 1 34·9	Fl(2)W 20s	12	16	Red hull, light-tower amidships	<i>fl 0·3, ec 4·8, fl 0·3, ec 14·6.</i> Racon. Also shown in reduced visibility
-		...	Horn(2) 60s	...	...	...	<i>bl 2, si 2, bl 2, si 54</i>
					*		*
5274	Strumble Head. Ynysmeicel (T)	52 01·8 5 04·4	Fl(4)W 15s	45	26	White round tower 17	<i>(fl 0·1, ec 2·2) x 3, fl 0·1, ec 8.</i> Vis 038°-257°(219°). Shown 24 hours. Shown at night only (T) July-August 2001. Range 16M (T) August 2001
							*
5507	Nelson Point	51 29·9 2 42·5	Fl R 3s	9	3	White mast 7	
							*

Volume B, 2001. NEW EDITION. Weekly Edition No. 19, Dated 10th May, 2001.

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

0081	- Kromme Hoek	51 08·6 2 44·6	Q R	5	5	Dolphin	TE; red can buoy Fl(4)R 20s in situ (T) 2001
							*
0081·3	--	51 08·6 2 44·5	Q R				
--		...	Q Y	...	...	Dolphin	
		*					*
0296	- Walsoorden	51 23·6 4 02·0	Iso WRG 4s	10	W 8 R 6 G 5	Black lantern, white band, on dolphin 12	R132°-172°(40°), W172°-268°(96°), G268°-324°(56°), W324°-341°(17°), R341°-012°(31°). Tide gauge
							*
0396	- Yacht Harbour. IMALSO	51 14·0 4 23·8	F WR	9	3	Black ○ on concrete pile, red lantern	W shore-283°, R283°-shore. F W marks 2 pontoons 0·25M S
							*
0554	- E Pier. Head	51 46·6 4 11·8	F R	5	5	Red and white post 5	
		...	<i>In fog F Y</i>				*
0775	<i>Remove from List</i>						

V

Volume B *continued.*

1226	Langlütjennordsteert	53 40·7 8 21·4	Fl Y 4s	11	6	Yellow round tower with gallery, on black metal tripod 16	TE 2001
							*
1796	--- S Mole. Head	55 28·1 8 25·6	F G	7	4	Green conical metal building 5	Vis 045°-276°(231°)
							*
2037	- Vilsund Bridge. N end	56 53·1 8 37·9	2 Fl R 3s	3	4	...	<i>fl</i> 0·75. One either side. Traffic Signals (1-3 F R vert)
							*
2106	- Hirtshals	57 35·1 9 56·6	FFl W 30s	57	F 18 Fl25	White round tower 35	<i>fl</i> 0·3. A short eclipse may be seen before and after the 0·3s flash
							*
2112	- E Mole. Head	57 35·9 9 57·7	Fl R 5s	9	6	Red mast 7	<i>fl</i> 1
							*
2205	- Knivsøyholmen. S side (NOR)	59 06·7 11 19·5	Oc(2)WRG 8s	8	W 8 R 5 G 5	White lantern	G222°-253°(31°), W253°-259·5°(6·5°), R259·5°-054·5°(155°), W054·5°-064°(9·5°), G064°-077°(13°). Shown 1/7-10/6
	*						*
2397·3	- Kalvøya. Ldg Lts 329°. Front	59 53·0 10 32·3	Q R	4	3	Metal column	Private
							*
2397·31	-- Rear	59 53·0 10 32·2	Fl R 3s	8	4	Metal column	<i>fl</i> 1. Private
							*
2397·4	- Høvikodden. Ldg Lts 011° . Front	59 53·3 10 33·1	Q W	3	5	Metal column	Private
							*
2397·41	--- Rear	59 53·3 10 33·1	Fl W 3s	10	5	Metal column	<i>fl</i> 1. Private
							*
2473·4	-- Lierstranda. Ldg Lts 335° . Front	59 44·7 10 15·4	F R	...	4	Metal column	Private
							*
2473·41	---- Rear	59 44·7 10 15·4	F R	...	4	Metal column	Private
							*
2473·5	- Linnesstranda. Ldg Lts 035° . Front	59 45·0 10 16·1	F G	...	...	...	Private
							*

V

Volume B *continued.*

2473·51	--- Rear	59 45·0 10 16·1	F G	...	...	...	Private
							*
3395	-- Saudaskjeret	59 38·3 6 18·8	VQ(3)W 5s	5	1	Mast	Shown 1/7-10/6
							*
3540	- Utsira. W side	59 18·5 4 52·4	Fl(3)W 60s	77	23	Red stone tower 13	3 short flashes. Racon
							*
3832	- Bentelabo. Quay	60 24·2 5 19·1	F G	...	...	...	Vis 096°-216°(120°)
		*					

Volume C, 2000. Weekly Edition No. 19, Dated 10th May, 2001.

Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

1994	- Kronløbsbassin. Mole Head	55 42·5 12 36·4	F G	6	6	Green house	TE 2001. The ferry berths 880m SW are marked by F R, F G, and F W lights. bells are sounded
							*
4204·1	--- Rear	63 56·1 22 58·1	LFl Y 8s	21	8	Red □, yellow stripe, on mast	fl 2. Vis 136·5°-144·5°(8°)
			*	*	*		*
4206	- Klädesklippan. Ldg Lts 138°. Front	63 54·0 23 01·3	Iso Y 2s	7	10	Red □, yellow stripe, on mast	Vis 132·5°-143·5°(11°)
	*				*		
4207	- Taulukari. Ldg Lts 161°. Front	63 51·5 23 01·2	Iso Y 2s	21	9	Red □, yellow stripe	Vis 151°-171°(20°)
					*		*

Volume D, 2000. Weekly Edition No. 19, Dated 10th May, 2001.

Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

1540	- N Pier. Head	43 24·9 3 25·2	Fl(4)R 11s	9	5	Masonry column 3	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5
				*	*		
1550·2	-- Dique S. Head	43 23·6 3 27·8	Fl G 2·5s	7	3	White truncated conical masonry tower, green bands 5	fl 0·5. TE 2001
							*
1788·5	-- Jetty. Head	42 46·6 9 03·1	Fl R 1·5s	3	2	Metal tripod 4	fl 0·5. Fl R 1·5s 2M marks Jetty and works in progress (T) 2001
							*
2493	Punta Círes	35 54·6 5 28·8	Fl(3)W 12s	44	18	Round tower 8	(fl 1·6, ec 0·4) x 2, fl 1·6, ec 6·4. Vis 060°-330°(270°). TE 2001
							*

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Volume E, 2000. Weekly Edition No. 19, Dated 10th May, 2001.
Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

0913	- Jetée du Margonajo. Head	41 55·6 8 44·6	Fl(4)W 15s	7	1	White column 6	(fl 1, ec 1·5) x 3, fl 1, ec 6·5. F W and F R Occas on pylon 1M E
			*				
4615·6	- Bademli Limani. Pise Burnu	39 01·2 26 47·9	Fl WR 5s	18	W 7 R 4	White metal framework tower 7	W240°-102°(222°), R102°-120°(18°), W120°-140°(20°), R140°-156°(16°), W156°-175°(19°)
			*				*
4857	Çanakkale. Çimenlik Kalesi	40 08·9 26 23·9	Fl RG 5s	15	10	White metal framework tower 14	G027°-341°(314°), R341°-027°(46°). R lights on mast 1·5M NNE
			*				*
4944	Kandilli Burnu	41 04·5 29 03·4	Fl R 3s	27	12	White metal column 9	fl 0·3. Navigation Control Station. 2 Fl R on radio mast 3·3M SE
					*		
5780·5	- Breakwater	41 25·3 41 25·8	Fl G 3s	12	10		
*	*	*	*	*	*	*	*
6500	-- Cigogne Pier. Head. SE corner	36 53·8 7 45·9	F G	8	...	White round column 8	
	*	*		*	*	*	
6661	-- Spur. Head	35 56·3 0 04·6	Oc(2)R 6s	11	7	White round tower 7	ec 1, lt 1, ec 1, lt 3. Vis 248°-073°(185°)
*	*	*	*	*	*	*	*
6664	- Môle de Independance. Head	35 56·2 0 04·6	Fl G 4s	11	6	White column 10	fl 1
*	*	*	*	*	*	*	*
6671·4	- Mole No 3. SE corner	35 51·5 0 17·9	F R	2	1	Red structure 1	Vis 186°-88°(262°)
					*	*	*
6671·5	- Mole. No 4	35 51·4 0 17·8	F G	2	1	Dark green pedestal 1	Vis 287·5°-188·5°(261°)
					*	*	*
6671·6	- Mole. No 3. SW corner	35 51·5 0 18·0	F G	2	1	Dark green structure 1	Vis 266°-176°(270°)
				*	*	*	*
6671·8	- Detached Breakwater. E Head	35 49·3 0 14·3	Fl(3)G 5s	11	7	White column, green top 2	
*	*	*	*	*	*	*	*
6671·85	-- W Head	35 49·7 0 15·5	Fl(3)R 5s	11	7	White column 2	(fl 0·5, ec 0·5) x 2, fl 0·5, ec 2·5
*	*	*	*	*	*	*	*

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Volume E *continued*.

6678	- Jetée du Large. Head	35 43·2 0 37·5	Fl(2+1)W 15s	21	22	White pylon on hut 15	
		...	Horn 60s			*	*
6685·2	-- NW corner	35 42·8 0 38·1	Iso R 2s	8	6	White hut 6	
					*	*	
6694	- Môle Jules-Giraud. NE corner	35 42·7 0 38·7	Oc(4)R 12s	9	7	Red column 7	(<i>ec 1, lt 1</i>) x 3, <i>ec 1, lt 5</i>
			*				*
7642	-- Eastwards	40 44·4 29 47·5	F R	...	...	Platform	
			*				

Volume F, 2000. Weekly Edition No. 19, Dated 10th May, 2001.

Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

0357	<i>Remove from List</i>						
0382·5	Sikka Creek. Ldg Lts. Front	22 29·5 69 50·9	Q W	...	5	...	(P) 2000
*	*	*	*	*	*	*	*
0382·51	-- Rear	22 29·3 69 51·1	F W	...	5	...	(P) 2000
*	*	*	*	*	*	*	*
0457	-- Johnston Point	21 48·6 72 12·8	Fl W 2s	11	8	White round concrete tower 12	<i>fl 0·5. TE 2001</i>
							*
1616·5	- Blenheim Shoal	3 00·9 100 51·9	Fl W 3s	11	14	White buoyant beacon	Ra refl. Racon. TE and TR 2001
							*
1701·76	---	1 16·8 103 43·6	Aero Fl W	181	...	Power station chimney. Red and white bands	Obstruction
*	*	*	*	*	*	*	*
1701·77	---	1 16·7 103 43·7	Aero Fl W	182	...	Power station chimney. Red and white bands	Obstruction
*	*	*	*	*	*	*	*
4206·38	<i>Saemangeum Gunsan Uni. No A. ODAS buoy</i>	35 54·1 126 27·2	Fl(4)Y 8s	...	6	Yellow pillar buoy	
*	*	*	*	*	*	*	*
4981	- E Breakwater. Head	33 47·6 131 00·9	Fl(2)G 8s	10	9	White round concrete tower, square concrete base 7	
			*		*		*

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Volume F *continued.*

5297	- N Breakwater	33 56:3 130 51:2	Fl R 6s	11	6 Red round concrete tower, square base 9	2 Y lights 0·85M WSW. 2 Y lights 1·07M SSW. R light on breakwater 2M SW. F R, F W and F G mark Wakamatsu Passage bridge 2·87M SW
				*	*	
6521·05	Sendai Ku. S Detached Breakwater. N Head	38 15·6 141 04·3	Fl G 4s	15	10	
*	*	*	*	*	*	*
6521·1	- S Breakwater	38 15·9 141 02·8	Oc G 5s	17	5 White tower 16	
	*				*	
6521·2	- N Breakwater. Head	38 16·0 141 02·7	Oc R 5s	16	6 Red tower 14	<i>ec 1</i>
	*				*	
6622	- N Breakwater	40 32·2 141 33·1	Fl G 3s	12	5 White round concrete tower 10	An overhead cable between the E end of the breakwater and the shore close eastward is marked by a F R at each end
			*	*	*	
6624·4	- Kabu Shima Jetty. Head	40 32·0 141 33·5	Fl G 6s	9	2 White tower 9	
			*	*	*	
6773·7	- E Breakwater. Head	42 36·8 141 37·5	Iso R 4s	16	13 Red round concrete structure 6	W light 1·5M and 1·7M NE. Y light on breakwater 100m SE
		*				*
6773·75	- Breakwater. SW end	42 36·6 141 37·4	Fl Y 3s	12	5	
						*
6777·5	Shizunai Kō	42 19·3 142 22·4	Fl R 3s	14	5 Red tower 11	
					*	
7255	- Oshimawari Saki	35 33·0 135 30·2	Fl(2)W 10s	159	6 White round concrete tower 10	F W on wharf 0·9M SSE
		*		*	*	
7275	- Sutega Hana	35 39·4 134 51·3	Fl W 3s	56	6 White round concrete tower, red bands 10	
			*		*	
7284	- N Breakwater. No 1. Head	35 34·8 134 17·3	Fl G 3s	15	4 White tower 10	Y lights on detached breakwater 130m NW and No 2 breakwater 230m SE. G light 350m SE
					*	
7333·5	Sagi Ura	35 26·6 132 40·8	Fl W 4s	58	6 White round concrete tower 8	
					*	

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Volume G, 2000. Weekly Edition No. 19, Dated 10th May, 2001.

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0552	- Ponta das Cabeçadas	26 55:5 48 37:3	AlFl WWR 30s W109000 R26000	57	W 31 R 25	White metal column on white square masonry base	(W fl 1, ec 9) x 2, R fl 1, ec 9. Reported Fl(4)W 6s 13M 2001
							*
3431	San Francisco	16 13:0 94 48:0	Fl(3)W 12s	17	14	Red round concrete tower, yellow bands 12	(fl 1, ec 2) x 2, fl 1, ec 5. TE 2001
							*
3452·4	Las Peñitas	16 33:0 98 50:0	Fl W 6s	5	9	Tubular structure	fl 1
*	*	*	*	*	*	*	*
3469	- Punta Mongrove	17 55:0 102 10:4	Fl W 7s	40	18	White concrete tower, blue bands 40	Racon. TR 2001
							*
3474	- Isla Socorro. Braithwaite Bay	18 43:5 110 56:6	Fl(4)W 5s	125	19	Metallic structure	TE 2001
							*
3562·55	Islote Santa Elena	26 06:0 111 18:0	Fl(4)W 16s	7	9	White round structure	(fl 1, ec 2) x 3, fl 1 ec 6
*	*	*	*	*	*	*	*
3562·6	Punta Santa Elena	26 06:0 111 19:0	Fl W 6s	7	9	White round structure	fl 1
*	*	*	*	*	*	*	*
3563·5	Punta Coyote	25 48:5 111 18:3	Fl W 6s	8	11	Metal truncated pyramidal tower 7	fl 1
							*
3563·52	- Isla del Carmen. S point	25 49:6 111 14:3	Fl(2)W 10s	12	11	Metal truncated pyramidal tower 10	fl 1, ec 2, fl 1, ec 6. TE 2001
							*
3563·8	- N	25 49:0 111 16:1	Fl(4)W 16s	13	11	Metal truncated pyramidal tower 12	(fl 1, ec 2) x 3, fl 1, ec 6. TE 2001
							*
3564·4	Islote de las Animas	25 06:4 110 31:5	Fl(3)W 12s	49	11	Metal framework tower 9	(fl 1, ec 2) x 2, fl 1, ec 5. TE 2001
							*
4480·7	- Small boat warning sign	44 04:1 124 08:2	Q Y	11	...	White ◇ worded ROUGH BAR	Lights flash when seas exceed 4 feet in height, lights extinguished for lesser sea conditions, but with no guarantee that bar is safe
*	*	*	*	*	*	*	*

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Volume G *continued.*

4602	- No 52	46 14.1 123 42.9	Iso R 2s	5	4 Red $\triangle$ on dolphin	53m outside channel limit
			*		*	*
4614	Bayview. No 29	46 16.5 123 29.3	Iso G 2s	5	4 Green $\square$ on pile structure	
		*	*		*	
4701.4	Government Island. Ldg Lts 128°. Front	45 33.9 122 26.9	Q R	12	... Red $\square$, black stripe, on tower, on pile structure	Intens on leading line
	*			*	*	
4703	- Upper Ldg Lts 263°. Front	45 34.4 122 24.1	Q G	9	... Red $\square$, black stripe, on tower	Vis 259°-267°(8°)
	*			*		*

Volume H, 2000. Weekly Edition No. 19, Dated 10th May, 2001.
Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

0123	- Wharf. Head	51 24.9 57 09.0	Fl W 6s	10	9 Square framework tower 9	Emergency light
		*		*	*	*
1086	- Entrance. S side. Cascumpeque Island	46 47.9 64 02.2	Iso W 4s	18	7 Red framework tower, white bands 18	Emergency light
			*			*
1116	- E side. Darnley Point. Ldg Lts 233°. Front	46 33.8 63 39.1	F R	14	... White tower, red stripe 6	Vis on leading line only. Seasonal
						*
1116.1	---- Rear. 515m from front	46 33.7 63 39.4	F R	22	... White tower, red stripe 6	Vis on leading line only. Seasonal
						*

Volume J, 2000. Weekly Edition No. 19, Dated 10th May, 2001.
Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

0022	<i>Remove from List</i>					
0022.02	<i>Remove from List</i>					
0022.04	<i>Remove from List</i>					
0022.06	<i>Remove from List</i>					
0088	<i>Remove from List</i>					
0089	- WEST PENOBSCOT BAY. Lincolnville. Ferry Terminal N	44 16.8 69 00.3	F W	...	... Pile	Private
	*					
1306	- New Castle. Bulkhead Bar. Ldg Lts 008°. Front	39 39.3 75 34.4	Iso R 2s	13	... Black framework tower, white hut	Vis on leading line only. Shown 24 hours
			*			
1309	- Ldg Lts 017°. Front	39 45.0 75 29.7	Iso R 2s	12	... Framework tower	Vis on leading line only. Shown 24 hours
			*			

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Volume J *continued.*

1315-4	- Intake	39 50:5 75 21:4	Oc Y 1-5s	5	... On pile	ec 0-5. Private
					*	
1316	-- Common front	39 50:9 75 15:2	Iso R 2s	12	... White framework tower concrete base	Vis on leading line only. Shown 24 hours
		...	Iso G 2s	15	... Same structure	Vis on leading line only. Shown 24 hours
			*			
ISLE OF WIGHT BAY						
1360	- No 3	38 21:3 75 05:2	Fl G 2-5s	5	3 Green □ on pile	
*	*	*	*	*	*	*
1360-01	- No 6	38 21:0 75 05:5	Fl R 4s	5	4 Red △ on pile	Removed when endangered by ice
*	*	*	*	*	*	*
1360-02	- No 9	38 21:5 75 05:3	Fl G 4s	5	3 Green □ on pile	Removed when endangered by ice
*	*	*	*	*	*	*
1360-03	- No 10	38 21:8 75 05:3	Q R	5	3 Red △ on pile	
*	*	*	*	*	*	*
1360-04	- No 13	38 22:1 75 05:5	Fl G 2-5s	5	3 Green □ on pile	Removed when endangered by ice
*	*	*	*	*	*	*
1360-05	- No 14	38 22:2 75 05:5	Fl R 4s	5	3 Red △ on pile	
*	*	*	*	*	*	*
1360-06	- Ocean Pines Yacht Club. No 2	38 22:8 75 07:5	Fl R 2-5s	2	... On pile	Private. Shown 1/4-31/10
*	*	*	*	*	*	*
1360-07	-- No 3	38 22:8 75 07:7	Fl G 2-5s	2	... On pile	Private. Shown 1/4-31/10
*	*	*	*	*	*	*
1360-08	-- No 4	38 22:8 75 07:7	Fl R 2-5s	2	... On pile	Private. Shown 1/4-31/10
*	*	*	*	*	*	*
1378	-- No 7	37 53:0 75 27:7	Fl G 4s	5	4 Green □ on dolphin	
*	*	*	*	*	*	*
1439	<i>Remove from List</i>					
1439-1	<i>Remove from List</i>					
1439-5	<i>Remove from List</i>					
1439-6	<i>Remove from List</i>					

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Volume J *continued.*

1441·75	- No 10	36 52·9 76 20·8	Fl R 4s	5	3 Red △ on pile	PA	
*	*	*	*	*	*	*	*
1441·8	- No 12	36 53·1 76 21·1	Fl R 2·5s	5	3 Red △ on pile		
	*			*			
1476·04	- No 40	37 12·8 76 38·6	Fl R 4s	5	4 Red △ on dolphin	Ra refl	
							*
1476·045	- Kings Mill Marina. No 1	37 13·3 76 39·7	Fl G 4s	2	... Pile structure	Private	
*	*	*	*	*	*	*	*
1476·046	-- No 2	37 13·3 76 39·6	Fl R 4s	2	... Pile structure	Private	
*	*	*	*	*	*	*	*
2208·2	-- No 12	38 56·1 76 32·3	Fl R 4s	5	3 Red △ on pile	PA	
*	*	*	*	*	*	*	*
2208·5	-- No 16	38 56·7 76 32·5	Fl R 2·5s	5	3 Red △ on pile	PA	
*	*	*	*	*	*	*	*
2208·55	-- No 17	38 56·7 76 32·5	Fl G 2·5s	5	3 Green □ on pile	PA	
*	*	*	*	*	*	*	*
2208·6	-- No 18	38 56·7 76 32·5	Fl R 4s	5	3 Red △ on pile	PA	
*	*	*	*	*	*	*	*
2292	- Northwest Harbor. Erasmus Property Dolphin. A	39 16·3 76 34·3	Fl Y 4s	...	... Yellow ◇	Private. PA	
*	*	*	*	*	*	*	*
2767·3	- Braddock Cove Creek. Jetty	31 07·3 80 49·4	Fl W 2·5s	2	... On pile	Private	
*	*	*	*	*	*	*	*
3404	- Navy Ldg Lts 273° 32'. Front	30 20·1 87 19·0	Fl G 2·5s	10	... Framework tower on piles	Intens on rangeline. Shown 24 hours	
	--- Passing light	...	Fl G 2·5s	11	4 Same structure		
		*	*	*	*	*	*
3566·1	--- Rear. 0·67M from front	30 21·2 88 34·7	<i>By day</i> F W	37	... On pile	Vis 317·8°-321·8°(4°). Shown 24 hours	
		...	<i>By night</i> F R	37			
			*	*	*	*	*

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Volume J *continued.*

3917·57	Formosa Plastics Dock	30 30·1 91 11·7	2 Fl R 2·5s	15	... On dolphins	Private
*	*	*	*	*	*	*
4062	- Cut B. Inner Ldg Lts 285° 12'. Front	29 22·9 94 53·1	Fl R 2·5s	8	... Red □, white stripe, on framework tower on piles	Vis 283·2°-287·2°(4°). For upbound traffic
	----- Passing light	...	Fl R 2·5s	8	4 ...	Vis all round
		*	*	*		
4227·4	- Ldg Lts G 069·3°. Front	25 58·8 97 19·4	Q G	8	... Red □, white stripe, yellow band, on framework tower on piles	Intens on rangeline. For downbound traffic
	--- Passing light	...	Q G	8		
	*		*	*		
4252·2	Barra de Corazones. Breakwater. N	21 15·0 97 25·0	Fl R 5s	10	8 White GRP tower orange bands	<i>fl 0·5. TE 2001</i>
					7	*
4261	- S Breakwater	20 29·0 97 00·0	Fl G 5s	8	8 White metal tower	<i>fl 0·5. TE 2001</i>
					7	*
4298	- Muelle Pilotes. NW corner	19 12·0 96 08·0	Iso G 2s	5	6 Green concrete post	TE 2001. Iso G 2s on SE corner. Iso G 2s on SE corner TE 2001
*	*	*	*	*	*	*
4318	- Santiaguillo	19 08·5 95 48·4	Fl(2)WR 10s	32	22 Red round masonry tower and dwelling	<i>fl 1, ec 2, fl 1, ec 6.</i> R000°-056°(56°) over Arrecife del Cabezo, W056°-085°(29°), R085°-130°(45°) over Bajo Anegada de Afuera, W130°-000°(230°). Racon. TR 2001
					30	*
4386·2	- Fishing Harbour. Breakwater. NE	19 00·0 91 11·0	Fl R 5s	6	8 Red round concrete tower	<i>fl 0·5. TE 2001</i>
					5	*
4395·2	-- No 2	19 49·0 90 35·6	Iso G 2s	9	6 Green column	
			*		6	*
4395·3	-- No 3	19 49·0 90 35·6	Iso R 2s	9	6 Red column	
			*		6	*
4466	- La Aguada	18 14·0 87 55·0	Fl(2)W 10s	12	11 White round concrete tower	PA. For lights of Belize in Bahía Chetumal <i>see</i> J5930
					10	*
5042·5	- Deseo. No 1	19 58·9 75 08·4	Q G	5	3 Green column	
			*		3	

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Volume J *continued.*

6287	- Bahia de Maracaibo. Quay (Sur). SE corner	10 38·4 71 36·1	Fl W 4s	15	11	10	<i>fl 1.</i> TE 2001	*
6419	- Isla Las Aves de Sotavento	12 03·7 67 40·9	Fl W 7s	16	12	White metal framework tower, orange bands 20	<i>fl 1.</i> Racon. TE 2001	*
6420	- Islas Las Aves de Barlovento	11 56·7 67 26·4	Fl W 10s	16	12	White metal framework tower, orange bands 17	TE 2001	*
6425·4	- Sebastopol	11 46·7 66 34·9	Fl W 6s	16	12	White GRP tower, orange bands	<i>fl 1.</i> TE 2001	*
6426	- Cerro Walker	11 48·9 66 11·1	Fl W 4s	158	19	White GRP framework tower, orange bands 6	<i>fl 1.</i> Racon. TE 2001	*
6479·5	Isla La Borracha	10 18·0 64 44·1	Fl W 6s	381	19	...	<i>fl 1.</i> Racon. TE 2001	*
6512	- Hernán Vásquez Breakwater. Head. (Rompeolas Carupano)	10 40·7 63 14·8	Fl G 4s	6	9	White concrete tower, green bands 3	<i>fl 1</i>	*

Volume K, 2001. Weekly Edition No. 19, Dated 10th May, 2001.

Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

2071·9	- No 11 Ldg Lts 171° 59'.	34 49·1 138 30·9	F R					
	Rear. 430m from front							
		...	By day F W					
			*					
2072	-- Common front	34 48·9 138 30·9	F R					
		...	F Bu					
			*					
2072·1	--- No 13 Ldg Lts	34 48·7 138 31·0	F Bu					
	022° 30'. Rear. 345m from front							
		...	By day F W					
			*					
2945·5	-	25 30·5 152 59·0	Fl G 2·5s	...	...	Green △ on beacon		
*	*	*	*	*	*	*	*	*

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Volume K *continued.*

3422·5	Raymonde Shoal	8 12·8 148 17·3	Fl W 5s	16	10	Black pile structure	<i>fl 0·5. TE 2001</i>
							*
3423	Holnicote Bay. Eve Shoal	8 31·1 148 25·4	Fl(2)WR 8s	16	10	White pile structure 9	<i>fl 0·4, ec 1, fl 0·4, ec 6·2.</i> R125°-145°(20°), W145°-155°(10°) R155°-175°(20°), W175°-125°(310°). Irreg (T) 2001
							*
3426	Spear Island	8 59·4 149 08·3	Fl W 6s	19	10	White framework tower, white hut at base 15	<i>fl 0·6. TE 2001</i>
							*
3756	Orakei Wharf	36 50·7 174 48·9	Oc R 6s	8	3	On tower	<i>ec 2. TE 2001</i>
							*
3849·6	- No 13	36 53·0 174 52·5	Fl G 3s	4	2	Green △ on green beacon	TE 2001
							*
4371·5	- Wharf. Off SW Corner	45 49·2 170 37·6	VQ(6)+LFl W 15s	3	1	▽ on yellow beacon, black top 3	Ra refl
							*

Volume L, 2001. Weekly Edition No. 19, Dated 10th May, 2001.

Last amendment: Weekly Edition No. 18, dated 3rd May, 2001.

0749	-- Bridge Passage. A	62 20·2 5 35·9	Iso G 2s	5	4	Dolphin	Shown 16/7-21/5
							*
0749·2	--- B	62 20·2 5 35·9	Iso R 4s	4	4	Dolphin	Shown 16/7-21/5
							*
1559	- Rugmelsflu	63 42·9 9 31·7	Q G	7	5	Lantern on piles	Reported Destroyed (T) 2001
							*
3457	-- Leisundet. Ldg Lts 293°. Front	69 19·7 16 08·2	Iso W 2s	5	9	On column	Vis 289°-297°(8°)
		*			*	*	
3457·1	---- Rear. 110m from front	69 19·8 16 07·9	Oc W 6s	9	10	On post	Vis 285°-301°(16°)
		*			*	*	*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2001

Weekly Edition No. 19 dated 10 May 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.

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VI

VOLUME 1, 2000/01—PART 1

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COAST RADIO STATIONS

0166 Netherlands Coastguard (IJmuiden) (PBK)

Delete station and replace by:

Netherlands Coastguard Radio (PBK)

CALL: Netherlands Coastguard

TELEPHONE: +31 (0)900 0111 (H24 Operations and alarm)

+31 (0)255 546 654 (H24 Operations)

+31 (0)255 546 546 (Administration—office hours only)

FAX: +31 (0)255 546 599 (H24 Operations)

+31 (0)255 546 548 (Administration—office hours only)

TELEX: +44 71088 KUSTW NL (H24 Operations)

Inmarsat—C: Ident Nr 424477710 (H24 answerback NLCG X)

NOTE: The Netherlands Coastguard Radio (PBK) is situated at IJmuiden

The Netherlands Coastguard Centre is the JRCC (Joint Aeronautical and Maritime Rescue Co-ordination Centre) for The Netherlands A1 and A2 Sea Areas

During SAR operations it will use the Call "Ymuiden Rescue"

1. RT (MF)

Antenna sites are located at:

IJmuiden (52°27'N 4°35'E) —Rx site only

Nes (53°23'N 6°04'E) —Tx site only

Noordwijk (52°17'N 4°28'E) —Rx site only

Scheveningen (52°06'N 4°16'E) —Tx site only

Terschelling (53°21'N 5°12'E) —Rx site only

Transmits

Receives

Hours of Watch

2182

2182

On request¹

(1) After prior contact on MF DSC

Continued on next column

MEDICAL ADVICE BY RADIO

Page 309, delete NETHERLANDS section and replace by:

NETHERLANDS

STATION: Netherlands Coastguard Radio (PBK)

ADDRESS: Radio medical advice (RMA)

LANGUAGE: Dutch or English

PROCEDURE:

RT (VHF) — A1 Sea Area

a) Call Netherlands Coastguard Radio (PBK) on VHF DSC Ch 70 MMSI 002442000 or Ch 16

b) State vessel's name, callsign and position, and ask for MEDICAL ADVICE

c) The vessel will be assigned a VHF working channel (Ch 23 or 83) and connected to the duty RMA doctor

d) Use the Radio Medical Advice questionnaire to give the doctor clear information

RT (MF) — A2 Sea Area

a) Call Netherlands Coastguard Radio (PBK) on MF DSC 2187.5 kHz MMSI 002442000 requesting a transfer to 2182 kHz

b) After establishing contact on 2182 kHz state vessel's name, callsign and position, and ask for MEDICAL ADVICE

c) The vessel will be assigned a working frequency and connected to the duty RMA doctor

d) Use the Radio Medical Advice questionnaire to give the doctor clear information

Continued on next page

2. VHF

Antenna sites are located at:

Appingedam	Ch 16	53°20'N 6°51'E
Enkhuizen	Ch 16	52°40'N 5°10'E
Goes	Ch 16	51°31'N 3°54'E
Hilversum	Ch 16	52°11'N 5°10'E
Hoek van Holland	Ch 16	51°59'N 4°07'E
Huisduinen	Ch 16	52°57'N 4°43'E
IJmuiden	Ch 16	52°27'N 4°35'E
Platform L7	Ch 16	53°34'N 4°12'E
Rotterdam	Ch 16	51°53'N 4°27'E
Scheveningen	Ch 16	52°06'N 4°16'E
Terschelling	Ch 16	53°21'N 5°12'E
Schiermonnikoog	Ch 16	53°29'N 6°10'E
Westkapelle	Ch 16	51°31'N 3°28'E
Wieringerwerf	Ch 16	52°54'N 5°03'E

HOURS OF WATCH: Ch 16: H24

3. Digital Selective Calling (DSC):

MMSI 002442000

Distress and Safety:

Antenna are located at all sites listed in section 1

Ch 70	Ch 70	H24
-------	-------	-----

Distress and Safety:

Antenna sites are located at:

IJmuiden (52°27'N 4°35'E) —Rx site only

Noordwijk (52°17'N 4°28'E) —Rx site only

Scheveningen (52°06'N 4°16'E) —Tx site only

Terschelling (53°21'N 5°12'E) —Rx site only

2187.5

2187.5

H24

Netherlands Coastguard (HH080/002/09 — E46) 19/01

VI

Inmarsat A/B/M Telephone (through Les Burum – Station 12)

- Contact Station 12 by entering code 12
- For priority use **code 32** –Medical Advice or **code 38** – Medical Evacuation
- State vessel's name, Inmarsat number and position
- Vessel will be connected to duty RMA doctor
- Use the Radio Medical Advice questionnaire to give the doctor clear information

Inmarsat A/B/C Telex (through Les Burum – Station 12)

- Contact Station 12 by entering code 12
- For priority use **code 32** –Medical Advice or **code 38** – Medical Evacuation

Inmarsat A/B Telex: Vessel will be automatically relayed to the RMA computer and will receive the host: MEDIC SERVICE NL, Vessel's host will be called in, send the message and end with: NNNN.

Disconnect but do not switch off the Inmarsat terminal, the RMA computer will automatically send a reply from the doctor.

Inmarsat C Telex: Vessel will be automatically relayed to the Store and Forward system of Station 12, send the message and end with: NNNN. Disconnect but do not switch off the Inmarsat terminal, the RMA computer will automatically send a reply from the doctor.

Netherlands Coastguard (HH080/002/09 – E46) 19/01

RADAR BEACONS

VOLUME 1, 2000/01—PART 2

Published Wk 30/00

(Last Amendments: Weekly Edition No. 16 dated 19 April 2001)

NIL

19/01

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 17 dated 26 April 2001)

RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS

0001 VHF DIRECTION-FINDING SERVICE

Fairlight

Delete position and replace by: 50°52'·19N 0°38'·74E

MCGA (HH080/001/19 – E28) 19/01

3095 Challis Oil Terminal

Delete station

Australian Annual Notices 2001 19/01

50270 Round Island Lt

Delete position and replace by: 49°58'·75N 6°19'·40W

UKHO Chart 34 WGS84 NE 19/01

Insert station:

ZS Lt Buoy Racon

53°19'·79N 4°55'·89E **54940**

T

Netherlands Notice 16/247/01 (HH340/670/02 – E14) 19/01

79140 Madras (Chennai) Harbour Lt

Delete morse ident **M** and replace by: **C**

Indian Notice 6/111/01 (HH503/430/03 – E4) 19/01

VOLUME 3, 2000/01—PART 1

Published Wk 21/00

(Last Amendments: Weekly Edition No. 16 dated 19 April 2001)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

0130 Valentia (EJK) [W] (Coast Guard MRSC)

Weather Bulletins, delete lines 3 and 4, Gale to Sea, and replace by:

Gale warnings, synopsis and 24 hour forecast for Irish coastal waters up to 30 n miles offshore, Irish Sea, sea areas Sole, Fastnet and Shannon

19/01

0140 Malin Head (EJM) [Q] (Coast Guard MRSC)

Weather Bulletins, delete lines 3 and 4, Gale to Sea, and replace by:

Gale warnings, synopsis and 24 hour forecast for Irish coastal waters up to 30 n miles offshore, Irish Sea, sea areas Shannon, Rockall, Malin and Bailey

UK Meteorological Office (HH080/001/19 – E29) 19/01

0166 Netherlands Coastguard (IJmuiden) (PBK) [P]

Delete station and replace by:

Netherlands Coastguard (IJmuiden) (PBK) [P]

DIAGRAMS W1 page 45, X1 page 370

A	518	F1B	
B	2673	J3E	
C Goes	Ch 83		51°30'N 3°53'E
C Westkapelle	Ch 23		51°31'N 3°28'E
C Rotterdam	Ch 23		51°52'N 4°27'E
C Scheveningen	Ch 23		52°06'N 4°16'E
C IJmuiden	Ch 83		52°27'N 4°35'E
C Huisduinen	Ch 23		52°57'N 4°43'E
C Wieringerwerf	Ch 83		52°54'N 5°03'E
C Terschelling	Ch 23		53°21'N 5°12'E
C Nes	Ch 83		53°24'N 6°04'E
C Appingedam	Ch 23		53°20'N 6°51'E
C Platform L7	Ch 83		53°34'N 4°12'E
C Lelystad	Ch 23		52°32'N 5°26'E
C Hilversum	Ch 83		52°11'N 5°10'E

Storm Warnings**A–C:** On receipt**A:** 0230 0630 1030 1430 1830 2230**B, C:** 0333 0733 1133 1533 1933 2333

Near gale warnings for Netherlands coastal waters up to 30 n miles offshore (including IJsselmeer) and Areas Dover, Thames, Humber, German Bight, Dogger, Fisher, Forties, Viking. In English on **A** and **B** and English and Dutch on **C**

Weather Bulletins**B:** 0940 2140**C:** 0805 1305 1905 2305 LT

Forecast for Netherlands coastal waters up to 30 n miles offshore (including IJsselmeer) in English and Dutch on **C**. Areas Dover, Thames, Humber, German Bight, Dogger, Fisher, Forties and Viking in English on **B**.

NOTE: Forecasts will be broadcast **without prior announcement** on DSC or RT**Navigational Warnings****A–C:** On receipt**A:** 0230 0630 1030 1430 1830 2230**B, C:** 0333 0733 1133 1533 1933 2333In English on **A** and **B**In English and Dutch on **C**NOTE: New navigational warnings on **B** (RT (MF)) will be announced on MF DSC.

New navigational warnings on **C** (VHF) will be announced on Ch 16, but **not announced** on VHF DSC unless they contain vital information.

Ice Reports**A–C:** On receipt**A:** 1030**B, C:** 1133In English on **A** and **B**In English and Dutch on **C**

Netherlands Coastguard (HH080/002/09 – E46) 19/01

1390 Split (9AS) [Q]Frequency table, delete last line, **B** to 16°07'0E, and replace by:**B** Srdj (Dubrovnik) Ch 81 0-05 42°39'N 18°07'E

Croatian Annual Notice 1/2000 (H080/010/09 – E13) 19/01

Page 243, insert station:

General Notes**2408****1. Port Meteorological Offices**

Addresses

Cape Town Port Meteorological Officer
Weather Office
Box 21
Cape Town Airport
Cape Town 7525
Telephone: +27 (0)21 934 0450
Fax: +27 (0)21 934 3296
E-mail: metcape@intekom.co.za

Durban Port Meteorological Officer
Weather Office
Durban Airport
Durban 4029
Telephone: +27 (0)31 42 4224/5
Fax: +27 (0)31 42 6830
E-mail: metdurban@intekom.co.za

19/01

2409 South African Weather Bureau

Line 3, delete www.sawb.gov.za and replace by:

www.sawb.gov.za

South African Notice 13/2000 (HH080/013/08 – E17) 19/01

VOLUME 3, 2000/01—PART 2

Published Wk 21/00

(Last Amendments: Weekly Edition No. 16 dated 19 April 2001)

RADIO–FACSIMILE**Page 30, Valparaíso Playa Ancha (CBV) [Facsimile]**

delete station and replace by:

Valparaíso Playa Ancha (CBV) [Facsimile]

DIAGRAM page 2

4226-2
8675-2
17144-6

Map Area

A 10°S.120°W 10°S.50°W 80°S.130°W 80°S.30°W		
--	--	--

Schedule

A	Surface Analysis & Satellite Picture	1115(06)	120/576
	Swell and Ice Edge	1915	
	Surface Analysis and 12 hour Surface Forecast	2315(18)	

M/V Waja (HH080/026/06 – E30) 19/01

VI

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

Navigational Warnings

4940 Guam (NRV) [V] (U.S. Coast Guard)

Weather Bulletins, delete line 5, **B–D:** to 2315, and replace by:

B–D: 0230 0500 0900 1500 1900 2315

19/01

Delete lines 11 and 12, **G:** to 1530, and replace by:

G, F: 0930 1530 2130 0330

19/01

Navigational Warnings, delete line 6, **B–D:** to 0900, and replace by:

B–D: 0230 0500 0900 1500 1900 2315

19/01

4980 Honolulu (NMO) [O] (U.S. Coast Guard)

Weather Bulletins, line 5, **F, G:**, delete 1200 and replace by: 1800

Line 14, **B–D:**, delete 0430

Navigational Warnings, delete and replace by:

Navigational Warnings

A: 0040 0440 0840 1240 1640 2040

Notices to Mariners. Electronic Navigation Advisories

B–D: 0130 2030

B, C: 0730 1330

NAVAREA XII warnings, HYDROPACS, Electronic Navigation Advisories.

19/01

4982 Honolulu (NMO2) [O] (U.S. Coast Guard)

Station heading, delete [O]

U.S. Coast Guard (HH080/024/19 – E37) 19/01

5240 Seattle (KLB)

Delete station

Mobile Marine Radio Inc (HH080/024/19 – E36) 19/01

5282 Astoria (NMW) [W] (U.S. Coast Guard)

Delete **Storm Warnings, Weather Bulletins and Navigational Warnings** and replace by:

Weather Bulletins

A: 0533 1733

Gale warnings, synopsis and forecast for Offshore Areas I and II

C: 0130 0530 0930 1330 1730 2130

Coastal forecast for Areas 4–11. Offshore forecast for Areas I–V

Continued on next column

A, B: On receipt

0533 1733

Local warnings

C: 0130 0530 0930 1330 1730 2130

Notices to Mariners for areas Alameda and Seattle. Electronic Navigation Advisories.

19/01

5325 CAMSPAC, Point Reyes (NMC) [C] (U.S. Coast Guard)

Delete **Storm Warnings, Weather Bulletins and Navigational Warnings** and replace by:

Weather Bulletins

A: 0000 0400 0800 1200 1600 2000

Coastal forecast for Areas 4–11. Offshore forecast for Areas I–V

B: 0000 1800

High Seas forecast for NE Pacific – Equator to 30°N and E of 140°W, and Mid Pacific

C, D: 0430 1030

D, E: 1630 2230

Offshore forecasts for Areas I–V. High Seas forecast for NE Pacific – Equator to 30°N and E of 140°W.

Navigational Warnings

A: 0000 0400 0800 1200 1600 2000

Notices to Mariners for areas Alameda and Seattle. Electronic Navigation Advisories.

B: 0000 1800

HYDROPAC and NAVAREA XII warnings. Electronic Navigation Advisories.

19/01

5360 Long Beach (NMQ9) [Q] (U.S. Coast Guard)

Storm Warnings, delete lines 1 to 6, **A:** On receipt to single-operator ships

Weather Bulletins, delete lines 2 and 3, For to N Pacific, and replace by:

Coastal forecast for Areas 4–11. Offshore forecast for Areas I–V

19/01

Navigational Warnings, after line 2, insert:

Notices to Mariners for areas Alameda and Seattle

19/01

Delete lines 3 to 5, **B, C:** to single-operator ships

U.S. Coast Guard (HH080/024/19 – E37) 19/01

VI

6815 Mobile (WLO)

Delete station and replace by:

VOLUME 5, 2000/01

Published Wk 24/00

(Last Amendments: Weekly Edition No. 14 dated 5 April 2001)

Mobile (WLO)

DIAGRAM W18 page 51

6815

A	4369 (405)	J3E	10	1200-0400
A	4396 (414)	J3E	10	1200-0400
A	6519 (607)	J3E	10	1200-0400
A	8788 (824)	J3E	10	1200-0400
A	8806 (830)	J3E	10	1200-0400
A	13110 (1212)	J3E	10	1200-0400
A	13152 (1226)	J3E	10	1200-0400
A	17260 (1607)	J3E	10	1200-0400
A	17362 (1641)	J3E	10	1200-0400
A	19773 (1807)	J3E	10	1200-0400
A	22804 (2237)	J3E	10	1200-0400
B	4213 (406)	F1B	20	1200-0400
B	6317 (606)	F1B	20	1200-0400
B	8419 (806)	F1B	20	1200-0400
B	8421 (810)	F1B	20	1200-0400
B	8423-5 (815)	F1B	20	1200-0400
B	12581-5 (1205)	F1B	20	1200-0400
B	12584-5 (1211)	F1B	20	1200-0400
B	12482 (1215)	F1B	20	1200-0400
B	16809 (1605)	F1B	20	1200-0400
B	16812 (1611)	F1B	20	1200-0400
B	16814 (1615)	F1B	20	1200-0400
B	19685-5 (1810)	F1B	20	1200-0400
B	22383-5 (2215)	F1B	20	1200-0400
B	26108 (2515)	F1B	20	1200-0400

Weather Bulletins

A: 1200 1600 2200

Forecast for Gulf of Mexico

A: 1205 1700 2300

Forecast for Southwest North Atlantic

A: 1210 1800 0000

Forecast for Caribbean

B: On request using command "WX+" (This service is chargeable)

NOAA selected weather products for all ocean areas adjoining the United States. Additional specific weather products are generated during the annual occurrence of the Hurricane Season. Weather forecast releases are made four times daily at six hour intervals. Each product has its regularly scheduled release time.

Mobile Marine Radio Inc (HH080/024/19 – E36) 19/01

7019 Boston (NMF7) (U.S. Coast Guard)

Frequency table, after line 1, insert:

A 2670 J3E

U.S. Notice 14/01 (HH080/024/19 – E38) 19/01

VOLUME 6, 2000/01—PART 1

Published Wk 43/00

(Last Amendments: Weekly Edition No. 18 dated 3 May 2001)

NIL

19/01

VOLUME 6, 2000/01—PART 2

Published Wk 43/00

(Last Amendments: Weekly Edition No. 17 dated 26 April 2001)

Page 59, WEST COAST VTS

Vessel Traffic Service, FREQUENCY, delete Ch 67 and replace by: Ch 09

PROCEDURE, section (1), lines 3 and 4, delete Ch 67 and replace by: Ch 09

REPORTING, line 1, delete Ch 67 and replace by: Ch 09

Movement Reports, section (6), lines 2 and 3, delete Ch 67 and replace by: Ch 09

Finnish Notice 10/242/01 (HH320/130/02 – E11) 19/01

Page 150, RĪGA

Vessel Traffic Services, PROCEDURE, section (2), delete reporting point R (57°13'·12N 023°44'·03E) and replace by:

Reporting Point R (57°13'·7N 23°44'·2E)

Latvian Notice 4/16/01 (HH345/460/04 – E54) 19/01

Page 179, RUNDØY

Sea Pilot Station, PROCEDURE, line 3, delete (in good weather and on request only) and replace by:

(by arrangement only)

Norwegian Notice 7/309/01 (HH310/480/03 – E24) 19/01

VOLUME 6, 2000/01—PART 3

Published Wk 43/00

(Last Amendments: Weekly Edition No. 16 dated 19 April 2001)

Page 167, **AL SHAHEEN TERMINAL**Delete **Pilots and Terminal** section and replace by:**Pilots and Terminal**

DESCRIPTION: The terminal consists of a Floating Storage and Offloading (FSO) unit "Caribbean Blue" moored to SPM No 1 in position 26°34'59N 51°58'48E

TELEPHONE: Operator: +974 4493493 (Marine duty +974 5519454) (Export duty +974 5542617)

Terminal: +974 4493442 (wait for new dial tone then press 10 for Terminal Supervisor or 12 for CCR)

Terminal: Inmarsat-M: +873/1 761 799 386

FAX: Operator: +974 4493444

Terminal: +974 4493441

Terminal: Inmarsat-M: +873/1 761 799 387

TELEX: Operator: +497 4272 MSKQTR DH

Terminal: Inmarsat-C: +583/1 435732610 CBLU X

E-MAIL: Operator: shaheen@moq.com.qa

Terminal: shaheen@moq.com.qa

FREQUENCY: Terminal (FSO): Ch 16, 69

Mooring Master: Ch 16, 69 and private channel

HOURS: Terminal: H24 in the CCR

Maersk Oil Qatar AS: Sun-Thurs: 0700-1530LT

PROCEDURE:

(1) Pilotage is compulsory within the SPM No 1 safety zone of 1500 metres.

(2) Vessels must send their ETA to Maersk Oil Qatar AS and copy to Al Shaheen Terminal, 7 days, 5 days, 3 days, 2 days and 1 day prior to arrival.

(3) Vessels restricted in utilising their own Satcom system should, where applicable, use the agent to forward the ETA.

(4) Vessels should contact the Terminal FSO "Caribbean Blue" on Ch 16 or 69 when within range.

(5) The "Al Shaheen Terminal" pilot station/anchorage is located at 26°33'N 52°04'E (approx 6 n miles off the terminal).

NOTE: The terminal is operated by Maersk Oil Qatar AS.

Capt Erenskjold - Maersk Oil Qatar AS (HH080/016/06 - E31) 19/01

Page 169, after **MUSAYID (UMM SAID)** entry, insert new station:**NORTH FIELD CHARLIE (GAS FIELD)**

26°37'N 51°59'E

Terminal

CALL: Ras Gas Alpha

TELEPHONE: +974 4738600

FAX: +974 4738667

FREQUENCY: Ch 16; 12

PROCEDURE: Vessels are requested to keep well clear of the installation and adjacent structures and not enter the charted restricted area without first obtaining the permission of the Offshore Installation Manager (OIM) on Ras Gas Alpha.

NOTE: This field is operated by Ras Laffan Liquefied Natural Gas Company Ltd.

Qatar Petroleum (HH080/016/06 - E29) 19/01

VOLUME 6, 2000/01—PART 4

Published Wk 43/00

(Last Amendments: Weekly Edition No. 18 dated 3 May 2001)

Page 96, insert new entry:

XIJIANG MARINE TERMINAL

21°18'N 114°57'E

Pilots and Terminal

LOCATION: FPSO Nan Hai Kai Tuo (21°18'40N 114°57'27E)

TELEX: +873 1252311

FREQUENCY: Ch 16; 71

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory when mooring (HJ only) and unmooring (H24).

(2) Vessels should send ETA 72, 48 and 24 hours in advance to Xijiang Terminal by telex.

(3) The Mooring Master acts as the pilot and boards by helicopter.

Phillips China Inc. (HH548/180/04 - E22) 19/01

Page 213, **AUCKLAND (Waitemata Harbour)**

Delete entry heading and position and replace by:

AUCKLAND (Manukau Harbour, Onehunga Harbour and Waitemata Harbour)**(1) Manukau Harbour**

37°05'S 174°40'E

Pilots and Port

CALL: Manukau Harbour Radio

LOCATION: South Head

TELEPHONE: +64(0)9 235 1013

FAX: +64(0)9 235 1013

FREQUENCY: 2182; 2012 kHz

Ch 11 16; 11 12 13 14 68

Search & Rescue: Ch 68

Tugs: Ch 11; 06 10 11 12 14 68

HOURS:

0800-0830 LT: 2182; 2012 kHz Ch 16

0830-0900 LT: 2012 kHz Ch 11 16

1800-1830 LT: 2182; 2012 kHz Ch 16

1830-1900 LT: 2012 kHz Ch 16

Other times: by arrangement

PROCEDURE:

(1) Pilotage is not compulsory but is available on request.

(2) Vessels should send ETA to the agent 10 days, 5 days, 3 days, 48 hours and 24 hours prior to arrival. Message should include draught forward and aft and any requirements.

(3) Vessels should notify any changes to the final ETA.

(4) Pilot boards off Te Pirau Point.

Continued on next page

VI

(2) Onehunga Harbour

36°56'S 174°46'E

VOLUME 8, 2001/02

Published Wk 12/01

Port

CALL: Onehunga Harbour

LOCATION: Onehunga Wharf

TELEPHONE: +64(0)9 636 4739

FAX: +64(0)9 634 6599

FREQUENCY: 2012 kHz
Ch 11

HOURS: 0830–0900 1130–1200 1430–1500 LT

PROCEDURE: See Manukau Harbour

(Last Amendments: Weekly Edition No. 15 dated 12 April 2001)

NIL

19/01

(3) Waitemata Harbour

36°51'S 174°49'E

19/01

Pilots and Port, delete CALL to HOURS and replace by:

CALL: Auckland Harbour Control

LOCATION: Fergusson Container Terminal Building

TELEPHONE: +64(0)9 309 1382

FAX: +64(0)9 309 1380

WEBSITE: www.poal.co.nz

FREQUENCY: Auckland Harbour Control: Ch 09 12 14 16 67 69
Tugs: Ch 09; 11
Naval: Ch 08 10

HOURS: H24

19/01

After RADAR ASSISTANCE section insert:

NOTE: Manukau Harbour, Onehunga Harbour and Waitemata Harbour are operated by Ports of Auckland Ltd.

19/01

Page 219, **PICTON**

Port, delete FREQUENCY and replace by:

FREQUENCY: Ch 19

New Zealand Nautical Almanac 2001 19/01

ADMIRALTY MARITIME COMMUNICATIONS

NP289 – SECOND EDITION

UNITED KINGDOM AND THE MEDITERRANEAN

Published Wk 15/01

(Last Amendments: Weekly Edition No. 15 dated 12 April 2001)

Amendments will be issued monthly.
The next amendment will be issued in week 20/01.

19/01

ADMIRALTY MARITIME COMMUNICATIONS

NP290 – FIRST EDITION

CARIBBEAN

Comprehensive guide to maritime communications for small craft and bluewater cruising

THE FIRST EDITION OF ADMIRALTY MARITIME COMMUNICATIONS NP290 WILL BE PUBLISHED MAY 2001. THE FORMAT WILL BE SIMILAR TO THE SECOND EDITION OF NP289 AND WILL INCLUDE DETAILS ON:

- Weather and Safety broadcasts (including islands in the N Atlantic)
- GMDSS and DSC procedures
- Navtex and SafetyNET information
- Marina and Port communications
- GPS and DGPS

19/01

VOLUME 6, 2000/01—PART 5

Published Wk 43/00

(Last Amendments: Weekly Edition No. 18 dated 3 May 2001)

NIL

19/01

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No.

Name of ship or sender:

Address of sender:

.....

.....

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

General locality

Subject

Position. Lat Long

British Admiralty Charts affected Edition dated

Position fixing system used Datum set

Latest Weekly Edition of Notice to Mariners held

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

.....

Details:—

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

Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding information for British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS:—

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

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

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

Name of ship or sender:

Address:

Ref. No.

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Date:

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

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

Signature of observer/reporter