



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 20

17 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).

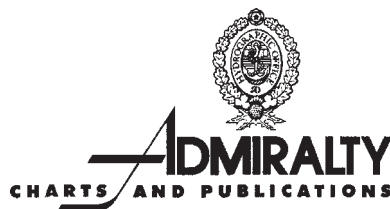
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Tel: +44 (0) 1823 337900 Ext.3342

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

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I

EXPLANATORY NOTES

Dating

Weekly Notices are dated for the Thursday appropriate to the week they are issued and include notices up to the preceding Saturday, the date of printing.

Charts and Positions

The notices in Section II give instructions for the updating of standard navigational charts and selected thematic charts in the Admiralty series. Geographical **positions** refer to the horizontal **datum** of the current edition of the largest scale chart unless otherwise stated. Where overlapping and smaller scale charts covering the area of the notice are referred to different datums, the positions appropriate to each chart are identified by a lettering system. At small scales the position shift between the various horizontal datums may be too small to plot and thus the positions will be quoted only at the datum of the largest scale chart. Positions are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older-style charts. Where **Small Craft Products** are referred to different horizontal datums than the standard navigational chart; for that geographical area positions in the notices cannot be plotted directly on the Small Craft products. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward. Symbols referred to are those shown on chart 5011.

Depths and heights are given in metres or fathoms and/or feet (abbreviated m, fm, ft, respectively).

Blocks and notes accompanying notices in Section II are placed within Section II.

Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number. They are printed on one side of the paper in order that they may be cut up and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number and an in-force list is published monthly. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

Original Information

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

Further guidance

The Mariner's Handbook (NP 100) gives a fuller explanation of the limitations of charts. Annual Notice 9 gives the UKHO policy for the promulgation and selection of safety-critical information for charts. Details of chart updating methods can be found in NP294, "How to correct your charts the Admiralty way", published October 1997. All users are advised to study these publications.

Lights

When a light is affected by a notice its Light List number is quoted. The detailed amendment to the List of Lights is given in Section V and may be published in an earlier edition than the chart-updating notice. The entire entry for each light amended will be printed (including minor changes) and an asterisk (*) will denote which column contains a significant amendment. In the case of a new light, an asterisk (*) will appear under **all** columns. New and extensively altered entries are intended to be pasted in. It is recommended that a manuscript entry is made for all shorter corrections.

It is emphasised that the List of Lights is the primary source of information on lights and that many alterations, especially those of a **temporary but operational** nature, are promulgated **only** as corrections to the List of Lights.

The range of a light is normally the nominal range, except when the responsible authority quotes luminous or geographical range.

Radio Signals

When a chart-updating notice is issued for a radiobeacon its Admiralty List of Radio Signals Volume 2 reference number is quoted, followed in parentheses by the number of the Weekly Edition containing (in Section VI) the corresponding amendment to the service details.

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

Sailing Directions

Amendments to Sailing Directions are given in Section IV. Those in force at the end of the year are reprinted in the Annual Summary of Notices to Mariners. A list of amendments in force is published in Section IV of the Weekly Edition for the last week of each month.

It is recommended that amendments are kept in a file with the latest list of amendments in force on top. The list should then be consulted when using the parent book to see if any amendments, affecting the area under consideration, are in force. It is not recommended that amendments be stuck in the parent book or current supplement, but, if this is done, when a new supplement is received care must be taken to retain those amendments issued after the date of the new supplement, which may be several months before its receipt on board.

Radio Navigational Warnings

See Note at the start of Section III.

Updating

Updating information is published by Weekly Notices to Mariners supplemented by radio warnings for items of immediate importance. It should be borne in mind that they may be based on reports which cannot always be verified before promulgation, and that it is sometimes necessary to be selective and promulgate only the more important items to avoid overloading users; the remainder being included in revised editions of the charts and publications concerned.

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EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 17 May 2001

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙4979	United States - Alaska - South Coast, Prince William Sound and Approaches. 59°22'13N. — 61°17'14N., 145°36'50W. — 148°19'95W. <i>One of a series of new charts of Prince William Sound. Includes amendments to the "In Prince William Sound" Traffic Separation Scheme. (This chart is an adoption of US16700 originally published by the Office of Coast Survey, USA).</i> CAUTION: CHANGES TO THE "IN PRINCE WILLIAM SOUND" TRAFFIC SEPARATION SCHEME - NEED TO RETAIN CHARTS 3363 and 3364. The routing information on this chart takes into account the changes scheduled for implementation at 0000 hours UTC on 1 June 2001. Existing charts 3363 and 3364 should continue to be used until these changes are implemented; they will be corrected independently and withdrawn shortly after the implementation date.	1:200,000	92	104	£16.00
⊙4980	United States, Alaska - South Coast, Prince William Sound, Eastern Entrance. 60°08'11N. — 60°40'90N., 145°43'00W. — 147°20'14W. Continuation of Approaches to Cordova. 60°30'00N. — 60°42'10N., 145°36'70W. — 145°55'00W. <i>One of a series of new charts of Prince William Sound at a larger scale. Includes amendments to the "In Prince William Sound" Traffic Separation Scheme. (This chart is an adoption of US16709 originally published by the Office of Coast Survey, USA).</i> CAUTION: CHANGES TO THE "IN PRINCE WILLIAM SOUND" TRAFFIC SEPARATION SCHEME - NEED TO RETAIN CHARTS 3363 and 3364. The routing information on this chart takes into account the changes scheduled for implementation at 0000 hours UTC on 1 June 2001. Existing charts 3363 and 3364 should continue to be used until these changes are implemented; they will be corrected independently and withdrawn shortly after the implementation date.	1:80,000 1:80,000	92	104	£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 ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 17 May 2001 (continued)

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙4981	United States, Alaska - South Coast, Prince William Sound, Port Fidalgo and Valdez Arm. 60°36'·14N. — 61°08'·56N., 145°54'·63W. — 147°19'·70W. Tatitlek Narrows. 60°47'·96N. — 60°54'·47N., 146°39'·62W. — 146°45'·94W. <i>One of a series of new charts of Prince William Sound at a larger scale. Includes amendments to the "In Prince William Sound" Traffic Separation Scheme. (This chart is an adoption of US16708 originally published by the Office of Coast Survey, USA).</i> CAUTION: CHANGES TO THE "IN PRINCE WILLIAM SOUND" TRAFFIC SEPARATION SCHEME - NEED TO RETAIN CHARTS 3363 and 3364. The routing information on this chart takes into account the changes scheduled for implementation at 0000 hours UTC on 1 June 2001. Existing charts 3363 and 3364 should continue to be used until these changes are implemented; they will be corrected independently and withdrawn shortly after the implementation date.	1:79,291 1:40,000	92	104	£16·00

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 17 May 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙536 INT 1740	International Chart Series, England - South Coast, Beachy Head to Dungeness. Sovereign Harbour. <i>Includes amendments from larger scale and adjoining charts. The plan of Sovereign Harbour has been extended to include the new North, South and West Harbours. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:75,000 1:15,000	1	20	£16·00
⊙1652	England - South Coast, Selsey Bill to Beachy Head. 50°29'·03N. — 50°54'·41N., 0°17'·10E. — 0°50'·50W. <i>Includes amendments of chart limits to give improved coverage of 'The Looe' and amendments from larger scale charts. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:75,000	1	20	£16·00
⊙1951 INT 1642	International Chart Series, England - West Coast, Approaches to Liverpool. <i>This partial new edition is limited to the transfer of the horizontal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:25,000	3	22	£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 17 May 2001 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙1981	England - West Coast, Approaches to Preston. Ⓐ Preston Riversway Docklands. <i>Includes latest British Government and local surveys. The plan of Preston Riversway Docklands has been extended to provide improved coverage. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notice 4036(P)/00. This chart remains affected by Former Notice 428(P)/01.</i>	1:75,000 1:10,000	3	22	£16·00
⊙2044 INT 1734	International Chart Series, England - South Coast, Shoreham Harbour and Approaches. Ⓐ Shoreham Harbour, Western Arm and River Adur. Ⓑ Shoreham Harbour, Eastern Arm and The Canal. Ⓒ Approaches to Shoreham. <i>This partial new edition is limited to the transfer of the horizontal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:5,000 1:5,000 1:15,000	1	20	£16·00
⊙2154 INT 1735	International Chart Series, England - South Coast, Newhaven Harbour. <i>This partial new edition is limited to the transfer of the horizontal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:5,000	1	20	£16·00
2279	Japan, Seto Naikai, Ōsaka and Amagasaki. <i>Includes changes to depths in Amagasaki Kō and Amagasaki No. 8 Area; changes to depths and port developments in Osaka Ku Inner Harbour. The horizontal datum has also been transferred to WGS 84 datum.</i> <i>Note: On publication of this New Edition Former Notices 1399(T)/99, 948(P)/00 and 570(P)/01 are cancelled. This chart is to be deleted from the list of charts affected by Former Notices 1573(T)/99, 4138(T)/99 and 4230(P)/99.</i>	1:20,000	54	82	£16·00
⊙3311	Black Sea - Russia, Approaches to Novorossiysk. <i>Includes amendments to regulated areas and the inclusion of an offshore oil terminal in Novorossiyska Bukhta and approaches.</i> <i>Note: On publication of this New Edition Former Notice 567(P)/01 is cancelled.</i>	1:150,000	31	42	£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 17 May 2001 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙3316	Black Sea - Russia, Novorossiysk. Ⓐ Port Novorossiysk. Ⓑ Neftyanaya Gavan' Sheskharis (Oil Harbour).	1:30,000 1:10,000 1:10,000	31	42	£16·00
<i>Includes amendments to regulated areas and the inclusion of an offshore oil terminal in Novorossiyska Bukhta and approaches.</i>					
⊙3478 INT 1644	International Chart Series, England - West Coast, Manchester Ship Canal and Upper River Mersey. Continuation to Eastham Locks. Ⓐ Ellesmere Port and Stanlow Oil Docks. Ⓑ Runcorn and Weston Point Docks. Ⓒ Partington Basin. Ⓓ Manchester Docks.	1:25,000 1:25,000 1:10,000 1:10,000 1:10,000 1:10,000	3	22	£16·00
<i>This partial new edition is limited to the transfer of the horizontal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>					
⊙3490 INT 1643	International Chart Series, England - West Coast, Port of Liverpool. Plan Ⓐ. Plan Ⓑ.	1:15,000	3	22	£16·00
<i>This partial new edition is limited to the transfer of the horizontal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>					

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 14 JUNE 2001

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
58 INT 7314	International Chart Series, Pakistan, Approaches to Karachi. 24°30'00N. — 24°58'45N., 66°26'05E. — 67°15'00E. <i>A replacement for existing chart 61 providing latest survey information and changes to lights and buoyage. (A modified reproduction of INT 7314 originally published by Pakistan).</i>	1:75,000	61
1196 INT 3184	International Chart Series, Mediterranean Sea, Spain - East Coast, Approaches to Barcelona. 41°11' 52"N. — 41°26' 06"N., 2°04'06"E. — 2°17' 10"E. <i>A replacement of chart 1195; provides improved coverage of the approaches to Barcelona. (A modified reproduction of Spanish Government chart 489A).</i>	1:25,000	1195

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
142	Strait of Gibraltar. Tarifa.	1:100,000 1:25,000	142
	<i>Includes changes to depths, lights, buoyage and artificial reefs from the most recent Spanish Government charts. The chart is now referred to WGS 84 datum.</i>		
902 INT 1334	International Chart Series, The Sound - Denmark, Københavns Havn.	1:12,500	902 INT 1334
	Ⓐ Knippelsbro Passage Span.	1:2,000	
	Ⓑ Langebro Passage Span.	1:2,000	
	Ⓒ Slusehavnen Lock and Sjællandsbroens Passage Span.	1:3,000	
	<i>Includes changes to depths in the northern approaches to København and harbour developments from the latest Danish Government chart.</i>		
1342	Japan, Ports in North - West Honshū.		1342
	Ⓐ Nanao - Nan Wan.	1:30,000	
	Ⓑ Fushiki and Shinminato.	1:20,000	
	Ⓒ Naoetsu.	1:15,000	
	37°10'40N. — 37°12'93N., 138°13'24E. — 138°17'50E.		
	Ⓓ Toyama.	1:20,000	
	<i>Includes changes to depths, lights, buoyage, reclaimed areas and port developments. The limit of the plan of Naoetsu has also been extended northwards to include the new breakwater.</i>		

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 14 JUNE 2001

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
3170	Sweden - East Coast, Stockholms Skärgård, Southern Approaches to Södertälje from Landsort to Regarn. <i>Includes amendments to recommended tracks, navigational aids, submarine cables and the addition of firing practice areas.</i>	1:25,000	3170
3294	Shetland Islands, Harbours in Southern Mainland. Ⓐ Scalloway. Ⓑ Clift Sound and Approaches to Scalloway. Ⓒ Seli, Sandsound and Weisdale Voes. Ⓓ Sand Wick and Hos Wick. <i>Includes revised depths in Scalloway Harbour and new berths. Updated fish farm information throughout. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).</i>	1:12,500 1:25,000 1:25,000 1:12,500	3294

Reproductions of Australian Government Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
Aus 255	Australia - East Coast, Queensland, Approaches to Abbot Point. Abbot Point Wharf. <i>The chart is now referred to WGS 84 datum and includes general updating throughout.</i>	1:25,000 1:12,500	Aus 255

Reproductions of New Zealand Government Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
NZ 681	New Zealand, South Island - South Coast, Approaches to Bluff and Riverton / Aparima. Riverton / Aparima. <i>The chart is now referred to WGS 84 datum and includes general updating throughout.</i>	1:100,000 1:40,000	NZ 681
NZ 4634	New Zealand, North Island - South Coast, Wellington Harbour Entrance and Plans of Wharves. Entrance to Wellington Harbour. Evans Bay. Point Howard & Seaview Wharves. Lambton Harbour. <i>The chart is now referred to WGS 84 datum and includes general updating throughout.</i>	1:12,500 1:7,000 1:7,000 1:7,000	NZ 4634

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>
536 INT 1740	International Chart Series, England - South Coast, Beachy Head to Dungeness.	⊙536 INT 1740
1652	England - South Coast, Selsey Bill to Beachy Head.	⊙1652
1951 INT 1642	International Chart Series, England - West Coast, Approaches to Liverpool.	⊙1951 INT 1642
1981	England - West Coast, Approaches to Preston.	⊙1981
2044 INT 1734	International Chart Series, England - South Coast, Shoreham Harbour and Approaches.	⊙2044 INT 1734
2154 INT 1735	International Chart Series, England - South Coast, Newhaven Harbour.	⊙2154 INT 1735
2279	Japan, Seto Naikai, Ōsaka and Amagasaki.	⊙2279
3311	Black Sea - Russia, Approaches to Novorossiysk.	⊙3311
3316	Black Sea - Russia, Novorossiysk.	⊙3316
3478 INT 1644	International Chart Series, England - West Coast, Manchester Ship Canal and Upper River Mersey.	⊙3478 INT 1644
3490 INT 1643	International Chart Series, England - West Coast, Port of Liverpool.	⊙3490 INT 1643

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

The following is the current list of Admiralty Charts of Great Britain that are referred to a WGS 84 compatible datum. Charts published on 17 May 2001 are shown in bold type. Former Notice 4731(P)/00 refers.

⊙26	⊙1344	⊙1828	⊙2036	⊙2484	⊙3273
⊙28	⊙1346	⊙1834	⊙2037	⊙2566	⊙3274
⊙30	⊙1411	⊙1835	⊙2041	⊙2571	⊙3275
⊙105	⊙1446	⊙1859	⊙2044	⊙2572	⊙3284
⊙106	⊙1481	⊙1892	⊙2045	⊙2610	⊙3297
⊙108	⊙1491	⊙1900	⊙2052	⊙2611	⊙3298
⊙323	⊙1503	⊙1901	⊙2093	⊙2615	⊙3315
⊙536	⊙1504	⊙1902	⊙2094	⊙2625	⊙3319
⊙871	⊙1536	⊙1951	⊙2151	⊙2628	⊙3337
⊙1121	⊙1543	⊙1967	⊙2154	⊙2629	⊙3418
⊙1152	⊙1552	⊙1975	⊙2172	⊙2631	⊙3478
⊙1160	⊙1594	⊙1981	⊙2175	⊙2642	⊙3490
⊙1166	⊙1606	⊙1991	⊙2253	⊙2656	⊙3683
⊙1176	⊙1607	⊙1994	⊙2255	⊙2693	⊙3741
⊙1178	⊙1609	⊙2000	⊙2268	⊙2695	⊙3746
⊙1182	⊙1610	⊙2007	⊙2290	⊙2696	⊙3750
⊙1183	⊙1626	⊙2010	⊙2449	⊙2793	
⊙1185	⊙1634	⊙2013	⊙2450	⊙2841	
⊙1186	⊙1652	⊙2021	⊙2451	⊙3164	
⊙1200	⊙1698	⊙2022	⊙2454	⊙3271	
⊙1320	⊙1827	⊙2035	⊙2482	⊙3272	

⊙ denotes chart available in the ARCS series.

II

2090 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
1610 INT 1511	1998/01	Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border, adjacent to the legend WGS 84 POSITIONS.
1892 INT 1741	1562/01	Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border, adjacent to the legend WGS 84 POSITIONS.
1953	1994/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1978	4755/00	Insert accompanying note, CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
1991	2855/00	Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border, adjacent to the legend WGS 84 POSITIONS.
2045	133/01	Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border, adjacent to the legend WGS 84 POSITIONS.
2265	639/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS 84 DATUM, outside N. border adjacent to chart number 2265.
2287	1675/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS 84 DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.
2449	1998/01	Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84, outside N. border, adjacent to the legend WGS 84 POSITIONS.
2450 INT 1703	1543/01	Insert magenta limit and chart number, 536, as follows: North: — East: — South: 50° 32'·63N. West: 0° 02'·26E. Delete magenta limit and chart number, 536, in position 50° 33'·2N., 0° 03'·5E. Insert magenta limit and chart number, 1652, joining the following positions: a) 50° 29'·0N., 0° 48'·6W. b) 50° 29'·0N., 0° 50'·5W. c) 50° 50'·6N., 0° 50'·5W. Delete existing magenta limit and chart number, 1652, joining: a) 50° 29'·0N., 0° 48'·6W. b) 50° 50'·6N., 0° 48'·6W. Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border, adjacent to the legend WGS 84 POSITIONS.
2451 INT 1704	2016/01	Insert magenta limit and chart number, 536, as follows: North: 50° 58'·78N. East: 1° 05'·06E. South: 50° 32'·63N. West: 0° 02'·26E. Delete magenta limit and chart reference, 536 (See Caution), in position 50° 33'·2N., 1° 04'·0E. Delete reference, (See Caution), in position 50° 29'·2N., 0° 14'·7E. Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84, outside N. border, adjacent to the legend WGS 84 POSITIONS.
3418	133/01	Delete note, CAUTION: CHARTS NOT REFERRED TO A WGS 84 COMPATIBLE DATUM, outside N. border, adjacent to the legend WGS 84 POSITIONS.
3614	2054/01	Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS 84 DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.

UK Hydrographic Office.

II

1988* ENGLAND, East Coast — River Medway — Gillingham Reach — Hoo Ness Southwards — Depths

Insert depth 5₁ m (a) 51° 23'·970N., 0° 33'·630E.
Delete depth 6m 25m SW. of (a) 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].— **1835** [New Edition 7/12/00]

Medway Ports (HH.248/410/11).

1989* ENGLAND, East Coast — Thames Estuary — North Edinburgh Channel — Depths

Insert depth 4₃ m (a) 51° 31'·85N., 1° 22'·00E.
depth 4₆ m and extend 5m contour SW. to enclose (b) 51° 31'·66N., 1° 21'·84E.
depth 5₁ m (c) 51° 31'·62N., 1° 21'·78E.
Delete depth 4₆ m (d) close N. of (a) above
depth 5₁ m (e) close NE. of (b) above
depth 4₈ m (f) close NE. of (b) above

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].— **1606** (a–e) [New Edition 22/3/01] — **1607** (INT 1562) (a,b,d,f) [New Edition 22/3/01]

Port of London Authority (HH.244/410/06).

1990* SCOTLAND, West Coast — Loch Inchart — Approaches to Kinlochbervie — Creag Mhòr — Light

Amend sectors at light, Oc.WRG.3s16m9M, as follows: 58° 27'·01N., 5° 02'·37W.
R 136·5° – 146·5° (10°)
W 146·5° – 147·5° (1°)
G 147·5° – 157·5° (10°)

Chart [Last correction].— **2503** (plan, Kinlochbervie) [1878/98]

Light List Vol. A, 2001/02, 3881.7

Northern Lighthouse Board (HH.272/690/03).

1991* SCOTLAND, North Coast — Shetland Islands — Mainland — Sullom Voe — Garths Voe — Mooring buoy

Insert  60° 26'·97N., 1° 16'·16W.

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].— **3297** (INT 1531) [New Edition 26/10/00] — **3298** (INT 1530) [New Edition 26/10/00]

Shetland Islands Council Notice 3/01 (HH.270/420/04).

1992* SCOTLAND, West Coast — Outer Hebrides — Approaches to Stornoway — Holm Bay — Diffuser; Outfall

Insert  Diffuser (a) 58° 11'·28N., 6° 20'·00W.
outfall joining: 58° 11'·52N., 6° 20'·55W.(shore)
58° 11'·50N., 6° 20'·37W.
58° 11'·45N., 6° 20'·21W.
58° 11'·39N., 6° 20'·12W.
(a) above

Chart [Last correction].— **2529** [3537/00]

Halcrow Crouch (HH.272/770/05).

1993* SCOTLAND, South–West Coast — Luce Bay — Buoyage

Insert special can light–buoy, Fl.Y.4s DZ6 (a) 54° 40'·84N., 4° 35'·62W.
(b) 54° 40'·83N., 4° 35'·54W.
Delete former DZ6 light–buoy (c) 54° 39'·57N., 4° 31'·95W.
(d) 54° 39'·56N., 4° 32'·00W.

Note: **Positions** on some 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].— **2094** (a,c) [1539/01] — **1411** (INT 1608) (a,c) [1438/01] — **1826** (INT 1607) (b,d) [1120/01]

Salvage & Mooring Officer (North) (HH.276/410/03).

II

1994* WALES, North Coast — Approaches to River Dee — West Hoyle Spit and Welsh Channel — Drying heights

Insert drying height $\underline{1}$ 2 m and extend drying contour N. to enclose 53° 21'·55N., 3° 21'·95W.
drying height $\underline{0}$ 2 m and extend drying contour S. to enclose 53° 21'·45N., 3° 23'·93W.

Chart [*Last correction*].— **1953** [4556/00]

Port of Mostyn (HH.212/400/13).

1995* WALES, South Coast — Barry Southwards — Buoy

Amend port-hand can light-buoy to, Q.R 51° 21'·9N., 3° 16'·0W.

Note: **Positions** on some 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*].— **1182** (INT 1653) [1810/01] — **1152** [1439/01] — **1179** (INT 1610) [1642/01]

Trinity House Notice 18/01 (HH.214/460/05).

1996* ENGLAND, South Coast — Poole Harbour and Approaches — Parkstone Yacht Club and South Haven Point — Lights; Light-beacon

Insert ★ *Dir.Fl.WRG.8m2M & Fl.Y (occas)* (a) 50° 40'·762N., 1° 57'·022W.
sectors at light as follows:

G 229·4° – 232·2° (2·8°)
W 232·2° – 234·7° (2·5°)
R 234·7° – 236·4° (1·7°)

Substitute ★ for yellow light-beacon with topmark 2F.G (vert) & Ldg Iso.Y.4s & F.Y 50° 42'·590N., 1° 57'·600W.

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*].— **2611** (INT 1726) [687/01] — **2175** (a) [687/01]

Light List Vol. A, 2001/02, 0503.9, 0511.2, 0511.4, 0511.41

Poole Harbour Commissioners (HH.232/560/12).

1997* ENGLAND, South Coast — Isle of Wight, North Coast — Approaches to Cowes — Grantham Rocks Northwards — Small craft moorings

Insert legend, *Small Craft Moorings*, between: 50° 46'·10N., 1° 18'·50W.
(W. border)
50° 46'·11N., 1° 18'·15W.

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*].— **2793** [*New Edition 21/9/00*]

Cowes Harbour Notice 3/01 (HH.232/640/08).

1998* ENGLAND, South-East Coast — Sandettié Deep Water Route Northwards — Depths

Insert depth 29m enclosed by 30m contour (a) 51° 23'·62N., 1° 59'·35E.

Delete depth 31m (b) 51° 23'·67N., 1° 59'·43E.

(c) adjacent to (a) above

Note: **Positions** on some 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*].— **323** (INT 1564) (a,c) [1562/01] — **1610** (INT 1511) (a,c) [1562/01] — **2449** (a,c) [1562/01] —

3371 (INT 1416) (b) [1752/01] — **1406** (b) [1752/01]

Naval Party 1008 (mv *Marine Explorer*) (HH.242/405/04).

II

1999 NORWAY, North Coast — Store Tamsøya and Magerøy Sundet to Sværholtklubben — Harbour Limit

Insert harbour limit, pecked line, joining:

(a) 70° 42'·36N., 25° 33'·35E.(shore)
 (b) 70° 41'·01N., 25° 38'·28E.
 (c) 70° 43'·71N., 25° 47'·38E.
 (d) 70° 44'·24N., 25° 56'·69E.
 (e) 70° 40'·00N., 25° 56'·62E.
 (f) 70° 39'·75N., 26° 01'·13E.(shore)
 and
 (g) 70° 56'·23N., 25° 29'·35E.(shore)
 (h) 70° 56'·46N., 25° 30'·20E.
 (i) 70° 58'·19N., 25° 26'·30E.
 (j) 70° 59'·96N., 25° 19'·25E.
 (k) 70° 59'·00N., 25° 10'·24E.
 (l) 71° 08'·48N., 25° 03'·65E.
 (m) 71° 11'·13N., 25° 40'·71E.(shore)
 (n) 71° 10'·44N., 26° 12'·00E.
 (E. border)
 (o) 71° 09'·42N., 26° 52'·03E.
 (p) 70° 58'·07N., 26° 40'·92E.(shore)
 (q) along (b)–(d) above
 (r) along (k)–(l) above
 (s) along (l)–(m) above
 (t) along (m)–(n) above
 (u) along (m)–(o) above

legend, Nordkapp Harbour District Limit

Chart [*Last correction*].— **2315** (a–n,q,r,t) [1800/01] — **2330** (a–m,o–q,s,u) [*New Chart* 26/4/01]
 Norwegian Notice 6/271/01 (HH.309/470/03).

2000 NORWAY, North Coast — Sørøysundet — Nuvsfjorden — Landbåen — Buoy

Insert W. cardinal spar buoy without topmark 70° 17'·57N., 22° 08'·98E.

Chart [*Last correction*].— **2339** (plan A, Western Sørøysundet) [579/01] — **2368** [458/01]
 Norwegian Notice 7/328/01 (HH.309/450/02).

2001 NORWAY, West Coast — Trondheimsleia — Grandevika — Marine farm

Insert symbol, marine farm 63° 39'·30N., 9° 27'·05E.

Chart [*Last correction*].— **3396** [2044/98]
 Norwegian Notice 7/313/01 (HH.308/210/07).

2002 NORWAY, West Coast — Breidsunddjupet — Pilot boarding place

Amend legend to, (*By arrangement only*), at ④ 62° 31'·0N., 5° 41'·6E.

Chart [*Last correction*].— **3086** [1186/00]
 Admiralty List of Radio Signals Vol. 6 (2), 2000/01 (19/01)
 Norwegian Notice 3/149/01 (HH.310/480/03).

2003 NORWAY, West Coast — Moldefjorden — Molde Southwards to Reknesholmen — Submarine cables

Insert submarine cable joining:

62° 43'·555N., 7° 08'·630E.(shore)
 62° 43'·655N., 7° 08'·645E.
 62° 43'·740N., 7° 08'·840E.
 62° 43'·955N., 7° 09'·095E.
 (a) 62° 43'·985N., 7° 09'·120E.(shore)
 and
 62° 43'·560N., 7° 08'·655E.(shore)
 62° 43'·655N., 7° 08'·680E.
 62° 43'·740N., 7° 08'·860E.
 62° 43'·958N., 7° 09'·130E.
 (a) above

Chart [*Last correction*].— **3085** (plan, Molde Havn) [1186/00]
 Norwegian Notice 7/311/01 (HH.310/490/03).

2004 NORWAY, West Coast — Fannefjorden — Kviltorp Southwards — Outfall

Insert outfall joining: 62° 44'·450N., 7° 13'·790E.(shore)
 62° 44'·195N., 7° 14'·090E.

Chart [*Last correction*].— **3085** (plan, Molde Havn) [2003/01]
 Norwegian Notice 7/310/01 (HH.310/490/03).

II

2005 NORWAY, South Coast — Oslofjorden — Filtvet Eastwards — Depth

Insert depth 15 m enclosed by $\odot$ 59° 34' 20N., 10° 37' 20E.

Chart [*Last correction*].— **3154** [4136/00]

Norwegian Notice 7/301/01 (HH.311/440/02).

2006 BALTIC SEA — Sweden, South-East Coast — Oskarshamn — Buoyage

Insert starboard-hand conical light-buoy, *Fl(2)G.6s* (a) 57° 15' 84N., 16° 28' 32E.

Substitute starboard-hand spar light-buoy, *Fl(2)G.6s*, for starboard-hand spar buoy with topmark 57° 15' 84N., 16° 28' 70E.

starboard-hand conical light-buoy, *Fl(2)G.6s*, for starboard-hand conical buoy 57° 15' 83N., 16° 28' 43E.

Delete starboard-hand conical buoy close W. of (a) above

Chart [*Last correction*].— **3435 (plan, Oskarshamn)** [1814/01]

Swedish Notice 14/280/01 (HH.318/420/02).

2007 BALTIC SEA — Sweden, East Coast — Karlmarsund — Utgrunden Southwards — Buoy

Delete S. cardinal spar buoy 56° 19' 92N., 16° 16' 96E.

Chart [*Last correction*].— **2251** [1008/01]

Swedish Notice 14/295/01 (HH.318/405/02).

2008 BALTIC SEA — Finland, South-West Coast — Ahvenanmaa — Maarianhamina Southwards — Depths

Insert depth 11₅ m (a) 59° 58' 67N., 20° 03' 45E.

depth 16₅ m enclosed by 20m contour 59° 58' 29N., 20° 04' 67E.

depth 43m 59° 57' 84N., 19° 55' 67E.

depth 29m (b) 59° 56' 99N., 19° 58' 19E.

depth 11₅ m 59° 56' 82N., 20° 03' 39E.

Delete depth 19m close W. of (a) above

depth 33m close NW. of (b) above

Chart [*Last correction*].— **2337** [1009/01]

Finnish Chart 160 (HH.319/420/02).

2009 BALTIC SEA — Gulf of Finland — Finland, South Coast — Approaches to Vuosaari — Musta Hevonen Southeastwards — Buoyage

Substitute S. cardinal spar light-buoy, *VQ(6)+LFl.10s*, for S. cardinal spar buoy (a) 60° 10' 25N., 25° 15' 25E.

Delete isolated danger spar light-buoy, *Fl(2)10s* close ESE. of (a) above

Chart [*Last correction*].— **1083** [594/01]

Finnish Notice 10/230/01 (HH.322/490/03).

2010 BALTIC SEA — Finland, South-West Coast — Ålands Hav — Suomen Leijona Northwards — Depths

Insert depth 15₈ m enclosed by 20m contour (a) 59° 36' 75N., 20° 42' 10E.

Delete depth 17m enclosed by 20m contour close S. of (a) above

Chart [*Last correction*].— **2297** [1650/01] — **2817** [1913/01]

Finnish Chart 944 (HH.319/490/03).

2011 BALTIC SEA — Finland, South-West Coast — Approaches to Uusikaupunki — Iso Hauteri Northwestwards to Vekara Eastwards — Depths

Insert depth 9₅ m enclosed by 10m contour (a) 60° 50' 88N., 21° 04' 28E.

depth 14₅ m (b) 60° 49' 32N., 20° 47' 24E.

Substitute depth 10m for depth 12m (c) 60° 41' 86N., 20° 55' 39E.

depth 14₇ m for depth 16₂ m (d) 60° 40' 69N., 21° 02' 52E.

Delete depth 16m (e) close W. of (a) above

(f) close N. of (b) above

depth 17₅ m (g) close S. of (b) above

Chart [*Last correction*].— **3438 (a-e)** [470/01] — **2297 (b,c,g)** [2010/01] — **2298 (b,c,f)** [1342/01]

Finnish Chart 40 (HH.319/460/04).

II

2012 BALTIC SEA — Germany, North Coast — Travemünde — Untertrave — Stülper Huk, Fubgängerhochbrücke and Travemünde Eastwards — Depths; Dolphins; Breakwater; Works

Insert	depth 4 ₈ m enclosed by 5m contour depth 2 ₆ m and extend 5m contour NW. to enclose □ 2 Dns □ breakwater, single firm line, joining:	(a) 53° 54'·966N., 10° 51'·940E. (b) 53° 55'·205N., 10° 52'·130E. (c) 53° 57'·99N., 10° 53'·03E. (d) 53° 56'·297N., 10° 51'·670E. (e) 53° 56'·493N., 10° 51'·710E. (shore) (f) 53° 56'·54N., 10° 51'·710E. (g) 53° 56'·549N., 10° 51'·700E. (h) 53° 56'·49N., 10° 51'·74E.
Delete	legend, <i>Works in progress (2001)</i> , centred on: depth 5 ₈ m depth 4 ₂ m	(i) close W. of (a) above (j) close SE. of (b) above

Chart [*Last correction*].— **2354** (INT 1362) (**plan, Travemünde**) (d–h) **2354** (INT 1362) (a–c,i,j) [2839/00]
German Chart 51 (HH.327/470/02).

2013 BALTIC SEA — Denmark, East Coast — Kattegat — Samsø Southwards — Deep water route; Recommended track

Insert	Deep water route, recommended two-way track, magenta pecked line, joining:	(a) 55° 43'·50N., 10° 30'·29E. (b) 55° 43'·96N., 10° 30'·76E. (S. border) (c) 55° 44'·40N., 10° 31'·18E. (d) 55° 44'·71N., 10° 31'·79E. (e) 55° 44'·87N., 10° 32'·43E. (chart 2596, W. border) (f) 55° 44'·89N., 10° 33'·30E. (g) 55° 44'·20N., 10° 37'·50E. (h) 55° 44'·20N., 10° 37'·82E. (E. border) (i) 55° 44'·20N., 10° 38'·40E.
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Chart [*Last correction*].— **2591** (INT 1377) (**plan A**) (b–h) **2591** (INT 1377) (a,c–g,i) [1032/01] — **2590** (INT 1380) (a,c–g,i) [1727/01] — **2596** (INT 1370) (e–g,i) [1350/01]
Danish Chart Corrections 12/135/01 & 12/137/01 (HH.333/470/03).

2014 BALTIC SEA — Denmark, East Coast — Kattegat — Jylland to Samsø — Hov Northwards to Sælvig — Restricted area

Insert	limit of restricted area, submarine cable area, pecked line, joining:	(a) 55° 56'·26N., 10° 15'·65E.(shore) (b) 55° 56'·00N., 10° 19'·60E. (N. border) (c) 55° 55'·92N., 10° 20'·64E. (d) 55° 53'·47N., 10° 31'·73E. (e) 55° 52'·38N., 10° 34'·05E. (f) 55° 51'·87N., 10° 34'·08E.(shore)
Delete	former limit of restricted area, submarine cable area, pecked line, joining:	(g) 55° 56'·06N., 10° 15'·52E.(shore) (h) 55° 56'·00N., 10° 17'·55E. (N. border) (i) 55° 51'·87N., 10° 33'·60E.(shore)

Chart [*Last correction*].— **2590** (INT 1380) (a,c–g,i) [2013/01] — **2591** (INT 1377) (b–f,h,i) [2013/01] — **2108** (INT 1302) (a,c–g,i) [1812/01]
Danish Chart Correction 11/122/01 (HH.333/300/02).

2015 DENMARK, West Coast — Approaches to Esbjerg — Fanø Westwards — Submarine cable

Insert	submarine cable joining:	(a) 55° 25'·21N., 8° 22'·44E.(shore) (b) 55° 24'·00N., 8° 14'·36E. (S. border) (c) 55° 23'·83N., 8° 13'·28E. (d) 55° 22'·30N., 8° 09'·69E. (e) 55° 22'·03N., 8° 06'·71E. (f) 55° 21'·94N., 7° 46'·68E. (g) 55° 19'·04N., 7° 38'·08E. (h) 55° 18'·54N., 7° 00'·08E. (i) 55° 22'·09N., 6° 45'·93E. (W. border)
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Note: Charts 417 and 3768 are to be removed from the list of charts affected by former Notice 2327(P)/00. Further charts will be updated in due course.

Chart [*Last correction*].— **417** (a,b) [909/01] — **3768** (a,c–i) [910/01]
Danish Notices 12/129/01 & 12/132/01 (HH.160/300/05).

II

2016 FRANCE, North Coast — Fécamp Northnortheastwards — Wreck

Insert  (a) 49° 56'·24N., 00° 29'·06E.
(b) 49° 56'·24N., 00° 29'·16E.

Chart [*Last correction*].— **2451** (INT 1704) (a) [*New Edition 22/3/01*] — **2656** (a) [*1564/01*] — **2675** (INT 1070) (b) [*1811/01*]

French Notice 11/37/01 (HH.226/420/07).

2017 FRANCE, North Coast— Baie de Saint-Brieuc — Approaches to Le Légué — Obstruction; Buoy

Insert  *Obstn*, least depth 18 m (a) 48° 34'·17N., 2° 41'·95W.
Move No 1 buoy, from: 48° 32'·46N., 2° 42'·29W.
to: 48° 32'·48N., 2° 42'·42W.

Chart [*Last correction*].— **3674** [*493/00*] — **2669** (a) [*1754/01*]

French Notice 13/15/01 (HH.351/570/03).

2018 FRANCE, North Coast — Approaches to Paimpol — Basse Reux-ven — Depths

Insert depth 7₅ m (a) 48° 48'·42N., 2° 52'·04W.
Delete depth 8₄ m close SE. of (a) above

Chart [*Last correction*].— **3670** [*4777/00*]

French Notice 14/19/01 (HH.351/590/02).

2019 FRANCE, West Coast — La Loire — Ile Cheviré Northwards — Quai E. Cormerais — Lights; Fog signal; Floating dock

Delete ★ Q.R Siren(1)30s (a) 47° 11'·68N., 1° 37'·51W.
★ Q.R (b) close W. of (a) above
floating dock, centred on: 47° 11'·68N., 1° 37'·54W.

Chart [*Last correction*].— **2985** (INT 1842) (panel C, Ile de Bois to Nantes) [*381/00*]

French Notice 14/22/01 (HH.353/500/03).

2020 SPAIN, North Coast — Puerto de Bilbao — Sta. Maria de Guecho Westwards and Southwestwards — Buoyage

Amend port-hand pillar light-buoy with topmark to, *Fl(2)R.8s* 43° 21'·93N., 3° 02'·34W.
port-hand pillar light-buoy with topmark to, *Fl(3)R.10s* 43° 21'·34N., 3° 01'·78W.
port-hand pillar light-buoy with topmark to, *Fl(4)R.12s* 43° 20'·99N., 3° 01'·44W.

Chart [*Last correction*].— **74** [*4780/00*]

Spanish Notice 14/257/01 (HH.359/450/03).

2021 SPAIN, West Coast — Ria de Muros — Approaches to Noya — Banco de S. Cosme Eastwards — Lights

Amend light to, *Fl(2)R.7s3m5M* 42° 47'·74N., 8° 54'·37W.
light to, *Fl(2)G.7s3m5M* 42° 47'·66N., 8° 54'·40W.

Chart [*Last correction*].— **1756** [*607/01*]

Light List Vol. D, 2000/01, 1791, 1791.2

Spanish Notice 14/259/01 (HH.359/590/03).

2022 NORTH ATLANTIC OCEAN — Islas Canarias — Gomera, East Coast — Puerto de San Sebastian de la Gomera — Reclamation; Lights; Depths

Insert limit of reclamation area, pecked line, joining: (a) 28° 05'·128N., 17° 06'·327W. (shore)
28° 05'·126N., 17° 06'·243W.
(b) 28° 05'·200N., 17° 06'·218W. (shore)
within (a)–(b) above

Amend legend, *Being reclaimed (2001)*
light to, *Fl(2)R.7s* 28° 05'·14N., 17° 06'·41W.
light to, *Fl(2)G.7s* 28° 05'·11N., 17° 06'·41W.
light to, *Fl.G.5s6m3M* 28° 04'·87N., 17° 06'·46W.
light to, *Fl.G.5s15m6M* 28° 04'·86N., 17° 06'·44W.

Delete ★ Oc.WRG.2s17m2M and associated sectors 28° 05'·245N., 17° 06'·440W.
depths and contours within (a)–(b) above

Note: The above update has been included in a New Edition of Chart 1869 to be published 21 June 2001.

Chart [*Last correction*].— **1858** (plan A, Puerto de San Sebastian de la Gomera) [*1761/01*]

Light List Vol. D, 2000/01, 2844.6, 2844.65, 2844.67, 2844.7, 2844.75

Spanish Notices 12/210–211/01 (HH.419/420/06).

II

2023 MEDITERRANEAN SEA — Spain, South Coast — Isla de Alborán — Obstruction; Depths

Insert	○ <i>Obstn</i> depth 14m depth 16m and extend 20m contour SE. to enclose depth 12 ₁ m depth 15 ₅ m and extend 20m contour N. to enclose depth 27m 30m contour joining:	(a) 35° 56′.193N., 3° 01′.885W. 35° 56′.349N., 3° 02′.522W. 35° 56′.428N., 3° 01′.438W. 35° 56′.725N., 3° 01′.525W. 35° 56′.815N., 3° 01′.438W. 35° 56′.725N., 3° 01′.030W. (b) 35° 56′.70N., 3° 01′.145W. 35° 56′.73N., 3° 01′.00W. (E. border) close E. of (a) above (b) above 35° 56′.89N., 3° 01′.00W. (E. border)
Delete	depth 14 ₇ m former 30m contour joining:	

Chart [*Last correction*].— **774 (plan, Isla de Alborán)** [1828/01]
Spanish Chart 4351 (HH.361/425/03).

2024 MEDITERRANEAN SEA — Spain, East Coast — Approaches to Barcelona — Dique del Este Eastwards — Buoyage

Insert	special spherical light-buoy, Q(2)+LFl.19s	41° 20′.13N., 2° 13′.09E.
Delete	special spherical light-buoy, Fl.Y.2.5s	41° 20′.95N., 2° 13′.24E.

Chart [*Last correction*].— **1180** (INT 3185) [63/01] — **1195** [1362/01] — **1704** [1829/01]
Spanish Notice 14/270/01 (HH.361/630/03).

2025 MEDITERRANEAN SEA — France, South Coast — Île du Levant Northwards — Buoy; Light-beacon

Insert	white can buoy	(a) 43° 03′.09N., 6° 27′.48E.
Delete	isolated danger light-beacon, Fl(2)10s6m2M	0.35M ENE. of (a) above

Chart [*Last correction*].— **2165** [1365/01]
Light List Vol. E, 2000/01, 0769.8
French Notice 12/28/01 (HH.354/680/03).

2026 MEDITERRANEAN SEA — France — Corse, West Coast — Ajaccio — Jetée du Margonajo — Light

Amend	light to, Fl(4)15s7m1M	41° 55′.74N., 8° 44′.65E.
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Chart [*Last correction*].— **1424 (plan, Ajaccio)** [1211/00]
Light List Vol. E, 2000/01, 0913
French Notice 14/28/01 (HH.355/420/02).

2027 MEDITERRANEAN SEA — Italy, West Coast — Civitavecchia Northwestwards — Platform; Submarine pipeline; Restricted areas

Insert	□ (lighted) Mo(U)15s21m10M Horn Mo(U)30s submarine pipeline joining: legend, <i>Oil (see Note)</i> circular limit of restricted area, radius 0.5M, pecked line, centred on: legend, <i>Entry Prohibited</i> limit of restricted area, anchoring and fishing prohibited, pecked line, joining:	(a) 42° 07′.40N., 11° 43′.71E. (b) (a) above (c) 42° 07′.88N., 11° 45′.04E.(shore) along (b)–(c) above (d) (a) above within (d) above 42° 07′.85N., 11° 43′.41E. (restricted limit) 42° 08′.33N., 11° 44′.72E.(shore) and 42° 06′.95N., 11° 44′.00E. (restricted limit) 42° 07′.46N., 11° 45′.41E.(shore)
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Chart [*Last correction*].— **907 (plan, Approaches to Civitavecchia)** [3003/00]
Light List Vol. E, 2000/01, 7032
Italian Notice 2/2.7/01 (HH.369/560/03).

2028 BLACK SEA — Ukraine — Approaches to Ust' Dunaysk — Buoyage

Substitute	safewater pillar buoy with topmark for safewater pillar light-buoy with topmark, LFl.6s starboard-hand pillar buoy with topmark for starboard-hand pillar light-buoy with topmark, Fl.G.3s isolated danger pillar buoy, <i>Whis</i> , for isolated danger pillar light-buoy, Fl(2)5s Whis	45° 30′.9N., 29° 46′.7E. 45° 32′.7N., 29° 45′.5E. 45° 32′.8N., 29° 49′.4E.
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Chart [*Last correction*].— **2213** [1327/00]
Russian Notice 15/2063/01 (HH.396/590/01).

II

2029 BLACK SEA — Ukraine — Odesa Southwards — Banka Dnestrovskaya — Buoy

Substitute S. cardinal pillar buoy for S. cardinal pillar light-buoy,
Q(6)+LFl.15s 46° 00' 0N., 30° 42' 8E.

Chart [*Last correction*].— **2213** [2028/01] — **2232** [1937/01]

Russian Notice 15/2064/01 (HH.396/580/01).

2030 BLACK SEA — Ukraine — Buz'kyi Lyman — Spasskiy Kanal — Pervoye Koleno to Chetvertoye Koleno — Buoyage

Substitute S. cardinal pillar buoy, *No 1*, for S. cardinal pillar light-buoy
Q(6)+LFl.15s No 1 (a) 46° 55' 59N., 31° 57' 66E.
S. cardinal pillar buoy, *No 5*, for S. cardinal pillar light-buoy
Q(6)+LFl.15s No 5 46° 55' 7N., 31° 56' 0E.
W. cardinal pillar buoy, *No 9*, for W. cardinal pillar
light-buoy Q(9)15s No 9 46° 56' 6N., 31° 55' 1E.
W. cardinal pillar buoy, *No 15*, for W. cardinal pillar
light-buoy Q(9)15s No 15 46° 57' 6N., 31° 55' 4E.

Chart [*Last correction*].— **2203 (plan B, Mykolayiv)** (a) & **2203** [1264/01]

Russian Notice 15/2065/01 (HH.396/540/02).

2031 BLACK SEA — Ukraine — Mys Chauda Westwards — Feodosiys'ka Zatoka — Mooring buoys

Delete  (2 buoys) 44° 59' 5N., 35° 46' 0E.
44° 59' 8N., 35° 42' 7E.

Chart [*Last correction*].— **2216** [1765/01] — **2233** [1765/01]

Russian Notice 14/1896/01 (HH.396/500/02).

2032 BLACK SEA — Turkey — Hopa — Outer Harbour — Ana Mendirek Northwards — Light; Breakwater; Works

Insert ★ *Fl.G.3s12m10M* (a) 41° 25' 27N., 41° 25' 78E.
breakwater, double firm line, width 20m,
(chart 1279, plan H and 2236, breakwater, single firm line),
joining: (b) (a) above
(c) 41° 25' 165N., 41° 25' 720E.
(existing breakwater)
41° 25' 18N., 41° 25' 80E.

Delete legend, Works in progress (2000), centred on:

Chart [*Last correction*].— **1279 (plan G, Hopa) & (plan H, Approaches to Hopa)** (a-c) [1578/01] — **2236** (a-c) [341/01]

Light List Vol. E, 2000/01, 5780.5

Turkish Notice 11/66/01 (HH.391/450/02).

2033 BLACK SEA — Sochi — Yuzhnyy Mol Northwards and Southwards — Depths; Legend

Insert depth 7₃ m 43° 34' 780N., 39° 43' 150E.
Substitute depth 8₇ m for depth 8₃ m 43° 34' 74N., 39° 43' 06E.
depth 8₁ m for depth 8₃ m 43° 34' 75N., 39° 43' 08E.
Amend legend to, *Least depth in channel 9.3m (2000)*, centred on: 43° 34' 54N., 39° 42' 96E.

Chart [*Last correction*].— **3312 (plan B, Sochi)** [1373/01]

Russian Notices 14/1900/01 & 15/2069/01 (HH.305/460/03).

2034 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Zeytin Burnu Eastwards — Platforms; Submarine pipeline

Insert  (lighted), *F.R Opet Petroleum Platform*,
(plan, Tuzla to İzmit, ) (lighted), *F.R*) (a) 40° 44' 38N., 29° 47' 43E.
submarine pipeline joining: (a) above
40° 44' 68N., 29° 47' 74E.(shore)
Delete  (lighted), (plan, Tuzla to İzmit, ) 40° 44' 45N., 29° 47' 45E.

Chart [*Last correction*].— **497 (plan, Yarimca to İzmit) & (plan, Tuzla to İzmit)** [1319/01]

Light List Vol. E, 2000/01, 7642

Turkish Notice 10/59/01 (HH.392/400/03).

2035 MEDITERRANEAN SEA — Aegean Sea — Turkey — Bademli — Light

Amend light to, *Fl.WR.5s18m7/4M* 39° 01' 0N., 26° 48' 0E.

Chart [*Last correction*].— **1061** [3832/00] — **1087** [3985/00]

Light List Vol. E, 2000/01, 4615.6

Turkish Notice 69/12/01 (HH.390/410/02).

II

2036 AFRICA, West Coast — Morocco — Larache — Dique de Encauzamiento — Lights

Insert ★ *Fl(2)R.5s10m11M* (a) 35° 12'·113N., 6° 08'·630W.
Delete ○ Light close NE. of (a) above

Chart [*Last correction*].— **1912 (plan, Larache)** [1834/01]

Light List Vol. D, 2000/01, 2528.5

Spanish Notice 12/213/01 (HH.417/490/03).

2037 AFRICA, East Coast — Moçambique — Baía de Tungue and Passagem de Vamizi — Depths; Light

Insert depth 1₃ fm (a) 10° 44'·80S., 40° 33'·20E.
depth 0₁ fm and extend 1fm contour N. to enclose (b) 10° 46'·60S., 40° 35'·00E.
depth 7₄ fm and extend 10fm contour SE. to enclose (c) 10° 44'·75S., 40° 36'·55E.
depth 8fm and extend 10fm contour N. to enclose (d) 10° 45'·50S., 40° 36'·65E.
depth 7₃ fm (e) 10° 57'·65S., 40° 37'·30E.
Amend light to, *Fl(2)12s138ft16M* (f) 10° 41' 18"S., 40° 38' 50"E.
light to, *Fl(2)12s138ft16M*,
(charts 2110 and 2951, *Fl(2)16M*) (g) 10° 41'·40S., 40° 38'·30E.
Delete depth 2₂ fm (h) close NW. of (a) above
depth 29 fm (i) close NW. of (d) above
depth 11fm (j) close E. of (c) above

Chart [*Last correction*].— **690 (f)** [3601/95] — **2938 (a–e,g–j)** [1987/01] — **3308 (a–e,g,h–j)** [2881/99] — **2110 (g)** [1380/01] — **2951 (g)** [4462/00]

Light List Vol. D, 2000/01, 6648

Russian Chart 42681 (HH.455/440/03).

2038* RED SEA — Egypt — El Gouna Northwards — Marina; Buoy

Insert symbol, marina, *Abu Tig* 27° 24'·49N., 33° 40'·57E.
Delete No 2 light–buoy 27° 24'·60N., 33° 41'·40E.

Chart [*Last correction*].— **2375** [4790/00]

Abu Tig Marina Manager (HH.476/410/08).

2039* ARABIA — Bahrain — Outer Approaches to Minā Salmān — Legend

Delete legend, (buoyed), at ☸ (a) 26° 30'·09N., 51° 05'·04E.
(b) 26° 30'·19N., 51° 05'·08E.

Chart [*Last correction*].— **2523 (b)** [1160/01] — **3790 (a)** [1770/01] — **2886 (b)** [1770/01] — **2837 (b)** [1770/01]
HM Surveying Ship *Bulldog* (HH.490/400/05).

2040* IRAN — Jazīreh-ye Khārk — Platform

Insert □ (lighted), *G PA* 29° 11'·86N., 50° 15'·99E.

Chart [*Last correction*].— **11 (plan B, Jazīreh-ye Khārk) & (plan A, Jazīreh-ye Khārk to Ganāveh)** [162/01]

Light List Vol. D, 2000/01, 9121 (Remarks)

Swire Pacific Offshore (HH.496/180/03).

2041* INDIAN OCEAN — Farquar Ridge — Bulldog Bank Westwards — Depths

Insert depth 16₅ m and extend danger line S. to enclose with
position (b) below
(chart 758, depth 9fm and extend danger line S. to enclose
with position (b) below) (a) 10° 01'·3S., 50° 42'·8E.
depth 22₅ m (chart 758, depth 12₂ fm) (b) 10° 07'·0S., 50° 42'·8E.
legend, *Rep (2001)* (c) close W. of (a)–(b) above
Delete depth 112m (d) close S. of (a) above

Chart [*Last correction*].— **716 (INT 7060) (a–c)** [716/01] — **758 (a–c)** [1583/01] — **4701 (INT 701) (a,d)** [3744/00] — **4702 (INT 702) (a,d)** [3747/00]
mv *Volazara* (HH.461/400/02).

2042* INDIA, East Coast — Approaches to Hugli River — South Sāgar Sand Southwards — Wreck

Insert ⚓ 21° 26'·79N., 88° 14'·33E.

Chart [*Last correction*].— **123** [1587/01] — **814** [4593/00]

mt *Nand Hari* and Indian Hydrographic Office (HH.503/490/04).

II

2043 CHINA, South-East Coast — Hong Kong — North-Western Approaches to Hong Kong Harbour — Ma Wan Channel and Tsing Yi, West Coast — Depths; Restricted area

Substitute	depth 3 ₄ m for depth 10 ₅ m	(a)	22° 20′.815N., 114° 05′.047E.
	depth 2 ₇ m for depth 8m enclosed by 10m contour	(b)	22° 20′.678N., 114° 05′.046E.
Insert	depth 8m enclosed by 10m contour	(c)	22° 20′.916N., 114° 05′.023E.
	5m contour extending N. to enclose (a) & (b) above, joining:	(d)	22° 20′.667N., 114° 05′.058E. (shore)
		(e)	22° 20′.871N., 114° 05′.087E. (shore)
Delete	limit of restricted area, pecked line, and associated legend, Anchoring Restricted (see Note), joining:	(f)	22° 20′.06N., 114° 01′.87E. (shore)
		(g)	22° 21′.34N., 114° 01′.87E. (shore) and
		(h)	22° 22′.03N., 114° 04′.74E. (shore)
		(i)	22° 21′.51N., 114° 04′.74E. (shore) and
		(j)	22° 19′.57N., 114° 03′.29E. (shore)
		(k)	22° 19′.57N., 114° 05′.52E. (shore)
		(l)	22° 19′.57N., 114° 05′.16E. (E. border)
	legend, Anchoring Restricted (see Note), centred on: note, ANCHORING RESTRICTED, centred on:	(m)	22° 21′.38N., 114° 03′.08E.
		(n)	22° 20′.56N., 114° 08′.30E.
		(o)	22° 23′.51N., 114° 00′.00E.
	former 15m contour, joining:	(p)	22° 20′.66N., 114° 05′.06E.
		(q)	22° 20′.81N., 114° 05′.04E.

Chart [*Last correction*].— **3280** (INT 5509) (*a-e,h-k,m,n,p,q*) [1487/01] — **1919** (INT 5510) (*a-j,l,o*) [1273/01]
Hong Kong Notices 7/21–22/01 (HH.550/404/08).

2044 CHINA, South-East Coast — Hong Kong — Hong Kong Harbour — Kowloon Bay — Depths

Insert	depth 7 ₈ m	22° 18′.194N., 114° 11′.981E.
Substitute	depth 8 ₉ m for depth 7 ₄ m	22° 18′.10N., 114° 12′.10E.

Chart [*Last correction*].— **3279** (INT 5513) [1487/01]
Hong Kong Notice 8/26/01 (HH.550/402/06).

2045 CHINA, East Coast — Taiwan Strait — Gulei Tou Eastwards and Nanri Dao Southwards — Wrecks

Insert	⊕ PA, (charts 1760 and 1968, ⊕)	(a)	23° 43′.1N., 117° 41′.0E.
	⊕	(b)	25° 06′.3N., 119° 31′.6E.

Chart [*Last correction*].— **1767** (*a*) [3756/00] — **1760** (*a*) [1592/01] — **1761** (*b*) [1778/01] — **1968** [1060/01] — **2412** (*b*) [1491/01]
Chinese Notices 6/58/01 & 6/63/01 (HH.548/448/05).

2046 CHINA, East Coast — Wenzhou Wan — Xiaomen Dao Northwards — Buoy

Insert	special pillar light–buoy with topmark, Mo(C)Y.15s	28° 00′.37N., 121° 02′.69E.
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Chart [*Last correction*].— **1763** (**plan, Wenzhou Wan**) [507/01]
Chinese Notice 7/67/01 (HH.548/465/02).

2047 CHINA, East Coast — Chang Jiang — Approaches to Shanghai — Nangang Shuidao — Changxing Dao Southwards — Wreck

Insert	⊕ PA (1998)	31° 19′.82N., 121° 41′.18E.
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Chart [*Last correction*].— **1603** [1170/01] — **1602** [1490/01]
Chinese Notice 6/55/01 (HH.548/473/07).

2048 CHINA — Bo Hai — Ying Kou Gang — West Training Wall — Light–beacon

Insert	port–hand light–beacon with topmark, Fl.R.4s	40° 39′.30N., 122° 08′.47E.
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Chart [*Last correction*].— **2991** [2594/00]
Light List Vol. F, 2000/01, 3972.3
Chinese Notice 7/66/01 (HH.548/524/03).

II

2049 JAPAN — Kyūshū, West Coast — Amakusa–Shimo Shima, North Coast — Oniike — Lights

Insert ★ *Fl(2)R.6s6M* (a) 32° 32′.77N., 130° 11′.63E.
Delete ★ *Iso.R.4s11m11M*, (chart 2415, ★ *Iso.R.4s11M*) 0.2M SW. of (a) above

Chart [*Last correction*].— **2401** [840/01] — **2415** [3759/00]

Light List Vol. F, 2000/01, 5150

Japanese Notice 14/494/01 (*HH.564/401/05*).

2050 JAPAN — Kyūshū, North Coast — Kanmon Kō — Wakamatsu Ku — Dōkai Wan Entrance Breakwater — Light

Amend light to, *Fl.R.6s11m6M*, (chart 524, *Fl.R.6s6M*) 33° 56′.28N., 130° 51′.18E.

Chart [*Last correction*].— **1578** [1674/01] — **524** [1171/01]

Light List Vol. F, 2000/01, 5297

Japanese Notice 14/493/01 (*HH.564/421/03*).

2051 JAPAN — Seto Naikai — Suō Nada — Kanda Kō — Lights

Amend light to, *Fl(2)G.8s10m9M* 33° 47′.63N., 131° 00′.93E.
light to, *Fl(2)R.8s10m11M* 33° 47′.80N., 131° 00′.90E.

Chart [*Last correction*].— **3225** [947/01] — **2874** [1803/01]

Light List Vol. F, 2000/01, 4981, 4982

Japanese Notice 15/534/01 (*HH.568/417/02*).

2052 JAPAN — Seto Naikai — Ube — East Harbour — Works

Insert limit of works area, pecked line, joining: (a) 33° 55′.45N., 131° 15′.10E.(shore)
(b) 33° 55′.31N., 131° 14′.80E.
(c) 33° 54′.99N., 131° 14′.67E.
(d) 33° 54′.94N., 131° 14′.84E.
(e) 33° 55′.30N., 131° 15′.52E.
(E. border)
(f) 33° 55′.38N., 131° 15′.66E.(shore)
(g) within (a)–(e)/(a)–(f) above

legend, *Being reclaimed (2001)*

Chart [*Last correction*].— **676 (plan, Ube)** (a–e,g) [2378/00] — **3225** (a–d,f,g) [2051/01]

Japanese Notice 15/533/01 (*HH.568/420/02*).

2053 JAPAN — Shikoku, South Coast — Ashizuri Misaki Southeastwards — Buoy

Insert special spar light–buoy with topmark, *Mo(U)8s ‘18’* 32° 28′.9N., 133° 12′.3E.

Chart [*Last correction*].— **652** [1065/01] — **1648** [886/00]

Japanese Notice 15/529/01 (*HH.561/400/02*).

2054 JAPAN — Seto Naikai — Ōsaka Wan — Tarumi — Buoy

Delete starboard–hand pillar light–buoy, *Fl.R.3s* 34° 37′.22N., 135° 04′.02E.

Chart [*Last correction*].— **3614** [1496/01]

Japanese Notice 15/532/01 (*HH.568/500/07*).

2055 JAPAN — Honshū, North Coast — Hino Misaki Eastnortheastwards — Light

Amend range of light to, *6M* 35° 26′.6N., 132° 40′.7E.

Chart [*Last correction*].— **1323** [1915/00] — **1324** [4393/00]

Light List Vol. F, 2000/01, 7333.5

Japanese Notice 15/523/01 (*HH.563/475/06*).

2056 JAPAN — Honshū, North–West Coast — Tsuiyama Kō — Light

Amend light to, *Fl.3s56m6M* 35° 39′.3N., 134° 51′.2E.

Chart [*Last correction*].— **1324** [2055/01]

Light List Vol. F, 2000/01, 7275

Japanese Notice 15/525/01 (*HH.563/475/06*).

II

2057 JAPAN — Honshū, South Coast — Izu Syotō — Nii Shima Southwards — Buoy

Insert special pillar light–buoy with topmark, *Fl(5)Y.20s* (a) 34° 14′.6N., 139° 16′.8E.
(b) 34° 14′.8N., 139° 16′.6E.

Chart [*Last correction*].— **953** (b) [*New Edition 3/5/01*] — **996** (a) [*513/01*]
Japanese Notice 15/530/01 (*HH.563/401/03*).

2058 JAPAN — Honshū, East Coast — Hitachi Kō — East Breakwater — Buoyage

Insert starboard–hand pillar light–buoy with topmark, *Fl.R.3s No 4* (a) 36° 28′.987N., 140° 37′.958E.
starboard–hand pillar light–buoy with topmark, *Fl.R.3s No 6* (b) 36° 29′.312N., 140° 37′.962E.
Delete red conical buoy, R Lt adjacent to (a) above
adjacent to (b) above

Chart [*Last correction*].— **3373** (plan, Hitachi Kō) [*1395/01*]
Japanese Notice 14/488/01 (*HH.563/446/02*).

2059 KOREA, West Coast — Approaches to Kunsan — Kogunsan Kundo Northwards — Data buoy

Insert special ∇ *ODAS Fl(4)Y.8s* 35° 54′.12N., 126° 27′.20E.

Chart [*Last correction*].— **913** (INT 5254) [*1855/01*]
Light List Vol. F, 2000/01, 4206.38
Korean Notice 14/141/01 (*HH.559/003/02*).

2060 KOREA, South Coast — Pusan Southwards — Namhyeongje Do — Unexploded Ordnance

Insert circular magenta maritime limit, radius 1M, pecked line,
centred on: (a) 34° 52′.91N., 128° 57′.30E.
legend, *Unexploded Ordnance* (b) within (a) above
(c) close SW. of (a) above

Chart [*Last correction*].— **1065** (a,b) [*1804/01*] — **127** (a,c) [*1401/01*]
Korean Notices 10/93/01 and 12/121/01 (*HH.557/461/03*).

2061* PHILIPPINE ISLANDS — Luzon, West Coast — Subic Bay — Subic and Asaan Pt. — Jetties

Insert jetty, single firm line, joining: 14° 52′.80N., 120° 13′.79E.(shore)
14° 52′.52N., 120° 13′.74E.
and
14° 52′.51N., 120° 13′.71E.
(a) 14° 52′.54N., 120° 13′.78E.
14° 52′.59N., 120° 13′.79E.
close SE. of (a) above
14° 51′.12N., 120° 14′.59E.(shore)
14° 51′.02N., 120° 14′.49E.
and
14° 51′.05N., 120° 14′.47E.
14° 51′.00N., 120° 14′.51E.
14° 51′.00N., 120° 14′.40E.

legend, *PA*
jetty, single firm line, joining:

legend, *Port Dizon PA*, centred on:

Chart [*Last correction*].— **980** [*2108/00*]
Idess Maritime Centre (Subic) Inc. (*HH.552/670/01*).

2062 PHILIPPINE ISLANDS — Luzon, South–West Coast — Batangas — Santa Clara Northwards — Light

Insert ★ *Fl(3)15s12m10M* (a) 13° 45′.500N., 121° 02′.467E.
Amend light to, *Fl(3)15s10M* (b) (a) above
Delete ★ *Fl.3s PA* (c) 13° 45′.44N., 121° 02′.47E.

Chart [*Last correction*].— **3558** (a,c) [*1245/00*] — **3816** (b) [*4702/00*]
Light List Vol. F, 2000/01, 2604.9
UK Hydrographic Office (*HH.552/705/03*).

2063* PHILIPPINE ISLANDS — Palawan, West Coast — Northwest Head Westwards — Middle Shoal Northwestwards — Depth

Insert depth 7fm enclosed by 10fm contour (a) 10° 08′.0N., 118° 19′.3E.
Delete depth 32fm close SW. of (a) above

Chart [*Last correction*].— **967** (a) [*1669/01*] — **2660B** [*526/01*]
mv *Rockwater 2* (*HH.552/735/01*).

II

2064 BORNEO, North–West Coast — Sabah — Brunei Bay — Approaches to Kuala Padas — Light–beacon

Insert safewater light–beacon with topmark, *LFl.10s* 5° 08′ 0N., 115° 31′ 5E.

Chart [*Last correction*].— **1844** [899/00]

Light List Vol. F, 2000/01, 1946.3

Marine Department, Sabah Notice 10/01 (HH.518/400/02).

2065 INDONESIA — Jawa, North Coast — T. Pujut Southeastwards — Lights

Insert ★ *Fl.G.5s10M* & *Fl.R.5s10M* 5° 53′ 6S., 106° 05′ 1E.

Chart [*Last correction*].— **2056** [1175/01]

Light List Vol. K, 2001/02, 1053.9, 1053.91

Indonesian Notices 8/54–55/01 (HH.526/750/03).

2066 INDONESIA — Jawa, North Coast — Approaches to Merak — Pasir Brouwers — Buoyage; Light–beacon

Insert ★ *Fl(2)G.14s10M* (a) 5° 56′ 6S., 105° 58′ 9E.
port–hand can light–buoy with topmark, *Fl.R.4s* (b) 5° 59′ 05S., 105° 57′ 30E.

Substitute starboard–hand light–beacon with topmark, *Fl(2)G.14s10M*, for
starboard–hand conical light–buoy with topmark, *Fl(2)G.14s* (c) 5° 56′ 60S., 105° 58′ 75E.

Chart [*Last correction*].— **918 (plan, Merak) (c) & (plan, Approaches to Merak and Cigading) (b,c)** [4607/00] — **2056 (a)** [2065/01] — **2149 (a)** [1176/01] — **2785 (a)** [1174/01]

Light List Vol. K, 2001/02, 1052.9

Indonesian Notices 8/56–57/01 (HH.526/750/03).

2067 INDONESIA — Jawa, North Coast — Approaches to Tanjungpriok — Karang Puluputri Northwestwards — Wreck

Insert ☉ *PA* 6° 03′ 5S., 106° 50′ 5E.

Chart [*Last correction*].— **932 (plan B, Inner Approaches to Tanjungpriok)** [2315/00] — **933** [2315/00]

DG SeaComm, Indonesia (HH.526/690/05).

2068 INDONESIA — Irian Jaya, North Coast — Humboldt Baai — Nembawewe — Rock

Insert ☉ 2° 33′ 25S., 140° 45′ 76E.

Chart [*Last correction*].— **2467 (plan, Humboldt Baai)** [2195/00]

UK Hydrographic Office (HH.531/400/02).

2069 AUSTRALIA — Queensland — Moreton Bay — Amity Point, Green Island Northwards and Redland Bay — Buoy; Light–beacons; Light

Substitute starboard–hand can light–buoy with topmark, *Fl.G.4s*, for
starboard–hand light–beacon with topmark, *Fl.G.4s* 27° 23′ 97S., 153° 25′ 71E.

Move port–hand light–beacon with topmark, *Fl.R.3s*, from: 27° 25′ 0S., 153° 14′ 6E.
to: 27° 24′ 96S., 153° 14′ 51E.

★ *F.Bu (F.Y.day)*, from: 27° 37′ 2S., 153° 18′ 6E.
to: 27° 37′ 30S., 153° 18′ 62E.

Chart [*Last correction*].— **Aus 236** [1532/01]

Light List Vol. K, 2001/02, 2880.7, 2900.65, 2903.1

Australian Notice 7/196/01 (HH.571/009/01).

2070 AUSTRALIA — Western Australia — Sir Graham Moore Island Westwards — Depths

Insert depth 2₅ m (upright) enclosed by approximate 5m contour, Rep (2000) (a) 13° 52′ 36S., 126° 26′ 44E.

depth 1₂ fm (upright) enclosed by approximate 3fm contour (b) 13° 52′ 4S., 126° 26′ 4E.

Delete depth 8₄ m enclosed by 10m contour (c) close S. of (a) above

depth 16fm (d) close NW. of (b) above

Chart [*Last correction*].— **Aus 318 (a,c)** [4193/00] — **Aus 413 (b,d)** [395/01]

Australian Notice 7/199/01 (HH.571/009/01).

2071 AUSTRALIA — Western Australia — Augustus Island Southwestwards — Rocks

Insert ☉ 15° 26′ 78S., 124° 30′ 10E.
15° 24′ 70S., 124° 27′ 80E.

* and extend danger line N. to enclose 15° 23′ 70S., 124° 29′ 10E.

danger line joining: 15° 24′ 94S., 124° 28′ 43E.

15° 23′ 60S., 124° 30′ 20E.

15° 23′ 65S., 124° 30′ 00E.

15° 24′ 10S., 124° 30′ 00E.

15° 24′ 10S., 124° 30′ 60E.

Chart [*Last correction*].— **Aus 320** [395/01]

Australian Notice 7/200/01 (HH.571/009/01).

II

2072 AUSTRALIA — Western Australia — Dampier Archipelago Northwards — Platform; Tanker mooring buoy; Restricted areas; Submarine pipeline; Anchor berth; Maritime limit

Insert	□ (lighted), <i>Legendre</i>	(a)	19° 42′.32S., 116° 42′.44E.
	□ (lighted), <i>Legendre</i> , (charts 4603 and 4708, □ (lighted))	(b)	19° 42′.3S., 116° 42′.4E.
	⚓ <i>Mo(U)Y.15s</i> , (chart Aus 327, ⚓ (lighted))	(c)	19° 41′.36S., 116° 43′.45E.
	circular limit of restricted area, radius 500m (0.27M), pecked line, centred on:	(d)	(a)/(b) above
	submarine pipeline joining:	(e)	(c) above
	symbol, anchor berth	(f)	(a) above
	circular magenta maritime limit, radius 3M, pecked line, centred on:	(g)	(c) above
	legend, <i>Cautionary Area</i> (see Note)	(h)	19° 42′.0S., 116° 42′.0E.
		(i)	19° 41′.84S., 116° 42′.95E.
		(j)	within (i) above
		(k)	close W. of (i) above

Note: Former Notice 438(P)/01 is cancelled.

Chart [Last correction].— **Aus 741** (a,c-j) [1696/01] — **Aus 327** (a,c-e,i,k) [397/01] — **Aus 415** (b,d) [396/01] — **4603** (INT 603) (b) [1408/01] — **4708** (INT 708) (b) [*New Edition* 15/3/01]
 Light List Vol. K, 2001/02, 1688, 1688.1
 Australian Notice 7/201/01 (HH.571/009/01).

2073 AUSTRALIA — Western Australia — Montebello Islands — Barrow Island Northwestwards — Well; Restricted area; Submarine pipeline; Anchor berth

Insert	○ <i>Gipsy Prod Well</i> , (charts Aus 415 and Aus 416, ○ <i>Well</i>)	(a)	20° 38′.20S., 115° 43′.64E.
	circular limit of restricted area, radius 0.5M, pecked line, centred on:	(b)	(a) above
	submarine pipeline joining:	(c)	(a) above
		(d)	20° 36′.17S., 115° 36′.82E. (□)
		(e)	20° 35′.17S., 115° 37′.82E. (□)
	anchor berth	(f)	20° 40′.0S., 115° 40′.0E.
	special pillar light-buoy with topmark, <i>Fl.Y.4s</i>	(g)	20° 38′.15S., 115° 43′.95E.

Chart [Last correction].— **Aus 742** (a-d,f,g) [399/01] — **Aus 327** (a-d,f) [2072/01] — **Aus 328** (a-d,f) [1183/01] — **Aus 415** (a-c,e) [2072/01] — **Aus 416** (a-c,e) [400/01]
 Australian Notice 7/202/01 (HH.571/009/01).

2074 AUSTRALIA — South Australia — Spencer Gulf — Tiparra Reef to Point Jarrold Westwards — Depths

Insert	depth 5 ₄ m	(a)	33° 55′.74S., 137° 33′.32E.
	depth 5 ₂ m	(b)	33° 55′.76S., 137° 34′.24E.
	depth 6m	(c)	33° 53′.95S., 137° 35′.70E.
	depth 4 ₈ m enclosed by 5m contour	(d)	33° 53′.28S., 137° 35′.70E.
	depth 13 ₈ m enclosed by 15m contour	(e)	34° 03′.13S., 137° 16′.02E.
	depth 4 ₉ m enclosed by 5m contour	(f)	34° 02′.38S., 137° 27′.93E.
	depth 4 ₉ m	(g)	34° 00′.21S., 137° 26′.85E.
		(h)	33° 58′.45S., 137° 29′.19E.
	depth 4 ₃ m	(i)	33° 58′.92S., 137° 28′.51E.
	depth 15m enclosed by 15m contour	(j)	33° 58′.71S., 137° 20′.10E.
	depth 4 ₅ m and extend 5m contour NE. to enclose	(k)	33° 56′.58S., 137° 33′.16E.
	5m approximate contour enclosing (g)–(i) above, joining:	(l)	34° 01′.3S., 137° 26′.9E.
			(existing contour)
		(m)	33° 58′.2S., 137° 30′.2E.
			(existing contour)
	depth 4 ₉ m	(n)	33° 46′.67S., 137° 40′.07E.
	depth 4 ₆ m	(o)	33° 45′.31S., 137° 40′.54E.
	5m approximate contour extending N. enclosing (n) and (o) above, joining:	(p)	33° 47′.8S., 137° 40′.4E.
			(existing contour)
		(q)	33° 45′.7S., 137° 41′.2E.
			(existing contour)
	depth 4 ₇ m enclosed by 5m contour	(r)	33° 44′.60S., 137° 40′.87E.
	depth 7 ₄ m	(s)	33° 40′.89S., 137° 41′.84E.
	depth 6 ₅ m	(t)	33° 39′.13S., 137° 30′.91E.
	depth 5m enclosed by 5m contour	(u)	33° 39′.06S., 137° 33′.74E.
	depth 6 ₆ m and extend 10m approximate contour SW. to enclose	(v)	33° 37′.64S., 137° 37′.63E.
	depth 4 ₉ m enclosed by 5m contour	(w)	33° 36′.07S., 137° 34′.73E.
		(x)	33° 32′.31S., 137° 35′.01E.
	depth 5 ₆ m	(y)	33° 34′.97S., 137° 40′.64E.
	depth 3 ₁ m	(z)	33° 28′.41S., 137° 48′.98E.
	depth 8 ₈ m	(aa)	33° 26′.33S., 137° 42′.07E.

II

2074 (continued)

	10m approximate contour, joining:	(bb) 33° 26'·3S., 137° 42'·7E. (existing contour)
		(cc) 33° 26'·3S., 137° 41'·7E. (existing contour)
	10m approximate contour, joining:	(dd) 33° 29'·2S., 137° 41'·2E. (existing contour)
		(ee) 33° 26'·9S., 137° 43'·6E. (existing contour)
	depth 5 ₇ m and extend approximate 10m contour W. to enclose	(ff) 33° 18'·75S., 137° 42'·50E.
	depth 4 ₈ m enclosed by 5m contour	(gg) 33° 15'·91S., 137° 43'·69E.
	depth 6m	(hh) 33° 14'·10S., 137° 43'·90E.
	depth 7 ₃ fm	(ii) 34° 03'·14S., 137° 16'·16E.
	depth 3 ₃ fm	(jj) 33° 39'·14S., 137° 31'·05E.
	depth 3 ₃ fm and extend 6fm contour W. to enclose	(kk) 33° 37'·65S., 137° 37'·77E.
	depth 3fm enclosed by 3fm contour	(ll) 33° 34'·98S., 137° 40'·79E.
	depth 3fm enclosed by 3fm contour and extend 6fm contour W. to enclose	(mm) 33° 18'·76S., 137° 42'·64E.
	6fm contour, joining:	(nn) 33° 43'·0S., 137° 32'·4E. (existing contour)
		(oo) 33° 41'·9S., 137° 33'·0E. (existing contour)
		(pp) 33° 15'·92S., 137° 43'·83E.
Delete	depth, 2 ₄ fm enclosed by 3fm contour	(qq) close NW. of (b) above
	depth 5 ₈ m	(rr) close NE. of (c) above
	depth 6 ₅ m	(ss) close NE. of (d) above
	depth 5 ₁ m	(tt) close SE. of (e) above
	depth 15 ₂ m	(uu) close N. of (e) above
	depth 17m	(vv) close W. of (f) above
	depth 6 ₈ m	(ww) 34° 00'·8S., 137° 26'·9E.
	depth 5 ₉ m	(xx) 34° 00'·3S., 137° 27'·4E.
	depth 5 ₅ m	(yy) 33° 59'·5S., 137° 27'·5E.
		(zz) 33° 58'·9S., 137° 28'·4E.
		(ab) 33° 58'·6S., 137° 29'·3E.
	depth 5m	(ac) close W. of (k) above
	depth 13 ₇ m enclosed by approximate 15m contour	(ad) 33° 44'·3S., 137° 33'·8E.
	depth 11m enclosed by approximate 15m contour	(ae) 33° 43'·0S., 137° 33'·3E.
	former approximate 5m contour, joining:	(af) (l) above
		(ag) (m) above
	depth 6 ₄ m	(ah) close W. of (n) above
	depth 5 ₅ m	(ai) 33° 46'·8S., 137° 40'·8E.
		(aj) close N. of (u) above
	depth 6 ₇ m	(ak) close NE. of (r) above
	depth 13 ₇ m enclosed by approximate 15m contour	(al) 33° 44'·3S., 137° 33'·8E.
	depth 11m enclosed by approximate 15m contour	(am) 33° 43'·0S., 137° 33'·3E.
	depth 9 ₄ m	(an) close S. of (s) above
	depth 8 ₅ m enclosed by 10m contour	(ao) 33° 39'·8S., 137° 33'·9E.
	depth 8 ₂ m enclosed by 10m contour	(ap) close W. of (v) above
	depth 5 ₂ m	(aq) close SW. of (w) above
	depth 4 ₆ m	(ar) close SE. of (z) above
	former 5m approximate contour, joining:	(as) (p) above
		(at) (q) above
	former 10m approximate contour, joining:	(au) (dd) above
		(av) (cc) above and
		(aw) (bb) above
		(ax) (ee) above
	depth 8 ₂ m	(ay) 34° 03'·6S., 137° 16'·3E.
	depth 4fm	(az) close NW. of (jj) above
	depth 7 ₃ fm	(ba) 33° 44'·3S., 137° 33'·8E.
	depth 6fm	(bc) 33° 43'·0S., 137° 33'·3E.
	former 6fm contour, joining:	(bd) (nn) above
		(be) (oo) above
	depth 4 ₄ fm and associated 6fm contour	(bf) 33° 39'·8S., 137° 33'·9E.
	depth 4 ₃ fm enclosed by 6fm contour	(bg) 33° 37'·9S., 137° 37'·2E.
	depth 3 ₅ fm	(bh) 33° 31'·9S., 137° 34'·9E.
	depth 3 ₃ fm	(bi) close N. of (pp) above
Substitute	depth 2 ₄ fm enclosed by 3fm contour for depth 3 ₂ fm	(bj) 33° 32'·3S., 137° 35'·1E.

Chart [Last correction].— **Aus 777 (plan, Wallaroo Bay)** (a–d, qq–ss) & **Aus 777** (e–m, tt–ag) [1864/01] — **Aus 778** (n–hh, ah–ax) [1865/01] — **Aus 344** (ii–pp, ay–bj) [1865/01]
 Australian Notice 7/203/01 (HH.571/009/01).

II

2075 NORTH AMERICA, West Coast — Alaska — Kodiak Island — Kodiak Harbor — Uski Island Southwards — Light-beacon

Delete starboard-hand light-beacon with topmark, Fl.R.2-5s8ft4M '8'
PA, (plan, Approaches to Kodiak Harbor, ★ Fl.R) 57° 46'·74N., 152° 24'·83W.

Chart [*Last correction*].— **1454 (plan, Kodiak Harbor) & (plan, Approaches to Kodiak Harbor)** [1867/01]

Light List Vol. G, 2000/01, 6829

U.S. Notice 15/16595/01 (HH.611/430/03).

2076 NORTH AMERICA, West Coast — British Columbia — Prince Rupert Harbour — Richie Point Westwards — Breakwater; Mooring buoy

Insert breakwater, single firm line, joining: (a) 54° 20'·04N., 130° 17'·32W.
54° 19'·98N., 130° 17'·27W.(shore)
(a) above

Chart [*Last correction*].— **2433** [1148/98]

Canadian Chart 3964 (HH.600/465/03).

2077 NORTH AMERICA, West Coast — Oregon and Washington — Columbia River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, (St Helens Turn to Morgan Channel), for existing table, centred on: (a) 46° 04'·1N., 122° 47'·9W.
the accompanying table, CHANNEL DEPTHS, (Vancouver Lower Channel to Tomahawk Bar), for existing table, centred on: (b) 45° 34'·0N., 122° 46'·9W.

Chart [*Last correction*].— **2849 (panel A) (a) & (panel B) (b)** [1962/01]

U.S. Notice 18/18525/01 (HH.612/012/01).

2078 NORTH AMERICA, West Coast — California — San Francisco Harbor — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, (San Francisco Bay), for existing table, centred on: 37° 56'·4N., 122° 42'·0W.

Chart [*Last correction*].— **591** [1088/01]

U.S. Notice 18/18649/01 (HH.612/012/01).

2079 SOUTH AMERICA, West Coast — Colombia — Bahía de Buenaventura — Isla Soldado Westwards — Wreck

Insert PA 3° 46'·92N., 77° 12'·82W.

Chart [*Last correction*].— **2319** [*New Edition* 7/12/00] — **2318** [270/00]

Colombian Notice 24/00 (HH.636/440/02).

2080 SOUTH AMERICA, West Coast — Chile — Canal Adalberto — Cape Nelson to Pta. Oldenburg — Lights

Insert ★ Fl.R.3s23ft4M (a) 48° 41'·3S., 74° 29'·8W.
sector at light, Fl.R.3s23ft4M, as follows: (a) above
Arc of vis 234° – 065° (191°)
★ Fl.G.3s16ft4M 48° 43'·8S., 74° 37'·0W.
★ Fl.G.5s16ft4M (b) 48° 40'·4S., 74° 43'·4W.
sector at light, Fl.G.5s16ft4M, as follows: (b) above
Arc of vis 091° – 300° (209°)

Chart [*Last correction*].— **1286** [799/00] — **1287** [2612/00]

Light List Vol. G, 2000/01, 1547.5, 1547.51, 1547.52

Chilean Notice 2/29/01 (HH.647/440/02).

2081 SOUTH AMERICA, East Coast — Chile — Tierra del Fuego — Isla Nueva — Light

Insert ★ Fl.10s14M, (chart 2505, ★ Fl.14M) (a) 55° 16'·3S., 66° 31'·8W.
Amend light to, Fl.10s269m14M (b) (a) above

Chart [*Last correction*].— **1373 (b)** [1702/01] — **2505 (a)** [2120/00] — **539 (a)** [1700/01]

Light List Vol. G, 2000/01, 1295

Chilean Notice 1/19/01 (HH.649/420/03).

II

2082 SOUTH AMERICA, East Coast — Chile — Estrecho de Magallanes — Bahía Gregorio to Bahía Felipe — Punta Valle to Punta Piedra — Submarine pipeline

Insert submarine pipeline joining: 52° 33'·35S., 70° 01'·24W.(shore)
 (a) 52° 34'·13S., 70° 00'·24W.
 (b) 52° 45'·58S., 69° 51'·54W.
 52° 47'·05S., 69° 49'·52W.(shore)
 along (a)–(b) above

legend, *Oil* (see Note)

Chart [*Last correction*].— **1693** [801/00]

Chilean Notice 2/30/01 (HH.649/440/02).

2083 SOUTH AMERICA, East Coast — Uruguay — Montevideo Westwards — Piedra del Arriero — Light

Amend light to, *Fl.R.5s9m4M* 34° 48'·1S., 56° 24'·9W.

Chart [*Last correction*].— **1749** [757/01]

Light List Vol. G, 2000/01, 0740

Uruguayan Notice 3/58/01 (HH.652/441/01).

2084 SOUTH AMERICA, North Coast — Guyane Française — Approaches to Cayenne — Pointe de Saint-Joseph Northeastwards — Submarine cable; Restricted area

Insert submarine cable joining: 4° 56'·66N., 52° 19'·37W.(shore)
 4° 57'·14N., 52° 19'·38W.
 4° 57'·99N., 52° 19'·03W.
 5° 03'·90N., 52° 15'·49W.
 5° 05'·77N., 52° 14'·10W.
 5° 09'·30N., 52° 11'·27W.
 (N. border)

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

4° 56'·61N., 52° 19'·65W.(shore)
 4° 57'·15N., 52° 19'·64W.
 4° 58'·11N., 52° 19'·26W.
 5° 04'·05N., 52° 15'·68W.
 5° 05'·92N., 52° 14'·32W.
 5° 09'·30N., 52° 11'·59W.
 (N. border)

and
 4° 56'·70N., 52° 19'·10W.(shore)
 4° 57'·09N., 52° 19'·10W.
 4° 57'·82N., 52° 18'·80W.
 5° 03'·85N., 52° 15'·18W.
 5° 05'·62N., 52° 13'·87W.
 5° 09'·30N., 52° 10'·92W.
 (N. border)

legend, *Dredging Prohibited*, orientated SW./NE., centred on:

5° 06'·40N., 52° 13'·40W.
 5° 00'·95N., 52° 17'·40W.

Chart [*Last correction*].— **1034** [411/01]

French Notice 14/59/01 (HH.665/410/02).

2085 NORTH AMERICA, East Coast — South Carolina — Savannah River Approaches — Turtle Island Eastwards — Buoy; Light-beacon

Insert port-hand pillar light-buoy, *Q.G '3'* (a) 32° 03'·80N., 80° 49'·82W.
 Delete port-hand light-beacon with topmark, *Fl.G.4s16ft4M '3' PA* close NW. of (a) above

Chart [*Last correction*].— **2807** [1718/01]

Light List Vol. J, 2000/01, 2780.5

U.S. Notice 18/11505/01 (HH.614/615/05).

2086 NORTH AMERICA, East Coast — Virginia — Entrance to Chesapeake Bay — Cape Henry Eastwards — Buoy

Certain copies only

Substitute safewater pillar light-buoy with topmark, *Mo(A)10s Whis 'C'*, 36° 56'·15N., 75° 57'·40W.
 for 'CJB' light-buoy

Chart [*Last correction*].— **2919** [1201/01]

UK Hydrographic Office (HH.614/555/06).

II

2087(T)/01 AUSTRALIA — Queensland — Hay Point — Depth information

- Available depth as at 8 March 2001:

	<i>Metres</i>
Departure Channel	13.1
HPS Berth No 1	16.5
HPS Berth No 2	16.7
DBCT Berth No 1	18.7
DBCT Berth No 2	19.7
- Former Notice 829(T)/00 is cancelled.

Chart affected — Aus 250

Australian Notice 7/208(T)/01 (HH.571/009/01).

2088(T)/01 AUSTRALIA — Queensland — Cairns — Depth information

- Available depths as at 28 February 2001:

	<i>Metres</i>	<i>ISLW (Chart Datum)</i>
* Entrance Channel	7.9	8.1
Crystal Swing Basin at:		
360 metre diameter	7.0	7.2
380 metre diameter	6.5	6.7
Swing Basin at:		
310 metre diameter	8.2	8.4
320 metre diameter	7.5	7.7
Berths:		
No 1	8.1	8.3
No 2	8.1	8.3
No 3	8.3	8.5
No 4	8.2	8.4
No 5	8.0	8.2
No 6	7.0	7.2
No 7	10.3	10.5
No 8	10.3	10.5
No 10	9.3	9.5
No 12	10.5	10.7
Smith Creek 1	4.8	5.0
- * Indicates new or revised entry.
 Former Notice 1312(T)/01 is cancelled.

Charts affected — Aus 262 — Aus 830

Australian Notice 7/209(T)/01 (HH.571/009/01).

2089(T)/01 AUSTRALIA — Victoria — Port Phillip — Corio Channel and Hopetoun Channel — Depths

Shoaling exists in Corio Channel and Hopetoun Channel, within circular areas, centred on the following positions:

<i>Position</i>	<i>Depth</i>	<i>Radius in Metres</i>
38° 05' 72S., 144° 23' 32E.	12.0	25
38° 05' 94S., 144° 23' 03E.	12.1	7
38° 06' 36S., 144° 22' 52E.	12.1	5
38° 06' 48S., 144° 22' 33E.	12.1	10
38° 06' 58S., 144° 22' 25E.	12.1	22
38° 06' 70S., 144° 22' 26E.	12.1	24
38° 06' 86S., 144° 22' 01E.	12.1	9
38° 06' 97S., 144° 22' 14E.	12.0	5
38° 07' 03S., 144° 21' 94E.	12.1	5
38° 07' 46S., 144° 21' 91E.	11.8	74
38° 07' 39S., 144° 22' 17E.	12.1	5
38° 07' 49S., 144° 22' 07E.	11.9	21

Chart affected — Aus 157

Australian Notice 7/211(T)/01 (HH.571/009/01).

IIA

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

NEW ZEALAND WEEKLY EDITION 13 13 April 2001

NZ 87/01 NEW ZEALAND PUBLICATIONS – New Editions of Chart – To be Published June 2001.

<i>Chart</i>	<i>Title</i>
NZ 76	Western Approaches to Foveaux Strait

Land Information New Zealand
NI 67/01

On Chart 2849

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER ST HELENS TURN TO MORGAN CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
ST HELENS TURN	44	45	43	36	1-01	600	1.7	40
WARRIOR ROCK RANGE	40	42	41	41	1-01	600	1.3	40
DUCK CLUB TURN	40	41	42	41	1-01	600	1.4	40
HENRICI RANGE	42	41	41	40	1-01	600	2.6	40
FALES CHANNEL	41	42	40	39	1-01	600	1.1	40
KNAPP POINT CHANNEL	42	40	41	38	1-01	600	1.8	40
WILLOW LOWER RANGE	40	40	41	40	1-01	600	2.1	40
WILLOW UPPER RANGE	42	43	43	44	1-01	600	1.1	40
MORGAN TURN	41	45	46	48	1-01	600	1.0	40
MORGAN CHANNEL	45	45	42	42	1-01	600	1.5	40
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

CHANNEL DEPTHS (see Note)								
COLUMBIA RIVER VANCOUVER LOWER CHANNEL TO TOMAHAWK BAR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
VANCOUVER LOWER CHANNEL	47	48	52	46	1-01	500	1.0	40
VANCOUVER RANGE	40	40	38	37	1-01	500	1.3	40
VANCOUVER UPPER CHANNEL	42	41	39	37	1-01	500	0.9	40
VANCOUVER LOWER TURNING BASIN	34	33	39	39	1-01	800	1.0	40
VANCOUVER UPPER TURNING BASIN	30	24	26	23	1-01	800	0.9	35
TOMAHAWK BAR	11	15	17	15	3,6-00	300	3.7	27
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 591

CHANNEL DEPTHS (see Note)								
SAN FRANCISCO BAY								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO DEC 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MAIN SHIP CHANNEL: ENTRANCE	50.4	53.0	54.0	54.3	12-00	2000	3.5	55
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 2090/01

On Chart 1953

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

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

On Chart 1978

CAUTION: CHARTS REFERRED TO A WGS 84 COMPATIBLE DATUM

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

On Chart 2265

CAUTION: CHARTS REFERRED TO WGS 84 DATUM

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

On Chart 2287

CAUTION: CHARTS REFERRED TO WGS 84 DATUM

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

On Chart 3614

CAUTION: CHARTS REFERRED TO WGS 84 DATUM

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

III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 8 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) 20th Week 17/5/01.

NAVAREA I warnings in force 8/5/01: 2000 series: 082 114 189 397 419 473 533.

2001 series: 062 072 088 099 101 114 116 119 120 125 128 129 131 132 141 142 143 144 146 151 152 155 162 164 170 171 172 173 174.

169 Cancelled.

170 ENGLAND, East Coast. Northern Approaches to The Wash. Chart BA 108. Offshore Mast structure 53°12'5N 000°26'0E Fogsignal unreliable.

171 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 081000z 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
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 165/01.

172 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 081000z 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
	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
NEW	58°09'3N	001°19'9W	Santa Fe 135
	58°18'1N	001°42'4W	Sedco 704
	58°19'4N	000°41'8E	Drill Star
	59°10'7N	002°22'8E	Deepsea Bergen
	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 166/01.

III

173 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 081000z May 01.

NEW	60°18'·7N	004°20'·3W	Jack Bates
	60°20'·6N	004°14'·7W	Transocean Leader
	60°43'·8N	003°39'·4E	Polar Pioneer
NEW	60°45'·4N	003°38'·4E	West Venture
	60°49'·9N	003°43'·0E	Scarabeo 6
	60°51'·0N	003°34'·9E	West Vanguard
	60°51'·4N	002°39'·0E	Maersk Gallant
	61°02'·0N	001°07'·8E	Sedco 712
	61°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
NEW	64°20'·5N	007°43'·4E	Byford Dolphin
	65°07'·1N	006°40'·4E	Transocean Searcher
NEW	65°10'·5N	006°51'·1E	Transocean Winner
	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 167/01.

174 RIGLIST. South and West Coasts of the British Isles. Correct at 081000z May 01.

	51°19'·4N	008°06'·9W	Noble Ton Van Langeveld
	54°19'·2N	011°04'·2W	Sedco 711
NEW	56°45'·8N	009°50'·6W	West Navion

NOTES:

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

2. Cancel 168/01.

Cancel 109/01. ANM 1328/01 refers.

(2) Navarea II (E Atlantic) 20th Week 17/5/01.

Edited Navarea II warnings in force 8/5/01: 263/00.
169 received.

(3) Navarea III (Mediterranean) 20th Week 17/5/01.

Edited Navarea III warnings in force 8/5/01: NIL.
187 to 200 received.

(4) Navarea IV (NW Atlantic) 20th Week 17/5/01.

Edited Navarea IV warnings in force 8/5/01: NIL.
148 to 151 received.

(5) Navarea V (W Atlantic) 20th Week 17/5/01.

Edited Navarea V warnings in force 8/5/01: 923/97, 568/98, 055/01, 582/01.
Nil received.

III

(6) Navarea VI (SW Atlantic) 20th Week 17/5/01.

Edited Navarea VI warnings in force 8/5/01: NIL.
065 to 086 received.

(7) Navarea VII (SE Atlantic) 20th Week 17/5/01.

Edited Navarea VII warnings in force 8/5/01: NIL
050 to 053 received.

(8) Navarea VIII (Indian Ocean) 20th Week 17/5/01.

Edited Navarea VIII warnings in force 8/5/01: 388/00, 117/01, 195/01.
180 to 221 received, except 181, 182 and 185.

195 INDIA, West Coast. Approaches to Mormugao Bay. Kambariam Island, westward. Chart BA 492. Dangerous Wreck reported 15°23'95N 073°46'34E.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 20th Week 17/5/01.

Edited Navarea IX warnings in force 8/5/01: NIL.
Nil received.

(10) Navarea X (Australia, New Guinea) 20th Week 17/5/01.

Edited Navarea X warnings in force 8/5/01: 020/00.
015 to 017 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 20th Week 17/5/01.

Edited Navarea XI warnings in force 8/5/01: NIL.
200 to 210 received.

(12) Navarea XII (NE Pacific) 20th Week 17/5/01.

Edited Navarea XII warnings in force 8/5/01: 415/00.
128 to 134 received.

(13) Navarea XIII (NW Pacific) 20th Week 17/5/01.

Edited Navarea XIII warnings in force 8/5/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 20th Week 17/5/01.

Edited Navarea XIV warnings in force 8/5/01: 091/01.
094 and 095 received.

(15) Navarea XV (SE Pacific) 20th Week 17/5/01.

Edited Navarea XV warnings in force 8/5/01: NIL.
018 to 020 received.

(16) Navarea XVI (E Pacific) 20th Week 17/5/01.

Edited Navarea XVI warnings in force 8/5/01: 151/98.
Nil received.

III

(17) Hydropacs (Pacific, Indian Ocean) 20th Week 17/5/01.

Edited Hydropacs in force 8/5/01: 1272/99, 155/01, 574/01, 684/01.
660 to 695 received.

684 RED SEA. Yemen. Hanīsh al Kubrá, southwestward. Chart BA 453. Depth 21₈ meters located
13°37'·83N 042°38'·67E.

Cancel 300/01. ANM 1889(T)/01 refers.

(18) Hydrolants (Atlantic, Mediterranean) 20th Week 17/5/01.

Edited Hydrolants in force 8/5/01: 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.
1290 to 1345 received.

IV

[20/01]

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

There were no Section IV Notices issued in Week 19/01

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

Port D'Abidjan — Directions

261

R 14 *Add:*

A wall, painted white, bearing 313° ahead, used as a mark by vessels transiting the canal, stands on Île Boulay.

French Notice 11/54/01
(HH. 428/410/03)

[20/01]

NP 5 South America Pilot Volume I (1999 Edition)

Caleta Olivia — Berths; anchorages; restricted areas

381

Paragraphs 12.198 to 12.208 including existing Section IV Notice Week 50/99 *Replace by:*

12.198

- 1 **Function.** There is a rapidly expanding town, with a population of about 20 000, whose economy is mainly connected with the oil industry. There is an SBM for loading oil tankers. Caleta Olivia is administered as part of Puerto Comodoro Rivadavia (12.173), 33 miles N.

12.199

- 1 **Approach and entry.** The oil loading terminal is approached directly from Golfo San Jorge.

12.200

- 1 **Traffic.** In 1997 the port was used by 183 vessels with a total of 1 141 802 dwt.

Limiting conditions

12.201

- 1 **Maximum dimensions.** The SBM reportedly will accept vessels up to 150 000 dwt.

12.202

- 1 **Mean tidal levels.** As Comodoro Rivadavia (12.179), see also Chart 3106.

12.203

- 1 **Outer anchorage.** An anchorage, not charted, for tankers lies 2½ miles N of the SBM (12.212) in the restricted area (12.206).

12.204

- 1 **Pilotage** is compulsory.

12.205

- 1 **Tugs** are not compulsory but can be made available if required.

12.206

- 1 **Restricted areas.** A circular area, 2 miles in radius centred on the SBM (12.212), as shown on the chart, is restricted for tanker operations only.

- 2 An area to the N is restricted as an anchorage for tankers and unloading operations. It is bounded by positions:

46°22'·2S, 67°27'·0W,
46°22'·2S, 67°30'·0W,
46°23'·5S, 67°30'·0W,
46°23'·5S, 67°27'·0W.

Harbour

12.207

- 1 **Layout.** An SBM for oil loading (12.212); there is a jetty on the beach, for small craft, which dries at low water.

12.208

- 1 **Hazards.** There are several obstructions, mainly lost anchors and cables, on the sea-bed. Latest information on these should be sought from the Port Authority.

382

Paragraphs 12.209 to 12.212 including existing Section IV Notices Weeks 50/99 and 04/00 *Replace by:*

12.209

- 1 **Landmark.** Cerros Tres Picos (46°22'N, 67°42'W) (12.170),

Directions

(continued from 12.172)

12.210

- 1 From a position on the coastal track, E of Caleta Olivia, the SBM can be approached directly.

12.211

- 1 **Useful mark:**

Caleta Olivia Light (46°26'·1S, 67°30'·8W)
(12.172).

Berths

12.212

- 1 The terminal consists of an SBM (46°25'·6N, 67°28'·5W) 1½ miles offshore.

Argentinian Chart 98 and Notice 3-4/38/01
(HH. 650/450/03)

[20/01]

IV

NP 9 Antarctic Pilot (1997 Edition)

Antarctica — Refuge hut removed

230

United Kingdom - Refuges

Delete all references to Portal Point, Reclus Peninsula

H.M.S. *Endurance* & R.R.S. *James Clark Ross*
(HH. 697/420/04) [20/01]

NP 15 Australia Pilot Volume III (1999 Edition)

Wharton Reef — Photograph

296

Photograph title *For Eden Read Wharton*

United Kingdom Hydrographic Office
(HH. 015/200/01) [20/01]

NP 24 Black Sea Pilot (2000 Edition)

South west approaches to Novorossiyskaya Bukhta — Offshore oil terminal established

198

After Paragraph 7.89 *Insert*:

Oil terminal

7.89a

Offshore oil terminal, consisting of two SBM's connected to the shore by submarine pipelines, lies 2½ miles S of Reka Ozerevka Light (44°40'N, 37°38'E).

Anchoring, fishing and underwater operations are prohibited in an area (No 670) enclosing the terminal, as shown on the chart.

United Kingdom Hydrographic Office
(HH. 305/400/03) [20/01]

NP 31 China Sea Pilot Volume II (1998 Edition)

Manila Harbour — Anchorages

185

Paragraph 8.238 *Delete*

Paragraph 8.239 *Replace by*:

- 1 **International Port Basin.** A number of mooring buoys are located in the N part of the basin, the positions of which can best be seen on the chart.

Philippine notice 1/2/01
(HH. 552/685/03) [20/01]

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

Tökcchök Kundo to Taech'öng Gundo — Routes

289

L 24 Existing Supplement amendment *Replace by*:

Routes

16.1a

Due to the special situation that exists between North and South Korea the Korean Navy has advised vessels to keep to the following routes:

- Area 1.** (1) 37°03'N, 125°40'E.
(2) 37°33'N, 125°32'E.
(3) 37°42'N, 125°34'E.

This route is for vessels sailing between a South Korean port and Haeju (16.29).

- Area 2.** (1) 37°42'N, 125°34'E.
(2) 37°29'N, 125°23'E.
(3) 37°29'N, 124°43'E.
(4) 38°00'N, 124°18'E.

This route is for vessels sailing between Haeju (16.29) and a Chinese port.

- Area 3.** (1) 37°03'N, 125°40'E.
(2) 37°29'N, 124°43'E.
(3) 38°00'N, 124°18'E.

This route is for vessels sailing between a South Korean port and a Chinese port.

When seeking shelter in heavy weather vessels should keep to the South of Soch'öng Do (37°46'N, 124°45'E)(16.39), and avoid the area around Taech'öng Do (37°49'N, 124°42'E) and Paengnyöng Do (37°57'N, 124°40'E)(16.39).

Korean Notice 14/86/01
(HH. 557/420/03) [20/01]

NP 38 West Coast of India Pilot (1998 Edition)

Indus Delta — Lights; landmarks

292

Paragraph 10.26 Including existing Section IV Notice Week 39/99 *Replace by*:

Landmarks:

1 Tower (disused lighthouse) (grey framework tower, elevation 46 m) (23°44'·4N, 68°03'·9E), stands on a small islet on the SE side of Kājhar Creek.
Turshiān Old Lighthouse (24°04'·8N, 67°22'·4E), elevation 46 m, stands near the NW extremity of an island lying on the N bank of Turshiān Creek (10.35).

Khuddi Island Lighthouse (white round concrete tower, black bands) (24°33'·6N, 67°13'·2E).

For other landmarks at Port Muhammad Bin Qasim see 10.60.

Major lights:

2 Turshiān Creek Light (24°04'·6N, 67°24'·0E).
Surveyor's Sand (Buddo Island) Rear Light (24°40'·4N, 67°07'·9E) (10.63).
Manora Point Light (24°47'·6N, 66°58'·7E) (10.83).

Pakistani Notice 8/23/01, Pakistani Chart 33
(HH. 502/430/03) [20/01]

IV

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

Ulsan — SBM's; anchorages

124

L 6-19 Existing Supplement amendment *Add*:

Ssangyoung Oil D, (35°25'·2N, 129°23'·2E). The maximum size of vessel that can be handled is 350 000 gt. The depth of water at the terminal is about 27 m.

Korea Oil E, (35°24'·6N, 129°23'·1E). The maximum size of vessel that can be handled is 300 000 gt. The depth of water at the terminal is about 27 m.

R 23 Including existing Supplement amendment, *Add*:

Anchorage M1 to M7, radius 150 m, on the E side of Fairway No 1, as shown on the chart, are for vessels up to 5 000 gt. Anchorages M9 and M10, radius 200 m and 300 m respectively, on the W side of Fairway No 1, as shown on the chart, are for vessels up to 20 000 gt and 50 000 gt respectively. Anchorages M11 (radius 300 m), M12 (radius 400 m), M14 and M16 (radii 500 m), as shown on the chart, are for vessels up to 20 000 gt.

R 24-26 Including existing Supplement amendments, *Replace by*:

Quarantine anchorages lie 3 miles SE, 2 miles S and 1 mile SSE of Hwaam Chu; they are exposed from N through E to S. Radio pratique is not granted.

R 27-29 Including existing Supplement amendment, *Replace by*:

Prohibited anchorage is established, radius 500 m, as shown on the chart, around the obstruction in position 35°25'·9N, 129°25'·9E.

Republic of Korea Hydrographic Office
(HH. 557/466/07) [20/01]

NP 62 Pacific Islands Pilot Volume III (1982 Edition) — Supplement 8-1999

Banc Lawson and Banc Clark — Depths

178

L 41 *Replace by*:

Banc Lawson, with a least depth of 14·3 m (47 ft)..

L 45-48 *Replace by*:

Banc Clark (8°04'S, 139°36'W), with a least depth of 9·3 m (30½ ft) over it, lies on the N side of the archipelago.

French Chart 7357 and French Notice 13/41/01
(HH. 595/560/02) [20/01]

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

Progreso — Pilots; directions; caution

111

R 47 *For* 5 cables N *Read* 1 mile NW

112

R 2 *Add*: A turning circle, marked by light-buoys (special), has been established for vessels approaching the berth at Terminal Remota.

R 3 *Insert*:

Caution. Mariners should avoid the N side of Terminal Remota and the E and W sides of the mole, as shown on the chart, due to the dumping of construction material.

Mexican Notice 11/IV2(X1)/00 and BA Chart 373
(HH. 622/405/03) [20/01]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001/02. Weekly Edition No. 20, Dated 17th May, 2001.

Last Amendment: Weekly Edition No. 19, dated 10th May, 2001.

Pages 52 to 54 Amend Column 3 heading "N/E" to read "N/W"

2213·8	- Approaches to Bristol Pier. <i>ODAS</i>	51 57·2 1 15·9	Fl(5)Y 20s	...	...	Yellow × on yellow buoy	
*	*	*	*	*	*	*	*
2530·2	- KING GEORGE DOCK. Entrance. E side. Lts in line 347°. Front	53 44·4 0 16·3	VQ Y	...	...	Yellow △ on yellow beacon	Marks E side of dredged channel. 2 F G(ver) 280m W
	*	*	*				*
2530·3	--- W side	53 44·4 0 16·3	Bell(3) 10s	...	...	...	Near lock gate
*	*	*	*	*	*	*	*
3514	- Ldg Lts 313°. Front	58 06·9 3 38·9	F G	7	4	Wooden post	F R shown when harbour closed
				*	*		*
3514·1	-- Rear. 30m from front	58 06·9 3 38·9	F G	7	4	Wooden post	
				*	*		
5637·4	- Rock. Pontoon Jetty. Head	50 32·6 4 55·4	2 F R(ver)	...	...	...	2 F R(ver) on floating jetty 170m NW
		*					*

Volume B, 2001/02. Weekly Edition No. 20, Dated 17th May, 2001.

Last Amendment: Weekly Edition No. 19, dated 10th May, 2001.

0864·9	--	52 59·2 4 55·1	Fl(5)Y 20s	...	...	Pole	Tide gauge
*	*	*	*	*	*	*	*
1001·4	-- Pier	53 19·9 6 55·9	Q W				
*	*	*	*	*	*	*	*
1001·5	<i>Remove from List</i>						
2218	- W side	59 07·0 11 00·7	Oc(3)WRG 10s	6	W 10 R 7 G 7	White lantern on concrete column	G015°-021·5°(6·5°), W021·5°-025·5°(4°), R025·5°-110·5°(85°), W110·5°-132°(22°), G132°-152°(20°)
					*		*
2243	- Belgen	59 08·1 10 57·9	Oc(2)WRG 8s	5	W 9 R 9 G 8	White lantern, concrete base	W169°-182°(13°), R182°-298·5°(116·5°), W298·5°-316°(17·5°), G316°-326·5°(10·5°), W326·5°-347°(20·5°), R347°-019·5°(32·5°), W019·5°-150°(130·5°), G150°-169°(19°)
				*	*		*

V

Volume D, 2000/01. Weekly Edition No. 20, Dated 17th May, 2001.

Last Amendment: Weekly Edition No. 19, dated 10th May, 2001.

1666	- Muelle de Mirasol. Espigón de Abrigo. Head	43 32·1 7 01·2	Fl(2)R 7s	9	1 Red timber on red and white round tower 5	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>
						*
1681	- Cillero. Punta del Puntal. Outer breakwater. Head	43 40·9 7 36·0	Fl(2)R 7s	8	5 Red column 6	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>
			*			*
1682	---- Jetty. Head	43 40·9 7 36·1	Fl(3)R 9s	10	1 Round tower 6	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5</i>
			*			*
1683·2	-- Rio Landrove. Channel	43 40·6 7 35·9	Fl(2)G 7s	7	1 Green column 4	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>
			*	*	*	*
1683·5	- Vivero. Breakwater. Head	43 40·1 7 35·7	Fl(3)G 9s	7	1 Green column 4	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5</i>
			*	*	*	*
1788	- PUERTO DE MUROS. Outer breakwater. Head	42 46·7 9 03·3	Fl(4)R 13s	8	4 White round tower 6	<i>(fl 1, ec 1·5) x 3, fl 1, ec 4·5</i>
						*
1789	-- Quay W. Head	42 46·6 9 03·4	F G	8	4 Green tower on white base 6	TE 2001
						*
2587·5	- Sidi Daoui	33 16·0 8 30·7	Fl(2)W 10s	14	10 White tower, black bands 10	
*	*	*	*	*	*	*

Volume E, 2000/01. Weekly Edition No. 20, Dated 17th May, 2001.

Last Amendment: Weekly Edition No. 19, dated 10th May, 2001.

0057·4	- Puerto Deportivo. Breakwater	36 29·0 4 44·6	Q(6)+LFl W 15s	...	3  on black structure, yellow top	TE 2000
						*
0057·8	- Dique de Poniente. Head	36 29·0 4 44·4	Fl(2)R 5s	7	4 White round tower 4	<i>fl 0·7, ec 0·7, fl 0·7, ec 2·9. TE 2000</i>
						*
0059·4	- Contradique. Head	36 32·6 4 36·9	Fl(2)G 7s	6	3 Green truncated pyramidal tower 4	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5. TE 2000</i>
						*
0061	- Espigón de la Central Térmica. Head	36 41·0 4 26·4	Q(3)W 10s	11	3  on black structure, yellow band 8	TE 2000
					*	*

V

Volume E *continued.*

0064·5	-- NE arm. Head	36 42·6 4 24·6	Q(3)W 10s	12	3 Black round tower, yellow band. 2 *	Q(3)W 7s (T) 2000 *
0091·35	-- East Head	36 41·8 2 47·6	Fl(2)R 9·5s *	2 *	2 Red truncated tower 1 *	<i>fl 1, ec 1·5, fl 1, ec 6</i> *
0091·6	-- Espigón No 1. Head	36 42·0 2 47·9	Fl(4)R 11s	3	3 Post on truncated red tower 3	<i>(fl 1, ec 1) x 3, fl 1, ec 4.</i> TE 2001 *
0112	- Dique de Poniente. Head	37 11·0 1 49·0	Fl(3)R 9s *	6	3 Red truncated tower 3	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5</i> *
0120·5	- Dique de Abrigo. Head	37 34·0 1 15·2	Fl(4)R 12s *	9	4 Metal post 3	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 5·5</i> *
0126·65	-	37 34·1 0 57·2	Fl(2)G 7s	7	1 Green column 4 * *	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i> *
0128	- Dique de Navidad. Head	37 35·1 0 59·0	Fl(2)R 10s	15	10 White round tower, red top 11 *	<i>fl 1, ec 2, fl 1, ec 6</i> *
0130·5	- Muelle del Carbón. Head	37 35·5 0 59·1	Fl(3)R 9s	8	3 Red mast 5 *	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5</i> *
0131	- MUELLE DE ALFONSO XII. W end. Yacht Club	37 35·9 0 59·2	Oc G 3s	5	1 Green column 5	<i>ec 0·5</i> *
0132	- Dique-muelle de Santiago. Head	37 35·9 0 58·4	Fl R 3s	5	1 Red column 4	<i>fl 0·5</i> *
0134·5	-- Breakwater. Head	37 34·9 0 50·6	Fl R 3s	6	2 Red column 4	<i>fl 0·5. TE 2001</i> *
0154	- Dique de Levante. Head	38 11·1 0 33·7	Fl G 5s	9	4 Green metal tower 5 *	<i>fl 0·5. QW marking stranded wreck of a fishing vessel close by (T) 2000</i> *
0303·7	- Punta Sabaté (Cabo del Pinar)	39 53·7 3 11·8	Fl(3)W 9s	47	5 White triangular tower, black band 12 * *	<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 4·5</i> *

V

Volume E *continued*.

0306·6	--- Club de Amigos de Alcudia. Dique. Head	39 50:3 3 08:2	Fl R 3s	5	3 Red tower	4 *	<i>fl</i> 0:5 *
0316·35	--- Elbow	39 30:0 2 44:7	Q(9)W 15s	6	3 Yellow tower with black band	2 *	<i>(fl</i> 0:3, <i>ec</i> 0:7) <i>x</i> 2, <i>fl</i> 0:3, <i>ec</i> 6:7 *
0434·73	---	41 23:3 2 12:3	Q(3)W 10s	6	5 ⚔ on black post, yellow band		<i>(fl</i> 0:5, <i>ec</i> 0:5) <i>x</i> 2, <i>fl</i> 0:5, <i>ec</i> 7:5 *
0452·8	-	41 42:2 2 52:9	Fl(4)R 11s	...	3 Red dwelling	*	<i>(fl</i> 0:3, <i>ec</i> 1:5) <i>x</i> 3, <i>fl</i> 0:3, <i>ec</i> 5:3. TE 2001 *
0481	- Pier. Head	42 15:5 3 10:7	Q(6)+LFl W 15s	5	3 ⚔ on black post, yellow top	2 *	<i>(fl</i> 0:5, <i>ec</i> 0:5) <i>x</i> 6, <i>fl</i> 2, <i>ec</i> 7 *
2346	- Molo Foraneo Nord. Head	43 37:5 13 29:6 ... Horn(2) 45s	Fl R 4s	11	8 Red stone tower	6 *	<i>fl</i> 1. Vis 277°-224° (307°). Racon *
2660	Luka Črvar. Pličina Civran	45 17:0 13 34:6	Q W	7	5 ⚔ on yellow beacon, black top	*	
2660·2	--	45 16:5 13 34:2	Q(9)W 15s	7	5 ⚔ on yellow beacon, black band	*	
2683	- Breakwater. SW Head	45 04:6 13 38:3	F R	...	... Red column	1	Private
*	*	*	*	*	*	*	*
2683·5	-- SE Head	45 04:6 13 38:4	F G	...	... Green column	1	Private
*	*	*	*	*	*	*	*
2908	- Selce. Pier. Head	45 09:4 14 43:3	Fl G 3s	7	4 White round metal tower	5	<i>fl</i> 0:3. Vis 036°-306° (270°). TE 2000 *
3157·4	<i>Remove from List</i>						
3170·5	-- Marina. Breakwater. Head	44 03:0 15 18:2	Fl(2)R 5s	8	4 Red round tower with column and gallery	5	<i>fl</i> 0:5, <i>ec</i> 1, <i>fl</i> 0:5, <i>ec</i> 3. TE 2000 *
3412	- OTOK HVAR. Uvala Vira. Rt Galijola	43 11:9 16 25:8	Fl W 2s	8	6 White round tower	5	<i>fl</i> 0:3. TE 2001 *

V

Volume E *continued*.

3422	--- Quay	43 10·8 16 40·7	F R	5	3	Red metal column 4	TE 2001	*
3502·6	--	43 02·2 17 28·6	Fl R 3s	6	3	Red metal tower, concrete base 2	<i>fl 0·3. TE 2000</i>	*
5342·1	--- Rear. 1M from front	45 01·3 35 22·7	F R	...	10	...	TE 2001	*
5361	Mys Takil'. Takil'skiy	45 06·3 36 26·8	Fl W 4s	101	15	Black metal framework square tower 11	<i>fl 1</i>	*
5881·2	- North Breakwater. Head	34 43·0 33 19·1	F G					*
6778	Ras Tleta Madari (Cap de Trois Fourches)	35 26·3 2 57·8	Fl(3+1)W 20s	112	19	Grey square tower and dwelling 18	<i>(fl 0·3, ec 2·2) x 2, (fl 0·3, ec 7·2) x 2. Vis 083°-307°(224°).</i> TE 2001	
		...	Siren(3+1) 60s	...	...	White bracket on metal hut 6	<i>(bl 2, si 3) x 2, (bl 2, si 23) x 2</i>	*
7452·3	<i>Remove from List</i>							

Volume F, 2000/01. Weekly Edition No. 20, Dated 17th May, 2001.

Last Amendment: Weekly Edition No. 19, dated 10th May, 2001.

1356·1	- Entrance. Ldg Lts 040°. No III. Front. 0·5M from rear	3 48·9 98 43·7	Q(2)W 3s	12	8	White framework structure 5	<i>fl 0·5, ec 0·5, fl 0·5, ec 1·5.</i> Destroyed (T) 2001	*
1739	- Pulau Ubin. Tg Chek Jawa	1 24·5 103 59·5	Fl W 5s	27	10	White △ on white post, white concrete base 5	Vis 309°-314°(5°)	*
1904·95	Pulau Burong. Southeastwards	1 35·3 110 54·5	Fl(2)W 10s	...	...	Wreck		*
*	*	*	*	*	*	*		*
1946·3	Kuala Padas Beaufort	5 08·0 115 31·5	LFl W 10s	7	5	○ on pillar, red and white stripes		*
*	*	*	*	*	*	*		*
2610	Balayan	13 56·3 120 44·2	F R	11	7	White framework tower 10	Possibly obscured by trees	*

V

Volume F *continued.*

2675	- Kalaklan Point (PCG)	14 49·5 120 16·0	Fl G 6s	23	... White concrete tower 10	<i>fl 1.</i> Intens 11M bearing 051°. R and W lights on tower 1·3M E. F R lights on tower 5·6M E
						*
3524·5	- Wong Fa Pai	22 14·1 113 49·7	Fl(3)W 15s	6	5	
*	*	*	*	*	*	*
3781	- Wusong Kou. Ldg Lts 250° 20'. Front	31 23·4 121 30·2	F R	26	8 Red $\supset$, white stripes, on white framework structure 24	
						*
3781·1	--- Rear. 210m from front	31 23·3 121 30·1	F R	34	8 Red ∇ , white stripes, on white framework structure 36	Emergency light Iso W 4s
						*
3972·3	- Xishiba in Water	40 39·3 122 08·5	Fl R 4s			
*	*	*	*	*	*	*
4171	- Coal Wharf. A	37 26·1 126 35·3	Fl Y 7s	11	11 Yellow $\times$ on round concrete tower 9	
						*
4374·1	Suyǒng Man	35 07·9 129 08·2	Fl(4)Y 8s	10	7 Yellow round metal tower 21	TE 2001
						*
4601	Kang-k'ou Wan	21 58·6 120 50·0	Fl G 4s	12		
*	*	*	*	*	*	*
4602·5	- Approaches. Wreck	21 55·2 120 51·6	Fl W 4s	...	3 On bow of wreck	
	---	...	2 Fl R 4s	...	3 On stern of wreck	
*	*	*	*	*	*	*
4701·22	-- S end	24 35·6 121 51·6	Fl(3)R 6s	5		
			*	*		
4701·4	- Pi-tzu T'ou. Breakwater. NW corner	24 35·4 121 51·7	Fl G 4s			
*	*	*	*	*	*	*
4701·7	- Quay. NE corner	24 35·3 121 51·6	Fl(3)R 8s			
*	*	*	*	*	*	*
4702	- W Breakwater	24 35·2 121 51·7	F R	5	7 Red concrete column 4	W lights on breakwaters 520m and 580m E. TE 2000
						*

V

Volume F *continued.*

5150	Oniike Kō	32 33·0 130 11·5	Fl(2) R 6s	...	6		
	*	*		*	*	*	
5336	- Tarōgase Hana. ENE of cape	33 56·9 130 54·4	Fl W 3s	5	3 White tower 8		Iso W on bridge 0·1M NE
			*	*	*		
5354	- MOJIKU. No 2 Breakwater. S end	33 57·1 130 57·9	Fl G 3s	9	2 White concrete tower 9		
					*		
5576·4	- W Breakwater. Head	33 50·5 134 48·5	Fl R 3s	13	6 Red round concrete tower 9		
			*		*		
7482	--	43 03·7 131 50·6	Fl G 3s	6	1 Round green metal column with platform 5	<i>fl 0·5</i>	
			*				
7483	--	43 03·7 131 50·6	Fl R 3s	6	2 Round metal column with a platform 5	<i>fl 0·5</i>	
			*				
7574	Mys Yakimova	42 49·0 133 30·9	Fl R 3s	32	4 Red 4-sided metal framework pyramid with platform 5		
			*	*	*	*	
7846	Mys Levenorna	46 22·5 143 37·1	Fl W 6s	60	9 White wooden pyramidal tower 3	<i>fl 1·5. Vis 180°-023°(203°). Ra refl</i>	
				*			*
8038	Reka Ozernovskiy (Ozernaya)	51 29·2 156 29·5	Fl R 6s	72	12 Red □, white stripe, on framework tower 20	<i>fl 1·5. Reserve light 6M.</i>	
							*
8043	- Mys Levashova	50 30·6 156 09·7	Fl W 5s	78	9 8-sided concrete tower, black and white stripes 8	<i>Vis 180°-025°(205°)</i>	
				*	*		

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CANAL ADALBERTO

1547·5	-	48 40·4 74 27·4	Fl R 3s	7	4	...	<i>Vis 234°-065°(191°)</i>
*	*	*	*	*	*	*	*
1547·51	-	48 42·7 74 34·6	Fl G 3s	5	4	...	<i>Vis 141°-327°(186°)</i>
*	*	*	*	*	*	*	*

V

Volume G *continued.*

1547·52	-	48 39·2 74 41·0	Fl G 5s	5	4	...	Vis 091°-300°(209°)
*	*	*	*	*	*	*	*
1703·8	- Frutillar	41 08·9 73 00·7	Fl G 5s	1	6	Green GRP tower with distinctive rectangular wings 2	<i>fl 1</i>
*	*	*	*	*	*	*	*
1720	Cabo Quedal	40 59·0 73 56·2	Fl W 15s	81	16	White GRP tower, red band 4	<i>fl 0·3.</i> Vis 356°-196°(200°)
					*		*
1881	- Molo de Abrigo. Head	32 55·7 71 32·4	Fl R 4s	4	6	White concrete column, red bands 4	<i>fl 1·5.</i> Private. Reported Fl W 5s 7m 19M (T) 2000
							*
1882	- Península Los Molles	32 46·1 71 32·0	Fl W 15s	93	22	White conical concrete tower, red bands 18	<i>fl 0·3.</i> Vis 020°-236·5°(216·5°). Fl(4)R 30s 66m and 33m on 2 chimneys 3M ENE. 8 Fl W lights on chimney 3M ENE
				*	*	*	*
1946	- Molo de Abrigo. Head	23 38·5 70 24·4	Fl W 5s	17	19	White round concrete tower with red bands 13	<i>fl 0·3.</i> Vis 010°-190°(180°). Fl R and F R(vert) on radio mast 1·13M SSE. F R on radio mast1·13M SSE. Fl R on radio masts 1·8M S. F R on radio masts 1·3M S
				*		*	
3568·6	- Punta Coyote	24 20·0 110 13·0	Fl(3)W 12s	12	11	Metal truncated pyramidal tower 7	<i>(fl 1, ec 2) x 2, fl 1, ec 5</i>
*	*	*	*	*	*	*	*

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0480·2	- BAY DE GRAVE. Port de Grave. W Breakwater	47 35·1 53 12·8	Fl G 4s	5	4	Metal round mast 2	<i>fl 0·5</i>
				*	*	*	*
0480·3	--- E Breakwater	47 35·4 53 12·6	Fl R 4s	7	4	Metal round mast 2	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
0480·4	- Mouse Rock. CP2	47 26·9 53 11·6	Fl R 4s	...	2	Red structure marked CP2	<i>fl 0·5.</i> Seasonal
*	*	*	*	*	*	*	*
0480·5	- Terrys Shoal. CP4	47 35·1 53 12·5	Q R	...	4	Red structure marked CP4	<i>fl 0·3.</i> Seasonal
*	*	*	*	*	*	*	*

V

Volume H *continued.*

0480-6	- Port de Grave. Inner E Breakwater	47 35.1 53 12.7	Fl R 4s	3	2	Metal round mast 2	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
0480-7	-- Inner W Breakwater	47 35.1 53 12.7	Fl G 4s	3	2	Metal round mast 2	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
1828	Cap de la Madeleine	49 15.1 65 19.6	Fl(3)W 27s	44	20	White round tower 16	<i>(fl 0-18, ec 4-32) x 2, fl 0-18, ec 17-82. Private</i>
			*				*
2356	Calvaire. Ldg Lts 238° 29'. Front	46 33.4 72 05.2	F G	39	17	Orange □, black stripe, on white framework tower 8	Vis on leading line only. Emergency light
		...	F G	39	6	Same structure	Vis all round
			*	*	*	*	*
2356-1	-- Rear. 616m from front	46 33.3 72 05.6	F G	54	17	Orange □, black stripe, on white framework tower 20	Vis on leading line only. Emergency light
		...	F G	54	6	Same structure	Vis all round
			*	*	*	*	*
2358	Leclercville. Ste. Emmélie Ldg Lts 092° 42'. Front	46 33.7 72 00.8	F G	37	17	Orange □, black stripe, on white framework tower 9	Vis on leading line only. Emergency light
		...	F G	37	6	Same structure	Vis all round
	*		*	*	*	*	*
2358-1	-- Rear. 1041.5m from front	46 33.7 72 00.0	F G	57	17	Orange □, black stripe, on white framework tower 11	Vis on leading line only. Emergency light
		...	F G	57	6	Same structure	Vis all round
			*	*	*	*	*
2366	- Ldg Lts 240° 14'. Front	46 30.6 72 14.4	F G	17	17	Platform on 2 white round masts, fluorescent orange slatwork daymark, black stripe 6	Vis on leading line only. Emergency light
		...	F G	17	6	Same structure	Vis all round
	*		*	*	*	*	*
2366-1	-- Rear. 441m from front	46 30.5 72 14.7	F G	22	17	Orange □, black stripe, on white framework tower 17	Vis on leading line only. Emergency light
		...	F G	22	6	Same structure	Vis all round
	*		*	*	*	*	*

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1286	- Ldg Lts 247°. Front	39 03.5 75 23.8	Fl G 2.5s	8	...	Green □ on dolphin.	Intens on leading line. Shown 24 hours. Same structure as J1286-2
		*			*	*	

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Volume J *continued.*

1286·2	- No 7	39 03·5 75 23·8	Fl G 2·5s	8	5	Green □ on dolphin.	Same structure as J1286
*	*	*	*	*	*	*	*
1304	Bulkhead Shoal Channel, Ldg Lts 306°. Front	39 35·6 75 36·3	Q W	11	...	Red □ with white stripe on orange framework tower	Private. Shown 24 hours
						*	*
1304·1	-- Rear. 0·5M from front	39 35·9 75 36·8	F W	22	...	Red □ with white stripe on orange framework tower	Private. Shown 24 hours
						*	*
1360·09	- Ocean Pines. Outfall. A	38 24·5 75 07·7	Fl Y 2·5s	5	...	Yellow ◇ on pile on outfall	Private
*	*	*	*	*	*	*	*
SINEPUXENT BAY							
1361	- No 4	38 19·1 75 06·5	Fl R 4s	...	3	Red △ on pile	
*	*	*	*	*	*	*	*
1361·01	- Channel. No 8	38 18·2 75 06·9	Fl R 4s	5	3	Red △ on pile	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1361·02	-- No 11	38 17·7 75 07·5	Fl G 4s	5	4	Green □ on pile	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1361·03	-- No 13	38 17·2 75 07·9	Fl G 4s	5	4	Green □ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1361·04	-- No 15	38 16·0 75 08·5	Fl G 4s	5	4	Green □ on dolphin	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*	*
1361·05	-- No 19	38 14·8 75 08·9	Fl G 4s	5	3	Green □ on slatted pile structure	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1361·06	-- No 25	38 13·7 75 10·0	Fl G 4s	5	3	Green □ on pile	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1361·07	-- No 35	38 11·0 75 12·9	Fl G 4s	4	4	Green □ on pile	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*	*
1361·08	-- No 39	38 10·0 75 14·0	Fl G 4s	4	3	Green □ on pile	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*	*

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Volume J *continued.*

CHINCOTEAGUE BAY							
1362	- Public Landing. No 1	38 09:0 75 16:9	Fl G 2:5s	5	3	Green □ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1362-01	-- Tanhouse Creek Entrance. No 2	38 07:8 75 17:6	Fl R 2:5s	4	4	Red △ on pile	PA
*	*	*	*	*	*	*	*
1362-02	- No 28	38 08:0 75 15:1	Fl R 6s	5	4	Red △ on dolphin	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*	*
1362-03	- No 24	38 06:0 75 16:5	Fl R 4s	5	3	Red △ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1362-04	- No 21	38 03:1 75 17:0	Fl G 4s	5	3	Green □ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1362-05	- Johnson Bay. Entrance. No 1	38 04:0 75 19:8	Fl G 4s	4	5	Green □ on pile	Shown 15/3-1/12
*	*	*	*	*	*	*	*
1362-06	--- No 3	38 04:5 75 21:5	Fl G 4s	4	5	Green □ on pile	Shown 15/3-1/12
*	*	*	*	*	*	*	*
1362-07	- No 18	38 01:4 75 20:0	Fl R 4s	5	4	Red △ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
GEORGE ISLAND							
1362-08	- Landing Channel. No 1	38 01:8 75 20:7	Fl G 4s	5	3	Green □ on pile	Shown 15/3-1/12
*	*	*	*	*	*	*	*
1362-09	-- No 4	38 02:2 75 21:5	Fl R 4s	4	3	Red △ on pile	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
CHINCOTEAGUE CHANNEL							
1365	- No 12	37 52:9 75 23:9	Fl R 4s	5	4	Red △ on pile	
*	*	*	*	*	*	*	*
1365-01	- No 14	37 53:5 75 23:8	Fl R 2:5s	5	4	Red △ on pile	
*	*	*	*	*	*	*	*
1365-02	- No 16	37 54:0 75 24:5	Fl R 4s	5	4	Red △ on pile	
*	*	*	*	*	*	*	*

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Volume J *continued.*

1365-03	- Junction. CV	37 54:2 75 24:8	Fl(2+1)G 6s	5	3 Red and green dayboard on dolphin	
*	*	*	*	*	*	*
1365-04	- Curtis Merrit Harbour. Entrance. No 2	37 54:1 75 24:4	Fl R 2:5s	...	3 Red △ on pile	
*	*	*	*	*	*	*
1365-05	- No 25	37 55:0 75 23:8	Fl G 4s	5	4 Green □ on dolphin	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*
1365-06	- No 28	37 55:7 75 23:4	Fl R 4s	5	4 Red △ on pile	PA
*	*	*	*	*	*	*
1365-07	- No 29	37 55:7 75 23:4	Fl G 4s	5	4 Green □ on pile	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*
CHINCOTEAGUE BAY						
1366	- Channel. No 1	37 56:3 75 22:4	Fl G 4s	5	4 Green □ on dolphin	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*
1366-01	-- No 3	37 56:5 75 22:1	Q G	5	3 Green □ on dolphin	Equipment removed when endangered by ice. PA
*	*	*	*	*	*	*
1366-02	-- No 8	37 57:3 75 21:7	Fl R 4s	5	4 Red △ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*
1366-03	-- No 9	37 57:6 75 21:9	Fl G 4s	5	4 Green □ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*
1366-04	-- No 12	37 58:5 75 23:0	Fl R 4s	5	4 Red △ on dolphin	Shown 15/3-1/12. PA
*	*	*	*	*	*	*
GREEN BACKVILLE						
1367	- No 1	38 00:0 75 23:0	Fl G 4s	4	4 Green □ on pile	PA
*	*	*	*	*	*	*
1367-01	- East Jetty. No 2	38 04:0 75 23:3	Fl R 2:5s	3	3 Red △ on pile	PA
*	*	*	*	*	*	*
1367-02	- West Jetty. No 3	38 04:0 75 23:3	Fl G 2:5s	3	3 Green □ on pile	PA
*	*	*	*	*	*	*

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Volume J *continued.*

1367-03	- No 5	38 04:0 75 23:3	Fl G 4s	4	3 Green □ on pile	PA	
*	*	*	*	*	*	*	*
1393-01	-- No 4	37 18:0 75 50:0	Fl R 4s	5	4 Red △ on dolphin	PA	
*	*	*	*	*	*	*	*
1393-02	-- No 7	37 17:5 75 51:4	Fl G 4s	5	4 Green □ on dolphin	PA	
*	*	*	*	*	*	*	*
1393-03	-- No 10	37 17:8 75 52:7	Fl R 4s	5	4 Red △ on pile	PA	
*	*	*	*	*	*	*	*
OYSTER CHANNEL							
1393-05	- Junction. OC	37 17:8 75 54:3	Fl(2+1)R 6s	5	6 Dayboard with red and green bands on slatted pile structure		
*	*	*	*	*	*	*	*
1393-06	- No 6	37 17:3 75 54:6	Fl R 4s	5	3 Red △ on dolphin	PA	
*	*	*	*	*	*	*	*
1393-07	- No 8	37 17:3 75 54:7	Fl R 4s	5	3 Red △ on multipile	PA	
*	*	*	*	*	*	*	*
1393-08	- No 10	37 17:2 75 55:2	Fl R 4s	5	3 Red △ on dolphin	PA	
*	*	*	*	*	*	*	*
CHICKAHOMINY RIVER							
1476-58	- Barretts Point. No 5	37 14:5 76 52:0	Fl G 3s	2	... Green □ on pile	Private	
*	*	*	*	*	*	*	*
1476-582	-- No 6	37 14:5 76 52:0	Fl R 3s	2	... Red △ on pile	Private	
*	*	*	*	*	*	*	*
1476-584	-- Warning Light. Jetty. Head	37 14:5 76 52:0	Fl W 4s	...	... Pile	Private. PA	
*	*	*	*	*	*	*	*
1476-59	- Dam. A	37 24:4 76 56:4	Fl W 2-5s	3	... Daymark on pile worded 'DANGER KEEP AWAY DAM SPILLWAY'	Private	
*	*	*	*	*	*	*	*
1476-592	-- B	37 24:4 76 56:3	Fl W 2-5s	3	... Daymark on pile worded 'DANGER KEEP AWAY DAM SPILLWAY'	Private	
*	*	*	*	*	*	*	*

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Volume J *continued.*

1493	-- No 13	37 06·4 76 18·4	Fl G 4s	5	4	Green □ on pile	PA
*	*	*	*	*	*	*	*
1493·1	-- No 17	37 06·2 76 19·0	Fl G 2·5s	4	3	Green □ on pile	Shown 15/3-1/12. PA
*	*	*	*	*	*	*	*
1493·2	-- No 18	37 06·3 76 19·7	Q R	4	4	Red △ on pile	PA
*	*	*	*	*	*	*	*
1493·3	-- No 21	37 05·8 76 19·8	Fl G 4s	4	4	Green □ on pile	PA
*	*	*	*	*	*	*	*
1493·4	-- No 22	37 05·4 76 20·1	Fl R 4s	4	3	Red △ on pile	PA
*	*	*	*	*	*	*	*
1493·5	-- No 25	37 05·2 76 20·2	Fl G 2·5s	5	4	Green □ on pile	PA
*	*	*	*	*	*	*	*
1493·6	-- No 27	37 04·6 76 20·4	Fl G 4s	4	4	Green □ on pile	PA
*	*	*	*	*	*	*	*
1493·7	- North West Branch. No 1	37 06·0 76 20·2	Fl G 2·5s	4	3	Green □ on pile	PA
*	*	*	*	*	*	*	*
1493·8	-- No 3	37 05·7 76 20·5	Fl G 4s	4	4	Green □ on pile	PA
*	*	*	*	*	*	*	*
1702·9	Rappahannock Shoal Channel. South Ldg Lts 140°. Front	37 32·3 76 00·9	F W	9	...	White hut on red structure	Shown 24 hours
	*		*	*	*		*
1702·905	-- Passing Light	37 32·3 76 00·9	Q W	10	5	White hut on structure	Same structure as J1702·9
*	*	*	*	*	*	*	*
1702·91	-- Rear. 3·5M from front	37 29·5 75 57·9	F W	67	...	Framework tower on caisson	Shown 24 hours
	*		*	*	*		*
1702·915	--- Passing light	37 29·5 75 57·9	Q W	10	5	Framework tower on caisson	Same structure as J1702·91
*	*	*	*	*	*	*	*
2227·9	- Ldg Lts 343° 30'. Front	39 06·1 76 24·4	Oc W 4s	7	...	Multi-pile	Intens on rangeline. Shown 24 hours
			*				*

V

Volume J *continued.*

BACK RIVER							
2247	- No 3	39 15·1 76 23·5	Fl G 4s	5	4	Green □ on multipile	
*	*	*	*	*	*	*	*
2247·02	- No 5	39 14·6 76 23·8	Fl G 6s	...	4	Green □ on multipile	
*	*	*	*	*	*	*	*
2250	- BREWERTON CHANNEL. Eastern Extension. Ldg Lts 111°. Front	39 07·7 76 16·2	F R	9	...	White round hut on framework tower	Shown 24 hours. Same structure as J2231·61
							*
2270	- BALTIMORE HARBOUR. Ldg Lts 320° 30'. Fort McHenry. Front	39 15·8 76 34·7	Iso G 6s	12	...	Framework tower	Shown 24 hours. Fl Y on pile 200m S
						*	
2270·1	-- Railway Pier. No 6. Rear 0·9M from front	39 16·5 76 35·4	Iso R 10s	34	...	Framework tower	Shown 24 hours
						*	
2780·5	<i>Remove from List</i>						
2781	- Calibogue Sound Entrance. No 5	32 05·0 80 50·0	Fl G 6s	5	4	Green □ on dolphin	
	*						
4358·95	Campo Pesquero. Lomas Limpias	18 41·0 92 13·0	Fl W 6s	9	9	White round concrete tower 8	<i>fl 1</i>
							*
6517	- BOCA GRANDE. Isla de Patos. Summit	10 38·5 61 51·9	Fl W 5s	114	18	White metal framework tower, black bands	<i>fl 1.</i> Q R marks platform 15M S. Racon. TR 2001
							*
6615	-	10 03·1 62 14·2	Fl W 15s	14	11	White GRP framework tower with orange bands 12	<i>fl 1.</i> TE 2001
							*
6625	- Storage Vessel	9 56·7 61 34·8	Fl W 10s	53	20	GRP tower 3	<i>fl 1.</i> Racon. TE 2001
							*

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0877·2 *Remove from List*

0878	- Sioban	2 11·1 99 43·8	Fl W 5s	14	6	White framework tower 12	<i>fl 0·5</i>
	*	*		*	*		*
0883·6	Pulau Silau	3 12·9 100 17·9	Fl W 5s	21	13	White beacon	<i>fl 1·5.</i> Ra refl. TE 2001. Ra refl Damaged (T) 2001
							*

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0883-75	- Pulau Simonga	3 15-5 100 34-1	Fl W 8s	14	18	White structure	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
0883-9	<i>Remove from List</i>						
0980-4	- Kuala Enok	0 34-1 103 30-0	Fl G 5s	13	12	Green GRP beacon 10	<i>fl 0-5</i>
		*	*	*		*	*
1052-9	-	5 56-7 105 58-8	Fl(2)G 14s	...	10	Green △ on green metal beacon	<i>fl 0-3, ec 3, fl 0-3, ec 10-4</i>
*	*	*	*	*	*	*	*
1053-9	-	5 53-6 106 05-1	Fl R 5s	...	10	Red □ on red metal pole	<i>fl 1</i>
*	*	*	*	*	*	*	*
1053-91	-	5 53-7 106 05-2	Fl G 5s	...	10	Green △ on green metal pole	<i>fl 1</i>
*	*	*	*	*	*	*	*
1411-8	Tg Serambut	2 59-4 113 03-2	Fl G 3s	15	6	...	<i>fl 0-5</i>
							*
1411-85	-	2 59-2 113 03-2	Fl W 8s	16	6	...	<i>fl 0-5</i>
		*	*	*			*
1553	Siumpu, Tg Masige. (Tg Masiga)	5 41-3 122 28-0	Fl W 5s	20	12	White metal framework tower	<i>fl 0-5. Destroyed (T) 2001</i>
					15		*
1554-4	Tanjung Batutoro	5 41-8 122 47-9	Fl W 10s	50	23	White beacon	<i>fl 0-1. TE 2001</i>
						*	*
1558-6	Kg Tweeling Timur	4 12-8 122 56-2	Fl G 4s	17	6	Green beacon	<i>fl 0-5. Destroyed (T) 2001</i>
							*
1567-5	-- Lamobuang	1 18-2 123 18-0	Fl G 3s	7	6	Green △ on green beacon	<i>fl 0-5. Damaged (T) 2001</i>
	*						*
1931	Yarraville Shoal (co)	33 17-1 137 35-5	Fl(3)W 15s	7	10	White GRP hut on steel tripod	<i>(fl 1, ec 2) x 2, fl 1, ec 8. Ra refl. Condemned (T) 2001</i>
					7		*
2048	Long Spit (co)	34 34-3 138 06-5	Fl W 5s	8	10	White GRP hut, on wooden pile structure	<i>fl 1. Ra refl. Condemned (T) 2001</i>
							*

V

Volume K *continued*.

2122	- Margaret Brock Reef. Centre (co)	36 57:1 139 35:7	Fl W 5s	12	9	White cabinet on metal piles, white cupola 12	<i>fl 0-5.</i> Condemned (T) 2001	 *
3361	Kofiau Island. Tg Soos	1 10:5 129 58:5	Fl W 5s	46	20	...	Racon. TE 2001	 *
4656	- S of Jetty. Ldg Lts 123°. Front	19 03:2 169 55:2	F R	12	5	White wooden △, orange bands, on beacon		 *
4656-1	--- Rear. 45m from front	19 03:2 169 55:2	F R	24	5	White wooden △, orange bands, on beacon		 *
4785-852	--	20 46:3 165 14:7	Fl R 2s	4	2	Beacon	TE 2001	 *
4785-856	--	20 46:4 165 14:5	Q R	4	2	Beacon	TE 2001	 *
4966	- PRESQU' ÎLE DE TAIARAPU. Passe Tapuaeraha. Ldg Lts 057°. Front	17 47:5 149 17:9	Fl R 4s	72	8	White □ on pylon 12		 *
4966-1	---- Rear. 106m from front	17 47:5 149 17:9	Fl R 4s	87	8	White □ 4		 *
4968-91	- Passe Tareu. Ldg Lts 156°54'. Front	17 30:6 149 51:1	Fl R 4s	6	5	White □ on column 7	<i>fl 1</i>	 *
4979-6	- Pointe Ahuarui	16 36:5 151 32:7	Q R	3	2	Red □ on beacon 4	TE 2001	 *
4982	- Pointe Te turi roa	16 32:8 151 47:2	Fl W 4s	13	12	Green and white pylon 13	<i>fl 1.</i> Vis 270°-225° (315°)	 *

Volume L, 2001/02. Weekly Edition No. 20, Dated 17th May, 2001.
Last Amendment: Weekly Edition No. 19, dated 10th May, 2001.

0494-4	- Kyrkjenesflua	61 58:4 5 08:8	Q R	2	1	Metal column	Shown 9/7-28/5
---------------	-----------------	-------------------	-----	---	---	--------------	----------------

*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2001

Weekly Edition No. 20 dated 17 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.

Latest Weekly Notice received:

Description of amendment:

Station name and call sign:

ALRS volume:

Page No:

Details:

Admiralty List of Radio Signals
United Kingdom Hydrographic Office
Admiralty Way
Taunton
Somerset TA1 2DN
United Kingdom

Tel: +44 (0)1823 337900

Fax: +44 (0)1823 334752 for ALRS Direct or
+44 (0)1823 284077 for all other services

E-mail: alrs@ukho.gov.uk

Telex: 46274

Name of Sender and Date:

.....

Name of Ship:

Telex / Fax / E-mail:

Address:

.....

.....

.....

VI

VOLUME 1, 2000/01—PART 1

Published Wk 30/00

(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)

NIL

20/01

VOLUME 1, 2000/01—PART 2

Published Wk 30/00

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

NIL

20/01

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)

RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS

0001 VHF DIRECTION-FINDING SERVICE

Forsnaval

Delete station

(former amendment 16/01)

HMCG Stornoway (HH272/710/02 – E23) 20/01

RADAR BEACONS

Insert station:

Westgat Schiermonnikoog Lt Buoy WG Racon 53°32′.65N 6°10′.90E 54950
N

Netherlands Notice 18/267/01 (HH340/710/03 – E47) 20/01

78800 Mandvi Lt

Delete station

Indian Notice 07/135/01 (HH502/410/04 – E32) 20/01

82895 Pusan Hang Lt Buoy

Delete station name and replace by: Pusan Hang Lanby

Korean HO (HH557/460/10 – E22) 20/01

99390 Ukhvik, S

Delete station name and replace by: Tupillivik

Danish Notices 16/177/01 & 16/462/01 (HH337/420/04 – E1 & E2) 20/01

VOLUME 3, 2000/01—PART 1

Published Wk 21/00

(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)

NIL

20/01

VOLUME 3, 2000/01—PART 2

Published Wk 21/00

(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)

NIL

20/01

VOLUME 5, 2000/01

Published Wk 24/00

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

NIL

20/01

VOLUME 6, 2000/01—PART 1

Published Wk 43/00

*(Last Amendments: Weekly Edition No. 18 dated 3 May 2001)**Page 102, ARINAGOUR PIER, Isle of Coll**Delete entry and replace by:***ARINAGOUR, Isle of Coll**

56°37'N 6°31'W

Ferry Terminal

LOCATION: Caledonian MacBrayne Pier

TELEPHONE: +44(0)1879 230347

FAX: +44(0)1879 230447

FREQUENCY: Ch 16; 31

Caledonian MacBrayne (HH080/001/19 – E31) 20/01

*Page 102, BALTASOUND HARBOUR**Delete entry*

Shetland Isles Website (HH080/001/19 – E33) 20/01

*Page 233, TROON***Pilots and Port**, TELEPHONE, *line 1, delete* Pilot Office: +44(0)1292 313412*Delete HOURS and PROCEDURE and replace by:*

HOURS: H24

PROCEDURE: Pilotage is not compulsory but is available from Ayr.

ABP Ayr & Troon (HH080/001/19 – E32) 20/01

VOLUME 6, 2000/01—PART 2

Published Wk 43/00

*(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)**Page 85, GENERAL NOTES***German Bight Pilotage**, section (1)(a), *line 1, delete* 130m length or 21m beam *and replace by:*

150m in length or 23m beam

20/01

Line 2, after Weser or Elbe *insert:*

Tankers over 300m in length or 16.5m draught are obliged to embark 2 pilots beyond the pilot boarding positions within TSS Jade Approach.

20/01

Section (2), table, Designator H, Information Required column, line 1, delete German Bight (GB) Lt F or Lt buoy GW–TG *and replace by:*

pilot boarding position

20/01

Designator X, Information Required column, after line 2 insert:

Location of onboard helicopter landing area or marked winching area.

20/01

After table, insert:

Vessels having requested a pilot to be transferred by helicopter must maintain a continuous listening watch on VHF Channel 16 from 30 minutes before arrival at the the pilot boarding position so that the helicopter can contact the vessel.

20/01

*Page 109, ELBE***Pilots and Port**, PROCEDURE, section (1), *line 1, delete* pilot boarding position (German Bight (GB) Lt F) *and replace by:*

the INNER DEUTSCHE BUCHT (GERMAN BIGHT) pilot boarding position (2 n miles WNW of Lt buoy E3)

20/01

*Page 125, INNER DEUTSCHE BUCHT (GERMAN BIGHT)***Vessel Traffic Service**, RADAR ASSISTANCE, *line 3, delete* German Bight (GB) Lt F (54°10'·7N 7°26'·0E) *and replace by:*

the INNER DEUTSCHE BUCHT (GERMAN BIGHT) pilot boarding positions

20/01

*Page 135, WESER AND HUNTE***Pilots**, PROCEDURE, section (1), *line 1, delete* German Bight (GB) Lt F *and replace by:*

the INNER DEUTSCHE BUCHT (GERMAN BIGHT) pilot boarding position (6 n miles NNW of Lt buoy TG18/Jade)

German Radio List 20/01

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VOLUME 6, 2000/01—PART 3

Published Wk 43/00

(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)

NIL

20/01

VOLUME 6, 2000/01—PART 4

Published Wk 43/00

(Last Amendments: Weekly Edition No. 19 dated 10 May 2001)

Page 86, insert new entry:

LIUHEKOU

31°30'N 106°47'E

Pilots and Port

PROCEDURE: Pilotage is compulsory and is available HJ only (see CHANG JIANG Pilots and SHANGHAI Vessel Traffic Service).

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 87, **NANJING**

After **Pilots and Port** section and insert:

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 87, **NANTONG**

After **Pilots and Port** section and insert:

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 88, **NINGBO (Including BEILUN)**

Delete **China Ocean Shipping Agency** section and replace by:

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 90, **QIONGZHOU HAIXIA (HAI-NAN STRAIT)**

Before PROCEDURE insert heading:

Vessel Traffic Service

20/01

Page 91, insert new entry:

SHENZHEN

22°31'N 114°08'E

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 99, **ZHANGJIAGANG**

After **Pilots and Port** section insert:

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 99, **ZHANGJIANG (TSAMKONG)**

After **Pilots and Port** section insert:

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

20/01

Page 99, **ZHENJIANG**

After **Pilots and Port** section insert:

Vessel Traffic Service

DESCRIPTION: A Vessel Traffic Service (VTS) is in operation.

China MSA, Department of Aids to Navigation & Hydrography and Department of Navigable Waters Management 20/01

VOLUME 6, 2000/01—PART 5

Published Wk 43/00

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

Page 199, **CHESAPEAKE BAY**

Pilots, (2) Virginia Pilots, (a) LOCATION, delete Norfolk, Virginia and replace by: Virginia Beach, Virginia

Delete **E-MAIL** and **TELEGRAPH** and replace by:

E-MAIL: dispatch@vapilotassn.com

20/01

FREQUENCY, delete 74

(b), FREQUENCY, delete Ch 11 16 74 and replace by: Ch 11 14 16

Delete **NOTE** and replace by:

NOTES:

(1) Station is equipped with radar.

(2) Virginia Pilots serves all ports of Virginia.

Virginia Pilots 20/01

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VOLUME 8, 2001/02

Published Wk 12/01

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

Page 43, **AUSTRALIA** section, delete station Perth and replace by:

Perth	31°47'·88S 115°56'·01E	306	200	012	712	200+	Yes	Operational	3 5 6 7 9 16
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Australian Hydrographic Office (HH573/470/03 – E22) 20/01

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)

Page 71, **NAVTEX MSI BROADCASTS 518 kHz, UK–MEDITERRANEAN (EXCEPT BLACK SEA), AZORES AND CANARY ISLANDS**, line 22, Oostende Belgium, delete section and replace by:

Oostende Belgium	51.11N 02.48E	T	0310	0710	1110	1510	1910	2310
		M	0200	0600	1000	1400	1800	2200

Radio Maritime Diensten (HH080/002/09 – E26) 20/01

Page 73, **NAVTEX (UK) (remotely controlled by Falmouth Coast Guard) [C] Transmitter Identification, Weather Bulletins Navigational Warnings**, lines 5 and 6, delete table and replace by:

S: 0300 0700 1100 1500 1900 2300	Gale Warnings for all areas	S: On receipt	Warnings of negative tidal surges in the Dover Strait
I: 0520 1720	Inshore waters forecast and National 3-day outlook	M: 0200 0600 1000 1400 1800 2200	In English for Area Juliett on diagram page 82 . Broadcast by Oostende Belgium

Radio Maritime Diensten (HH080/002/09 – E26) 20/01

Page 88, **UNITED KINGDOM Bracknell (GFA) [Facsimile]**

Delete station

Page 88, delete diagram **Bracknell (GFA) [Facsimile] Index of Map Areas**

UK Meteorological Office (HH080/001/19 – E24) 20/01

Page 89, **Northwood [Facsimile]** delete station and replace by:

Northwood [Facsimile]

FREQUENCY & TIMES	2618.5 4610.0 8040.0 11086.5	H24
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Map Area

1:10 000 000(b) 77°N.84°W 65°N.49°E 32°N.44°W 28°N.1°W		
--	--	--

Continued on next page

VI

Schedule

Fronts Centres Winds T 72	0000(12) 0100(12) 0200(12) 0912(00) 1400(00) 2012(12)	120/576
Schedule	0236 1424	
Surface Analysis	0300(00) 0400(00) 0500(00) 0900(06) 1100(06) 1200(06) 1500(12) 1800(12) 2100(18) 2300(18)	
Gale Summary	0324(03) 0600(06) 0700(06) 1148(12) 1548(16) 1900(19)	
500 1000 hPa Thickness Analysis	0448(00) 1724(12)	
500 hPa Height Analysis	0512(00) 1748(12)	
Surface Prognosis T 24	0524(00) 0800(00) 1000(06) 1300(06) 1736(12) 2200(18)	
SCEXA TAFS (Summer only)	0536(06)	
500 1000 hPa Thickness T24	0612(00) 1812(12)	
500 hPa Height T24	0624(00) 1824(12)	
SCEXA TAFS	0636(07) 1436(15)	
300 hPa Height Analysis	0712(00) 1836(12)	
300 hPa Height T 24	0724(00) 1848(12)	
850 hPa WBPT T 24	0736(00) 1924(12)	
Significant Wind Areas T 24	0748(00) 2112(12)	
Significant Wind Areas T 48	0812(00) 2124(12)	
Significant Wind Areas T 72	0824(00) 2136(12)	
Significant Wind Areas T 96	0836(00) 2148(12)	
Fronts Centres Winds T 48	0848(00) 1600(00) 1700(00) 2000(12)	
Sea Swell T 24	0924(00) 1912(12)	
Spot Winds 850 hPa T 24	0936(00) 2212(12)	
Spot Winds 700 hPa T 24	0948(00) 2224(12)	
Spot Winds 500 hPa T 24	1012(00) 2236(12)	
Spot Winds 400 hPa T 24	1024(00) 2248(12)	
Spot Winds 300 hPa T 24	1036(00) 2312(12)	
Spot Winds 250 hPa T 24	1048(00) 2324(12)	
Fronts Centres Winds T 96	1124(00) 2024(12)	
Fronts Centres Winds T 120	1136(00) 2036(12)	
Sea Surface Temperature 10 percent ice edge	1212(Monday/Thursday)	
Layer Depth	1224(Tuesday)	
CZ Potential	1236(Tuesday)	
Minimum Sound Channel Depth	1248(Tuesday)	
Ship Ice Accretion 0 deg c level T 24	1312(00)	
Poor Visibility T 24	1324(00)	
Frontal Positions	1536(Thursday)	
500 hPa Height Analysis	1748(12)	

UK Meteorological Office, Frank Singleton and Day Watson (HH080/001/19 – E24) 20/01

Page 90, **Offenbach (Main) / Pinneberg (DDH) (DDK) [Facsimile]**,
Delete station and replace by:

Offenbach (Main) / Pinneberg (DDH) (DDK) [Facsimile]

FREQUENCY & TIMES	3855.0 7880.0 13882.5	H24
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Schedule

NA	Surface chart ¹	0430(00) 1050(06) 1600(12) 2200(18)	120/576
	30h Global Model Surface Pressure ¹	0512(18) 0717(18)	
NT1	Surface Pressure Analysis with plotted data	0525(00) 0743(00) 1800(12)	
NA	North Atlantic, information on Tropical Storms (seasonal)	0546(03) 1821(15)	
	12h & 24h Global Model 500 hPa contour lines & isotherms, Surface Pressure	0559(00)	
	12h & 24h Global Model 850 hPa isotherms, 700 hPa Relative Humidity	0612(00)	
	36h & 48h Global Model 500 hPa contour lines and isotherms, Surface Pressure	0625(00)	
	36h & 48h Global Model 850 hPa isotherms, 700 hPa Relative humidity	0638(00)	
	60h & 72h Global Model 500 hPa H & isotherms, Surface Pressure	0651(00)	
	60h & 72h Global Model 850 hPa isotherms, 700 hPa Relative Humidity	0704(00)	
	48h Global Model Surface pressure ¹	0730(00) 1847(00)	
	72h Global Model Surface pressure ¹	0804(00) 1900(00)	
	96h Global Model Surface pressure	0817(00)	
NT6 NT7	Ice chart (NW Atlantic) ²	0930(00) 2100(00)	
EN	Sea surface temperature (North Sea) ³	0945(00)	
NT3	48h Wave prediction	1029(00) 2137(12)	
	Schedule	1111	
	Test chart	1132	
NA	24h Global Model (31 layers, 60 km) Surface pressure ¹	1834(12)	
NT4 NT5	Sea ice observations or Sea Surface Temperature	1915(00)	

- (1) If the manually modified chart is not available, then the automatically processed chart will be bcst.
The auto chart heading will have 'ii' = 98 instead of 'ii' = 89
(2) Issued by: Canadian Ice Service (Ottawa) or International Ice Patrol (USCG)
(3) Issued by Bundesamt fuer Seeschifffahrt und Hydrographie

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Page 91, diagram **Offenbach (Main) Pinneberg (DDH) (DDK)**
[Facsimile] Index of Map Areas NA, NT1 – NT7, delete map area: NT2

German Weather Bureau (Deutscher Wetterdienst) and German Radio List (HH080/003/11 – E29)
 20/01

Page 135, **Agde (Sous–CROSS) (MRSC)**, delete station

CROSS La Garde (HH080/007/07 – E24) 20/01

Page 135, **La Garde [W] 518 kHz [S] 490 kHz (CROSS) (MRCC)**,
 Delete station and replace by:

La Garde [W] 518 kHz [S] 490 kHz (CROSS) (MRCC)					
NAVTEX	C [W] D [S]	518 kHz 490 kHz	43°06'N 5°59'E 43°06'N 5°59'E	VHF	B
				Agde	Ch 79
				Mont Coudon	Ch 79
				Pic de l'Ours	Ch 79
				Pic de Neoulos	Ch 79
				Pic du Planier	Ch 79
MF	A	1696			
Weather Warnings A: On receipt. Every H+03. Storm warnings and B.M.S. (Special Meteorological Bulletins) for Golfe du Lion. B: On receipt. Every H+03. Storm warnings and B.M.S. for coastal waters from Cerebère (French/Spanish border) to Menton (French/Italian border). B.M.S. for the area affected are only broadcast from the nearest VHF transmitter site whilst bulletin is in force. Broadcasts are made successively, in order from Pic de Neoulos to Pic de l'Ours C: On receipt. 0340 0740 1140 1540 1940 2340 In English for Areas 514 (Eastern part), 515, 516, 521, 522, 523, 531–534 see diagram on page 138 Weather Bulletins A: 1433 LT Gale warnings, synopsis and 24 hour forecast in French for Golfe du Lion B, 0715 1233 1915 LT Gale warnings, synopsis and 24 hour forecast for coastal waters from Cerebère (French/Spanish border) to Menton (French/Italian border). Broadcasts are made successively, in order from Pic de Neoulos to Pic de l'Ours C: 1140 2340 In English D: 0700 1900 In French, Storm warnings, synopsis and development, 24 hour forecast for Areas 514 (Eastern part), 515, 516, 521, 522, 523, 531–534 Refer to diagram on page 138 Navigational Warnings A: 0833 1603 LT Warnings for Golfe du Lion.					

CROSS La Garde (HH080/007/07 – E24) 20/01

Page 135, **Monaco**, delete station and replace by:

Monaco			Hours of service: 0500–2100 LT (Summer) 0600–2200 LT (Winter)		
SSB	Frequency	ITU Channel	VHF	G	Ch 20
A SSB	4363	(403)		G	Ch 24
B SSB	8728	(804)		H	Ch 23 (Navimet)
C SSB	8806	(830)			
D SSB	13152	(1226)			
E SSB	17323	(1628)			
F SSB	22768	(2225)			

Page 137, **Monaco (cont)**, delete section and replace by:

Monaco (cont)	
Weather Warnings G, H: Every H +03 (during Hours of service) For areas 514–516, 521–523 531–534 on diagram page 121 , in French and English Weather Bulletins B, C: 0715 1830 Bulletin for Areas 511–516, 521–525, 531–537 on diagram page 121 in French and English. A, G: 0903 1403 1915 LT Bulletin for Areas 514–516, 521–523, 531–534 on diagram page 121 , in French and English. A, C–F: 0930 Bulletin for METAREA II on diagram page 64 , in French and English. H: Continuous Broadcast (H24) Gale warnings, synopsis, 12 Forecast and Outlook, in French and English, for areas up to 5 n miles offshore from Saint Raphaël to Menton. Bulletins updated 3 times a day. Navigational Warnings A, G: 0803 LT Urgent navigational warnings in French; also available in English on request	

French Notice 48/00 (HH080/007/07 – E21) 20/01

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Page 143, **Istanbul [D] RT and (NAVTEX), Weather Bulletins and Navigational Warnings**, delete section and replace by:

Weather Bulletins

A: 0030 0430 0830 1230 1630 2030 **D:** 0700 1900 Forecast for local Turkish coastal areas. In English and Turkish

C: 1000 1800. Gale warnings, synopsis and forecast for Mediterranean areas 12–27 on diagram on **page 140**. In English and Turkish

Navigational Warnings

A: On receipt and at 0030 0430 0830 1230 1630 2030 **B:** 0033 0433 0833 1233 1633 2033. In English and Turkish

Istanbul Radio (HH080/010/09 – E10) 20/01

Page 149, insert station:

Offenbach (Main) / Pinneberg (DDH) (DDK)

Radio Telex (F1B)

4583.0

7646.0

10100.8

Hours: H24

Programme 1

IN ENGLISH for the **MEDITERRANEAN SEA**

Weather Bulletins

0415 1610 : Medium range weather bulletin for Mediterranean Sea. Weather situation and time series forecast for 5 days.

1015 2215 : Weather bulletin for Western Mediterranean Sea. Route Alboran – Tunis. Weather situation and time series forecast for 2 days.

1115 2315 : Weather bulletin for Eastern Mediterranean Sea. Route Eastern Tunis – Rhodes/Cyprus. Weather situation and time series forecast for 2 days.

1550 : Weather bulletin for Mediterranean Sea. Weather situation and forecast valid for 24 hours.

German Notice 8/01 (HH080/003/11 – E30) 20/01

Page 155, delete diagram **CENTRES RÉGIONAUX OPÉRATIONNELS DE SURVEILLANCE ET DE SAUVETAGE (CROSS)**, and replace by diagram on page 6.9

ADMIRALTY MARITIME COMMUNICATIONS

NP290 – FIRST EDITION

CARIBBEAN

Comprehensive guide for the Yachtsman

THE FIRST EDITION OF ADMIRALTY MARITIME COMMUNICATIONS NP290
WILL BE PUBLISHED 24th MAY 2001.

- Weather and Safety broadcasts.
- GMDSS and DSC procedures.
- Navtex and SafetyNET information
- Marina and Port communications including Anchorages.
- GPS and DGPS systems.
- NP290 will cover the islands in the N Atlantic, Caribbean and the E Coast of Florida U.S.A.
- Full colour photographs, diagrams and text – a total of 350 pages.

20/01



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.

.....

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