



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 23

7 June 2001

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Mariners are requested to inform the UK Hydrographic Office, Admiralty Way, Taunton, Somerset TA1 2DN immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in Admiralty charts or publications. Copies of form H 102, which is a convenient form on which to send in a report, may be obtained gratis from any Admiralty Distributor or the reproduction at the end of Section VI of the Weekly Edition of Notices to Mariners may be used. A copy of the form, which may be used as a pro forma, is also printed in the Mariner's Handbook (NP 100).

In addition to postal methods, the following additional communication facilities are available:

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

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

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

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

Access Details:

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

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

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

www.ukho.gov.uk.

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

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

www.nms.ukho.gov.uk.

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

Details of File Content.

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

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

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

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

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49–RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

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

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

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

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

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

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

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

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

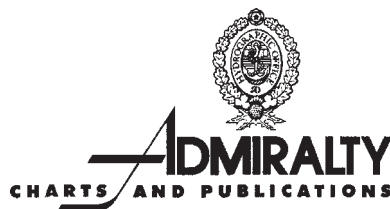
Help-Line

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

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

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

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EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

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II

[23/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 7 June 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙1549	Republic of Ireland - West Coast, River Shannon, Rinealon Point to Shannon Airport including Foynes Harbour. Foynes Harbour. <i>Includes details of the new maintained approach channel, associated light beacons and amendments to West Jetty at Foynes.</i> <i>Note: On publication of this New Edition Former Notice 427(P)/01 is cancelled.</i>	1:20,000 1:7,500	4	18	£16·00
⊙3743	Indonesia, Irian Jaya - West Coast, Teluk Berau. 1°42'·00S. — 2°51'·00S., 131°55'·00E. — 134°04'·00E. Ⓐ Teluk Sekar and Approaches. 2°35'·23S. — 2°44'·60S., 132°18'·86E. — 132°35'·07E. Ⓑ Teluk Patipi, Teluk Salakiti and Teluk Tawar. 2°40'·88S. — 2°45'·58S., 132°00'·12E. — 132°11'·70E. <i>This partial new edition is limited to include amendments to wrecks, lights, buoyage and names. The chart limits have also been amended. (The title has been changed).</i>	1:200,000 1:100,000 1:50,000	58	70, 96	£16·00

Reproductions of New Zealand Government Charts

Chart	Published	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙NZ 463	1/07/00	New Zealand, North Island - South Coast, Approaches to Wellington. <i>Includes change of horizontal datum to WGS 84 datum and general updating.</i> <i>Note: This chart remains affected by Former Notice 2290(T)/01.</i>	1:100,000	71	90	£16·00
⊙NZ 4633	1/07/00	New Zealand, North Island, Wellington Harbour. <i>Includes change of horizontal datum to WGS 84 datum and general updating.</i>	1:25,000	71	90	£16·00

*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 5 JULY 2001

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
929	Denmark, Kattegat, Horsens Fjord. Ⓐ Horsens. <i>Includes amendments to buoyage.</i>	1:25,000 1:8,000	929
1815	Japan, Hokkaidō - South Coast, Approaches to Kushiro. Kushiro. <i>Includes port development information from several Japanese Notice to Mariners blocks and general chart modernisation.</i>	1:100,000 1:20,000	1815
2807	United States - East Coast, Georgia - South Carolina, Savannah Rivers and Approaches including Savannah Continuation to Port Wentworth at a larger scale. <i>Includes general amendments throughout.</i>	1:40,000 1:20,000	2807
3169	Gulf of Bothnia - Sweden, Öregrunds Skärgård. Ⓐ Continuation of Vaddövik and Vaddö Kanal. Ⓑ Öregrund and Approaches. Ⓒ Hargshamn. Ⓓ Hallstavik. <i>Includes numerous additional submarine cables. The scale of the plans of Hargshamn and Hallstavik has been changed.</i>	1:50,000 1:50,000 1:25,000 1:12,500 1:12,500	3169
3190	United States - Gulf of Mexico, Louisiana, Calcasieu Pass and Approaches to Lake Charles. Ⓐ Ⓑ Ⓒ Ⓓ Ⓔ <i>Includes amendments to depths in the approaches to Calcasieu Pass.</i>	1:50,000 1:50,000 1:50,000 1:25,000 1:25,000	3190
3437	Finland - Southwest Coast, Saaristomeri and Ahvenanmaa, Hanko, Maarianhamina, Parainen, Paraisten Portti and Uusikaupunki. Ⓐ Ahvenanmaa, Maarianhamina (Mariehamn). Ⓑ Saaristomeri, Parainen (Pargas). Ⓒ Saaristomeri, Paraisten Portti (Pargas Port). Ⓓ Saaristomeri, Uusikaupunki (Nystad). Ⓔ Saaristomeri, Hanko (Hangö). <i>Includes amendments to depths, buoyage and recommended tracks and additional submarine cables on plans of Maarianhamina, Uusikaupunki and Hanko.</i>	1:25,000 1:25,000 1:25,000 1:25,000 1:20,000	3437

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Admiralty Charts

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X109 INT 1555	International Chart Series, England - East Coast, River Humber and the Rivers Ouse and Trent.	Independent Withdrawal
X1188 INT 1553	International Chart Series, England - East Coast, River Humber, Spurn Head to Immingham.	Independent Withdrawal
X1190 INT 1508	International Chart Series, England - East Coast, Flamborough Head to Blakeney Point.	Independent Withdrawal
1549	Republic of Ireland - West Coast, River Shannon, Rinealon Point to Shannon Airport including Foynes Harbour.	⊙1549
3743	New Guinea - West Coast, Patipi Baai to Tanjong Suaboer including McCluer Golf.	⊙3743
NZ 463	New Zealand, North Island - South Coast, Approaches to Wellington.	⊙NZ 463
NZ 4633	New Zealand, North Island, Wellington Harbour.	⊙NZ 4633

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

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

⊙18	⊙1183	⊙1626	⊙2013	⊙2454	⊙3272
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⊙1166	⊙1607	⊙1994	⊙2290	⊙2841	
⊙1176	⊙1609	⊙2000	⊙2449	⊙2878	
⊙1178	⊙1610	⊙2007	⊙2450	⊙3164	
⊙1182	⊙1613	⊙2010	⊙2451	⊙3271	

⊙ denotes chart available in the ARCS series.

II

2351 MISCELLANEOUS UPDATES TO CHARTS

Chart	Previous Notice to Mariners	Details
942B	1782/01	Insert magenta limit and chart number, 3743, as follows: North: 1° 42'·0S. East: 134° 04'·0E. South: 2° 51'·0S. West: 131° 55'·0E. Delete existing magenta limit and chart number, 3743, in position 2° 49'·2S., 131° 35'·0E.
3242	1783/01	Insert magenta limit and chart number, 3743, as follows: North: 1° 42'·0S. East: — South: 2° 51'·0S. West: 131° 55'·0E. Delete existing magenta limit and chart number, 3743, in position 2° 50'·00S., 131° 31'·25E.

UK Hydrographic Office.

2295* ENGLAND, East Coast — Approaches to Lowestoft — Holm Sand and Newcome Sand — Drying heights; Depths

Insert	drying height Q ₂ m and extend drying contour to enclose with position (b) below	(a) 52° 28'·99N., 1° 47'·70E.
	drying height Q ₁ m	(b) 52° 28'·80N., 1° 47'·62E.
	drying height Q ₂ m enclosed by drying contour	(c) 52° 27'·48N., 1° 45'·55E.
Delete	depth 0 ₆ m	(d) close SSE. 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].— **1536** (INT 1557) (**plan C, Approaches to Lowestoft**) & **1536** (INT 1557) (a,c) [1636/01]
Naval Party 1016 (mv *Confidante*) (HH.242/530/07).

2296* SCOTLAND, East Coast — River Forth — Grangemouth — River Carron — Buoy; Legend; Light-beacon; Beacon

Insert	port-hand can light-buoy, <i>Fl(4)R.12s</i>	(a) 56° 02'·27N., 3° 41'·38W.
	legend, <i>Buoyed channel</i> , orientated SW./NE., centred on:	56° 01'·65N., 3° 42'·10W.
Substitute	light-beacon, <i>Q.G.3M</i> , for beacon	(b) 56° 02'·22N., 3° 41'·65W.

Chart [Last correction].— **737** (INT 1547) [1903/01] — **738** (a,b) [1637/01]
Light List Vol. A, 2001/02, 2979
British Waterways (HH.264/460/05).

2297* SCOTLAND, West Coast — Inner Sound — Broadford Bay — Buoy

Insert	special spherical light-buoy with topmark, <i>Fl.Y.5s</i>	57° 14'·95N., 5° 53'·96W.
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Chart [Last correction].— **2498** [3372/00] — **2209** [1808/01]
North of Scotland Water Authority (HH.272/630/03).

2298* IRELAND, North Coast — Portrush — Ramore Head — Landmark

Delete	○ CG and building, (chart 2499, building, WHITE BLDG), (chart 2798, building, COASTGUARD LOOKOUT (R Lt)), (chart 2723, building, Lookout)	55° 12'·70N., 6° 39'·67W.
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Chart [Last correction].— **49** [1502/00] — **2499** (INT 1660) [4552/00] — **2798** [4052/99] — **2723** (INT 1605) [454/01]
Todd Chart Agency (HH.288/470/03).

II

2299 IRELAND, South Coast — Kilturk Bank Southwards and Blackwater Head Southwestwards — Submarine cables

Certain copies only

Insert submarine cable joining:

52° 09′.85N., 6° 31′.00W.
(W. border)
52° 09′.59N., 6° 30′.30W.
52° 08′.86N., 6° 30′.01W.
52° 06′.46N., 6° 31′.00W.
(W. border)
and
52° 23′.96N., 6° 21′.48W.(shore)
52° 23′.87N., 6° 21′.11W.
52° 23′.73N., 6° 20′.44W.
52° 23′.18N., 6° 19′.78W.
52° 21′.88N., 6° 18′.05W.
52° 21′.59N., 6° 16′.88W.
52° 21′.44N., 6° 16′.37W.
52° 21′.14N., 6° 15′.98W.
52° 19′.92N., 6° 15′.45W.
52° 18′.90N., 6° 15′.44W.
52° 18′.06N., 6° 15′.34W.
52° 17′.32N., 6° 15′.12W.
52° 16′.87N., 6° 15′.44W.
52° 16′.31N., 6° 15′.04W.
52° 15′.87N., 6° 15′.15W.
52° 15′.33N., 6° 14′.79W.
52° 15′.00N., 6° 13′.94W.
52° 14′.66N., 6° 12′.48W.
52° 12′.46N., 6° 10′.50W.
52° 11′.33N., 6° 09′.55W.
52° 09′.79N., 6° 06′.63W.
52° 09′.44N., 6° 06′.25W.
52° 09′.21N., 6° 05′.54W.
52° 07′.80N., 6° 02′.93W.
52° 01′.00N., 5° 57′.96W.
(S. border)

Chart [*Last correction*].— **1787** [1538/01]
UK Hydrographic Office (HH.200/301/02).

II

2300* IRELAND, South and East Coasts — Kilmore to The Smalls Westwards and Wexford North Bay — Submarine cables

Insert	submarine cable joining:	52° 23'·96N., 6° 21'·48W.(shore)
		52° 23'·73N., 6° 20'·44W.
		52° 21'·88N., 6° 18'·05W.
		52° 21'·44N., 6° 16'·36W.
		52° 21'·14N., 6° 15'·98W.
		52° 19'·92N., 6° 15'·45W.
		52° 17'·32N., 6° 15'·11W.
		52° 16'·87N., 6° 15'·44W.
		52° 15'·32N., 6° 14'·79W.
		52° 14'·66N., 6° 12'·48W.
		52° 11'·33N., 6° 09'·55W.
		52° 07'·80N., 6° 02'·93W.
		51° 52'·85N., 5° 52'·06W.
		51° 51'·11N., 5° 51'·08W.
		51° 47'·29N., 5° 52'·27W.
		51° 46'·63N., 5° 52'·15W.
		51° 40'·45N., 5° 53'·65W.
		(S. border)
		and
		52° 10'·80N., 6° 33'·38W.(shore)
		52° 09'·59N., 6° 30'·30W.
		52° 08'·86N., 6° 30'·01W.
		52° 05'·90N., 6° 31'·36W.
		52° 04'·02N., 6° 34'·49W.
		52° 03'·63N., 6° 37'·99W.
		52° 02'·63N., 6° 40'·85W.
		52° 02'·07N., 6° 41'·72W.
		52° 01'·40N., 6° 41'·82W.
		51° 57'·50N., 6° 39'·44W.
		51° 54'·94N., 6° 36'·95W.
		51° 54'·37N., 6° 35'·82W.
		51° 54'·28N., 6° 34'·95W.
		51° 53'·46N., 6° 33'·50W.
		51° 51'·76N., 6° 32'·01W.
		51° 47'·85N., 6° 28'·38W.
		51° 47'·01N., 6° 26'·93W.
		51° 44'·00N., 6° 24'·21W.
		51° 41'·67N., 6° 24'·61W.
		51° 40'·45N., 6° 24'·00W.
		(S. border)

Note: Chart 1410 should be removed from the list of charts affected by Former Notices 285(P)/00 & 358(P)/00. Further charts will be updated in due course.

Chart [*Last correction*].— **1410** (INT 1609) [1330/01]
Global Marine Systems Ltd (HH.200/301/01).

2301* SCOTLAND, West Coast — Firth of Clyde — Approaches to River Clyde — Greenock Bank Northwards — Buoy

Insert	W. cardinal pillar light–buoy, Q(9)15s	55° 58'·587N., 4° 44'·652W.
Delete	W. cardinal pillar light–buoy, Q(9)15s	55° 58'·560N., 4° 44'·635W.

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*].— **1994** (INT 1636) [4838/00]
Clydeport Operations Ltd (HH.274/480/05).

2302 RUSSIA — Arctic Coast — Yeniseyskiy Zaliv — Ostrov Dikson, North Coast — Lights

Certain copies only

Insert	★ Fl.WR.11/4M	(a) 73° 31'·79N., 80° 21'·80E.
	sectors at light, Fl.WR.11/4M, as follows:	(a) above
	W 116° – 185° (69°)	
	R 185° – 116° (291°)	
Delete	★ Fl.WR.11/4M and associated sectors	close W. of (a) above

Chart [*Last correction*].— **2963** [4652/00]
Light List Vol. L, 2001/02, 9324
UK Hydrographic Office (HH.301/420/03).

II

2303 ICELAND, South–West Coast — Reykjavik — Sundahöfn — Buoy

Move starboard–hand pillar light–buoy, *Fl.G.5s*, from:
to:

64° 08′.87N., 21° 50′.62W.
64° 08′.883N., 21° 50′.459W.

Chart [*Last correction*].— **2735** (INT 1113) [792/01]
Icelandic Notice 4/20/01 (*HH.336/440/03*).

2304 NORWAY, West Coast — Folda — Bjørøya — Ellingråsa — Light

Amend light to, *Fl(2)WRG.5s21m14–11M*

64° 34′.47N., 10° 48′.15E.

Chart [*Last correction*].— **3503** [1334/01] — **2308** [1739/01]
Light List Vol. L, 2001/02, 1750
Norwegian Notice 8/375/01 (*HH.310/515/02*).

2305 SWEDEN, West Coast — Strömstad — Rödudden — Recommended anchorage

Delete ⚓

58° 56′.46N., 11° 10′.03E.

Chart [*Last correction*].— **879 (plan, Strömstad)** [2105/01]
Swedish Notice 15–16/323/01 (*HH.317/410/04*).

2306 BALTIC SEA — Sweden, East Coast — Stockholms Skärgård — Vindö Northwards — Sollenkroka ö to Lövk. — Submarine power cable

Insert submarine power cable joining:

59° 22′.47N., 18° 42′.30E.(shore)
59° 22′.54N., 18° 42′.91E.(shore)

Chart [*Last correction*].— **3156** [466/01]
Swedish Notice 17/337/01 (*HH.318/485/03*).

2307 BALTIC SEA — Entrance to the Gulf of Finland — Estonia — Hiiumaa Northwards and Westwards — Submarine cables

Insert submarine cable joining:

59° 13′.89N., 22° 29′.05E.
59° 06′.75N., 22° 28′.50E.
(a) 59° 05′.08N., 22° 35′.18E.(shore)
and
(a) above
59° 06′.65N., 22° 26′.21E.
59° 07′.97N., 22° 15′.17E.
59° 11′.84N., 21° 53′.32E.
59° 12′.19N., 21° 22′.16E.

Note: Positions for the continuation westwards of this cable have not yet been received by the UK Hydrographic Office.

Chart [*Last correction*].— **2222** [1744/01]
Estonian Notices 4/44–45/01 (*HH.165/300/03*).

2308 BALTIC SEA — Gulf of Finland — Estonia — Tallinn Westwards — Submarine cable

Insert submarine cable joining:

59° 26′.81N., 24° 34′.58E.(shore)
59° 30′.50N., 24° 24′.87E.
59° 30′.56N., 24° 15′.72E.
59° 30′.00N., 24° 00′.16E.
59° 29′.01N., 23° 52′.64E.
59° 27′.57N., 23° 45′.70E.
(W. border)

Chart [*Last correction*].— **2248** [1913/01]
Estonian Notice 4/44/01 (*HH.165/300/03*).

II

2309 BALTIC SEA — Gulf of Finland — Estonia to Finland — Tallinn to Helsinki — Submarine cable

Insert	submarine cable joining:	(a)	59° 29'·57N., 24° 41'·10E. (restricted limit)
		(b)	59° 30'·89N., 24° 40'·87E.
		(c)	59° 31'·70N., 24° 41'·11E.
		(d)	59° 32'·13N., 24° 42'·03E.
		(e)	59° 32'·47N., 24° 42'·24E. (restricted limit)
			and
		(f)	59° 34'·38N., 24° 41'·86E. (restricted limit)
		(g)	59° 35'·35N., 24° 41'·70E.
		(h)	59° 36'·30N., 24° 41'·09E.
		(i)	59° 37'·28N., 24° 41'·09E.
		(j)	59° 37'·63N., 24° 41'·27E.
		(k)	59° 38'·33N., 24° 42'·00E.
		(l)	59° 39'·64N., 24° 42'·00E.
		(m)	59° 40'·11N., 24° 41'·65E. (N. border)
		(n)	59° 42'·72N., 24° 37'·73E.
		(o)	59° 45'·34N., 24° 38'·12E.
		(p)	59° 46'·70N., 24° 40'·71E. (S. border)
		(q)	59° 48'·20N., 24° 43'·40E.
		(r)	59° 49'·24N., 24° 44'·58E.(scale)
		(s)	59° 52'·52N., 24° 50'·37E.
		(t)	60° 00'·41N., 24° 55'·32E.
		(u)	60° 03'·45N., 24° 53'·84E.
		(v)	60° 06'·18N., 24° 53'·47E.
		(w)	60° 07'·60N., 24° 52'·60E. (existing cable)

Chart [*Last correction*].— **2227** (a–m) [1017/01] — **1079** (p–r) [1016/01] — **2248** (f,h,l,n,o,s–w) [2308/01]
Estonian Notice 4/43/01 (HH.165/300/03).

2310 BALTIC SEA — Gulf of Finland — Estonia — Vergi Northwards — Depths

Insert	depth 19 ₂ m and extend 20m contour S. to enclose	(a)	59° 39'·6N., 26° 05'·6E.
Substitute	depth 19 ₂ m for depth 7 ₂ m enclosed by 10m contour	(b)	(a) above
Delete	depth 7 ₂ m enclosed by 10m contour	(c)	(a) above

Chart [*Last correction*].— **2248** (a,c) [2309/01] — **2817** (b) [2010/01]
Estonian National Maritime Board (HH.344/550/02).

2311 BALTIC SEA — Germany, North Coast — Flensburger Förde — Nieby — Buoyage

Delete	port–hand spar buoy with topmark	(a)	54° 48'·3N., 9° 45'·4E.
	starboard–hand spar buoy with topmark		close NW. of (a) above

Chart [*Last correction*].— **2532** (INT 1373) [1747/01]
German Notice 15/100/01 (HH.327/410/03).

2312* NORTH SEA — Netherlands Sector — Friesland Junction Northwards — Routeing

Substitute	the accompanying note, ROUTEING, for existing note, centred on:	54° 25'·0N., 4° 30'·0E.
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Chart [*Last correction*].— **1507** (INT 1419) [1654/01]
British Government Surveys (HH.242/555/06).

II

2313 NETHERLANDS — Texel Southwards — Marsdiep to Texelstroom — Anchor berths

Amend	designation of anchor berth to, <i>A</i>	52° 58'·95N., 4° 48'·59E.
	designation of anchor berth to, <i>B</i>	52° 59'·12N., 4° 48'·83E.
	designation of anchor berth to, <i>C</i>	52° 59'·26N., 4° 49'·12E.
	designation of anchor berth to, <i>D</i>	52° 59'·13N., 4° 48'·28E.
	designation of anchor berth to, <i>E</i>	52° 59'·32N., 4° 48'·52E.
	designation of anchor berth to, <i>F</i>	52° 59'·47N., 4° 48'·76E.
	designation of anchor berth to, <i>G</i>	52° 59'·62N., 4° 49'·03E.
	designation of anchor berth to, <i>M</i>	52° 58'·93N., 4° 45'·70E.
	designation of anchor berth to, <i>N</i>	52° 59'·12N., 4° 45'·73E.
Move	anchor berth, <i>O</i> , from:	52° 59'·36N., 4° 46'·45E.
	to:	52° 59'·30N., 4° 46'·27E.
	anchor berth, <i>Q</i> , from:	53° 00'·85N., 4° 49'·30E.
	to:	53° 00'·89N., 4° 49'·42E.
	anchor berth, <i>R</i> , from:	53° 01'·07N., 4° 49'·76E.
	to:	53° 01'·34N., 4° 50'·27E.
Delete	former anchor berth <i>A</i>	52° 58'·53N., 4° 47'·90E.
	former anchor berth <i>B</i>	52° 58'·80N., 4° 48'·33E.
	former anchor berth <i>G</i>	52° 59'·00N., 4° 48'·02E.
	former anchor berth <i>N</i>	52° 59'·25N., 4° 46'·10E.

Chart [*Last correction*].— **191** (INT 1470) [1559/01]

Netherlands Notices 18/269/01 & 18/280/01 (HH.340/640/03).

2314 SPAIN, North Coast — Gijón — Darsena Exterior — Contradique Exterior — Works

Insert	legend, <i>Works in progress (2001)</i> , centred on:	43° 33'·98N., 5° 40'·63W.
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Chart [*Last correction*].— **1154** [*New Chart 20/7/00*]

Spanish Notice 17/313/01 (HH.359/500/03).

2315 SPAIN, South–West Coast — Approaches to Huelva — Banco de San Pedro Southwards — Wreck

Substitute	⊗ for ++	37° 04'·41N., 6° 55'·41W.
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Chart [*Last correction*].— **83** (plan, Approaches to Huelva) [1530/01] — **92** [1927/01]

Spanish Chart 441 (HH.360/410/03).

2316 SPAIN, South–West Coast — Bahía de Cádiz — Cádiz — Dique de S. Felipe Northwards — Buoy

Move	special spherical light–buoy, <i>Q(5)Y.20s</i> , from:	36° 33'·02N., 6° 16'·93W.
	to:	36° 32'·88N., 6° 16'·92W.

Chart [*Last correction*].— **86** [2118/01]

Spanish Notice 16/291/01 (HH.360/460/02).

2317* SPAIN, South–West Coast — Pta. del Perro or de Chipiona Westwards — Cádiz and I. de Sancti Petri Westwards — Wrecks

Insert	✂	(a) 36° 32'·14N., 6° 16'·50W.
Delete	⊗	(b) 36° 44'·40N., 6° 29'·82W.
	⊗, (chart 90, ⊗ PA)	(c) 36° 21'·50N., 6° 18'·88W.

Chart [*Last correction*].— **86** (a) [2316/01] — **85** (b) [331/01] — **90** (b,c) [2117/01] — **92** (c) [2315/01]

mv *Arklow Dawn* (HH.360/470/02).

2318 MEDITERRANEAN SEA — Adriatic Sea — Yugoslavia — Bar — Crni Rt and Rt Volujica — Lights

Insert	★ <i>Fl.5s142m12M</i>	(a) 42° 08'·13N., 19° 00'·92E.
	★ <i>Fl.5s142m12M</i> , (chart 1440, ★ <i>Fl.12M</i>)	(b) 42° 08'·14N., 19° 00'·63E.
Amend	light to, <i>Fl(2)10s30m16M</i> , (chart 1440, <i>Fl(2)16M</i>)	(c) 42° 05'·3N., 19° 04'·5E.

Chart [*Last correction*].— **683** (plan, Bar) (a,c) [4872/00] — **1582** (a,c) [4872/00] — **186** (c) [1254/01] — **196** (b,c) [1257/01] — **1440** (b,c) [1257/01]

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Yugoslav Notices 2/1–2/01 (HH.376/410/01).

2319 MEDITERRANEAN SEA — Greece — Ionian Sea — Nísos Kefallinía — Póros — Light; Breakwater

Insert	★ <i>Fl.R.4s8m6M</i>	(a) 38° 09'·05N., 20° 46'·97E.
	breakwater, single firm line, joining:	(a) above
		38° 08'·96N., 20° 47'·09E.(shore)

Chart [*Last correction*].— **203** [3475/00]

Light List Vol. E, 2000/01, 3869.42

Greek Notice 3/68/01 (HH.381/420/03).

II

2320 MEDITERRANEAN SEA — Greece — Pagasitikós Kólpos — Ákra Angístri — Buoy

Insert special pillar light–buoy, *Fl.Y.1.5s* 39° 17′.60N., 22° 56′.50E.

Chart [*Last correction*].— **1556** [157/01]

Greek Notice 3/76/01 (*HH.382/450/02*).

2321 BLACK SEA — Turkey, North Coast — Approaches to İstanbul Boğazi — Anadolu Light — Radar beacon

Insert radar beacon, *Racon (B)*, at light 41° 13′.10N., 29° 09′.15E.

Chart [*Last correction*].— **1158** [1054/01] — **1198** [1054/01] — **3930** [159/01] — **2230** [713/01]

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Admiralty List of Radio Signals Vol. 2, 2001: 71400 (21/01)

Turkish Notice 14/81/01 (*HH.391/410/02*).

2322 BLACK SEA — Turkey — Ereğli Limani — Restricted areas; Mooring buoys

Insert limit of restricted area, pecked line, joining: (a) 41° 17′.31N., 31° 23′.76E.(shore)
(b) 41° 16′.89N., 31° 24′.09E.
41° 17′.35N., 31° 24′.17E.(shore)
close W. of (a)–(b) above

legend, *Entry Prohibited*

limit of restricted area, anchoring prohibited,

pecked line, joining:

41° 17′.06N., 31° 24′.12E.
(restricted limit)

41° 17′.09N., 31° 24′.37E.

41° 17′.26N., 31° 24′.32E.

41° 17′.36N., 31° 24′.49E.(shore)

41° 17′.00N., 31° 24′.19E.

41° 16′.94N., 31° 24′.17E.

41° 17′.21N., 31° 24′.07E.

Move  from:

to:

Delete 

Chart [*Last correction*].— **1275 (plan D, Ereğli)** [339/01]

Turkish Notices 13/76/01 & 15/90/01 (*HH.391/420/03*).

2323 MEDITERRANEAN SEA — Aegean Sea — Turkey — Fener Ad. to Kargi Ad. — Restricted area

Insert the accompanying note, RESTRICTED AREA, centred on: (a) 37° 00′.30N., 28° 29′.30E.
(b) 37° 30′.40N., 27° 19′.10E.
(c) 37° 22′.75N., 27° 46′.00E.
(d) 34° 28′.00N., 27° 58′.70E.
limit of restricted area, pecked line, joining: (e) 37° 10′.60N., 27° 21′.30E.(shore)
(f) 37° 09′.60N., 27° 15′.20E.
(g) 37° 05′.50N., 27° 11′.70E.
(h) 37° 04′.00N., 27° 11′.29E.
(N. border)
(i) 37° 00′.30N., 27° 10′.30E.
(j) 36° 58′.80N., 27° 11′.70E.
(k) 36° 57′.00N., 27° 16′.90E.
(l) 36° 57′.15N., 27° 18′.30E.(★)
(m) 36° 57′.58N., 27° 18′.30E.(shore)
legend, *Restricted Area (see Note)*, centred on: (n) 37° 01′.50N., 27° 12′.40E.
(o) 37° 06′.70N., 27° 14′.00E.
(p) 37° 01′.50N., 27° 11′.80E.
(q) 37° 06′.90N., 27° 13′.00E.
(r) 36° 58′.80N., 27° 13′.00E.
(s) 37° 04′.50N., 27° 12′.00E.

Chart [*Last correction*].— **1055** (a,h–n) [1371/01] — **1056** (b,e–g,i–m,o,p) [1369/01] — **1095** (c,e–g,i–m,q,r) [1663/01] — **1099** (d–g,i–m,s) [1371/01]

Turkish Notice 6/32/01 (*HH.388/219/01*).

II

2324 MEDITERRANEAN SEA — Aegean Sea — Turkey — Edremit Körfezi — Bozburun to Eğribucak Burnu and Aslan Burnu to Eskifener Burnu — Restricted areas

- Insert the accompanying note, RESTRICTED AREA,
(charts 1061 & 1087, RESTRICTED AREAS), centred on:
- (a) 38° 52'·75N., 27° 09'·70E.
 - (b) 39° 16'·25N., 26° 42'·90E.
 - (c) 38° 07'·9N., 26° 55'·6E.
 - (d) 38° 44'·7N., 25° 33'·8E.
 - (e) 39° 35'·7N., 26° 35'·0E.
 - (f) 38° 50'·9N., 27° 25'·7E.
 - (g) 38° 44'·50N., 26° 44'·40E.(shore)
 - (h) 38° 43'·90N., 26° 43'·37E.
(S. border)
 - (i) 38° 42'·80N., 26° 41'·50E.
 - (j) 38° 39'·33N., 26° 42'·09E.
(S. border)
 - (k) 38° 39'·30N., 26° 42'·10E.
 - (l) 38° 36'·90N., 26° 43'·70E.
 - (m) 38° 37'·04N., 26° 45'·40E.(shore)
and
 - (n) 39° 26'·40N., 26° 48'·80E.(shore)
 - (o) 39° 25'·91N., 26° 44'·50E.
(E. border)
 - (p) 39° 25'·40N., 26° 40'·00E.
 - (q) 39° 23'·60N., 26° 32'·30E.
 - (r) 39° 19'·40N., 26° 30'·60E.
 - (s) 39° 18'·40N., 26° 31'·40E.
(S. border)
 - (t) 39° 17'·15N., 26° 32'·40E.
 - (u) 39° 15'·80N., 26° 35'·50E.
 - (v) 39° 16'·47N., 26° 36'·58E.(shore)
 - (w) 38° 41'·10N., 26° 42'·40E.
 - (x) 39° 23'·75N., 26° 41'·70E.
 - (y) 39° 18'·65N., 26° 33'·80E.
 - (z) 38° 39'·90N., 26° 42'·10E.
 - (aa) 39° 24'·20N., 26° 44'·80E.
 - (bb) 39° 19'·20N., 26° 33'·80E.
 - (cc) 38° 44'·30N., 26° 42'·90E.
 - (dd) 38° 39'·80N., 26° 41'·00E.
 - (ee) 39° 21'·80N., 26° 32'·70E.
- limit of restricted area, pecked line, joining:
- legend, *Restricted Area* (see Note), centred on:

Chart [*Last correction*].— **1618** (*a,g,i,j,w*) [*New Edition 17/12/98*] — **1675** (**plan, Approaches to Ayvalik**) (*b,o-r,t-v,x,y*) [*3833/00*] — **1058** (*c,g,i,k-m,z*) [*1055/01*] — **1061** (*d,g,h,n,p-r,t-v,aa-cc*) [*2035/01*] — **1086** (*e,n,p-s,ee*) [*1576/01*] — **1087** (*f,g,i,k-n,p-r,t-v,dd,ee*) [*2035/01*]
Turkish Notice 6/30/01 (HH.388/219/01).

2325* AFRICA, West Coast — Ghana — Cape St Paul Northwards — Keta Eastwards — Buoy

- Insert special spherical light-buoy with topmark,
Fl(5)Y.20s Wave recorder 5° 55'·05N., 1° 02'·54E.

Chart [*Last correction*].— **1360** [*4160/00*] — **1861** [*4373/00*]
Ghana Ports and Harbour Authority (HH.429/400/02).

2326 ARABIA — Gulf of Aden — Djibouti — Port of Djibouti — Môle Sud — Jetty

- Delete jetty, double firm line, width 10m, (main sheet, jetty,
single firm line), joining: 11° 36'·31N., 43° 08'·19E.(shore)
11° 36'·34N., 43° 08'·14E.

Chart [*Last correction*].— **262** (INT 7115) (**plan A, Port of Djibouti**) & **262** (INT 7115) [*4542/00*]
French Notice 17/36/01 (HH.471/400/03).

II

2327* RED SEA — Ḥanish al Kubrá Southwards — Depths

Insert	depth 21 ₅ m enclosed by 30m contour, with seabed character, R, (chart 1925, depth 21 ₅ m enclosed by 50m contour, with seabed character, R), (charts 143 & 6, depth 21 ₅ m enclosed by 50m contour)	(a) 13° 37′.83N., 42° 38′.67E.
	depth 24 ₅ m and extend 30m contour E. to enclose, (charts 1925, 143 & 6, depth 24 ₅ m and extend 50m contour E. to enclose), (chart 4704, depth 24 ₅ m enclosed by 30m contour)	(b) 13° 27′.90N., 42° 43′.28E.
Delete	depth 29m, (chart 4704, depth 29m enclosed by 50m contour)	(c) close W. of (b) above
	depth 43m enclosed by ○, (chart 6, depth 43m enclosed by ○ Rep)	(d) close S. of (a) above
	depth 44m enclosed by ○	(e) (a) above
	depth 93m (upright) with seabed character, S	(f) close S. of (a) above

Chart [Last correction].— **453** (a,b,f) [501/01] — **1925** (a–c) [1157/01] — **143** (a–d) [New Edition 19/4/01] — **6** (a–d) [2292/01] — **4704** (INT 704) (b,c,e) [2122/01]
 mv *Ocean Seeker* (HH.479/410/05).

2328 INDIAN OCEAN — Îles Crozet — Île de la Possession and Île de l'Est — Restricted area

Insert	limit of restricted area, fishing prohibited, pecked line, joining:	46° 00′.0S., 51° 30′.0E. 46° 00′.0S., 52° 30′.0E. 46° 45′.0S., 52° 30′.0E. 46° 45′.0S., 52° 00′.0E. 47° 00′.0S., 52° 00′.0E. 47° 00′.0S., 51° 30′.0E.
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Note: Former Notice 2169(T)/01 is cancelled.

Chart [Last correction].— **4712** [2928/98]
 French Notice 16/30/01 (HH.510/400/01).

2329 INDIAN OCEAN — Chagos Archipelago — Great Chagos Bank — Depths; Rock; Danger line

Insert	depth 13m enclosed by ○	5° 57′.08S., 71° 49′.50E. 5° 55′.06S., 71° 44′.82E.
	○	6° 02′.60S., 71° 39′.03E. 6° 01′.68S., 71° 39′.60E.
	⊕	6° 16′.90S., 72° 15′.30E. 6° 00′.00S., 71° 41′.02E.
	danger line, extending N., joining:	5° 58′.10S., 71° 40′.88E. (depth 27m)

Chart [Last correction].— **3** [1727/01]
 U.S. Chart 61610 (HH.505/400/02).

2330 INDONESIA — Sumatera, East Coast — Pulau Batam Eastwards — Selat Riau — Karang Galang — Wreck

Move	⊕ from:	1° 08′.80N., 104° 11′.54E.
	to:	1° 08′.84N., 104° 11′.71E.

Chart [Last correction].— **3831** [2130/01]
 UK Hydrographic Office (HH.525/670/03).

II

2293 CHINA, East Coast — Ningbo Gang — Anchorage areas; Pilot boarding place; Wreck

Insert	the accompanying block, showing amendments to anchorage areas, pilot boarding place and wreck, centred on: limit of anchorage area, pecked line, joining:	(a) 30° 03′.00N., 121° 49′.00E. (b) 30° 02′.33N., 121° 47′.45E. (N. border) (c) 29° 59′.50N., 121° 47′.45E. (d) 29° 59′.50N., 121° 46′.53E. (e) 30° 00′.50N., 121° 46′.53E. (f) 30° 00′.50N., 121° 45′.60E. (g) 30° 02′.33N., 121° 45′.60E. (N. border) and (h) 30° 02′.33N., 121° 49′.70E. (N. border) (i) 30° 02′.00N., 121° 50′.00E. (j) 30° 00′.50N., 121° 50′.00E. (k) 30° 00′.00N., 121° 49′.53E. (l) 30° 00′.00N., 121° 49′.07E. (m) 30° 00′.50N., 121° 48′.60E. (n) 30° 02′.33N., 121° 48′.60E. (N. border) and (o) 30° 01′.25N., 121° 47′.45E. (p) 30° 01′.25N., 121° 45′.60E. and (q) 30° 01′.25N., 121° 50′.00E. (r) 30° 01′.25N., 121° 48′.60E. (s) 30° 01′.80N., 121° 46′.53E. (t) 30° 01′.80N., 121° 49′.30E. (u) 30° 00′.70N., 121° 49′.30E. (v) 30° 00′.80N., 121° 46′.53E. (w) 30° 01′.10N., 121° 46′.53E. (x) 30° 02′.33N., 121° 48′.19E. (N. border) (y) 30° 00′.01N., 121° 48′.19E. (z) 30° 00′.01N., 121° 49′.99E. (aa) 30° 02′.33N., 121° 49′.99E. (N. border) and (bb) 29° 59′.29N., 121° 46′.50E. (cc) 30° 00′.33N., 121° 46′.50E. (dd) 30° 00′.33N., 121° 47′.50E. (ee) 29° 59′.29N., 121° 47′.50E. and (ff) 29° 59′.32N., 121° 46′.36E. (gg) 30° 00′.32N., 121° 46′.36E. (hh) 30° 00′.32N., 121° 47′.36E. (ii) 29° 59′.32N., 121° 47′.36E. (jj) 29° 59′.85N., 121° 47′.00E.
	legend, ⚠ <i>Dangerous Goods</i> , centred on:	
	legend, ⚠ <i>Non-Dangerous Goods</i> , centred on:	
Delete	symbol, quarantine anchorage and ①, centred on: former limit of anchorage area, pecked line, joining:	
	magenta maritime limit, pecked line, joining:	
	symbol, quarantine anchorage and ① centred on:	

Chart [Last correction].— **1592** (b-ee,jj) [*New Edition* 8/3/01] — **1429** (ff-jj) [1729/01] — **1124** (a) [1490/01]
Chinese Notices 4/42/01, 5/44-45/01, & 7/64/01 (HH.548/470/03).

2331 CHINA SEA — T'ai-Wan, South Coast and East Coast — T'ai-tung Kang to Ch'i-hsing Chiao — Depths

Insert	depth 128m enclosed by 200m contour depth 196m enclosed by 200m contour depth 495m enclosed by 1000m contour depth 166m enclosed by 200m contour depth 148m	(a) 21° 47′.15N., 120° 45′.73E. 21° 43′.60N., 120° 53′.44E. 22° 23′.53N., 121° 10′.41E. 22° 29′.85N., 121° 10′.88E.
Delete	depth 181m enclosed by 200m contour depth 181m	(b) 22° 39′.00N., 121° 09′.03E. (c) close NE. of (a) above close NW. of (b) above

Chart [Last correction].— **3233** [4287/00] — **3232** (a,c) [2132/01]
Taiwanese Chart 0343 (HH.549/420/02).

2332 CHINA, South-East Coast — Xiamen Gang — Qing Jiao Southwestwards — Wreck

Insert	⊙ Rep (1999)	24° 24′.90N., 118° 02′.90E.
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Chart [Last correction].— **3449** [3492/00]
Chinese Notice 6/57/01 (HH.548/456/03).

II

2333 JAPAN — Kyūshū, West Coast — Shimabara Wan — Nagasaki Hana Northwards — Kawachi Kō — Light

Amend light to, *Fl.G.3s10m2M* 32° 49'·7N., 130° 35'·0E.

Chart [*Last correction*].— **2401** [2049/01]

Light List Vol. F, 2000/01, 5172.4

Japanese Notice 17/607/01 (*HH.564/401/05*).

2334 JAPAN — Seto Naikai — Hiroshima Wan — Iwakuni — No 2 Area — Submerged jetty; Works

Insert submerged jetty, dotted line, joining: (a) 34° 10'·07N., 132° 15'·11E.
(⊙ RG Lt)

34° 10'·11N., 132° 15'·20E.

34° 10'·11N., 132° 15'·21E.

34° 10'·22N., 132° 15'·18E.

(b) 34° 10'·22N., 132° 15'·19E.

(c) 34° 10'·11N., 132° 15'·23E.

34° 10'·10N., 132° 15'·21E.

(a) above

close E. of (b)–(c) above

34° 10'·2N., 132° 15'·1E.

Delete legend, *Submerged Jetty*
legend, Works in progress (1998), centred on:

Chart [*Last correction*].— **3469 (plan, Iwakuni)** [2103/00]

Japanese Notice 18/633/01 (*HH.568/450/02*).

2335 JAPAN — Honshū, South Coast — Kumano Nada — Owase Northeastwards — Nishiki — Light

Delete ★ Fl.R.10M 34° 12'·5N., 136° 23'·6E.

Chart [*Last correction*].— **951** [2135/01] — **952** [*New Edition* 3/5/01]

Light List Vol. F, 2000/01, 6025.4

Japanese Notice 18/632/01 (*HH.563/400/06*).

2336 JAPAN — Honshū, West Coast — Oga Hantō Southwards — Honjō Kō — Light

Amend light to, *Fl.G.4s4M* 39° 23'·3N., 140° 00'·8E.

Chart [*Last correction*].— **1329** [4172/00]

Light List Vol. F, 2000/01, 7069.6

Japanese Notice 18/630/01 (*HH.563/505/06*).

2337 JAPAN — Honshū, South Coast — Izu Hantō, West Coast — Ugusu and Hakachi Saki Westwards — Buoy; Light

Insert special pillar light–buoy with topmark, *Fl(5)Y.20s* 34° 42'·45N., 138° 40'·00E.

Amend light to, *Fl.R.4s10M* 34° 50'·9N., 138° 46'·3E.

Chart [*Last correction*].— **953** [2057/01]

Light List Vol. F, 2000/01, 6268.9

Japanese Notices 16/563–564/01 (*HH.563/401/03*).

2338 JAPAN — Honshū, South Coast — Izu Syotō — Nii Shima to Shikine Shima — Submarine power cable

Insert submarine power cable joining: 34° 21'·73N., 139° 14'·58E.(shore)
34° 21'·42N., 139° 14'·43E.
34° 20'·37N., 139° 13'·45E.
34° 19'·93N., 139° 13'·32E.(shore)

Chart [*Last correction*].— **953** [2337/01]

Japanese Notice 17/602/01 (*HH.563/401/03*).

2339 JAPAN — Honshū, South Coast — Gamagōri — Submerged jetty

Insert submerged jetty, single firm line, joining: 34° 48'·39N., 137° 11'·81E.
34° 48'·25N., 137° 11'·83E.
(head of existing submerged jetty)

Chart [*Last correction*].— **3649 (plan, Gamagōri and Toyohashi)** [2137/01]

Japanese Notice 17/601/01 (*HH.563/417/03*).

II

2340 JAPAN — Hokkaidō, West Coast — Rumoi Kō — West Breakwater — Light; Buoy

Insert ★ *Fl.R.5s7m4M*, (chart 1808, *Fl.R.5s4M*) (a) 43° 58'·493N., 141° 37'·885E.
Delete starboard-hand pillar light-buoy, *Fl.R.5s* 170m N. of (a) above

Chart [*Last correction*].— **1807 (plan B, Rumoi Kō)** [1854/01] — **1808 (a)** [1854/01]

Light List Vol. F, 2000/01, 6960.7

Japanese Notice 18/629/01 (HH.562/408/02).

2341 JAPAN — Hokkaidō, South Coast — Muroran — Central Wharf — Beacons; Leading line

Insert white beacon with conical topmark 42° 19'·22N., 140° 58'·59E.
(a) 42° 19'·19N., 140° 58'·58E.
leading line, pecked for 500m then firm line for 1880m (b) extending in direction 010·9°
from (a) above
legend, *Ldg Bns* 190·9° seaward end of (b) above

Chart [*Last correction*].— **1813 (plan E, Muroran)** [1954/01]

Japanese Notice 17/597/01 (HH.562/418/02).

2342 KOREA, South Coast — Kwangyang Hang — Administration Wharf Southwestwards — Buoy

Substitute preferred channel to starboard pillar light-buoy with topmark, *Fl(2+1)G.7s* (No 33), for former (No 33) light-buoy 34° 54'·27N., 127° 42'·25E.

Chart [*Last correction*].— **3390** (INT 5362) [*New Edition* 12/10/00]

Korean Notice 17/165/01 (HH.557/444/05).

2294* PHILIPPINE ISLANDS — Luzon, West Coast — Nasugbu Bay Westwards — Submarine cables; Lights

Insert the accompanying block, showing amendments to submarine cables, centred on: (a) 14° 03'·80N., 120° 35'·00E.
the accompanying block, showing amendments to submarine cables and lights, centred on: (b) 14° 17'·50N., 120° 33'·00E.

Note: Charts 3559 and 3806 should be removed from the list of charts affected by Former Notices 1481(P)/99, 2138(P)/00 and 4638(P)/00.

Chart [*Last correction*].— **3559 (plan, Nasugbu Bay)** (a) [1464/00] — **3806 (b)** [4701/00]

Light List Vol. F, 2000/01, 2624, 2626

Singapore Telecom, Global Marine System Ltd and Philippines Notice 5/22/00 (HH.552/705/03).

2343 BORNEO — Sabah — Labuan Eastwards — Daat Northeastwards — Light

Delete ★ *Q.G.3M* 5° 17'·74N., 115° 19'·80E.

Chart [*Last correction*].— **1844** [2064/01]

Malaysian Notice 2/57/99 (HH.518/425/02).

2344 BORNEO, North-West Coast — Brunei — South West Ampa Oilfield Northwards — Obstruction

Insert ○ *Obstn* 4° 50'·31N., 114° 10'·21E.

Chart [*Last correction*].— **1338** [1669/01]

UK Hydrographic Office (HH.541/401/02).

2345 INDONESIA — Kalimantan, South-East Coast — Bekapai Oilfield Westwards — Approaches to Muara Pegah — Platform; Radar beacon

Insert □ (lighted) (a) 1° 01'·15S., 117° 21'·38E.
radar beacon, *Racon (Q)*, at the platform (a) above

Chart [*Last correction*].— **2639 (plan, Bekapai Oilfield and Senipah Oil Terminal)** [3170/00] — **3014** [4800/00] — **3022** [3597/00]

Light List Vol. K, 2001/02, 1460.6

Admiralty List of Radio Signals Vol. 2, 2001: 85915 (22/01)

DG SeaComm, Indonesia (HH.527/680/03).

2346 NORTH AMERICA, West Coast — British Columbia — Strait of Georgia — Fraser River — Steveston Jetty — Lights

Insert ★ *Fl(3)G* 49° 06'·52N., 123° 17'·74W.
49° 06'·91N., 123° 16'·8W.
49° 07'·44N., 123° 15'·54W.

Chart [*Last correction*].— **79** [1800/01]

Light List Vol. G, 2000/01, 5402.5, 5403.5, 5404.5

Canadian Notice 4/3490/01 (HH.600/420/02).

II

2347 WEST INDIES — Nederlandse Antillen — Aruba — Commandeurs Baai — Sabaneta — Lights

Insert	★ <i>Fl.R</i>	12° 26′.97N., 69° 57′.05W.
	★ <i>F.R</i>	12° 26′.69N., 69° 56′.21W.
		12° 26′.67N., 69° 56′.16W.
	★ <i>Fl.G</i>	12° 26′.94N., 69° 57′.02W.
	★ <i>Q.G</i>	12° 26′.95N., 69° 56′.79W.
	★ <i>Iso.G.2s</i>	12° 26′.75N., 69° 56′.45W.

Chart [*Last correction*].— **1412 (plan F, Commandeurs Baai and Sint Nicolaasbaai)** [961/01]

Light List Vol. J, 2000/01, 6352.5, 6352.51, 6352.52, 6352.53, 6352.54, 6352.55

Netherlands Notice 19/272/01 (HH.669/400/02).

2348 NORTH AMERICA, East Coast — Saint Lawrence River — Saint-Romuald-d'Etchemin — Cap Anderson — Buoyage

Insert	starboard-hand pillar light-buoy, <i>Fl.R</i> 'QC4'	46° 44′.595N., 71° 16′.737W.
Move	'QC2' light-buoy from:	46° 44′.747N., 71° 16′.761W.
	to:	46° 44′.686N., 71° 16′.720W.
	'QC3' light-buoy from:	46° 44′.704N., 71° 16′.680W.
	to:	46° 44′.686N., 71° 16′.675W.

Chart [*Last correction*].— **319 (panel 2)** [1512/01]

Canadian Notice 4/1316/01 (HH.605/430/02).

II

**2349(T)/01 NORTH ATLANTIC OCEAN — Islas Canarias — Tenerife — Santa Cruz de Tenerife — Dársena
Pesquera — Light-beacon; Buoy**

1. Mariners are advised that due to works being carried out in the vicinity of the Fishing Basin, the following aids to navigation have been established:
S. cardinal light-beacon, Q(6)+LFl.15s8m2M, in position 28° 29′·649N., 16° 12′·118W.
S. cardinal pillar light-buoy, Q(6)+LFl.15s, in position 28° 29′·713N., 16° 11′·692W.
2. Former Notice 3446(T)/00 is cancelled.

Chart affected — 1857

Spanish Notice 16/292(T)/01 (HH.419/440/02).

2350(T)/01 INDIAN OCEAN — La Réunion, North-West Coast — Baie de Saint-Paul — Buoy

The isolated danger spar buoy marking a wreck in position 20° 59′·9S., 55° 15′·9E. is reported missing.

Charts affected — 1495 — 1497

French Notice 16/4(T)/01 (HH.459/400/03).

To accompany Notice to Mariners 2312/01



On Chart 1507

ROUTING

For information about recommended routes and the IMO-adopted Mandatory Ships' Routing System under SOLAS Regulation V/8, see THE NETHERLANDS COAST PILOT (HP1), or Admiralty Sailing Directions. Also, see Neth. Chart 1970 "Mariners Routeing Guide Southern North Sea".

A least depth of 26m (2000) was found in the DW routes near the S.end (around 52°N). The least depth in the (Western) routeing system via TSS Off Botney Ground was 27m (1998) and in the (Eastern) routeing system via TSS West Friesland 23m (1995).

To accompany Notice to Mariners 2323/01

On Chart 1055

RESTRICTED AREA

(37° 01'·4N., 27° 12'·5E.)

Vessels greater than 300GRT or carrying dangerous cargoes are prohibited from entering the indicated area.

On Chart 1056

RESTRICTED AREA

(37° 04'·5N., 27° 13'·0E.)

Vessels greater than 300GRT or carrying dangerous cargoes are prohibited from entering the indicated area.

On Chart 1095

RESTRICTED AREA

(37° 04'·5N., 27° 13'·0E.)

Vessels greater than 300GRT or carrying dangerous cargoes are prohibited from entering the indicated area.

On Chart 1099

RESTRICTED AREA

(37° 04'·5N., 27° 13'·0E.)

Vessels greater than 300GRT or carrying dangerous cargoes are prohibited from entering the indicated area.

To accompany Notice to Mariners 2324/01



On Chart 1058

RESTRICTED AREA
(38° 40'·0N., 26° 42'·5E.)
Vessels greater than 300GRT or carrying dangerous
cargoes are prohibited from entering the indicated
area.

On Chart 1061

RESTRICTED AREAS
(38° 44'·2N., 26° 44'·3E. and
39° 24'·0N., 26° 39'·0E.)
Vessels greater than 300GRT or carrying dangerous
cargoes are prohibited from entering the indicated
areas.

On Chart 1086

RESTRICTED AREA
(39° 22'·0N., 26° 35'·0E.)
Vessels greater than 300GRT or carrying dangerous
cargoes are prohibited from entering the indicated
area.

On Chart 1087

RESTRICTED AREAS
(39° 21'·0N., 26° 35'·0E. and
38° 40'·0N., 26° 43'·0E.)
Vessels greater than 300GRT or carrying dangerous
cargoes are prohibited from entering the indicated
areas.

On Chart 1618

RESTRICTED AREA
(38° 42'·0N., 26° 43'·0E.)
Vessels greater than 300GRT or carrying dangerous
cargoes are prohibited from entering the indicated
area.

On Chart 1675

RESTRICTED AREA
(39° 21'·0N., 26° 33'·0E.)
Vessels greater than 300GRT or carrying dangerous
cargoes are prohibited from entering the indicated
area.

This is a detailed nautical chart of the Gulf of San Miguel, showing the coastline of the Philippines, including the provinces of Iloilo and Negros Occidental. The chart features numerous islands, reefs, and shoals, with depth soundings in fathoms. Key locations include San Francisco, San Carlos, and San Juan. The chart is labeled with various geographical features and includes a reference to "see Chart No. 976".

300

III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 29 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) 23rd Week 7/6/01.

NAVAREA I warnings in force 29/5/01: 2000 series: 082 114 189 397 419 473 533.

2001 series: 062 072 088 099 101 114 116 119 129 141 143 144 151 152 155 162 164 170 177 178 179 181 188 192 202 203 206 207 208 209.

198 Cancelled.

199 Cancelled.

200 Cancelled.

201 Cancelled.

202 ENGLISH CHANNEL. Off Casquets TSS and Channel Islands. Chart BA 2656. Traffic reporting system, MANCHEREP, commences operations 010001z Jun 01. System is mandatory for all vessels over 300 gross tons and certain others within area bounded by 49°20'N, 50°10'N, 002°00'W and 002°58'W. Vessels should report to Jobourg Traffic (VHF channels 13 or 80) 2 miles before entering area. Full details published in Admiralty Notices to Mariners Week 17/01, Section 6.

203 ENGLAND, Northeast Coast. Vicinity of Farne and Holy Islands. Chart BA 1192.
North Sunderland buoy 55°34'6N 001°37'0W changed to port-hand can lightbuoy, Fl.R.2.5s.
Shoreston buoy 55°35'9N 001°39'2W changed to port-hand can lightbuoy, Q.R.
Swedman buoy 55°37'6N 001°41'5W changed to starboard-hand conical lightbuoy, Fl.G.2.5s.
Triton buoy 55°39'6N 001°46'7W changed to starboard-hand conical lightbuoy, Q.G.
Ridge buoy 55°39'7N 001°45'9W changed to East Cardinal pillar lightbuoy, Q(3)10s.

204 Cancelled.

205 Cancelled.

206 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 291000z May 01.

53°13'1N	003°55'2E	Noble George Sauvageau
53°25'2N	003°49'5E	Noble Piet Van Ede
53°38'9N	000°58'1E	Santa Fe Monarch
53°50'0N	004°10'6E	Noble Al White
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 194/01.

III

207 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 291000z May 01.

	55°31'8N	005°00'4E	Maersk Endeavour
	56°14'6N	003°58'0E	Ensco 70
	57°04'9N	002°05'2E	Sedco 714
	57°05'5N	000°51'0E	Ocean Guardian
	57°14'0N	001°37'3E	Santa Fe 140
NEW	57°45'2N	004°21'2E	Maersk Jutlander
	57°48'3N	000°58'7W	Ocean Nomad
	57°58'5N	001°14'4E	Transocean John Shaw
NEW	Invergordon		Ocean Princess
	58°09'3N	001°19'9W	Santa Fe 135
NEW	58°13'1N	000°14'9E	Glomar Arctic 4
	58°18'1N	001°42'4W	Sedco 704
	58°19'4N	000°41'8E	Drill Star
	59°10'6N	001°37'2E	Paul B. Loyd Jnr
	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
NEW	59°42'4N	002°18'6E	Scarabeo 6
	59°43'0N	002°34'0E	West Epsilon

NOTES:

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

2. Cancel 195/01.

208 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 291000z May 01.

	60°15'5N	002°46'3E	Deepsea Delta
	60°18'7N	004°20'3W	Jack Bates
	60°20'6N	004°14'7W	Transocean Leader
	60°43'8N	003°39'4E	Polar Pioneer
	60°45'4N	003°38'4E	West Venture
	60°51'0N	003°34'9E	West Vanguard
	60°51'4N	002°39'0E	Maersk Gallant
	61°02'0N	001°07'8E	Sedco 712
	61°05'8N	002°11'2E	Deepsea Trym
	61°05'8N	002°16'6E	Transocean Wildcat
	61°23'9N	002°04'1E	Bideford Dolphin
	61°31'6N	002°12'7E	West Alpha
	64°20'5N	007°43'4E	Byford Dolphin
	65°07'1N	006°40'4E	Transocean Searcher
NEW	65°10'1N	006°28'1E	Scarabeo 5
	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:

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

2. Cancel 196/01.

III

209 RIGLIST. South and West Coasts of the British Isles. Correct at 291000z May 01.

51°19'4N 008°06'9W Noble Ton Van Langeveld
52°19'0N 012°58'2W Sovereign Explorer
54°19'2N 011°04'2W Sedco 711
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 197/01.

Cancel 146/01. ANM 1811/01 refers.

(2) Navarea II (E Atlantic) 23rd Week 7/6/01.

Edited Navarea II warnings in force 29/5/01: 263/00.
199 to 210 received.

(3) Navarea III (Mediterranean) 23rd Week 7/6/01.

Edited Navarea III warnings in force 29/5/01: NIL.
220 to 229 received.

(4) Navarea IV (NW Atlantic) 23rd Week 7/6/01.

Edited Navarea IV warnings in force 29/5/01: NIL.
174 to 178 received.

(5) Navarea V (W Atlantic) 23rd Week 7/6/01.

Edited Navarea V warnings in force 29/5/01: 923/97, 568/98, 055/01, 582/01.
Nil received.

(6) Navarea VI (SW Atlantic) 23rd Week 7/6/01.

Edited Navarea VI warnings in force 29/5/01: 101/01.
087 to 107 received.

101 SOUTH AMERICA, East Coast. Uruguay. Pta Palmar. Chart BA 3064. Foul Ground, depth 18₃m within 5 cables of 34°05'50S 053°23'35W.

(7) Navarea VII (SE Atlantic) 23rd Week 7/6/01.

Edited Navarea VII warnings in force 29/5/01: NIL.
060 to 064 received.

(8) Navarea VIII (Indian Ocean) 23rd Week 7/6/01.

Edited Navarea VIII warnings in force 29/5/01: 388/00, 117/01, 195/01, 268/01, 321/01.
273 to 304 and 319 to 328 received. 305 to 318 missing.

321 INDIA, West Coast. Angria Bank. Chart BA 1508. Dangerous Wreck reported 16°27'37N 072°04'33E.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 23rd Week 7/6/01.

Edited Navarea IX warnings in force 29/5/01: 093/01.
066 to 094 received.

093 ARABIA. UAE. Dās Channel Approach buoy, Eastward. Chart BA 2444. Wreck of a tug reported 25°28'84N 053°30'28E.

III

(10) Navarea X (Australia, New Guinea) 23rd Week 7/6/01.

Edited Navarea X warnings in force 29/5/01: 020/00.

Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 23rd Week 7/6/01.

Edited Navarea XI warnings in force 29/5/01: NIL.

245 to 252 received.

(12) Navarea XII (NE Pacific) 23rd Week 7/6/01.

Edited Navarea XII warnings in force 29/5/01: 415/00.

146 to 150 received.

(13) Navarea XIII (NW Pacific) 23rd Week 7/6/01.

Edited Navarea XIII warnings in force 29/5/01: NIL.

025 received.

(14) Navarea XIV (SW Pacific) 23rd Week 7/6/01.

Edited Navarea XIV warnings in force 29/5/01: 091/01.

107 to 109 received.

(15) Navarea XV (SE Pacific) 23rd Week 7/6/01.

Edited Navarea XV warnings in force 29/5/01: NIL.

Nil received.

(16) Navarea XVI (E Pacific) 23rd Week 7/6/01.

Edited Navarea XVI warnings in force 29/5/01: 151/98.

Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 23rd Week 7/6/01.

Edited Hydropacs in force 29/5/01: 1272/99, 574/01, 684/01, 725/01, 768/01.

783 to 825 received.

(18) Hydrolants (Atlantic, Mediterranean) 23rd Week 7/6/01.

Edited Hydrolants in force 29/5/01: 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.

1475 to 1553 received, except 1519.

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001. Weekly Edition No. 23, Dated 7th June, 2001.

Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

0072-03	- Mylor Churchtown. Mylor Yacht Harbour. E Breakwater. Head	50 10·7 5 03·1	2 F R(vert)				
*	*	*	*	*	*	*	*
0072-04	---- Elbow	50 10·7 5 03·1	2 F R(vert)				
*	*	*	*	*	*	*	*
0072-05	--- W Breakwater. Head	50 10·7 5 03·1	2 F G(vert)				
*	*	*	*	*	*	*	*
0072-06	--- W Pier. Head	50 10·7 5 03·2	2 F G(vert)				
*	*	*	*	*	*	*	*
0518-1	--- Visiting Yacht Haven. Entrance. Pontoon	50 42·7 1 59·1	2 F R(vert)				
*	*	*	*	*	*	*	*
0518-2	---- Breakwater. N	50 42·7 1 59·1	2 F G(vert)				
*	*	*	*	*	*	*	*
0518-3	----- S	50 42·6 1 59·1	2 F G(vert)				
*	*	*	*	*	*	*	*
0591-23	- J 3	50 52·5 1 18·5	Fl G 4s				
*	*	*	*	*	*	*	*
0659-61	- EAST COWES. Marina. Jetty. A	50 45·2 1 17·5	2 F R(vert)				
*	*	*	*	*	*	*	*
0659-62	---- D	50 45·1 1 17·5	2 F R(vert)	...	...	...	2m apart
	*						
0659-7	---- G	50 45·0 1 17·5	2 F R(vert)				
	*						
0659-8	---- I	50 45·0 1 17·5	2 F R(vert)				
	*						
0707-45	- Whale Island. Jetty. SW corner	50 48·8 1 05·9	2 F R(vert)				
*	*	*	*	*	*	*	*

V

Volume A *continued.*

0707·5	--- NE corner	50 48·8 1 05·8	2 F R(vert)				
*	*	*	*	*	*	*	*
0707·6	- Rudmore Channel. C2	50 48·8 1 05·8	VQ(6)+LF1 W 10s	...	... ∇ on black pile, yellow top		*
2312	- Breydon bridge. S Buttress	52 36·7 1 42·3	2 Fl R 5s(vert)	...	...	...	On upstream and downstream ends. Traffic Signals
	-- S Dolphins	...	2 F R(vert)	...	...	...	On upstream and downstream dolphins
	-- N Buttress	...	2 Fl G 5s(vert)	...	...	...	On upstream and downstream ends
	-- N Dolphins	...	2 F G(vert)	...	...	...	On upstream and downstream dolphins
	-- Centre Span	...	F Y	...	...	...	On upstream and downstream sides
	-- Lifting Span	...	F R	...	...	...	On each end of lifting span when bridge is lifted above 45°
		...	Horn(2) 30s	...	...	...	In restricted visibility
*	*	*	*	*	*	*	*
2320	- Wellington Pier. Head	52 36·0 1 44·3	2 F R(vert)	8	3 Post on shelter 4		Reported 2 F W(hor) 2001
							*
2322	- The Jetty. Head	52 36·1 1 44·4	2 F R(vert)	7	2 Metal column 4		Reported F R 2001
							*
2324	- Britannia Pier. Head	52 36·5 1 44·4	2 F R(vert)	11	4 White metal column 3		Reported F R 2001
							*
2572·4	- Crabley Staith. No 14	53 41·7 0 47·0	Fl R 4s	7	5 White wooden framework tower	7	
			*			*	
2573·5	- Swinefleet Orchard. No 18	53 41·6 0 49·8	Q R	5	5 White wooden framework tower	6	
			*			*	
2573·7	- South Swinefleet. No 22	53 41·1 0 50·6	Fl(2)R 4s	7	5 White wooden framework tower	9	
			*			*	
2573·8	- Goole Bight. No 24	53 41·0 0 50·9	VQ R	7	5 White wooden framework tower	9	
			*			*	
2573·9	- West Goole. No 26	53 41·0 0 51·2	Fl R 2·5s	7	5 White wooden framework tower	9	
			*			*	

V

Volume A *continued.*

2574	- Earnshaw Clough. No 28	53 41:2 0 51:5	Q R	7	5	White wooden framework tower	7	
			*				*	
3292	-- Merchants Quay	57 30:1 1 46:6	2 F R(vert)	6	3	...		2m apart
		*		*	*			
4413·6	- Strone (A)	56 07:7 4 49:2	Fl G 3s	3	3	Green metal post		<i>fl 0:3</i>
	*			*	*	*		*
5140	- Trwyn-Du (T)	53 18:8 4 02:4	Fl W 5s	19	12	White round castellated tower, black bands	29	<i>fl 1.</i> Vis 101°-023°(282°) but partially obscured 019°-023°(4°). F R on radio mast 2M SW. R light on radio mast 3·3M W
		...	Bell(1) 30s	...	...	...		<i>Sounded continuously</i>
								*
5515	Upper Horseshoe	51 29:3 2 39:7	Fl(3)R 6s	5	1	White column	4	TE 2001
								*
6417·1	-- Rear. 122m from front	51 55:4 10 18:3	Oc W 4s	43	5	White ☐, red stripe, on wall		Vis 133°-223°(90°) but partially obscured outside the harbour by Beginish Island. Synchronised with front
								*

Volume B, 2001. Weekly Edition No. 23, Dated 7th June, 2001.

Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

1360	<i>Remove from List</i>							
1594·55	-- W side	53 31:2 9 56:5	Fl(2)R 9s	8	4	Dolphin		TE 2001. Replaced by N Cardinal light buoy Q W close by
								*
3839·7	Gamlestøa. Ldg Lts 339° . Front	60 33:3 5 16:0	F R	12	...	...		TE 2001
								*
3839·71	-- Rear. 56m from front	60 33:3 5 16:0	F R	19	...	...		TE 2001
								*

Volume D, 2000. Weekly Edition No. 23, Dated 7th June, 2001.

Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

1062·5	Basse de Kervoyal	47 30:4 2 32:6	Dir Q WR	7	W 6 R 4	∇ on black tower, yellow top 12	W269°-271°(2°), R271°-269°(358°)
					*		
1917	<i>Remove from List</i>						

V

Volume D *continued.*

2182-2	-- S Mole	37 07-0 8 31-6	Iso R 2s	8	3 White column red bands	TE 2001
						*
2311	---	37 11-9 7 19-6	Q Y	4	2 Red tower 2	TE 2001
			*			
6571 Seq 1	- Rio dos Bons Sinais Approaches. Marca I Ldg Lts 334-5°. Front	18 03-3 36 58-0	Q W	6	5 Metal tower 5	Vis 331-5°-337-5° (6°). The Rio Dos Bons Sinais channel is subject to frequent changes and the Ldg Lts D6571 to D6572-1 should not be relied upon (T) 2001
	*					*

Volume E, 2000. Weekly Edition No. 23, Dated 7th June, 2001.
Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

0073-7	- Breakwater. Head	36 44-9 4 04-3	Fl R 4s	8	3 Red truncated tower 4	<i>fl 1.</i> TE 2001
						*
0140-89	- Bajo de La Galera	37 42-8 0 45-0	Fl(2)W 10s	3	1 Black $\otimes$ on black post, red band	<i>fl 1, ec 2, fl 1, ec 6.</i> Ra refl
*	*	*	*	*	*	*
0312	<i>Remove from List</i>					
0312-3	<i>Remove from List</i>					
0395	- Dique de Abrigo. E end	41 11-6 1 39-4	Q(6)+LFl W 15s	5	5 ∇ on yellow concrete post, black base 3	<i>(fl 0-5, ec 0-5) x 6, fl 2, ec 7.</i> F R on chimney 0-55M NNW
						*
0396-12	- Neuvo Contradique. Head	41 12-6 1 43-8	Fl(2)R 10s	15	3 Red pyramidal tower 5	<i>fl 0-5, ec2, fl 0-5, ec 7.</i> TE 2001
						*
0439-5	- Dique de Abrigo. Head	41 29-4 2 22-1	Fl G 3s	6	5 Green post 3	<i>fl 0-5</i>
						*
0496-5	Golfe du Lion. S Approaches. <i>ODAS</i>	42 18-0 3 53-2	Fl(5)Y 20s	...	... Buoy	
*	*	*	*	*	*	*
0792	- Saint Raphaël. Jetée Sud. Head	43 25-4 6 45-9	Fl(3)G 12s	13	10 Grey tower, dark green top 13	<i>fl 1, ec 1-5, fl 1, ec 1-5, fl 1, ec 6.</i> VQ W Occas on control tower 1M W
						*
3232-5	- Marina	43 45-1 15 45-2	Fl(2)G 5s	6	4 Green column with gallery 5	<i>fl 0-5, ec 1, fl 0-5, ec 3.</i> Vis 136°-273° (137°)
						*
3734	- Kep i Palermos	40 02-8 19 47-5	Fl W 7s	105	9 Concrete tower 10	<i>fl 0-5. Destroyed 2001</i>
						*

V

Volume E *continued.*

3741	Kep i Qefalit	39 54·5 19 54·9	Fl W 5s	143	9	On observation building 3	<i>fl 0·5. Destroyed 2001</i> *
3742·5	- SE side	39 50·8 20 01·4	Fl W 9s	17	6	...	Destroyed 2001 *
3869·4	- Órmos Póros. SW Mole. Head. (Poros Port) *	38 08·9 20 46·9	Q G	7	3	Metal framework tower, on white round hut, green band 6	
3869·42	-- NE Mole. Head *	38 08·9 20 46·9	Fl R 4s	8	5	Metal framework with gallery, metal column and red band	<i>fl 0·4</i> * *
4899·9	- Değirmen Burnu	40 33·5 28 33·0	Fl R 3s	25	6	Stone tower 5 *	<i>fl 0·3</i>
4958	Anadolu Feneri	41 13·1 29 09·1 *	LFl W 20s	75	20	White stone tower and dwelling 18	<i>fl 2. Racon</i> *
6520	- Port Methanier. Jetée Principale. Head	36 53·6 6 56·9	Fl G 4s	16	10	Green metal tower 13	<i>fl 1</i> *
6562	Îlot Mansouriah	36 40·9 5 28·9	FG *	53	4	Column * *	
6694	- Môle Jules-Giraud. NE corner	35 42·7 0 38·7	Oc(4)R 12s *	9	7	Red column 7	<i>(ec 1, lt 1) x 3, ec 1, lt 5. TE 2001</i> *
6694·2	-- NW corner	35 42·7 0 38·8	F R	9	7	Red column 7	Vis 000°-255°(255°). TE 2001 *
6778	Ras Tleta Madari (Cap de Trois Fourches)	35 26·3 2 57·8 ... Siren(3+1) 60s	Fl(3+1)W 20s ...	112 ...	19	Grey square tower and dwelling 18 ... White bracket on metal hut 6	<i>(fl 0·3, ec 2·2) x 2, (fl 0·3, ec 7·2) x 2. Vis 083°-307°(224°) (bl 2, si 3) x 2, (bl 2, si 23) x 2</i> *
6785	- Dique de los Islotes. Head	35 14·9 3 55·2	Iso R 4s	15	5	White tower, red top 6	TE 2001 *

V

Volume F, 2000. Weekly Edition No. 23, Dated 7th June, 2001.
Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

0355	- Jakhāu	23 14·4 68 36·3	Fl W 10s	46	18	White round concrete tower, red bands 41	<i>fl</i> 0·3. Racon. TE 2001
							*
0370	Navlakhi. NW end	22 57·6 70 26·7	Fl(3)W 10s	25	12	White framework tower, orange bands 24	<i>(fl</i> 0·5, <i>ec</i> 1·5) <i>x</i> 2, <i>fl</i> 0·5, <i>ec</i> 5·5. Racon. TE 2001
							*
0380	- NW point	22 36·2 69 57·1	Fl W 20s	19	24	White round concrete tower, black bands	<i>fl</i> 0·4. Racon. Ra refl
	*			*	*		*
0396	Dwārka Point	22 14·2 68 57·5	Fl(2)W 20s	48	30	White square stone tower, black bands 43	<i>fl</i> 0·3, <i>ec</i> 4·7, <i>fl</i> 0·3, <i>ec</i> 14·7. Storm Signals. R light on radio mast 16M SE. Racon. TE 2001
							*
0400	Porbandar	21 37·3 69 37·2	Fl W 5s	48	26	White round concrete tower, black bands 41	Racon. TE 2001
							*
0436	Savaibet Island	20 54·2 71 31·6	Fl(4)W 30s	44	21	White square masonry tower, red bands 14	<i>(fl</i> 0·3, <i>ec</i> 4·7) <i>x</i> 3, <i>fl</i> 0·3, <i>ec</i> 14·7. Racon
		...	F R	32	10	Same structure	Vis 063°-300°(237°). TE 2001
							*
0446	- Alang	21 24·2 72 11·1	Fl W 3s	39	14	White 6-sided masonry tower, black bands 24	<i>fl</i> 0·4. Racon. TE 2001
							*
0752	Kiltan Island. N end	11 29·8 73 00·0	Fl(2)W 15s	10	11	Round white concrete tower 9	<i>fl</i> 0·75 <i>ec</i> 1·5, <i>fl</i> 0·75, <i>ec</i> 12. Vis 344°-267°(283°). Obscured by vegetation 267°-344°(77°). TE 2001
							*
0978	Bhimunipatnam. Near Port Office	17 53·5 83 27·4	Fl W 9s	11	8	White round masonry tower 23	<i>fl</i> 0·3. Storm Signals
						*	*
1236·7	Pulau Sambulaling	0 03·0 98 55·3	Q W	13			
			*				
2024·81	- Tg Barra Sangatta. Coal Terminal. Eastwards	0 32·1 117 46·4	Iso W 2s	7	7	△ on yellow beacon black top	Ra refl
*	*	*	*	*	*	*	*
2024·83	-- Channel Beacon	0 31·4 117 39·5	Fl(3)G 9s	7	4	Green △ on beacon	<i>(fl</i> 0·8, <i>ec</i> 1·2) <i>x</i> 2, <i>fl</i> 0·8, <i>ec</i> 4·2. Ra refl
	*						

V

Volume F *continued.*

3335•2	- Ldg Lts 337°29'. Front	20 16•5 110 14•0	Fl W 1•5s	25	6	White round stone pile 6	<i>fl 0•3</i>
*	*	*	*	*	*	*	*
3335•21	-- Rear	20 16•7 110 13•9	Fl W 3s	35	4	White round pile 10	
*	*	*	*	*	*	*	*
3335•3	- Old Breakwater	20 16•2 110 13•8	Fl R 4s	6	2	Red round concrete pile 6	
*	*	*	*	*	*	*	*
3335•32	- New Breakwater	20 16•2 110 13•9	Fl(3)R 10s	10	...	Red round concrete pile	
*	*	*	*	*	*	*	*
3336	Hongkan (Honghan Point) (Chikan)	20 18•5 110 23•8	Fl W 8s	44	13	White round stone tower 15	<i>fl 0•5</i>
							*
3338•32	Haitou Xingang	19 30•5 108 55•9	Fl W 3s	...	...	Red □ on red square concrete pile 8	<i>fl 0•3</i>
*	*	*	*	*	*	*	*
4196•2	<i>Remove from List</i>						
4248	Chuk To	34 13•3 125 50•9	Fl W 10s	84	21	White round concrete tower 8	Vis 350°-323°(333°). Racon. TR 2001
		...	Siren(1) 35s	...	...	...	<i>bl 5</i>
							*
4356•4	- North Outer Harbour. S Breakwater. E Head	35 04•5 129 06•0	Iso G 4s	19	12	White round concrete tower 14	
	*	*	*		*		
4356•6	-- Oryuk To Breakwater. SW Head	35 04•9 129 06•5	Iso R 4s	19	10	Red round concrete tower 15	
			*		*		
4377•6	- Wolnae Hang. S Breakwater	35 19•5 129 16•7	Fl G 5s	12	5	White round concrete tower 10	
				*	*		
5172•4	- N Breakwater. Head	32 49•7 130 35•0	Fl G 3s	10	2	White round concrete tower 8	
			*		*		
6268•9	Ugusu Kō. Breakwater. Head	34 50•9 138 46•2	Fl R 4s	12	10	Red tower 9	
			*	*	*		
6517•4	-- Breakwater	37 50•5 140 58•3	Fl G 3s	12	6	White tower 11	R light 0•97M N
			*		*		

V

Volume F *continued*.

8157·5	- E Breakwater. Head	63 03·7 179 22·0	Oc R 3s	...	3
			*		
8169	Bukhta Melkaya. Ldg Lts 073°. Front	64 47·6 177 33·9	2 VQ R	...	11
			*		*
8169·1	-- Rear	64 47·7 177 34·8	Iso R 3s	...	11
			*		*

Volume G, 2000. Weekly Edition No. 23, Dated 7th June, 2001.
Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

1407·06	PE-2	52 22·5 69 05·3	2 Mo(U)W 15s	17	10 Platform	Racon	
		...	Horn Mo(U) 30s				
		*					*
5322	- Pelly Island. S end	48 25·5 123 23·0	Fl G 4s	6	... White round tower, green band	Ra refl	
		*			*		*
5402·5	-- No 1A	49 06·5 123 17·7	Fl(3)G 12s	6	7 White round tower green top		
*	*	*	*	*	*	*	*
5403·5	-- No 3A	49 06·9 123 16·8	Fl(3)G 12s	6	7 White round tower green top		
*	*	*	*	*	*	*	*
5404·5	-- No 5A	49 07·4 123 15·5	Fl(3)G 12s	6	7 White round tower green top	Ra refl	
*	*	*	*	*	*	*	*
5575	- Stuart Island. Harbott Point	50 21·7 125 08·1	Fl R 4s	9	4 White round tower red band at top		
					5		
					*	*	*

Volume H, 2000. Weekly Edition No. 23, Dated 7th June, 2001.
Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

0077	-- Kenamu River. Ldg Lts 047°30'. Front	53 28·2 59 54·9	Iso G 2s	7	... White daymark, red stripe, on framework tower	Seasonal	
					9		
			*				*
0077·1	---- Rear, 0·83M from front	53 28·8 59 53·9	Iso G 2s	19	... White daymark, red stripe, on framework tower	Seasonal	
			*		18		*

V

Volume H *continued.*

0086·2	Cape Bluff	52 50·2 55 48·5	Fl W 6s	55	6 Round mast 3	Seasonal
*	*	*	*	*	*	*
0086·8	- Cape St Francis	52 33·9 55 42·1	Fl W 6s	39	6 Red mast	Seasonal
				*	*	*
1551	Pigeon Hill. Wharf	47 52·7 64 30·4	Iso R 2s	4	... Square framework tower 3	Seasonal
*	*	*	*	*	*	*
1560	-- Ferry cable	47 53·4 64 34·6	F R	11	... Round mast	Private. Red (stop) cable is up
		... F G		11	... Same structure	Green (go) cable is down
*	*	*	*	*	*	*
1563	<i>Remove from List</i>					
1564·3	- Little Shippegan. Ferry cable	47 53·1 64 34·7	F R	12	... Round mast	Private. Red (stop) cable is up
		... F G		12	... Same structure	Green (go) cable is down
*	*	*	*	*	*	*
1567	Pointe de Petite Lamèque. Ldg Lts 151°15'. Front	47 48·9 64 42·3	F W	9	... White ◻, red stripe, on red square framework tower 8	Vis on leading line only. Seasonal
					*	*
1567·1	-- Rear. 281m from front	47 48·8 64 42·1	F W	17	... White ◻, red stripe, on square framework tower 16	Vis on leading line only. Seasonal
						*
1567·36	-- W entrance. Ldg Lts 154°24'. Front	47 44·8 64 42·1	F R	11	... White ◻, red stripe, on square framework tower 9	Vis on leading line only. seasonal
					*	*
1567·37	---- Rear. 453m from front	47 44·6 64 42·0	F R	17	... White ◻, red stripe, on square framework tower 16	Vis on leading line only. Seasonal
					*	*
1655	Bonaventure. Ldg Lts 009°51'. Front	48 02·2 65 28·9	Iso R 2s	6	16 Orange ◡, black stripe, on square framework tower 16	Vis on leading line only. Seasonal
	*	*		*	*	*
1655·1	-- Rear. 142m from front	48 02·3 65 29·0	Iso R 2s	9	16 Orange ◡, black stripe, on square framework tower 16	Vis on leading line only. Seasonal
	*			*	*	*
1674	Saint Godefroi. Wharf. Head	48 04·4 65 06·9	Fl R 6s	8	6 Square framework tower 6	<i>fl 1.</i> Seasonal
				*		*

V

Volume H *continued.*

1687	- Anse aux Gascons. Ldg Lts 319°27'. Front	48 11·5 64 51·8	F R	9	... Orange ☐, black stripe, on square framework tower 8	Vis on leading line only
						*
1687·1	--- Rear. 70m from front	48 11·5 64 51·8	F R	13	... Orange ☐, black stripe, on square framework tower 11	Vis on leading line only
						*
1727	- Breakwater. Head	48 31·2 64 12·7	Fl R 6s	8	... Black square mast	<i>fl 1.</i> Seasonal. F R lights on radio towers on Percé mountain
					* *	*
1752·2	- Marina de Gaspé. N Breakwater	48 49·7 64 28·5	Iso Y 2s	7	... Red and white square framework tower 5	Seasonal. Private
						*
1752·3	- Gaspé Bridge	48 49·7 64 28·9	2 F W	6		
		... 2 F R		6		
		... 2 F G		6		
*	*	*	*	*	* *	*
1936	- Ldg Lts 338°29'. Front	50 14·4 63 35·7	F R	14	16 Orange ☐, black stripe, on red framework tower 11	Vis on leading line only
		*			*	*
1936·1	-- Rear. 175m from front	50 14·5 63 35·8	F R	24	16 Orange ☐, black stripe, on red framework tower 18	Vis on leading line only
		*			* *	*
1940	- Esquimaux Point. Ldg Lts 096°19'. Front	50 14·3 63 36·8	F R	14	16 Orange ☐, black stripe, on red framework tower 12	Vis on leading line only
		*			*	*
1940·1	--- Rear. 238m from front	50 14·3 63 36·6	F R	23	16 Orange ☐, black stripe, on red framework tower 18	Vis on leading line only
		*			*	*

Volume J, 2000. Weekly Edition No. 23, Dated 7th June, 2001.
Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

2364 *Remove from List*

2364·1 *Remove from List*

2365	- Aberdeen Proving Ground Channel. Inner Ldg Lts 337°. Front	39 26·8 76 06·0	F G	5	... Black ◇ in white ☐, on white tower	
	*					

V

Volume J *continued.*

2532·1	- Big Island Channel. Upper South Ldg Lts 127°56'. Rear. 770m from front	34 07·6 77 55·7	Iso W 6s	13	... White □, red stripe, on framework tower	
	*					
2541·1	- Big Island Channel. Upper North Ldg Lts 307·9°. Front	34 08·6 77 57·1	Q W	3	... Pile	
*	*	*	*	*	*	*
2541·11	--- Rear. 264m from front	34 08·6 77 57·1	Iso W 6s	5	... Pile	PA
*	*	*	*	*	*	*
2545	-- Lower North Ldg Lts 331·5°. Front	34 08·4 77 56·9	Q W	3	... Pile	
*	*	*	*	*	*	*
2545·1	--- Rear. 907m from front	24 08·4 77 56·9	Iso W 6s	5	... Pile	PA
*	*	*	*	*	*	*
2850·1	--- Rear. 1·04M from front	30 42·4 81 29·0	<i>By day</i> Iso W 6s	27	... Red □, white stripe, on framework tower	Vis on rangeline only. Shown 24 hours
		... <i>By night</i> Iso W 6s		30		Vis 263·8°-271·8°(8°)
			*			*
3510·1	--- Rear. 0·8M from front	30 35·6 88 02·1	Iso G 6s	17	... Red □, white stripe, on framework tower, on piles	Vis 179·7°-183·7°(4°)
	*		*	*	*	*
3510·11	---- Passing light	30 35·6 88 02·1	Fl W 4s	6	3 Red □, white stripe, on framework tower on piles	Same structure as J3510·1
*	*	*	*	*	*	*
3517	- Middle Reach. Ldg Lts 354°24'. Front	30 37·8 88 02·1	Q G	8	... Red □, white stripe, on framework tower, on piles	
	*		*	*	*	
3517·01	---- Passing light	30 37·8 88 02·1	Fl W 4s	4	3 Red □, white stripe, on framework tower on piles	Same structure as J3517
*	*	*	*	*	*	*
3558·1	--- Rear. 633m from front	30 13·1 88 30·0	Iso W 6s	15	... Red □, white stripe, on framework tower on piles	Vis 039·1°-043·1°(4°)
	*		*	*	*	*
3558·11	---- Passing light	30 13·1 88 30·0	Fl W 4s	7	5 Red □, white stripe, on framework tower on piles	Same structure as J3558·1
*	*	*	*	*	*	*
3561	- PASCAGOULA CHANNEL. Ldg Lts D 173°54'. Front	30 13·0 88 30·3	Q W	8	... Red □, white stripe, on framework tower, on piles	Vis 171·9°-175·9°(4°)
	*		*	*	*	*

V

Volume J *continued.*

3561·01	---- Passing light	30 13·0 88 30·3	Fl W 4s	9	5	Red □, white stripe, on framework tower on piles	Same structure as J3561
*	*	*	*	*	*	*	*
6352·5	-	12 26·7 69 56·2	F R				
*	*	*	*	*	*	*	*
6352·51	-	12 26·7 69 56·2	F R				
*	*	*	*	*	*	*	*
6352·52	-	12 27·0 69 56·8	Q G				
*	*	*	*	*	*	*	*
6352·53	-	12 26·8 69 56·5	Iso G 2s				
*	*	*	*	*	*	*	*
6352·54	-	12 27·0 69 57·1	Fl R				
*	*	*	*	*	*	*	*
6352·55	-	12 26·9 69 57·0	Fl G				
*	*	*	*	*	*	*	*

Volume K, 2001. Weekly Edition No. 23, Dated 7th June, 2001.
Last Amendment: Weekly Edition No. 22, dated 31st May, 2001.

0878	<i>Remove from List</i>						
0878·1	- Sioban	2 11·1 99 43·8	Fl W 5s	14	6	White framework tower 12	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
1785	<i>Remove from List</i>						
1785·1	- BUNBURY HARBOUR. Power Station. Dir Lt 157°15'	33 19·2 115 39·6	Dir F WRG	17	8	Orange □ on white cylindrical tower on metal pile 15	G155·5°-157°(1·5°), W157°-157·5°(0·5°), R157·5°-159°(1·5°)
	----	...	<i>By day</i>	...	6		
	----	...	F Bu	...	...	...	Neons
	*	*	*	*	*	*	*
1803·85	- No 9 (New)	35 02·4 117 53·8	Fl G 1·5s	9	...	Green △ on beacon	
*	*	*	*	*	*	*	*
1803·9	- No 9 (Old)	35 02·5 117 54·2	Fl G 1·5s	2	...	△ on green beacon	Fl G (T) 2001. To be withdrawn (P) 2001
	*			*			*
1804	- No 11	35 02·4 117 54·0	Fl G 3s	3	...	...	To be withdrawn (P) 2001
							*

V

Volume K *continued.*

2248	- No 9	38 06·4 144 34·7	Fl G 4s	7	3	Black metal pile 5	
		*				*	
2409·4	---	37 49·1 144 55·9	VQ(9)W 10s	...	...	Pile	
						*	*
2409·5	---	37 49·2 144 55·9	Fl(2)R 5s	...	...	Pile	
			*			*	*
2503	- Lewis Channel. No 4	38 44·5 146 25·6	Fl R 4s	5	2	□ on red beacon	<i>fl 0·5</i>
		*					*
2631·944	-- Gertrude Point	33 59·5 151 03·4	Fl G 3s	...	...	Green beacon	
*	*	*	*	*	*	*	*
3210	- PORT OF COOKTOWN. Dir Lt 228°44'. Front	15 27·8 145 14·7	Dir Q Y	...	4	White △, black stripe	TE 2001
		...	Fl Y 3s	...	...	...	TE 2001
							*
3739·5	- Te Haupa Island	36 30·8 174 44·9	VQ(6)+LFl W 15s	3	3	▽ on black beacon, yellow top	(P) 2001
*	*	*	*	*	*	*	*
3746·1	-- Rear. 1·5M from front	36 50·8 174 51·6	Dir Oc WRG 2s	8	W 21 R 16 G 16	Red □ on white pile	<i>ec 0·3.</i> G140·6°-141·6°(1°), W141·6°-142·6°(1°), R142·6°-143·8°(1·2°)
		...	Q RG	...	...	...	G139·6°-140·6°(1°), R143·8°-145°(1·2°)
		...	<i>By day</i>	...	4		
		*					*
3764	- Beach. Lts in line 009°. Front	36 50·0 174 47·8	F G	...	...	△ on white beacon	Marks W cables
							*
3764·1	--- Rear. 177m from front	36 50·0 174 47·8	F R	...	...	△ on white beacon	Marks W cables
							*
3765	-- Lts in line 009°. Front	36 50·1 174 47·9	F G	...	...	△ on white beacon	Marks E cables
							*
3765·1	--- Rear. 275m from front	36 49·9 174 48·0	F R	...	...	△ on white beacon	Marks E cables
							*
3788	Queen's Wharf	36 50·4 174 46·1	3 F R(vert)	18	5	...	3m apart. Aero Fl R lights on Sky Tower 211° 0·58M
							*

V

Volume K *continued.*

3838·3	-- No 11	36 48·5 174 39·2	Q G	2	3	Green △ on green wooden pile beacon		*
3849·6	- No 13	36 53·0 174 52·5	Fl G 3s	4	2	Green △ on green beacon		*
4318	- Childrens Bay. Ldg Lts 063°40', Front	43 48·2 172 58·0	F G	7	5	Red and yellow quarters on circular disc daymark, on street light	Neon □	
*	*	*	*	*	*	*		*
4318·1	--- Rear	43 48·2 172 58·0	F G	10	5	Red and yellow quarters on circular disc daymark, on street light	Neon □	
*	*	*	*	*	*	*		*
4367·8	No 8. Groyne. Head	45 47·7 170 42·9	Fl R 3s	3	3	Red □ on red tripod beacon	Ra refl	
								*
4374·72	- No 57	45 52·2 170 32·8	Fl(2)G 5s	3	1	Green △ on green pile beacon		*
4785·852	--	20 46·3 165 14·7	Fl R 2s	4	2	Beacon		*
4785·856	--	20 46·4 165 14·5	Q R	4	2	Beacon		*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

See also Notices to Mariners Nos. 3 of 2001

Weekly Edition No. 23 dated 7 June 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

23/01

VOLUME 1, 2000/01—PART 2

Published Wk 30/00

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

NIL

23/01

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 22 dated 31 May 2001)

RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS

CANADA (Atlantic Coast) section:

4361 **Pointe-au-Père**

Delete station

Canadian Radio List 2001 23/01

VOLUME 3, 2000/01—PART 1

Published Wk 21/00

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

A New Edition of this volume is in the press and will be published shortly

NIL

23/01

VOLUME 3, 2000/01—PART 2

Published Wk 21/00

(Last Amendments: Weekly Edition No. 21 dated 24 May 2001)

A New Edition of this volume is in the press and will be published shortly

NIL

23/01

VOLUME 5, 2000/01

Published Wk 24/00

(Last Amendments: Weekly Edition No. 22 dated 31 May 2001)

NIL

23/01

VOLUME 6, 2000/01—PART 1

Published Wk 43/00

(Last Amendments: Weekly Edition No. 20 dated 17 May 2001)

Page 104, **BARRY DOCKS**

Delete **Pilots** and **Port** sections and replace by:

Pilots and Port

NOTE: Pilotage is provided by Associated British Ports (see SOUTH EAST WALES, PILOTAGE).

CALL: Barry Radio

TELEPHONE: Port Office: +44(0)1446 732665

FAX: Port Office: +44(0)1446 735466

E-MAIL: brypilots@abports.co.uk

WEBSITE: www.abports.co.uk

FREQUENCY: Ch 11 16

HOURS: 4h before to 3h after HW

PROCEDURE:

(1) Pilotage is not compulsory but is strongly recommended.

(2) Vessels should request permission from Barry Radio by VHF before:

- (a) Approaching or passing through the entrance to the breakwaters.
- (b) Sailing from any berth within Barry Docks.

TIDAL INFORMATION: Available on request.

NOTE: Barry and Cardiff are jointly administered from CARDIFF.

Barry Docks (HH080/001/19 – E39) 23/01

(Continued on next page)

VI

Page 104, **BERWICK-UPON-TWEED**

Pilots and Port, delete TELEPHONE and TELEX and replace by:

TELEPHONE: Harbour Office: +44(0)1289 307404
Mobile: 07977788297

FAX: Harbour Office: +44(0)1289 332854

23/01

HOURS, line 1, delete 3h before HW to HW and replace by: 3h before HW to 1h after HW

PROCEDURE, delete section (1) and replace by:

(1) Pilotage is compulsory for all commercial vessels over 40m in length.

23/01

Delete section (4) and replace by:

(4) Pilot boards up to 1 n mile E of the Breakwater Lighthouse (weather permitting).

Berwick Harbour Commission (HH080/001/19 – E40) 23/01

Page 104, **BLYTH**

Pilots and Port, TELEPHONE, line 1, delete 353137 and replace by: 352678

FAX, line 1, delete 368540 and replace by: 540674

Delete TELEX and replace by:

E-MAIL: commercial@blythport.co.uk

23/01

PROCEDURE, delete section (1) and replace by:

(1) Pilotage is compulsory for vessels under tow, passenger vessels and sub-standard vessels.

Port of Blyth (HH080/001/19 – E42) 23/01

Page 127, **DOVER STRAIT**

INFORMATION, lines 9 to 11, delete Information broadcasts will . . . to . . . will be made. and replace by:

Information broadcasts from both stations will end with a reminder regarding the time of the next broadcast and the VHF frequency on which it will be made.

Channel Navigation Information Service (CNIS) (HH080/001/10 – E41) 23/01

Page 225, **SOUTH EAST WALES, PILOTAGE**

Delete TELEX, TELEGRAPH and FREQUENCY and replace by:

FREQUENCY: Pilot Vessel: Ch 16; 06 08 11

23/01

PROCEDURE, section (3), line 1, delete 2h and replace by: 1h

Barry Docks (HH080/001/19 – E39) 23/01

Page 238, **Portland**

Pilots, delete sections (6) and (7) and replace by:

(6) For vessels requiring this service, Portland Pilot will embark at either the INNER or OUTER Pilot boarding positions.

(Continued on next column)

(7) Pilot boarding positions:

(a) INNER: 50°36'0N 02°24'0W (Vessels less than 180m LOA).

(b) OUTER: 50°35'0N 02°22'3W (Vessels greater than 180m LOA).

23/01

Port, after E-mail: marine@portland-port.co.uk, insert:

WEBSITE: http://www.portland-port.co.uk

23/01

Tugs, delete section and replace by:

Tugs

CALL: Portland Towage

TELEPHONE: +44(0)1305 824044 (H24)

Mobile: +44(0)7771 905895

FAX: +44(0)1305 824055

FREQUENCY: Ch 74; 71

HOURS: H24

PROCEDURE: At least 1 hours notice required.

Deputy Harbour Master Portland (HH080/001/10 – E38) 23/01

VOLUME 6, 2000/01—PART 2

Published Wk 43/00

(Last Amendments: Weekly Edition No. 22 dated 31 May 2001)

NIL

23/01

VOLUME 6, 2000/01—PART 3

Published Wk 43/00

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

Page 49, after **SAFÂGA** entry, insert new station as follows:

SHARM EL SHEIK

27°51'N 34°17'E

Pilots and Port

TELEPHONE: Hr Mr: +20(0)69 660557

FAX: Hr Mr: +20(0)69 660209

FREQUENCY: 8207 kHz
Ch 16

PROCEDURE:

(1) Pilotage is compulsory.

(2) Pilot boards in position 27°50'N 34°17'E.

Egyptian Notice 4/2001 (HH479/430/02 – E7) 23/01

VOLUME 6, 2000/01—PART 4

Published Wk 43/00

(Last Amendments: Weekly Edition No. 22 dated 31 May 2001)

Page 195, **TEMBUNGO TERMINAL**

Delete entry

Malaysian Hydrographic Office (HH518/180/02 – E8) 23/01

Page 249, **VLADIVOSTOK**

Insert diagram on page 6.5

Delete **Pilots and Port, and Maritime Traffic Control** sections and replace by:**Pilots, Vessel Traffic Service and Port**

CALL: Vladivostok Traffic

TELEPHONE: Port: +7 4232 495222/495173

VTS: +7 4232 521900

FAX: Port: +7 4232 222364

VTS: +7 4232 521900

TELEX: 213135 PORT RU

E-MAIL: Port: mcport@vladcomport.ru

VTS: vtsnzm@norfes.ru

FREQUENCY: Ch 67

PROCEDURE:

- (1) Pilotage is compulsory for all foreign vessels.
- (2) Requests for pilotage should be made through the vessel's agents at least 48h prior to arrival.
- (3) Vessels should confirm or amend their ETA at the pilot boarding position to VLADIVOSTOK TRAFFIC on VHF Ch 67.
- (4) For foreign vessels, the pilot boards in the Anchorage Area 175-A bounded by the following positions:
 - (a) 43°04'2N 131°58'4E
 - (b) 43°04'2N 132°00'4E
 - (c) 43°02'4N 131°58'4E
 - (d) 43°02'4N 132°00'4E

Note: The pilot boarding area may be changed as agreed with the pilot depending on the actual conditions.

REPORTING POINTS

Vessels should report to VLADIVOSTOK TRAFFIC on VHF Ch 67 as follows:

- (a) On passing position 42°48'3N 131°33'5E when navigating Amurskiy Zaliv (Amur Bay).
- (b) On passing position 42°55'1N 132°05'5E when navigating Ussuriyskiy Zaliv (Ussuri Bay).

Vessels Inward-bound

- (1) Vessels should provide their agent with ETA information at least 48h prior to arrival. The agent will pass the information to the relevant Port Authorities.
- (2) Vessels should provide the following information to VLADIVOSTOK TRAFFIC on passing the Reporting Points:

Designator	Information Required
A	Vessel's name, call sign, IMO Identification Number and MMSI
C	Position (latitude and longitude), or
D	Position (bearing and distance from a landmark)
G	Port of departure
I	Destination and ETA
O	Maximum draught in metres
P	Cargo onboard including hazardous cargo, class if applicable
Q	Defects/damage/deficiencies/other limitations
T	Vessel's agent

(Continued on next column)

U	Vessel's size and type
W	Total number of persons onboard

Entry and Movement Report

Vessels should send the following information to VLADIVOSTOK TRAFFIC at the VTS perimeter (see diagram) and when underway from a berth or anchorage:

Designator	Information Required
A	Vessel's name, call sign, IMO Identification Number and MMSI
C	Position (latitude and longitude), or
D	Position (bearing and distance from a landmark)
E	True course
F	Speed

Departure Report

Vessels should send the following information to VLADIVOSTOK TRAFFIC not less than 30 mins before departing a berth or anchorage:

Designator	Information Required
A	Vessel's name, call sign, IMO Identification Number and MMSI
I	Name of destination port and ETA
O	Maximum draught in metres
P	Cargo onboard including hazardous cargo, class if applicable
T	Vessel's agent
W	Total number of persons onboard
X	Port Clearance Number

NOTE:

- (1) Vessels must not enter the VTS responsibility zone unless contact has been made with VLADIVOSTOK TRAFFIC.
- (2) All vessels will be given instructions by VLADIVOSTOK TRAFFIC including berthing schedule or anchor position.
- (3) In the VTS responsibility zone, vessels are always under radar control and must keep watch on Ch 67.
- (4) Permission to change VHF channel or to end VHF watch should be obtained from the VTS operator.
- (5) When at anchor, all vessels must keep watch on Ch 16.

Capt Semeskho, Vladivostok Port (HH080/004/08 – E44) 23/01

VOLUME 6, 2000/01—PART 5

Published Wk 43/00

(Last Amendments: Weekly Edition No. 22 dated 31 May 2001)

Page 11, **FREEPORT**

Pilots, PROCEDURE, delete section (4) and replace by:

- (4) Pilot boards in position 26°30'0N 78°48'0W.

MT Respect (HH080/025/05 – E27) 23/01



VOLUME 8, 2001/02

Published Wk 12/01

(Last Amendments: Weekly Edition No. 20 dated 17 May 2001)

NIL

23/01

ADMIRALTY MARITIME COMMUNICATIONS NP289 – SECOND EDITION UNITED KINGDOM AND THE MEDITERRANEAN

Published Wk 15/01

(Last Amendments: Weekly Edition No. 20 dated 17 May 2001)

Amendments will be issued monthly.
The next amendment will be issued in week 25/01.

23/01

ADMIRALTY MARITIME COMMUNICATIONS NP290 – FIRST EDITION CARIBBEAN

Published Wk 21/01

Amendments will be issued monthly.
The next amendment will be issued in week 25/01.

23/01

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:

.....

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