ADMIRALTY
CHARTS AND PUBLICATIONS

ADMIRALTY NOTICES TO MARINERS

Weekly Edition 31

2 August 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:	**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
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Fax: +44 (0) 1823 331945
E–mail: generalenquiries@ukho.gov.uk

ADMIRALTY CHARTS AND PUBLICATIONS

ADMIRALTY NOTICES TO MARINERS

This digital form of Admiralty Notices to Mariners is published by the UK Hydrographic Office (UKHO) and is accepted by the UK Maritime & Coastguard Agency (MCA) for the purposes of complying with the carriage requirement for Notices to Mariners under Regulation 20 of the Safety of Life at Sea (SOLAS) Convention and the Merchant Shipping (Carriage of Nautical Publications) Regulations 1998.

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

I

EXPLANATORY NOTES

Laws and Regulations

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

(*a*) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and

(*b*) that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.

Reliance on Charts and Associated Publications

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

Charts

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

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

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[31/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 2 August 2001

Chart	*Title, limits and other remarks*	*Scale*	*Folio*	*Catalogue page*	*RRP(UK)**
⊙1248	China - Bo Hai, Jinzhou Gang and Approaches. 40°38′·00N. — 40°51′·00N., 120°56′·50E. — 121°08′·00E.	1:25,000	52	78	£16·00
	Jinzhou Gang Gangchi. 40°47′·57N. — 40°49′·00N., 121°02′·85E. — 121°04′·70E.	1:8,000			
	Additional to existing chart cover; providing larger scale coverage of the harbour developments at Jinzhou Gang Gangchi and approaches.				

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 2 August 2001

Chart	*Title and other remarks*	*Scale*	*Folio*	*Catalogue page*	*RRP(UK)**
⊙650	Mozambique, Quelimane.	1:50,000	36	52	£16·00
	Includes changes to depths and buoyage in the Rios dos Bons Sinais, from the Bar to the Port of Quelimane.				
	Note: On publication of this New Edition Former Notice 1485(P)/00 is cancelled.				
⊙732 INT 7426	International Chart Series, Bay of Bengal, Bangladesh, Pussur River and Approaches.		43	60	£16·00
	Ⓐ Approaches to Pussur River.	1:100,000			
	Ⓑ Pavanga Shoal to Jayman Reach.	1:100,000			
	Ⓒ Jayman Reach to Khulna.	1:100,000			
	Ⓓ Mongla Port.	1:25,000			
	Depths and buoyage in Zulfiquar Channel, Plan Ⓐ, have been completely revised to include a new survey. Includes general updating of other plans.				
	Note: This chart is to be deleted from the list of charts affected by Former Notice 946(P)/00.				
⊙976	Philippines, Luzon - West Coast, Manila Bay and Approaches.	1:150,000	48	74	£16·00
	This partial new edition is limited to the inclusion of submarine cables, developments within Manila Harbour and additional depths.				
	Note: On publication of this New Edition Former Notice 322(P)/99 is cancelled. This chart is to be deleted from the list of charts affected by Former Notices 1481(P)/99, 2138(P)/00 and 4638(P)/00.				

*RRP(UK) means UK recommended retail price. ⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 2 August 2001 (continued)

Chart	*Title and other remarks*	*Scale*	*Folio*	*Catalogue page*	*RRP(UK)**
⊙2669	English Channel, Channel Islands and Adjacent Coast of France. *This partial new edition is limited to include the international maritime boundary between the United Kingdom and France around the Channel Islands.* *Note:* This chart remains affected by Former Notices 3445(P)/00 and 4123(P)/00.	1:150,000	16	17, 20	£16·00
⊙3821	Philippine Islands, Cuyo East Pass. *This partial new edition is limited to the inclusion of the Malampaya gas submarine pipeline.* *Note:* This chart is to be deleted from the list of charts affected by Former Notice 1063(P)/00.	1:200,000	48	74	£16·00

Admiralty Publications

NP No.	*Title and other remarks*	*Date*	*RRP(UK)**	*Remarks*
NP 78	Admiralty List of Lights and Fog Signals, Volume E 2001/02. Mediterranean, Black and Red Seas.	12/07/01	£20·00	Amended to week 28/01 dated 12 July 2001. First amendments in week 31/01. Volume E 2000/01 is thereby cancelled.
NP 281 (1) and NP 281 (2)	Admiralty List of Radio Signals Coast Radio Stations. Part 1: Europe, Africa and Asia. Part 2: Oceania and the Americas.	2/08/01	£26·50 each	Corrections accrued whilst the publication was in the press, from Week 20/01 to Week 30/01 inclusive, along with new information, are issued in Section VI of the Weekly Editions of Admiralty Notices to Mariners commencing with this weeks edition. The 2000/01 editions of NP 281 are thereby cancelled.
NP 285	Admiralty List of Radio Signals. Global Maritime Distress and Safety System (GMDSS).	2/08/01	£26·50	Corrections accrued whilst the publication was in the press, from Week 16/01 to Week 30/01 inclusive, along with new information, are issued in Section VI of the Weekly Editions of Admiralty Notices to Mariners commencing with this weeks edition. The 2000/01 editions of NP 285 are thereby cancelled.

*RRP(UK) means UK recommended retail price. ⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 30 AUGUST 2001

New Editions of Admiralty Charts

Chart	*Title and other remarks*	*Scale*	*Charts to be* ***WITHDRAWN***
112	North Sea - Netherlands, Terschellinger Gronden to Harlingen.	1:50,000	112
	Ⓐ Harlingen. 53°09′·96N. — 53°11′·96N., 5°18′·82E. — 5°26′·12E.	1:30,000	
	Ⓑ West - Terschelling 53°18′·45N. — 53°22′·16N., 5°08′·42E. — 5°16′·42E.	1:35,000	
	Includes depth information from the latest Netherlands surveys, including changes in the channels to Harlingen and West - Terschellinger. The scale and limits of the plans have been changed. The chart is now referred to WGS 84 datum. (This new edition is a modified reproduction of Netherlands chart 1456, published May 2001).		
129	England - East Coast, Whitby to Flamborough Head.	1:75,000	129
	Includes the latest British Government surveys. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).		
134	England - East Coast, River Tees to Scarborough.	1:75,000	134
	This partial new edition is limited to the transfer of the horizonal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).		
605	Central America, Nicaragua, Bluefields Bluff to Man of War Cays.	1:146,000	605
	This partial new edition is limited to include the latest known information on shoal depths throughout the area of the chart.		
1139	Central America, Nicaragua, San Juan del Norte (Greytown) to Bluefields Bluff.	1:146,000	1139
	This partial new edition is limited to include the latest known information on shoal depths throughout the area of the chart.		
1257	Korea - North West Coast, Taech'ŏng Gundo to Namp'o.	1:250,000	1257
	Approaches to Namp'o.	1:75,000	
	Namp'o.	1:20,000	
	This partial new edition is limited to include the traffic separation scheme in the approaches to Namp'o and changes to depths in the main channel.		

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 30 AUGUST 2001

New Editions of Admiralty Charts (continued)

Chart	*Title and other remarks*	*Scale*	*Charts to be* ***WITHDRAWN***
1612	North Sea, Harbours and Anchorages on the East Coast of England and Scotland.		1612
	Ⓐ Scarborough Bay.	1:10,000	
	Ⓑ Scarborough Harbour.	1:5,000	
	Ⓒ Approaches to Whitby.	1:25,000	
	Ⓓ Whitby Harbour.	1:7,500	
	Ⓔ Runswick Bay.	1:25,000	
	Ⓕ North Sunderland Harbour.	1:7,500	
	Ⓖ Holy Island Harbour.	1:12,500	
	Ⓗ Berwick Harbour.	1:12,500	
	Ⓘ Eyemouth Harbour.	1:7,500	
	Includes the latest British Government surveys. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).		
1882	England - East Coast, Bridlington and Filey.		1882
	Ⓐ Bridlington Harbour.	1:5,000	
	Ⓑ Bridlington Bay.	1:20,000	
	Ⓒ Filey Bay.	1:20,000	
	This partial new edition is limited to the transfer of the horizontal datum to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).		
2567	England - East Coast, Approaches to Tees Bay.	1:30,000	2567
	Includes the latest British Government and Port Authority surveys. The horizontal datum of this new edition has been transferred to a WGS 84 compatible datum (Former Notice 4672(P)/99 refers).		

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

Chart to be WITHDRAWN	*Main Title*	*On publication of New Chart/New Edition*
650	Africa - East Coast, Mozambique, Porto de Quelimane.	⊙650
732	Bay of Bengal, Bangladesh, Pussur River and Approaches.	⊙732 INT 7426
976	Philippines, Luzon - West Coast, Manila Bay and Approaches.	⊙976
2669	English Channel, Channel Islands and Adjacent Coast of France.	⊙2669
3821	Philippine Islands, Cuyo East Pass.	⊙3821

⊙ denotes chart available in the ARCS series.

II

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

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

August 16: Peterhead, Stonehaven, Montrose, Arbroath – 1438.
August 30: Tees Bay to Flamborough Head – 129, 134, 1612, 1882, 2567.

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

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

September 2001: No charts.

October 2001: River Tyne and Approaches – 111, 152, 156, 160, 1191, 1192, 1934;
Anglesey and North Coast of Wales – 1413, 1464, 1953, 1977, 1978, 2011.
Ports in the Firth of Clyde - 1866.

November 2001: Western Bristol Channel and Approaches – 1076, 1156, 1161, 1164, 1165, 1167, 1169, 1179, 1478, 1482.

This list will be up-dated in Weekly 35, 30 August 2001.

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

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

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

⊙18	⊙1166	⊙1607	⊙2000	⊙2449	⊙2878
⊙26	⊙1168	⊙1609	⊙2007	⊙2450	⊙3164
⊙28	⊙1176	⊙1610	⊙2010	⊙2451	⊙3271
⊙30	⊙1178	⊙1613	⊙2013	⊙2454	⊙3272
⊙31	⊙1182	⊙1626	⊙2021	⊙2482	⊙3273
⊙32	⊙1183	⊙1627	⊙2022	⊙2484	⊙3274
⊙34	⊙1185	⊙1634	⊙2035	⊙2565	⊙3275
⊙105	⊙1186	⊙1652	⊙2036	⊙2566	⊙3284
⊙106	⊙1200	⊙1698	⊙2037	⊙2571	⊙3294
⊙108	⊙1267	⊙1827	⊙2041	⊙2572	⊙3297
⊙147	⊙1320	⊙1828	⊙2044	⊙2610	⊙3298
⊙148	⊙1344	⊙1834	⊙2045	⊙2611	⊙3315
⊙154	⊙1346	⊙1835	⊙2052	⊙2615	⊙3319
⊙323	⊙1411	⊙1859	⊙2093	⊙2625	⊙3337
⊙442	⊙1446	⊙1892	⊙2094	⊙2628	⊙3418
⊙536	⊙1481	⊙1900	⊙2151	⊙2629	⊙3478
⊙777	⊙1491	⊙1901	⊙2154	⊙2631	⊙3490
⊙871	⊙1503	⊙1902	⊙2172	⊙2642	⊙3683
⊙883	⊙1504	⊙1951	⊙2175	⊙2656	⊙3741
⊙1121	⊙1536	⊙1967	⊙2253	⊙2693	⊙3746
⊙1148	⊙1543	⊙1991	⊙2255	⊙2695	⊙3750
⊙1149	⊙1552	⊙1975	⊙2268	⊙2696	
⊙1152	⊙1594	⊙1981	⊙2290	⊙2793	
⊙1160	⊙1606	⊙1994	⊙2345	⊙2841	

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

⊙ denotes chart available in the ARCS series.

3164 MISCELLANEOUS UPDATES TO CHARTS

Chart	*Previous Notice to Mariners*	*Details*
1256	1634/01	Insert magenta limit and chart number, *1248*, as follows: North: 40° 51′·0N. East: 121° 08′·0E. South: 40° 38′·0N. West: 120° 56′·5E.

UK Hydrographic Office.

3067* CHANNEL ISLANDS — International Maritime Boundary

Insert the accompanying block, showing a new International Maritime Boundary, centred on: 49° 13′·0N., 2° 09′·0W.

Chart [*Last correction*].— **2675** (INT 1070) [*2016/01*]
Agreement, France No 3 (2000) (*HH.256/400/03*).

3074* ENGLAND, East Coast —Thames Estuary — North Edinburgh Channel — Depths

Insert depth 4_5 m (*a*) 51° 31′·71N., 1° 21′·91E.
Delete depth 4_8 m close S. 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*].— **1606** [*1989/01*]
Port of London Authority (*HH.244/410/06*).

3075* ENGLAND, East Coast — The Swale — Clay Reach — Beacon

Insert orange beacon with square topmark 51° 22′·37N., 0° 45′·65E.

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*].— **2482** (INT 1573) [*2672/01*]
UK Hydrographic Office (*HH.248/410/12*).

3076* ENGLAND, East Coast — Southwold — Light

Amend range of light to, *16/12M* (*a*) 52° 19′·6N., 1° 40′·9E.
sectors at light, Fl(4)WR.20s37m16/12M, as follows: (*b*) (*a*) above
R 204° – 215° (11°)
W 215° – 001° (146°)
sector at light, Fl(4)WR.20s37m16/12M, as follows: (*c*) (*a*) above
R 204° – 215° (11°)
legend to, *R*, centred on: (*d*) 52° 24′·8N., 1° 46′·3E.

Note: **Positions** on some of the charts affected by this notice are referred to a **WGS 84** compatible datum. See ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS 84 COMPATIBLE DATUM (near the beginning of Section II) and NM 4731(P)/00.

Chart [*Last correction*].— **1543** (*a,b,d*) [*2796/01*] — **1504** (INT 1510) (*a,c*) [*2877/01*] — **1610** (INT 1511) (*a*) [*2814/01*] — **1408** (*a*) [*2878/01*]
Light List Vol. A, 2001/02, 2272
Trinity House Notice 29/01 (*HH.242/550/11*).

3077* ENGLAND, East Coast — River Humber — Immingham — Humber International Terminal and Saltend Jetties — Light; Legend

Insert ✯ *Dir.WRG.17m3M*, (chart 109, *Dir.WRG.3M*) (*a*) 53° 38′·39N., 0° 11′·87W.
sectors at light, Dir.WRG.17m3M, as follows: (*b*) (*a*) above
F.G 287½° – 288½° (1°)
Al.WG 288½° – 290½° (2°)
F.W 290½° – 291½° (1°)
Al.WR 291½° – 293½° (2°)
F.R 293½° – 294½° (1°)

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Amend legend to, *Y.Lts & Bns in line 104°* (*c*) 53° 43′·71N., 0° 15′·27W.

Chart [*Last correction*].— **3497** (INT 1554) **(plan C, Immingham)** (*a,b*) **& 3497** (INT 1554) [*2674/01*] — **109** (INT 1555) (*a*) [*2797/01*]
Light List Vol. A, 2001/02, 2491.5
ABP Humber, Notice H54/01 & UK Hydrographic Office (*HH.252/410/11*).

3078* SHETLAND ISLANDS — Yell Sound and Approaches — Submarine pipelines

Insert	submarine pipeline joining:	(*a*)	60° 28′·64N., 1° 15′·82W. (shore).
		(*b*)	60° 29′·05N., 1° 15′·54W.
		(*c*)	60° 29′·62N., 1° 15′·30W.
		(*d*)	60° 30′·41N., 1° 15′·33W.
		(*e*)	60° 31′·02N., 1° 15′·22W.
		(*f*)	60° 31′·48N., 1° 14′·62W.
		(*g*)	60° 31′·84N., 1° 13′·93W.
		(*h*)	60° 32′·19N., 1° 13′·54W.
		(*i*)	60° 32′·82N., 1° 13′·69W.
		(*j*)	60° 34′·27N., 1° 13′·23W.
		(*k*)	60° 36′·18N., 1° 13′·36W.
		(*l*)	60° 36′·69N., 1° 13′·72W.
		(*m*)	60° 38′·76N., 1° 12′·56W.
		(*n*)	60° 39′·43N., 1° 12′·47W.
		(*o*)	60° 40′·08N., 1° 12′·68W.
		(*p*)	60° 45′·22N., 1° 16′·57W.
		(*q*)	60° 45′·74N., 1° 17′·14W.
		(*r*)	60° 46′·14N., 1° 17′·99W.
		(*s*)	60° 46′·42N., 1° 18′·80W.
		(*t*)	60° 46′·66N., 1° 20′·20W.
		(*u*)	60° 46′·67N., 1° 21′·87W.
		(*v*)	60° 46′·63N., 1° 22′·76W.
		(*w*)	60° 46′·69N., 1° 23′·24W. (W. border).
		(*x*)	60° 47′·63N., 1° 29′·38W. (N. border).
			and
		(*y*)	60° 47′·63N., 1° 40′·63W. (N. border).
		(*z*)	60° 47′·15N., 1° 42′·60W. (tidal panel)
			and
		(*aa*)	60° 41′·84N., 1°14′·00W.
		(*bb*)	60° 42′·20N., 1°14′·10W.
		(*cc*)	60° 42′·77N., 1°14′·26W.
		(*dd*)	60° 43′·56N., 1°13′·93W.
		(*ee*)	60° 44′·49N., 1°13′·13W.
		(*ff*)	60° 44′·98N., 1°12′·96W.
		(*gg*)	60° 54′·90N., 1°03′·70W. (N. border).
	legend, *Foinaven to Orka Voe Gas (see Note)*	(*hh*)	along (*t*)–(*v*) above
		(*ii*)	along (*v*)–(*x*) above
	legend, *Orka Voe to Magnus Gas (see Note)*, orientated SW./NE., centred on:	(*jj*)	60° 53′·10N., 1° 05′·50W.
	legend, *Gas (see Note)*	(*kk*)	along (*l*)–(*m*), above.
		(*ll*)	along (*y*)–(*z*) above
	the accompanying note, PIPELINES, centred on:	(*mm*)	60° 38′·00N., 1° 57′·30W.
		(*nn*)	60° 18′·80N., 1° 10′·40W.
Delete	existing note, PIPELINES, centred on:	(*oo*)	60° 17′·50N., 1° 15′·00W.

Chart [*Last correction*].— **3281** (*a–v,x–bb,ii,kk–mm*) [*311/01*] — **3282** (*a–w,aa,cc–hh,jj,kk,nn,oo*) [*2677/01*]
BP Amoco (*HH.260/183/02*).

3079* SCOTLAND, West Coast — The Small Isles — Eigg Southeastwards and Rhum Northwestwards — Spoil grounds

Insert	circular limit of spoil ground, radius 250m, pecked line, centred on:	(*a*)	56° 51′·51N., 6° 06′·50W.
		(*b*)	57° 03′·21N., 6° 27′·09W.
	legend, *Spoil Ground*	(*c*)	within (*a*) above
		(*d*)	within (*b*) above

Chart [*Last correction*].— **2207** (*a,c*) [*3373/00*] — **2208** (*b,d*) [*3373/00*]
The Marine Laboratory, Aberdeen (*HH.272/570/03*).

3080* SCOTLAND, West Coast — Loch Linnhe — Lismore — Lynn of Lorn — Artificial reef

Insert	black maritime limit, pecked line, joining:	56° 32′·11N., 5° 27′·48W.
		56° 32′·30N., 5° 26′·84W.
		56° 32′·03N., 5° 26′·64W.
		56° 31′·85N., 5° 27′·28W.
	legend, *Artificial reef under const (2001) (see NM 2855(P)/01)*	56° 32′·05N., 5° 27′·00W.

Chart [*Last correction*].— **2378** [*3703/00*] — **2379** [*1876/99*]
Dunstaffnage Marine Laboratory (*HH.272/480/05*).

3081* **ENGLAND, West Coast — River Mersey — Garston Channel Northwestwards — Depths**

Insert	depth 0_7 m enclosed by 2m contour	(*a*)	53° 22′·523N., 2° 58′·461W.
Delete	depth 1_9 m enclosed by 2m contour		close SE. of (*a*) above
	depth 2_9 m		0·4 cables NE. of (*a*) above
	depth 3m		53° 22′·568N., 2° 58′·630W.

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*].— **3490** (INT 1643) **(plan B)** [*2358/01*]
Mersey Docks and Harbour Company (*HH.206/460/09*).

3082* **WALES, West Coast — Fishguard Harbour — Restricted area; Buoy; Mooring buoys**

Insert	limit of restricted area, anchoring prohibited, pecked line, joining:	(*a*)	52° 00′·743N., 4° 58′·150W.(shore)
		(*b*)	52° 00′·340N., 4° 58′·700W.
		(*c*)	52° 00′·550N., 4° 59′·100W.(shore)
	special can buoy		(*b*) above
Delete	former limit of restricted area, anchoring prohibited, pecked line, joining:		(*a*) above
			52° 00′·550N., 4° 58′·220W.
			52° 00′·290N., 4° 58′·780W.(✩)
			(*c*) above
			52° 00′·490N., 4° 58′·960W.
			52° 00′·450N., 4° 58′·910W.
			52° 00′·420N., 4° 58′·810W.

Chart [*Last correction*].— **1484 (plan, Fishguard Bay)** [*2800/01*]
Stena Line Ports Ltd (*HH.213/430/04*).

3083* **WALES, South Coast — Milford Haven — Pembroke Reach — Neyland Point — Buoy**

Insert	special can buoy with topmark	51° 42′·190N., 4° 56′·925W.

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*].— **3275** (INT 1651) **(plan A, Pembroke Reach) & 3275** (INT 1651) [*2464/01*]
Milford Haven Port Authority (*HH.214/410/14*).

3084* **ENGLAND, South Coast — Mousehole Harbour — Wreck**

Insert		50° 04′·985N., 5° 32′·189W.

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*].— **2345 (plan B, Mousehole Harbour) & (plan A, Penzance Bay)** [*New Edition 28/6/01*]
Harbour Master, Mousehole (*HH.232/410/03*).

3085* **CHANNEL ISLANDS — Alderney Northwestwards — Buoyage; Radar beacon**

Delete	N. cardinal pillar light–buoy, VQ	(*a*)	49° 53′·44N., 2° 24′·08W.
		(*b*)	49° 53′·18N., 2° 24′·08W.
	W. cardinal pillar light–buoy, Q(9)15s	(*c*)	49° 52′·14N., 2° 25′·58W.
	E. cardinal pillar light–buoy, Q(3)10s	(*d*)	49° 52′·14N., 2° 22′·48W.
	S. cardinal pillar light–buoy, Q(6)+LFl.15s	(*e*)	49° 51′·14N., 2° 24′·08W.
	radar beacon, Racon (D) at light–buoy	(*f*)	(*a*) above

Note: The above update has been included in a New Edition of Chart 2669 published 2 August 2001.

Note: **Positions** on both of the charts affected by this notice are referred to a **WGS 84** compatible datum. See ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS 84 COMPATIBLE DATUM (near the beginning of Section II) and NM 4731(P)/00.

Chart [*Last correction*].— **2454** (INT 1702) [*2864/01*] — **2656** (*a,c–f*) [*2584/01*]
Trinity House Notice 35/01 (*HH.226/410/06*).

3086* ENGLAND, South Coast — Dover — Eastern Arm and Southern Breakwater — Lights

Amend	light to, *Fl.G.5s12m5M & Q.1M (in fog)*, (chart 1828, *Fl.G.5s5M & Q.1M (in fog)*)	51° 07′·31N., 1° 20′·59E.
	light to, *Fl.R.2·5s11m5M & Fl(2)10s1M (in fog)*, (chart 1828, *Fl.R.2·5s5M & Fl(2)10s1M (in fog)*)	51° 07′·20N., 1° 20′·61E.

Note: **Positions** on both of the charts affected by this notice are referred to a **WGS 84** compatible datum. See ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS 84 COMPATIBLE DATUM (near the beginning of Section II) and NM 4731(P)/00.

Chart [*Last correction*].— **1698** (INT 1736) [*New Edition 22/3/01*] — **1828** (INT 1563) [*1544/01*]
Light List Vol. A, 2001/02, 0928, 0929
Port of Dover Notice 5/01 (*HH.242/410/08*).

3087 RUSSIA, North Coast — White Sea — Zimniy Bereg Westwards — Gorlo — Depths

Insert	depth 31_5 m	(*a*)	65° 58′·82N., 40° 08′·85E.
	depth 29_5 m enclosed by 30m contour		65° 57′·00N., 40° 00′·20E.
Delete	depth 42m	(*b*)	close NW. of (*a*) above

Chart [*Last correction*].— **2271** (*a,b*) [*782/01*] — **2272** [*2469/01*]
Russian Chart 14004 (*HH.303/420/03*).

3088 NORWAY, West Coast — Trondheimsleia and Dromnessundet — Terningen, Tjeldbergodden Northeastwards and Storøya — Marine farms; Lights; Restricted area

Insert	the accompanying note, MARINE FARMS, centred on:	(*a*)	63° 30′·6N., 8° 55′·3E.
		(*b*)	62° 34′·0N., 8° 51′·9E.
		(*c*)	64° 01′·2N., 11° 02′·2E.
	⋆ *Q.R*	(*d*)	63° 20′·60N., 8° 42′·57E.
	⋆ *Q.G*	(*e*)	63° 20′·42N., 8° 42′·81E.
	limit of restricted area, pecked line, joining:	(*f*)	63° 24′·69N., 8° 40′·07E.(shore)
		(*g*)	63° 24′·81N., 8° 40′·07E.
		(*h*)	63° 25′·08N., 8° 40′·60E.
		(*i*)	63° 25′·08N., 8° 41′·73E.
		(*j*)	63° 24′·90N., 8° 41′·90E.(shore)
	legend, *Safety Zone*	(*k*)	within (*f*)–(*j*) above
Amend	sectors at light, Oc.WRG.6s18m13–12M, as follows:	(*l*)	63° 29′·66N., 9° 02′·45E.
	R 059° – 065·7° (6·7°)		
	W 065·7° – 072° (6·3°)		
	Remaining sectors unchanged		
Substitute	the accompanying note, MARINE FARMS, for existing note, centred on:	(*m*)	63° 25′·3N., 9° 23′·2E.

Chart [*Last correction*].— **3395** (*a,d–l*) [*New Edition 11/11/99*] — **3396** (*l,m*) [*2001/01*] — **2306** (*b*) [*2190/01*] — **2307** (*c*) [*2866/01*]
Light List Vol. L, 2001/02, 1115, 1115.5, 1170
Norwegian Chart 37 (*HH.310/500/04*).

3089 NORWAY, South–East Coast — Hisøy, East Coast — Sandvikodden — Light

Amend	light to, *Oc(3)WRG.10s16m5–3M*	58° 26′·205N., 8° 47′·067E.

Chart [*Last correction*].— **3152 (plan, Arendal Havn) & 3152** [*2756/00*]
Light List Vol. B, 2001/02, 2804
Norwegian Lights List 2000 (*HH.311/660/03*).

3068 BALTIC SEA — Finland, South–West Coast — Saaristomeri — Turku — Kanavaniemi — Aurajoki — Light

Insert	the accompanying block, showing a new light, centred on:	(*a*)	SE. corner of plan C
	✯ *Mo(FM)WRG.12s7m7M*	(*b*)	60° 26′·20N., 22° 14′·46E.

Chart [*Last correction*].— **3436 (plan C, Kanavaniemi)** (*a*) **& 3436** (*b*) [*1551/01*]
Light List Vol. C, 2001/02, 4808
Finnish Notice 16/398/01 (*HH.319/500/03*).

3090 BALTIC SEA — Sweden, East Coast — Stockholms Skärgård — Western Approaches to Sandhamn — Vindalsö Eastwards — Light; Radar beacon

Move	✯ *Q.8m3M*, and radar beacon, *Racon (T)*, from:	59° 17′·47N., 18° 52′·82E.
	to:	59° 17′·49N., 18° 52′·72E.

Chart [*Last correction*].— **3156** [*2306/01*] — **3157** [*2805/01*]
Light List Vol. C, 2001/02, 6477
Admiralty List of Radio Signals Vol. 2, 2001/02: 62280 (29/01)
Swedish Notice 25/478/01 (*HH.318/485/03*).

3091 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Norra Kvarken — Nordvalen — Fog signal

Delete fog signal, Horn Mo(R)60s, at light, (chart 2252, Horn) 63° 32′·2N., 20° 46′·5E.

Chart [*Last correction*].— **2340** [*1552/01*] — **2300** [*3187/00*] — **2252** [*2092/01*]
Light List Vol. C, 2001/02, 5874
Swedish Notice 26/502/01 (*HH.318/610/02*).

3092 BALTIC SEA — Entrance to the Gulf of Finland — Finland, South–West Coast — Utö Southeastwards — Depth

Insert depth 9_8 m enclosed by ◌ 59° 39′·80N., 21° 49′·20E.

Chart [*Last correction*].— **2241** [*2806/01*]
Finnish Chart 24 (*HH.319/490/03*).

3093 BALTIC SEA — Denmark, East Coast — Lillebælt — Vejle Fjord — Træskohage Southeastwards — Buoy

Delete special spherical buoy with topmark (1.5.–15.10.) 55° 40′·55N., 9° 45′·62E.

Chart [*Last correction*].— **930** [*866/00*]
Danish Notice 25/615/01 (*HH.332/510/02*).

3094 BALTIC SEA — Denmark — The Sound — Approaches to København — Middelpult — Depth

Insert depth 9_8 m and extend 10m contour NE. to enclose 55° 42′·32N., 12° 37′·77E.

Chart [*Last correction*].— **903** (INT 1333) [*2694/01*]
Danish Notice 24/223/01 (*HH.333/670/05*).

3095 BALTIC SEA — Denmark, East Coast — Lillebælt — Fyn — Helnæs Bugt — Nørrefjord — Buoy

Delete special spar light–buoy with topmark, Fl(5)Y.20s
Survey Station 55° 10′·0N., 10° 04′·5E.

Chart [*Last correction*].— **2532** (INT 1373) [*2481/01*] — **2592** (INT 1375) [*2366/01*]
Danish Notice 25/618/01 (*HH.333/510/02*).

3096 DENMARK — Kattegat — Århus Bugt — Århus — Obstructions; Buoy; Pier

Insert ◌ *Obstns*, least depth 2_5 m (*a*) 56° 09′·90N., 10° 13′·18E.
starboard–hand conical buoy 56° 09′·90N., 10° 13′·20E.
Delete pier, double firm line, width 10m adjacent to (*a*) above

Chart [*Last correction*].— **949** (INT 1372) [*New Chart 19/4/01*]
Danish Notice 25/229/01 (*HH.332/490/04*).

3097 NORTH SEA — Norwegian Sector — Hod Oil Field to Valhall Oil Field — Submarine pipelines

Insert submarine pipeline joining:
(*a*) 56° 10′·5N., 3° 27′·6E.(⊡)
(*b*) 56° 10′·6N., 3° 27′·5E.(⊡)
(*c*) 56° 11′·7N., 3° 26′·0E.
(existing pipeline)
and
(*d*) 56° 14′·7N., 3° 23′·8E.
(existing pipeline)
(*e*) 56° 16′·6N., 3° 23′·7E.(⊡)
legend, *Gas* (*f*) along (*d*)–(*e*) above

Chart [*Last correction*].— **267** (*a,c–f*) [*2178/01*] — **272** (*b–f*) [*1822/01*] — **1404** (*d,e*) [*2699/01*]
Norwegian Notice 7/329/01 (*HH.314/422/02*).

3098 GERMANY, North Sea Coast — The Elbe — Cuxhaven Eastwards — Medem Reede — Depths

Insert depth 7_1 m (*a*) 53° 52′·00N., 8° 44′·87E.
depth 4_8 m enclosed by 5m contour (*b*) 53° 52′·48N., 8° 44′·78E.
depth 5_8 m (*c*) 53° 52′·59N., 8° 44′·75E.
depth 5_7 m (*d*) 53° 52′·62N., 8° 45′·15E.
depth 6_5 m (*e*) 53° 52′·76N., 8° 44′·36E.
depth 6_6 m (*f*) 53° 52′·76N., 8° 44′·71E.
Delete depth 9_1 m (*g*) close S. of (*a*) above
depth 5_4 m close WSW. of (*b*) above
depth 6_1 m close SE. of (*c*) above
depth 5_8 m close SW. of (*d*) above
depth 7_6 m close SE. of (*e*) above
depth 6_9 m close ENE. of (*f*) above

Chart [*Last correction*].— **3619** (INT 1452) **(plan A, Cuxhaven)** (*a,g*) **& 3619** (INT 1452) [*2873/01*]
German Notice 25/(21)44/01 (*HH.328/550/04*).

3099 NETHERLANDS — Scheveningen Westwards — Buoy

Delete	W. cardinal pillar light–buoy, VQ(9)10s	52° 05′·1N., 4° 08′·3E.

Chart [*Last correction*].— **122** (INT 1472) [*2878/01*] — **2322** (INT 1415) [*2878/01*] — **3371** (INT 1416) [*2881/01*]
Netherlands Notice 26/368/01 (*HH.340/580/02*).

3100 NETHERLANDS — Western Approaches to Europoort — Bollen van Goeree Northwards to Eurogeul — Depths

Insert	depth 18_3 m enclosed by 20m contour	(*a*)	52° 04′·96N., 3° 38′·62E.
	depth 20_7 m	(*b*)	52° 04′·63N., 3° 30′·44E.
	depth 17_8 m	(*c*)	52° 03′·60N., 3° 45′·17E.
	depth 20_1 m	(*d*)	52° 02′·65N., 3° 35′·43E.
	depth 13_9 m	(*e*)	51° 57′·17N., 3° 49′·94E.
		(*f*)	51° 57′·12N., 3° 49′·86E.
	depth 14_4 m	(*g*)	51° 56′·85N., 3° 40′·16E.
		(*h*)	51° 56′·80N., 3° 40′·08E.
	depth 12_3 m	(*i*)	51° 55′·66N., 3° 43′·22E.
	depth 13_7m	(*j*)	51° 54′·60N., 3° 40′·36E.
	depth 13_2 m	(*k*)	51° 53′·93N., 3° 37′·61E.
	depth 8_7 m and extend 10m contours W. and E. to enclose	(*l*)	51° 53′·89N., 3° 50′·31E.
	depth 8_7 m	(*m*)	51° 53′·84N., 3° 50′·22E.
	depth 8_5 m	(*n*)	51° 53′·69N., 3° 48′·63E.
	depth 7_7 m	(*o*)	51° 53′·62N., 3° 47′·74E.
		(*p*)	51° 53′·57N., 3° 47′·66E.
	depth 8_7 m	(*q*)	51° 53′·56N., 3° 49′·49E.
		(*r*)	51° 53′·20N., 3° 46′·05E.
		(*s*)	51° 53′·15N., 3° 45′·95E.
	depth 9m and extend 10m contour N. to enclose	(*t*)	51° 52′·75N., 3° 44′·81E.
	depth 9_8 m and extend 10m contour SW. to enclose	(*u*)	51° 52′·59N., 3° 44′·19E.
	depth 9_8 m enclosed by 10m contour	(*v*)	51° 52′·54N., 3° 44′·11E.
	depth 9_5 m enclosed by 10m contour	(*w*)	51° 52′·36N., 3° 48′·18E.
		(*x*)	51° 52′·31N., 3° 48′·10E.
	depth 9_7 m enclosed by 10m contour	(*y*)	51° 52′·30N., 3° 43′·17E.
		(*z*)	51° 52′·25N., 3° 43′·09E.
Delete	depth 20_1 m	(*aa*)	close E. of (*a*) above
	depth 21m	(*bb*)	close SE. of (*b*) above
	depth 20_4 m	(*cc*)	(*d*) above
	depth 9m	(*dd*)	close SE. of (*m*) above
	depth 8_2 m	(*ee*)	close SW. of (*o*)/(*p*) above
	depth 9_9 m	(*ff*)	close SW. of (*q*) above
	depth 9_4 m	(*gg*)	close SW. of (*r*) above
	depth 10_7 m	(*hh*)	close N. of (*t*) above
	depth 10_4 m	(*ii*)	close ESE. of (*v*) above
	depth 10m and associated 10m contour	(*jj*)	close SW. of (*y*)/(*z*) above

Chart [*Last correction*].— **122** (INT 1472) (*a–d,f,h–k,n,p,s,t,v,x,z,aa–cc,ii,jj*) [*3099/01*] — **110** (INT 1473) (*h,j,m,p,q,s,t,v,x,z,dd–ff,hh–jj*) [*2194/01*] — **2322** (INT 1415) (*e,g,o,r,u,y,ee,gg,jj*) [*3099/01*] — **3371** (INT 1416) (*g,l,o,r,u,w,y,ee,jj*) [*3099/01*] — **1406** (*g,o,ee*) [*2878/01*] — **1408** (*g,o,ee*) [*3076/01*]
Netherlands Notice 24/338/01 (*HH.340/530/06*).

3101 NETHERLANDS — Buitenbanken — Buoyage; Legend; Restricted area

Amend	legend to, *Submarine Instruments*, centred on:	(*a*)	51° 55′·0N., 3° 37′·0E.
		(*b*)	51° 55′·0N., 3° 38′·0E.
Substitute	circular limit of restricted area, radius 0·1M, pecked line, for MP 1 light–buoy, VQ(9)10s	(*c*)	51° 54′·9N., 3° 36′·6E.
Delete	RWS light–buoy, Fl.Y.5s	(*d*)	51° 53′·9N., 3° 37′·7E.
		(*e*)	51° 54′·0N., 3° 37′·5E.
	MP 1 light–buoy, VQ(9)10s	(*f*)	51° 54′·8N., 3° 36′·6E.
		(*g*)	51° 55′·0N., 3° 36′·4E.
		(*h*)	51° 55′·0N., 3° 36′·5E.

Chart [*Last correction*].— **122** (INT 1472) (*a,d,f*) [*3100/01*] — **110** (INT 1473) (*a,d,g*) [*3100/01*] — **2322** (INT 1415) (*b,c,e*) [*3100/01*] — **3371** (INT 1416) (*b,e,h*) [*3100/01*] — **1406** (*e,h*) [*3100/01*] — **1408** (*e,h*) [*3100/01*]
Netherlands Notice 26/377/01 (*HH.340/530/06*).

3102 PORTUGAL, West Coast — Porto de Sines — Molhe Leste Southeastwards — Works

Insert	legend, *Entry prohibited Works in progress (2001)*, centred on:	37° 55′·5N., 8° 51′·0W.

Chart [*Last correction*].— **3276 & 3276 (plan, Approaches to Sines)** [*2971/01*]
Portuguese Notice 10/264(T)/01 (*HH.363/480/04*).

3103 SPAIN, South–West Coast — Cádiz — Bajo de la Palma — Restricted area

Delete	limit of cable area, anchoring and fishing prohibited, pecked line, centred on:	36° 31′·08N., 6° 15′·82W.

Chart [*Last correction*].— **86** [*2708/01*]
Spanish Notice 25/476/01 (*HH.360/470/02*).

3104 MEDITERRANEAN SEA — Spain, South Coast — Gibraltar — La Línea de la Concepción — Dique de Abrigo Northwards — Buoyage

Insert	preferred channel to starboard pillar light–buoy, *Fl(2+1)R.10s*	36° 09′·55N., 5° 21′·68W.
	starboard–hand pillar light–buoy, *Fl(4)G.10s*	36° 09′·51N., 5° 21′·70W.

Chart [*Last correction*].— **144** [*2709/01*]
Spanish Notice 26/500/01 (*HH.360/510/03*).

3105 MEDITERRANEAN SEA — Spain, South–East Coast — Approaches to Santa Pola — Recommended anchorage

Move	⚓ from:	38° 11′·03N., 0° 33′·74W.
	to:	38° 10′·65N., 0° 33′·84W.

Chart [*Last correction*].— **470** [*1361/01*]
Spanish Notice 25/483/01 (*HH.361/500/03*).

3106 MEDITERRANEAN SEA — Spain, East Coast — Castellón — Muelle Pesquero Norte — Coastline; Light

Insert	coastline, firm line, joining:	(*a*)	39° 58′·155N., 0° 01′·255E.(shore)
		(*b*)	39° 58′·172N., 0° 01′·270E.
			39° 58′·188N., 0° 01′·222E.
		(*c*)	39° 58′·177N., 0° 01′·213E.(shore)
Move	✯ *Fl(2+1)R.12s5m3M*, from:		39° 58′·13N., 0° 01′·24E.
	to:		(*b*) above
Delete	former coastline, joining:		(*a*) above
			(*b*) above

Chart [*Last correction*].— **1458 (plan F, Castellón)** [*4670/00*]
Light List Vol. E, 2000/01, 0229.2
Spanish Notice 25/485/01 (*HH.361/570/03*).

3107 MEDITERRANEAN SEA — Spain, East Coast — Valencia — Dique del Este Northeastwards — Light

Insert	✯ *Dir.Iso.WRG.4s6m1M*	(*a*)	39° 26′·91N., 0° 18′·26W.
	sectors at light, Dir.Iso.WRG.4s6m1M, as follows:		(*a*) above
	G 350° – 353° (3°)		
	W 353° – 005° (12°)		
	R 005° – 008° (3°)		

Chart [*Last correction*].— **562** (INT 3173) [*3876/00*]
Light List Vol. E, 2000/01, 0200.8
Spanish Notice 26/504/01 (*HH.361/550/03*).

3108 MEDITERRANEAN SEA — Spain — Islas Baleares — Ibiza — Bahia de San Antonio — Buoyage

Insert	starboard–hand pillar light–buoy with topmark, *Fl(3)G.9s*	38° 58′·48N., 1° 17′·69E.
	starboard–hand pillar light–buoy with topmark, *Fl(4)G.11s*	38° 58′·41N., 1° 17′·90E.
	starboard–hand pillar light–buoy with topmark, *Fl.G.5s*	38° 58′·65N., 1° 18′·31E.
	starboard–hand conical buoy	38° 58′·44N., 1° 18′·02E.
		38° 58′·53N., 1° 18′·14E.
		38° 58′·73N., 1° 18′·40E.

Chart [*Last correction*].— **2834 (plan, San Antonio Abad)** [*New Edition 19/7/01*]
Spanish Notice 23/435/01 (*HH.362/400/03*).

3109 MEDITERRANEAN SEA — Spain — Islas Baleares — Ibiza — Isolte Botafoch Southwestwards — Buoy; Works

Insert	W. cardinal pillar light–buoy, *Q(9)14s*	38° 54′·156N., 1° 26′·867E.
	legend, *Works in progress (2001)*, orientated 063°/243°, centred on:	38° 54′·23N., 1° 27′·05E.

Chart [*Last correction*].— **2834 (plan, Ibiza)** [*3108/01*]
Spanish Notice 25/487(T)/01 (*HH.362/400/03*).

3110 MEDITERRANEAN SEA — Spain — Islas Baleares — Mallorca, North–East Coast — Pta Sabaté — Light

Amend range of light to, *5M* 39° 53′·65N., 3° 11′·76E.

Chart [*Last correction*].— **2831** [*2891/01*] — **1703** [*2891/01*]
Light List Vol. E, 2000/01, 0303.7
Spanish Notice 23/437/01 (*HH.362/410/04*).

3111 MEDITERRANEAN SEA — France, South Coast — Golfe de Fos — Approaches to Port de Fos — They de la Gracieuse Northwards — Buoy

Move GN light–buoy, from: 43° 23′·55N., 4° 55′·00E.
to: 43° 23′·63N., 4° 54′·75E.

Chart [*Last correction*].— **3498** [*3167/00*]
French Notice 24/23/01 (*HH.354/470/02*).

3112 MEDITERRANEAN SEA — Monaco — Pointe Saint–Antoine Eastwards — Mooring buoys

Insert (lighted), *F* 43° 43′·870N., 7° 26′·350E.
43° 44′·030N., 7° 26′·300E.

Chart [*Last correction*].— **149 (plan B, Monaco)** [*2971/01*]
French Notice 19/13/01 (*HH.356/400/02*).

3113 MEDITERRANEAN SEA — Italy, West Coast — Approaches to Livorno — Pilot boarding place

Insert (*a*) 43° 34′·35N., 10° 16′·58E.
(*b*) 43° 34′·3N., 10° 16′·5E.

Chart [*Last correction*].— **119 (plan, Livorno)** (*a*) **& 119** (*a*) [*New Edition 10/8/00*] — **1998** (*b*) [*1049/01*] — **1999** (*b*) [*577/01*]
Admiralty List of Radio Signals Vol. 6 (3) 2000/01 (29/01)
Corpo Piloti del Porto di Livorno (*HH.369/530/03*).

3114 MEDITERRANEAN SEA — Adriatic Sea — Croatia — Dubrovnik — Luka Gruž — Depths; Jetty; Wreck; Buoyage

Insert depth 5_4 m (*a*) 42° 39′·853N., 18° 05′·140E.
depth 5_2 m (*b*) 42° 39′·805N., 18° 05′·212E.
depth 5_8 m (*c*) 42° 39′·672N., 18° 05′·343E.
depth 6_6 m 42° 39′·558N., 18° 05′·397E.
depth 1_3 m enclosed by (*d*) 42° 39′·283N., 18° 05′·565E.
jetty, single firm line, joining: 42° 39′·590N., 18° 05′·092E.(shore)
(*e*) 42° 39′·590N., 18° 05′·110E.
42° 39′·607N., 18° 05′·113E.

Delete depth 9_3 m close W. of (*a*) above
depth 6_4 m close SW. of (*b*) above
depth 10_5 m close SW. of (*c*) above
depth 2_6 m close NW. of (*d*) above
(*f*) 42° 39′·51N., 18° 05′·26E.
special conical buoy close N. of (*f*) above
spherical buoy close SE. of (*e*) above

Chart [*Last correction*].— **683 (plan, Dubrovnik, Luka Gruž)** [*2716/01*]
Croatian Chart 83 (*HH.377/430/02*).

3115 MEDITERRANEAN SEA — Turkey, West Coast — İzmir Körfezi and İzmir Limani — Mooring buoy; Light; Buoy; Landmark

Insert 38° 24′·62N., 26° 59′·29E.
Delete ✯ F.R.9m2M (*a*) 38° 25′·0N., 27° 01′·3E.
special spar light–buoy with topmark, Fl.Y.5s 38° 26′·6N., 27° 05′·1E.
symbol, chimney and legend, CHIMNEY,
(chart 1058, symbol, chimney) (*b*) 38° 27′·7N., 27° 10′·2E.

Chart [*Last correction*].— **1522 (plan, Yenikale Geçidi)** (*a*) **& 1522** [*275/01*] — **1058** (*b*) [*2828/01*]
Light List Vol. E, 2000/01, 4624
Turkish Notice 20/125/01 (*HH.390/460/02*).

3116 MEDITERRANEAN SEA — Aegean Sea — Turkey — Çeşme — Ferry Terminal — Light

Insert ✯ *F.R* 38° 19′·50N., 26° 17′·75E.(jetty)

Chart [*Last correction*].— **1625 (plan, Çeşme) & 1625** [*2506/01*]
Light List Vol. E, 2000/01, 4656.24
Turkish Notice 20/126/01 (*HH.390/470/03*).

3117 MEDITERRANEAN SEA — Turkey — Çanakkale Boğazi — Çanakkale Southwestwards — Kepez Br. Eastwards — Jetty

Insert	jetty, single firm line, joining:		40° 06′·28N., 26° 22′·65E.(shore) 40° 06′·45N., 26° 22′·65E.

Chart [*Last correction*].— **2429** [*2614/01*]
Turkish Notice 20/124/01 (*HH.393/400/02*).

3118 MEDITERRANEAN SEA — Turkey — İstanbul Boğazi Kuzeyi — Umur Banklari — Depths

Insert	depth 0_8 m enclosed by 2m contour, *Rep (2001)*	(*a*)	41° 09′·25N., 29° 03′·95E.
Delete	depth 5_5 m		close NE. of (*a*) above
	depth 4_1 m	(*b*)	close SSE. of (*a*) above

Chart [*Last correction*].— **1158** [*2321/01*] — **1198** (*a,b*) [*2321/01*]
Turkish Notice 23/133/01 (*HH.394/400/03*).

3119 MEDITERRANEAN SEA — Turkey, South Coast — Taşucu — Ferry Harbour — Lights

Amend	light to, *Fl.R.3s13m7M*	(*a*)	36° 18′·95N., 33° 52′·95E.
	light to, *Fl.G.3s11m7M*	(*b*)	36° 19′·03N., 33° 52′·94E.
	range of light to, *7M*	(*c*)	36° 19′·0N., 33° 52′·9E.

Chart [*Last correction*].— **242 (plan, Taşucu Limani)** (*a,b*) **& (plan, Approaches to Taşucu)** (*a,b*) [*1981/00*] — **2632** (*c*) [*619/01*]
Light List Vol. E, 2000/01, 5871.3, 5871.32
Turkish Notice 23/136/01 (*HH.389/450/02*).

3120 MEDITERRANEAN SEA — Algeria — Approaches to Port de Bejaïa — Jetée Est Eastwards — Buoy

Insert	special spherical light–buoy with topmark, *Fl(5)Y.20s* *Wave recorder*	36° 45′·35N., 5° 06′·53E.

Chart [*Last correction*].— **1710 (plan, Port de Bejaïa)** [*New Edition 25/2/99*]
Algerian Notice 11/1/01 (*HH.408/470/03*).

3121 AFRICA, South–West Coast — South Africa — Island Point Westwards — Well

Insert	◌ *Well*	30° 50′·79S., 16° 39′·11E.

Chart [*Last correction*].— **2078** (INT 2650) [*1940/01*] — **2091** [*1939/01*]
South African Notice 6/73/01 (*HH.450/180/03*).

3069* AFRICA, East Coast — Mozambique — Quelimane — Depths; Buoyage; Coastline; Aero radiobeacon; Tidal data

Insert	the accompanying block, showing amendments to depths, buoyage, coastline and aero radiobeacon, centred on:	18° 00′·0S., 37° 00′·0E.
Substitute	line of text, *Morrubune 18 00 36 58* ***4·5 3·1 2·1 0·7***, for third line of text, Ponta Tangalane, centred on:	17° 05′·00S., 37° 08′·50E. (within Tidal Levels panel)

Chart [*Last correction*].— **2935** [*3359/00*]
UK Hydrographic Office (*HH.455/400/03*).

3122 MADAGASGAR, East Coast — Tamatave — Light–beacon; Buoy

Insert	white light–beacon, *Al.R.G*	(*a*)	18° 09′·41S., 49° 25′·38E.
Delete	black and white conical buoy with topmark		close NNW. of (*a*) above

Chart [*Last correction*].— **688** [*2901/01*]
Light List Vol. D, 2001/02, 6981
French Notice 18/39/01 (*HH.457/400/05*).

3123 MADAGASCAR, East Coast — Île Sainte–Marie, West Coast — Ambodifototra — Lights; Buoyage; Leading line

Amend	light to, *Oc.G.4s29ft5M*, (main sheet, *Oc.G.4s5M*)	(*a*)	17° 00′·12S., 49° 50′·78E.
Delete	✰ F.R	(*b*)	16° 59′·95S., 49° 51′·01E.
	red can light–buoy, F.R		16° 59′·81S., 49° 50′·73E.
	black conical light–buoy, F.G		16° 59′·97S., 49° 50′·65E.
	black conical buoy with topmark		17° 00′·04S., 49° 50′·79E.
	leading line, pecked line for 500m then firm line for 360m	(*c*)	extending in 278° direction from light at (*b*) above
	legend, 098° 00′		seaward end of (*c*) above

Chart [*Last correction*].— **677 (plan, Ambodifototra) & 677** (*a*) [*2901/01*]
Light List Vol. D, 2001/02, 6952, 6954
French Notice 25/32/01 (*HH.457/400/05*).

3124 MALACCA STRAIT — Pulau–Pulau Aruah Northeastwards — One Fathom Bank Northwestwards — Light–beacon

Amend light–beacon to, *Fl.10s9m14M*, (chart 3945, ✯ *Fl.10s9m14M*)
(charts 1353 and 1358, ✯ *Fl.10s14M*) 3° 00′·9N., 100° 51′·9E.

Chart [*Last correction*].— **3940** [*27/01*] — **3945** [*2730/01*] — **3946** [*3020/01*] — **1353** [*2730/01*] — **1358** [*3020/01*]
Light List Vol. F, 2000/01, 1616.5
Marine Department, Peninsula Malaysia Notice 19/01 (*HH.520/500/03*).

3125 SINGAPORE STRAIT — Singapore — Jorong Island Westwards — Anchorage areas

Insert limit of anchorage area, pecked line, joining:
(*a*) 1° 15′·296N., 103° 39′·323E. (N. border)
(*b*) 1° 14′·824N., 103° 39′·548E.
(*c*) 1° 14′·631N., 103° 39′·157E.
(*d*) 1° 15′·296N., 103° 38′·844E. (N. border)
(*e*) 1° 15′·426N., 103° 38′·783E.
(*f*) 1° 15′·613N., 103° 39′·171E.

legend, *Sultan Shoal Petroleum B* ⚓,
(chart 3833, legend, *ASSPB* ⚓), (chart 5502, legend, *ASSPB*),
centred on: (*g*) 1° 15′·13N., 103° 39′·16E.

Delete former limit of anchorage area, pecked line, and associated legend, Sultan Shoal Petroleum B ⚓,
(chart 3833, legend, ASSPB ⚓), (chart 5502, legend ASSPB),
joining:
(*h*) 1° 13′·729N., 103° 39′·749E.
(*i*) 1° 14′·336N., 103° 38′·939E.
(*j*) 1° 14′·596N., 103° 39′·224E.
(*k*) 1° 14′·266N., 103° 39′·854E.

Chart [*Last correction*].— **785** (*a–d,g–k*) [*1842/01*] — **2570** (*b,c,e–k*) [*2622/01*] — **3833** (*b,c,e–k*) [*2381/01*] — **5502 (plan, Singapore and Singapore Strait)** (*b,c,e–k*) [*New Edition 8/2/01*]
Singaporean Notice 7/71/01 (*HH.521/400/09*).

3126 SINGAPORE STRAIT — Singapore — Jurong Island Eastwards — East Jurong Fairway — Jurong Port, Pulau Seraya and Tanjong Penjuru Southwestwards — Dredged depths

Amend dredged depth to, *6·4m (2000)* (*a*) 1° 18′·261N., 103° 43′·608E.
dredged depth to, *7·9m (2000)* (*b*) 1° 18′·157N., 103° 43′·643E.
dredged depth to, *12·9m (2000)* (*c*) 1° 16′·824N., 103° 44′·134E.
dredged depth to, *11·5m (2000)* 1° 17′·521N., 103° 44′·627E.

Chart [*Last correction*].— **781** (*a–c*) [*2622/01*] — **782** [*1271/01*]
Singaporean Notices 7/72–73/01 and 7/75/01 (*HH.521/400/09*).

3070 CHINA, South–East Coast — Hong Kong — Ha Mei Wan — Buoyage; Maritime limit; Depths; Berth; Obstructions; Works

Insert the accompanying block, showing amendments to buoyage, maritime limit, depths, berth, obstructions and works in progress areas, centred on: 22° 12′·2N., 114° 06′·0E.

Chart [*Last correction*].— **1918** (INT 5512) [*2383/01*]
Hong Kong Notice 11/39/01 (*HH.550/410/05*).

3071 CHINA, East Coast — Huang Hai — Haizhou Wan and Rizhao Gang — Depths; Lights; Fairway; Restricted area

Insert the accompanying block, showing amendments to depths, lights, fairway and restricted area, centred on: (*a*) 35° 02′·00N., 119° 29′·00E.
depth 4_6 m enclosed by 5m contour (*b*) 35° 20′·79N., 119° 32′·71E.

Chart [*Last correction*].— **1253 (plan, Rizhao Gang)** (*b*) **& 1253** (*a*) [*1393/01*]
Light List Vol. F, 2000/01, 3805, 3805.5
Chinese Chart 12570 (*HH.548/500/03*).

3127 CHINA, South–East Coast — Approaches to Shantou — Qiwang Wan — Buoy

Insert E. cardinal pillar light–buoy, *Q(3)10s LPG 1* 23° 12′·17N., 116° 46′·79E.

Chart [*Last correction*].— **854 (plan, Approaches to Shantou)** [*356/01*] — **1760** [*2834/01*] — **1962** [*2225/01*]
Chinese Notice 10/129/01 (*HH.548/448/05*).

3128 CHINA, South–East Coast — Taiwan Strait — Southern Approaches to Xiamen Gang — Submarine cables

Insert	submarine cable joining:	(*a*)	24° 22′·19N., 118° 07′·46E.
		(*b*)	24° 20′·79N., 118° 08′·90E.
		(*c*)	24° 19′·16N., 118° 10′·21E.
		(*d*)	24° 17′·68N., 118° 11′·71E. (E. border)
		(*e*)	24° 15′·05N., 118° 14′·37E.
		(*f*)	24° 12′·85N., 118° 15′·55E.
		(*g*)	24° 09′·05N., 118° 16′·81E.
		(*h*)	23° 54′·92N., 118° 30′·37E. (E. border)
		(*i*)	23° 49′·60N., 118° 35′·46E.
		(*j*)	23° 46′·29N., 118° 30′·37E. (E. border)
		(*k*)	23° 16′·17N., 117° 44′·53E. (E. border)
		(*l*)	23° 10′·17N., 117° 35′·24E. (S. border)
		(*m*)	23° 08′·66N., 117° 33′·00E. (S. border)
		(*n*)	22° 36′·99N., 116° 45′·15E
Delete	former submarine cable joining:	(*o*)	24° 16′·00N., 118° 13′·37E.
		(*p*)	24° 15′·05N., 118° 14′·30E.
		(*q*)	24° 06′·14N., 118° 19′·04E.
		(*r*)	24° 03′·18N., 118° 22′·00E.

Chart [*Last correction*].— **3449** (*a–d*) [*2332/01*] — **1767** (*a–c,e–h,j,l,o–r*) [*2834/01*] — **1760** (*c,e–g,i,m*) [*3127/01*] — **1962** (*k,n*) [*3127/01*]
Chinese Charts 14300, 14310, 14370 and 15010 (*HH.554/400/02*).

3129 CHINA, East Coast — Taiwan Strait — Xiamen Gang Southeastwards and Northeastwards — Submarine cable

Insert	submarine cable joining:	(*a*)	24° 22′·48N., 118° 07′·50E.
		(*b*)	24° 18′·71N., 118° 11′·13E.
		(*c*)	24° 18′·24N., 118° 11′·71E. (E. border)
		(*d*)	24° 16′·00N., 118° 14′·48E. (chart 1767, existing cable)
		(*e*)	24° 09′·50N., 118° 22′·00E. (existing cable)
		(*f*)	24° 06′·99N., 118° 24′·94E.
		(*g*)	24° 05′·73N., 118° 30′·37E. (E. border)
		(*h*)	24° 02′·31N., 118° 44′·85E.
		(*i*)	24° 12′·25N., 119° 08′·80E.
		(*j*)	24° 33′·93N., 119° 30′·05E. (S. border)
		(*k*)	25° 00′·00N., 119° 56′·20E. (N. border)
		(*l*)	25° 56′·50N., 120° 51′·40E.
		(*m*)	26° 02′·00N., 120° 54′·02E. (S. border)
		(*n*)	26° 20′·04N., 121° 02′·65E.
		(*o*)	26° 24′·00N., 121° 04′.93E. (N. border)
		(*p*)	26° 36′·90N., 121° 12′·50E.
		(*q*)	26° 58′·00N., 121° 27′·40E.
		(*r*)	27° 28′·77N., 121° 48′·73E. (S. border)
		(*s*)	27° 36′·40N., 121° 53′·71E. (S. border)
		(*t*)	27° 39′·30N., 121° 55′·60E.
		(*u*)	27° 50′·67N., 122° 04′·16E. (chart 1754, N. border)
		(*v*)	27° 56′·15N., 122° 08′·42E. (E. border)
		(*w*)	28° 05′·75N., 122° 16′·00E.

Chart [*Last correction*].— **3449** (*a–c*) [*3128/01*] — **1767** (*a,b,d–g*) [*3128/01*] — **1760** (*b,d,f,h,i,k*) [*3128/01*] — **1761** (*j,l,n,o*) [*2387/01*] — **1754** (*m,n,p,q,t,u*) [*1948/01*] — **1721** (*s–v*) [*635/01*] — **1759** (*r,t,w*) [*1167/01*]
Chinese Charts 10013, 14100, 14300 and 14310 (*HH.554/400/02*).

3130 CHINA, South–East Coast — Xiamen Gang — Huoshao Yu Northwards — Buoy

Insert special pillar light–buoy with topmark, *Mo(Y)Y.12s* 24° 29′·99N., 118° 03′·90E.

Chart [*Last correction*].— **3449** [*3129/01*]
Chinese Notice 10/136/01 (*HH.548/456/03*).

3131 CHINA, East Coast — Dong Hai — Minjiang Kou — Chuanshi Dao Southwestwards — Buoy

Insert W. cardinal pillar light–buoy, *Q(9)15s*,
(main sheet, W. cardinal pillar light–buoy, *Q(9)*) 26° 07′·373N., 119° 39′·470E.

Chart [*Last correction*].— **2400 (plan, Minjiang Kou) & 2400** [*634/01*]
Chinese Notice 12/146/01 (*HH.548/462/02*).

3132 CHINA, East Coast — Pingyang Zui Southsoutheastwards — Wreck

Insert 27° 25′·4N., 120° 41′·9E.

Chart [*Last correction*].— **1754** [*3129/01*]
Chinese Notice 12/139/01 (*HH.548/460/03*).

3133 CHINA, East Coast — Chang Jiang — Approaches to Shanghai — Huangpu Jiang — Mooring buoys

Delete ‘S14’
(*a*) 31° 19′·72N., 121° 33′·30E.
(*b*) 31° 15′·41N., 121° 32′·34E.
(*c*) 31° 15′·07N., 121° 31′·75E.
(*d*) 31° 14′·96N., 121° 31′·14E.
(*e*) 31° 12′·33N., 121° 29′·90E.

Chart [*Last correction*].— **1601 (panel A)** (*a*) **(panel B)** (*a–d*) **& (panel C)** (*e*) [*3123/00*]
Chinese Notice 12/137/01 (*HH.548/473/07*).

3134 CHINA, East Coast — Chang Jiang — Chongming Dao Eastwards — Obstruction

Delete Obstn least depth 3_6 m 31° 31′·90N., 122° 38′·00E.

Chart [*Last correction*].— **1602** [*2047/01*] — **1199** [*1392/01*] — **3480** [*2841/01*]
Chinese Chart 10012 (*HH.548/468/03*).

3135 CHINA, East Coast — Changjiang Kou Northeastwards and Southeastwards — Obstruction; Wreck

Insert *Obstn* 32° 33′·0N., 122° 47′·7E.
Delete PA 30° 47′·55N., 124° 37′·00E.

Chart [*Last correction*].— **3480** [*3134/01*]
Chinese Chart 10012 (*HH.555/400/03*).

3136 CHINA, East Coast — Yellow Sea — Lianyungang Eastwards and Southeastwards — Obstructions; LANBY; Buoy

Insert *Obstn* 33° 27′·80N., 124° 45′·00E.
33° 27′·50N., 125° 03′·30E.
33° 23′·80N., 124° 44′·20E.
33° 14′·30N., 124° 41′·60E.
33° 08′·90N., 124° 35′·30E.

Substitute yellow , *Mo(O)Y.12s*, for special pillar light–buoy
with topmark, Fl(3)Y. 35° 04′·90N., 123° 44′·80E.

Chart [*Last correction*].— **3480** [*3135/01*]
Chinese Chart 10012 (*HH.556/400/02*).

3145 MALAYSIA — Sabah, North–East Coast — Pelabuhan Sandakan — Allard Bank — Light–beacon

Insert starboard–hand light–beacon with topmark, *Fl.G.5s7m5M* (*a*) 5° 49′·40N., 118° 05′·70E.
starboard–hand light–beacon with topmark, *Fl.G.5s5M* (*b*) 5° 49′·33N., 118° 05′·95E.

Chart [*Last correction*].— **950** (*a*) [*247/94*] — **1649** (*b*) [*492/99*]
Light List Vol. F, 2000/01, 1986.5
Marine Department, Sabah Notice 10/01 (*HH.518/675/03*).

3072 JAPAN — Honshū, South Coast — Atsumi Wan — Toyohashi — Dredged area; Depths

Insert	the accompanying block, showing amendments to dredged area and depths, centred on:		34° 42′·80N., 137° 18′·80E.

Chart [*Last correction*].— **3649 (plan, Gamagōri and Toyohashi)** [*2735/01*]
Japanese Notices 20/697–698/01 (*HH.563/417/03*).

3137 JAPAN — Nansei Shotō — Amami–Ō Shima — Naze Kō — Lights; Breakwater

Insert	⊙ *Y.Lts*	(*a*)	28° 24′·150N., 129° 30′·265E.
	breakwater, double firm line, width 20m, joining:		28° 24′·165N., 129° 30′·337E.(✪)
			(*a*) above

Chart [*Last correction*].— **3229 (plan, Naze)** [*2226/01*]
Japanese Notice 25/941/01 (*HH.566/410/03*).

3138 JAPAN — Seto Naikai — Suō Nada — Naga Shima, Ushi Shima and Uma Shima — Fish havens

Insert			33° 48′·15N., 132° 03′·32E.
			33° 50′·48N., 132° 01′·33E.
			33° 53′·45N., 132° 02′·45E.

Chart [*Last correction*].— **2874** [*2835/01*]
Japanese Notices 23/831–832/01 (*HH.568/415/06*).

3139 JAPAN — Seto Naikai — Hiroshima Wan and Approaches — Yashiro Shima Northwards and Tsuwaji Shima Southwards — Wrecks; Fish haven

Insert	*PA*		33° 57′·83N., 132° 17′·83E.
			33° 58′·34N., 132° 18′·38E.
Delete		(*a*)	33° 56′·84N., 132° 31′·12E.

Chart [*Last correction*].— **3602** [*1803/01*] — **3603** (*a*) [*1803/01*]
Japanese Chart W142 (*HH.568/448/04*).

3140 JAPAN — Seto Nakai — Hiroshima Wan — Iwakuni to Ōno Seto — Works; Submarine pipelines; Light; Legend

Insert	legend, *Works in progress (2001)*, centred on:	(*a*)	34° 07′·81N., 132° 15′·15E.
	submarine pipeline, joining:	(*b*)	34° 13′·36N., 132° 14′·38E.(shore)
		(*c*)	34° 13′·53N., 132° 14′·38E.
		(*d*)	34° 13′·53N., 132° 14′·70E.
		(*e*)	34° 13′·42N., 132° 14′·88E.
		(*f*)	34° 12′·91N., 132° 15′·23E.
			(existing pipeline)
	✪ *Fl.G.3s7m3M*	(*g*)	34° 16′·12N., 132° 15′·82E.
Delete	former submarine pipeline, joining:	(*h*)	(*f*) above
		(*i*)	34° 12′·96N., 132° 14′·68E.(shore)
	legend, (Seaplane Landing Area)	(*j*)	close S. of (*a*) above

Chart [*Last correction*].— **3469 (plan, Iwakuni)** (*b–f,h,i*) [*2334/01*] — **3602** [*3139/01*]
Light List Vol. F, 2000/01, 5675.9
Japanese Chart W113 (*HH.568/450/02*).

3141 JAPAN — Honshū, South Coast — Shimizu Kō — Okitsu No 1 Southeastwards — Breakwater; Legend

Insert	breakwater, double pecked line, width 13m, joining:	(*a*)	35° 02′·448N., 138° 31′·233E.
		(*b*)	35° 02′·315N., 138° 31′·015E.
	legend, *Under construction*, orientated SW./NE., centred on:		adjacent to (*a*)–(*b*) above

Chart [*Last correction*].— **2958** [*2736/01*]
Japanese Notice 26/981/01 (*HH.563/422/02*).

3142 KOREA, South Coast — Kwangyang Hang — Myodo Sudo, Myodo Eastwards and Songdo Northeastwards — Depths; Legend

Insert	depth 9_8 m	(*a*)	34° 51′·53N., 127° 44′·40E.
	depth 9_9 m	(*b*)	34° 51′·38N., 127° 44′·35E.
	depth 9_1 m	(*c*)	34° 51′·24N., 127° 44′·34E.
	depth 2_8 m enclosed by 5m contour		34° 52′·97N., 127° 38′·50E
	legend, *(Marked by light–buoys Fl(4)Y.8s*), centred on:		34° 52′·38N., 127° 44′·60E
Delete	depth 8_3 m		close N. of (*a*) above
	depth 6_4 m		close SE. of (*b*) above
	depth 7_1 m		close N. of (*c*) above

Chart [*Last correction*].— **3390** (INT 5362) [*2342/01*]
Korean Notices 19/181/01 and 23/232/01 (*HH.557/444/05*).

3143 KOREA, East Coast — Mukho Hang Eastwards — Data buoy

Insert	special pillar light–buoy with topmark, *Fl.Y.4s ODAS*	37° 32′·7N., 130° 00′·0E.

Chart [*Last correction*].— **3480** [*3136/01*] — **2347** [*2841/01*]
Korean Notice 21/201/01 (*HH.559/003/02*).

3144 RUSSIA, Pacific Coast — Zaliv Nakhodka — Bukhta Vrangelya — Vostochnyy Port — Light–beacons; Beacons; Legend

Substitute	light–beacon, *F.R.6M*, for beacon	(*a*)	42° 44′·060N., 133° 05′·733E.
		(*b*)	42° 43′·945N., 133° 06′·033E.
Amend	legend to, *Leading Lts 117°*, centred on:	⟨*c*)	42° 45′·88N., 133° 00′·92E.

Chart [*Last correction*].— **3041** [*643/01*] — **3198** (*a,b*) [*3882/98*]
Light List Vol. F, 2000/01, 7568.8, 7568.81
Russian Notice 25/3678/01 (*HH.570/430/02*).

3073 AUSTRALIA — Queensland — Moreton Bay — Moreton Island Northwestwards to Peel Island Westwards — North East Channel, Brisbane Road, Rous Channel and Cleveland Point Northwards and Southwards — Depths; Buoyage; Light–beacons; Beacons

Insert	the accompanying block, showing amendments to depths and buoyage, centred on:	(*a*)	26° 59′·8S., 153° 21′·6E.
		(*b*)	27° 00′·6S., 153° 21′·8E.
	the accompanying block, showing amendments to light–beacons, centred on:	(*c*)	27° 16′·4S., 153° 14′·1E.
	port–hand light–beacon with topmark, *Fl.R.4s*	(*d*)	27° 29′·39S., 153° 16′·50E.
	starboard–hand light–beacon with topmark, *Fl.G.2·5s*	(*e*)	27° 30′·14S., 153° 16′·87E.
	S. cardinal beacon	(*f*)	27° 32′·70S., 153° 17′·74E.
Substitute	port–hand light–beacon with topmark, *Fl(2)R.8s*, for beacon with can topmark	(*g*)	27° 32′·8S., 153° 18′·4E.
Move	port–hand light–buoy, *Fl.R.4s*, from:	(*h*)	27° 22′·61S., 153° 23′·72E.
	to:	(*i*)	27° 22′·71S., 153° 23′·65E.
	port–hand light–beacon with topmark, *Fl.R.2·5s*, from:	(*j*)	27° 32′·32S., 153° 17′·69E.
	to:	(*k*)	27° 32′·36S., 153° 17′·71E.
Delete	special beacon with topmark	(*l*)	27° 32′·7S., 153° 17′·8E.

Chart [*Last correction*].— **Aus 235** (*a*) [*1858/01*] — **Aus 236** (*b–l*) [*2526/01*]
Light List Vol. K, 2001/02, 2868, 2868.1, 2868.6, 2868.8, 2869, 2869.1
Australian Notices 11/284/01 & 12/306–307/01 (*HH.571/009/01*).

3146* SOUTH PACIFIC OCEAN — Fiji Islands — Viti Levu Northwestwards — Balmoral Reef Southwestwards — Depth

Insert	depth 5_5 fm enclosed by ◌ *Rep (2001)*, (charts 4633 and 4637, depth 10_6 m enclosed by ◌ *(2001)*), (charts 4604 and 4605, depth 10m enclosed by ◌ *(2001)*), (charts 4060 and 4061, depth 10m enclosed by ◌)	15° 57′·2S., 175° 38′·8E.

Chart [*Last correction*].— **2691** [*New Edition 2/11/00*] — **4633** (INT 633) [*4043/00*] — **4637** (INT 637) [*348/00*] — **4604** (INT 604) [*3429/00*] — **4605** (INT 605) [*2403/01*] — **4060** (INT 60) [*2916/01*] — **4061** (INT 61) [*2755/01*]
Fiji Hydrographic Office (*HH.586/400/02*).

3147 NORTH AMERICA, West Coast — British Columbia — Strait of Georgia — Deltaport — Lights

Amend	light to, *Q.Y.12m*	(*a*)	49° 01′·6N., 123° 08′·5W.
	light to, *Q.Y.19m*		250m NE. of (*a*) above

Chart [*Last correction*].— **79 (plan, Westshore Terminals and Deltaport) & 79** [*2346/01*]
Light List Vol. G, 2000/01, 5399, 5399.1
Canadian Notice 6/3463/01 (*HH.600/420/02*).

3148 SOUTH AMERICA, East Coast — Chile — Estrecho de Magallanes — Punta Arenas — Muelle Prat — Light

Amend	light to, *Fl.10s11m20M*, (chart 1694, main sheet, *Fl.10s20M*), (charts 1281 and 554, *Fl.20M*)	53° 10′·2S., 70° 54′·3W.

Chart [*Last correction*].— **1694 (plan A, Punta Arenas) & 1694** [*4923/00*] — **1281** [*1700/01*] — **554** [*2851/01*]
Light List Vol. G, 2000/01, 1436
Navarea XV 27/01 (*HH.648/430/03*).

3149 SOUTH AMERICA, East Coast — Brazil, South Coast — Baía de Paranaguá — Buoyage; Anchorage area

Insert	starboard–hand pillar light–buoy with topmark, *Fl.R.4s '1'*		25° 29′·72S., 48° 33′·50W.
	port–hand pillar light–buoy with topmark, *Fl.G.4s '2'*		25° 29′·78S., 48° 33′·52W.
	starboard–hand pillar light–buoy with topmark, *Q(2)R.4s '3'*		25° 29′·48S., 48° 34′·20W.
	port–hand pillar light–buoy with topmark, *Q(2)G.4s '4'*		25° 29′·55S., 48° 34′·21W.
	limit of anchorage area, pecked line, joining:	(*a*)	25° 29′·64S., 48° 33′·20W. (existing limit)
		(*b*)	25° 29′·99S., 48° 33′·20W. (existing limit)
Delete	former limit of anchorage area, pecked line, joining:		(*a*) above 25° 29′·66S., 48° 33′·47W. 25° 30′·01S., 48° 33′·47W. (*b*) above

Chart [*Last correction*].— **231** [*5025/00*]
Brazilian Notice 11/89/01 (*HH.656/461/04*).

3150 SOUTH AMERICA, East Coast — Brazil, South Coast — Baía de Guanabara — Ilha da Pita and Ilha Redonda de Dentro — Lights; Leading line; Dolphin

Insert	✰ *Iso.R.2s15m6M*	(*a*)	22° 48′·04S., 43° 07′·08W.
	✰ *Q.R.12m5M*		22° 48′·07S., 43° 07′·17W.
	leading line, pecked line for 0·2M, then firm line for 1·6M	(*b*)	extending in direction 253·7° from (*a*) above
	legend, *Ldg Lts 073°·7*		seaward end of (*b*) above
Substitute	□ for ✰ Q.R		22° 48′·10S., 43° 07′·21W.

Chart [*Last correction*].— **566** [*2948/01*]
Light List Vol. G, 2000/01, 0388.4, 0388.6
Brazilian Notice 11/88/01 (*HH.656/424/02*).

3151 CARIBBEAN SEA — Venezuela — Península de Paraguaná — Bahía Boca de las Piedras — Buoy

Move	isolated danger pillar light–buoy, *Fl.6s*, (plan A, *Fl*), from:	11° 42′·110N., 70° 13′·925W.
	to:	11° 42′·337N., 70° 13′·726W.

Chart [*Last correction*].— **1963 (plan C, Ensenada de las Piedras) & (plan A, Punta Salinas to Punta Cardón)** [*2647/01*]
Venezuelan Notice 11/01 (*HH.668/511/02*).

3152 CARIBBEAN SEA — Honduras, North Coast — Islas de la Bahía — Isla de Roatán and Cochino Grande — Lights

Insert	✰ *Fl.8s19M*	(*a*)	16° 18′·00N., 86° 35′·30W.
Amend	light to, *Fl.5s157m18M*, (chart 1220, *Fl.5s18M*)	(*b*)	15° 58′·55N., 86° 28′·55W.
	light to, *Fl.5s19M*		16° 16′·20N., 86° 36′·50W.

Chart [*Last correction*].— **513** (*a*,*b*) [*1658/98*] — **1220** [*2956/01*]
Light List Vol. J, 2000/01, 6007, 6008.2, 6009.6
U.S. Notice 28/28150/01 (*HH.627/415/02*).

3153* WEST INDIES — Virgin Islands — Tortola Island Southeastwards and Beef Island, North Coast — Sir Francis Drake Channel and Conch Bay — Pilot boarding place; Works

Insert	⦶ *Vessels Exceeding 6m Draught*	(*a*)	18° 24′·2N., 64° 33′·5W.
		(*b*)	18° 24′·2N., 64° 33′·0W.
	legend, *Works in progress (2001)*, centred on:	(*c*)	18° 26′·9N., 64° 32′·3W.

Chart [*Last correction*].— **2005** (*a*) [*4296/99*] — **2019** (*b*,*c*) [*3719/99*]
Admiralty List of Radio Signals Vol. 6(5), 2000/01 (30/01)
Ministry of Communications and Works, British Virgin Islands (*HH.671/430/04*).

3154 GULF OF MEXICO — Louisiana — LOOP Deepwater Port Southwards — Submarine pipeline

Insert	submarine pipeline joining:	28° 10′·1N., 89° 59′·8W. (fairway limit) 28° 12′·6N., 90° 00′·3W. (fairway limit)

Chart [*Last correction*].— **3851** [*2961/01*]
U.S. Notice 28/11340/01 (*HH.616/180/01*).

3155 GULF OF MEXICO — Florida — Tampa Bay — Alafia River Channel — Dredged depths

Amend	dredged depth to, *32½ ft (2000)*	27° 51′·08N., 82° 25′·00W.
	dredged depth to, *30½ ft*	27° 51′·34N., 82° 23′·50W.

Chart [*Last correction*].— **3848** [*963/01*]
U.S. Notice 28/11416/01 (*HH.615/480/04*).

3156 NORTH AMERICA, East Coast — South Carolina — Charleston Harbor — Cooper River — Filbin Creek Reach — Radar beacon

Insert	radar beacon, *Racon (B)*	32° 53′·50N., 79° 57′·85W.

Chart [*Last correction*].— **2809** [*2962/01*]
Admiralty List of Radio Signals Vol. 2, 2001: 96782 (30/01)
U.S. Notice 28/11524/01 (*HH.614/615/05*).

3157 NORTH AMERICA, East Coast — Bay of Fundy — Minas Basin — Avon River — Lights; Buoyage

Delete	✯ LFl.R.12s75ft11M, (main sheet, ✯ LFl.R.12s11M)	(*a*)	45° 02′·7N., 64° 08′·8W.
	✯ F.R.27ft8M	(*b*)	45° 04′·1N., 64° 10′·4W.
	MH 4 light–buoy, Q.R Bell		45° 07′·4N., 64° 13′·9W.
	MH 3 light–buoy, Fl.G Bell		45° 08′·4N., 64° 13′·8W.
	MH 2 light–buoy, Fl.R Bell		45° 10′·8N., 64° 14′·9W.
	MH light–buoy, Mo(A) Bell, (main sheet, safe water pillar light–buoy, Mo(A) Bell)	(*c*)	45° 13′·2N., 64° 15′·1W.

Chart [*Last correction*].— **353 (plan, Avon River) & 353** (*a–c*) [*1527/01*]
Light List Vol. H,2000/01, 3972, 3978
Canadian Notice 6/4140/01 (*HH.606/475/02*).

3158 NORTH AMERICA, East Coast — St. Lawrence Seaway — Montreal Harbour — Iles de Boucherville Southwestwards — Vertical clearance, Legend

Insert	vertical clearance, *138ft*	(*a*)	45° 34′·84N., 73° 30′·09W.
Delete	legend, Power (189ft)		adjacent to (*a*) above

Chart [*Last correction*].— **421** [*3742/98*] — **422 (panel C)** [*313/99*]
Canadian Notice 6/1310/01 (*HH.605/450/04*).

3159 NORTH AMERICA, East Coast — Gulf of St. Lawrence — Prince Edward Island — Tracadie Bay — Lights

Amend	light to, *Ldg 2 Iso.R*	46° 24′·5N., 63° 02′·5W.

Chart [*Last correction*].— **2034** [*4418/00*]
Light List Vol. H, 2000/01, 1154, 1154.1
Canadian Notice 6/4023/01 (*HH.604/445/02*).

3160 NORTH AMERICA, East Coast — Saint Lawrence River — Battures aux Loups Marins — Beacon

Delete	orange beacon	47° 14′·4N., 70° 25′·2W.

Chart [*Last correction*].— **314** [*3682/00*]
Canadian Notice 6/1233/01 (*HH.605/425/05*).

II

3161(P)/01 AFRICA, West Coast — Sierra Leone — Sierra Leone River and Approaches — Depths

1. Preliminary surveys have recently been conducted within the Sierra Leone River and Approaches, covering the main channel as far as approximately 13° 10′·0W. Following initial assessment, mariners are advised that significant shoaling has taken place in several areas. Some of the more important depths are as follows:

2.

Depth	Position
9_1 m	8° 32′·62N., 13° 21′·55W.
6_2 m	8° 31′·54N., 13° 18′·17W.
12_7 m	8° 30′·468N., 13° 15′·484W.
11_8 m	8° 30′·462N., 13° 17′·320W.
8_5 m	8° 30′·415N., 13° 11′·897W.
6_1 m	8° 30′·397N., 13° 11′·615W.
13_2 m	8° 30′·196N., 13° 12′·325W.
8_7 m	8° 30′·193N., 13° 11′·548W.
12_3 m	8° 30′·153N., 13° 11′·880W.
12_9 m	8° 30′·104N., 13° 13′·858W.
13m	8° 29′·800N., 13° 13′·595W.
8_8 m	8° 29′·79N., 13° 10′·48W.
9_7 m	8° 29′·515N., 13° 09′·960W.
11_7 m	8° 29′·474N., 13° 11′·853W.
8_2 m	8° 29′·404N., 13° 11′·851W.
11_9 m	8° 29′·101N., 13° 10′·301W.
13_2 m	8° 28′·72N., 13° 25′·28W.

3. Mariners are reminded that depths less than charted, other than those listed above, do exist. Accordingly, caution should be exercised when navigating in the area.
4. When full details are received these changes to depths will be included in the next New Editions of the relevant charts.

Charts affected — 614 — 625 — 623 — 686 — 601
HM Surveying Ship *Beagle* (*HH.426/400/02*).

3162(T)/01 SOUTH PACIFIC OCEAN — Nouvelle–Calédonie — Îles Loyauté — Data Buoys

A meteorological observation buoy with a mast exhibiting a white light has been established in the following positions:
20° 59′·97S., 166° 37′·44E.
20° 59′·59S., 166° 39′·57E.

Chart affected — 936
French Notice 25/09(P)/01 (*HH.585/210/02*).

In Force 28 July 2001

(Former Notice 2787/01 is cancelled)

Cancelled Notices

Area	*Notice No.*	*Area*	*Notice No.*	*Area*	*Notice No.*
2	5035/00, 2434/01	3	2805/96	4	2529/00
5	2706/98, 4134/99, 4306/99	5	4307/99, 2279/01	6	2779/01
8	4634/00, 4825/00	9	2613/98, 1722/01, 2570/01	10	1485/00
15	1573/99, 4036/99, 4139/99	15	4230/99, 4040/00, 4533/00	15	1308/01, 1309/01, 2444/01
16	2782/01	17	322/99	20	1487/00, 774/01
24	2170/01	25	2668/01		

No. of Notice	*Charts affected*	*Locality & Subject*	*Folio(s)*
1. MISCELLANEOUS			
2318/99–		Dangerous and Non–dangerous wrecks: Depth criteria	
1882/01–		Electronic Navigational Charts: Availability of UKHO produced ENCs; Cautionary guidance on the use and limitations of ENCs and associated ECDIS systems	
2. BRITISH ISLES			
1071/98–	633	Ireland, E. coast, Ardglass Harbour: Marina; Breakwater	3
2218/98–	1351	England, S. coast to Belgium, Kennack Cove to West Hinder: Submarine cable	1,7,9,16
3085/98–		British Isles, Use of DGPS: Accuracy of Charts	
1065/99–	2484	England, E. coast, River Thames, Hole Haven Creek: Depths	8
1395/99–	633	Ireland, E. coast, Malahide Inlet Channel: Reclaimed area; Marina	3
2741/99–	1777, 1765, 2049, 2424	Ireland, S. coast, Port of Cork, Approaches to The Sound, Fort Davis: Light; Leading line	2
3840/99–	2800	Ireland, E. coast, Carlingford Lough, Warrenpoint: Amendments to approach channel	3
4303/99–	2789	Ireland, SW. coast, Dingle Bay, Castlemaine Harbour: Depths	4
4672/99–		British Isles: Transfer of Admiralty Charts to a horizontal datum compatible with World Geodetic System 1984 Datum	
283/00–	1200	England, E. coast, The Wash, Approaches to King's Lynnn: Stakes	7
285/00–	2655, 2675	Ireland, S. coast to England, W. coast, Kilmore Southwards to Whitesand Bay; Submarine cable	1,2,3
358/00–	1478, 1179	Ireland, E. coast to England, W. coast, Wexford North Bay to Bude and Widemouth Bay: Submarine cables	1,2,3
690/00–	1438	Scotland, E. coast, Arbroath Harbour and approches: Dredged channel	6
942/00–	111, 156, 160, 1192, 1407	England, E. coast, Farne Islands to Newbiggin–by–the–Sea: Depths	6,7
1054/00–	1438	Scotland, E. coast, Peterhead Bay: Quay; Berths; Light; Lifeboat station	6
2233/00–	1408	England, E. coast, to Netherlands, Lowestoft to Egmond: Submarine cable	7,9
2327/00–	266, 1404, 1405, 2182B	England, E. coast to Denmark, Redcar to Fanø and Esbjerg: Submarine cable	7, 9
2421/00–	1906	Scotland, W. coast, Firth of Clyde, Kyles of Bute, Burnt Island, Eilean Buidhe Southwestwards: Depth; Buoy; Obstruction; Less water	3
2422/00–	2499	Ireland, N. coast, Lough Foyle, Lisahally Terminal: Works	3
3520/00–	2345, 777, 1148, 1149, 2565, 1178, 2655, 1123, 2649, 2675, 2	England, W. coast, Cornwall, Whitesand Bay Northwestwards, Westwards and Southwestwards: Submarine cable	1,2,6
3784/00–	1200	England, E. coast, The Wash, Approaches to King's Lynn, Old Lynn Road: Buoyage	7
3863/00–	1934	England, E. coast, River Tyne, Newcastle Harbour: Construction works	7
4036/00–	1826	Ireland, E. coast to England, W.coast, Baldoyle to Ainsdale: Submarine cable	3
4119/00–	1478, 1468, 1787, 2049, 2423, 2424, 1178, 1410, 1411, 1121, 1123, 2649, 2	Ireland, E. and S. coasts, Dublin Bay to Mizen Head Southwestwards Submarine cable	1,2,3,6
4521/00–	2499	Ireland, N. coast, Lough Foyle: Aids to navigation	3
4731/00–		British Isles, Positions on Admiralty Charts and small craft versions during the period of transfer to a WGS compatible datum	–
4823/00–	1540	Ireland. W. coast, River Shannon, The Whelps to Limerick: Depths	4
108/01–	1753, 2198	Ireland, NE. coast, Belfast Lough, Belfast Docks: Bridge; Maintained depths; Dredging; RoRo berths; Lights; Works; Light–beacons; Buoyage	3

2. BRITISH ISLES – continued

428/01–	1978, 1981, 2198, 2199, 2798, 2811, 1320, 1770, 2093, 2094, 1411, 1826, 2723, 2724, 2725, 1121, 1127, 2635, 2	England, W. coast to Ireland, NW. coast, Southport to Tory Island Westwards: Submarine cable	3,4,5,6
665/01–	1953, 1978	Wales, N. coast, Approaches to the River Dee, North Rhyl to Mostyn Docks: Dredging; Works; Harbour developments	3
768/01–	1160, 1156, 1164, 1179, 1178, 1123, 2649, 2	England, W. coast to Ireland, S. coast, Saunton Sands to Celtic Sea: Submarine cable	1,2,6
877/01–	1152, 1076, 1164, 1165, 1179, 2049, 1178, 1121, 1123, 2649, 2	England, W. coast to Celtic Sea, Burnham–on–Sea Northwards, Celtic Deep and Porcupine Sea Bight Eastwards: Submarine cable	1,2,3,6
969/01–		British Isles, Channel and North Sea: Major offshore yacht races, May – September 2001	—
1417/01–	1773, 1777, 1765	Ireland, S. coast, Port of Cork, Approaches to the Sound, Cork Harbour: Depths	2
1796/01–	1182, 1176	Wales, S. coast, Cardiff Docks and Approaches: Light	2
1977/01–	1462, 2162	Scotland, N. coast, Scrabster: RoRo berth; Reclamation; Lifeboat	6
1978/01–	1447, 1415	Ireland, E. coast, Dublin Bay: Dredging; Buoyage; Submarine pipeline	3
1986/01–	1882, 3509, 129, 1507, 2593, 3761, 266, 1191, 1405, 2182B	England, E. coast to Netherlands, Filey to Eemshaven: Submarine cable	7,9
2274/01–	2198, 2199, 1411, 2724, 1121, 2635, 2	Scotland, W. coast to Ireland, NE. coast, North Channel, Loch Ryan Northwards to Larne Eastwards: Submarine power cables	3,5,6
2436/01–	244, 213, 272, 274, 278, 1409, 2182B, 2182C	Scotland, E. coast, Bay of Cruden Eastwards, Northeastwards and Southeastwards to North Sea, Norwegian Sector, Ula Oil Field: Submarine cable	6,7
2437/01	2381, 2382, 2131	Scotland, W. coast, Firth of Clyde, Loch Fyne, Otter Spit: Less water	3
2564/01–	44	Ireland, E. coast, Annalong Harbour: Temporary closure of harbour	3
2778/01–	3298	Shetland Islands, Yell Sound: Submarine pipelines	6
2855/01–	2378, 2379	Scotland, W. coast, Loch Linne, Lismore, Lynn of Lorn: Artificial reef	5
2963/01–		British Isles: Oceanographic buoys and moorings established temporarily	–

3. NORTH RUSSIA, NORWAY, THE FAEROE ISLANDS & ICELAND

1665/96–	4101	Norway, W. coast, Halten Bank Northwestwards: Restricted area	13,15
548/97–	2280, 2273	Russia, N. coast, Arkhangel'sk: Buoyage; Depths; Anchorages; coast radar station	14
3529/99–	2308, 4101	Norway, W. coast, Asgard Oil Field: Restricted area	13,14,15
4033/99–	4101	Norway, W. coast, Asgard Oil Field: Obstruction; Anchors; Chains; Moored storage tanker	13
2037/00–	2984	Norway, S. coast, Kristiansand, Outer Approaches to Vestregapet Kristiansandsfjorden and Kvåsefjorden: Depths	12
2946/00–	2295	Norway, W. coast, Trondheim Havn, Fernjehavn: Breakwater; Lights	13
3521/00–	2967	Russia, N. coast, Barents Sea, Proliv Karskiye Vorota: Depths	14
295/01–	3882	Norway, W. coast, Bodø Indre Havn: Harbour developments; Light.	14
430/01–	2327, 2366	Norway, W. coast, Vesterålen and Andefjorden: Lights; Depth	14
970/01–	3759	Norway, W. coast, Vågsfjorden, Astafjorden, Tjeldsundet and Sandtorgstraumen: Depths; Lights; Buoyage	14
983/01–	3503, 3505	Norway, W. coast, Approaches to Namsos: Depths; Lights	14
1884/01–	3008	Norway, W. coast, Bergen Havn: Harbour developments	13
2438/01–	3524, 3529	Norway, W. coast, Approaches to Mosjøen: Depths	14

4. BALTIC SEA

4403/98–	2338	Gulf of Bothnia, Sweden, E. coast, Approaches to Gävle, Fredriksskans: Works; Lights; Buoyage; Depths	11
2933/99–	53	Gulf of Bothnia, Sweden, E. coast, Approaches to Luleå, Germandofjarden: Buoy	11
3785/00–	3143	Sweden, E. coast, Stockholms Skärgärd, Kanholmsfjärden to Gustavsberg: Submarine cable	10
3787/00–	3168	Sweden, E. coast, Södertälje and Approaches: Submarine cables	10
3864/00–	903, 2595	Sweden, W. coast, The Sound, Flintrännan: Depths	10
4206/00–	3163	Sweden, E. coast, Stockholms Skärgård, Björkö eastwards and westwards, Norrtäljeviken and Rådmansö eastwards and southwards: Submarine cables	10
4207/00–	3127	Sweden, E. coast, Stockholms Skärgård, Gräskö northwards to Norra Ljusteröwestwards and Kudoxafjärden: Submarines cables	10
110/01–	3168	Sweden, E. coast, Stockholms Skärgård, Södertäljeviken: Submarine pipeline	10
111/01–	1090	Gulf of Finland, Finland, S. coast, Approaches to Kotka, Mussalo: New Harbour; Buoyage	11
431/01–	944	Denmark, Gulborg Sund: Depths; Obstruction	10
769/01–	1079	Gulf of Finland, Finland, S. coast, Porkkalanniemi Southeastwards: Submarine cable	11
1099/01–	3163	Sweden, E. coast, Stockholms Skärgård, Björkö Eastwards and Westwards: Submarine cables	10
1203/01–	2337	Gulf of Bothnia, Ålands Hav, Finland: Light; Obstruction; Buoy	11

4. BALTIC SEA – continued

1205/01–	3436, 2224, 1079, 1080 1083, 1089, 3441, 3443, 2241, 3438	Gulf of Finland, Finland, S. coast: Restricted areas	10,11
1418/01–	3438	Finland, SW. coast, Approaches to Uusikaupunki (Nystad): Channels; Buoyage; Maximum authorised draughts; Lights	11
1517/01–	903	Denmark, The Sound, Approaches to København and Drogden: Depths; Dredged area; Wrecks; Lights; Leading line; Reclamation; Harbour developments; Restricted area; Buoyage	10
1980/01–	1079, 2241, 2248	Gulf of Finland, Finland, S. coast, Jussarö to Hästen: Depths	10,11
2275/01–	2241	Entrance to the Gulf of Finland, Estonia, Hiiumaa Westwards: Submarine cable	10
2276/01–	2241	Entrance to the Gulf of Finland, Estonia, Tallinn to Hiiumaa: Submarine cable	10
2277/01–	2241	Gulf of Finland, Tallinn to Helsinki Approaches: Submarine cable	10
2278/01–	2224, 1080	Gulf of Finland, Approaches to Helsinki: Submarine cable	11
2439/01–	2365	Germany, N. coast, Mecklenburger Bucht: Buoyage	10
2565/01–	2224, 1079, 1080, 3443 2241	Gulf of Finland, Finland, Hanko to Helsinki: Submarine cable	10,11
2566/01–	2224, 1079, 1080, 3443 2241	Gulf of Finland, Finland, Hanko to Helsinki: Submarine cable	10,11
2567/01–	3441, 3443, 2241, 2297	Gulf of Finland, Finland, Hanko to Utö: Submarine cable	10,11
2568/01–	3441, 3443, 2241, 2297	Gulf of Finland, Finland, Hanko to Utö: Submarine cable	10,11
2662/01–	3163, 3441, 2297	Sweden and Finland, Entrance to the Gulf of Bothnia and Gulf of Finland, Vö to Utö: Submarine cables	10,11
2663/01–	2276	Lithuania, Klaipeda: Buoyage	10
2856/01–	3062	Gulf of Bothnia, Finland, W. coast, Oulu: Authorised draughts; Quay Recommended tracks; Lights; Dredged area; Buoyage	11
2964/01–	3062	Gulf of Bothnia, Finland, W. coast, Kokkola and Approaches: Restricted area	11
2965/01–	2278	Russia, Kaliningradskiy Morskoy Kanal: Buoyage	10

5. NORTH SEA, NORTH & WEST COASTS OF DENMARK, GERMANY, NETHERLANDS & BELGIUM

1733/96–	2672	North Sea, Norwegian Sector, Eigersundbank Westwards: Restricted area	13
2378/96–	272, 1404	North Sea, Norwegian Sector, Ekofisk Oil Field: Buoyage; Anchoring and Fishing Prohibited areas	7,9
2110/98–	2182B	Germany, North Sea Coast to Scotland, North Coast, Ellenbogen Northwestwards to Orkney and Shetland Islands Westwards: Submarine cable	6,7,9,13
2398/98–	2182B	Germany, North Sea Coast to The Netherlands, Sylt to Castricum: Submarine cable Submarine cable	7,9
4003/98–	3510	Germany, Die Ems, Ditzum Eastwards: Flood barrage	9
4005/98–	139, 120, 1874	Netherlands, Westerschelde: Deepening	9
4314/98–	3019, 274, 291, 292, 2281, 2672	North Sea, Norwegian Sector to Norway, W. coast, Draupner and Sleipner to Karmoy, Sira Sound: Submarine cable	6,13
711/99–	295, 299	North Sea, Norwegian Sector, Statfjord Oil Field: Underwater structures	6,13
3025/99–	288, 2673, 2182C, 2182D, 4140	North Sea, Norwegian Sector, Troll Gas Field: Restricted areas	6,7,13
3026/99–	288, 2673, 2182C, 2182D	North Sea, Norwegian Sector, Troll Gas Field: Wellheads; Restricted areas	6,13
3027/99–	288, 2673, 2182C, 2182D	North Sea, Norwegian Sector, Troll Gas Field: Restricted areas	6,13
3373/99–	295, 299, 2673, 2182D, 2, 4140	North Sea, Norwegian Sector, Snorre Oil Field; Field development	6,7,13
566/00–	278, 2182B, 2182C	North Sea, UK Sector, Durward and Dauntless Oil Fields: Moored storage tanker; Field abandonment	6,7
819/00–	272, 274, 275, 291, 1119,1234, 1942, 2672, 1404, 219, 1129, 2182B, 2182C	Denmark, W. coast to Scotland, N. coast, Hinde Sande Southwards to Orkney and Shetland Islands Westwards; Submarine cable	6,7,9,13
820/00–	1351, 2147, 323, 1892, 1610, 2451, 2675,	Netherlands to France, N. coast, Katwijkaan Zee to St–Valery–en–Caux Submarine cable	1,7,9,16
1395/00–	3768, 1404, 2182B	Denmark, W. coast and Germany, North Sea coast, Hvinde Sunde southwards to Nordeney: Submarine cable	7,9
1483/00–	1507, 1405, 2182A, 2182B	North Sea, Netherlands Sector, East Friesland TSS: Buoy	7,9
3354/00–	1507, 1408, 2182B	Germany, North Sea Coast to Netherlands, Nordeney to Katwijk: Submarine cable	7,9
4035/00–		North Sea, Netherlands, Germany and Denmark: Transfer of Admiralty Charts to World Geodetic System 1984 Datum	—
4122/00–	273, 278, 2182B	North Sea, U.K. Sector, Banff Oil Field: Restricted area; Oil field development area	7
4330/00–	272, 2182B, 2, 4140	North Sea, U.K. Sector, Judy Oil Field Northwards: Obstructions; Submarine pipeline	6,7
767/01–	1408, 2672, 1404, 1405, 2182B, 2182C	North Sea, Norwegian Sector, to England, E. coast, Draupner Platform to Lowestoft: Submarine cable	6,7,9,13

5. NORTH SEA, NORTH & WEST COASTS OF DENMARK, GERMANY, NETHERLANDS & BELGIUM – continued

971/01–	1405, 2182B	North Sea, German Sector, Weiss Bank Southwestwards: Obsruction	7, 9
972/01–	3266	Germany, North Sea Coast, Die Elbe, Brokdorf to Wedel: Anchorage area; Buoyage; Spoil ground	9
1518/01–	278, 291, 2182B, 2182C	North Sea, U.K. Sector, Britannia Gas Field Southeastwards: Moored storage tanker; Submarine pipeline; Restricted areas	6,7
1626/01	294, 295, 2673, 2182C, 2182D, 2, 4140	North Sea, U.K. Sector, Alwyn North Oil Field Southwards, Bressay East Ground: Wellheads; Manifolds; Submarine pipelines	6,7,13
1797/01–	132	Netherlands, Nieuwe Maas, Prinses Christinahaven: Reclamation	9
2167/01–	274, 278, 291, 2182B 2182C, 2, 4140	North Sea, U.K. Sector, Maureen and Moira Oilfields: Platform; Single Point Mooring; Well; Restricted areas	6,7
2168/01–	112	North Sea, Netherlands, Approaches to Harlingen, Stortemelk: Buoyage	9
2435/01–		Belgium, Norway and Denmark, Antwerp, Bergen and Esberg: Sail Training Races; July–August 2001	–
2440/01–	274, 291, 2182C	North Sea, Norwegian Sector, East Brae Gas Field Southeastwards: Wells Restricted area: Moored storage tanker	6,7
3060/01–	3619	Germany, North Sea Coast, The Elbe, Cuxhaven: Light	9

6. FRANCE & SPAIN, NORTH & WEST COASTS, & PORTUGAL

450/00–	2450, 2613, 2655, 2675	France, N. coast to England, S. coast, St–Valery–en–Caux to Pentewan: Submarine cable	1,16
1484/00–	3253	Portugal, W. coast, Aveiro, Canal da Embocadura and Canal de Navegação Lights; Leading lines	18
1939/00–	1181, 1102	Spain, N.coast, Approaches to Pasajes: Current meters	17
2949/00–	2135, 2136, 2613, 2656	France, N. coast, Baie de Seine, Pointe de la Perceé Northwards: Restricted area	1,16
3445/00–	3674, 2644, 2668, 2669, 1178, 2655, 2656, 1123, 2649, 2675	France, N. coast to England, S. coast, Les Rosaires to Porthcurno: Submarine cable	1,2,16
4123/00–	3670, 3674, 2644, 2668, 2669, 2643, 2655, 20, 2649, 2675, 1104	France, N. coast to Bay of Biscay, Le Palus to La Chapelle Bank Southwestwards: Submarine cable	1,16
215/01–	3254	Portugal, W. coast, Approaches to Porto de Leixões & Rio Douro: Depths	18
566/01–	90	Spain, SW. coast, Cadiz Southwestwards: Fish havens	18
973/01–	2750	France, W. coast, Arcachon, La Passe Nord and La Passe Sud: Buoyage Drying heights; Depths	17
1627/01–	1756	Spain, W. coast, Approaches to Ria de Muros, Banco las Basoñas, Cabo Froix and Banco Bustaján: Depths	18
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UK Hydrographic Office (*HA.903/05/01/01*)

To accompany Notice to Mariners 3088/01

On Chart 2306

MARINE FARMS

Numerous marine farms exist within the area of this chart, not all of which are shown. They may be floating or fixed structures and fishing within 100 metres or sailing within 20 metres is prohibited. The farms are generally marked by buoys or beacons, which may be lit.

On Chart 2307

MARINE FARMS

Numerous marine farms exist within the area of this chart, not all of which are shown. They may be floating or fixed structures and fishing within 100 metres or sailing within 20 metres is prohibited. The farms are generally marked by buoys or beacons, which may be lit.

On Chart 3395

MARINE FARMS

Numerous marine farms exist within the area of this chart, not all of which are shown. They may be floating or fixed structures and fishing within 100 metres or sailing within 20 metres is prohibited. The farms are generally marked by buoys or beacons, which may be lit.

On Chart 3396

MARINE FARMS

Numerous marine farms exist within the area of this chart, not all of which are shown. They may be floating or fixed structures and fishing within 100 metres or sailing within 20 metres is prohibited. The farms are generally marked by buoys or beacons, which may be lit.

To accompany Notice to Mariners 3078/01

On Chart 3281

PIPELINES

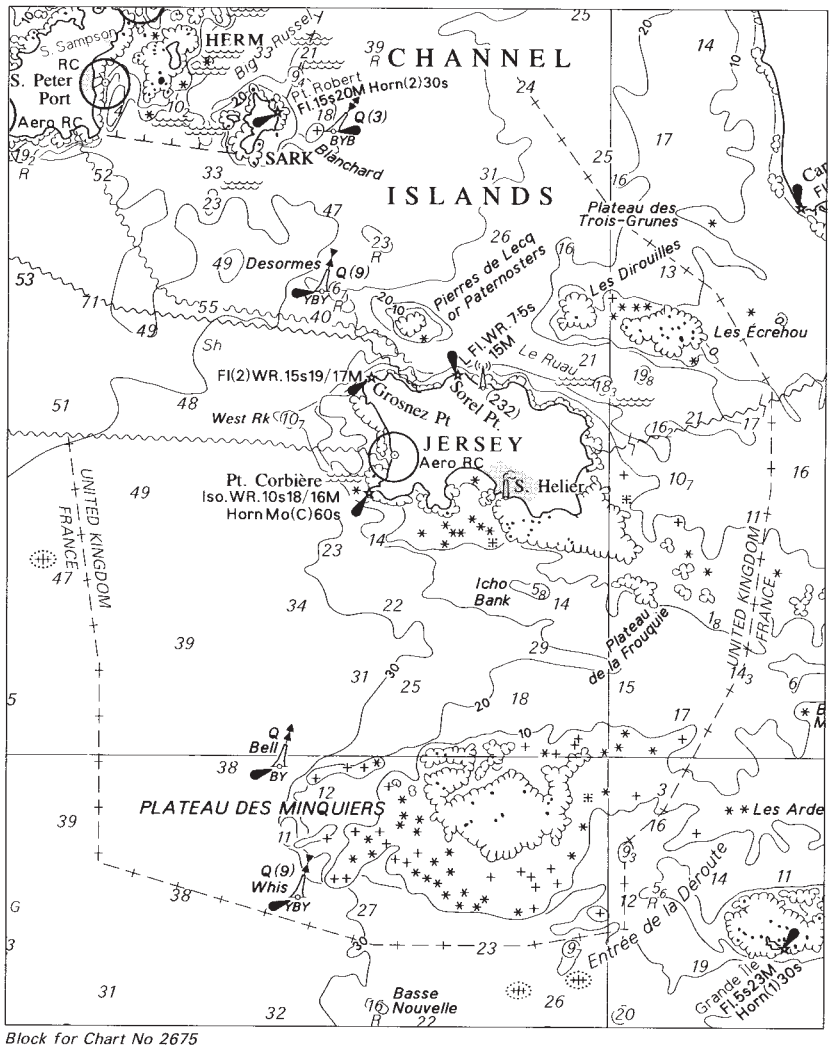
Mariners are advised not to anchor or trawl in the vicinity of pipelines. Gas from a damaged oil or gas pipeline could cause an explosion, loss of a vessel's buoyancy or other serious hazard. Pipelines are not always buried and their presence may effectively reduce the charted depth by as much as 2 metres. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger. See Annual Notice to Mariners No 24 and The Mariner's Handbook.

On Chart 3282

PIPELINES

Mariners are advised not to anchor or trawl in the vicinity of pipelines. Gas from a damaged oil or gas pipeline could cause an explosion, loss of a vessel's buoyancy or other serious hazard. Pipelines are not always buried and their presence may effectively reduce the charted depth by as much as 2 metres. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger. See Annual Notice to Mariners No 24 and The Mariner's Handbook.

To accompany Admiralty Notice to Mariners No 3067 of 2001



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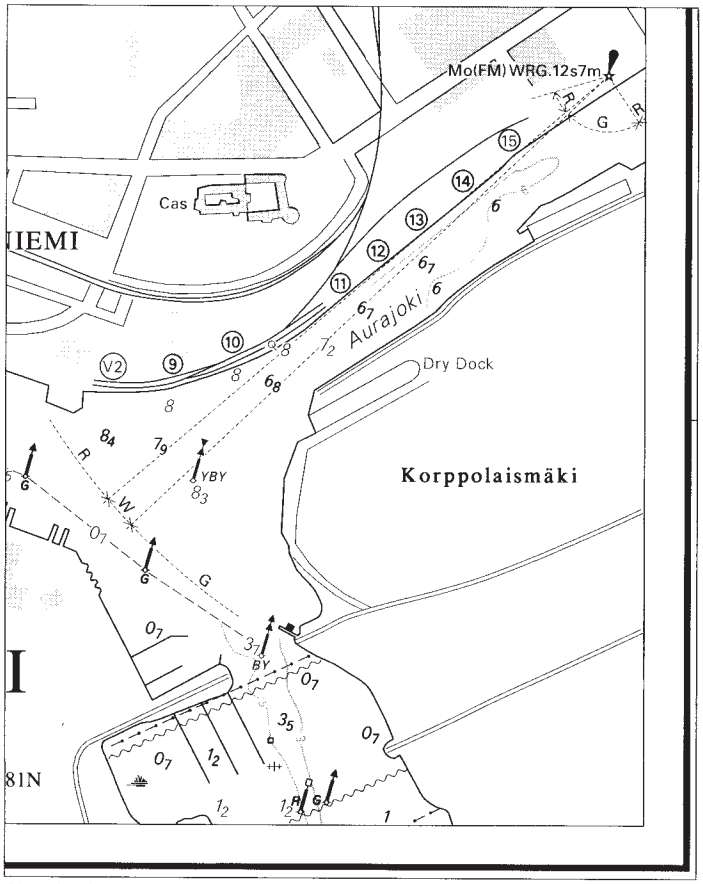

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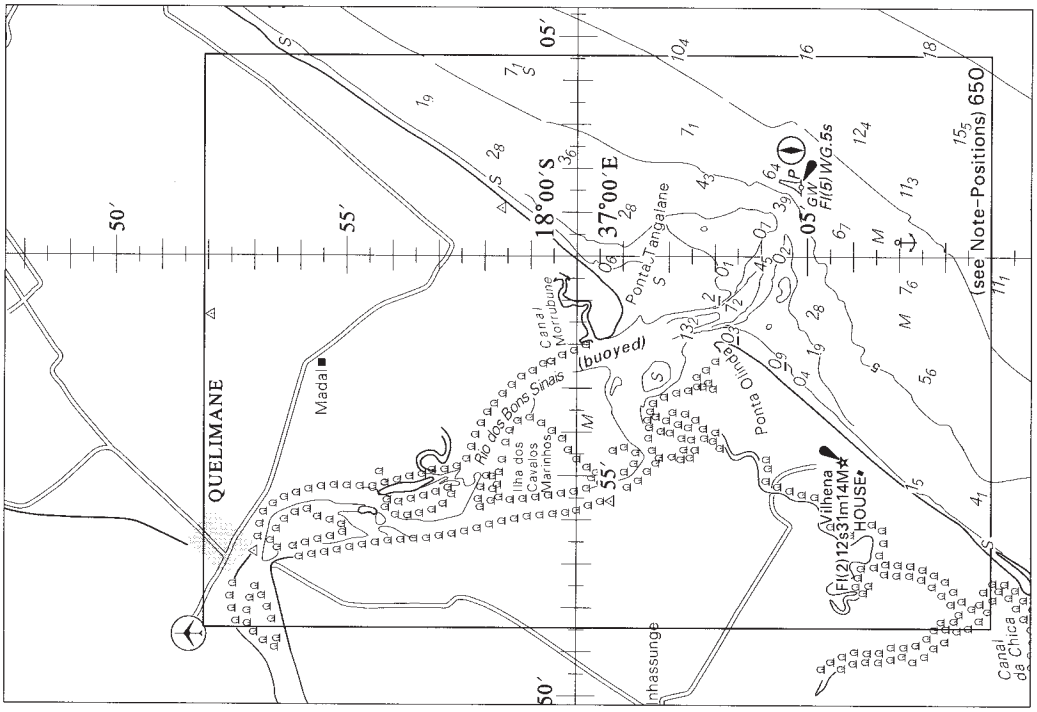

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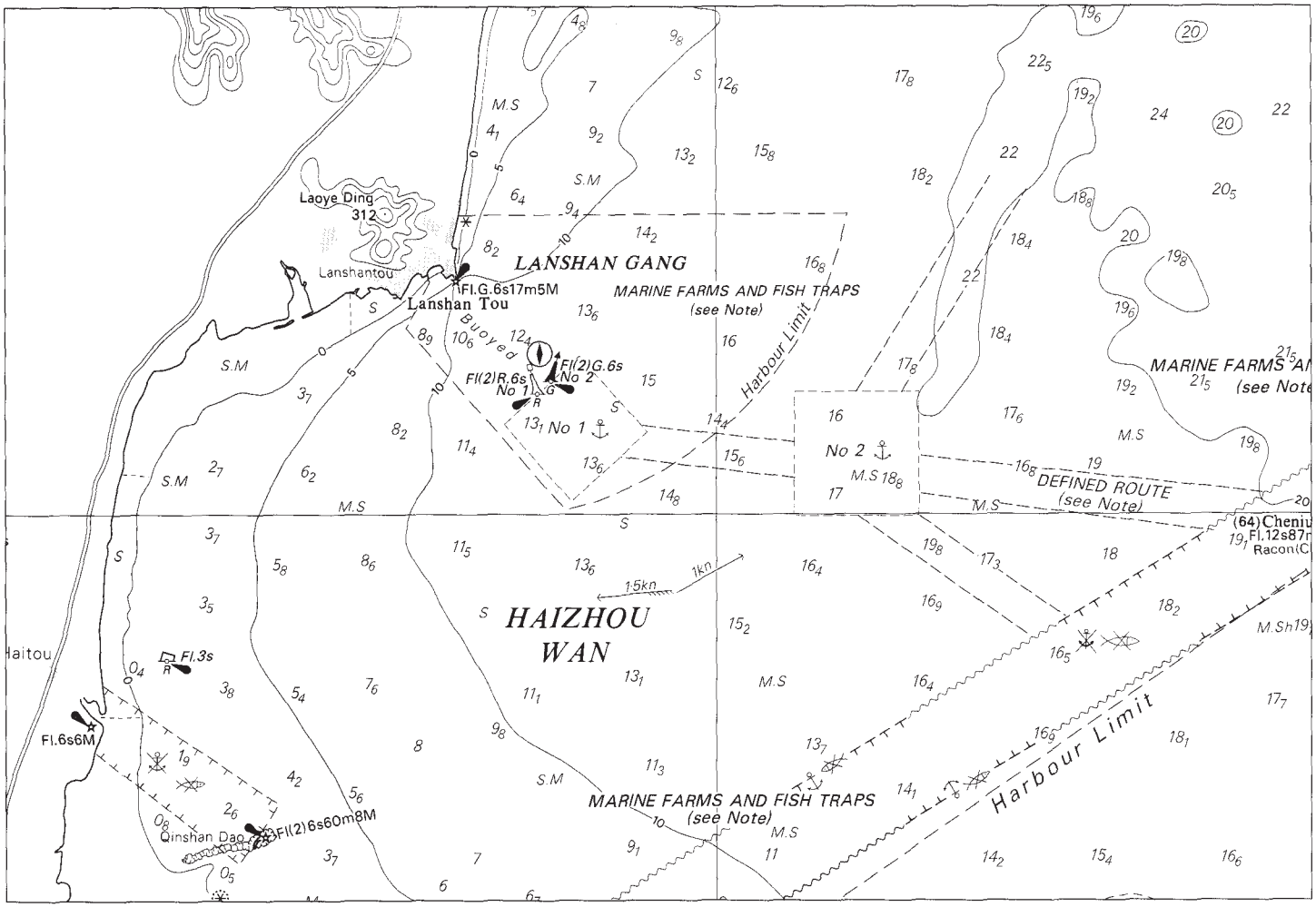

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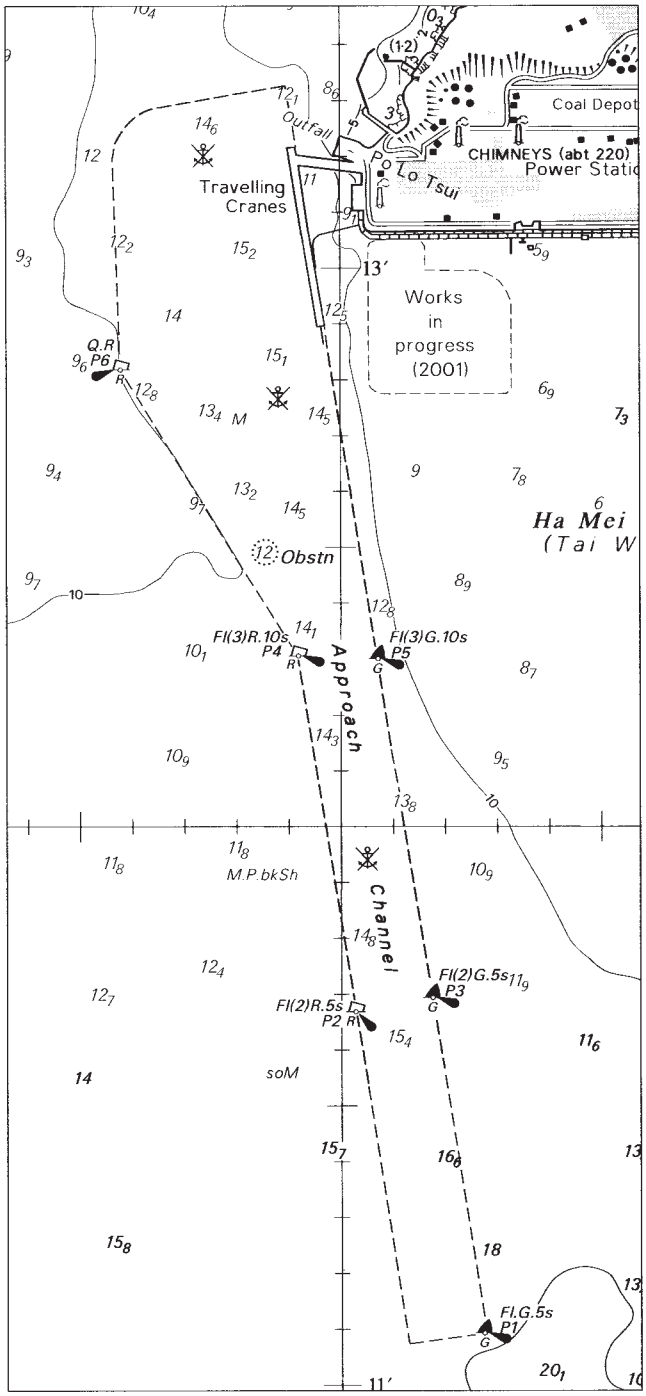

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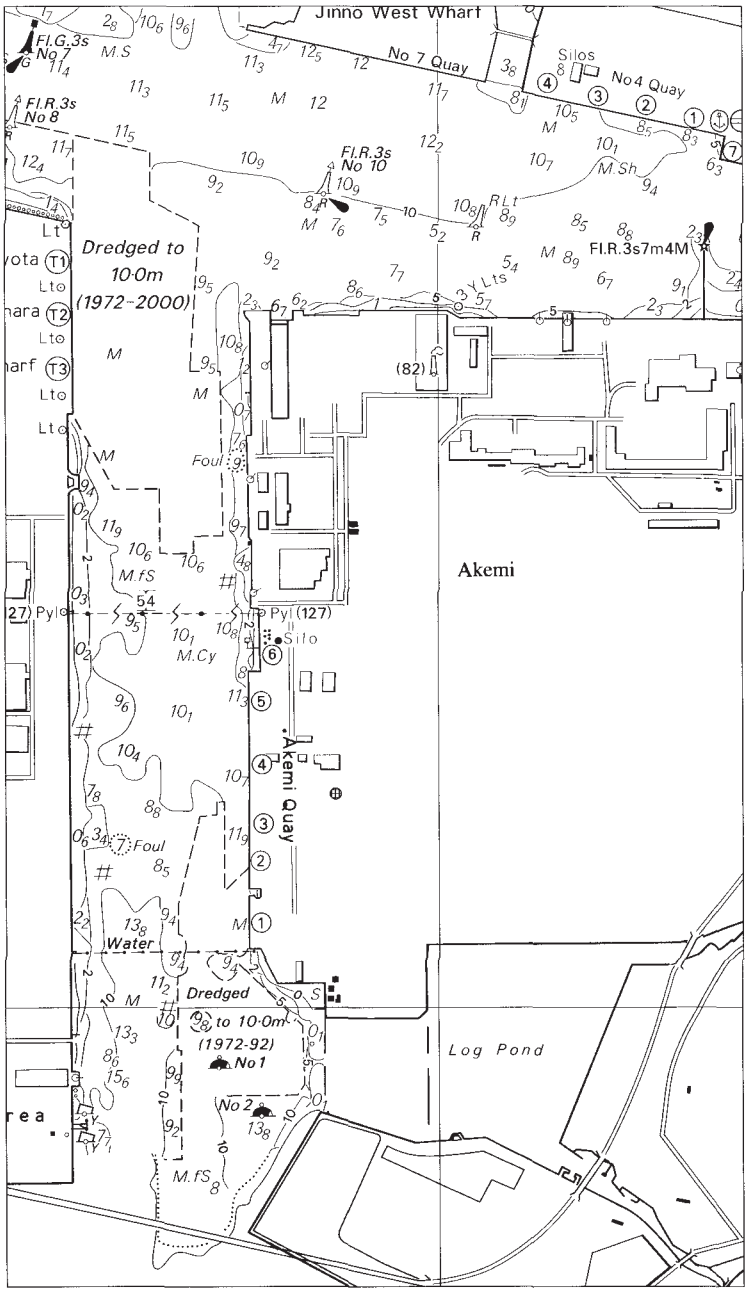

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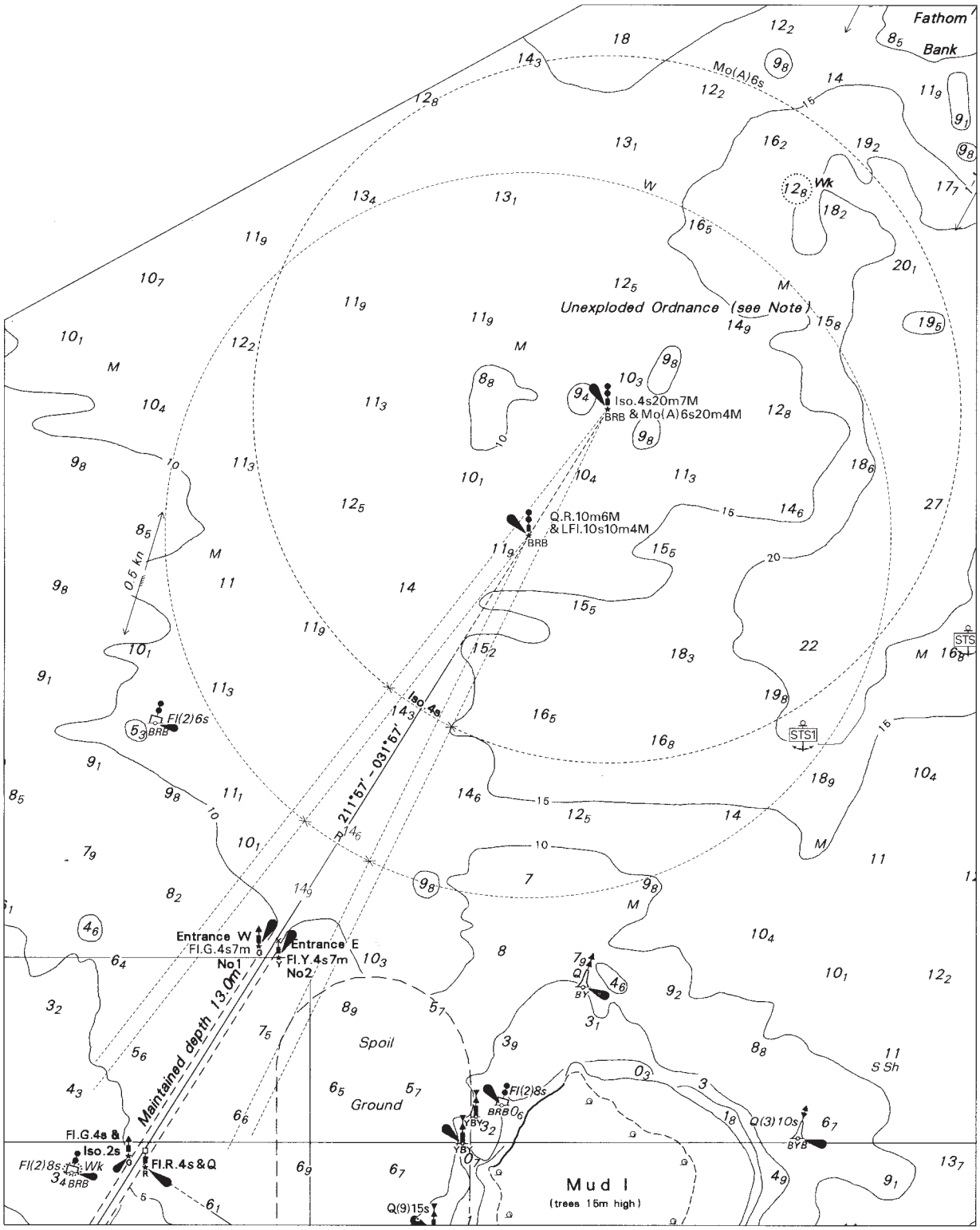

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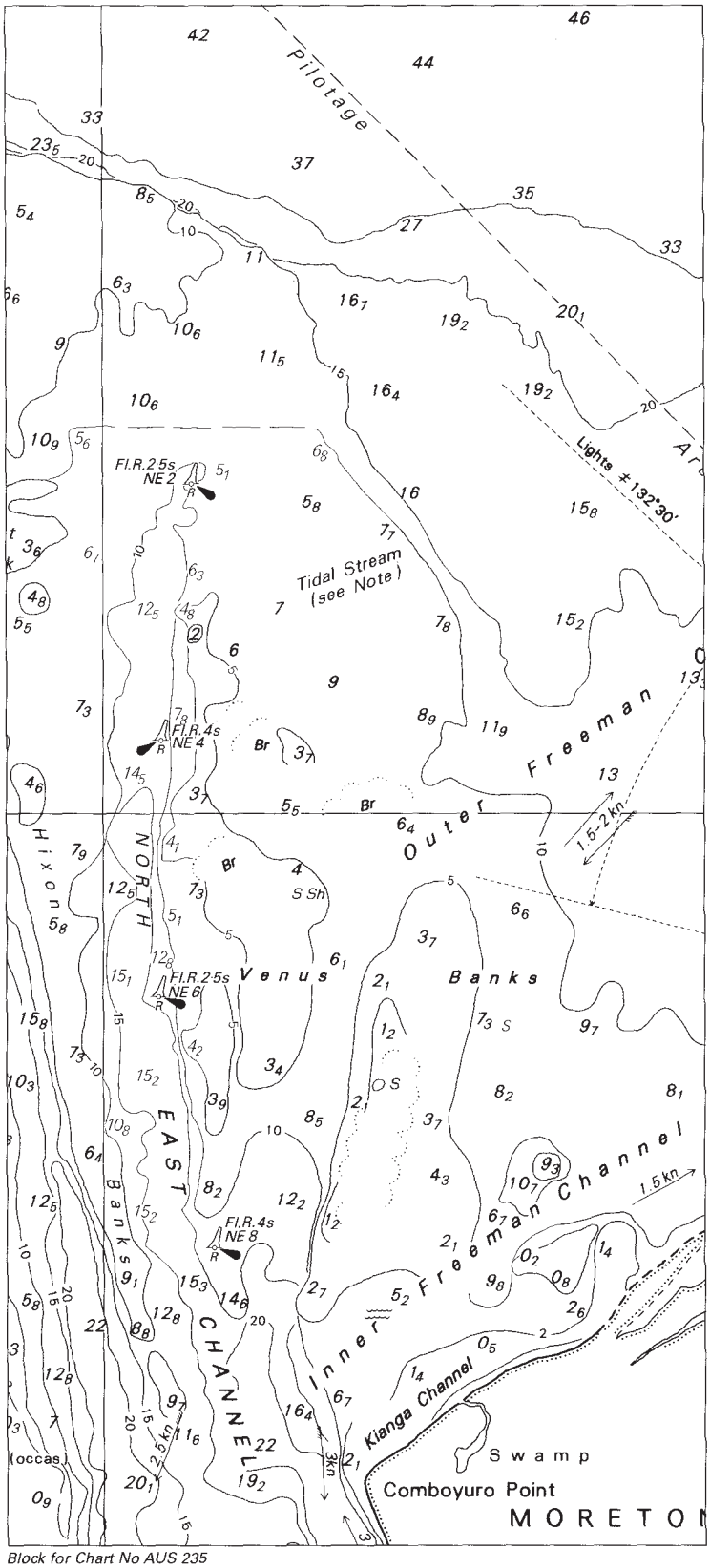
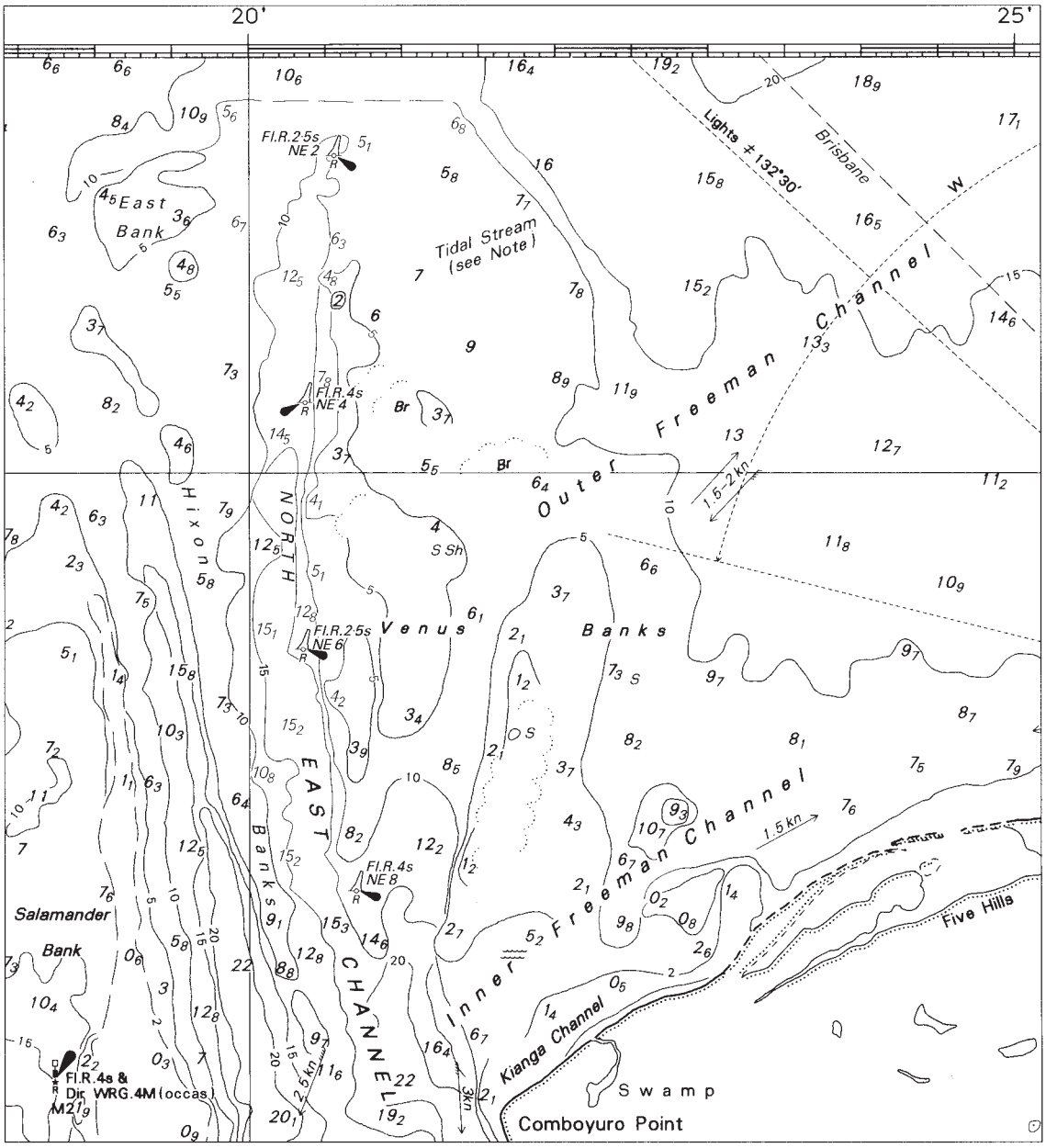


Block for Chart No AUS 235

To accompany Admiralty Notice to Mariners No 3073 of 2001



Block for Chart No AUS 236

III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 24 July 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) *31st Week 2/8/01.*
NAVAREA I warnings in force 24/7/01: 2000 series: 082 114 189 397 419 473 533.
2001 series: 062 072 088 099 101 114 116 144 151 152 170 178 179 181 222 230 239 251 252 258 266 268 269 272 274 275 281 283 291 294 296 297 298 299.

289 Cancelled.

290 Cancelled.

291 GULF OF BOTHNIA. Ålands Hav, Southern Approaches. Chart BA 2297. Shoal depth 8_1 metres reported 59°39′·45N 20°11′·57E. Other depths, less than those charted, located in area. Shipping advised to transit area via the charted 18 metre Deep Water Route.

292 Cancelled.

293 Cancelled.

294 ENGLAND, East Coast. Thames Estuary. Sunk Sand. Chart BA 1975. Little Sunk Beacon 51°41′·9N 001°24′·8E destroyed.

295 Cancelled. Cancel 177/01.

296 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 241000z Jul 01.

NEW	53°02′·2N	001°52′·6E	Ensco 80
	53°25′·2N	003°49′·5E	Noble Piet Van Ede
	53°49′·4N	002°40′·4E	Santa Fe Monarch
	53°50′·0N	004°10′·6E	Noble Al White
	54°09′·3N	003°59′·3E	Glomar Adriatic 11
	54°40′·4N	004°23′·4E	Ensco 100

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

2. Cancel 285/01.

297 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 241000z Jul 01.

	55°31′·8N	005°00′·4E	Maersk Endeavour
	56°10′·8N	004°05′·0E	Noble Kolskaya
	56°14′·6N	003°58′·0E	Ensco 70
	56°23′·7N	002°15′·3E	Borgny Dolphin
	56°29′·3N	004°59′·6E	Noble George Sauvageau
	56°51′·0N	002°15′·3E	Galaxy 1
	56°54′·5N	001°13′·2E	J. W. McLean
	57°04′·9N	002°05′·2E	Sedco 714
	57°14′·0N	001°37′·3E	Santa Fe 140
	57°30′·8N	000°20′·4E	Ocean Nomad
	57°59′·3N	000°06′·0W	Ocean Princess
	58°10′·6N	001°22′·6W	Santa Fe 135
NEW	58°11′·9N	000°08′·1E	Maersk Jutlander
	58°12′·5N	000°18′·5E	Glomar Arctic 4
NEW	58°17′·1N	000°28′·0E	Noble Ton Van Langeveld
	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°18′·8N	001°33′·5E	Bredford Dolphin
	59°26′·0N	001°40′·9E	Glomar Arctic 3
	59°32′·5N	001°39′·5E	Borgsten Dolphin
	59°34′·9N	001°39′·3E	Stena Spey
	59°42′·4N	002°18′·6E	Scarabeo 6
	59°42′·5N	002°40′·0E	West Epsilon

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

2. Cancel 286/01.

298 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 241000z Jul 01.

	60°18′·0N	004°09′·9W	Stena Dee
	60°18′·7N	004°20′·3W	Jack Bates
	60°20′·1N	004°02′·2W	Transocean Leader
	60°28′·0N	001°45′·6E	Transocean John Shaw
	60°31′·8N	004°11′·5W	West Navion
	60°48′·5N	003°33′·3E	Polar Pioneer
	60°48′·5N	003°35′·7E	West Venture
	60°51′·4N	002°39′·0E	Maersk Gallant
	60°55′·9N	003°39′·9E	West Vanguard
	61°02′·0N	001°07′·8E	Sedco 712
	61°03′·3N	002°04′·4E	Transocean Wildcat
NEW	61°07′·4N	002°14′·7E	Deepsea Trym
	61°18′·6N	001°02′·5E	Ocean Guardian
	61°23′·9N	002°04′·1E	Bideford Dolphin
	61°31′·6N	002°12′·7E	West Alpha
	63°18′·0N	005°59′·2E	Transocean Arctic
	64°58′·6N	007°37′·6E	Transocean Winner
	65°09′·9N	006°43′·9E	Transocean Searcher
	65°10′·1N	006°28′·1E	Scarabeo 5
	65°17′·2N	007°18′·2E	Transocean Prospect
NEW	65°48′·3N	006°44′·5E	Byford Dolphin
	66°04′·5N	008°14′·4E	Borgland Dolphin

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

2. Cancel 287/01.

299 RIGLIST. South and West Coasts of the British Isles. Correct at 241000z Jul 01.

53°36′·1N	003°25′·1W	Santa Fe Monitor
54°00′·0N	003°45′·5W	Ensco 72
54°19′·2N	011°04′·2W	Sedco 711
60°30′·8N	005°11′·1W	Sovereign Explorer

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

2. Cancel 288/01.

Cancel 220/01. ANM 2677/01 refers.

(2) Navarea II (E Atlantic) *31st Week 2/8/01.*
Edited Navarea II warnings in force 24/7/01: NIL.
270 to 276 received.

(3) Navarea III (Mediterranean) *31st Week 2/8/01.*
Edited Navarea III warnings in force 24/7/01: NIL.
331 to 340 received.

(4) Navarea IV (NW Atlantic) *31st Week 2/8/01.*
Edited Navarea IV warnings in force 24/7/01: NIL.
266 to 277 received.

(5) Navarea V (W Atlantic) *31st Week 2/8/01.*
Edited Navarea V warnings in force 24/7/01: 923/97, 568/98, 055/01, 582/01.
Nil received.

(6) Navarea VI (SW Atlantic) *31st Week 2/8/01.*
Edited Navarea VI warnings in force 24/7/01: 101/01, 175/01.
Nil received.

(7) Navarea VII (SE Atlantic) *31st Week 2/8/01.*
Edited Navarea VII warnings in force 24/7/01: NIL
083 to 091 received.

(8) Navarea VIII (Indian Ocean) *31st Week 2/8/01.*
Edited Navarea VIII warnings in force 24/7/01: 388/00, 268/01, 421/01.
425 to 436 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) *31st Week 2/8/01.*
Edited Navarea IX warnings in force 24/7/01: 093/01.
139 to 145 received.

(10) Navarea X (Australia, New Guinea) *31st Week 2/8/01.*
Edited Navarea X warnings in force 24/7/01: 020/00.
019 to 021 received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) *31st Week 2/8/01.*
Edited Navarea XI warnings in force 24/7/01: 352/01.
373 to 392 received.

(12) Navarea XII (NE Pacific) *31st Week 2/8/01.*
Edited Navarea XII warnings in force 24/7/01: 415/00.
191 to 199 received.

(13) Navarea XIII (NW Pacific) *31st Week 2/8/01.*
Edited Navarea XIII warnings in force 24/7/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) *31st Week 2/8/01.*
Edited Navarea XIV warnings in force 24/7/01: 091/01.
142 to 148 received.

Cancel 127/01. ANM 3146/01 refers.

(15) Navarea XV (SE Pacific) *31st Week 2/8/01.*
Edited Navarea XV warnings in force 24/7/01: NIL.
032 to 039 received.

Cancel 027/01. ANM 3148/01 refers.

(16) Navarea XVI (E Pacific) *31st Week 2/8/01.*
Edited Navarea XVI warnings in force 24/7/01: 151/98.
042 to 214 received.

(17) Hydropacs (Pacific, Indian Ocean) *31st Week 2/8/01.*
Edited Hydropacs in force 24/7/01: 1272/99.
1131 to 1169 received.

Cancel 725/01. ANM 2919/01 refers.

(18) Hydrolants (Atlantic, Mediterranean) *31st Week 2/8/01.*
Edited Hydrolants in force 24/7/01: 1516/94, 2002/98, 1581/00.
2011 to 2071 received.

[31/01]

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

In force 28 July 2001

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	88	Islas Canarias — Marine reserve	37/00
	106	Puerto Caballo — Leading beacons	44/00
	109	Isla de la Gomera — Leading lights discontinued	37/00
	111	Isla de la Palma — Leading lights discontinued	21/00
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	142	Approaches to Casablanca — Restricted area	33/00
	142	Approaches to Casablanca — Restricted area	18/01
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	260-261	Port D'Abidjan and approaches — Wrecks; buoyage; directions	04/00
	261	Port D'Abidjan — Directions	20/01
	288	Cotonou to Lagos — Wreck	42/00
	291	Lagos — Entrance channel; SPM	11/01
	314-315	Bonny River — Anchorage; Fairway buoy; Pilotage	42/00
	320	Bonny Offshore Oil Terminal	42/00
2	**Africa II**		
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	106	Estuaire du Gabon — Wreck	44/00
	128	River Congo entrance — Wreck	07/01
	155-156	Walvis Bay — Pilotage; buoyage; channels	46/00
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	201	Appendix 4 — Altered position	18/99
3	**Africa III**		
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	3	South Africa — Withdrawal of Decca chain coverage	15/98
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	128	Ponta Cajuais Northwards — Tanker Moorings	37/00
	139-140	Porto de Natal — Depths; anchorages; pilotage; directions	24/00
	167, 169	Porto de Salvador — Prohibited Anchorage	37/00
	187	Brazil E Coast — National Marine Parks	07/01

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	107	Paramaribo — Bridge established	05/01
	119	Morro del Puerto Santo — Light established	01/01
	132	Bahia de Pozuelos — Anchorages	39/99
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	184	Punta Palmas del Norte to Maracaibo — Overhead power cable established	42/00
	193	Puerto Bolivar — Anchorages	39/99
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(HA. 905/008/001/13) [31/01]

AMENDMENTS TO FISHERMAN'S PILOT NP 150

Section 2

Admiralty List of Lights

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2272	**Southwold** (T)	52 19·6 1 40·9	Fl(4)WR 20s	37	**W 16** R 12	White round tower 31	*(fl 0·5, ec 1) x 3, fl 0·5, ec 15.* R204°-215°(11°), W215°-001°(146°), R001°-032·5°(31·5°). Shown 24 hours.
							*
2491·5	-- Dir Lt 291°	53 38·4 0 11·9	Dir WRG	17	3	On building	F G287·5° -288·5°(1°), Al WG288·5° -290·5°(2°), F W290·5° -291·5°(1°), Al WR291·5° -293·5°(2°), F R293·5° -294·5°(1°). Shown 24 hours
*	*	*	*	*		*	*
2570·7	East Walker Dyke. No 40	53 42·4 0 39·2	F R				
			*				
2922	Forth Railway Bridge (R)	56 00·1 3 23·3	4 F W	47	5	…	On each side of the bridge. The centres of the spans are marked by W lights. R lights near the ends of the cantilevers indicate both north and south navigable channels. Shown 24 hours. The bridge is floodlit
	-	…	8 F R	47	5	…	Shown 24 hours
	*	*					*
3287	- North Base Jetty. Head	57 30·0 1 46·3	2 F G(vert)	11	1	White metal column 9	2m apart. Vis 350°-170°(180°)
	*						
3288	- Princess Royal Jetty. NW corner	57 29·8 1 47·1	Oc WRG 4s	4	2	…	*ec 1.* R020°-195°(175°), W195°-240°(45°), G240°-020°(140°)
	*						
3290·2	- Albert Quay	57 30·0 1 46·6	Fl G 2s	15	5	White □ on pole 9	*fl 0·7*
	*					*	
3291	- SOUTH HARBOUR. West Pier	57 30·2 1 46·3	Q R	7	2	Stone tower 5	Vis 000°-070°(70°)
	*						*

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001/02. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

0045	The Gear (Gear Rock)	50 06·6 5 31·6	Fl(2)W 10s	…	…	Black ☒ on black beacon, red band	
*	*	*	*	*	*	*	*
0276	- Topsham. Boat Yard Quay. Pontoon. S end	50 40·9 3 28·0	2 F G(vert)	2	…	…	PA. 2m apart
*	*	*	*	*	*	*	*
4734	- Breakwater. Head	54 13·7 4 41·5	Oc W 7s	11	6	White tower 8	*ec 2*. Shown 1800-2359
		…	Bell(4) 12s	…	…	…	*(stroke, si 2) x 3 stroke, si 2, stroke, si 6*. When vessels are expected
							*
5494·1	--- Rear. 546m from front	51 30·6 2 42·6	Q R	15	10	Black and white striped ○ on framework tower, orange bands 13	Vis 066°-078°(12°). Supplemented by a Xenon Fl W. **Xenon Fl W TE 2001**
							*
5600	**Bull Point** (T)	51 12·0 4 12·1	Fl(3)W 10s	54	**24**	White round tower 11	*(fl 0·3, ec 1·3) x 2, fl 0·3, ec 6·5*. Obscured by high ground from shore-056°. **Fl(3)W 10s *(fl 0·2, ec 1·6, fl 0·2, ec 1·6, fl 0·2, ec 6·2)* 20M (P) September 2001**
	-	…	F R	48	12	Same structure	Vis 058°-096°(38°)
							*
	CASTLECOVE HARBOUR						
6423	- Ldg Lts. Front	51 46·3 10 02·0	Oc W 2s	5	6	Square concrete pillar, white front	Synchronized with A6423·1
						*	
6423·1	-- Rear	51 46·4 10 01·8	Oc W 2s	18	6	Square concrete pillar, white front	Synchronized with A6423
						*	
	WESTCOVE HARBOUR						
6424	-	51 46·0 10 02·9	Fl R 2s	2	2	Concrete pillar	
						*	
6424·2	- Ldg Lts. Front	51 46·1 10 03·1	Fl W 2s	2	6	Concrete pillar	Synchronized with A6424·21
						*	
6424·21	-- Rear	51 46·2 10 03·2	Fl W 2s	4	6	Square concrete pillar, white front	Synchronized with A6424·2
						*	
8275·2	-- Oseberg South	60 23·4 2 47·8	Lit				
*	*	*	*	*	*	*	*

Volume B, 2001/02. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 28, dated 12th July, 2001.

0662	- Rotterdamsche Waterweg. Ldg Lts 325° 30′. No 18. Front	51 56·1 4 13·1	LFl R 8s	…	8	Red ○ on dolphin	Intens 322°-329°(7°)
	*						
0915·5	--- P26	53 10·8 5 23·8	Iso R 8s				
	*	*					
1318	- VORHAFEN. Ostmole. S elbow	54 10·4 7 54·0	Oc WG 6s	5	W 6 G 3	Green post 2	*ec 1.* W203°-250°(47°), G250°-109°(219°). **TE 2001**. Fog Det Lt
							*
2396	- Gåsungene	59 50·4 10 35·2	Fl WRG 5s	4	W 4 R 3 G 2	White lantern on piles	*fl 0·7.* G268°-355°(87°), W355°-001°(6°), R001°-011°(10°), W011°-057·5°(46·5°), G057·5°-146°(88·5°), R146°-215°(69°), W215°-224°(9°), G224°-236°(12°). Racon. Shown 1/7-10/6
	*	*			*		*
3279	- Flatskjer. W side	58 58·5 5 48·1	Iso R 2s				
			*				
3279·4	- Store Marøy. Off SE point	58 57·4 5 47·2	Iso G 6s				
			*				

Volume C, 2001/02. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

0066	**Hals Barre**	56 57·3 10 25·6	Fl W 10s	18	**18**	Red tower, white band 15	*fl 0·2.* Also shown by day when fog signal is operating. Pilot Station. Racon. Lights are shown from a Marina 6·2M N. *See* B2056
		…	Iso WRG 2s	15	W 9 R 6 G 6	Same structure	G305°-313°(8°), W313°-319°(6°), R319°-325°(6°)
			*		*		*
2054	- S Pier. Head	55 35·7 12 40·9	F R	7	4	Aluminium framework tower 2	
			*				*
4378	Reposaari. Breakwater Root. Räfsö	61 36·3 21 27·6	Q(4)WRG 6s	9	9	White lantern on metal framework tower	W085·5°-091°(5·5°), R091°-111°(20°), G291°-085·5°(254·5°). F R lights on radio mast 550m NW
	*		*	*	*		*
5243·4	Ldg Lts 331°30′. Front. Halsholmen	60 14·8 25 34·0	Q Y	14	8	Red □, yellow stripe	Vis 329·5°-333·5°(4°)
			*	*	*		*

Volume C *continued.*

5243·41	- Rear. Bässholmen	60 15·3 25 33·5	LFl Y 6s	35	8	Red □, yellow stripe	*fl 2*. Vis 329·5°-333·5°(4°). For continuation to Sillviken *see* C5248
			*	*	*		*
5248	- KLOBBUDDEN. Ldg Lts 339°. Front	60 17·2 25 32·7	Q W	37	8	Red □, yellow stripe	Vis 337°-341°(4°). *See* C5243·41
		*	*	*	*		*
5248·1	-- Rear	60 17·4 25 32·5	LFl W 6s	42	8	Red □, yellow stripe	*fl 2*. Vis 337°-341°(4°). Same structure as C5249·1
			*		*		*
5974	Rone Flase	63 04·3 18 38·7	Fl WRG 3s	13	W 10 R 7 G 6	White tower, red band 12	R176°-186°(10°), G186°-213°(27°), W213°-217°(4°), R217°-239°(22°), G239°-242·5°(3·5°), W242·5°-248°(5·5°), R248°-276·5°(28·5°), G276·5°-016°(99·5°), W016°-022·5°(6·5°), R022·5°-038°(15·5°). Shown 20/7-20/5
							*

Volume D, 2001/02. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

1723·8	*Remove from List*						
1831·2	- Arrecife de Aroña	43 38·0 8 53·9	Fl(2)W 7s	…	3	Black ⊗ on black post, red band 4	*fl 0·5. ec 1·5, fl 0·5, ec 4·5*
*	*	*	*	*	*	*	*
6954	*Remove from List*						
7324·4	- N Breakwater. Head	23 49·9 57 32·1	LFl W 10s	10	6	Grey metal mast 4	*fl 2*. **Racon (T) 2001**
							*
7362	*Abū Dhabi* (ME)	24 40·1 54 14·1	LFl W 10s	…	…	Red ○ on red and white striped pillar buoy 8	Racon
	*	*	*	*	*	*	*
7800	**Turshian Creek**	24 04·6 67 24·0	Fl(3)W 20s	46	**20**	…	**TE 2001**
							*

Volume E, 2001/02. NEW EDITION. Weekly Edition No. 31, Dated 2nd August, 2001.
NOTE: These are the first Amendments issued for the New Edition.

0056·15	-- Dique de Poniente. Head	36 30·5 4 52·5	Fl(2)R 10s	5	4	Grey concrete tower, red top 3	*fl 1, ec 2, fl 1, ec 6.* **TE 2001**
							*

Volume E *continued.*

0059	- Dique de Abrigo. Head	36 32·6 4 36·8	Fl(4)R 12s	10	4	Red pyramidal tower 4	*(fl 1, ec 1) x 3, fl 1, ec 5.* **TE 2001** *
0073·7	- Breakwater. Head	36 44·8 4 04·3 *	Fl R 4s	8	3	Red truncated tower 4	*fl 1*. **TE 2001** *
0091·3	-- Middle	36 41·7 2 47·5	LFl G 9·5s	2	2	Metal post on truncated base 1	*fl 2*. **Irreg (T) 2001** *
0091·6	-- Espigón No 1. Head	36 42·0 2 47·9	Fl(4)R 11s	3	3	Post on truncated red tower 3	*(fl 1, ec 1) x 3, fl 1, ec 4* *
0154	- Dique de Levante. Head	38 11·1 0 33·7	Fl G 5s	9	4	Green metal tower 5	*fl 0·5* *
0200·8	- Inflamables Basin. N Breakwater. Centre	39 26·9 0 18·3	Dir Iso WRG 4s *	6	1	Yellow column 4	G350°-353°(3°), W353°-005°(12°), R005°-008°(3°) *
0229·2	- Muelle Pesquero. Head	39 58·2 0 01·3 *	Fl(2+1)R 12s	5	3	Red tower, green bands 3	*fl 0·5, ec 1, fl 0·5, ec 3, fl 0·5, ec 6·5* *
0393·82	--	41 08·1 1 24·1	Fl G 5s	4	1	Green round post 2	*fl 1*. **TE 2001** *
0396·12	- Neuvo Contradique. Head	41 12·6 1 43·8	Fl(2)R 10s	15	3	Red pyramidal tower 5	*fl 0·5, ec 2, fl 0·5, ec 7.* **TE 2001** *
0439·52	- Contradique. Head	41 29·5 2 21·2	Fl R 3s	3	3	Red lantern on hut 1	*fl 0·5*. **TE 2001** *
0482	- Playa de Rosas. E Pier. Head	42 15·7 3 10·4	Q(6)+LFl W 15s	5	3	▽̸ on black beacon, yellow top	*(fl 0·5, ec 0·5) x 3, fl 2, ec 7*
*	*	*	*	*	*	*	*
0513	Saint Cyprien. Jetée Sud	42 37·2 3 02·4	Fl(4)R 15s	10	5	White column, red top, on hut 7	*(fl 0·5, ec 2) x 3, fl 0·5, ec 7.* **Iso R 4s (T) 2001** *
0786·2	-- S Spur. Head	43 16·3 6 35·2	Fl R 4s *	7	6	White mast, red top 6	*fl 1* *

Volume E *continued.*

2057	- Il-Bajja tal-Mellieha. Mellieha Rock	35 58·4 14 21·6	Lit	…	…	…	**(P) 2001**	
*	*	*	*	*	*	*		*
2058	- San Pawl Il-Bahar. Jetty. Head	35 56·9 14 23·4	Fl R 2s	8	2			
*	*	*	*	*	*	*		*
4566·5	- N Breakwater	39 50·2 26 04·6	Fl G 3s	7	3	Concrete pillar 6	*fl 0·3*	
					*			
4624	*Remove from List*							
4656·24	-- Ferry Terminal. Jetty. Head	38 19·5 26 17·8	F R					
*	*	*	*	*	*	*		*
5303·51	--- Rear. 100m from front	44 36·6 33 30·2	Oc G 2·3s	…	6	…	Ra Refl	
								*
5326	Alushta	44 40·1 34 25·0	Fl R 4s	8	4	Red metal structure, white bands 4	*fl 1*. Ra refl	
								*
5871·3	- Taşucu. S Breakwater. Head	36 18·9 33 52·9	Fl R 3s	13	7	White metal framework tower 8		
			*	*	*			
5871·32	-- N Breakwater. Head	36 19·0 33 52·9	Fl G 3s	11	7	White metal framework tower 7		
			*	*	*			
6330·4	-- Submerged Jetty. N	33 45·1 11 00·9	Fl Y 4s	3	3	Pylon	*fl 0·6*	
*	*	*	*	*	*	*		*
6330·6	--- S	33 44·9 11 00·5	Fl Y 6s	3	3	Pylon	*fl 0·6*	
*	*	*	*	*	*	*		*
6492·4	-- N corner	36 54·2 7 46·8	F R	7	2	White column		
				*	*	*		
6520·3	-- Inner Basin. W Jetty	36 53·1 6 56·4	F G	6	2	White round tower 2		
*	*	*	*	*	*	*		*
6520·31	--- E Jetty	36 53·1 6 56·5	F R	6	…	White round tower 2		
*	*	*	*	*	*	*		*

Volume E *continued.*

6525	- N Quay	36 53·3 6 54·7	F R				
*	*	*	*	*	*	*	*
6532	Stora. E Mole. Head	36 54·1 6 53·0	F G	9	2	Grey round post 9	
				*	*	*	
6553	- Inner basin. Entrance. E Jetty	36 49·5 5 46·3	F G	5	…	Black 8-sided column 3	
*	*	*	*	*	*	*	*
6554	--- W Jetty	36 49·5 5 46·2	F R	5	…	Grey 8-sided column 3	
*	*	*	*	*	*	*	*
6569	- Passe Abdelkader. S Side. Spur	36 45·0 5 05·7	F R	8	8	Round column 6	**TE 2001**
*	*	*	*	*	*	*	*
6580	Ras Corbelin	36 54·7 4 25·6	Fl(2+1)WR 15s	42	W 13	White round tower 13	*fl 0·1, ec 2·4, (fl 0·1, ec 6·15) x 2*. R001·5°-104·5°(103°), over Roches Mers-el-Farm, W104·5°-001·5°(257°). Obscured when bearing less than 266°
	*				*		
6582	- Jetty. Head	36 54·2 4 25·3	Oc(2)R 6s	6	4	White round water tower 4	*ec 1, lt 1, ec 1, lt 3*. Obscured by Cap Corbelin. **TE 2001**
				*	*	*	*
6590	- S Quay. SE corner	36 54·8 3 55·1	Oc R 4s	12	5	White round tower 10	*ec 1*. Obscured by Pointe de Dellys when bearing less than 203°
	*	*		*	*	*	
6593·4	- N Jetty. Head	36 48·4 3 33·8	F R	12	6	White round tower on square hut 7	
	*		*			*	
6596	Temenfoust. (La Pérouse). Near head of jetty	36 48·3 3 13·9	F R	10	7	White round column 7	Obscured by Cap Matifou when bearing more than 145°
					*	*	
6609	- Memorial du Martyr	36 44·8 3 04·3	*By day* F R	…	…	On monument 80	
		…	*By night* Fl R	…	…	80	
*	*	*	*	*	*	*	*
6610	- S ENTRANCE. E Breakwater. Head	36 45·8 3 04·7	Oc R 4s	12	9	White tower 7	*ec 1*. Vis 005°-312°(307°). 5 F R (vert) on each of 2 radio masts, 1·07M SSW
	*					*	*
6613	--- E side	36 46·0 3 04·3	F G	11	5	White round tower 8	Vis 285°-160°(235°)
					*	*	*

Volume E *continued.*

6616	-- N entrance. W side	36 46·3 3 04·0	F R	10	6	White round column 8	Vis 145°-025°(240°)
				*	*	*	
6624·6	- Jetée Principale. Head	36 45·8 2 51·1	Iso WG 4s	14	W 11 G 8	White column 10	W190°-129°(299°), G129°-190°(61°)
						*	*
6624·7	- N Port Entrance	36 45·9 2 51·1	F G	4	…	White column 3	
*	*	*	*	*	*	*	*
6624·75	- S Port Entrance	36 45·9 2 51·1	F R	4	…	White square structure	
*	*	*	*	*	*	*	*
6629·5	Port de Khemisti. W Jetty	36 37·8 2 39·6	F R	8	5	White post 6	
*	*	*	*	*	*	*	*
7480	- Clara E	43 46·7 14 04·3	2 Mo(U)W 15s	…	…	Platform 22	Private. Helicopter platform
		…	2 Mo(U)R 15s				
		…	Horn Mo(U) 30s				
		*					

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Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

1986·5	- Allard Bank	5 49·4 118 05·7	Fl G 5s	7	5	Green △ on green beacon	
		*					
1990	- Armstrong Reef	4 56·1 118 26·1	Fl(2)G 15s	8	7	Green framework tower	
							*
4323·005	*Remove from List*						
4323·05	Nampo Hang. Breakwater	34 57·2 128 19·4	Fl R 4s	8	5	Red round metal tower 4	
*	*	*	*	*	*	*	*
4378	**Ganjeolgot**	35 21·4 129 21·8	Fl W 15s	34	**24**	White 8-sided concrete tower 17	Vis 165°-045°(240°)
		…	Horn 55s	…	…	…	*bl 5*
				*		*	*
4693·6	-- No 2	25 06·0 121 54·7	Fl WR 4s	…	…	Pole	
			*				
6440·4	- Futtsu Passage. Approaches. Breakwater	35 20·7 139 49·4	Fl G 4s	9	5		
*	*	*	*	*	*	*	*

Volume F *continued.*

7590	- Ol'ginskiy. Ldg Lts 344°. Front	43 43·7 135 14·1	F W	…	9		
*	*	*	*	*	*	*	*
7590·1	--- Rear	43 43·9 135 14·1	F W	…	9		
*	*	*	*	*	*	*	*
7600	Zaliv Vladimira. Ldg Lts 271·3°. Front	43 54·7 135 27·6	Oc R 3s	…	7	…	**TE 2000**
*	*	*	*	*	*	*	*
7600·1	--- Rear	43 54·7 135 27·5	F R	…	7	…	**TE 2000**
*	*	*	*	*	*	*	*
7890	Mys Ratmanova	50 40·4 143 41·5	Fl W	…	9		
*	*	*	*	*	*	*	*

Volume G, 2000/01. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

3465	Morro de Papanoa	17 16·0 101 03·0	Fl(2)W 10s	130	14	Silver metal tower 12	*fl 1, ec 2, fl 1, ec 6.* **TE 2001**
							*
3470·45	-	17 57·2 102 11·3	Fl W				
*	*	*	*	*	*	*	*
4703·5	- Lower Ldg Lts 108°. Front	45 34·0 122 20·6	Fl G 2·5s	5	…	Red □, black stripe, on pile structure	Intens on leading line
		*	*				
4703·6	-- Rear. 400m from front	45 34·0 122 20·3	Iso G 6s	12	…	Red □, black stripe, on framework tower	Vis 102·5°-113·5°(11°)
							*

Volume H, 2000/01. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

2182	**Cap au Saumon** (Cape Salmon). Pointe des Rochers	47 46·2 69 54·4	Fl(3)W 15s	25	**20**	White 8-sided tower, red top 14	F R lights on radio tower 5·8M SW
							*

Volume J, 2000/01. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

3258·6	*Remove from List*						
3544	- Ldg Lts A 286·8°. Front	30 17·6 88 07·3	Q R	5	…	Red □, white stripe, yellow band, on pile	Vis 2° each side of rangeline
	*		*	*	*		*

Volume J *continued.*

3544·01	--- Passing light	30 17·6 88 07·3	Q W	5	5	Red □, white stripe, yellow band, on pile	Same structure as J3544
*	*	*	*	*	*	*	*
4193	-- Ldg Lts B 128°38′. N Jetty. Front	28 25·7 96 19·6	Q W	6	…	Red □, white stripe, on framework tower, concrete base	Vis 125·6°-131·6°(6°)
	*		*	*	*		*
4193·01	----- Passing light	28 25·7 96 19·6	Fl R 4s	7	3	Red □, white stripe, on framework tower on concrete base	Same structure as J4193
*	*	*	*	*	*	*	*
4195·02	-- Ldg Lts C 308°31′. Front	28 36·0 96 34·2	Q W	8	…	Red □, white stripe, on framework tower on piles	Vis 306·5°-310·5°(4°)
	*		*	*	*	*	*
4195·03	--- Rear. 1M from front	28 36·7 96 35·1	Oc W 4s	18	…	Red □, white stripe, on framework tower on piles	*ec 1*. Vis 306·5°-310·5°(4°)
	*		*	*	*	*	*
4195·031	---- Passing light	28 36·7 96 35·1	Fl W 4s	5	5	Red □, white stripe, on framework tower on piles	Same structure as J4195·03
*	*	*	*	*	*	*	*
4195·18	-- Lavaca Pipeline. ‘A’	28 33·2 96 30·3	Fl Y 2·5s	5	…	Dolphin	Private
			*				
4195·2	--- ‘B’	28 33·2 96 30·2	Fl Y 2·5s	5	…	Dolphin	Private
		*	*				
4195·62	-- Ldg Lts D 181°27′. Front	28 35·7 96 34·0	Q G	8	…	Red □, white stripe, on framework tower on piles	Vis 179·5°-183·5°(4°)
	*		*	*	*	*	*
4195·621	---- Passing light	28 35·7 96 34·0	Fl W 4s	8	5	Red □, white stripe, on framework tower on piles	Same structure as J4195·62
*	*	*	*	*	*	*	*
4195·63	--- Rear. 609m from front	28 35·3 96 34·0	Oc G 4s	14	…	Red □, white stripe, on framework tower on piles	Vis 179·5°-183·5°(4°)
	*		*	*	*	*	*
4195·631	---- Passing light	28 35·3 96 34·0	Fl W 4s	5	5	Red □, white stripe, on framework tower on piles	Same structure as J4195·63
*	*	*	*	*	*	*	*
4213·25	- Ldg Lts 078·1°. Front	27 50·7 97 03·3	Q W	12	…	Red □, white stripe, on framework tower on piles	Intens on rangeline. For eastbound traffic
	*		*	*	*		*

Volume J *continued.*

4214·4	- Ldg Lts B East 089·8°. Front	27 48·6 97 13·7	*By day* Fl W 2·5s	12	…	Platform on pile	Vis 087·8°-091·8°(4°)
	---	…	*By night* Fl W 2·5s	11	…	Same structure	Vis 087·8°-091·8°(4°)
	*		*	*	*	*	*
4214·401	--- Passing light	27 48·7 97 13·7	Q W	13	3	Platform on pile	Same structure as J4214·4
*	*	*	*	*	*	*	*
4214·41	-- Rear. 2·52M from front	27 48·7 97 10·9	*By day* Iso W 6s	38	…	Framework tower on piles	Vis 087·8°-091·8°(4°)
	---	…	*By night* Iso W 6s	39	…	…	Vis 087·8°-091·8°(4°)
	*	*	*	*	*		*
4214·411	--- Passing light	27 48·7 97 10·9	Q Y	11	4	framework tower on piles	Same structure as J4214·41
*	*	*	*	*	*	*	*
4220	*ODAS 42020*	26 56·7 96 41·9	Fl(4)Y 20s	…	…	*Superbuoy*	**Reported position 2001**
*	*	*	*	*	*	*	*
4226·55	- Ldg Lts 056°. Front	26 04·1 97 09·8	Q G	11	…	Red □, white stripe, on framework tower on piles	Vis 054°-058°(4°)
	*		*	*	*	*	*
4226·551	--- Passing light	26 04·1 97 09·8	Q R	12	4	Red □, white stripe, on framework tower on piles	Same structure as J4226·55
*	*	*	*	*	*	*	*
4226·95	- Ldg Lts A 236·3°. Front	26 01·9 97 13·5	Q W	10	…	Red □, white stripe, yellow band, on framework tower	Intens on rangeline
			*	*	*		
4227·1	- Ldg Lts E 058·2°. Front	26 01·5 97 14·6	Q W	10	…	Red □, white stripe, yellow band, on framework tower on piles	Intens 2° each side of rangeline. For downbound traffic
	*		*	*	*	*	*
4227·4	- Ldg Lts G 069·3°. Front	25 58·8 97 19·4	Q G	8	…	Red □, white stripe, yellow band, on framework tower on piles	Intens on rangeline
	*		*	*			*
4227·5	- Ldg Lts D 238·2°. Front	25 58·5 97 19·9	Q W	8	…	Red □, white stripe, yellow band, on framework tower	Intens on rangeline
	*		*	*	*	*	*
4228·06	-- Rear. 1·9M from front	25 56·3 97 26·2	Oc G 4s	29	…	Red □, white stripe, on framework tower	Vis 247°-251°(4°). Shown 24 hours
							*

Volume K, 2001/02. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.
3207·85 *Remove from List*

Volume K *continued.*

3449	Lunn Island	10 47·2 152 00·5	Fl W 4s	15	10	White framework tower 15	*fl 0·4*. Vis 159·5°-032°(232·5°). **TE 2001** *
4968·3	- Passe de Vaiare. Ldg Lts 272°. Front	17 31·5 149 46·4	Iso R 4s	8	7	White column, red stripe 8	**TE 2001** *
4968·31	--- Rear. 300m from front	17 31·5 149 46·6	Iso R 4s	14	7	White column, red stripe 14	Synchronised with front. **TE 2001** *
4968·6	- Beacon	17 31·6 149 45·8	Fl R 2·5s	6	5	Red □ on beacon 8	*fl 0·5*. **TE 2001** *

Volume L, 2001/02. Weekly Edition No. 31, Dated 2nd August, 2001.
Last Amendment: Weekly Edition No. 30, dated 26th July, 2001.

3737	- Djupvik. Mole. Head	69 44·9 20 29·5	Iso R 2s	…	5	Lantern	Shown 10/8-26/4. **TE 2001** *
6582	- N end	66 29·5 40 41·5	Fl W 1·5s	15	4	White truncated pyramid 6	*fl 0·1*
*	*	*	*	*	*	*	*
6584	- S end	66 29·1 40 40·6	Q W	11	4	White truncated pyramid 6	
*	*	*	*	*	*	*	*
7990	Mys Tonkiy	69 51·4 61 06·4	LFl W 7·5s *	32	8 *	Lantern on roof of dwelling 8	
8015	Mys Yuryubey-salya	69 15·5 65 04·5	Fl R 3s	…	4	…	F W 3·2M WSW *
8015·2	-	69 16·4 64 59·5	2 Fl W	…	10		
*	*	*	*	*	*	*	*
8017	Sharapova	71 06·7 66 44·0	Fl W 6s	9	10	□ on metal mast 8	*fl 1*. Ra refl
	*						

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 31 dated 2 August 2001

VOLUME 1, 2000/01—PART 1

Published Wk 30/00

(Last Amendments: Weekly Edition No. 30 dated 26 July 2001)

THE 2001/02 EDITION OF THIS VOLUME HAS NOW BEEN PUBLISHED
THE 2000/01 EDITION IS CANCELLED

VOLUME 1, 2001/02—PART 1

Published Wk 31/01

Notices accrued while this volume was in the press, from Week 21/01 to Week 31/01, are herewith re-issued along with new information

GLOBAL MARINE COMMUNICATIONS SERVICES

Page 1, delete **GLOBE WIRELESS [1094]** *section*

31/01

COAST RADIO STATIONS

Page 32, **ANGOLA, Luanda (D3E)**

Delete sections **4** *and* **5**

Day Watson & Bob Hall (HH080/097/07 – E12) 31/01

Page 33, **BAHRAIN, Bahrain (A9M) [4650] [1094]**

Station heading, delete sellcall **[1094]**

Lines 5 and 6, delete NOTE . . . . *to* . . . . Section **5**

Page 34, delete section **5**

Renumber sections **6** *and* **7** *as* **5** *and* **6**

Globe Wireless (HH080/085/03 – E3) 31/01

Page 43, **BURMA (MYANMAR), Yangon (Rangoon) (XYR)**

Insert section:

1. GMDSS

Digital Selective Calling (DSC):	**MMSI 005060100**
Distress and Safety	**MMSI 005060200**

Sea Areas: A1: Ch 70
A2: 2187·5
A3/A4: 4, 6, 8, 12 & 16 MHz

For full details and location of antenna sites see ALRS Volume 5

31/01

Renumber sections **1, 2, 3** *and* **4** *as* **2, 3, 4** *and* **5**

MRCC Myanmar 31/01

Page 45, **CHINA, Beihai (XSK)**

Delete section **1**

Renumber section **2** *as* **1**

31/01

Page 46, **Chiwan**

Delete station

31/01

Page 47, **Dongfang (Basuo) (XSH)**

Delete sections **3** *and* **4**

31/01

Fangcheng (XSL22)

Delete section **2**

31/01

Page 50, **Haikou (XSR)**

Delete sections **3** *and* **4**

31/01

Haimen Radio (XSK4)

Delete station and replace by:

Haimen Radio (XSK4) 28°41′N 121°26′E

1. RT (MF)

Transmits	Receives	Hours of Watch
2182	2182	H24
2820		

2. VHF

Ch **13**	Ch 13	
Ch 16	Ch 16	H24

TRAFFIC LISTS: Ch 13: every even H+30

31/01

Page 53, **Longkou (XSS)**

Delete sections sections **3** *and* **4**

31/01

Page 55, **Qinhuangdao (XSE)**

Delete sections **2** *and* **3**

31/01

Sanya (XSI)

Delete section **3**

31/01

Page 58, **Shantou (XSP)**

Delete sections **3** *and* **4**

Guangzhou China Telecom (HH080/019/09 – E9) 31/01

Tianjin (Tientsin) (XSV) [1094]

Station heading, delete sellcall **[1094]**

Lines 2 and 3, delete NOTE . . . . *to* . . . . section **5**

Delete section **5**

Renumber sections **6** *and* **7** *as* **5** *and* **6**

Globe Wireless (HH080/085/03 – E3) 31/01

Page 59, **Wenzhou (Wenchow) (XSO)**

Delete station and replace by:

Wenzhou (Wenchow) (XSO) 28°02′N 120°39′E

1. RT (MF)

Transmits	Receives	Hours of Watch
2182	2182	H24
2660		

TRAFFIC LISTS: 2660 kHz: every even H+00

2. VHF

Ch 16	Ch 16	H24

TRAFFIC LISTS: Ch 16: every even H+00

31/01

Xiamen (Amoy) (XSM)

Delete sections **3** *and* **4**

31/01

Page 60, **Yingkou (XSD)**

Delete sections **2** *and* **3**

Guangzhou China Telecom (HH080/019/09 – E9) 31/01

Page 148, **KOREA, SOUTH (Republic of Korea), Seoul (HLF) (HLG) (HLJ) (HLO) (HLS) (HLW) (HLW2) (HLW3)**

Delete section **2**

Renumber section **3** *as* **2**

Globe Wireless (HH080/085/03 – E3) 31/01

Page 161, **MALAYSIA, PENINSULAR, Pinang (9MG) [1094]**

Station heading, delete sellcall **[1094]**

Lines 5 and 6, delete NOTE . . . . *to* . . . . Section **3**

Insert section:

1. GMDSS
Digital Selective Calling (DSC):
Distress and Safety
MMSI 005330001, MMSI 005330003, MMSI 005330004, MMSI 005330005, MMSI 005330006, MMSI 005330007, MMSI 005330008, MMSI 005330009, MMSI 005330010, MMSI 005330011, MMSI 005330013, MMSI 005330014, MMSI 005330012

Sea Areas: A1: Ch 70
A2: 2187·5

For full details and location of antenna sites see ALRS Volume 5

31/01

Page 162, delete section **3**

Renumber sections **1** *and* **2** *as* **2** *and* **3**

Marine Department Malaysia & Globe Wireless (HH080/085/03 – E3) 31/01

Page 176, **NORWAY, Rogaland [1094]**

Station heading, delete sellcall **[1094]**

Lines 5 and 6, delete NOTE . . . . *to* . . . . Section **5**

Page 177, delete section **5**

31/01

Page 210, **SOUTH AFRICA, Cape Town (ZSC) [1094]**

Station heading, delete sellcall **[1094]**

Page 212, delete section **5**

Globe Wireless (HH080/085/03 – E3) 31/01

Page 213, **Durban (ZSD)**

Section **2**, *delete lines 22 to 23,* **Autolink** . . . . *to* H24

Cape Town Radio 31/01

Page 230, delete diagram and replace by diagram **SWEDEN, COAST RADIO STATIONS**, *on page 6.4*

31/01

Page 231, **SWEDEN, Stockholm (SDJ) (SAB) [2954] [1094]**

Delete station and replace by:

Stockholm (SDJ) [2954]

59°17′N 18°43′E

See diagram on page 230

CALL: Stockholmradio

TELEPHONE: +46 860 1 7900

FAX: +46 860 1 7969

TELEX: 13240 SDJ S

E–MAIL: mobile–stockholmradio@telia.se

WEBSITE: www.stockholmradio.telia.com

1. GMDSS

Digital Selective Calling (DSC): MMSI 002652000
Distress and Safety (MRCC GÖTEBORG MMSI 002653000)

Sea Areas: A1: Ch 70
A2: 2187·5

For full details and location of antenna sites see ALRS Volume 5

2. RT (MF)

Facilities are located at:

Bjuröklubb (64°28′N 21°36′E)

Transmits	Receives	Hours of Watch
1779	2123	
2182	2182[1]	H24 (Autoalarm)

Gislövshammar (55°29′N 14°19′E)

1797	2060	H24
2182	2182[1]	H24 (Autoalarm)

Härnösand (62°43′N 18°08′E)

2733	2216	
2182	2182[1]	H24 (Autoalarm)

Continued on next column

Stavsnäs (59°17′N 18°43′E)

1674	2099	0500-2200
2182	2182[1]	H24 (Autoalarm)
2754	2206	

Vallda (57°06′N 12°24′E)

1710	2135	0500-2200
2182	2182[1]	H24 (Autoalarm)

(1) Calls from vessels on 2182 kHz are answered on the same frequency

TRAFFIC LISTS: 1674 1710 1779 1797 2733 kHz: 0333 0733 1133 1533 1933 2333

3. RT (HF)

4357	*(401)*	4065	
4414	*(420)*	4122	2100–0500
4426	*(424)*	4134	
6507	*(603)*	6206	
6513	*(605)*	6212	
8719	*(801)*	8195	H24
8725	*(803)*	8201	
8791	*(825)*	8267	
8797	*(827)*	8273	
13083	*(1203)*	12236	H24
13119	*(1215)*	12272	
13131	*(1219)*	12284	
13152	*(1226)*	12305	
17254	*(1605)*	16372	
17263	*(1608)*	16381	0500–2100
17281	*(1614)*	16399	
17362	*(1641)*	16480	
19764	*(1804)*	18789	
19791	*(1813)*	*18816*	
22702	*(2203)*	22006	
22726	*(2211)*	22030	
22732	*(2213)*	22036	
22777	*(2228)*	22081	
22783	*(2230)*	22087	
26160	*(2506)*	25085	
26169	*(2509)*	25094	

4. VHF

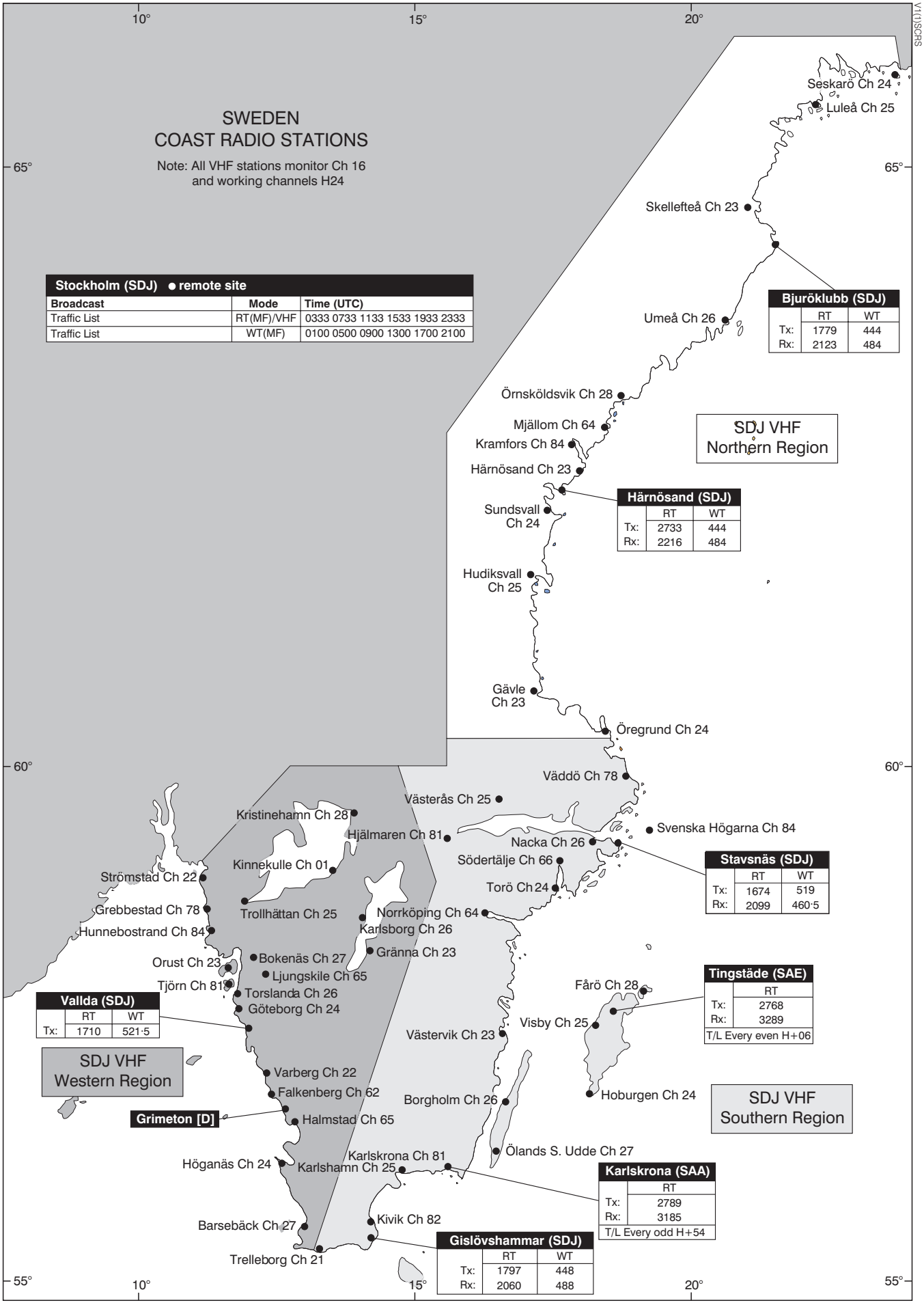
NOTE: Calling vessels should give the name of the station and the channel number (see diagram on page 230). An audio-frequency impulse is transmitted every 10s to indicate that a channel is occupied (even if no conversation is heard) except on VHF Ch 16.

Antenna sites are located at:

East Coast

Borgholm	Ch 16 **26**	56°50′N 16°35′E
Fårö (Gotland)	Ch 16 **28**	57°52′N 19°02′E
Gävle	Ch 16 **23**	60°38′N 17°08′E
Gotska Sandön	Ch 16 **65**	58°22′N 19°15′E
Härnösand	Ch 16 **23**	62°37′N 17°58′E
Hjälmaren	Ch 16 **81**	59°06′N 15°50′E
Hoburgen (Gotland)	Ch 16 **24**	56°56′N 18°14′E
Hudiksvall	Ch 16 **25**	61°42′N 16°52′E
Karlshamn (Hörvik)	Ch 16 **25**	56°14′N 14°47′E
Karlskrona	Ch 16 **81**	56°11′N 15°37′E
Kivik	Ch 16 **82**	55°40′N 14°10′E
Kramfors	Ch 16 **84**	62°57′N 17°57′E
Luleå	Ch 16 **25**	65°33′N 21°56′E
Mjällom	Ch 16 **64**	62°59′N 18°24′E
Norrköping	Ch 16 **64**	58°41′N 16°28′E
Ölands Södra Udde	Ch 16 **27**	56°14′N 16°28′E
Örnsköldsvik	Ch 16 **28**	63°18′N 18°40′E
Öregrund	Ch 16 **24**	60°30′N 18°24′E
Seskarö	Ch 16 **24**	65°43′N 23°44′E
Skellefteå	Ch 16 **23**	64°47′N 20°57′E
Södertälje	Ch 16 **66**	59°13′N 17°37′E
Stockholm / Nacka	Ch 16 03 23 **26**	59°18′N 18°11′E
Sundsvall	Ch 16 **24**	62°24′N 17°28′E

Continued on page 6.5


V1(1)SCRS
SWEDEN
COAST RADIO STATIONS
Note: All VHF stations monitor Ch 16
and working channels H24
10°
15°
20°
65°
60°
55°
Seskarö Ch 24
Luleå Ch 25
Skellefteå Ch 23
Umeå Ch 26
Örnsköldsvik Ch 28
Mjällom Ch 64
Kramfors Ch 84
Härnösand Ch 23
Sundsvall Ch 24
Hudiksvall Ch 25
Gävle Ch 23
Öregrund Ch 24
Väddö Ch 78
Svenska Högarna Ch 84
Nacka Ch 26
Södertälje Ch 66
Torö Ch 24
Västerås Ch 25
Kristinehamn Ch 28
Hjälmaren Ch 81
Kinnekulle Ch 01
Strömstad Ch 22
Grebbestad Ch 78
Trollhättan Ch 25
Hunnebostrand Ch 84
Norrköping Ch 64
Karlsborg Ch 26
Gränna Ch 23
Orust Ch 23
Bokenäs Ch 27
Ljungskile Ch 65
Tjörn Ch 81
Torslanda Ch 26
Göteborg Ch 24
Fårö Ch 28
Visby Ch 25
Västervik Ch 23
Varberg Ch 22
Falkenberg Ch 62
Halmstad Ch 65
Borgholm Ch 26
Hoburgen Ch 24
Ölands S. Udde Ch 27
Höganäs Ch 24
Karlshamn Ch 25
Karlskrona Ch 81
Barsebäck Ch 27
Kivik Ch 82
Trelleborg Ch 21
SDJ VHF
Northern Region
SDJ VHF
Western Region
SDJ VHF
Southern Region
Stockholm (SDJ) ● remote site
Broadcast | Mode | Time (UTC)
Traffic List | RT(MF)/VHF | 0333 0733 1133 1533 1933 2333
Traffic List | WT(MF) | 0100 0500 0900 1300 1700 2100
Bjuröklubb (SDJ)
RT WT
Tx: 1779 444
Rx: 2123 484
Härnösand (SDJ)
RT WT
Tx: 2733 444
Rx: 2216 484
Stavsnäs (SDJ)
RT WT
Tx: 1674 519
Rx: 2099 460·5
Tingstäde (SAE)
RT
Tx: 2768
Rx: 3289
T/L Every even H+06
Vallda (SDJ)
RT WT
Tx: 1710 521·5
Grimeton [D]
Karlskrona (SAA)
RT
Tx: 2789
Rx: 3185
T/L Every odd H+54
Gislövshammar (SDJ)
RT WT
Tx: 1797 448
Rx: 2060 488

Svenska Högarna	Ch 16 **84**	59°27′N 19°30′E
Trelleborg (Svedala)	Ch 16 **21**	55°28′N 13°16′E
Torö	Ch 16 **24**	58°49′N 17°51′E
Umeå	Ch 16 **26**	63°51′N 19°50′E
Väddö	Ch 16 **78**	59°58′N 18°51′E
Västerås	Ch 16 **25**	59°39′N 16°24′E
Västervik	Ch 16 **23**	57°43′N 16°26′E
Visby (Gotland)	Ch 16 **25**	57°36′N 18°23′E
West Coast		
Barsebäck	Ch 16 **27**	55°44′N 12°56′E
Bokenäs	Ch 16 **27**	58°19′N 11°39′E
Falkenberg	Ch 16 **62**	56°55′N 12°28′E
Göteborg	Ch 16 **24**	57°41′N 11°54′E
Grebbestad	Ch 16 **78**	58°41′N 11°16′E
Halmstad	Ch 16 **65**	56°41′N 12°51′E
Höganäs	Ch 16 **24**	56°11′N 12°34′E
Hunnebostrand	Ch 16 **84**	58°26′N 11°25′E
Ljungskile	Ch 16 **65**	58°13′N 11°56′E
Orust	Ch 16 **23**	58°10′N 11°30′E
Strömstad	Ch 16 **22**	58°56′N 11°11′E
Tjörn	Ch 16 **81**	58°00′N 11°39′E
Torslanda	Ch 16 **26**	57°44′N 11°49′E
Varberg	Ch 16 **22**	57°16′N 12°13′E
Vänern / Vättern		
Gränna	Ch 16 **23**	57°57′N 14°23′E
Karlsborg	Ch 16 **26**	58°40′N 14°35′E
Kinnekulle	Ch 16 **01**	58°36′N 13°25′E
Kristinehamn	Ch 16 **28**	59°22′N 14°00′E
Trollhättan	Ch 16 **25**	58°19′N 12°16′E

HOURS OF WATCH: All frequencies: H24

TRAFFIC LISTS: All working frequencies: 0333 0733 1133 1533 1933 2333

5. Selective Calling [2954]
Ships are called sequentially (SSFC system) on the following frequencies:
2170·5 kHz Ch 16

6. WT (MF)
Antenna sites are located at:

Bjuröklubb (64°28′N 21°36′E)	
Härnösand (62°43′N 18°08′E)	
444	484
512	512
Gislövshammar (55°29′N 14°19′E)	
448	488
512	512
Stavsnäs (59°17′N 18°43′E)	
512	512
519	460·5
Vallda (57°06′N 12°24′E)	
512	512
521·5	470·5

TRAFFIC LISTS: 444 448 519 521·5 kHz: 0100 0500 0900 1300 1700 2100

Ships' Weather Reports

Station accepts Ships' Weather Reports addressed METEO NORRKÖPING

Stockholmradio VHF–kanalen 2001, ITU Volume IV, List of Coast Stations 2000, Swedish Notice 419/21/2001 (HH080/005/11 – E20) & Globe Wireless (HH080/085/03 – E3) 31/01

Page 233, **SWITZERLAND, Bern (HEB) (HEC) [1094] [3502]**

Station heading, delete sellcall **[1094]**

Lines 8 and 9, delete NOTE . . . . *to* . . . . Section **3**

Page 234, section **2** *delete frequency table and replace by*

2. Telex [3502] Paired
Readiness to accept traffic on all channels is indicated by transmission of an idle-signal («Mark» and «Space») followed by call sign **HEC** in morse code
Fully automatic channels:

HEC18	8420·5	*(809)*	8380·5	H24
HEC28	8425·5	*(819)*	8385·5	H24
HEC13	12588	*(1218)*	12485·5	H24
HEC23	12600·5	*(1243)*	12498	H24
HEC17	16814·5	*(1616)*	16691	H24
HEC27	16830	*(1648)*	16707	H24

TRAFFIC LISTS: 8420·5 16814·5 kHz: every even H+30

31/01

Page 235, delete section **3**

Bern Radio (HH080/007/07 – E31) & Globe Wireless (HH080/085/03 – E3) 31/01

Page 250, **UKRAINE,** *insert station:*

Kerch (MRSC) 45°21′N 36°33′E

1. GMDSS
Digital Selective Calling (DSC): **MMSI 002723659**
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

31/01

Page 251, insert station:

Mariupol' (MRSC) 47°04′N 37°17′E

1. GMDSS
Digital Selective Calling (DSC): **MMSI 002723650**
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

31/01

Page 252, insert station:

Odesa (MRCC) 46°26′N 30°46′E

1. GMDSS
Digital Selective Calling (DSC): **MMSI 002723660**
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

Ministry of Transport Ukraine 31/01

VOLUME 1, 2000/01—PART 2

Published Wk 30/00

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

THE 2001/02 EDITION OF THIS VOLUME HAS NOW BEEN PUBLISHED
THE 2000/01 EDITION IS CANCELLED

VOLUME 1, 2001/02—PART 2

Published Wk 31/01

Notices accrued while this volume was in the press, from Week 21/01 to Week 31/01, are herewith re-issued along with new information

GLOBAL MARINE COMMUNICATIONS SERVICES

Page 1, delete **GLOBE WIRELESS [1094]** *section*

31/01

COAST RADIO STATIONS

Page 28, **ARGENTINA, Argentine Radio (LSD836) [0111] [1094]**

Station heading, delete sellcall **[1094]**

Lines 6 and 7, delete NOTE . . . . *to* . . . . Section **6**

Page 29, delete section **6**

31/01

Page 43, **AUSTRALIA, Darwin (VID) [1094]**

Station heading, delete sellcall **[1094]**

Lines 4 and 5, delete NOTE . . . . *to* . . . . section **5**

Delete section **5**

31/01

Page 45, **Perth (VIP) [1094]**

Station heading, delete sellcall **[1094]**

Lines 5 and 6, delete NOTE . . . . *to* . . . . section **6**

Page 46, delete section **6**

31/01

Page 50, **BARBADOS, Barbados (8PO) [1094]**

Station heading, delete sellcall **[1094]**

Lines 3 and 4, delete NOTE . . . . *to* . . . . section **4**

Page 51, delete section **4**

Renumber sections **5** *and* **6** *as* **4** *and* **5**

31/01

Page 58, **CANADA (Atlantic Coast), Halifax (VCS) [1094]**

Station heading, delete sellcall **[1094]**

Lines 5 and 6, delete NOTE . . . . *to* . . . . section **3**

Page 60, delete section **3**

31/01

Page 65, **Tors Cove (VCT) [1094]**

Station heading, delete sellcall **[1094]**

Lines 5 and 6, delete NOTE . . . . *to* . . . . section **3**

Delete section **3**

31/01

Page 83, **CHILE, Diego Ramirez (CBM30)**

Insert section:

1. GMDSS
Digital Selective Calling (DSC): MMSI 007250440
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

31/01

Renumber sections **1** *and* **2** *as* **2** *and* **3**

Armada de Chile (HH080/051/15 – E5) 31/01

Page 141, **MEXICO (Gulf Coast),** *insert station:*

Progreso 20°54′N 90°12′W

1. GMDSS
Digital Selective Calling (DSC): MMSI 003450910
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

Central de Telecommunicaciones, Mexico 31/01

Page 150, **NEW ZEALAND, Awanui (ZLA) [1094]**

Delete station

31/01

Page 153, **NORTHERN MARIANA ISLANDS (USA), Guam (KHF) [1094]**

Delete station

31/01

Page 187, **UNITED STATES (Atlantic Coast), Chatham (WCC) [1094]**

Delete station

31/01

Page 197, **UNITED STATES (Gulf Coast), Slidell (New Orleans) (WNU) [1094] [1109]**

Delete station

31/01

Page 199, **UNITED STATES (Hawaii), Hawaii (KEJ) [1094]**

Delete station

31/01

Page 202, **UNITED STATES (Pacific Coast), Palo Alto (San Francisco) (KFS) [1094]**

Delete station

31/01

Page 203, **San Francisco (KPH) [1094]**

Delete station

Globe Wireless (HH080/085/03 – E3) 31/01

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 30 dated 26 July 2001)

RADAR BEACONS

55920 Skagens Rev, Route T Lt Buoy 1

Delete station and replace by:

Skagens Rev, Route T Lt Buoy 1 Racon 57°48·10N 10°44′·00E **55920**
(3 & 10 cm) 360° 10 n miles **T** (1·5 n miles)

Danish Notice 27/673/01 (HH332/410/02 – E24) 31/01

77020 Abū aby Lt Float

Delete station and replace by:

Abū Dhabi Lt Buoy Racon 24°40′·09N 54°14′·12E **77020**
(3 & 10 cm) 360° 16–18 n miles **T**

MENAS (HH488/470/03 – E50) 31/01

78950 Savāi Bet Island Lt

Delete morse ident and replace by: **N**

Indian Notice 13/249/01 (HH502/420/04 – E5) 31/01

LEGAL TIME

Page 199, **Tonga Is**, **Daylight Saving Time**, *delete* **Begins** *date and replace by:* Last Sun in Nov

Delete **Ends** *date and replace by:* Sat before first Sun in March

OAG Worldwide (HH080/030/08 – E65) 31/01

VOLUME 3, 2001/02—PART 1

Published Wk 24/01

(Last Amendments: Weekly Edition No. 27 dated 5 July 2001)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

Page 48, **ANGOLA, Luanda (D3E)**

Delete station and replace by:

Luanda (D3E)				
A	4143·6	RT (HF)		
B	8291·1	RT (HF)		
C	Ch 24	VHF		

Weather Bulletins		Navigational Warnings	
		A, C: At the end of the first silence period after receipt **A – C:** 0233 0633 1033 1433 1833 2233	Local warnings. In Portuguese

Day Watson & Bob Hall (HH080/097/07 – E12) 31/01

Page 68, **CYPRUS, NAVTEX [M] [G]**

Delete station and replace by:

NAVTEX [M]			
M	Cyprus	518 kHz	35°03′N 33°17′E
DIAGRAM: page 374			

Weather Bulletins		Navigational Warnings	
M: On receipt 0200 0600 1000 1400 1800 2200	Forecast for Eastern Mediterranean Gale warnings	**M:** On receipt 0200 0600 1000 1400 1800 2200	For Eastern Mediterranean

GMDSS Master Plan 31/01

Page 183, **MALTA, Malta (9HD)**

Delete **Weather Bulletins** *section and replace by:*

Weather Bulletins	
B, C: On receipt At the end of the next silence period	**Storm Warnings:** Gale warnings for coastal waters of Malta up to 50 n miles offshore
B, C: 0603 1003 1603 2103	Gale warnings, synopsis, 12 hour forecast for coastal waters of Malta up to 50 nm offshore.

Alfred Schade (HH080/010/09 – E16) 31/01

Page 194, **NETHERLANDS, Netherlands Coastguard (IJmuiden) (PBK)**

Frequency table, frequency column, line 1, delete 2673 *and replace by:* 3673

Day Watson (HH080/097/07 – E13) 31/01

Page 235, **SPAIN (Atlantic Coast), NAVTEX [D] [G] [X]**

Weather Bulletins *and* **Navigational Warnings** *section, line 1, delete* **D:** 0030 1230 *and replace by:* **D:** 0830 2030

Delete **D:** 0430 0830 1630 2030 *and replace by:* **D:** 0030 0430 1230 1630

MRCC Madrid (HH080/051/13 – E10) 31/01

VOLUME 3, 2001/02—PART 2

Published Wk 24/01

(Last Amendments: Weekly Edition No. 27 dated 5 July 2001)

RADIO – FACSIMILE

Page 6, **Boston (NMF)** (U.S. Coast Guard) **[Facsimile]**

Delete station and replace by:

Boston (NMF) (U.S. Coast Guard) **[Facsimile]**				
	4235			0230–1015
	6340·5			H24
	9110			H24
	12750			1430–2215
NOTES: Carrier frequency is 1·9 kHz below the assigned frequency				
DIAGRAMS: pages 2 and 7				

Map Areas

1 (a) 52°N.85°W 52°N.45°W 28°N.85°W 28°N.45°W	2 (a) 65°N.45°W 65°N.10°E 15°N.45°W 15°N.10°E	3 (a) 65°N.95°W 65°N.40°W 15°N.95°W 15°N.40°W	4 (a) 65°N.95°W 65°N.10°E 15°N.95°W 15°N.10°E
5 (a) 55°N.95°W 55°N.55°W 20°N.95°W 20°N.55°W	6 (a) 60°N.130°W 60°N.40°W 0°.130°W 0°.40°W		

Continued on next page

Schedule

	Test Pattern	0230 0745 1400 1720 1900	
1	Preliminary Surface Analysis	0233(00) 0755(06) 1453(12) 2025(18)	
	Schedule: Part 1	0243 1405	
	Schedule: Part 2	0254 1420	
	Request for comments	0305 1433	
1	Sea State Analysis	0315(00) 1515(12)	
2	Surface Analysis Part 1 (N Atlantic E)	0325(00) 0402(00) 0925(06) 1002(06) 1525(12) 1723(12) 2125(18) 2202(18)	
3	Surface Analysis Part 2 (N Atlantic W)	0338(00) 0415(00) 0938(06) 1015(06) 1538(12) 1736(12) 2138(18) 2215(18)	
5	Satellite Image	0351(00) 1503(12)	
4	500 hPa Analysis	0428(00) 1749(12)	
1	24 hour Surface Prog	0805(00) 1905(12)	
	24 hour Wind / Wave Prognosis	0815(00) 1915(12)	
	24 hour 500 hPa Prognosis	0825(00) 1925(12)	120/576
4	36 hour 500 hPa Prognosis	0835(00) 1935(12)	
	48 hour 500 hPa Prognosis	0845(00) 1945(12)	
	48 hour Surface Prognosis	0855(00) 1955(12)	
	48 hour Wind / Wave Prognosis	0905(00) 2005(12)	
	48h Wave Period Prognosis	0915(00) 2015(12)	
6	Satellite Image	0951(06) 2151(18)	
4	Sea State Analysis	1759(12)	
	96 hour 500 hPa Prognosis	2035(00)	
	96 hour Surface Prognosis	2045(12) 2115(12)	
4	96 hour Wind / Wave Prog	2055(12)	
	96 hour Wave Period Prognosis	2105(12)	
	Ice charts (seasonal)	1600 1810 (Latest)	
	Product Notice Bulletin	1443	

N.O.A.A. (HH080/024/19 – E30) 31/01

Page 8, **CAMSPAC, Point Reyes (NMC) [Facsimile]** (U.S. Coast Guard)

Delete station and replace by:

CAMSPAC, Point Reyes (NMC) [Facsimile] (U.S. Coast Guard)				
	4346		NMC	HN
	8682			H24
	12730			H24
	17151·2			H24
	22527			HJ
NOTE: Carrier frequency is 1·9 kHz below the assigned frequency				
DIAGRAMS: pages 2 and 9				

Continued on next page

Map Areas

1 (a) 20°N – 70°N 115°W – 135°E	2 (a) 20°N – 70°N 115°W – 175°W	3 (a) 20°N – 70°N 175°W – 135°E	4 (a) 20°S – 30°N E of 145°W
5 (a) 05°N – 60°N W of 100°W	6 (a) 23°N – 42°N E of 136°W	7 (a) 05°N – 55°N E of 130°W	8 (a) 25°N – 60°N E of 155°W
9 (a) 40°N – 53°N E of 136°W	10 (a) 0°N – 40°N 80°W – 180°W		

Schedule

	Test Pattern	0230 0750 1100 1430 1930 2300	120/576
4	Tropical 0/24 hour Wind/Wave Forecast	0235(00) 0955(06) 1510(12) 2149(18)	
7 / 5	GOES IR Satellite Image	0248(Latest) 0908(06) 1438(Latest) 2113(18)	
5 / 6	GOES IR Satellite Image	0259(Latest) 1449(Latest)	
1 / 8	Sea State Analysis	0310(00) 1500(12)	
2	NE Pacific Surface Analysis Part 1	0320(00) 0919(06) 1520(12) 2124(18)	
3	NW Pacific Surface Analysis Part 2	0333(00) 0932(06) 1533(12) 2137(18)	
1	500 hPa Analysis	0345(00) 1545(12)	
10	Tropical Cyclone Danger Area	0355(03) 1555(15)	
4	Tropical 48 hour Wind / Wave Forecast	0408(00)	
	Tropical Surface Analysis	0755(00) 1148(06) 1608(12) 2212(18)	
8	24 hour Surface Forecast	0808(00) 1933(12)	
	24 hour Wind/Wave Forecast	0818(00) 1943(12)	
1	48 hour 500 hPa Forecast	0828(00) 1953(12)	
	48 hour Surface Forecast	0838(00) 2003(12)	
	48 hour Wind/Wave Forecast	0848(00) 2013(12)	
	48 hour Wave Period / Swell Direction	0858(00) 2023(12)	
5	GOES IR Satellite Image	0944(06)	
4	Tropical 48 hour Wave Period / Swell Direction	1008(12)	
	Broadcast Schedule (Part 1)	1104 2324	
	Broadcast Schedule (Part 2)	1115 2335	
	Request for comments	1126	
	Product Notice Bulletin	1137	
4	Tropical 48 / 72 hour Wind / Wave Forecast	1158(12)	
1	96 hour 500 hPa Forecast	2033(00)	
	96 hour Surface Forecast	2043(00)	
	96 hour Wind / Wave Forecast	2053(00)	
	96 hour Wave Period / Swell Direction	2103(00)	
4	Tropical 48 / 72 hour Wave Period / Swell Direction	2159(00)	
9	Sea Surface Temperature Analysis	2304(Latest)	
6	Sea Surface Temperature Analysis	2314(Latest)	

31/01

Page 9, delete diagram and replace by diagram **CAMSPAC Point Reyes (NMC)** (U.S. Coast Guard) **[Facsimile] Index of Map Areas** *on page 6.14*

Page 24, **New Orleans (NMG) [Facsimile]** (U.S. Coast Guard)

Delete station and replace by:

New Orleans (NMG) [Facsimile] (U.S. Coast Guard)				
	4317·9			H24
	8503·9			H24
	12789·9			H24
NOTE: Carrier frequency is 1·9 kHz below the assigned frequency				
DIAGRAMS: pages 2 and 24				

Map Areas

1 (a) 05°S – 38°N 0°W – 120°W	2 (a) 05°N – 31°N 35°W – 100°W	3 (a) 0°N – 60°N 0°W – 100°W	4 (a) 12°S – 44°N 28°W – 112°W
5 (a) 7°N – 31°N 35°W – 98°W (Area covered by text forecast)			

Schedule

1	Tropical Surface Analysis	0000(18) 0600(00) 1200(06) 1800(12)	120/576
2	24 hour Wind / Wave Forecast	0030(00) 0630(06) 1230(12) 1830(18)	
3	72 hour Tropical Cyclone Danger Area	0050(21) 0650(03) 1250(09) 1850(15)	
2	72 hour Wave Period / Swell Direction	0115(00)	
	72 hour Wind / Wave Forecast	0135(00)	
4	GOES IR Tropical Satellite Image	0155(2345) 0755(0545) 1350(1145) 1955(1745)	
2	Sea State Analysis	0210(00) 0810(06) 1405(12) 2010(18)	
5	High Seas Forecast	0230(22) 0830(04) 1440(10) 2030(16)	
2	48 hour Wind / Wave Forecast	0715(06) 1915(18)	
	48 hour Wave Period / Swell Direction	0735(06) 1935(18)	
	Broadcast Schedule	1315	
	Request for comments	1335	
	Product Notice Bulletin	1425	

N.O.A.A. (HH080/024/20 – E7) 31/01

Page 24, delete diagram and replace by diagram **New Orleans (NMG) [Facsimile]** (U.S. Coast Guard) **Index of Map Areas** *on page 6.14*

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

Page 112, **HAWAIIAN ISLANDS (USA), Hawaii (KEJ)**

Delete station

Globe Wireless (HH080/024/20 – E6) 31/01

Page 132, **MARTINIQUE (France), Fort-de-France** (MRCC)

Delete station and replace by:

Fort-de-France (CROSS) (MRCC)				
A	2545	RT (MF)	Martinique	
Martinique				
B	Ch 79	VHF	Le Marin	14°28′N 60°52′W
C	Ch 80	VHF	Bigot/Bellefontaine	14°41′N 61°10′W
D	Ch 79	VHF	Grande Riviere	14°52′N 61°11′W
E	Ch 80	VHF	La Caravelle	14°45′N 61°55′W
Guadeloupe				
F	Ch 79	VHF	Morne a Louis	15°58′N 61°15′W
G	Ch 80	VHF	Piton Sainte Rose	
H	Ch 64	VHF	Marie–Galante	
I	Ch 80	VHF	Vieux Fort	15°57′N 61°42′W
Saint–Martin				
J	Ch 64	VHF	Pic Paradis	
DIAGRAM: page 133				

Weather Bulletins		Navigational Warnings	
A: Every even H+00	**Storm Warnings:** Hurricane warnings in French and English for the area 10°N–20°N, 50°W–70°W	**B:** 1050 2020 **C:** 1100 2030 **D:** 1110 2040 **E:** 1120 2050	Warnings after scheduled weather broadcasts for the coastal waters of Martinique, S. Lucia and Dominica. In French
A: 1333 2215	Gale warnings, synopsis, 24 hour forecast for the French Antilles. In French.	**F:** 1130 1900 **G:** 1140 1910 **H:** 1150 1920 **I:** 1200 1930	Warnings after scheduled weather broadcasts for the coastal waters of Guadeloupe. **Gunfire Warnings** for Guadeloupe Firing Practice Area on diagram on page 133**.** In French.
B: 0720 1050 1820 2020 **C:** 0730 1100 1830 2030 **D:** 0740 1110 1840 2040 **E:** 0750 1120 1850 2050	Gale warnings, synopsis, 24 hour forecast for the coastal waters of Martinique, S. Lucia and Dominica up to 25 nm offshore. In French.	**J:** 1230 2000	Warnings after scheduled weather broadcasts for the coastal waters of S. Martin and Antigua. In French.
F: 0800 1130 1900 2100 **G:** 0810 1140 1910 2110 **H:** 0820 1150 1920 2120 **I:** 0830 1200 1930 2130	Gale warnings, synopsis, 24 hour forecast for the coastal waters of Guadeloupe up to 25 nm offshore. In French.		
J: 0900 1230 2000 2200	Gale warnings, synopsis, 24 hour forecast for the coastal waters of S. Martin and Antigua up to 25 nm offshore. In French.		
NOTE: Scheduled broadcasts may be suspended whilst SAR action is in progress			

MRCC Fort–de–France COSSAG (HH080/025/05 – E28) 31/01

Page 186, **UNITED STATES (Atlantic Coast), Delaware (WCC)**

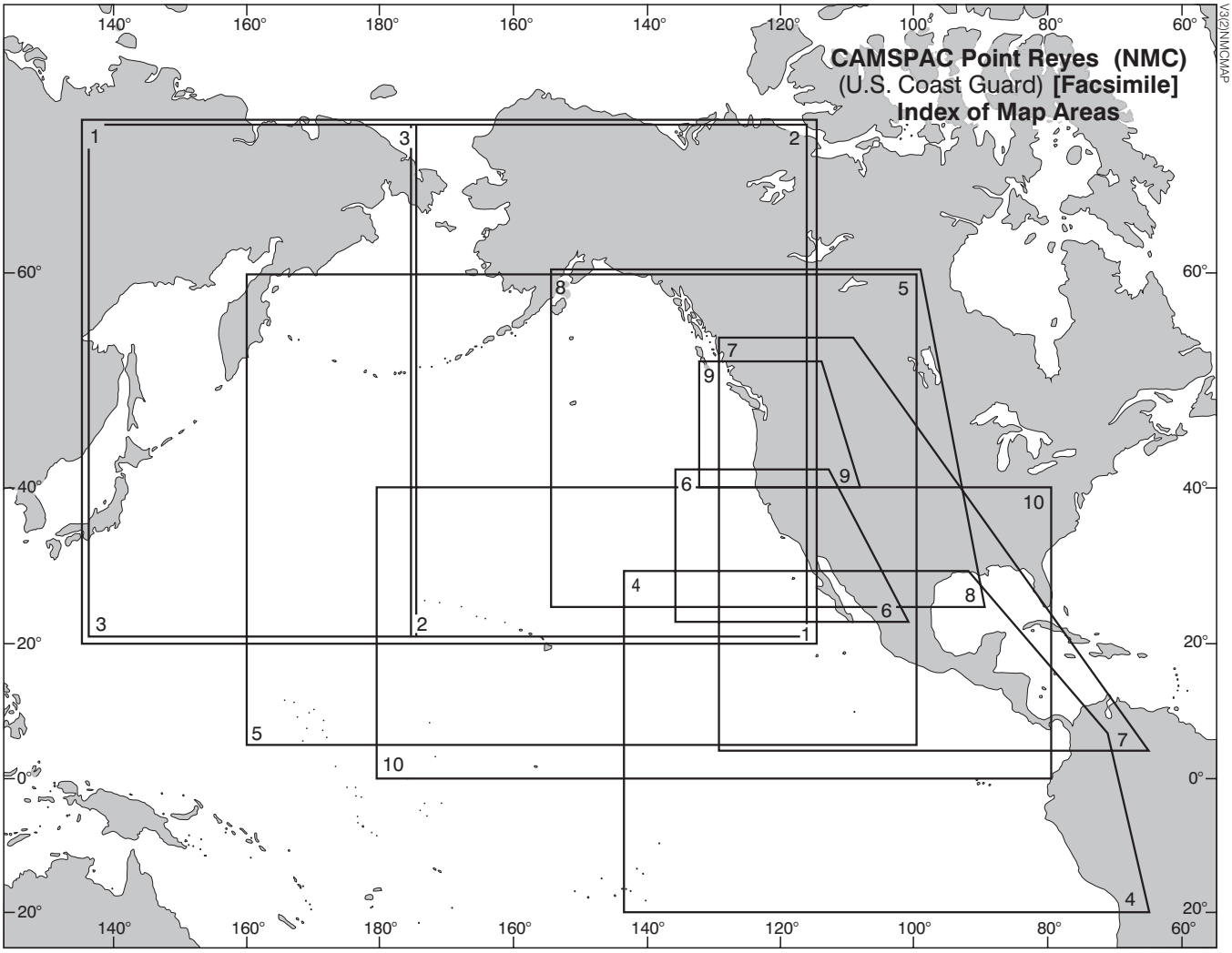
Delete station

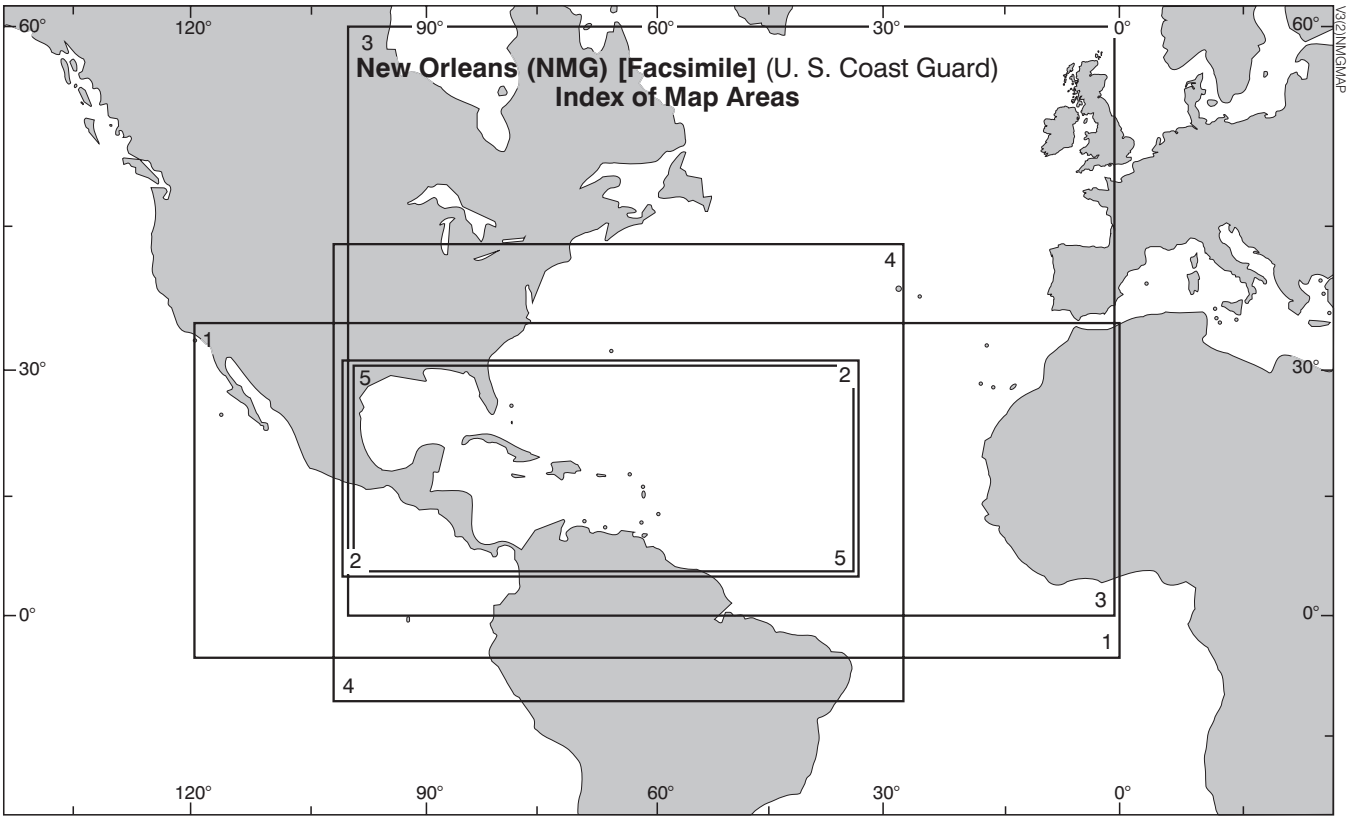
31/01

Page 195, **UNITED STATES (Gulf Coast), Slidell (WNU)**

Delete station

31/01


CAMSPAC Point Reyes (NMC)
(U.S. Coast Guard) [Facsimile]
Index of Map Areas
V3(2)NMCMAP
140°
160°
180°
160°
140°
120°
100°
80°
60°
40°
20°
0°


New Orleans (NMG) [Facsimile] (U. S. Coast Guard)
Index of Map Areas
V3(2)NMGMAP
60°
120°
90°
60°
30°
0°

Page 199, **UNITED STATES (Pacific Coast), Palo Alto (San Francisco) (KFS)**

Delete station

31/01

Page 200, **San Francisco (KPH)**

Delete station

Globe Wireless (HH080/024/20 – E6) 31/01

VOLUME 5, 2000/01

Published Wk 24/00

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

THE 2001/02 EDITION OF THIS VOLUME HAS NOW BEEN PUBLISHED
THE 2000/01 EDITION IS CANCELLED

VOLUME 5, 2001/02

Published Wk 31/01

Notices accrued while this volume was in the press, from Week 15/01 to Week 31/01, are herewith re-issued along with new information

Page 11, **1. INTRODUCTION, Operating Procedures for DSC calls**, *lines 9 to 23*, *delete* It should be especially noted . . . . *to* . . . . introduced at a later date, *and replace by:*

It should be especially noted that Recommendation M.541 – 8 has been modified by new procedures for distress relays and acknowledgements agreed at COMSAR 5 and issued by the IMO via COMSAR/Circ.25 (15 March 2001) which supersedes COMSAR/Circ.21. The Circular includes A4 – size diagrams recommended for display at the GMDSS operating position. See diagrams 2A and 2B on **pages 15 and 17**.

There are five key points to Circ.25:

1. Distress relays and acknowledgements of all types should only be sent on the Master's authority.
2. Ships should not acknowledge DSC Alerts by sending a return DSC call; they should acknowledge only by RT.
3. Ships receiving a DSC Distress Alert on VHF Ch 70 or MF 2182·5 kHz are not permitted to relay the call by DSC under any circumstances (they may relay by other means).
4. Ships receiving a DSC Distress Alert on HF should wait for a period of 5 minutes of manual watchkeeping to ascertain whether it has been acknowledged by DSC, RT or NBDP, before manually relaying it only to a coast station.
5. Ships may ***only*** send a Distress Relay Alert (Distress Alert on behalf of another vessel), if the following two conditions ***both*** apply:

   a) The ship in distress is not itself able to transmit its own distress alert, **and**

   b) The Master of the ship considers that further help is necessary.

   The distress relay call should be addressed to "all ships" or to the appropriate coast station.

COMSAR/Circ.25 also mentions the possibility that a Group MMSI for "all coast stations", and/or "all coast stations in a given RCC area" might be introduced at a later date.

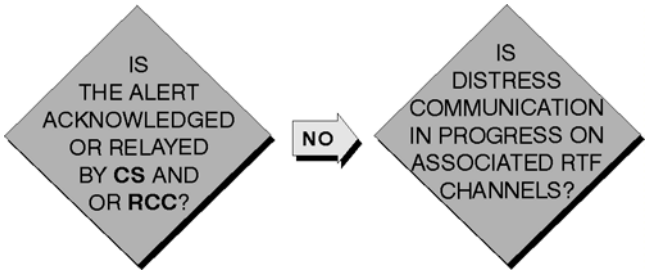
IMO (HH080/051/15 – E2) 31/01

Page 15, **Figure 2A**, Note 2, *end of line, delete,* VHF or MF channels, *and replace by:*

VHF Channel 70 or MF Channel 2187·5 kHz

IMO (HH080/051/15 – E2) 31/01

Page 17, **Figure 2B**, *row 1, delete green diamonds containing text* IS THIS ALERT ACKNOWLEDGED BY **CS** AND OR **RCC**? *and* IS DISTRESS TRAFFIC IN PROGRESS? *and replace by:*



IMO (HH080/051/15 – E2) 31/01

Page 58, delete page and replace by page 6.22

Page 78, **Chapter 9, VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1**, Chile, *line 12*, Diego Ramírez, *delete and replace by:*

Diego Ramírez	007250440	52°39′S, 68°36′W	15	Operational *(MRCC Punta Arenas)*

Armada de Chile (HH080/051/15 – E5) 31/01

Page 239, **Chapter 16, NAVTEX, COAST RADIO STATIONS,** *diagram* **X5**, *position 63 44 N 68 33 W, insert:* ● Iqaluit [T] [S]

Canadian Coast Guard (HH080/051/15 – E4) 31/01

Page 245, **STATIONS WITH OPERATIONAL NAVTEX FACILITIES, CANADA (Atlantic Coast),** *after* **Fundy [U] [V]** *insert:*

Iqaluit [T] [S] (Canadian Coast Guard)
TELEPHONE: +1 867 979 5269 — 63°44′N 68°33′W
FAX: +1 867 979 4264 — Diagram X5
MMSI: 003160023
NAVTEX [T]

TIME UT(GMT)	WEATHER BULLETINS	NAVIGATIONAL WARNINGS	ICE REPORTS
0320	●		
0720	●		
1120	●	●	●
1520	●		
1920	●		
2320	●	●	●

NAVTEX [S] Language: French

TIME UT(GMT)	WEATHER BULLETINS	NAVIGATIONAL WARNINGS	ICE REPORTS
0310	●		
0710	●		
1110		●	●
1510	●		
1910	●		
2310		●	●

Canadian Coast Guard (HH080/051/15 – E4) 31/01

Page 282, **Chapter 17, DISTRESS, SEARCH AND RESCUE, BELIZE**, *delete contacts and replace by:*

	Telephone +501	**Telex**	**Fax** +501	**Others**
DEFENCE FORCE MARITIME WING	25 2171		25 3334	
CIVIL AVIATION	25 2052		25 2533	
DEFENCE FORCE AIR WING	25 2172		25 2094	
PORT AUTHORITY	73510		77091	

ITU Bulletin 722 31/01

Page 287, **CHILE**, *delete section and replace by:*

CHILE

See diagrams R8, R17, R19

National SAR Agency: General Directorate for Maritime Territory and Merchant Marine
Address: Errazuriz 537, Valparaiso, Chile
Tel: 32 208 000 / 261 / 237 / 238 / 239
Fax: 32 208 296 / 32 208 262
Telex: 330607 ANGEL CK
E–mail: mrccchile@directemar.cl

The Chilean Maritime Rescue Co–ordinator Centre – MRCC Chile, is located in Valparaiso, Chile, and is sub–divided into 5 districts. Chile has an extensive coastline where five Maritime Rescue Co–ordinator Sub–Centres (MRSCs) are located. They are fitted with modern maritime communication systems and facilities to carry out search and rescue operations. The responsibility area also covers the Drake Passage and an area which extends to the Antarctic, where weather conditions are generally adverse. A network of Coast Radio Stations maintains continuous listening watch on international distress frequencies, which is monitored by the MRCC Chile.

	Telephone +56	**Telex** +34	**Fax** +56	**Others**
MRCC CHILE	32 208000 32 208237 32 208238 32 208239	320607 ANGEL CK	32 208262 32 208296	
MRSC IQUIQUE	57 428271 57 411270		57 424669	
MRSC PUERTO MONTT (COBREM PMO)	65 291137 65 291190	370064 CBP CK 270038 CBP CL	65 262224	
MRSC PUNTA ARENAS (COBREM PAR)	61 225711 61 201161	380014 CBM CK 280079 CBM CL	61 225704	
MRSC TALCAHUANO (COBREM TALC)	41 266162 41 266163 41 541100	260134 CBT CL	41 266196 41 541645	
MRSC VALPARAISO (COBREM VALP)	32 208913 32 208919	330607 ANGEL CK	32 208596 32 208537	

MRCC Chile (HH080/084/03 – E27) 31/01

Page 290, **DENMARK,** *delete section and replace by:*

DENMARK

See diagrams R1, R2

National SAR Agency: Ministry of Defence
Address: 42 Holmens Kanal, DK–1060 København K, Denmark
Tel: 33 92 33 20
Fax: 33 32 06 55

The Search and Rescue Co-ordination Centre for Denmark is MRCC Århus which has no direct radio communication with ships in distress. Communication is through the two MRSCs under the control of MRCC Århus, and Coast Radio Stations which maintain a continuous listening watch on international distress frequencies, including full DSC facilities. See also **FØROYAR**.

	Telephone +45	**Telex** +55	**Fax** +45	**Others**
MRCC ÅRHUS	89 43 30 99 ext 3203	64 485 RCCARH DK	89 43 32 30	Inmarsat–C: 492380442
	e–mail: mrcc@sok.dk			
ARCC KARUP (COSPAS–SARSAT SPOC)	97 10 15 50 ext 5631		99 62 49 54	
	e–mail: rcc@ftk.dk			
MRSC BORNHOLM	56 95 20 11		56 91 04 44	
MRSC KATTEGAT	99 22 22 55		99 22 28 38	
LYNGBY (OXZ)	45 28 98 00	37383 LYRDO DK	45 88 24 85	

MRCC Århus (HH080/082/02 – E40) 31/01

Page 295, **FRANCE,** *delete section and replace by:*

FRANCE

See diagrams R1, R5

National SAR Agency: Organisme d'études et de coordination pour la recherche et le sauvetage en mer (SECMAR)
Address: 16 boulevard Raspail, 75007 Paris, France
Tel: 1 53 63 41 59
Fax: 1 53 63 41 78

Centre Régionaux Operationels de Surveillance et de Sauvetage (CROSS)
France has five MRCCs for its European coasts. CROSS provides a permanent, full time, all weather operational presence along the coast of France and co–operates with foreign MRCCs and MRSCs as required. MRCC Gris Nez has been designated as the initial point of contact for foreign SAR authorities for any question concerning operational aspects of maritime SAR and when France is involved in an incident where a particular French MRCC is not clearly competent to deal with it.
MRCC Étel has been designated as the MRCC associated to the French COSPAS–SARSAT Mission Control Centre (FMCC) and the Inmarsat LESs.

	Telephone +33	**Telex** +42	**Fax** +33	**Others**
Atlantic Coast				
MRCC GRIS NEZ (designated point of contact)	3 21 87 21 87	130680	3 21 87 78 55	Inmarsat–C: 422799256 AFTN: LFINZPZX
	e–mail: ops.cross–gris–nez@equipement.gouv.fr			
MRCC JOBOURG	2 33 52 72 13		2 33 52 71 72	
	e–mail: jobourg.mrcc@wanadoo.fr			
MRCC CORSEN	2 98 89 31 31	940086	2 98 89 65 75	
	e–mail: cross–corsen@equipement.gouv.fr			
MRCC ÉTEL	2 97 55 35 35	950519	2 97 55 49 34	Inmarsat–C: 422799025 AFTN: LFIEYYYX
	e–mail:			
Mediterranean Coast				
MRCC LA GARDE	4 94 61 71 10	430024	4 94 27 11 49	
	e–mail: cross–la–garde@equipement.gouv.fr			
MRSC AJACCIO	4 95 20 13 63	460187	(0)4 95 22 51 91	
	e–mail:			

SECMAR (HH080/082/02 – E41, HH080/084/03 – E28) 31/01

Page 299, **GUYANA,** *delete contacts and replace by:*

	Telephone +592	**Telex** +295	**Fax** +592	**Others**
MRCC GEORGETOWN	22 68410 22 60570 22 60579	2271 NATSERV	22 61597	
GEORGETOWN LIGHTHOUSE	22 69871			
DEMERARA (8RB)	63101	2209		

ITU 31/01

Pages 309 and 310, **MALAYSIA,** *delete section and replace by:*

MALAYSIA

See diagram R14

National SAR Agency: Marine Department Malaysia
Address: Safety of Navigation Division, P.O. Box 12, 42007 Port Klang, Malaysia
Tel: 3 3167 0530 (H24) 3 3169 5100
Fax: 3 3167 1334 (H24) 3 3168 5020
Telex: 39748 LAUT MA
Web: www.marine.gov.my

The Marine Department of the Malaysian Ministry of Transport is responsible for co-ordinating Search and Rescue operations. Each established MRCC and MRSC maintains a continuous listening watch on international distress frequencies, 2182 kHz and VHF Ch 16. Coast Radio Station Penang (Pinang) (9MG) also maintains a continuous listening watch on 500 kHz.

	Telephone +60	**Telex** +84	**Fax** +60	**Others**
MRCC MALAYSIA (MRCC PORT KLANG)	3 3167 0530 (H24)	39748 LAUT MA	3 3167 1334 (H24)	
	e–mail: mrcc@marine.gov.my			
MRSC PENANG	4 657 9636 (H24)		4 659 0855 (H24)	
	e–mail: mrsc_penang@marine.gov.my			

Peninsular Malaysia

MRSC JOHOR	7 224 8093 (H24)		7 224 8092 (H24)	
	e–mail: mrsc_johor@marine.gov.my			
MRSC KUALA TERENGGANU	9 622 1417 (H24)		9 623 3676 (H24)	
	e–mail: mrsc_terengganu@marine.gov.my			

Sabah and Sarawak

MRCC LUBAN	87 412 209 (H24)	80314 LAUT MA	87 410 891 (H24)	
	e–mail: mrsc_labuan@marine.gov.my			
MRSC SANDAKAN	89 213 127 (H24)		89 215 197 (H24)	
MRSC KUCHING	82 333 205 (H24)	70933 LAUT MA	82 331 349 (H24)	
	e–mail: mrsckuc@jls.gov.my			

MRCC Malaysia (HH080/083/05 – E1) 31/01

Page 311, **MARTINIQUE (and Guyane Française) (France),** *delete notes and contacts and replace by:*

MRCC Fort de France is located on Martinique and is the Centre Régionaux Opérationel de Surveillance et de Sauvetage aux Antilles–Guyane (CROSSAG). CROSSAG is responsible for co–ordination of Search and Rescue cases within its SRR in the West Indies, Guyana and the North Atlantic. On Martinique and Guadeloupe, CROSSAG maintains a continuous listening watch on VHF Ch 16 and 2182 kHz for distress communications.				
	Telephone	**Telex**	**Fax**	**Others**
MRCC FORT DE FRANCE (CROSSAG)	+596 596 70 92 92	+298 912008	+596 596 63 24 50	Inmarsat–C: 422799024 (AOR–W)
	e–mail: mrcc.fortdefrance@wanadoo.fr			
MRSC CAYENNE (GUYANE FRANÇAISE)	+594 594 30 44 44	+295 910303	+594 594 39 55 89	Inmarsat–C: 422799191 (AOR–W) Inmarsat–C: 422799221 (AOR–E)

SECMAR and ITU Bulletin 742 (HH080/084/03 – E28) 31/01

Page 318, **NOUVELLE CALÉDONIE (France),** *delete contacts and replace by:*

	Telephone +687	**Telex** +706	**Fax** +687	**Others**
MRCC NOUMÉA	26 47 72		24 24 33	Inmarsat–C: 422799194 (IOR)
	e–mail: mrcc.nc@lagoon.nc			
TONTOUTA AIRPORT	35 24 00			

SECMAR (HH080/084/03 – E28) 31/01

Page 320, **POLAND,** *row 4,* MRCC GDYNIA, *delete and replace by:*

MRCC GDYNIA	(0)58 6205 551 (0)58 6216 811	54262 RCC PL	(0)58 6610 197 (0)58 6276 955	
	e–mail: polratok@polratok.com.pl			

MRCC Gdynia (HH080/082/03 – E1) 31/01

Page 321, **POLYNÉSIE FRANÇAIS (France),** *delete contacts and replace by:*

	Telephone +689	**Telex**	**Fax** +689	**Others**
MRCC PAPEETE	46 24 32		42 39 15	Inmarsat–C: 422799192 (POR) AFTN: NTAAYXYX
	e–mail: mrcc.papeete@mail.pf			
RCC TAHITI	42 09 01			

SECMAR (HH080/084/03 – E28) 31/01

Page 322, **RÉUNION (France),** *delete notes and contacts and replace by:*

Centre Operationnel de Sauvetage en Mer de La Réunion (COSRU) MRCC LA Réunion maintains a continuous radiotelephone listening watch on international distress frequencies 2182 kHz, 8291 kHz and Ch 16 VHF				
	Telephone +262	**Telex** +961	**Fax** +262	**Others**
MRCC LA RÉUNION (COSRU)	262 43 43 43	916140	262 71 15 95	Inmarsat–C: 422799193 (IOR)
	e–mail: cms–cosru.dram.reunion@equipement.gouv.fr			

SECMAR (HH080/083/04 – E28) 31/01

Page 323, **RUSSIA,** *delete contacts and replace by:*

	Telephone +7	**Telex** +64	**Fax** +7	**Others**
Arctic Coast				
MRSC ARCHANGEL'SK	(0)8182 439968 (0)8182 447100	242111 RU	(0)8182 438310	
MRCC MURMANSK	(0)8152 428307 (0)51 295 10733	126178 MAPM RU	(0)8152 428307 (on request)	Inmarsat Mini–M: 762 137 155 (voice) 762 137 157 (fax)
	e–mail: rcc@mapm.ru			
Baltic Coast				
MRCC MOSKVA (MOSCOW)	(0)95 924 7476 (0)95 926 1052	411197 MMF RU	(0)95 921 9128	
MRSC KALININGRAD	(0)112 47 11 99	262193 MRSC RU	(0)122 47 11 99	Inmarsat Mini–M: 762 830 387 (tel) 762 830 389 (fax) 762 830 390 (data)
	e–mail: mrsc@map.kaliningrad.ru			
MRCC SANKT PETERBURG	(0)812 327 4146 (0)812 259 8995 (0)812 327 4147	121512 RCC RU	(0)812 327 4146	Inmarsat–C: 492 500 127 Inmarsat Mini–M: 761 319 893
	e–mail: mrcc@mail.pasp.ru			
Black Sea Coast				
MRCC NOVOROSSIYSK	(0)8617 239617	279193 MAPNRU (office hours)	(0)8617 239600	Inmarsat–B: AOR–E / IOR 327 325 510 / 511 (tel) 327 325 512 / 515 (fax) 327 325 517 (data) 327 325 518 (tlx)
Pacific Coast				
MRSC KHOLMSK	(0)42433 66161 (0)42433 60321	412613	(0)42433 66020	Inmarsat–A: 1112 –427311122
	e–mail: mspc@sakhalin.ru			
MRSC PETROPAVLOVSK–KAMCHATSKIY	(0)4152 112880	244138 RSCP RU	(0)4152 112397	
MRCC VLADIVOSTOK	(0)4232 495522 (0)4232 227782	213115 MRF RU	(0)4232 495895	Inmarsat–C: 492 500 379 MAPV
	e–mail: vldvmrcc@vld.pma.ru			
MRSC YUZHNO–SAKHALINSK	(0)4242 785704		(0)4242 785767	Inmarsat–C: 427 311 122
	e–mail: mspc@sakhalin.ru			

MRCC Sankt Peterburg (HH080/082/03 – E2) 31/01

Page 324, **SAINT PIERRE AND MIQUELON (France),** *delete notes and contacts and replace by:*

The Quartier des Affaires Maritimes (AFMAR Saint Pierre et Miquelon) is responsible for co-ordinating Search and Rescue operations and is also a foreign central alerting post in link with MRSC S. John's, Newfoundland, Canada.				
	Telephone +508	**Telex** +204	**Fax** +508	**Others**
AFMAR SAINT PIERRE ET MIQUELON	41 15 30	914449	414834	

SECMAR (HH080/084/03 – E28) 31/01

Extracts from *Resolution A.814 (19)* IMO Guidelines for Avoiding False Distress Alerts

COMPANIES, MASTERS AND SEAFARERS SHOULD, AS APPROPRIATE:

1. ensure that all GMDSS certificated personnel responsible for sending a distress alert have been instructed about, and are competent to operate, the particular radio equipment on the ship;
2. ensure that the person or persons responsible for communications during distress incidents give the necessary instructions and information to all crew members on how to use GMDSS equipment to send a distress alert;
3. ensure that as part of each "abandon ship" drill, instruction is given on how emergency equipment should be used to provide GMDSS functions;
4. ensure that GMDSS equipment testing is only undertaken under the supervision of the person responsible for communications during distress incidents;
5. ensure that GMDSS equipment testing or drills are never allowed to cause false distress alerts;
6. ensure that encoded identities of satellite EPIRBs, which are used by SAR personnel responding to emergencies, are properly registered in a database accessible 24h a day or automatically provided to SAR authorities (masters should confirm that their EPIRBs have been registered with such a database, to help SAR services identify the ship in the event of distress and rapidly obtain other information which will enable them to respond appropriately);
7. ensure that EPIRB, Inmarsat and DSC registration data is immediately updated if there is any change in information relating to the ship such as owner, name or flag, and that the necessary action is taken to reprogram the ship's new data in the GMDSS equipment concerned;
8. ensure that, for new ships, positions for installing EPIRBs are considered at the earliest stage of ship design and construction;
9. ensure that satellite EPIRBs are carefully installed in accordance with manufacturers' instructions and using qualified personnel (sometimes satellite EPIRBs are damaged or broken due to improper handling or installation. They must be installed in a location that will enable them to float free and automatically activate if the ship sinks. Care must be taken to ensure that they are not tampered with or accidentally activated. If the coding has to be changed or the batteries serviced, manufacturers requirements must be strictly followed. There have been cases where EPIRB lanyards were attached to the ship so that the EPIRB could not float free; lanyards are only to be used by survivors for securing the EPIRB to a survival craft or person in water);
10. ensure that EPIRBs are not activated if assistance is already immediately available (EPIRBs are intended to call for assistance if the ship is unable to obtain help by other means, and to provide position information and homing signals for SAR units);
11. ensure that, if a distress alert has been accidentally transmitted, the ship makes every reasonable attempt to communicate with the RCC by any means to cancel the false distress alert;
12. ensure that, if possible, after emergency use, the EPIRB is retrieved and deactivated; and
13. ensure that when an EPIRB is damaged and needs to be disposed of, if a ship is sold for scrap, or if for any other reason a satellite EPIRB will no longer be used, the satellite EPIRB is made inoperable, either by removing its battery and, if possible, returning it to the manufacturer, or by demolishing it.

Note: If the EPIRB is returned to the manufacturer, it should be wrapped in tin foil to prevent transmission of signals during shipment.

Extracts from COMSAR/Circ.25

PROCEDURE FOR RESPONDING TO DSC DISTRESS ALERTS BY SHIPS

The Sub–Committee on Radiocommunications and Search and Rescue (COMSAR), at its fourth session (12 to 16 July 1999), decided that digital selective calling (DSC) relays of distress alerts on all shipborne DSC equipment should be reduced and prepared a procedure for responding to VHF/MF and HF distress alerts, given in flow diagrams 1 and 2, recommending that it be displayed on the ship's bridge as A4 size posters. It also prepared the following guidance.

Distress relays

Radio personnel serving on ships should be made aware of the consequences of transmitting a distress relay call and of routeing a DSC distress relay alert to other than coast stations.

The number of unintended activations of DSC distress alerts and DSC distress relay alerts creates extra work load and confusion to MRCCs and also causing delay in the response–time. The original distress alert from a ship in distress should not be disrupted by other ships, by transmitting a DSC distress relay alert.

Recommendation ITU–R M.541–8 on Operational procedures for the use of DSC equipment in the Maritime Mobile Service identifies only two situations in which a ship would transmit a distress relay call (distress relay alert):

1. on receiving a distress alert on a HF channel, which is not acknowledged by a coast station within 5 minutes. The distress relay call should be addressed to the appropriate coast station (Annex 1, paragraph 3.4.2 and Annex 3, paragraph 6.1.4); and

2. on knowing that another ship in distress is not itself able to transmit the distress alert and the Master of the ship considers that further help is necessary. The distress relay call should be addressed to "all ships" or to the appropriate coast station (Annex 3, paragraph 1.4).

In no case is a ship permitted to transmit a DSC distress relay call on receipt of a DSC distress alert on either VHF or MF channels.

Distress relay calls on HF channels should be initiated manually.

Compliance with operational and technical provisions above would prevent transmission of inappropriate distress relay calls.

Authorisation

It should be noted that on ships, distress alerts, distress acknowledgements and distress relay calls can only be transmitted with permission of the Master of the ship.

See flow diagrams Figures 2A and 2B on pages 15 and 17

VOLUME 6, 2000/01—PART 1

Published Wk 43/00

(Last Amendments: Weekly Edition No. 30 dated 26 July 2001)

Page 77, **NETHERLANDS, NIEUWE WATERWEG**

Pilots, PROCEDURE, *section* (4) *lines 1 to 3, delete* Pilot normally boards within . . . . *to* . . . . VHF Ch 01., *and replace by:*

Pilot boards in position 52°00′·1N 3°53′·3W (1 n mile S of Maas Center Lt buoy).

Captain M J Annett (Deep Sea Pilot) (HH340/530/06 – E20) 31/01

Page 116, **UNITED KINGDOM, CLYDE**

Pilots, *line 1, delete* TELEX *and replace by* E–MAIL

FREQUENCY, *delete* 14 *and replace by* 12

Page 117, **CLYDEPORT**

Port Operations and Information Service, *diagram of* **CLYDEPORT***, insert a reporting point symbol (inbound/outbound), with legend (Vessels Without Pilot Only), in position 55 48 1N 4 54 1W.*

Delete TELEX: 778976 CPALRS G *and replace by:*

E–MAIL: estuary.tower@clydeport.co.uk

31/01

Page 118, delete NOTE: Conservancy vessels are equipped: VHF Ch 16; 11.

REPORTING, **Vessels not subject to Compulsory Pilotage within the Pilotage area,** *delete lines 4 and 5,* (a) When passing . . . . *to* . . . . 4°45′·9W) *and replace by:*

(a) When passing East or West of Little Cumbrae Island (55°43′N 4°57′W)
(b) When passing Hunterston buoy No 1 (55°48′·1N 4°54′·1W)
(c) When passing River Lt buoy No 1 (55°57′·6N 4°45′·9W)

31/01

Page 118, **Ardrossan**

Port, *delete* TELEPHONE, FAX, TELEX *and replace by:*

TELEPHONE: +44(0)1294 463972
FAX: +44(0)1294 601289

31/01

HOURS, *after* ferry. *add*: Outside of these times contact Estuary Control.

Harbour Master, Clydeport Operations Limited (HH080/001/20 – E26) 31/01

VOLUME 6, 2000/01—PART 2

Published Wk 43/00

(Last Amendments: Weekly Edition No. 30 dated 26 July 2001)

Page 171, **NORWAY**, *insert new entry:*

Continued on next column

HESTVIKA 63°34′N 9°11′E

Pilots

CALL: Hestvika Pilots
TELEPHONE: +47 72 44 32 74
FREQUENCY: Ch 13
PROCEDURE: Pilot boards in position 63°39′N 9°15′E (in Kråkvågfjorden).

MV Aurora (HH310/510/02 –E37) 31/01

Page 183, **NORWAY**, **TRONDHEIM**

Pilots and Port, PROCEDURE, *section* (2) (b), *after* 9°15′E *insert:*

(See HESTVIKA)

MV Aurora (HH310/510/02 – E37) 31/01

VOLUME 6, 2000/01—PART 3

Published Wk 43/00

(Last Amendments: Weekly Edition No. 29 dated 19 July 2001)

Page 50, **EQUITORIAL GUINEA**, *insert new entry:*

CEIBA TERMINAL 1°24′N 9°13′E

Terminal

CALL: Ceiba Terminal
LOCATION: Floating Production Storage and Offloading (FPSO) Sendje Berge
TELEPHONE: Terminal: +873 1320 513
Operator: +240 9 0728
FAX: Terminal: +873 1320 514
Operator: +240 9 2304
FREQUENCY: Ch 16 74c
PROCEDURE:
(1) Tankers must send an initial ETA message by fax to the FPSO. The ETA should be updated 72, 48 and 24 hours before arrival at the terminal. Additional notification must be given if the vessel's ETA varies from the original ETA by 6 hours or more.
(2) Tankers should call Ceiba Terminal when they are within VHF range but not less than 10 n miles from the FPSO.
(3) There is a 10 n mile **Reporting Zone** around the FPSO. Any vessel proceeding to the terminal is required to report to the terminal on VHF prior to entering the Reporting Zone.
(4) There is a 500m **Exclusion Zone** around the FPSO, which vessels can only enter with the permission of the FPSO Operations.
(5) A continuous listening watch must be kept on VHF Ch 16 and 74 when approaching and operating in the terminal area.
(6) Tankers that are requested to wait for berthing instructions must maintain a constant listening watch on VHF Ch 16 and 74 in order to receive instructions from the terminal.

Ceiba Terminal Marine Superintendent (HH442/180/03 – E8) 31/01

WEF 1 August 2001:

Page 261, **YEMEN, ADEN**

Pilots and Port, PROCEDURE, *delete section* (3) *and replace by:*

(3) Pilot boards in position 12°44′N 44°57′E.

Harbour Master, Port of Aden (HH481/440/03 – E4) 31/01

Produced by The Stationery Office,
HA294/004/107/01, SA3727, CCN019585

H.102 (Feb. 1998)

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.

H.102a (April 1990)

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 . . . . . .