



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 34

23 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.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 in the left-hand menu, which will open the NM Home Page.
- *The NM Home Page will then offer access to the range of Admiralty Notices to Mariners services through a series of Buttons at the top of the Page:
 - *Weekly Notices to Mariners*
 - *NM Blocks*
 - *Annual NMs*
 - *Cumulative NM List*
 - *Small Craft NMs*
 - *NM Feedback Form*
- Click on the Option you require and from the NM Home Page, and a further information page will open giving a brief explanation of each NM Service.
- Access to the Notices themselves is achieved by clicking on the File references (shown in Blue) below text on each information page.
- Click on the File you wish to view, and a series of digital NM Files will be displayed.
- Open the NM File(s) of your choice and read/print the information as required.
- To view another NM service option or return to the NM Home Page, click on the menu at in the left-hand side of the page.

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

www.ukho.gov.uk/notices_to_mariners.html

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.

Weekly Notices to Mariners.

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_REFERENCE .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. There are Links between the front index page 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 is a supplementary file which contains Section II chart correction Notices set out one to a page. There are Links between the Index page and individual Notices.

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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).

Annual Summary of Admiralty Notices to Mariners (NP247).

The Annual Summary is published in January each year and referenced as NP247-YY (Whereas YY refers to the Year). The Annual Summary is segregated into three files as follows:

NOTICES 1-24.PDF - contains the series of Annual statutory Notices to Mariners, numbers 1 to 24. There are Links between the Index Page and the relevant Notice.

T&P_YYYY.PDF - contains a summary of all Temporary and Preliminary Notices still in force at the beginning of the current year. (whereas YYYY refers to the year, (Example T&P_2001)). There are Links between the Index Page and the relevant Geographical Sections.

AMENDS TO SDS.PDF - contains a cumulative summary of Amendments to Sailing Directions. There are Links between the Index Page and the amendments to each individual Volume of the Sailing Directions.

Cumulative Lists of Admiralty Notices to Mariners (NP234A and B).

The Cumulative NM files are segregated as follows (NP 234A refers to the January Edition, NP234B refers to the July edition and YY refers to the year) (Example: The July 2001 edition of the Cumulative List is referenced as NP234B-01):

NP234X-YY (whereas X refers to the Half yearly edition and YY refers to the year) gives the historical index of paper chart NM corrections, referenced by Admiralty chart number. At present, there are no links to actual Notices to Mariners.

Small Craft Notices to Mariners (NP246 A,B,C and D).

The Small Craft Notices to Mariners (SCNM) files are segregated as follows (NP246A February, NP246B May, NP246C July and NP246D October. YY refers to the year) (Example: The July 2001 edition of the SCNMs is referenced as NP246C-01):

NP246X-YY - (Whereas NP 246X refers to the Quarterly edition and YY refers to the Year) contains the quarterly SCNMs, referenced under the relevant Navigational Publication (NP) number (Example NP246C/01). There are links between the Index Page and the Geographical Sections. The full colour NM Blocks and Notes are available as separate files (see *Digital Colour Blocks and Notes* below).

DIGITAL COLOUR BLOCKS and NOTES 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.

NM Feedback Form.

If you have any comments or information regarding Admiralty Notices to Mariners, please complete the Form provided, and Email it to generalenquiries@ukho.gov.uk.

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.

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- If printing text or monochrome NM Blocks, the minimum specification is an Ink-jet or good quality Laser *Postscript* printer with at least 6 MB of memory. (NB. If using a *Postscript* printer, ensure the *Postscript printer driver* is installed).
- For printing Colour NM Blocks the minimum specification of printer is a good quality Ink Jet/Laser printer with 300 dpi resolution or greater.
- If using certain types of Ink Jet printer ensure the setting is set to 'Dithered screening' not 'Pattern screening'.
- Printed colour copies should be compared with the colour image 'on screen' to ensure that all the colours have reproduced correctly. Printer property resolution and ink density may need to be increased or adjusted to obtain the best results.
- Ensure the Colour Ink Cartridge is in accordance with the printer manufacturer's specifications.
- Minimum paper specification for printing Colour NM Blocks is International paper size A4, thickness/weight 80 gsm paper. (The same paper as used for NM Blocks in the NM Weekly).
NB. (Ensure the paper quality is in accordance with the Printer manufacturer's specifications).

Help-Line

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

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

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

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EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

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[34/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 23 August 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙178	Ports in Algeria. (A) Approaches to Béni Saf. (B) Port de Béni Saf. (C) Port de Ghazaouet. (D) Port de Ténès. (E) Port de Mostaganem.	1:125,000 1:10,000 1:12,500 1:12,500 1:12,500	24	38	£16·00
	<i>Includes amendments to depths and port developments in Port de Ghazaouet and Port de Ténès.</i>				
⊙649	Mozambique, Approaches to Nacala. Nacala.	1:100,000 1:36,000	36	52	£16·00
	<i>Includes the latest available information on depths, aids to navigation and landmarks in Nacala and Approaches.</i>				
	<i>Note: On publication of this New Edition Former Notice 287(P)/00 is cancelled. This chart is to be deleted from the list of charts affected by Former Notice 144(P)/95.</i>				
⊙1494	South Pacific Ocean, Vanuatu, Éfaté and Plans. Éfaté. (A) Port - Havannah. (B) Forari Bay. (C) Port - Vila. 17°43'·87S. — 17°45'·83S., 168°16'·14E. — 168°18'·81E.	1:150,000 1:50,000 1:25,000 1:10,000	68	92	£16·00
	<i>Includes a new plan of Port - Vila at a scale of 1:10,000.</i>				
2002	Brazil - Southern Coast, Porto do Rio Grande.	1:30,000	95	114	£16·00
	<i>Includes amendments to depths, buoyage and port facilities throughout.</i>				
⊙2556	Singapore and Indonesia, Eastern Approaches to Singapore.	1:30,000	45	64	£16·00
	<i>This partial new edition is limited to include amendments to depths and port developments.</i>				
	<i>Note: This chart remains affected by Former Notices 4934(P)/00 and 1211(P)/01.</i>				
⊙2569	Singapore, Malaysia and Indonesia, Southern Approaches to Kuala Johor.	1:30,000	45	64	£16·00
	<i>This partial new edition is limited to include amendments to depths.</i>				
	<i>Note: This chart remains affected by Former Notices 4934(P)/00 and 1211(P)/01.</i>				

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

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ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 23 August 2001 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙3043	Red Sea, Ports on the Coast of Egypt.		32	58	£16·00
	Ⓐ Safâga.	1:35,000			
	Ⓑ Hurghada.	1:25,000			
	Ⓒ Approaches to Safâga.	1:75,000			
	Ⓓ Approaches to Berenice.	1:60,000			
	Ⓔ Berenice.	1:25,000			
	Ⓕ El Quseir.	1:75,000			
	<i>This partial new edition is limited to include changes to lights, leading lines and other aids to navigation within the Approaches and Port of Berenice.</i>				
	<i>Note: On publication of this New Edition Former Notice 2442(P)/01 is cancelled. This chart remains affected by Former Notice 2130(P)/01.</i>				
⊙3807	Philippine Islands, Mindoro Strait and Sibuyan Sea.	1:500,000	48	74	£16·00
	<i>This partial new edition is limited to include the Malampaya to Batangas submarine pipeline.</i>				
	<i>Note: This chart is to be deleted from the list of charts affected by Former Notice 1063(P)/00.</i>				
⊙3937	Indonesia, Ports in Kepulauan Riau.		45	64	£16·00
	Ⓐ Sambu and Sekupang.	1:12,500			
	Ⓑ Batuampar.	1:12,500			
	Ⓒ Tanjungpinang.	1:35,000			
	Ⓓ Tanjunguban and Approaches.	1:35,000			
	Ⓔ Kijang and Approaches.	1:35,000			
	<i>This partial new edition is limited to include amendments to depths and port developments.</i>				

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 20 SEPTEMBER 2001

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
3099	Ivory Coast, San - Pédro and Approaches. Ⓐ San - Pédro. 4°42'·60N. — 4°45'·50N., 6°35'·00W. — 6°37'·80W. Ⓑ Approaches to San - Pédro. 4°30'·00N. — 4°49'·50N., 6°23'·00W. — 6°48'·00W. <i>One of three new charts that replace existing charts 3093 and 3051. Includes general updating throughout.</i>	1:20,000 1:100,000	3051 (Plans Ⓐ and Ⓑ)
3101 INT 2872	International Chart Series, Ivory Coast, Outer Approaches to Port d'Abidjan. 4°40'·40N. — 5°21'·00N., 3°48'·80W. — 4°49'·40W. Ⓐ Approaches to Port d'Abidjan. 5°11'·00N. — 5°16'·20N., 3°55'·70W. — 4°04'·00W. Ⓑ Grand - Lahou. 5°07'·10N. — 5°08'·40N., 4°58'·90W. — 5°01'·10W. Ⓒ Grand - Bassam. 5°10'·30N. — 5°12'·50N., 3°41'·40W. — 3°44'·90W. <i>One of three new charts that replace existing charts 3093 and 3051. This chart covers the Approaches and Outer Approaches to Port d'Abidjan and includes the latest available survey information. The plan of Approaches to Port d'Abidjan is referred to WGS 84 datum. (A modified reproduction of INT 2872, originally published by France).</i>	1:100,000 1:40,000 1:20,000 1:35,000	3051 (Plan Ⓒ)
3103 INT 2873	International Chart Series, Ivory Coast, Port d'Abidjan. 5°14'·00N. — 5°19'·96N., 3°58'·94W. — 4°03'·00W. Ⓐ Baie du Banco. 5°19'·80N. — 5°21'·20N., 4°01'·70W. — 4°02'·80W. <i>One of three new charts that replace existing charts 3093 and 3051. This chart provides improved coverage of Port d'Abidjan, includes the latest available survey information and is referred to WGS 84 datum. (A modified reproduction of INT 2873, originally published by France).</i>	1:10,000 1:10,000	3093
4156 INT 7530	International Chart Series, Republic of South Africa, South Coast, Cape St Francis to Great Fish Point. 33°25'·00S. — 35°03'·39S., 24°38'·00E. — 27°38'·02E. <i>One of a series of new charts providing improved coverage of the coast of South Africa. (A modified reproduction of INT 7530, originally published by South Africa).</i>	1:300,000	2085
4157 INT 7531	International Chart Series, Republic of South Africa, South Coast, Approaches to Port Elizabeth. 33°42'·16S. — 34°07'·59S., 25°35'·00E. — 25°56'·42E. <i>One of a series of new charts providing improved coverage of the coast of South Africa. (A modified reproduction of INT 7531, originally published by South Africa).</i>	1:50,000	641

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 20 SEPTEMBER 2001

New Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
4158	Republic of South Africa, South Coast, Port Elizabeth and Bird Island Passage. Ⓐ Port Elizabeth. 33°54'·90S. — 33°58'·75S., 25°35'·77E. — 25°42'·20E. Ⓑ Bird Island Passage. 33°42'·06S. — 33°51'·80S., 26°11'·89E. — 26°29'·00E. <i>One of a series of new charts providing improved coverage of the coast of South Africa. (A modified reproduction of SAN 1025, originally published by South Africa).</i>	1:15,000 1:40,000	Plan on Charts 641 and 2085
4767	Canada, Québec, Golfe du Saint-Laurent/Gulf of St. Lawrence, Cap Whittle à/to Havre-Saint-Pierre et/and Île d'Anticosti. 48°50'·00N. — 50°40'·00N., 59°37'·00W. — 63°42'·00W. <i>A replacement of Chart 305. (A modified reproduction of Canadian Chart 4025, originally published by the Canadian Hydrographic Service).</i>	1:300,000	305

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
903 INT 1333	International Chart Series, Entrance to the Baltic, The Sound, Middle Part. Ⓐ Øresundsbroen. Ⓑ Dragør. <i>Includes amendments to depths in the northern approaches to København and Drogden, also in waters south of Saltholm, from the latest Danish Government chart.</i>	1:50,000 1:12,500 1:8,000	903 INT 1333
1859 INT 1655	International Chart Series, England, West Coast, Port of Bristol. Ⓐ King Road. Ⓑ River Avon. Ⓒ City Docks. Ⓓ City Docks to Saint Anne's Bridge. <i>Includes the latest survey information from the Bristol Port Company and Bristol City Docks, for the plans of King Road and City Docks.</i>	1:10,000 1:10,000 1:5,000 1:25,000	1859 INT 1655

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 20 SEPTEMBER 2001

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
2594 INT 1331	International Chart Series, Entrance to the Baltic, The Sound, Northern Part. Ⓐ Helsingør Statshavn. Ⓑ Landskrona. Ⓒ Höganäs. 55°12'09N. — 56°11'58N., 12°31'02E. — 12°33'43E. <i>Includes amendments to depths in the approaches to København, Drogden and Danish waters east of Saltholm Flak from the latest Danish Government charts. A new plan of Höganäs has been added.</i>	1:75,000 1:8,000 1:25,000 1:15,000	2594 INT 1331
2602	France, North Coast, Cherbourg. <i>Includes amendments to depths, lights and restricted areas.</i>	1:10,000	2602
3713	United Arab Emirates, Approaches to Abu Dhabi (Abū Ḥaby). <i>Includes amendments to dredged areas within Miṇā' Zāyid and its approaches, also amendments to coastline and intertidal areas throughout. (The title has been changed).</i>	1:32,500	3713
3715	United Arab Emirates, Abu Dhabi (Abū Ḥaby) and Umm An Nār. <i>Includes amendments to coastline, dredged areas and buoyage in the vicinity of Umm An Nār, amendments to dredged areas within Miṇā' Zāyid and its approaches, also amendments to coastline and intertidal areas throughout. (The title has been changed).</i>	1:32,500	3715

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

Chart to be WITHDRAWN	Main Title	On publication of New Chart/New Edition
178	Ports in Algeria.	⊙178
649	Africa - East Coast, Approaches to Porto de Nacala.	⊙649
1493	Vanuatu - Éfaté, Port - Vila.	⊙1494
1494	South Pacific Ocean, Vanuatu, Éfaté and Plans.	⊙1494
2002	Brazil - Southern Coast, Porto do Rio Grande.	2002
2556	Singapore and Indonesia, Eastern Approaches to Singapore.	⊙2556
2569	Singapore, Malaysia and Indonesia, Southern Approaches to Kuala Johor.	⊙2569
3043	Red Sea, Ports on the Coast of Egypt.	⊙3043
3807	Philippine Islands, Mindoro Strait and Sibuyan Sea.	⊙3807
3937	Indonesia, Ports in Kepulauan Riau.	⊙3937

⊙ denotes chart available in the ARCS series.

II

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

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

⊙18	⊙1166	⊙1606	⊙1994	⊙2345	⊙2841
⊙26	⊙1168	⊙1607	⊙2000	⊙2449	⊙2878
⊙28	⊙1176	⊙1609	⊙2007	⊙2450	⊙3164
⊙30	⊙1178	⊙1610	⊙2010	⊙2451	⊙3271
⊙31	⊙1182	⊙1613	⊙2013	⊙2454	⊙3272
⊙32	⊙1183	⊙1626	⊙2021	⊙2482	⊙3273
⊙34	⊙1185	⊙1627	⊙2022	⊙2484	⊙3274
⊙105	⊙1186	⊙1634	⊙2035	⊙2565	⊙3275
⊙106	⊙1200	⊙1652	⊙2036	⊙2566	⊙3284
⊙108	⊙1267	⊙1698	⊙2037	⊙2571	⊙3294
⊙147	⊙1320	⊙1827	⊙2041	⊙2572	⊙3297
⊙148	⊙1344	⊙1828	⊙2044	⊙2610	⊙3298
⊙154	⊙1346	⊙1834	⊙2045	⊙2611	⊙3315
⊙323	⊙1411	⊙1835	⊙2052	⊙2615	⊙3319
⊙442	⊙1438	⊙1859	⊙2093	⊙2625	⊙3337
⊙536	⊙1446	⊙1892	⊙2094	⊙2628	⊙3418
⊙777	⊙1481	⊙1900	⊙2151	⊙2629	⊙3478
⊙871	⊙1491	⊙1901	⊙2154	⊙2631	⊙3490
⊙883	⊙1503	⊙1902	⊙2172	⊙2642	⊙3683
⊙1121	⊙1504	⊙1951	⊙2175	⊙2656	⊙3741
⊙1148	⊙1536	⊙1967	⊙2253	⊙2693	⊙3746
⊙1149	⊙1543	⊙1991	⊙2255	⊙2695	⊙3750
⊙1152	⊙1552	⊙1975	⊙2268	⊙2696	
⊙1160	⊙1594	⊙1981	⊙2290	⊙2793	

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

⊙ denotes chart available in the ARCS series.

II

3423 MISCELLANEOUS UPDATES TO CHARTS

<i>Chart</i>	<i>Last Correction</i>	<i>Details</i>
		Nil corrections this week.

UK Hydrographic Office.

3341* CHANNEL ISLANDS — Jersey — Approaches to St Helier — Violet Bank Southeastwards — Depths; Drying heights; Rocks; Islets

Insert	the accompanying block, showing amendments to depths, drying heights, rocks and islets, centred on:	49° 08'·18N., 2° 02'·26W.
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Chart [*Last correction*].— **1137** [4844/00]
UK Hydrographic Office (HH.256/400/03).

3345* ENGLAND, East Coast — River Thames — Gravesend Reach — Depths

Insert	depth 7 ₃ m	(a) 51° 27'·105N., 0° 23'·182E.
Substitute	depth 6 ₂ m for depth 7 ₅ m	51° 27'·114N., 0° 23'·315E.
Delete	depth 8 ₅ m	close W. of (a) above

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

Chart [*Last correction*].— **1186 (lower panel)** [1316/01]
Port of London Authority Notice 23/01 (HH.246/410/07).

3346* ENGLAND, East Coast — River Humber — Immingham — Whitebooth Road to Western Jetty — Depths

Insert	depth 7 ₂ m	(a) 53° 39'·026N., 0° 11'·959W.
	depth 6 ₆ m and extend 7m contour SW. to enclose	(b) 53° 38'·981N., 0° 11'·586W.
	depth 6 ₇ m	(c) 53° 38'·141N., 0° 11'·388W.
	depth 8 ₅ m	(d) 53° 37'·966N., 0° 11'·162W.
Delete	depth 8 ₄ m	(e) close NE. of (a) above
	depth 8 ₉ m	(f) 53° 39'·00N., 0° 11'·69W.
	depth 6 ₉ m	(g) adjacent to (c) above
	depth 11 ₂ m and associated 10m contour	(h) 53° 37'·995N., 0° 11'·219W.

Chart [*Last correction*].— **3497** (INT 1554) (**plan C, Immingham**) & **3497** (INT 1554) (a–c,g,h) [3077/01] — **1188** (INT 1553) (a–c,g,h) [2675/01] — **109** (INT 1555) (c,g,h) [3077/01]
ABP Humber (HH.252/410/11).

3347* ENGLAND, East Coast — River Humber — Hessle Sand and New Holland Jetty Northwards — Depths

Insert	depth 0 ₃ m	(a) 53° 42'·74N., 0° 21'·80W.
	depth 0 ₅ m and extend 2m contour S. to enclose	(b) 53° 42'·68N., 0° 24'·62W.
	depth 0 ₉ m	(c) 53° 42'·63N., 0° 21'·86W.
	2m contour, joining:	(d) 53° 42'·71N., 0° 21'·68W.
		(existing contour)
		(e) 53° 42'·63N., 0° 21'·68W.
		(existing contour)
Delete	former 2m contour, joining:	(f) (d) above
	depth 0 ₉ m	(g) (e) above
		(h) close W. of (a) above

Chart [*Last correction*].— **3497** (INT 1554) [3346/01] — **109** (INT 1555) (a,b,d–g) [3346/01]
ABP Humber (HH.252/420/09).

3348* ENGLAND, East Coast — Approaches to Blyth — North Spit Southeastwards — Obstruction; Buoy

Insert	⊙ <i>Obstn</i>	(a) 55° 08'·100N., 1° 29'·267W.
	special spherical light–buoy, Fl(5)Y.20s	close N. of (a) above

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

Chart [*Last correction*].— **1626** [1806/01]
HR Wallingford (HH.242/630/05).

II

3349* SCOTLAND, West Coast — Dubh Sgeirean Eastwards — Historic wreck

Insert the accompanying note, HISTORIC WRECK, centred on: (a) 58° 28'·00N., 4° 58'·60W.
(b) 58° 10'·60N., 6° 26'·00W.
semi-circular limit of restricted area, radius 300m,
pecked line, centred on: (c) 58° 26'·213N., 5° 06'·430W.
legend, *Historic Wreck* (see Note) (d) within (c) above
(e) close N. of (c) above

Chart [*Last correction*].— **2503** (a,c,d) [1990/01] — **1785** (b,c,e) [3537/00]
Scottish Statutory Instrument 242/01 (HH.272/690/03).

3350* IRELAND, West Coast — Bantry Bay — Roancurrignmore Northwards — Wreck; Buoy

Insert  isolated danger spar buoy (a) 51° 39'·29N., 9° 44'·89W.
close N. of (a) above

Chart [*Last correction*].— **1840** [3068/00]
Commissioners of Irish Lights (HH.284/410/03).

3351* ENGLAND, West Coast — Approaches to Preston — River Ribble — Lights

Insert ★ Fl.G.5s (1½ miles) 53° 45'·1N., 2° 47'·1W.
Delete ★ Fl.G.5s (2 miles) 53° 45'·0N., 2° 47'·7W.

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

Chart [*Last correction*].— **1981** [*New Edition* 17/5/01]
Light List Vol. A, 2001/02, 4934.15, 4934.2
Preston Borough Council (HH.206/450/04).

3352* WALES, North Coast — Approaches to the River Dee — Tail of Middle Patch Northwards and Mostyn Docks Northwards — Depths; Buoyage

Insert legend, *Depths and Buoyage* (see NM 3334(P)/01),
centred on: 53° 22'·65N., 3° 32'·10W.
53° 20'·90N., 3° 16'·30W.

Chart [*Last correction*].— **1953** [2692/01]
Port of Mostyn Notices 10–13/01 (HH.212/400/13).

3353* ENGLAND, West Coast — Isles of Scilly — Samson Southeastwards — Historic wreck

Insert the accompanying note, HISTORIC WRECKS, centred on: (a) 49° 51'·40N., 6° 17'·20W.
circular limit of restricted area, radius 300m, pecked line,
centred on: (b) 49° 55'·471N., 6° 20'·505W.
legend, *Historic Wreck* (see Note) (c) within (b) above
Substitute the accompanying note, HISTORIC WRECKS, for existing
note, HISTORIC WRECK, centred on: (d) 49° 53'·10N., 6° 16'·90W.
Delete former note, HISTORIC WRECKS, centred on: (e) 49° 51'·60N., 6° 16'·00W.

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

Chart [*Last correction*].— **883** (b–d) [*New Edition* 28/6/01] — **34** (a–c,e) [*New Edition* 28/6/01]
Statutory Instrument 2403/01 (HH.230/400/04).

3354* ENGLAND, South Coast — Approaches to Poole Harbour — South Haven Point — Lights

Amend light to, Fl.Y (occas) (a) 50° 40'·76N., 1° 57'·03W.
Delete sectors at light (a) above

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

Chart [*Last correction*].— **2611** (INT 1726) [2690/01] — **2175** [2690/01]
Light List Vol. A, 2001/02, 0503.9, 0504(remarks)
Poole Harbour Commissioners Notice 12/01 (HH.232/560/13).

II

3355 RUSSIA, North Coast — Yeniseyskiy Zaliv — Banka Bol'shaya — Depths

Insert depth 0₂ fm enclosed by ☉,
(chart 2962, depth ¼ fm enclosed by ☉)
depth 0₃ fm enclosed by ☉ (a) 72° 42'·25N., 76° 26'·50E.
72° 41'·70N., 76° 48'·50E.

Chart [*Last correction*].— **2963** [3177/01] — **2962** (a) [3181/01]
Russian Chart 12320 (HH.301/410/03).

3356 RUSSIA, North Coast — Barents Sea — Timanskiy Bereg Northwards — Depths

Insert	depth 23m, (charts 3181 and 2962, depth 12fm)	(a)	69° 12'·6N., 53° 37'·9E.
	depth 29 ₅ m	(b)	69° 12'·9N., 53° 12'·2E.
	depth 30 ₅ m	(c)	69° 11'·8N., 52° 29'·2E.
	depth 23m	(d)	69° 07'·9N., 52° 16'·3E.
	depth 28m	(e)	69° 07'·8N., 52° 41'·2E.
	depth 35fm	(f)	70° 15'·3N., 51° 19'·5E.
		(g)	70° 12'·3N., 53° 06'·3E.
	depth 27fm	(h)	69° 49'·6N., 49° 38'·9E.
	depth 21fm	(i)	69° 36'·3N., 51° 54'·5E.
	depth 19fm and extend 20fm contour N. to enclose, (chart 2962, depth 19fm)	(j)	69° 25'·4N., 52° 21'·3E.
	depth 18fm and extend 20fm contour N. to enclose, (chart 2962, depth 18fm)	(k)	69° 24'·8N., 53° 33'·5E.
Delete	depth 20fm	(l)	close NW. of (a) above
	depth 46fm	(m)	close NE. of (g) above
	depth 34fm	(n)	close W. of (h) above
	depth 26fm	(o)	close NW. of (j) above
	depth 23fm	(p)	close SE. of (k) above

Chart [*Last correction*].— **2961** (a–e) [3636/00] — **3181** (a,f–n,p) [3181/01] — **2962** (a,f,h–k,n–p) [3355/01]
Russian Chart 12013 (HH.306/430/02).

3357 ICELAND, South–West Coast — Reykjavík — Vidheyjarflak — Vesturey Northeastwards — Buoy

Delete starboard–hand pillar light–buoy, Fl.G.3s 64° 10'·79N., 21° 50'·86W.

Chart [*Last correction*].— **2735** (INT 1113) [2303/01]
Icelandic Notice 6/26/01 (HH.336/440/03).

3358 NORWAY, South Coast — Approaches to Oslo — Lysakerfjorden — Lysaker — Lights; Leading line

Delete	★ F.R	(a)	59° 54'·77N., 10° 38'·72E.
	leading line, pecked line	(b)	close N. of (a) above extending in direction 179° from (b) above

Note: The western limit of the anchoring and fishing prohibited area remains.

Chart [*Last correction*].— **3712** (plan A, Oslo Approaches) [3182/01]
Light List Vol. B, 2001/02, 2405.4
Norwegian Notice 13/536/01 (HH.311/420/03).

3359 BALTIC SEA — Sweden, East Coast — Mälaren — Färingsö — Stäket — Bridge; Works; Mooring buoys

Insert	bridge, double firm line, width 20m, joining:	(a)	59° 28'·45N., 17° 47'·62E.(shore)
		(b)	59° 28'·51N., 17° 47'·48E.(shore)
	vertical clearance, 16m		close W. of (b) above
Delete	legend, Works in progress (1998), centred on:		59° 28'·49N., 17° 47'·58E.
			59° 28'·45N., 17° 47'·52E.
			59° 28'·54N., 17° 47'·56E.

Chart [*Last correction*].— **3142** (plan D, Stäket) & **3142** (a,b) [2477/01]
Swedish Notice 28/532/01 (HH.318/505/08).

3360 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Gävle Bukten — Skutskär Northwards — Depth

Insert depth 7₄ m enclosed by 10m contour 60° 40'·40N., 17° 23'·54E.

Chart [*Last correction*].— **2338** [3184/01]
Swedish Notice 29/546/01 (HH.318/550/03).

II

3361 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Hemsön Northwards — Hyndan — Depths

Substitute depth 13m for depth 17m 62° 45'·45N., 18° 08'·48E.

Chart [*Last correction*].— **62 (plan A, Ångermanälven)** [1013/01]

Swedish Notice 29/538/01 (HH.318/585/03).

3362 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Approaches to Husum — Granön Westwards — Buoy

Insert port-hand spar buoy 63° 17'·26N., 19° 08'·44E.

Chart [*Last correction*].— **57 (plan, Approaches to Husum)** [1014/01]

Swedish Notice 29/544/01 (HH.318/595/02).

3363 FINLAND, South-West Coast — Saaristomeri — Approaches to Korppoo — Rödskär Southwestwards — Maximum authorised draughts

Amend maximum authorised draught to, 8·2m, centred on: 60° 04'·51N., 21° 04'·60E.
60° 05'·08N., 21° 04'·28E.
60° 06'·33N., 21° 15'·10E.

Chart [*Last correction*].— **3441** [1343/01]

Finnish Chart 28 (HH.319/440/02).

3364 BALTIC SEA — Poland — Zatoka Pucka — Rybitwia Mielizna Eastwards — Restricted area

Insert circular limit of restricted area, radius 0·1M, pecked line, centred on: (a) 54° 42'·15N., 18° 37'·09E. (○ Wk)
legend, *Entry prohib (Explosives)* close E. of (a) above

Chart [*Last correction*].— **2384** [2600/01]

Polish Notice 26/439/01 (HH.323/460/02).

3365 BALTIC SEA — Denmark, East Coast — The Sound — Hollænderdybet and Drogden — Nordre Røse — Light

Amend sectors at light, Oc(2)WRG.6s14m18–13M, as follows: 55° 38'·2N., 12° 41'·2E.
R 140° – 157·5° (17·5°)
G 157·5° – 176·5° (19°)
Remaining sectors unchanged

Chart [*Last correction*].— **903** (INT 1333) [3188/01] — **2595** (INT 1332) [1450/01]

Light List Vol. C, 2001/02, 2042

Danish Notice 28/688/01 (HH.333/660/07).

3366 BALTIC SEA — Denmark, East Coast — Kattegat — Tragten — Buoy

Insert special can light-buoy, *Fl(4)Y.10s* 55° 34'·40N., 9° 49'·86E.

Chart [*Last correction*].— **900** (INT 1376) [3264/01] — **2591** (INT 1377) [2367/01] — **2592** (INT 1375) [3095/01]

Danish Notice 28/692/01 (HH.333/510/02).

3367 BALTIC SEA — Denmark, East Coast — Kattegat — Fyns Hoved Northwards — Buoyage

Insert special can light-buoy with topmark, *Fl(4)Y.10s* 55° 40'·03N., 10° 37'·65E.
55° 38'·82N., 10° 34'·45E.
special can buoy with topmark 55° 39'·17N., 10° 35'·46E.
special conical buoy with topmark 55° 39'·08N., 10° 34'·63E.
55° 39'·32N., 10° 35'·38E.
55° 40'·24N., 10° 37'·68E.

Chart [*Last correction*].— **2591** (INT 1377) [3366/01] — **2596** (INT 1370) [2367/01]

Danish Chart Correction 28/254/01 (HH.333/480/02).

3368* NORTH SEA — U.K. Sector — Outer Silver Pit — Markhams Hole Southwestwards — Well

Insert ○ Well, least depth 22m (a) 53° 44'·22N., 2° 27'·04E.
○ Well (b) 53° 44'·29N., 2° 26'·97E.

Chart [*Last correction*].— **1187** (a) [322/01] — **2182A** (INT 1043) (b) [3200/01] — **2182B** (INT 1042) (b) [1749/01]

Shell UK Exploration and Production (HH.254/401/05).

II

3369 NORTH SEA — Netherlands Sector — Brown Ridge — Radar beacon

Delete radar beacon, Racon (D), at light–buoy 52° 42′.6N., 3° 14′.8E.

Chart [*Last correction*].— **1504** (INT 1510) [3076/01] — **1408** [3203/01]

Netherlands Notice 20/257/99 (HH.340/590/04).

3370 NORTH SEA — Netherlands Sector — Breeveertien — Platforms; Well; Restricted area

Substitute ☐ (lighted), P6–D, for ☉ Well least depth 22m (a) 52° 42′.1N., 3° 43′.6E.
Insert ☐ (lighted) (b) 52° 42′.0N., 3° 43′.5E.

circular limit of restricted area, radius 500m (0.27M),

pecked line, centred on:

Delete ☐ (lighted) (c) (a) above
(d) 52° 54′.0N., 3° 26′.0E.

Chart [*Last correction*].— **2322** (INT 1415) (a,c) [3203/01] — **1408** (a) [3369/01] — **2182A** (INT 1043) (b,d) [3368/01]

Light List Vol. A, 2001/02, 7478.395, 7478.8

Netherlands Notices 20/301/01 and 28/398/01 (HH.341/180/02).

3371 NETHERLANDS — Noordwijk aan Zee Westnorthwestwards — Buoy

Delete Noordwijk light–buoy, Fl(5)Y.20s 52° 17′.0N., 4° 17′.0E.

Chart [*Last correction*].— **2322** (INT 1415) [3370/01] — **1408** [3370/01]

Netherlands Notice 25/362/01 (HH.340/580/02).

3372 GERMANY, North Sea Coast — Approaches to Die Elbe — Helgoland Southwestwards — Anchorage area

Amend legend to, *Elbe Approach Reede* 54° 04′.0N., 7° 45′.0E.

Chart [*Last correction*].— **1875** [3200/01] — **3761** [3266/01] — **3767** (INT 1412) [3200/01]

German Notice 28/(21)50/01 (HH.328/540/06).

3373 FRANCE, North Coast — Baie de Saint–Brieuc — Approaches to Le Légué — Breakwater; Light; Buoyage

Insert breakwater, single firm line, joining: (a) 48° 32′.03N., 2° 42′.54W.

(b) 48° 32′.18N., 2° 42′.80W.

★ VQ.R.4M

(c) (b) above

port–hand can buoy with topmark, No 2A

(d) 48° 32′.28N., 2° 42′.63W.

Amend No 9 light–buoy to, Fl(3)G.12s

(e) 48° 31′.92N., 2° 43′.35W.

Delete No 2 can buoy

(f) 48° 32′.20N., 2° 42′.42W.

No 10 can buoy

(g) 48° 31′.87N., 2° 43′.35W.

Chart [*Last correction*].— **3674** (plan, Le Légué) (e,g) & **3674** (a–d,f) [2704/01]

Light List Vol. A, 2001/02, 1708.1

French Notice 28/24/01 (HH.351/570/03).

3374 FRANCE, West Coast — Saint–Gilles–Croix–de–Vie Southwestwards — Wrecks

Insert ☉ (a) 46° 35′.60N., 2° 04′.10W.

Substitute ☉ Wk, least depth 43m for ☉ Wk unsurveyed clearance
depth 28m

46° 21′.49N., 2° 15′.67W.

Chart [*Last correction*].— **2663** [3208/01] — **20** (a) [3208/01]

French Notices 27/28–29/01 (HH.353/510/04).

3375 FRANCE, West Coast — Approaches to La Rochelle — Plateau du Lavardin — Buoyage

Move S. cardinal spar buoy, from: 46° 07′.680N., 1° 14′.110W.

to:

46° 07′.680N., 1° 14′.260W.

E. cardinal spar buoy, from:

46° 07′.960N., 1° 13′.720W.

to:

46° 07′.960N., 1° 13′.840W.

Chart [*Last correction*].— **2743** (INT 1844) [3208/01] — **2746** [3208/01]

French Notice 27/31/01 (HH.353/520/04).

3376 SPAIN, North–West Coast — Ria de Corme y Lage — Ensenada de Corme — Mooring buoys

Delete  (a) 43° 15′.72N., 8° 57′.60W.
close NW. of (a) above
close N. of (a) above
close NE. of (a) above

Chart [*Last correction*].— **1113** (plan, Ria de Corme y Lage) [1567/01]

Spanish Notice 28/534/01 (HH.359/570/03).

II

3377 SPAIN, West Coast — Approaches to Ría de Vigo — C. Silleiro Westwards — Data buoy

Move special spherical light-buoy, Q(5)Y.20s ODAS, from: 42° 06'·10N., 9° 23'·10W.
to: 42° 07'·40N., 9° 23'·70W.

Chart [*Last correction*].— **3633** [3274/01]

Spanish Notice 28/535/01 (HH.359/620/03).

3378 PORTUGAL, West Coast — Porto de Leixões — Molhe Norte Northeastwards — Buoyage

Amend colour of No 2 light-buoy to, R 41° 10'·88N., 8° 42'·42W.
colour of No 4 light-buoy to, R 41° 10'·93N., 8° 42'·51W.

Chart [*Last correction*].— **3254 (plan, Porto de Leixões and Rio Douro)** [2971/01]

Portuguese Notice 14/326/01 (HH.363/410/04).

3342 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Gölcük to Derince — Light; Mooring buoys; Buoy

Insert the accompanying block, showing amendments to light,
mooring buoys and buoy, centred on: (a) 40° 44'·2N., 29° 49'·4E.
Delete ★ F.R.9m2M (b) 40° 44'·89N., 29° 49'·60E.

Chart [*Last correction*].— **497 (plan, Yarımcı to İzmit) (a) & (plan, Tuzla to İzmit) (b)** [2034/01]

Light List Vol. E, 2000/01, 4930

Turkish Notice 22/134/01 (HH.392/400/03).

3379 MEDITERRANEAN SEA — Spain — Islas Baleares — Menorca — Cala Fornells — Buoy

Amend special spar light-buoy with topmark to, Fl(2)Y.10s 40° 02'·6N., 4° 08'·0E.

Chart [*Last correction*].— **2833 (plan B, Bahía de Tirant and Cala Fornells)** [3210/01]

Spanish Notice 27/524/01 (HH.362/440/02).

3380 MEDITERRANEAN SEA — Corse, North Coast — Golfe de S. Florent — Wreck

Insert ○ Wk, unsurveyed clearance depth 15m (a) 42° 43'·90N., 9° 14'·90E.
(b) 42° 43'·80N., 9° 14'·86E.

Chart [*Last correction*].— **1974 (a)** [2893/01] — **1999 (b)** [3113/01]

French Notice 27/42/01 (HH.355/400/02).

3381 MEDITERRANEAN SEA — Adriatic Sea — Croatia — Split — Sjeverna Luka — Vranjic Northwards — Buoyage

Substitute N. cardinal pillar light-buoy, Q, for starboard-hand
conical buoy (a) 43° 32'·03N., 16° 27'·94E.
Delete port-hand can buoy 250m WNW. of (a) above

Chart [*Last correction*].— **269 (plan, Split)** [3284/01]

Croatian Notice 6/3/01 (HH.377/480/02).

3382 BLACK SEA — Ukraine — Dniprovs'ky Lyman — Ochakiv Eastwards — Buoy

Insert safe water pillar buoy with topmark 46° 36'·60N., 31° 35'·85E.

Chart [*Last correction*].— **2200** [2825/01]

Russian Notice 29/4402/01 (HH.396/540/02).

3383 BLACK SEA — Ukraine — Buz'ky Lyman — Port Dniro-Buz'ky — Russkaya Kosa Northwards and Southwards — Buoyage

Insert starboard-hand pillar buoy with topmark, No 79 (a) 46° 43'·69N., 31° 56'·36E.
Substitute port-hand pillar light-buoy with topmark, Fl.R.3s No 8, for
former No 8 buoy (b) 46° 45'·62N., 31° 56'·10E.

Chart [*Last correction*].— **2203 (plan C, Port Dniro-Buz'ky) (b) & 2203 (a)** [2826/01]

Russian Notice 29/4403/01 (HH.396/540/02).

II

3384 MEDITERRANEAN SEA — Israel — Herzliya Marina Northwards and Westwards — Submarine cables; Marine farm

- Insert submarine cables joining: (a) 32° 09'·95N., 34° 47'·85E.(shore)
32° 10'·32N., 34° 47'·34E.
32° 10'·35N., 34° 46'·75E.
and
(a) above
32° 10'·50N., 34° 47'·40E.
32° 10'·70N., 34° 46'·73E.
Delete symbol, marine farm (R.Lts) (b) 32° 09'·90N., 34° 45'·80E.

Chart [*Last correction*].— **1591** (INT 3681) (**plan E, Tel Aviv to Ashqelon**) [3912/00] — **2634** (b) [4372/00]
Israeli Chart 4135 (HH.403/410/03).

3385* ARABIA — United Arab Emirates — Minā' Jabal 'Āli Northeastwards — Restricted area

- Insert legend, *Entry Prohibited* (see NM 3244(P)/01), centred on: (a) 25° 08'·2N., 55° 09'·1E.
(b) 25° 07'·5N., 55° 07'·3E.
(c) 25° 07'·6N., 55° 07'·4E.
legend, (see NM 3244(P)/01), centred on: (d) 25° 11'·0N., 55° 05'·6E.
(e) 25° 10'·0N., 55° 03'·0E.

Chart [*Last correction*].— **3412** (a) [2722/01] — **3739** (b) [2722/01] — **3176** (c) [2722/01] — **2887** (d) [2724/01] — **2889** (e) [3214/01]
Dubai Ports Authority (HH.488/460/04).

3386 INDIAN OCEAN — Chagos Archipelago — Pitt Bank and Speakers Bank — Depths

- Insert depth 7m and extend 30m contour NW. to enclose (a) 4° 44'·4S., 72° 21'·6E.
depth 11m (b) 6° 55'·4S., 71° 12'·4E.
depth 7m 7° 05'·8S., 71° 27'·8E.
Delete depth 11m (c) close E. of (a) above
depth 13m close NE. of (b) above

Chart [*Last correction*].— **4702** (INT 702) [2041/01] — **4703** (INT 703) [3747/00] — **4707** (INT 707) (a,c) [3607/00]
Russian Chart 41286 (HH.505/400/02).

3343* SINGAPORE STRAIT — Indonesia — Pulau Batam Northwards — Depths

- Insert the accompanying block, showing amendments to depths, centred on: (a) 1° 13'·30N., 103° 59'·00E.
(b) 1° 12'·50N., 103° 57'·50E.
the accompanying block, showing amendments to depth contours, centred on: (c) 1° 12'·50N., 103° 58'·00E.

Chart [*Last correction*].— **3831** (a) [2381/01] — **3833** (b) [3125/01] — **2403** (c) [2381/01]
Boskalis International (S) Pte Ltd (HH.522/400/07).

3387 CHINA, South Coast — Hainan — Sanya — Bai Pai Southwestwards — Wreck

- Insert PA 18° 13'·97N., 109° 28'·12E.

Chart [*Last correction*].— **3893** (**plan, Sanya**) [2627/01]
UK Hydrographic Office (HH.548/414/02).

3388 CHINA, South Coast — Nan Hai — Approaches to Qiongzhou Haixia — North Channel — Buoy; Light— vessel; Radar beacon

- Insert special pillar light—buoy with topmark, *Mo(K)Y.12s No 1* (a) 20° 31'·0N., 110° 56'·6E.
Delete light—vessel, Fl(2)7s12M No 1 and associated radar beacon, Racon (M) (3cm) (b) close SE. of (a) above

Chart [*Last correction*].— **3892** [2628/01]
Admiralty List of Radio Signals Vol. 2, 2001: 81160 (32/01)
Chinese Notice 13/159/01 (HH.548/424/03).

3389 CHINA, South-East Coast — Hong Kong — Western Approaches to Hong Kong Harbour — Ma Wan Fairway, Kap Shui Mun Fairway and Pun Shan Shek Anchorage — Depths

- Insert depth 47 m enclosed by 5m contour (a) 22° 19'·725N., 114° 03'·651E.
depth 199 m enclosed by 20m contour (b) 22° 20'·281N., 114° 04'·667E.
depth 18m and extend 20m contour NE. to enclose (c) 22° 19'·253N., 114° 04'·950E.
Substitute depth 63 m for depth 78 m (d) 22° 19'·766N., 114° 03'·730E.
depth 66 m for depth 86 m (e) 22° 20'·295N., 114° 03'·692E.
depth 195 m enclosed by 20m contour for depth 201 m (f) 22° 20'·174N., 114° 04'·891E.
depth 199 m enclosed by 20m contour for depth 225 m (g) (b) above
Delete depth 21m (h) close SSW. of (c) above

Chart [*Last correction*].— **3280** (INT 5509) (a,c–h) [3166/01] — **1919** (INT 5510) (a–f,h) [2907/01]
Hong Kong Notices 14/48–50/01 (HH.550/404/09).

II

3390 CHINA, South-East Coast — Hong Kong — Lam Tong Hoi Hap — Fat Tong Chau to Kwo Chau Kwan To Eastsoutheastwards — Submarine cable

Insert	submarine cable joining:	(a) 22° 16' 909N., 114° 16' 051E. (shore)
		(b) 22° 16' 828N., 114° 15' 864E.
		(c) 22° 16' 592N., 114° 15' 713E.
		(d) 22° 16' 086N., 114° 15' 437E.
		(e) 22° 15' 541N., 114° 15' 641E.
		(f) 22° 15' 400N., 114° 15' 640E. (S. border)
		(g) 22° 14' 30N., 114° 15' 63E.
		(h) 22° 14' 01N., 114° 15' 73E.
		(i) 22° 13' 81N., 114° 15' 96E.
		(j) 22° 13' 73N., 114° 15' 97E.
		(k) 22° 13' 06N., 114° 15' 84E.
		(l) 22° 12' 32N., 114° 16' 19E.
		(m) 22° 11' 95N., 114° 16' 69E.
		(n) 22° 12' 07N., 114° 17' 72E.
		(o) 22° 12' 03N., 114° 23' 20E.
		(p) 22° 12' 11N., 114° 23' 36E.
		(q) 22° 13' 25N., 114° 24' 46E.
		(r) 22° 13' 43N., 114° 24' 85E. (E. border)
		(s) 22° 14' 39N., 114° 15' 48E.
		(t) 22° 13' 90N., 114° 15' 81E.
		(u) 22° 13' 15N., 114° 15' 69E.
		(v) 22° 12' 41N., 114° 16' 04E.
		(w) 22° 12' 04N., 114° 16' 54E.
		(x) 22° 12' 16N., 114° 17' 57E.
		(y) 22° 12' 12N., 114° 23' 05E.
		(z) 22° 13' 34N., 114° 24' 31E.
		(aa) 22° 13' 58N., 114° 24' 85E.
		(bb) 22° 13' 92N., 114° 29' 83E.

Chart [Last correction].— **3279** (INT 5513) (a–f) [3166/01] — **1917** (INT 5511) (a–e,g–r) [New Edition 3/5/01] — **937** (INT 5508) (s–bb) [2225/01]

Hong Kong Notice 13/43/01 and Marine Department, Hong Kong (HH.550/402/06).

3391 CHINA, South-East Coast — Hong Kong — Lam Tong Hoi Hap — Fat Tong Chau to Kwo Chau Kwan To Eastsoutheastwards — Submarine cable

Insert	submarine cable joining:	(a) 22° 16' 909N., 114° 16' 051E. (shore)
		(b) 22° 16' 831N., 114° 15' 893E.
		(c) 22° 16' 131N., 114° 15' 490E.
		(d) 22° 15' 546N., 114° 15' 693E.
		(e) 22° 15' 400N., 114° 15' 690E. (chart 3279, S. border)
		(f) 22° 13' 57N., 114° 16' 42E.
		(g) 22° 13' 19N., 114° 16' 93E.
		(h) 22° 12' 62N., 114° 17' 21E.
		(i) 22° 12' 22N., 114° 17' 55E.
		(j) 22° 12' 29N., 114° 18' 82E.
		(k) 22° 12' 25N., 114° 20' 18E.
		(l) 22° 12' 30N., 114° 21' 81E.
		(m) 22° 12' 51N., 114° 23' 01E.
		(n) 22° 12' 69N., 114° 23' 41E.
		(o) 22° 13' 77N., 114° 24' 32E.
		(p) 22° 14' 02N., 114° 24' 85E. (E. border)
		(q) 22° 14' 42N., 114° 16' 02E.
		(r) 22° 13' 66N., 114° 16' 27E.
		(s) 22° 13' 28N., 114° 16' 78E.
		(t) 22° 12' 71N., 114° 17' 06E.
		(u) 22° 12' 31N., 114° 17' 40E.
		(v) 22° 12' 39N., 114° 21' 66E.
		(w) 22° 12' 60N., 114° 22' 74E.
		(x) 22° 12' 78N., 114° 23' 26E.
		(y) 22° 13' 86N., 114° 24' 17E.
		(z) 22° 14' 19N., 114° 24' 88E.
		(aa) 22° 14' 54N., 114° 30' 38E.

Chart [Last correction].— **3279** (INT 5513) (a–e) [3390/01] — **1917** (INT 5511) (a–p) [3390/01] — **937** (INT 5508) (q–aa) [3390/01]

Hong Kong Notice 13/44/01 and Marine Department, Hong Kong (HH.550/402/06).

II

3392 CHINA, South Coast — Xiamen Gang — Gulang Yu — Neituwei Shazui Northwards — Outfall

Insert outfall joining: (a) 24° 28'·23N., 118° 04'·11E.
(b) 24° 28'·07N., 118° 03'·46E.
legend, Sewer along (a)–(b) above

Chart [*Last correction*].— **3449** [3130/01]
Chinese Notice 12/141/01 (HH.548/456/03).

3393 CHINA, East Coast — Wenzhou Wan — Damen Dao — Dong Tou to Luxi Dao — Submarine cable

Insert submarine cable joining: 27° 58'·12N., 121° 10'·82E.(shore)
27° 57'·85N., 121° 10'·43E.
27° 57'·73N., 121° 09'·87E.
27° 57'·73N., 121° 09'·08E.
27° 57'·83N., 121° 08'·73E.
27° 57'·77N., 121° 08'·58E.(shore)

Chart [*Last correction*].— **1763 (plan, Wenzhou Wan)** [2046/01]
Chinese Notice 13/154/01 (HH.548/465/02).

3394 CHINA, East Coast — Chang Jiang — Approaches to Shanghai — Wusong Kou — Wusong Hetang — Lights

Amend light to, *Fl.Y.4s6m6M* 31° 23'·76N., 121° 31'·00E.
light to, *Fl.Y.4s5m6M* 31° 23'·71N., 121° 30'·82E.
light to, *Fl.Y.4s5m6M* 31° 23'·68N., 121° 30'·73E.

Chart [*Last correction*].— **1601 (panel A)** [3133/01]
Light List Vol. F, 2000/01, 3780.2, 3780.4, 3780.5
Chinese Notice 13/153/01 (HH.548/473/07).

3344 JAPAN — Honshū, South Coast — Nagoya — Port Island Northwestwards — Buoyage; Dredged areas; Depths; Foul; Berths

Insert the accompanying block, showing amendments to buoyage,
dredged areas, depths, foul and berths, centred on: 35° 01'·6N., 136° 47'·8E.

Chart [*Last correction*].— **2960** [3033/01]
Japanese Notice 24/874/01 (HH.563/412/05).

3395 JAPAN — Kyushū, North Coast — Kyushū — Breakwater

Insert breakwater, single firm line, joining: 33° 56'·74N., 130° 46'·33E.
33° 56'·70N., 130° 46'·27E.
33° 56'·64N., 130° 46'·27E.
(limit of reclamation area)

Chart [*Last correction*].— **524** [3219/01]
Japanese Notice 27/1025/01 (HH.568/400/03).

3396 JAPAN — Seto Naikai — Hiroshima Wan — Kannon Saki — Coastline; Breakwaters; Depths

Insert coastline, firm line, joining: (a) 34° 18'·407N., 132° 30'·038E.
(shore)
34° 18'·420N., 132° 29'·930E.
(b) 34° 18'·640N., 132° 29'·850E.
(shore)
34° 18'·725N., 132° 29'·821E.
34° 18'·784N., 132° 29'·813E.
34° 18'·812N., 132° 29'·830E.
and
34° 18'·940N., 132° 30'·000E.
34° 18'·964N., 132° 29'·955E.
34° 18'·945N., 132° 29'·940E.
within (a)–(b) above

breakwater, double firm line, width 6m, joining:

Delete former coastline and charted detail

Chart [*Last correction*].— **3469 (plan, Hiroshima)** [3140/01]
Japanese Chart W1112A (HH.568/452/04).

3397 KOREA, West Coast — Anmyŏndo Southwards — Kojŏng Hang — Safe overhead clearance

Amend safe overhead clearance to, 22m 36° 22'·2N., 126° 26'·0E.

Chart [*Last correction*].— **913** (INT 5254) [2839/01]
Korean Notice 29/326/01 (HH.557/410/04).

II

3398 KOREA, South-West Coast — Approaches to Kohŭng — Sonjuk Yŏlto Eastwards — Kwando Northeastwards — Wreck

Insert  34° 16' 4N., 127° 31' 3E.

Chart [*Last correction*].— **3365** (INT 5252) [3304/01] — **127** [2142/01]
Korean Notice 28/298/01 (HH.557/430/05).

3399 KOREA, South Coast — Pusan — North Outer Harbour — No 2 Area — Depths

Insert depth 14₂ m 35° 06' 00N., 129° 05' 78E.
depth 13₆ m (a) 35° 05' 86N., 129° 05' 77E.
Substitute depth 14₁ m for depth 12₉ m 35° 06' 12N., 129° 05' 77E.
Delete depth 13m close NE. of (a) above

Chart [*Last correction*].— **1259** (plan, Pusan) [2635/01]
Korean Notice 27/272/01 (HH.557/460/10).

3400 SOUTH PACIFIC OCEAN — Îles Wallis — Île Uvea Southeastwards — Île Faïoa Northwards — Beacon

Substitute red and white beacon with  topmark, No 9, for
former No 9 beacon 13° 21' 75S., 176° 10' 00W.

Chart [*Last correction*].— **968** (plan, Approaches to Halalo and Mata Utu) [2607/00]
French Notice 28/07/01 (HH.597/490/02).

3401 NORTH AMERICA, West Coast — California — San Francisco Bay — Southampton Shoal Channel — Buoyage

Insert port-hand pillar light-buoy, *Fl.G.2.5s* '3' 37° 54' 26N., 122° 25' 39W.
starboard-hand pillar light-buoy, *Fl.R.4s* '4' 37° 54' 24N., 122° 25' 21W.
port-hand pillar light-buoy, *Fl.G.4s* '5' 37° 54' 96N., 122° 25' 51W.
port-hand pillar light-buoy, *Fl.G.2.5s* '7' 37° 55' 48N., 122° 25' 61W.
Substitute starboard-hand pillar light-buoy, *Fl.R.2.5s* '6', for
former '4' light-buoy 37° 54' 99N., 122° 25' 34W.
Move '1' light-buoy, *Fl.G.4s*, from: 37° 54' 00N., 122° 25' 34W.
to: 37° 53' 42N., 122° 25' 22W.
'2' light-buoy, *Fl.R.2.5s*, from: 37° 54' 01N., 122° 25' 18W.
to: 37° 53' 43N., 122° 25' 06W.
Delete former '1' light-buoy 37° 55' 76N., 122° 25' 68W.
former '5' light-buoy 37° 55' 32N., 122° 25' 62W.

Chart [*Last correction*].— **591** [3316/01]
U.S. Notice 31/18653/01 (HH.612/430/05).

3402 NORTH AMERICA, West Coast — California — Point Buchon to Morro Bay — Buoy; Light

Amend designation of light-buoy to, '16 PB' 35° 14' 18"N., 120° 54' 40"W.
light to, *Fl.4s36ft12M Horn(1)30s* 35° 21' 42"N., 120° 52' 12"W.

Chart [*Last correction*].— **778** [*New Edition* 30/11/00]
U.S. Notice 31/18700/01 (HH.612/415/04).

3403 SOUTH AMERICA, West Coast — Peru — Tambo de Mora — Landmark

Insert symbol, television mast, (*W.Lt*) 13° 24' 87S., 76° 11' 27W.

Chart [*Last correction*].— **3091** [3318/01]
Peruvian Notice 4/32/01 (HH.643/440/02).

3404 SOUTH AMERICA, West Coast — Chile — Isla Melchor — Punto Lagunas Southeastwards — Depth

Substitute depth 7₃ fm enclosed by 10fm contour for depth 12fm
enclosed by 20fm contour 45° 18' 60S., 73° 40' 80W.

Chart [*Last correction*].— **1288** [652/01]
Chilean Notice 6/84/01 (HH.647/520/04).

3405 SOUTH AMERICA, East Coast — Argentina — Canal Beagle — Pta. Escarpados — Light

Amend light to, *Fl.10s* 54° 49' 2S., 68° 11' 5W.

Chart [*Last correction*].— **1373** [2851/01]
Light List Vol. G, 2000/01, 1323.6
Argentine Notice 13/125/01 (HH.650/490/02).

II

3406 SOUTH AMERICA, East Coast — Argentina — Golfo San Jorge — Caleta Olivares — Pta. Pando — Submarine pipeline

Insert submarine pipeline joining: 45° 45'·48S., 67° 22'·00W.(shore)
45° 46'·48S., 67° 19'·26W.()

Chart [*Last correction*].— **552 (plan, Caletas, Cordova and Olivares)** [*New Edition 5/4/01*]

Argentine Notice 12/116/01 (HH.650/450/03).

3407 CARIBBEAN SEA — Panama, North Coast — Atlantic Entrance to the Panama Canal — Approaches to Punta Shelter, East Breakwater and Puerto Cristóbal — Legend; Depths

Insert legend, *Less water Rep (2001)*, centred on: 9° 22'·27N., 79° 56'·77W.
depth 9₇ m 9° 22'·13N., 79° 56'·57W.
depth 9_m (a) 9° 22'·02N., 79° 56'·57W.
depth 3₇ m enclosed by 5m contour 9° 22'·93N., 79° 53'·88W.
depth 4₉ m enclosed by 5m contour 9° 22'·90N., 79° 53'·58W.
depth 4₆ m enclosed by 5m contour (b) 9° 22'·87N., 79° 53'·67W.
depth 9₄ m enclosed by 10m contour (c) 9° 22'·75N., 79° 54'·12W.
depth 10₉ m 9° 20'·47N., 79° 54'·13W.
Delete depth 9₄ m close NNE. of (a) above
depth 10_m close W. of (b) above
depth 10₅ m close ENE. of (c) above

Chart [*Last correction*].— **3111** [2852/01]

Navarea IV 280/01 (HH.630/409/04).

3408 GULF OF MEXICO — Texas — Corpus Christi — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Corpus Christi Channel) for existing table, centred on: (a) 27° 52'·1N., 97° 12'·2W.
the accompanying table, CHANNEL DEPTHS (Corpus Christi) for existing table, centred on: (b) 27° 50'·2N., 97° 28'·3W.

Chart [*Last correction*].— **3184 (panel A) (a) & (panel B) (b)** [2958/01]

U.S. Notices 32/11309/01 & 32/11311/01 (HH.615/012/01).

3409 GULF OF MEXICO — Texas — Freeport Harbor — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for existing table, centred on: 28° 54'·3N., 95° 19'·2W.

Chart [*Last correction*].— **3854 (plan, Freeport)** [3331/01]

U.S. Notice 32/11322/01 (HH.615/012/01).

3410 GULF OF MEXICO — Texas — Galveston Bay — Houston Ship Channel — Legend; Channel depths

Amend legend to, *ENTRANCE/JETTY CHANNEL (see Depth Table)*, centred on: 29° 20'·57N., 94° 45'·69W.
Substitute the accompanying table, CHANNEL DEPTHS, for existing table, centred on: 29° 19'·60N., 94° 48'·30W.

Chart [*Last correction*].— **3186 (panel 1)** [2651/01]

N.O.S and U.S. Notice 32/11324/01 (HH.615/012/01).

3411 GULF OF MEXICO — Texas — Approaches to Galveston Bay — Legends; Channel depths

Insert legend, *OFFSHORE CHANNEL (see Depth Table)*, orientated NW./SE. centred on: (a) 29° 17'·87N., 94° 36'·73W.
Amend legend to, *ENTRANCE/JETTY CHANNEL (see Depth Table)*, centred on: (b) 29° 19'·57N., 94° 39'·70W.
(c) 29° 20'·63N., 94° 44'·67W.
(d) 29° 19'·86N., 94° 40'·25W.
Substitute the accompanying table, CHANNEL DEPTHS, for existing table, centred on: (e) 29° 19'·40N., 94° 48'·40W.
Delete legend, *OUTER BAR CHANNEL (see Depth Table)*, centred on: (f) 29° 20'·63N., 94° 42'·35W.

Chart [*Last correction*].— **3183 (plan, Galveston and Approaches) (c–f) & 3183 (a,b)** [2653/01]

N.O.S and U.S. Notice 32/11324/01 (HH.615/012/01).

II

3412 GULF OF MEXICO — Louisiana and Texas — Sabine Pass and Sabine–Neches Canal — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Sabine Pass),
for existing table, centred on: 29° 48′.9N., 93° 52′.7W.
the accompanying table, CHANNEL DEPTHS (Sabine Pass –
Sabine–Neches Canal), for existing table, centred on: 29° 47′.5N., 93° 52′.7W.

Chart [*Last correction*].— **3192 (panel B)** [2412/01]

U.S. Notices 32/11332/01 and 32/11342/01 (HH.615/012/01).

3413 GULF OF MEXICO — Florida — Pensacola Bay — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Pensacola
Harbor and Bayou Chico Channels), for existing table,
centred on: 30° 23′.8N., 87° 18′.4W.

Chart [*Last correction*].— **3149 (plan, Pensacola Bay)** [2557/01]

U.S. Notice 32/11383/01 (HH.615/012/01).

3414 NORTH AMERICA, East Coast — Georgia and Florida — St Marys Entrance — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (St Marys
Entrance), for existing table, centred on: 30° 38′.9N., 81° 27′.2W.

Chart [*Last correction*].— **2818** [3057/01]

U.S. Notice 32/11503/01 (HH.614/011/01).

3415 NORTH AMERICA, East Coast — New York — Kill Van Kull Channel and Newark Bay — Depths; Aids to Navigation

Insert the accompanying note, DEPTHS AND AIDS TO
NAVIGATION – KILL VAN KULL CHANNEL AND
NEWARK BAY, centred on: 40° 38′.13N., 74° 05′.00W.
legend, *Depths and Aids to Navigation (see Note)*,
centred on: 40° 39′.11N., 74° 04′.82W.

Chart [*Last correction*].— **3456** [*New Edition 3/5/01*]

U.S. Notice 12/12327/01 (HH.614/510/03).

II

3416(P)/01 GLOBAL POSITIONING SYSTEM (GPS) AND CHART ACCURACY

General

1. Since the removal of Selective Availability in May 2000, the Standard Positioning Service mode of the Global Positioning System (GPS) produces a quoted accuracy of about 20 metres, referred to World Geodetic System 1984 (WGS 84) Datum. Differential GPS (DGPS), a refinement of GPS, has the potential to produce positions accurate to within 10 metres, referred to WGS 84 Datum.
2. Mariners are warned against over-reliance on the quoted accuracy of these systems when using large and medium scale Admiralty charts, both paper and digital (ARCS and ENC) versions, including charts on which it is stated that WGS 84 positions can be plotted directly. When closing the coast or in the vicinity of dangers, which may have been fixed relative to the coastline, vessels should always verify their GPS position by using alternative methods of navigation.
3. Mariners are warned that, in all cases, prudent positional clearance should be given to any charted feature which might present a danger to their vessel.

Reliability of Source Data

4. Admiralty charts are compiled from the best source data available (surveys, charts, etc), but these sources are of varying age, scale and quality. Also, charts are referred to different horizontal datums in different parts of the world. These factors may each introduce positional discrepancies between the chart and the GPS if the mariner relies solely on GPS for navigation and attempts to navigate to its quoted accuracy.
5. The date of the source data is indicated in the Source Diagram or Sources note on each chart, where known. In many parts of the world, the source data may have been gathered when modern standards of positional accuracy were not possible. In such instances, GPS positions may be more accurate than the charted detail. However, this should be less of a concern in areas where recent survey data exists.
6. More information on the use of charts and the interpretation of source data is available in The Mariner's Handbook (NP100), Chapter 2.

Horizontal Datums

7. Local horizontal datums are usually unique to particular geographical areas and may have complex relationships with WGS 84 Datum. Due consideration should be given to the information provided in the Satellite-Derived Positions note on each chart. The available transformations and datum shifts, when applied to the GPS position, may not in every case achieve agreement to the expected accuracy of GPS. A detailed explanation, "Horizontal Datums on Charts and Satellite-Derived Positions Notes", is given in Admiralty List of Radio Signals, Volume 8, Satellite Navigation Systems (NP288).
 8. Former Notice 3085(P)/98 is cancelled.
- UK Hydrographic Office (HH.085/025/01).

3417(P)/01 FRANCE, West Coast — Approaches to St Nazaire and Nantes — Chenal du Sud and La Loire — Buoyage; Lights

1. There have been numerous changes made to buoyage and lights in the Chenal du Sud and La Loire between position 47° 07'65N., 2° 19'95W. (La Couronnée buoy), and approximate position 47° 11'53N., 1° 38'18W.
2. Mariners are advised to proceed with caution.
3. Charts will be updated when the final details have been received.
4. Former Notice 2280(P)/01 is cancelled.

Charts affected — 2985 — 2989 — 2981 — 2986 — 2646 — 20

French Notices 24/11/01 and 25/16/01 (HH.353/500/03).

3418(P)/01 BLACK SEA — Russia — Approaches to Novorossiysk — Route; Restricted areas; Pilot boarding place; Precautionary area; Regulated area

- Mariners are advised of the following changes in the Approaches to Novorossiysk:
1. A continuation of Route 83 has been established, with two-way traffic flow 000°–180°, between the following positions:
 - a. 44° 27'50N., 37° 38'35E. (existing Route 83)
 - b. 44° 36'20N., 37° 38'35E.
 2. Circular Restricted Areas, radius 5.4 cables, have been established, centred on SBMs in positions:
 - a. 44° 37'77N., 37° 38'27E.
 - b. 44° 37'33N., 37° 39'67E.

Entry to these areas is restricted to those vessels using the oil terminal.
 3. A pilot boarding place has been established in position:

44° 34'10N., 37° 38'50E.
 4. The Precautionary Area, centred on position 44° 36'00N., 37° 53'00E., has been extended to seaward and now joins the following positions:
 - a. 44° 34'10N., 37° 59'15E. (shore)
 - b. 44° 34'10N., 37° 34'00E.
 - c. 44° 40'57N., 37° 34'00E. (shore)
 5. The area in which vessel movement is regulated by the Vessel Traffic Service in Novorossiysk has been extended to seaward and now joins the following positions:
 - a. 44° 32'27N., 38° 04.60E. (shore)
 - b. 44° 30'45N., 38° 01'92E.
 - c. 44° 36'70N., 37° 34'00E.
 - d. 44° 40'57N., 37° 34'00E. (shore)
 6. These changes will be incorporated in the next New Editions of Charts 3316 and 3311 to be published later this year. Chart 2233 will be updated by Notice to Mariners at the same time.

Charts affected — 3316 — 3311 — 2233

Russian Notices 23/3280/01, 24/3478/01, 28/4206/01 and 29/4406/01 (HH.305/440/05).

II

3419(P)/01 MEDITERRANEAN SEA — Algeria — Port de Jijel — Depths; Port developments

1. Mariners are advised that changes to depths and port developments have taken place in Port de Jijel.
2. The amendments will be included in a New Edition of Chart 1712 to be published in 2002. Until such time mariners must use the charted information with particular caution.
3. Former Notice 2441(P)/01 is cancelled.

Chart affected — 1712

Hydrographic Service of Naval Forces, Algeria (HH.408/799/02).

3420(P)/01 INDIAN OCEAN — British Indian Ocean Territory — Chagos Archipelago — Depths

1. Information recently received has revealed depths considerably less than charted within the following areas:
Speakers Bank 4° 54'·0S., 72° 20'·0E.
Colvocoresses Reef 4° 54'·0S., 72° 37'·0E.
Pitt Bank 7° 05'·0S., 71° 20'·0E.
Centurion Bank 7° 39'·0S., 70° 50'·0E.
2. Mariners are advised to proceed with extreme caution when navigating in the vicinity of these areas.
3. These depths will be included in a New Edition of Chart 3 to be published early 2002.

Chart affected — 3

Russian Chart 41286 (HH.505/400/02).

3421(T)/01 BORNEO, North–West Coast — Kuala Paloh — Current meter

A current meter, marked by 2 unlit orange buoys, has been temporarily established in position 2° 30'·359N., 111° 08'·683E.

Chart affected — 1943

Department of Marine, Sarawak Notice 24/200(T)/01 (HH.519/600/03).

3422(P)/01 NORTH AMERICA, West Coast — California — Humboldt Bay — Entrance Channel — Lights; Leading lines; Dredged channels

1. Mariners are advised of changes to lights and leading lines and dredged channel limits in the Entrance Channel to Humboldt Bay as follows:
 - a. New leading lights have been established on a bearing of 141·5°, as follows:
Front Q.G.20ft in position 40° 45'·09N., 124° 13'·59W.
Rear Oc.G.4s38ft in position 40° 44'·99N., 124° 13'·48W.
 - b. Former leading lights detailed below, have been removed:
Front Q.G.20ft in position 40° 44'·76N., 124° 13'·26W.
Rear Oc.G.4s38ft in position 40° 44'·50N., 124° 12'·98W.
2. New dredged channel limits have been established between the following positions:
40° 46'·12N., 124° 14'·59W.
40° 45'·41N., 124° 13'·87W.
40° 45'·34N., 124° 13'·63W.
40° 45'·43N., 124° 13'·41W.
40° 45'·56N., 124° 13'·27W.
and
40° 45'·32N., 124° 13'·95W.
40° 45'·29N., 124° 13'·92W.
40° 45'·15N., 124° 13'·50W.
3. Former dredged channel limits shown on Chart 3095 between the following positions should be disregarded:
40° 46'·13N., 124° 14'·60W.
40° 45'·83N., 124° 14'·37W.
40° 45'·40N., 124° 13'·88W.
40° 45'·32N., 124° 13'·63W.
40° 45'·40N., 124° 13'·40W.
40° 45'·57N., 124° 13'·27W.
and
40° 45'·32N., 124° 13'·95W.
40° 45'·15N., 124° 13'·50W.
4. Mariners are advised to proceed with caution.
5. These changes will be included in a New Edition of Chart 3095 to be published later this year.

Chart affected — 3095

U.S. Notice 29/18622/01 (HH.612/440/02).

On Chart 3184

CHANNEL DEPTHS (see Note)								
CORPUS CHRISTI TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CORPUS CHRISTI TURNING BASIN	47.0	47.0	47.0	47.0	5-01	300-800	0.96	45
INDUSTRIAL CANAL	44.0	45.0	45.0	44.0	7-00	400	0.7	45
AVERY POINT TURNING BASIN	43.0	44.0	44.0	43.0	7-00	400-975	0.3	45
CHEMICAL TURNING BASIN	44.0	44.0	44.0	44.0	7-00	400-1200	0.3	45
TULE LAKE CHANNEL	43.0	44.0	44.0	42.0	7-00	200-400	3.5	45
TULE LAKE TURNING BASIN	44.0	45.0	45.0	42.0	7-00	300-1200	0.3	45
CHANNEL TO VIOLA	44.0	45.0	45.0	43.0	7-00	200-300	1.6	45
VIOLA TURNING BASIN	47.0	47.0	47.0	42.0	7-00	700-900	0.16	45
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3854

CHANNEL DEPTHS (see Note)							
FREEPORT HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2001							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL FROM DEEP WATER TO SEAWARD END OF JETTY	39.0	42.0	39.0	4-01	400	4.3	47
JETTY CHANNEL	41.0	42.0	40.0	4-01	400	1.3	45
LOWER TURNING BASIN	37.0	43.0	33.0	4-01	750	0.1	45
THENCE TO BRAZOSPORT TURNING BASIN	42.0(A)	44.0	38.0	4-01	400-600	0.4	45
BRAZOSPORT TURNING BASIN	43.0	44.0	42.0	2-01	500-1000	0.2	45
CHANNEL TO UPPER TURNING BASIN	35.0	46.0	44.0	2-01	280-470	1.0	45
BRAZOS HARBOR APPROACH CHANNEL	37.0	39.0	38.0	2-01	200-650	0.5	36
BRAZOS HARBOR TURNING BASIN	35.0	37.0	38.0	2-01	750	0.1	36
UPPER TURNING BASIN	45.0	46.0	47.0	2-01	600-1190	0.1	45
CHANNEL TO STAUFFER TURNING BASIN	17.0	19.0	17.5	11-88	200	1.0	25
STAUFFER TURNING BASIN	18.0	18.0	16.0	11-88	500	0.1	25

(A) DEPTHS INDICATED BEGIN APPROXIMATELY 20 FEET INSIDE THE CHANNEL TOE. INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

On Chart 3186

CHANNEL DEPTHS (see Note)								
GALVESTON BAY AND HOUSTON SHIP CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GALVESTON HARBOR: ENTRANCE/JETTY CHANNEL	41.0	44.0	43.0	40.0	5-01	800-1000	10.6	45
BOLIVAR ROADS CHANNEL	43.0	43.0	41.0	36.0	10-99	800	0.78	40
HOUSTON SHIP CHANNEL BOLIVAR ROADS TO LOWER END OF MORGAN PT	35.0	42.0	38.0	30.0	2-00;10-00	400	22.0	40
ABOVE LOWER END OF MORGAN PT. SEE BA 3187								
GALVESTON CHANNEL	37.0	42.0	42.0	36.0	5-00;6-00;7-00	1125-1075	3.6	40
TEXAS CITY CHANNEL	39.0	44.0	44.0	42.0	4-01	400	5.3	40
TEXAS CITY TURNING BASIN	39.0	41.0	42.0	41.0	8-00	1200	0.6	40
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3183

CHANNEL DEPTHS (see Note)								
GALVESTON BAY AND HOUSTON SHIP CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLW (FEET)
GALVESTON HARBOR:								
OFFSHORE CHANNEL	47.0	47.0	47.0	45.0	5-01	800-1000	3.8	45
ENTRANCE/JETTY CHANNEL	41.0	44.0	43.0	40.0	5-01	800-1000	10.6	45
BOLIVAR ROADS CHANNEL	43.0	43.0	41.0	36.0	10-99	800	0.78	40
HOUSTON SHIP CHANNEL	35.0	42.0	38.0	30.0	2-00;10-00	400	22.0	40
GALVESTON CHANNEL	37.0	42.0	42.0	36.0	5-00;6-00;7-00	1125-1075	3.6	40
TEXAS CITY CHANNEL	39.0	44.0	44.0	42.0	4-01	400	5.3	40
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3192

CHANNEL DEPTHS (see Note)								
SABINE PASS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SABINE BANK CHANNEL	39	41	39	33	1-01	800	14.7	42
OUTER BAR CHANNEL	35	39	38	36	12-00	800	3.0	42
JETTY CHANNEL	39	42	42	35	5-01	800-500	3.5	40
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

CHANNEL DEPTHS (see Note)								
SABINE PASS - SABINE - NECHES CANAL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SABINE PASS								
PASS CHANNEL	24	28	39	27	12-00	500-1150	4.3	40
ANCHORAGE BASIN	33	19	13	7	12-00	1500	0.5	40
PORT ARTHUR SHIP CANAL	36	40	39	34	4-01	500	4.8	40
JUNCTION PORT ARTHUR- SABINE NECHES CANALS	25	34	28	28	4-01	400-1200	1.0	40
ENTRANCE TO PORT ARTHUR								
TURNING BASINS	33	36	36	34	5-01	282-735	0.28	40
EAST TURNING BASIN	35	36	36	37	5-01	370-547	0.3	40
WEST TURNING BASIN	35	36	37	36	5-01	350-735	0.3	40
CHANNEL CONNECTING WEST BASIN AND								
TAYLOR BAYOU TURNING BASIN	38	39	37	36	5-01	200-350	0.6	40
TAYLOR BAYOU TURNING BASIN	38	38	40	35	5-01	90-1233	0.5	40
SABINE - NECHES CANAL								
PORT ARTHUR TO NECHES RIVER	28	37	35	27	1-01	400	10.1	40
NECHES RIVER TO SABINE RIVER	27	30	30	27	1-01	200	3.9	30
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

On Chart 3149

CHANNEL DEPTHS (see Note)							
PENSACOLA HARBOR AND BAYOU CHICO CHANNELS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 1998, NOV 1999							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PENSACOLA HARBOR							
BAY CHANNEL	33.0	33.0	33.0	11-99	300	2.87	33
WEST CHANNEL	28.2	28.3	28.1	11-99	300	1.13	33
EAST CHANNEL	30.5	32.1	29.9	11-99	300	0.8	33
INNER HARBOR CHANNEL	29.3	30.2	29.9	10-99	500	0.65	33
BAYOU CHICO CHANNELS							
ENTRANCE CHANNEL	7.7	12.3	13.6	12-00	100	0.7	15
INNER CHANNEL	12.6	11.3	11.6	12-00	75	0.96	14
TURNING BASIN	7.1	9.3	9.1	12-00	500	-	14
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

To accompany Notice to Mariners 3414/01

On Chart 2818

CHANNEL DEPTHS (see Note)								
ST. MARYS ENTRANCE TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2001 AND SURVEYS TO MAR 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	48.8	48.9	48.8	46.4	3-01	500	12.36	46
RANGE A	44.5	47.6	47.2	46.3	3-01	482	1.34	42
RANGE A1, A2	47.1	44.7	44.0	39.5	3-01	591-834	0.66	42
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 3415/01

On Chart 3456

DEPTHS AND AIDS TO NAVIGATION -
KILL VAN KULL CHANNEL AND
NEWARK BAY

The Kill Van Kull Channel and Newark Bay will be undergoing long term and extensive dredging. Many aids to navigation will be relocated and/or established to mark the limits of these sites to ensure safe navigation. Mariners are advised to exercise caution while navigating through these areas. For additional information consult the New York Vessel Traffic Service via VHF Channel 12, see Admiralty List of Radio Signals.



To accompany Notice to Mariners 3349/01

On Chart 1785

HISTORIC WRECK (58° 26'·21N, 5° 06'·43W)
The site of the historic wreck is protected from unauthorised interference. For details see Annual Notice to Mariners No 16 and Admiralty Sailing Directions.

On Chart 2503

HISTORIC WRECK (58° 26'·21N, 5° 06'·43W)
The site of the historic wreck is protected from unauthorised interference. For details see Annual Notice to Mariners No 16 and Admiralty Sailing Directions.

To accompany Notice to Mariners 3353/01

On Chart 34

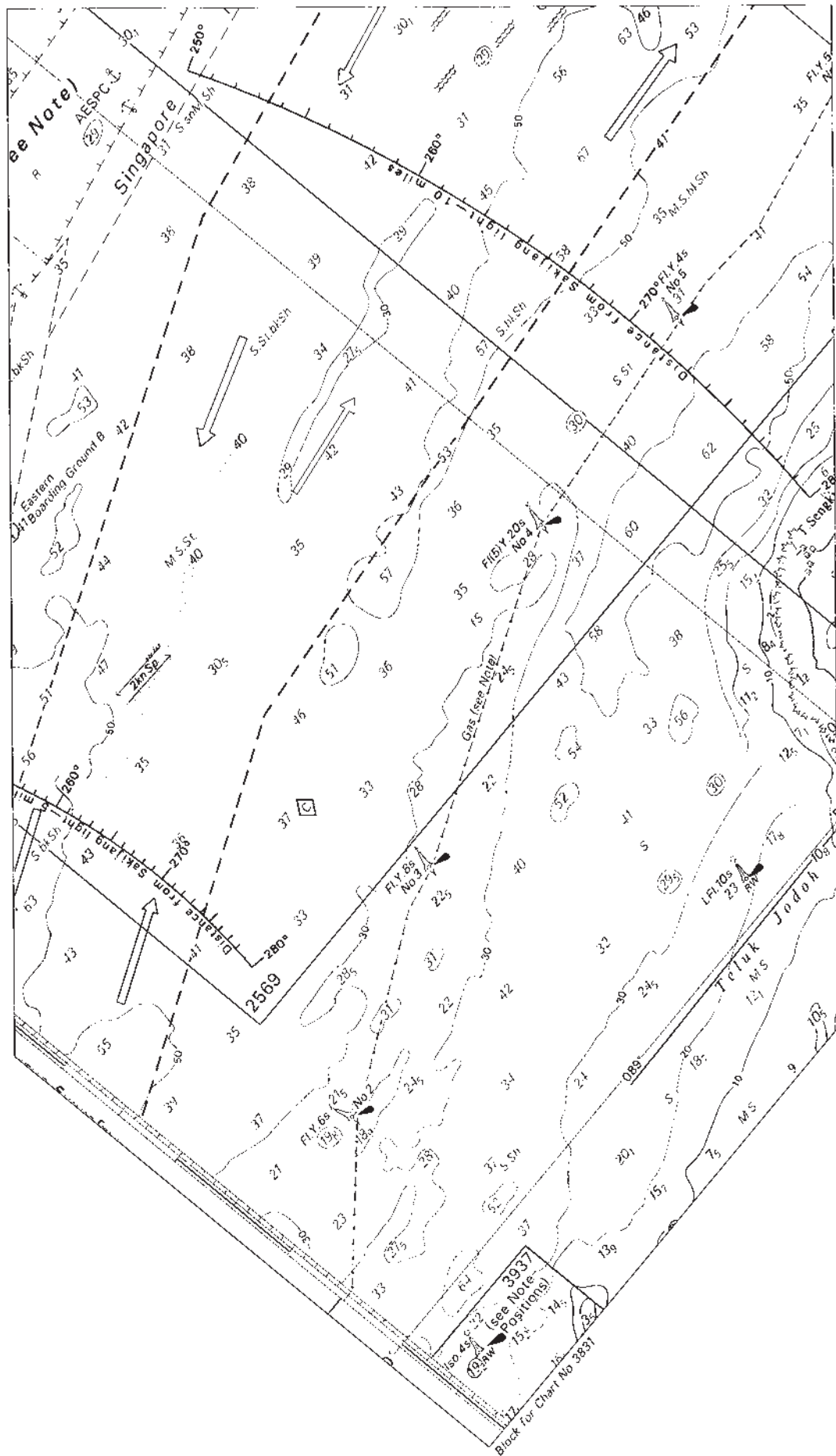
HISTORIC WRECKS
The sites of historic wrecks (49° 52'·24N., 6° 26'·54W., 49° 54'·30N., 6° 19'·18W. and 49° 55'·47N., 6° 20'·51W.) are protected from unauthorised interference. For details see Annual Notice to Mariners No 16 and Admiralty Sailing Directions.

On Chart 883

HISTORIC WRECKS
The sites of historic wrecks (49° 54'·30N., 6° 19'·89W. and 49° 55'·47N., 6° 20'·51W.) are protected from unauthorised interference. For details see Annual Notice to Mariners No 16 and Admiralty Sailing Directions.

[illegible]

Block for Chart No 1137



III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 14 August 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) 34th Week 23/8/01.

NAVAREA I warnings in force 14/8/01: 2000 series: 082 114 189 397 419 473 533.

2001 series: 062 088 099 101 114 116 144 151 152 170 179 181 222 252 258 266 268 269 272 274 281 283 291 294 303 306 311 312 315 320 321 322 328 329 330 331.

- 320 NORTH SEA, UK Sector. 500 metre Safety Zone established around subsea installations at:
Chart BA 291: 58°12'52N 000°18'54E.
Chart BA 272: 56°09'38N 003°03'54E.
Chart BA 278: 57°41'38N 001°45'46E
Chart BA 292: 59°31'30N 001°25'42E, 59°34'86N 001°39'32E, 59°33'72N 001°39'49E,
59°32'56N 001°39'49E.
- 321 NORTH AND NORTH WEST APPROACHES TO THE UK. 500 metre Safety Zone established around subsea installations at:
Chart BA 1234: 60°16'94N 003°48'35W.
Chart BA 1233: 60°36'75N 002°27'32W.
- 322 IRISH SEA, Morecambe Bay. 500 metre Safety Zone established around subsea installation at:
Chart BA 1981: 53°36'05N 003°25'10W.
- 323 Cancelled.
- 324 Cancelled. Cancel 304/01.
- 325 Cancelled.
- 326 Cancelled.
- 327 Cancelled. Cancel 072/01.
- 328 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 141000z Aug 01.
- | | | |
|----------|-----------|---------------------|
| 52°49'6N | 004°17'1E | Noble Lynda Bossler |
| 53°02'2N | 001°52'6E | Ensco 80 |
| 53°25'2N | 003°49'5E | Noble Piet Van Ede |
| 53°48'2N | 001°12'5E | Glomar Adriatic 6 |
| 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:

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

- Cancel 316/01.

III

329 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 141000z Aug 01.

NEW	55°25'5N	007°15'4E	Maersk Exerter
NEW	55°30'3N	004°45'8E	Noble Kolskaya
	55°31'8N	005°00'4E	Maersk Endeavour
NEW	56°09'4N	003°03'5E	Glomar Arctic 4
	56°14'6N	003°58'0E	Ensco 70
	56°23'7N	002°15'3E	Borgny Dolphin
	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°10'1N	002°15'6E	Sedco 711
NEW	57°11'3N	000°44'4E	Ocean Nomad
	57°14'0N	001°37'3E	Santa Fe 140
	57°59'3N	000°06'0W	Ocean Princess
	58°10'6N	001°22'6W	Santa Fe 135
	58°11'9N	000°08'1E	Maersk Jutlander
	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°42'5N	002°40'0E	West Epsilon
	59°45'1N	002°24'6E	Transocean Arctic

NOTES:

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

2. Cancel 317/01.

330 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 141000z Aug 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°32'0N	002°44'4E	Deepsea Delta
	60°35'2N	004°40'9W	West Navion
	60°48'5N	003°33'4E	Polar Pioneer
NEW	60°49'9N	003°36'2E	West Venture
	60°51'4N	002°39'0E	Maersk Gallant
NEW	60°55'6N	000°49'4E	Petrolia
	60°55'9N	003°39'9E	West Vanguard
	61°03'3N	002°04'4E	Transocean Wildcat
	61°07'4N	002°14'7E	Deepsea Trym
	61°17'6N	001°28'4E	Sedco 712
	61°18'6N	001°02'5E	Ocean Guardian
	61°23'9N	002°04'1E	Bideford Dolphin
	61°31'6N	002°12'7E	West Alpha
	65°07'1N	006°40'5E	Transocean Winner
	65°10'6N	006°48'1E	Transocean Searcher
	65°17'2N	007°18'2E	Transocean Prospect
	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 318/01.

III

331 RIGLIST. South and West Coasts of the British Isles. Correct at 141000z Aug 01.

51°12'3N 008°21'1W Pride North Sea
NEW 54°00'7N 003°46'2W Ensco 72
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 319/01.

Cancel 239/01. ANM 3370/01 refers.

(2) Navarea II (E Atlantic) 34th Week 23/8/01.

Edited Navarea II warnings in force 14/8/01: NIL.
294 to 303 received, 301 missing.

(3) Navarea III (Mediterranean) 34th Week 23/8/01.

Edited Navarea III warnings in force 14/8/01: NIL.
364 to 370 received.

(4) Navarea IV (NW Atlantic) 34th Week 23/8/01.

Edited Navarea IV warnings in force 14/8/01: NIL.
297 to 304 received.

(5) Navarea V (W Atlantic) 34th Week 23/8/01.

Edited Navarea V warnings in force 14/8/01: 923/97, 568/98, 055/01, 582/01.
1081 to 1264 received.

(6) Navarea VI (SW Atlantic) 34th Week 23/8/01.

Edited Navarea VI warnings in force 14/8/01: 101/01, 175/01.
Nil received.

(7) Navarea VII (SE Atlantic) 34th Week 23/8/01.

Edited Navarea VII warnings in force 14/8/01: NIL
102 to 105 received.

(8) Navarea VIII (Indian Ocean) 34th Week 23/8/01.

Edited Navarea VIII warnings in force 14/8/01: 388/00, 268/01.
461 to 472 received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 34th Week 23/8/01.

Edited Navarea IX warnings in force 14/8/01: 159/01.
154 to 163 received.

159 ARABIA. United Arab Emirates. Approaches to Abu Dhabi. Chart BA 3713. Abu Dhabi Lightfloat (D7362)
24°40'1N 054°14'1E replaced by Abu Dhabi Safe Water pillar light-buoy, LFl.10s, Racon Mo(T).

(10) Navarea X (Australia, New Guinea) 34th Week 23/8/01.

Edited Navarea X warnings in force 14/8/01: 020/00.
Nil received.

III

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 34th Week 23/8/01.

Edited Navarea XI warnings in force 14/8/01: 352/01.
444 to 464 received.

(12) Navarea XII (NE Pacific) 34th Week 23/8/01.

Edited Navarea XII warnings in force 14/8/01: 415/00.
214 to 222 received.

(13) Navarea XIII (NW Pacific) 34th Week 23/8/01.

Edited Navarea XIII warnings in force 14/8/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 34th Week 23/8/01.

Edited Navarea XIV warnings in force 14/8/01: 091/01.
160 to 165 received, 159 missing.

(15) Navarea XV (SE Pacific) 34th Week 23/8/01.

Edited Navarea XV warnings in force 14/8/01: NIL.
Nil received.

(16) Navarea XVI (E Pacific) 34th Week 23/8/01.

Edited Navarea XVI warnings in force 14/8/01: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 34th Week 23/8/01.

Edited Hydropacs in force 14/8/01: 1272/99.
1262 to 1310 received.

(18) Hydrolants (Atlantic, Mediterranean) 34th Week 23/8/01.

Edited Hydrolants in force 14/8/01: 1516/94, 2002/98, 1581/00.
2187 to 2248 received, 2233 and 2234 missing.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 20 Baltic Pilot Volume III (2000 Edition)

Finland - Saaristomeri - Nyhamn to Turku and Naantali — Temporary reduction of maximum authorised draughts

220

Paragraph 6.160 1 line 10 *Add:*

Draughts. In 2000 the maximum authorised draught in the part of the route between Nyhamn and Rödkär was reduced to 8.2 m until further notice. This reduction applies to the routes described at 6.165 1, 6.177 1 and 6.192, east-bound and west-bound.

Finnish Notice 30/704T/00

(HH. 319/440/02)

[34/01]

NP 44 Malacca Strait and West Coast of Sumatera Pilot (1987 Edition) — Supplement 5-1999**One Fathom Bank to Gosong Raleigh — Wreck**

54

L 41 Existing Section IV Notice Week 14/00 *Delete*

Marine Department, Peninsular Malaysia

(HH. 520/650/05)

[34/01]

NP 64 Red Sea and Gulf of Aden Pilot (1980 Edition—Revised 1987) — Supplement 5-1998**Berenice — Leading lights**

117

R 27 *Add:* The SW extremity of the sandspit is marked by a **light-beacon**.

R 41-49 Including existing Supplement amendment, *Replace by:*

Charts 63, 3043 plan of Approaches to Berenice

Then pick up the line of bearing of the **leading lights** situated 8 cables WNW of Philadelphus Point:

Front light (23°56'·02N, 35°35'·05E)

Rear light (450 m NW of front light)

Which lead (314°) clear of the shoal patches, of less than 20 m, lying SW of Cygnet Rock until reaching a position 8 cables S of Philadelphus Point when the line of bearing of the next **leading lights** can be picked up:

Front light (23°54'·95N, 35°28'·87E)

Rear light (230 m W of front light)

These lead 270° towards the anchorages SE of Berenice Outer Harbour.

118

L 1-13 *Replace by:*

5.60

South Channel lies between Horseshoe Reef and El Şakhra el Beida. Approach with the summit of Gezîret Zabargad bearing 113° astern until the line of bearing of the **leading lights** W of Philadelphus Point are picked up then follow the directions for Middle Channel.

L 21-26 *Replace by:*

...lights:

Front light (23°54'·95N, 35°28'·87E)

Rear light (230 m NW of front light)

Which lead (316°) into the Outer Harbour through a channel about 68 m wide with a least depth of 7.6 m in the fairway.

United Kingdom Hydrographic Office

(HH. 474/410/02)

[34/01]

NP 69 East Coast of the United States Pilot Volume II (1999 Edition)**Sapelo Sound — Depths**

263

Paragraph 8.273 3 lines 2-4 *Replace by:*

Depths. A channel across the bar, which extends 5¾ miles to seaward, has a least charted depth of 3.7 m (12 ft).

After Paragraph 8.273 4 line 4 Insert:

Attention is drawn, however, to a shoal with a least depth of 1.2 m (4 ft) over it which has been reported (2001) to lie 9 cables E of Experiment Shoal.

After Paragraph 8.274 3 line 2 Insert:

A shoal with a depth of 1.2 m (4 ft) over it has been reported (2001) to lie 4 cables NNE of the buoy. Thence the track leads W ...

U.S. Notice 32/11510/01

(HH. 614/625/05)

[34/01]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001. Weekly Edition No. 34, Dated 23rd August, 2001.

Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

3282	- Kirktown. Ldg Lts about 314°. Front	57 30·2 1 47·1	F R	13	8	Orange △ on red lattice mast	Shown 24 hours
							*
3282·1	--- Rear. 91m from front	57 30·2 1 47·1	F R	17	8	Orange ▽ on red lattice mast	Shown 24 hours
							*
3583	- SCRABSTER Outer Pier. Head	58 36·6 3 32·5	Q(2)G 6s	8	4	Post	
			*	*			
4124	- Ardtornish Point (N)	56 31·1 5 45·1	Fl(2)WRG 10s	7	W 8 R 5 G 5	White tower 7	<i>fl 1, ec 1, fl 1, ec 7.</i> G shore-302°, W302°-310°(8°), R310°-342°(32°), W342°-057°(75°). R057°-095°(38°), W095°-108°(13°), G108°-shore. TE 2001. Fl(2)W 10s 5M on metal scaffold tower (T) 2001
							*
5200	-- Marina Pontoon. Breakwater. Head	53 19·3 4 38·6	2 F R(vert)				
*	*	*	*	*	*	*	*
5884	- North Bull Wall. Head. North Bull (DP)	53 20·7 6 08·9	Fl(3)G 10s	15	12	Green round tower 15	<i>(fl 1, ec 1) x 2, fl 1, ec 5.</i>
	*				*		

Volume B, 2001. Weekly Edition No. 34, Dated 23rd August, 2001.

Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

1458	Ldg Lts 340° 30'. Hollerwettern. Front	53 50·5 9 21·2	Iso W 4s	21	19	Red tower with two galleries, white band 22	Intens on leading line
							*
1460	- Brokdorf. Rear. 0·9M from front	53 51·2 9 20·9	Iso W 4s	44	22	White metal framework tower, red bands, with 11m mast 45	Synchronised with front. Intens on leading line
							*
2728	- Midtskjær	58 43·3 9 15·4	Oc RG 6s	3	R 5 G 5	White lantern	R013°-025°(12°), G025°-051°(26°), G171°-194°(23°), R194°-212°(18°)
							*

V

Volume C, 2001. Weekly Edition No. 34, Dated 23rd August, 2001.
Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

2532	-- 213m SSW of No 2534	55 08:1 15 08:8	Iso WRG 4s	6	5	Green house 4	G203°-208°5'(5°), W208°-222°(13°5'), R222°-227°(5°)
						*	
3022·2	--- SW corner	54 32:0 18 33:2	Q Y				
*	*	*	*	*	*	*	*
4378	Reposaari. Breakwater Root. Råfsö	61 36:3 21 27:6	Q(4)WRG 6s	9	9	White lantern on metal framework tower	W085°-091°(5°5'), R091°-111°(20°), G291°-085°-5'(154°5'). F R lights on radio mast 550m NW
							*
4732	Lillharun	59 43:6 21 24:2	Fl WRG 7s	17	10	Black concrete tower	G262°-340°(78°), W340°-045°(65°), R045°-101°(56°), G101°-148°(47°), W148°-156°(8°), R156°-172°(16°). Racon. Wind generator
							*
5239·4	Ldg Lts 016°. Front. Porvoon. Borgå	60 05:6 25 36:0	Iso WRG 2s	10	7	Red tower, black band 10	W004°-027°(23°), R027°-105°(78°), G105°-229°(124°), W229°-237°(8°), R237°-285°(48°), G285°-004°(79°). TE 2001. Racon. TR 2001
							*

Volume D, 2001. Weekly Edition No. 34, Dated 23rd August, 2001.
Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

1722·2	-- South Quay	43 21:9 8 23:8	Fl G 5s	7	2	Green round tower 6	<i>fl 0·5. TE 2001</i>
							*
1791·8	- Puerto de Portosin. Outer breakwater. Head	42 46:0 8 56:8	Fl(2)G 5s	7	3	White round masonry tower, green bands 6	<i>fl 0·5, ec 1, fl 0·5, ec 3</i>
							*
1872	- Cabeza de la Mourisca	42 20:9 8 49:2	Fl(2)G 7s	10	5	Tower	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5. TE 2001</i>
							*
1905·42	-- Bridge. N Pillar. W	42 17:5 8 39:6	Q R	5	5	Dolphin	
			*		*		*
1905·44	---- E	42 17:5 8 39:5	Q R	5	5	Dolphin	
			*		*		*

V

Volume D *continued.*

1905·52	--- S Pillar. W	42 17·3 8 39·6	Q G	5	5 Dolphin	
			*		*	*
1905·54	---- E	42 17·3 8 39·5	Q G	5	5 Dolphin	
			*		*	*
1905·7	- Rande. Mineral loading ramp. SW Head	42 17·2 8 39·4	Fl(2)G 7s	...	1 Green support	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5.</i> Synchronized with D1905·71
*	*	*	*	*	*	*
1905·71	--- NE Head	42 17·2 8 39·4	Fl(2)G 7s	...	1 Green support	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5.</i> Synchronized with D1905·7
*	*	*	*	*	*	*
2350·4	- Bajo Salmedina	36 44·4 6 28·6	Q(9)W 15s	9	5 ⚡ on yellow tower, black band	
						*
6576	- Ponta Matirre	17 16·6 38 11·0	Fl(2+1)W 12s	50	14 White metal framework tower, red bands 13	
			*			*
6582	Ilha Epidendron	17 05·3 39 07·2	Fl(2)R 8s	31	8 White square framework tower, red bands 24	TE 2001
						*

Volume E, 2001. Weekly Edition No. 34, Dated 23rd August, 2001.

Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

0071·2	- Dique de Poniente. Head	36 42·9 4 20·8	Iso R 2s	7	3 White truncated tower, red top 4	Iso R 2·5s (T) 2001
						*
0437	- Pantalán. Head	41 26·5 2 15·0	Fl(4)Y	4	3 Yellow post 5	TE 2001
						*
4930	<i>Remove from List</i>					
6028	- Grafton Reef	28 13·6 33 36·6	Fl W 3s	5	5 White square tower, black band	Ra refl. Reported TE 2001
						*

Volume G, 2000. Weekly Edition No. 34, Dated 23rd August, 2001.

Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

1296	- Punta Moat (A)	55 00·3 66 43·6	Fl W 8s	...	7 Black □, yellow bands, on metal framework tower 12	<i>fl 1</i>
			*		*	*

V

Volume G *continued*.

1323-6	- Punta Escarpados	54 49:5 68 12:0	Fl W 10s	59	6	White ⚡ on black metal framework tower, yellow bands	<i>fl</i> 0-5
					10		
			*	*			
3718	<i>Remove from List</i>						

Volume H, 2000. Weekly Edition No. 34, Dated 23rd August, 2001.
Last Amendment: Weekly Edition No. 32, dated 9th August, 2001.

3874	- N point. Grand Passage	44 17:2 66 20:5	Fl W 10s	14	12	White tower	<i>fl</i> 0-3. Emergency light
		...	Horn 30s	...	...	...	<i>bl</i> 3
	*				*		
4142	- Lords Cove	45 00:2 66 56:8	Fl G 4s	4	5	Round mast	<i>fl</i> 0-5
					10		
	*		*	*	*	*	*

Volume J, 2000. Weekly Edition No. 34, Dated 23rd August, 2001.
Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

3370-63	- No 13	29 57:1 85 25:8	Fl G 6s	3	...	Green □ on pile	PA. Private
*	*	*	*	*	*	*	*
3370-64	- No 14	29 57:0 85 25:8	Fl R 6s	3	...	Red △ on pile	Private
*	*	*	*	*	*	*	*

Volume K, 2001. Weekly Edition No. 34, Dated 23rd August, 2001.
Last Amendment: Weekly Edition No. 33, dated 16th August, 2001.

0922-2	-	5 27:9 105 18:8	Fl R 2s	10	11	Red GRP beacon	<i>fl</i> 0-5. Ra refl. TE 2001
					10		*
0934	- Ldg Lts 005°30'. Front No. 2	2 13:2 104 55:6	Fl W 3s	9	8	△ on white post on pile structure	<i>fl</i> 0-5. Ra refl. TE 2001
					6		*
0941-4	- Jaran. Ldg Lts 218° 21'. Front	2 48:7 104 54:5	Fl W 3s	10	6	White △ on white beacon	<i>fl</i> 0-5. TE 2001
					10		*
1009	Tg Bunga	2 07:8 106 10:7	Fl W 5s	30	8	White beacon	<i>fl</i> 0-5. TE 2001
					20		*
1024-1	Karang Pandan	2 53:2 107 12:2	Fl(2)W 10s	13	12	Black ⊗ on black beacon, red bands	<i>fl</i> 0-8, <i>ec</i> 1-2, <i>fl</i> 0-8, <i>ec</i> 7-2
							*

V

Volume K *continued*.

1052-9	-	5 56·7 105 58·8	Fl(2)G 14s	...	10	Green $\triangle$ on green metal beacon	<i>fl 0·3, ec 3, fl 0·3, ec 10·4. TE 2001</i> *
1069-4	--	6 05·5 106 48·0	Fl(2)G 6s	8	6	Green beacon 5	<i>fl 0·3, ec 1, fl 0·3, ec 4·4. TE 2001</i> *
1442-5	Pulau-Pulau Lima. Pulau Sabaru	5 06·2 117 04·3	Fl(3)W 16s	42	18	White metal framework tower 40	<i>(fl 0·5, ec 2) x 2, fl 0·5, ec 10·5. TE 2001</i> *
1568-4	Pulau Bakakang Besar (Bakakang Island)	1 35·1 123 27·6	Fl W 3s	12	12	Beacon	<i>fl 0·5. TE 2001</i> *
1606	- Bula	3 06·3 130 29·9	Fl(4)W 8s	10	10	...	TE 2001 *
3932	East Cape (M)	37 41·3 178 32·9	Fl W 10s	154	27	White round metal tower 14	Vis 140°-146°(6°), 153°-026°(233°), except where obscured by East Island. Reserve light 19M. Operating on reduced range (T) 2001 *

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 34 dated 23 August 2001

VOLUME 1, 2001/02—PART 1

Published Wk 31/01

Insert station:

(Last Amendments: Weekly Edition No. 31 dated 2 August 2001)

Page 266, **VIETNAM**, insert stations:

Bach Long

20°08'N 107°43'E

34/01

1. GMDSS

**Digital Selective Calling (DSC):
Distress and Safety**

MMSI 005742015

Sea Areas: A1: Ch 70

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

34/01

Ben Thuy

18°39'N 105°42'E

1. GMDSS

**Digital Selective Calling (DSC):
Distress and Safety**

MMSI 005742009

Sea Areas: A1: Ch 70

A2: 2187.5

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

34/01

Cần Tho (XVU)

Insert section:

1. GMDSS

**Digital Selective Calling (DSC):
Distress and Safety**

MMSI 005742013

Sea Areas: A1: Ch 70

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

34/01

Renumber sections 1 and 2 as 2 and 3

34/01

Page 267, **Cua Ong (XVC)**

Section 1, after, Sea Areas: A1: Ch 70, insert:

A2: 2187.5

34/01

Cua Viet

16°53'N 107°12'E

1. GMDSS

**Digital Selective Calling (DSC):
Distress and Safety**

MMSI 005742017

Sea Areas: A1: Ch 70

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

Da Nang (XVT)

Delete section 1 and replace by:

1. GMDSS

**Digital Selective Calling (DSC):
Distress and Safety**

MMSI 005741998

MMSI 005741999

Sea Areas: A1: Ch 70

A2: 2187.5

A3/A4: 6 & 8 MHz

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

34/01

Page 268, **Hai Phong (XVG) [1997]**

Section 1, delete line 6, A3/A4: 8 MHz and replace by:

A3/A4: 4, 6, 8, 12 & 16 MHz

34/01

Page 269, **Ho Chi Minh (XVS) [1994]**

Section 1, delete lines 1 to 7 and replace by:

1. GMDSS

**Digital Selective Calling (DSC):
Distress and Safety**

MMSI 005741993

MMSI 005741994

Sea Areas: A1: Ch 70

A2: 2187.5

A3/A4: 8 MHz

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

34/01

VI

Page 270, insert stations:

Hon La 17°56'N 106°32'E

1. GMDSS
Digital Selective Calling (DSC): MMSI 005742016
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5
34/01

Hue 16°45'N 108°08'E

1. GMDSS
Digital Selective Calling (DSC): MMSI 005742010
Distress and Safety
Sea Areas: A1: Ch 70
A2: 2187.5
For full details and location of antenna sites see ALRS Volume 5
34/01

Kien Giang (XVK)

Insert section:

1. GMDSS
Digital Selective Calling (DSC): MMSI 005742012
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5
34/01
Renumber sections 1 and 2 as 2 and 3
34/01

Page 271, insert station:

Mong Cai 21°32'N 107°58'E

1. GMDSS
Digital Selective Calling (DSC): MMSI 005742007
Distress and Safety
Sea Areas: A1: Ch 70
A2: 2187.5
For full details and location of antenna sites see ALRS Volume 5
34/01

Quang Ninh (XVQ)

Section 1, after, Sea Areas: A1: Ch 70, insert:

A2: 2187.5

34/01

Page 272, insert station:

Thanh Hoa 19°47'N 105°50'E

1. GMDSS
Digital Selective Calling (DSC): MMSI 005742014
Distress and Safety
Sea Areas: A1: Ch 70
A2: 2187.5
For full details and location of antenna sites see ALRS Volume 5
VISHIPEL (HH080/051/14 – E27) 34/01

VOLUME 1, 2001/02—PART 2

Published Wk 31/01

(Last Amendments: Weekly Edition No. 33 dated 16 August 2001)

Page 31, **ARGENTINA, Buenos Aires (L2A) (L2D) (L2E) (L2F) (L2G)**
(Prefectura Naval)

Insert section:

1. GMDSS
Digital Selective Calling (DSC): MMSI 007010001
Distress and Safety
Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5
34/01
Renumber sections 1, 2, 3, 4 and 5 as 2, 3, 4, 5 and 6
34/01

Page 33, **Comodoro Rivadavia (L2V) (L2Y) (L2Z) (L3A) (L3B)**
(Prefectura Naval)

Insert section:

1. GMDSS
Digital Selective Calling (DSC): MMSI 007010008
Distress and Safety
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
34/01
Renumber sections 1, 2, 3, 4 and 5 as 2, 3, 4, 5 and 6
34/01

VI

Page 36, **Mar del Plata (L2O) (L2R) (L2T) (L2U)** (Prefectura Naval)

Delete section 1 and replace by:

1. GMDSS
Digital Selective Calling (DSC): (Prefectura Naval) MMSI 007010003
Distress and Safety (Armada) MMSI 007010221

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

34/01

Page 38, **Rio Gallegos (L3C) (L3I)** (Prefectura Naval)

Insert section:

1. GMDSS
Digital Selective Calling (DSC): MMSI 007010010
Distress and Safety

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

34/01

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

ALRS NP285 34/01

Page 95, **CHILE, Punta Arenas Capuerto (CBM25)**

Insert section:

1. GMDSS
Digital Selective Calling (DSC): MMSI 007250380
Distress and Safety

Sea Areas: A1: Ch 70
A2: 2187.5

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

34/01

Renumber section 1 as 2

Armada de Chile (HH080/051/14 – E31) 34/01

Page 145, **MEXICO (Pacific Coast)**, insert station:

Lázaro Cárdenas 17°04'N 102°10'W

1. GMDSS
Digital Selective Calling (DSC): MMSI 003451610
Distress and Safety

Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

34/01

Page 146, insert station:

Puerto Vallarta 19°57'N 106°07'W

1. GMDSS
Digital Selective Calling (DSC): MMSI 003451210
Distress and Safety

Sea Areas: A1: Ch 70
For full details and location of antenna sites see ALRS Volume 5

ALRS NP285 34/01

Page 165, **PHILIPPINES, Cebu (DYV-1)**

Delete station and replace by:

Cebu (DYV-1) 10°27'N 123°46'E

TELEPHONE: +63 32 256 3110/9

1. RT (HF)	Transmits	Receives	Hours of Watch
	12458	12458	H24
	16655	16655	H24
	16695	16695	H24
	22068	22068	H24

Ships' Weather Reports

Station accepts Ships' Weather Reports addressed OBS METEO MANILA

34/01

Page 171, **Manila (DZV)**

Delete section 1 and replace by:

1. RT (HF)	Transmits	Receives	Hours of Watch
	13197.8	12350.8	H24
	16645	16645	H24
	16670	16670	H24
	16860	16860	H24
	17472.8	16328.8	H24
	18835	18835	H24
	22807	22078	H24
	22825	22028	H24

Zeny T Sagum (HH080/018/09 – E18 & E20) 34/01

VI

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 33 dated 16 August 2001)

RADAR BEACONS

Page 120, **NIGERIA**

Insert station:

Forcados Offshore Oil Terminal (CLP) Racon 5°10'·30N 5°10'·70E **73040**
(3 & 10 cm) **U**

Forcados Pilots (HH440/180/10 – E18) 34/01

Page 140, **CHINA**

Insert station:

Dachahua Dao Lt Racon 28°38'·58N 121°47'·20E **81640**
K

Chinese Chart 13631 34/01

VOLUME 6, 2000/01—PART 5

Published Wk 43/00

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

Page 11, **BAHAMAS, FREEPORT**

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

Pilots

CALL: Bortow Pilots

FREQUENCY: Ch 16; 06 10 13 14

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory for passenger vessels of 200 GRT and over, and for other vessels of 400 GRT and over.

(2) Vessels should send ETA 48h in advance.

(3) Vessels should establish VHF contact when within range to amend/confirm ETA.

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

Port

CALL: Freeport Harbour Control (**ZFP 81**)

TELEPHONE: +1 242 352 9651, 9654 & 9088

FAX: +1 242 352 6888

TELEX: +297 30079 FREHARCO

TELEGRAPH: FREHARCO

FREQUENCY: Port: 2182; 2638 2738 kHz RT

Ch 16; 06 10 13 14

Tugs: Ch 11; 11 13

HOURS: H24

UKHO 34/01

Page 227, **UNITED STATES (Atlantic Coast), WILMINGTON**

Pilots and Port, PROCEDURE, delete (3) Pilot . . . to . . . buoy. and replace by:

(3) Pilot boards up to 2·2 n miles from the Cape Fear Approach Lt buoy.

United States Notice 32/11536/01 (HH614/610/06 – E11) 34/01

VOLUME 8, 2001/02

Published Wk 12/01

(Last Amendments: Weekly Edition No. 32 dated 9 August 2001)

Page 46, **FRANCE (Atlantic Coast)** section, station Pointe de la Coubre Lt, delete station and footnote (1)

French Répertoire des Radiosignaux 2001 (HH080/060/12 – E19) 34/01

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No.

Name of ship or sender:

Address of sender:

.....

.....

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

General locality

Subject

Position. Lat Long

British Admiralty Charts affected Edition dated

Position fixing system used Datum set

Latest Weekly Edition of Notice to Mariners held

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

.....

Details:—

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

Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding information for British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS:—

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

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

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

Name of ship or sender:

Address:

Ref. No.

.....

Date:

.....

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

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

Signature of observer/reporter