



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 37

13 September 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).

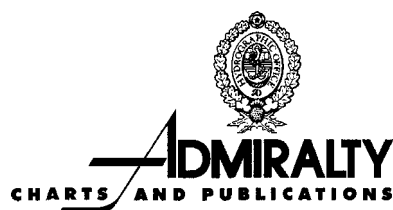
Help-Line

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



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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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[37/01]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 13 September 2001

Chart	Title, limits and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙13	Philippines, Cebu - East Coast, Approaches to Cebu Harbour. 10°12'00N. — 10°24'40N., 123°48'20E. — 124°07'00E. <i>A metric replacement of chart 3193, including new surveys of the Approaches to Cebu Harbour.</i> <i>Note: On publication of this New Chart Former Notice 1001(P)/99 is cancelled.</i>	1:35,000	58	74	£16·00

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 13 September 2001

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙971	Philippine Islands, Mindoro to Caluya Island. <i>This partial new edition is limited to the inclusion of the Malampaya gas pipeline.</i> <i>Note: This chart is to be deleted from the list of charts affected by Former Notice 1063(P)/00.</i>	1:72,000	48	74	£16·00
⊙1756	Spain - West Coast, Ria de Muros. <i>Includes changes to depths and lights throughout, from the latest Spanish Government information.</i> <i>Note: On publication of this New Edition Former Notice 1627(P)/01 is cancelled.</i>	1:40,000	18	38	£16·00
⊙3785	Arabia, Oman - South-East Coast, Port Salalah (Mīnā Raysūt) to Maşīrah. Ⓐ Marbāṭ Bay. Ⓑ Madrasah Anchorage. <i>Includes extensive changes to depths and amendments to the coastline of the Juzur Al Halāniyāt Islands. The chart is now referred to WGS 84 datum.</i>	1:750,000 1:35,000 1:35,000	32	54	£16·00

*RRP(UK) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 13 September 2001 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	RRP(UK)*
⊙SC 5604	The Channel Islands.		SCCS1	20, 141	£35·00
5604·1	The Channel Islands and Approaches.	1:500,000			
5604·2	Alderney to Jersey and the adjacent coast of France.	1:150,000			
5604·3	Approaches to Lézardrieux and Paimpol.	1:150,000			
5604·4	Jersey to Saint-Malo.	1:150,000			
5604·5	Alderney.	1:25,000			
5604·6	Guernsey, Herm and Sark.	1:60,000			
5604·7	The Little Russel.	1:25,000			
5604·8	Sark.	1:25,000			
	Approaches to Gorey.	1:25,000			
5604·9	Jersey.	1:60,000			
5604·10	Approaches to Saint Helier.	1:25,000			
5604·11	Approaches to Guernsey.	1:150,000			

The three inter-island sheets have been replaced by four sheets to provide larger scale coverage for passage making between the Islands and the adjacent coast of France. All sheets have been fully updated to incorporate navigational significant changes that have occurred since the last edition of this popular folio of small-format charts. Fishing limits that have recently been agreed between UK and France are also shown.

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 11 OCTOBER 2001

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
1731	Spain - West Coast, Vigo and Approaches. 42°13'·35N. — 42°17'·70N., 8°39'·00W. — 8°47'·60W. <i>One of two charts replacing existing Chart 1757, providing improved coverage of Puerto de Vigo. (This new chart is a modified reproduction of Spanish Chart 4165 originally published by the Spanish Hydrographic Office).</i>	1:10,000	1757
1762	Spain - West Coast, Villagarcia de Arosa. 42°34'·55N. — 42°37'·55N., 8°45'·75W. — 8°48'·75W. <i>One of two charts replacing existing Chart 1757, providing improved coverage of Villagarcia de Arosa. (This new chart is a modified reproduction of Spanish Chart 4153 originally published by the Spanish Hydrographic Office).</i>	1:7,500	1757

*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 11 OCTOBER 2001

New Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
2756	Indian Ocean - Comores Archipelago, Ile de Mayotte, Northern Part, Passe des Iles Choazil to Dzaoudzi. 12°33'·0S. — 12°47'·2S., 44°56'·7E. — 45°18'·0E. ^(A) Baie de Longoni. 12°42'·40S. — 12°44'·00S., 45°08'·57E. — 45°10'·45E. <i>One of two charts replacing existing Chart 2744, providing improved coverage of Ile de Mayotte, including the most recent survey information. (This new chart is a modified reproduction of French Chart 7492, originally published by the French Hydrographic Service).</i>	1:35,000 1:10,000	2744
2757	Indian Ocean - Comores Archipelago, Ile de Mayotte, Eastern Part, Dzaoudzi to Pointe Sazilé. 12°43'·60S. — 13°04'·50S., 45°08'·00E. — 45°22'·60E. ^(A) Dzaoudzi, Anchorages. 12°45'·30S. — 12°47'·50S., 45°13'·90E. — 45°17'·00E. <i>One of two charts replacing existing Chart 2744, providing improved coverage of Ile de Mayotte, including the most recent survey information. (This new chart is a modified reproduction of French Chart 7493, originally published by the French Hydrographic Service).</i>	1:35,000 1:15,000	2744
4034	Port of Singapore, East Jurong Fairway, Pasir Panjang Terminal and West Keppel Fairway. 1°14'·50N. — 1°18'·55N., 103°42'·70E. — 103°48'·60E. <i>Part of a new series of large scale charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore. This new chart includes new survey information. (Replaces existing Chart 782).</i>	1:10,000	782
4035	Port of Singapore, Western Anchorage, Jong Fairway and Cruise Bay. 1°10'·90N. — 1°16'·90N., 103°45'·50E. — 103°49'·54E. <i>Part of a new series of large scale charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore. This new chart includes new survey information. (Replaces existing Chart 784).</i>	1:10,000	784
4037	Port of Singapore, Keppel Harbour, Tanjong Pagar Terminal and Approaches. 1°12'·52N. — 1°16'·59N., 103°49'·40E. — 103°55'·34E. <i>Part of a new series of large scale charts published jointly by the UK Hydrographic Office and the Maritime and Port Authority of Singapore. This new chart includes new survey information. (Replaces existing Chart 783).</i>	1:10,000	783

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 11 OCTOBER 2001

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1628	Venezuela, Puerto Cabello and Approaches. Puerto Cabello. <i>Includes minor changes to the port at Puerto Cabello, new breakwaters at Balneario Playa Blanca and amendments throughout to lights and buoyage.</i>	1:85,000 1:20,000	1628
1707	Greece, Harbours and Anchorages in Nísos Kríti. Ⓐ Chaniá. 35°31'00N. — 35°31'49N., 24°00'77E. — 24°01'45E. Ⓑ Siteía. Ⓒ Irákleio. Ⓓ Ágios Nikólaos. Ⓔ Ierápetra. Ⓕ Órmos Kalon Limenon. Ⓖ Agía Galíni. Ⓗ Órmos Mátala. Ⓛ Agkyrovólia Palaiochóras. 35°12'90N. — 35°14'54N., 23°40'00E. — 23°42'72E. Ⓜ Réthymno. <i>Includes amendments to depths and coastline on plans; Ⓐ Chaniá, Ⓒ Irákleio, Ⓓ Ágios Nikólaos and Ⓛ Agkyrovólia Palaiochóras. Plans Ⓐ and Ⓛ have amended limits and are referred to European Datum (1950).</i>	1:5,000 1:7,500 1:10,000 1:10,000 1:10,000 1:12,500 1:5,000 1:7,500 1:12,500 1:7,500	1707
2070	Greece, Approaches to Thessaloníki Ⓐ Órmos Thessaloníkis. Ⓑ Liménas Thessaloníkis. <i>Includes amendments to depths and port developments in Liménas Thessaloníkis and marine farms in the Approaches to Thessaloníki. Names have been updated throughout.</i>	1:60,000 1:20,000 1:10,000	2070
2128	Russia - Pacific Coast, Ostrov Onekotan to Poluostrov Kamchatka. Ⓐ Vtoroy Kuril'skiy Proliv. Ⓑ Portovyy Punkt Severo-Kuril'sk. <i>Includes amendments to Russian Regulated Areas and depths throughout from the latest Russian Government charts and publications.</i>	1:300,000 1:50,000 1:10,000	2128
2570	Singapore, Malaysia and Indonesia, Western Approaches to Singapore. <i>Includes changes to fairways, channels, anchorage areas and reclamation limits. New survey information has also been included.</i>	1:30,000	2570

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 11 OCTOBER 2001

New Editions of Admiralty Charts (continued)

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
3833	Singapore Strait, Western Part. <i>Includes changes to fairways, channels, anchorage areas, reclamation limits within the Port of Singapore. New survey information has also been included.</i>	1:75,000	3833
5502	Mariners' Routeing Guide, Malacca and Singapore Straits, Edition 5. <i>Includes changes to fairways, channels, anchorage areas, reclamation limits and larger scale chart limits. New survey information has also been included. This chart is now referred to WGS 84 Datum.</i>	-	5502 Edition 4

ADMIRALTY PUBLICATIONS TO BE PUBLISHED

New Editions of Admiralty Publications

ALRS VOLUME 6 (NP286(1) to (5)) (PARTS 1 TO 5) – 2001/02 EDITION

The 2001/02 edition of ALRS Volume 6 (NP286(1) to (5)) 'Pilot Services, Vessel Traffic Services and Port Operations' will be announced for publication in stages. The recommended plan of action is that:

Part 1 United Kingdom and Ireland (including European Channel Ports) will be announced in Weekly Notices to Mariners 39/01 dated 27 September 2001.

Part 2 Europe (excluding UK, Ireland and the Mediterranean) and Part 3 (Mediterranean and Africa (including Persian Gulf) will be announced in Weekly Notices to Mariners 40/01 dated 4 October 2001.

Part 4 Asia and Australasia and Part 5 Americas and Antarctica will be announced in Weekly Notices to Mariners 41/01 dated 11 October 2001.

The new 2001/02 edition will replace the 2000/01 edition of ALRS Volumes 6. It has been completely updated to include all the latest information on pilotage services for ports and vessel traffic services for both ports and traffic routes. Customers are reminded that small craft information has been transferred from ALRS Volume 6 into the new suite of Admiralty Maritime Communications publications: NP289 covering the United Kingdom and the Mediterranean and NP290 covering the Caribbean.

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

Chart to be WITHDRAWN	Main Title	On publication of New Chart/New Edition
971	Philippine Islands, Semirara, Ilin and Ambulong Island, with part of Mindoro.	⊙971
1756	Spain - West Coast, Ria de Muros.	⊙1756
3193	Philippine Islands, Cebu and Mactan, Cebu Harbour and Approaches.	⊙13
3785	Arabia - South-East Coast, Mīnā' Raysūt to Al Maşīrah.	⊙3785
SC 5604	The Channel Islands.	⊙SC 5604

⊙ 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	⊙1160	⊙1606	⊙1981	⊙2345	⊙2841
⊙26	⊙1166	⊙1607	⊙1994	⊙2449	⊙2878
⊙28	⊙1168	⊙1609	⊙2000	⊙2450	⊙3164
⊙30	⊙1176	⊙1610	⊙2007	⊙2451	⊙3271
⊙31	⊙1178	⊙1612	⊙2010	⊙2454	⊙3272
⊙32	⊙1182	⊙1613	⊙2013	⊙2482	⊙3273
⊙34	⊙1183	⊙1626	⊙2021	⊙2484	⊙3274
⊙105	⊙1185	⊙1627	⊙2022	⊙2565	⊙3275
⊙106	⊙1186	⊙1634	⊙2035	⊙2566	⊙3284
⊙108	⊙1200	⊙1652	⊙2036	⊙2567	⊙3294
⊙129	⊙1267	⊙1698	⊙2037	⊙2571	⊙3297
⊙134	⊙1320	⊙1827	⊙2041	⊙2572	⊙3298
⊙147	⊙1344	⊙1828	⊙2044	⊙2610	⊙3315
⊙148	⊙1346	⊙1834	⊙2045	⊙2611	⊙3319
⊙154	⊙1411	⊙1835	⊙2052	⊙2615	⊙3337
⊙323	⊙1438	⊙1859	⊙2093	⊙2625	⊙3418
⊙442	⊙1446	⊙1882	⊙2094	⊙2628	⊙3478
⊙536	⊙1481	⊙1892	⊙2151	⊙2629	⊙3490
⊙777	⊙1491	⊙1900	⊙2154	⊙2631	⊙3683
⊙871	⊙1503	⊙1901	⊙2172	⊙2642	⊙3741
⊙883	⊙1504	⊙1902	⊙2175	⊙2656	⊙3746
⊙1121	⊙1536	⊙1951	⊙2253	⊙2693	⊙3750
⊙1148	⊙1543	⊙1967	⊙2255	⊙2695	
⊙1149	⊙1552	⊙1991	⊙2268	⊙2696	
⊙1152	⊙1594	⊙1975	⊙2290	⊙2793	

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

⊙ denotes chart available in the ARCS series.

II

3744 MISCELLANEOUS UPDATES TO CHARTS

Chart *Previous Notice Details*
to Mariners

2851 3674/01 Insert reference, *See Chart 3785*, centred on position 20° 12'·0N., 58° 08'·0E.
UK Hydrographic Office.

3638* ENGLAND, East Coast — Orford Ness Northeastwards — Aldeburgh Ridge — Drying contour; Depth

Insert circular drying contour, radius 100m, centred on: (a) 52° 06'·82N., 1° 36'·49E.
Delete depth 0₆ m close E. of (a) above

Note: **Positions** on all 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*].— **1543** [3170/01] — **1504** (INT 1510) (a) [3369/01] — **1610** (INT 1511) (a) [3453/01]
Trinity House (HH.242/550/11).

3651* ENGLAND, South Coast — Isle of Wight Southwards — Saint Catherine's Point Southsouthwestwards — Wreck

Insert ○ Wk, unsurveyed clearance depth 35m 50° 22'·29N., 1° 25'·18W.

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*].— **2450** (INT 1703) [*New Edition* 16/8/01] — **2656** [3085/01]
D C Wendes (HH.226/410/06).

3653 CHANNEL ISLANDS — Alderney Northwestwards — Off Casquets TSS — Wreck

Substitute ○ Wk, least depth 59m, for ○ Wk, least depth 65m (a) 49° 52'·18N., 2° 24'·08W.
(b) 49° 52'·24N., 2° 24'·00W.

Note: **Positions** on some 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*].— **2454** (INT 1702) (a) [3085/01] — **2669** (b) [3457/01] — **2656** (a) [3652/01]
French Notice 29/13/01 (HH.226/410/06).

3639 RUSSIA, North Coast — Kara Sea — Uyedinyéniya Island Northeastwards and Eastwards — Depths

Insert depth 34fm 77° 55'·3N., 86° 07'·6E.
depth 15fm 77° 35'·9N., 84° 33'·0E.
depth 20fm 77° 30'·9N., 86° 43'·1E.

Chart [*Last correction*].— **2962** [3356/01]
Russian Chart 12347 (HH.301/410/03).

3640 NORWAY, North Coast — Svalbard — Spitsbergen Eastwards — Wahlenbergfjorden, Hinlopenstretet, Ginevrabotnen and Freemansundet — Depths

Insert	depth 8 ₄ fm enclosed by 10fm contour	(a)	79° 44'·3N., 20° 42'·0E.
	depth 7fm enclosed by 10fm contour		79° 45'·0N., 21° 00'·5E.
	depth 19fm	(b)	79° 11'·0N., 20° 31'·0E.
	depth 12fm		79° 10'·3N., 20° 10'·0E.
	depth 6fm enclosed by 6fm contour	(c)	79° 01'·0N., 21° 35'·0E.
	depth 3 ₃ fm and extend 6fm contour W. to enclose	(d)	78° 35'·2N., 20° 44'·0E.
	depth 9 ₅ fm enclosed by 10fm contour		78° 11'·7N., 21° 07'·5E.
	depth 2 ₅ fm enclosed by ○		78° 08'·2N., 20° 43'·0E.
Delete	depth 24fm		close NE. of (a) above
	depth 36fm		close NW. of (b) above
			close SE. of (c) above
	depth 4 ₅ fm		close E. of (d) above

Chart [*Last correction*].— **2751** [2865/01]
Norwegian Charts 533, 536 & 537 (HH.312/400/02).

3641 ICELAND, South-West Coast — Reykjavik — Engeyjarri Southwards, Vatnagardhar and Sundahöfn — Depths

Insert	depth 10m enclosed by 10m contour	(a)	64° 09'·497N., 21° 54'·460W.
	depth 7 ₇ m	(b)	64° 09'·064N., 21° 51'·540W.
	depth 5 ₃ m	(c)	64° 08'·285N., 21° 49'·800W.
Delete	depth 11 ₃ m		close NW. of (a) above
	depth 8 ₄ m		close SW. of (b) above
	depth 5 ₈ m		close NW. of (c) above

Chart [*Last correction*].— **2735** (INT 1113) [3357/01]
Icelandic Chart 362 (HH.336/440/03).

II

3634 BALTIC SEA — Finland, South–West Coast — Approaches to Hanko — Norr Andalskär — Light–beacons; Beacon; Leading line; Recommended track

Insert the accompanying block, showing amendments to light–beacons, beacon, leading line and recommended track, centred on: 59° 48′.40N., 23° 01′.00E.

Chart [*Last correction*].— **3443** [2870/01]

Light List Vol. C, 2001/02, 4916, 4916.1

Finnish Notice 17/422/01 (HH.322/420/03).

3642 BALTIC SEA — Gulf of Bothnia — Sweden, East Coast — Lungön, South Coast — Light; Landmark

Substitute ★ *Oc.6s29m9M (May–Oct)*, for symbol, tower, Lt Ho (disused) 62° 38′.58N., 18° 05′.66E.

Chart [*Last correction*].— **62 (plan A, Ångermanälven)** [3361/01] — **2299** [1011/01]

Light List Vol. C, 2001/02, 5988.5

Swedish Notice 31/576/01 (HH.318/585/03).

3643 BALTIC SEA — Denmark — Bornholm — Nexø Haven Southeastwards — Obstruction; Wrecks

Insert ○ *Obstn*, unsurveyed clearance depth 20m (a) 55° 00′.39N., 15° 12′.49E.

Substitute ++ for ○ *Wk*, unsurveyed clearance depth 20m (b) 55° 00′.39N., 15° 12′.66E.

Delete ○ *Wk*, unsurveyed clearance depth 20m (c) 54° 59′.40N., 15° 12′.80E.

(d) 54° 59′.3N., 15° 13′.0E.

Chart [*Last correction*].— **2150 (a)** [3247/01] — **2360 (b,c)** [3247/01] — **2816 (a,d)** [2996/01]

Danish Notice 30/274/01 & Danish Chart 188 (HH.333/730/04).

3644 BALTIC SEA — Storebælt — Denmark — Sjælland — Halsskov — Legend; Beacons: Lights

Amend legend to, 043°, centred on: (a) 55° 19′.81N., 11° 04′.83E.

Substitute beacon with ▽ topmark for ★ with topmark, F.G.25m10M, (chart 2596, 2F.G) (b) 55° 20′.92N., 11° 06′.70E.

beacon with △ topmark for ★ with topmark, F.G.8m8M, (chart 2596, beacon with △ topmark for ★ with topmark) (c) 55° 20′.81N., 11° 06′.53E.

Delete • Fl.R.3s (d) 55° 20′.69N., 11° 06′.23E.

• Fl.G.3s (e) 55° 20′.63N., 11° 06′.35E.

legend, Lts, centred on: (f) 55° 20′.95N., 11° 07′.40E.

Chart [*Last correction*].— **938** (INT 1369) (a–e) [907/01] — **2596** (INT 1370) (b–e) [3443/01] — **2106** (INT 1303) (f) [2698/01]

Light List Vol. C, 2001/02, 1536, 1536.1, 1537, 1538

Danish Notice 30/271/01 (HH.333/540/07).

3645 BALTIC SEA — The Kattegat — Denmark — Læsø, North Coast — Engelskmandsbanke — Depth

Insert depth 0₉ m and extend 2m contour NW. to enclose 57° 20′.09N., 11° 08′.20E.

Chart [*Last correction*].— **2107** (INT 1301) [3446/01] — **1402** (INT 1300) [3265/01]

Danish Notice 31/754/01 (HH.333/410/02).

3646* NORTH SEA — U.K. Sector — Everest Gas Field Southwestwards — Restricted area

Insert circular limit of restricted area, radius 500m (0.27M), pecked line, centred on: 57° 41′.37N., 1° 45′.46E.
(○ Wells)

Chart [*Last correction*].— **274** [702/01] — **278** [3192/01]

Health and Safety Executive (HH.254/638/01).

3647 GERMANY, North Sea Coast — Spiekeroog Northwards — Wreck

Insert ○ *Wk*, least depth by wire sweep 22₂ m (a) 53° 54′.75N., 7° 41′.82E.

(b) 53° 54′.79N., 7° 41′.90E.

Note: The above update has been included in a New Edition of Chart 3617 published 6 September 2001.

Chart [*Last correction*].— **1875 (a)** [3372/01] — **3761 (b)** [3372/01]

German Notice 30/(21)2/01 (HH.328/460/04).

II

3648 GERMANY, North Sea Coast — Borkumriffgrund Northwards — Buoy; Survey instruments

Insert	special pillar light–buoy, <i>Fl.Y.4s</i>	(a)	53° 59′.7N., 6° 38′.1E.
	black maritime limit, pecked line, joining:	(b)	54° 00′.0N., 6° 36′.5E. 54° 00′.0N., 6° 38′.6E. 54° 01′.6N., 6° 38′.6E.
		(c)	54° 01′.6N., 6° 36′.5E. within (b)–(c) above
	legend, <i>Survey instruments</i>		

Chart [*Last correction*].— **3761** [3647/01] — **1405** (a) [3449/01]

German Notice 29/(21)87/01 (HH.328/460/04).

3649 NORTH SEA — Netherlands Sector — Friesland Junction Northeastwards — Wrecks

Insert	○ <i>Wk</i> , least depth 43m	54° 10′.97N., 4° 54′.89E.
Substitute	○ <i>Wk</i> , least depth 40m for ○ <i>Wk</i> , least depth 42m	54° 10′.52N., 4° 54′.00E.

Chart [*Last correction*].— **1507** (INT 1419) [3449/01] — **1405** [3648/01]

Netherlands Notice 31/443/01 (HH.340/620/06).

3650 NETHERLANDS — Westerschelde — Everingen — Anchor berths; Buoyage

Move	anchor berth, <i>D</i> , from:	51° 23′.2N., 3° 46′.5E.
	to:	51° 23′.28N., 3° 46′.55E.
	anchor berth, <i>C</i> , from:	51° 23′.46N., 3° 45′.85E.
	to:	51° 23′.51N., 3° 45′.88E.
	anchor berth, <i>B</i> , from:	51° 23′.72N., 3° 45′.23E.
	to:	51° 23′.76N., 3° 45′.20E.
	<i>E 2E</i> buoy, from:	51° 23′.30N., 3° 47′.35E.
	to:	51° 23′.37N., 3° 47′.41E.
	<i>E 2D</i> light–buoy, from:	51° 23′.5N., 3° 46′.7E.
	to:	51° 23′.55N., 3° 46′.75E.
	<i>E 2C</i> buoy, from:	51° 23′.74N., 3° 46′.1E.
	to:	51° 23′.78N., 3° 46′.16E.

Chart [*Last correction*].— **120** (INT 1479) [3451/01]

Netherlands Notice 30/430/01 (HH.340/430/05).

3652 FRANCE, North Coast — Pointe de Barfleur Northwards — Wreck

Insert	○ <i>Wk PD</i> , unsurveyed clearance depth 28m	(a)	49° 56′.34N., 1° 17′.88W.
		(b)	49° 56′.40N., 1° 17′.80W.

Note: **Positions** on some 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*].— **2450** (INT 1703) (a) [3651/01] — **2613** (INT 1705) (b) [3455/01] — **2656** (a) [3651/01]

French Notice 30/14/01 (HH.226/410/06).

3654 FRANCE, North–West Coast — Granville — Avant Port to Îles Chausey Eastwards — Lights; Buoyage

Amend	light to, <i>Fl.R.2.5s12m4M</i> , (charts 3656 & 3659, <i>Fl.R.2.5s4M</i>)	(a)	48° 49′.92N., 1° 36′.15W.
	light to, <i>Fl.G.2.5s11m4M</i> , (charts 3656 & 3659, <i>Fl.G.2.5s4M</i>)	(b)	140m NNE. of (a) above
Substitute	<i>E</i> . cardinal conical light–buoy, <i>Q(3)10s</i> , for Basse du Founet buoy, (chart 2669, for former conical buoy)	(c)	48° 53′.33N., 1° 42′.25W.
	<i>E</i> . cardinal spar buoy, <i>Anvers</i> , for former Anvers light–buoy, <i>Q(3)10s</i>	(d)	48° 53′.90N., 1° 40′.87W.

Chart [*Last correction*].— **3672** (plan, Granville) (a,b) [1440/00] — **3656** [481/01] — **3659** (a–c) [3456/01] — **2669** (c,d) [3653/01]

Light List Vol. A, 2001/02, 1662, 1664

French Notices 29/14/01 & 29/17/01 (HH.351/540/04).

3655 SPAIN, North Coast — Puerto de Bilbao — Barrio San Juan Westwards — Monte de Serantes — Landmark; Light

Substitute	symbol, radio tower, (448) (<i>R Lts</i>), for ★ Aero 2Oc.R.3s448m Tr, (chart 1170, for ★ Aero Oc.R.3s 448m), (chart 1102, for ★ Aero Oc.R.)	43° 20′.12N., 3° 03′.67W.
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Chart [*Last correction*].— **74** [2706/01] — **1170** [2706/01] — **1102** [2706/01]

Light List Vol. D, 2001/02, 1524.6 (remarks), 1535

Spanish Notice 32/607/01 (HH.359/450/03).

II

3656 SPAIN, North Coast — Santander — Ría de Astillero to Canal del Carrejo — Lights; Marina; Buoyage; Light-beacon

Insert	legend, (<i>see NM 3628(P)/01</i>), orientated SW./NE., centred on: legend, (<i>see NM 3628(P)/01</i>), centred on: ★ <i>Fl.G.5s5m3M</i> symbol, marina	(a) 43° 28'·250N., 3° 44'·900W. (b) 43° 26'·60N., 3° 47'·63W. (c) 43° 27'·035N., 3° 46'·485W. (d) 43° 26'·885N., 3° 45'·850W.
Delete	conical buoy ★ <i>Oc.G.4s7m3M</i> ★ <i>Fl(3)R.9s7m3M</i> ★ <i>Fl(2)R.7s7m3M</i> light-beacon, <i>Fl(2)G.7s</i>	(e) 43° 27'·199N., 3° 46'·580W. (f) 43° 27'·157N., 3° 46'·555W. (g) 43° 27'·105N., 3° 46'·531W. (h) 43° 27'·050N., 3° 46'·500W. (i) 43° 25'·30N., 3° 48'·45W. (j) 43° 25'·10N., 3° 48'·33W. (k) 43° 24'·27N., 3° 48'·75W. (l) 43° 24'·24N., 3° 48'·84W.

Chart [*Last correction*].— **1155 (plan, Ría de Astillero) (b,i-l) & 1155 (a,c-h)** [2885/01]

Light List Vol. D, 2001/02, 1557.4, 1560.1, 1560.2, 1560.6, 1560.8

Spanish Notices 25/470/01, 26/494/01, 29/553/01, 31/591/01 & Spanish Chart 4011 (HH.359/470/03).

3657 SPAIN, North Coast — Approaches to Ría de Suances — Depths; Recommended anchorages; Leading lines

Insert	the accompanying note, DEPTHS, centred on: depth 12 ₅ m and extend 20m contour N. to enclose depth 17 ₃ m enclosed by 20m contour depth 19 ₂ m enclosed by 20m contour depth 14 ₂ m enclosed by 20m contour depth 18 m ⚓ leading line, pecked for 600m, then firm line for 1340m	43° 24'·60N., 4° 03'·13W. 43° 27'·324N., 4° 01'·964W. 43° 27'·314N., 4° 02'·351W. 43° 27'·145N., 4° 02'·238W. 43° 27'·023N., 4° 03'·537W. (a) 43° 26'·463N., 4° 02'·201W. 43° 26'·870N., 4° 02'·201W. (b) extending in direction 329·5° from 43° 26'·190N., 4° 01'·925W. (★ <i>Iso.4s12m5M</i>) seaward end of (b) above 43° 26'·825N., 4° 02'·400W. close SE. of (a) above extending in direction 326° from (b) above
Delete	legend, 149·5° ⚓ depth 2 ₃ m former leading line and associated legend, Leading Lts 146°	

Chart [*Last correction*].— **1150 (plan, Ría de Suances or Ría de San Martín de la Arena)** [3537/99]

Spanish Chart 4012 (HH.359/480/03).

3658 SPAIN, North-West Coast — Ría de Betanzos — La Pulgueira — Light-beacon

Delete	light-beacon, <i>Fl(4)R.11s6m3M</i>	43° 21'·61N., 8° 14'·75W.
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Chart [*Last correction*].— **1114** [3340/01]

Light List Vol. D, 2001/02, 1701

Spanish Notice 31/592/01 (HH.359/560/03).

3659 PORTUGAL, South Coast — Approaches to Portimão — Ponta do Altar — Light

Amend	light to, <i>LFl.5s31m16M</i> , (charts 89, 3636 & 92, <i>LFl.5s16M</i>)	37° 06'·42N., 8° 31'·09W.
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Chart [*Last correction*].— **83 (plan, Portimão)** [2315/01] — **89** [1927/01] — **3636** [2971/01] — **92** [3460/01]

Light List Vol. D, 2001/02, 2178

Portuguese Notice 15/338/01 (HH.363/500/07).

3660 MEDITERRANEAN SEA — France, South Coast — Golfe de Fos — Port-de-Bouc — Lights

Amend	light to, <i>Fl.R.4s14m6M</i> , (chart 2164, <i>Fl.R.4s6M</i>) light to, <i>Fl(2)R.6s3m8M</i>	(a) 43° 23'·85N., 4° 59'·16E. 43° 23'·94N., 4° 59'·09E.
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Chart [*Last correction*].— **3498** [3111/01] — **2164 (a)** [154/01]

Light List Vol. E, 2001/02, 0608, 0609.6

French Notice 31/30/01 (HH.354/530/02).

3661 MEDITERRANEAN SEA — Italy — Sardegna — Isola di San Pietro — Carloforte — Works

Insert	legend, <i>Works in progress (2001)</i> , centred on:	39° 08'·53N., 8° 19'·00E.
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Chart [*Last correction*].— **1202 (plan D, Carloforte)** [3281/01]

Italian Notice 13/13.3/01 (HH.372/510/03).

II

3662* MEDITERRANEAN SEA — Malta, North Coast — Il-Bajja tal Mellieha — Mellieha Rock — Light-beacon; Rock

Substitute isolated danger light-beacon, *Fl(2)2M*, for + 35° 58'·38N., 14° 21'·56E.
 Note: ○ remains unchanged.

Chart [*Last correction*].— **2623** [3211/01] — **2537** [2822/01] — **2538** [2822/01] — **194** [2821/01]
 Light List Vol. E, 2001/02, 2057
 Malta Maritime Authority Notice 33/01 (HH.375/420/03).

3663 MEDITERRANEAN SEA — Italy, West Coast — Golfo di Pozzuoli — Marine farm; Buoy

Insert circular limit of marine farm, radius 400m, pecked line,
 centred on: (a) 40° 48'·06N., 14° 07'·11E.
 special spar light-buoy with topmark, *Fl.Y.3s* (a) above

Chart [*Last correction*].— **914** [3463/01]
 Italian Notice 13/13.7/01 (HH.369/630/03).

3664 MEDITERRANEAN SEA — Aegean Sea — Greece — Nísos Lésvos, West Coast — Ák. Saratsína Southwestwards — Buoy

Delete special pillar light-buoy, *Fl.3s* 39° 09'·15N., 25° 48'·53E.

Chart [*Last correction*].— **1061** [2828/01] — **1087** [3464/01]
 Greek Notice 6/161/01 (HH.383/430/03).

3665 MEDITERRANEAN SEA — Adriatic Sea — Italy, East Coast — Port of Ravenna — Canale Baiona — Buoyage

Insert port-hand spar light-buoy, *Iso.R.2s* 44° 29'·595N., 12° 17'·913E.
 (a) 44° 29'·631N., 12° 18'·288E.
 starboard-hand spar light-buoy, *Iso.G.2s* (b) 44° 29'·676N., 12° 17'·806E.
 44° 29'·721N., 12° 18'·163E.
 Delete black conical buoy close SW. of (b) above
 red can buoy close WSW. of (a) above

Chart [*Last correction*].— **1445 (panel A)** [3521/98]
 Italian Notice 13/13.10/01 (HH.370/580/03).

3666 MEDITERRANEAN SEA — Aegean Sea — Greece — Nísos Thíra — Ák. Exomítis — Rocks; Depth

Insert + (a) 36° 19'·98N., 25° 25'·98E.
 + and extend danger line W. to enclose with (a) above 36° 19'·95N., 25° 26'·29E.
 Delete depth 3₁ m close E. of (a) above

Chart [*Last correction*].— **1541 (plan, Nísos Thíra)** [1661/01]
 UK Hydrographic Office (HH.385/440/02).

3667 MEDITERRANEAN SEA — Istanbul Boğazi — Marmara Denizi — Kalamış Koyu — Moda Br. — Jetty; Light

Insert jetty, single firm line, joining: 40° 58'·79N., 29° 01'·45E.(shore)
 (a) 40° 58'·77N., 29° 01'·46E.
 ★ *FR* (a) above

Chart [*Last correction*].— **1159** [158/01]
 Light List Vol. E, 2001/02, 4908
 Turkish Notice 29/161/01 (HH.394/420/03).

3668 BLACK SEA — Ukraine — Approaches to Port Dnipro–Buz'kyi — Depths

Insert depth 1₁ m enclosed by ○ 46° 44'·40N., 31° 55'·10E.
 depth 8₅ m enclosed by ○ 46° 44'·60N., 31° 54'·50E.
 depth 8₆ m enclosed by ○ 46° 44'·60N., 31° 54'·60E.

Chart [*Last correction*].— **2203 (plan C, Port Dnipro–Buz'kyi) & 2203** [3383/01]
 Russian Notice 31/4720/01 (HH.396/540/02).

3669 BLACK SEA — Russia — Approaches to Anapa — Pilot boarding place

Insert ① 44° 54'·4N., 37° 18'·0E.

Chart [*Last correction*].— **2216** [3465/01]
 Admiralty List of Radio Signals Vol. 6 (3), 2000/01: (29/01)
 Russian Notice 32/4878/01 (HH.305/440/05).

II

3670 BLACK SEA — Sea of Azov — Ukraine — Approaches to Port Mariupol' and Port Azovstal' — Dredged depths

Amend legend to, *Dredged to 6·8m (2001)*, centred on: (a) 46° 56'·90N., 37° 28'·30E.
 (b) 47° 02'·35N., 37° 30'·10E.
 legend to, *Dredged to 3·6m (2001)*, centred on: (c) 47° 02'·10N., 37° 30'·75E.
 (d) 47° 04'·00N., 37° 33'·50E.
 (e) 47° 02'·20N., 37° 31'·00E.
 (f) 47° 04'·73N., 37° 34'·60E.

Chart [*Last correction*].— **3303 (plan A, Port Mariupol') (b,e) (plan B, Port Azovstal' and Havan' Shmidta) (f) & 3303 (a,c,d)** [3288/01]

Russian Notice 31/4726/01 (HH.396/420/01).

3671 MEDITERRANEAN SEA — Algeria — Arzew-el-Djédid Northeastwards — Buoy

Insert special spherical light-buoy with topmark,
Fl(5)Y.20s Wave recorder 35° 49'·72N., 0° 14'·55W.

Chart [*Last correction*].— **838** [4441/99]

Algerian Notice 13/1/01 (HH.408/440/02).

3672 RED SEA — Eritrea — Approaches to Massawa (Mits'iwa) — Depths

Insert depth 24m 15° 25'·30N., 40° 02'·80E.
 depth 20₅ m 15° 25'·58N., 40° 00'·00E.
 depth 22m 15° 33'·30N., 39° 52'·30E.
 depth 20m enclosed by 20m contour 15° 39'·70N., 39° 29'·20E.
 depth 19₈ m enclosed by 20m contour (a) 15° 56'·00N., 39° 42'·70E.
 depth 7₆ m enclosed by 10m contour 15° 45'·30N., 39° 50'·45E.
 depth 14₄ enclosed by 20m contour (b) 15° 30'·80N., 39° 37'·20E.
 Delete depth 23m (c) close SW. of (b) above

Chart [*Last correction*].— **460 (plan A, Approaches to Massawa (Mits'iwa))** [*New Edition* 29/6/00] — **164 (a-c)** [3309/99]

Russian Chart 43026 (HH.472/400/03).

3673* ARABIA — Oman, South-East Coast — Maşirah Southwestwards — Wreck

Delete  PD 19° 59'·0N., 58° 25'·0E.

Note: The above update has been included in a New Edition of Chart 3785 published 13 September 2001.

Chart [*Last correction*].— **707** [2375/01]

HM Surveying Ship *Bulldog* (HH.485/410/05).

3674* ARABIA — Oman, South-East Coast — Maşirah Southwestwards — Khalij Maşirah — Depths

Insert depth 17₈ m enclosed by 20m contour (a) 20° 01'·10N., 58° 27'·54E.
 depth 21₅ m (b) 20° 02'·17N., 58° 27'·23E.
 depth 12₂ m (c) 20° 10'·67N., 58° 34'·02E.
 Delete depth 5₅ m enclosed by 10m contour Rep (1991),
 (chart 2851, depth 5₅ m enclosed by  Rep (1991)) (d) 20° 07'·40N., 58° 27'·70E.
 depth 7₅ m enclosed by approximate 10m contour Rep (1991),
 (chart 2851, depth 7₅ m enclosed by  Rep (1991)) (e) 20° 06'·78N., 58° 30'·50E.
 depth 7₉ m enclosed by approximate 10m contour
 Rep (1991) (f) 20° 06'·30N., 58° 30'·48E.
 depth 19₁ m enclosed by 20m contour (g) close W. of (a) above
 depth 23m (h) close W. of (b) above

Note: The above update has been included in a New Edition of Chart 3785 published 13 September 2001.

Chart [*Last correction*].— **3519** [*New Edition* 10/6/99] — **2851 (d,e)** [2375/01]

Oman NHO, HM Surveying Ship *Bulldog* and UK Hydrographic Office (HH.485/410/05).

II

3675* ARABIA — United Arab Emirates — Jazīrat Dalmā to Jabal Az Ẓannah — Buoyage

Insert	starboard-hand pillar light-buoy, <i>Fl.G.3s No 9</i>	(a)	24° 11'·05N., 52° 33'·92E.
		(b)	24° 10'·94N., 52° 33'·86E.
	starboard-hand pillar light-buoy, <i>Fl.G.3s No 8</i>	(c)	24° 10'·39N., 52° 31'·66E.
		(d)	24° 10'·28N., 52° 31'·60E.
	safe water pillar light-buoy, <i>LFl.10s No 7</i>	(e)	24° 12'·39N., 52° 31'·92E.
		(f)	24° 12'·28N., 52° 31'·86E.
Substitute	safe water pillar light-buoy, <i>LFl.10s No 6</i> , for former No 6 light-buoy	(g)	24° 14'·10N., 52° 30'·10E.
		(h)	24° 14'·00N., 52° 30'·05E.
	safe water pillar light-buoy, <i>LFl.10s No 5</i> , for former No 5 light-buoy	(i)	24° 16'·70N., 52° 28'·20E.
		(j)	24° 16'·60N., 52° 28'·15E.
	safe water pillar light-buoy, <i>LFl.10s No 4</i> , for former No 4 light-buoy	(k)	24° 19'·20N., 52° 26'·30E.
		(l)	24° 19'·10N., 52° 26'·25E.
	safe water pillar light-buoy, <i>LFl.10s No 3</i> , for former No 3 light-buoy	(m)	24° 21'·50N., 52° 24'·50E.
		(n)	24° 21'·40N., 52° 24'·45E.
	safe water pillar light-buoy, <i>LFl.10s No 2</i> , for former No 2 light-buoy	(o)	24° 23'·90N., 52° 22'·70E.
		(p)	24° 23'·80N., 52° 22'·65E.
Delete	safe water pillar light-buoy, <i>LFl.10s No 1</i> , for former No 1 light-buoy	(q)	24° 26'·70N., 52° 21'·00E.
		(r)	24° 26'·60N., 52° 20'·95E.
	former No 8 light-buoy	(s)	2 cables NW. of (e) above
		(t)	2 cables NW. of (f) above
	former No 7 light-buoy	(u)	24° 11'·00N., 52° 33'·10E.
		(v)	24° 10'·90N., 52° 33'·05E.

Chart [*Last correction*].— **3780** (a) [*New Edition 7/10/99*] — **3179** (a,c,e,g,i,k,m,o,q,s,u) [*3914/00*] — **3951** (b,d,f,h,j,l,n,p,r,t,v) [*350/01*]

M.E.N.A.S Notice 14/01 and Harbour Master, Mina Zayed (HH.488/480/04).

3676 INDIA, West Coast — Belekeri Bay and Button Rock — Depths; Less water

Insert	depth 0 ₆ m enclosed by 2m contour	(a)	14° 43'·40N., 74° 13'·42E.
	depth 4 ₁ m enclosed by 5m contour	(b)	14° 42'·05N., 74° 13'·92E.
	depth 6 ₄ m and extend 10m contour SE. to enclose	(c)	14° 43'·32N., 74° 09'·02E.
	depth 3 ₆ m enclosed by 5m contour	(d)	14° 43'·40N., 74° 08'·82E.
	legend, <i>Less water rep.</i> , orientated NW./SE, between:	(e)	14° 43'·70N., 74° 13'·20E.
		(f)	14° 42'·80N., 74° 14'·40E.
		and	
		(g)	14° 41'·80N., 74° 14'·80E.
		(h)	14° 40'·50N., 74° 15'·80E.

Chart [*Last correction*].— **3464** (plan, *Kārwār Harbour and Approaches*) (c,d) & (plan, *Belekeri Anchorage*) (a,b,e-h) [*1295/99*]

Indian Chart 2009 (HH.502/490/02).

3677 BURMA (Myanmar) — Bay of Bengal — Cheduba Strait and Approaches to Kyaukpyu Harbour — Buoyage; Islet; Depths; Mud volcanoes

Insert	green pillar buoy		19° 26'·0N., 93° 34'·0E.
	black pillar buoy	(a)	18° 52'·10N., 93° 47'·00E.
	pillar buoy	(b)	18° 57'·60N., 93° 43'·35E.
	green can buoy	(c)	19° 27'·80N., 93° 30'·20E.
	islet enclosed by ○	(d)	19° 00'·40N., 93° 24'·40E.
	depth 233m	(e)	19° 15'·9N., 92° 54'·6E.
Delete	legend, <i>MUD VOLCANOES</i> (<i>see Note</i>), centred on:		19° 39'·0N., 93° 11'·0E.
	depth 9 ₈ m	(c) above	
	depth 329m	close N. of (e) above	

Chart [*Last correction*].— **817** (INT 7430) [*New Chart 24/6/99*] — **818** (INT 7433) (a,b,d) [*1945/01*]

Russian Chart 42280 (HH.511/410/02).

3678 SUMATERA, West Coast — Sibolga — Light-beacons; Light

Insert	special light-beacon with topmark, <i>Fl.Y.2s9m</i>		1° 43'·17N., 98° 47'·65E.
	★ <i>Fl.4s17m4M</i>		1° 43'·22N., 98° 47'·63E.
	special light-beacon with topmark, <i>Fl.Y.4s9m</i>		1° 43'·30N., 98° 47'·60E.

Chart [*Last correction*].— **2917** (plan C, *Sibolga*) [*3297/01*]

Light List Vol. F, 2001/02, 1264.1, 1264.15, 1264.2

DG SeaComm, Indonesia (HH.525/440/03).

II

3679 CHINA — Bo Hai — Approaches to Tianjin Xingang — Fairway; Anchorage areas

Insert	limit of fairway, pecked line, joining:	(a) 38° 56′·95N., 117° 57′·65E. (b) 38° 55′·55N., 118° 06′·41E. and (c) 38° 56′·30N., 117° 57′·49E. (d) 38° 54′·90N., 118° 06′·25E.
	legend, FAIRWAY, centred on:	38° 55′·75N., 118° 03′·16E.
	limit of anchorage area, pecked line, joining:	38° 55′·70N., 118° 01′·23E. 38° 53′·43N., 118° 00′·65E.
	legend, ⚓ <i>Dagukou North</i> , centred on:	38° 57′·60N., 118° 02′·25E.
	legend, ⚓ <i>Dagukou South</i> , centred on:	38° 54′·30N., 118° 03′·30E.
Delete	former limit of anchorage area, pecked line, joining:	(a) above (c) above and (b) above (d) above
	legend, DAGUKOU ANCHORAGE (Pilot and Quarantine), centred on:	38° 55′·07N., 118° 03′·05E.

Chart [*Last correction*].— **2653** [1949/01]

Chinese Notice 14/179/01 (HH.548/518/02).

3635 JAPAN — Honshū, South Coast — Tōkyō Wan — Kurihama — Port developments; Depths; Light; Light-beacon; Buoy

Insert	the accompanying block, showing port developments and amendments to depths, light, light-beacon and buoy, centred on:	35° 13′·25N., 139° 43′·10E.
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Chart [*Last correction*].— **1203** [*New Edition 15/3/01*]

Light List Vol. F, 2001/02, 6356.4

Japanese Notice 27/1014/01 (HH.563/431/03).

3680 JAPAN — Kyūshū, West Coast — Yatsushiro Kai — Minamata Kō Northwards — Fish haven

Insert		32° 13′·65N., 130° 22′·71E.
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Chart [*Last correction*].— **2401** [2909/01]

Japanese Chart W174 (HH.564/401/05).

3681 JAPAN — Kyūshū, West Coast — Shimabara Wan — Ōyano Shima Northwards — Fish haven

Insert		32° 38′·74N., 130° 27′·53E.
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Chart [*Last correction*].— **2401** [3680/01]

Japanese Chart W170 (HH.564/401/05).

3682 JAPAN — Kyūshū, East Coast — Miyazaki Northwards — Tōriyama — Lights

Insert	★ <i>Fl</i> (2) <i>G</i> .6s10 <i>M</i>	(a) 32° 09′·92N., 131° 33′·43E.
Delete	★ <i>FfL</i> . <i>G</i> .6s10m4/9 <i>M</i>	close N. of (a) above

Chart [*Last correction*].— **651** [2911/01]

Light List Vol. F, 2001/02, 4892.6

Japanese Notice 32/1256/01 (HH.564/440/04).

3683 KOREA, West Coast — Inch'ŏn Hang — Approaches to Soraep'ogu — P'almi Do Eastwards — Buoy

Delete	No 12 light-buoy	37° 21′·3N., 126° 32′·5E.
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Chart [*Last correction*].— **1271 (plan C, Soraep'ogu)** [3307/01] — **1270** (INT 5363) [3481/01]

Korean Notice 30/353/01 (HH.557/419/06).

3684 KOREA, West Coast — Approaches to Mokp'o — Sia Hae and Toch'o Do Southwards — Light-beacon; Buoyage

Insert	isolated danger light-beacon, <i>Fl</i> (2) <i>5s</i> 6 <i>m</i> 8 <i>M</i>	(a) 34° 38′·91N., 125° 55′·63E.
Delete	isolated danger light-buoy, <i>Fl</i> (2) <i>5s</i>	34° 36′·1N., 126° 13′·0E. close SE. of (a) above

Chart [*Last correction*].— **3928** [2520/01]

Light List Vol. F, 2001/02, 4229.1

Korean Notices 32/394–395/01 (HH.557/400/07).

II

3685 KOREA, South Coast — Haenamgak Southwards and Kōmundo Northeastwards and Southeastwards — Wreck; Obstruction

Insert  34° 16'·4N., 126° 31'·3E.
 *Obstn Rep (2001) PA* (a) 33° 56'·1N., 127° 27'·7E.
Delete  (b) 34° 16'·4N., 127° 31'·3E.

Chart [*Last correction*].— **3365** (INT 5252) [3398/01] — **127** (a,b) [3398/01]
Korean Notices 29/332/01 & 30/342/01 (HH.557/430/05).

3686 KOREA, South Coast — Pusan Hang — Oryuk To Westwards — Depth

Insert depth 11₄ m with seabed character, R 35° 05'·42N., 129° 07'·00E.

Chart [*Last correction*].— **1259** (plan, Pusan) [3399/01]
Korean Notice 30/337/01 (HH.557/460/10).

3687 KOREA, South Coast — Approaches to Pusan Hang — Saeng Do Eastsoutheastwards — Wreck

Substitute ++ for  35° 01'·2N., 129° 11'·5E.

Chart [*Last correction*].— **1065** [3484/01] — **3666** (INT 5251) [3038/01] — **127** [3685/01]
Korean Notice 30/357/01 (HH.557/460/10).

3688 KOREA, East Coast — Wangdol-ch'o — Buoy

Delete isolated danger pillar light–buoy, Fl(2)10s 36° 42'·6N., 129° 44'·4E.

Chart [*Last correction*].— **3666** (INT 5251) [3687/01]
Korean Notice 30/358(T)/01 (HH.557/464/07).

3636 AUSTRALIA — South Australia — Franklin Harbor — Coastline; Buoyage; Lights; Beacons; Depths

Insert the accompanying block, new plan of Franklin Harbor,
showing amendments to coastline, buoyage, lights, beacons
and depths, centred on: 34° 03'·12S., 136° 12'·20E.

Chart [*Last correction*].— **Aus 777** (plan, Franklin Harbor) [2933/01]
Light List Vol. K, 2001/02, 1902, 1904, 1904.1, 1908, 1908.1, 1909.9, 1910, 1910.1, 1910.3, 1914, 1915, 1915.1
Australian Notice 12/325/01 (HH.571/009/01).

3689 AUSTRALIA — Satellite derived positions

Substitute the accompanying note, SATELLITE DERIVED POSITIONS,
for existing note, centred on:

(a)	43° 02'·5S., 147° 12'·8E.
(b)	41° 29'·5S., 145° 30'·0E.
(c)	18° 29'·8S., 146° 03'·6E.
(d)	26° 56'·0S., 152° 47'·0E.
(e)	20° 18'·5S., 149° 37'·5E.
(f)	18° 32'·0S., 148° 34'·5E.
(g)	14° 01'·5S., 135° 00'·0E.
(h)	16° 58'·0S., 124° 08'·5E.
(i)	10° 33'·22S., 142° 12'·45E.
(j)	15° 34'·0S., 125° 30'·0E.
(k)	20° 35'·8S., 116° 49'·1E.
(l)	34° 37'·0S., 137° 05'·0E.

Chart [*Last correction*].— **Aus 173** (a) [3610/00] — **Aus 353** (b) [1082/01] — **Aus 259** (c) [2538/01] — **Aus 365** (d) [1858/01] — **Aus 821** (e) [3508/01] — **Aus 372** (f) [1688/01] — **Aus 411** (g) [100/01] — **Aus 323** (h) [2702/00] — **Aus 299** (i) [3509/01] — **Aus 320** (j) [2071/01] — **Aus 58** (k) [2507/00] — **Aus 345** (l) [2750/01]
Australian Notice 16/423/01 (HH.571/009/01).

3690 AUSTRALIA — Queensland — Double Island Point — Wolf Rock — Rock

Substitute * for + 25° 54'·7S., 153° 12'·0E.

Chart [*Last correction*].— **Aus 365** [3689/01]
Australian Notice 16/425/01 (HH.571/009/01).

II

3691 AUSTRALIA — Queensland — Mackay — Lights; Leading line

Insert	★ <i>F.Bu (F day)</i>	(a) 21° 06′.801S., 149° 13′.676E.
	leading line, pecked for 1200m then firm line for 2350m	(b) 21° 06′.773S., 149° 13′.693E.
	legend, 209°50′	(c) extending in 029°50′ direction from (a) above
	★ <i>2F.Bu (2F day)</i>	(d) seaward end of (c) above
	leading line, pecked for 0.7M then firm line for 1.7M	(e) (b) above
	legend, 209°50′	(f) extending in 029°50′ direction from (e) above
		(g) seaward end of (f) above

Chart [*Last correction*].— **Aus 250 (plan, Mackay Harbour)** (a–d) [390/01] — **Aus 249 (e–g)** [*New Chart 12/11/99*]
 Light List Vol. K, 2001/02, 3036.5, 3036.51
 Australian Notice 16/430/01 (HH.571/009/01).

3692 AUSTRALIA — Queensland — Townsville — Ross Creek — Western Breakwater — Light-beacon

Delete	starboard-hand light-beacon, Fl.G.2.5s	19° 14′.84S., 146° 49′.85E.
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Chart [*Last correction*].— **Aus 257** [3423/99]

Light List Vol. K, 2001/02, 3105

Australian Notice 16/431/01 (HH.571/009/01).

3693 AUSTRALIA — Queensland — Lucinda — Direction of Buoyage

Insert	symbol, direction of buoyage, orientated W., centred on:	18° 31′.2S., 146° 21′.5E.
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Chart [*Last correction*].— **Aus 259 (plan, Port of Lucinda)** [3689/01]

Australian Notice 16/432/01 (HH.571/009/01).

3694 PAPUA NEW GUINEA — Huon Gulf — Cape Arkona Southwestwards — Fish aggregation device

Insert	⊙ <i>FAD</i>	(a) 6° 48′.86S., 147° 16′.25E.
		(b) 6° 49′.2S., 147° 16′.0E.

Chart [*Last correction*].— **Aus 523 (a)** [3029/00] — **Aus 385 (b)** [3029/00]

Australian Notice 16/433/01 (HH.571/009/01).

3695 AUSTRALIA — Northern Territory — Boucaut Bay Northwards — Wrecks

Insert	⊙ <i>Wk</i> , least depth 6 ₄ fm, (chart 942B, ⊙ <i>Wk</i> , least depth 6½ fm)	11° 41′.5S., 134° 36′.7E.
	⊙ <i>Wk</i> , least depth 10 ₁ fm, (chart 942B, ⊙ <i>Wk</i> , least depth 10fm)	11° 37′.7S., 134° 20′.4E.
Delete	⊕	11° 40′.0S., 134° 24′.0E.

Chart [*Last correction*].— **Aus 411** [3689/01] — **942B** [2351/01]

Australian Notice 16/434/01 (HH.571/009/01).

3696 AUSTRALIA — Northern Territory — Clarence Strait — Howard Channel — Van Waerwyck Reef — Depths

Insert	depth 29 m enclosed by 5m contour danger line joining:	(a) 12° 05′.27S., 131° 01′.09E. 12° 05′.38S., 131° 01′.42E. 12° 05′.32S., 131° 01′.46E. 12° 05′.38S., 131° 01′.50E.
Delete	depth 40m	close N. of (a) above

Chart [*Last correction*].— **Aus 20** [3499/01]

Australian Notice 16/435/01 (HH.571/009/01).

3697 AUSTRALIA — Western Australia — Bonaparte Archipelago — Bigge Island Westwards to Bernouilli Island — Depths

Insert	depth 124 m (upright) enclosed by 20m approximate contour, <i>Rep (2001)</i> danger line joining:	(a) 14° 31′.50S., 125° 03′.78E. 15° 02′.26S., 124° 46′.34E.(shore) 15° 02′.65S., 124° 45′.76E. 15° 02′.14S., 124° 44′.93E.(shore) and 15° 02′.00S., 124° 45′.07E.(shore) 15° 01′.87S., 124° 46′.16E.(shore)
Delete	depth 207 m (upright) enclosed by 30m approximate contour	adjacent to (a) above

Chart [*Last correction*].— **Aus 320** [3689/01]

Australian Notice 16/436/01 (HH.571/009/01).

II

3698 NORTH AMERICA, West Coast — Washington — Rosario Strait and Bellingham Bay — Lopez Island, South-East Coast and Bellingham — Depth; Dredged depths

Insert depth 98 m enclosed by 10m contour (a) 48° 25'·05N., 122° 48'·60W.
 Amend legend to, 7·0m (1999), centred on: 48° 45'·23N., 122° 30'·94W.
 legend to, 7·0m (1996), centred on: 48° 44'·63N., 122° 30'·00W.

Chart [*Last correction*].— **80** [2145/01] — **76** (a) [3602/01]

U.S. Chart 18423 (HH.612/490/04).

3699 NORTH AMERICA, West Coast — California — Humboldt Bay — North Spit and Samoa Channel — Light; Buoyage

Amend range of light to, 17M (a) 40° 45'·85N., 124° 13'·79W.
 Substitute starboard-hand pillar light-buoy, Fl.R.2·5s '6', for 40° 49'·03N., 124° 10'·53W.
 'A' light-buoy

Chart [*Last correction*].— **3095** (plan, Humboldt Bay) [2760/01] — **3121** (a) [407/01] — **2530** (a) [2544/01] — **2531** (a) [985/01]

Light List Vol. G, 2000/01, 4380

U.S. Notice 34/18622/01 (HH.612/440/02).

3700 NORTH AMERICA, West Coast — California — Southern Approaches to San Francisco — Data buoy

Move special  ODAS '46012', from: 37° 23'·6N., 122° 43'·1W.
 to: 37° 27'·0N., 122° 41'·7W.

Chart [*Last correction*].— **229** [5023/00] — **2530** [3699/01]

U.S. Notice 34/18680/01 (HH.612/003/03).

3701 NORTH AMERICA, West Coast — California — San Pablo Bay — Carquinez Strait — Buoy

Insert port-hand pillar light-buoy, Fl.G.2·5s '21A' 38° 03'·37N., 122° 10'·89W.

Chart [*Last correction*].— **590** (plan, Carquinez Strait) [2761/01]

U.S. Notice 34/18657/01 (HH.612/430/05).

3702 NORTH AMERICA, West Coast — California — San Pablo Strait — Molate Point — Restricted area

Delete limit of restricted area, pecked line, joining: 37° 57'·24N., 122° 25'·18W.(shore)
 37° 57'·24N., 122° 25'·70W.
 37° 56'·64N., 122° 25'·70W.
 37° 56'·19N., 122° 24'·85W.(shore)

Note: The above update will be included in the next New Edition of Chart 591 due to be published later this year.

Chart [*Last correction*].— **590** [3701/01]

U.S. Notice 33/18649/01 (HH.612/425/04).

3703 NORTH AMERICA, West Coast — California — Dana Point Harbor — Buoyage

Substitute starboard-hand conical light-buoy, Fl.R.2·5s '2', for 33° 27'·1N., 117° 41'·3W.
 starboard-hand conical buoy

Chart [*Last correction*].— **1063** [3604/01]

U.S. Notice 33/18746/01 (HH.612/420/05).

3637 SOUTH AMERICA, East Coast — Argentina — Estrecho de Magallanes — Punta Dungeness Southeastwards — Submarine pipelines; Restricted area; Platform

Insert the accompanying block, showing amendments to submarine pipelines, restricted area and platform, centred on: (a) 52° 33'·0S., 68° 13'·0W.
 (b) 52° 33'·0S., 68° 18'·0W.

Chart [*Last correction*].— **1692** (a) [1868/01] — **3107** (b) [1868/01] — **554** (b) [3520/01]

Argentine Notice 13/126/01 (HH.648/180/02).

3704 SOUTH AMERICA, East Coast — Argentina — Golfo San Jorge — Caleta Olivares — Pta Pando — Legend

Insert legend, Oil (*see Note*), centred on: 45° 46'·15S., 67° 20'·05W.
 (along pipeline)

Chart [*Last correction*].— **552** (plan, Caletas, Cordova and Olivares) [3406/01]

Argentine Notice 14/140/01 (HH.650/450/03).

II

3705 SOUTH AMERICA, East Coast — Argentina — Puerto Deseado — Foul

Insert # 47° 46'·21S., 65° 49'·73W.

Chart [*Last correction*].— **1302 (plan, Puerto Deseado)** [3522/01]

Argentine Notice 14/133/01 (HH.650/460/03).

3706 SOUTH AMERICA, East Coast — Brazil, East Coast — Vitória and Approaches — Buoy; Light-beacon; Beacon

Insert starboard-hand pillar light-buoy with topmark, *Fl(2)R.6s* (a) 20° 18'·80S., 40° 15'·88W.

Substitute starboard-hand light-beacon with topmark, *Fl(2)R.6s6M*, for beacon (b) 20° 19'·45S., 40° 20'·57W.

Chart [*Last correction*].— **521 (a) & (plan, Vitória) (b)** [5026/00]

Light List Vol. G, 2000/01, 0327.8

Brazilian Notices 12/97/01 & 13/109/01 (HH.657/471/02).

3707* WEST INDIES — Leeward Islands — Sombrero Island — Lights; Radar beacon

Insert ★ *Fl.10s28m17M* (a) 18° 35'·21N., 63° 25'·56W.

radar beacon, *Racon (T)*, at light (b) (a) above

Amend light to, *Fl.10s92ft17M*, (chart 2600, *Fl.10s17M*) (c) (a) above

Delete ★ *Fl.10s48m23M* (d) 60m SW. of (a) above

Chart [*Last correction*].— **2047 (plan, Sombrero Island) (a,b,d)** [2937/00] — **583 (a,b,d)** [2155/01] — **130 (b,c)** [2155/01]

— **955 (b,c)** [3328/01] — **2600 (b,c)** [2155/01]

Light List Vol. J, 2000/01, 5650

Admiralty List of Radio Signals Vol. 2, 2001: 94550 (35/01)

Trinity House Notice 41/01 (HH.671/450/04).

3708 GULF OF MEXICO — Louisiana and Texas — Sabine Bank — Obstructions; Platform

Insert ○ *Obstn*, least depth 25ft 29° 28'·75N., 93° 41'·47W.

○ *Obstn*, least depth 24ft 29° 27'·79N., 93° 41'·95W.

○ *Obstn*, least depth 38ft 29° 22'·68N., 93° 38'·80W.

Delete □ (lighted) 29° 30'·35N., 93° 44'·73W.

Note: The above update will be included in the next New Edition of Chart 3854 to be published later this year.

Chart [*Last correction*].— **3192 (panel A)** [3412/01]

U.S. Chart 11341 (HH.615/430/07).

3709 GULF OF MEXICO — Texas — Matagorda Island Southeastwards — Submarine pipelines

Insert submarine pipeline joining: 27° 53'·0N., 96° 33'·9W.
(fairway limit)
27° 55'·2N., 96° 33'·9W.
(fairway limit)
and
27° 55'·6N., 96° 29'·2W.
(fairway limit)
27° 56'·6N., 96° 31'·2W.
(fairway limit)
and
27° 56'·9N., 96° 27'·0W.
(fairway limit)
27° 57'·3N., 96° 30'·1W.
(fairway limit)
and
27° 58'·6N., 96° 24'·0W.
(fairway limit)
28° 00'·0N., 96° 25'·5W.
(fairway limit)

Chart [*Last correction*].— **3849** [3613/01]

U.S. Chart 11313 (HH.616/183/03).

3710 GULF OF MEXICO — Texas — Approaches to Galveston Bay — North Jetty and South Jetty — Wrecks

Insert ☼ PA (a) 29° 19'·47N., 94° 41'·67W.

(b) 29° 19'·52N., 94° 41'·70W.

✈ PA 29° 20'·73N., 94° 41'·29W.

Chart [*Last correction*].— **3183 (plan, Galveston and Approaches) & 3183 (a,b)** [3411/01]

U.S. Chart 11324 (HH.616/183/03).

II

3711 GULF OF MEXICO — Texas — Galveston Bay — Houston Ship Channel — Wreck

Insert  PA 29° 27'·02N., 94° 50'·12W.

Chart [*Last correction*].— **3186 (panel 1)** [3616/01]

U.S. Chart 11324 (HH.616/183/03).

3712 GULF OF MEXICO — Texas — Freeport Eastwards — Wreck

Insert  PA 28° 55'·5N., 95° 13'·6W.

Chart [*Last correction*].— **3854** [3409/01] — **3849** [3709/01] — **3850** [3614/01]

U.S. Notice 35/11321/01 (HH.616/181/2001).

3713 GULF OF MEXICO — Texas — Approaches to Galveston Bay — Heald Bank Northwards and Claypile Bank Eastwards — Obstructions; Fish haven

Insert  *Obstns*, least depth 6fm (a) 29° 17'·4N., 94° 14'·1W.

 (84), (chart 3850,  (14)) (b) 28° 21'·2N., 93° 51'·2W.

Substitute  *Obstns PA*, least depth 36ft for  *Obstns PA*, least depth 42ft (c) 29° 17'·2N., 94° 14'·3W.

Chart [*Last correction*].— **3854** (b,c) [3712/01] — **3850** (a,b) [3712/01]

U.S. Notice 35/11340/01 (HH.616/181/2001).

3714 GULF OF MEXICO — Louisiana — Ship Shoal Southeastwards — Wells

Insert  *Well*, least depth 28fm 28° 19'·9N., 90° 25'·7W.

 *Well*, least depth 22fm 28° 27'·8N., 90° 24'·7W.

Chart [*Last correction*].— **3850** [3713/01] — **3851** [3528/01]

U.S. Notice 35/11340/01 (HH.616/181/2001).

3715 GULF OF MEXICO — Louisiana — East Bay — Well

Insert  *Well*, least depth 16fm 28° 56'·65N., 89° 17'·30W.

Chart [*Last correction*].— **3382 (panel 1)** [2556/01]

U.S. Notice 35/11361/01 (HH.616/181/2001).

3716 GULF OF MEXICO — Mississippi — Mississippi Sound — Pascagoula Channel and Horn Island Pass — Sediment traps; Obstruction; Dredged channel

Insert the accompanying note, SEDIMENT TRAPS, centred on: 30° 21'·35N., 88° 31'·20W.

 *Obstn PA* 30° 16'·80N., 88° 30'·50W.

limit of dredged channel, pecked line, joining: 30° 13'·12N., 88° 30'·42W.

(existing limit)

30° 12'·30N., 88° 30'·80W.

(existing limit)

and

30° 11'·90N., 88° 31'·20W.

(existing limit)

30° 11'·56N., 88° 31'·54W.

(existing limit)

legend, *Sediment Trap* (see Note), orientated SW./NE.,

centred on: 30° 12'·70N., 88° 30'·60W.

legend, *Sediment Trap* (see Note), orientated SSW./NNE.,

centred on: 30° 11'·72N., 88° 31'·36W.

Delete legend, Shoal rep (1998), centred on: 30° 12'·90N., 88° 30'·53W.

Chart [*Last correction*].— **3841** [4323/00]

U.S. Chart 11375 (HH.615/455/08).

3717 GULF OF MEXICO — Mississippi — Pascagoula Harbor — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS, for existing table, centred on: 30° 19'·5N., 88° 29'·4W.

Chart [*Last correction*].— **3841** [3716/01]

U.S. Chart 11375 (HH.615/011/2001).

II

3718 GULF OF MEXICO — Florida — Approaches to St George Sound — Dog Island Eastwards — Duer Channel — Wreck

Insert  PA 29° 46'·4N., 84° 28'·8W.

Chart [*Last correction*].— **3852** [3529/01]
U.S. Notice 33/11405/01 (HH.615/465/04).

3719 GULF OF MEXICO — Florida — Approaches to Charlotte Harbor — Fish haven; Wreck

Insert  (5) 26° 49'·2N., 82° 32'·0W.
Substitute  PA, for  PA 26° 20'·3N., 82° 40'·5W.

Chart [*Last correction*].— **3853** [3531/01]
U.S. Chart 11420 (HH.615/485/03).

3720 NORTH AMERICA, East Coast — Florida — Miami Harbor — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS,
for existing table, centred on: 25° 44'·47N., 80° 10'·85W.

Chart [*Last correction*].— **3698** [3532/01]
U.S. Notice 35/11468/01 (HH.614/011/2001).

3721 NORTH AMERICA, East Coast — Florida — Port Everglades — Light

Amend light to, *Dir WRG.135ft* 26° 05'·60N., 80° 07'·93W.

Note: Former Notice 1301(P)/00 is cancelled.

Chart [*Last correction*].— **3699** [3517/00]
Light List Vol. J, 2000/01, 2938.1
U.S. Notice 11/11470/00 (HH.614/645/04).

3722 NORTH AMERICA, East Coast — Delaware — Wilmington — Cherry Island — Lights; Leading line

Insert ★ *F.G.90ft* (a) 39° 43'·69N., 75° 30'·64W.
Amend light to, *Fl.G.2·5s36ft* 39° 44'·12N., 75° 30'·24W.
Delete ★ *F.G.100ft* (b) 39° 43'·24N., 75° 31'·06W.
leading line, pecked line, joining: (a) above
(b) above

Chart [*Last correction*].— **2603 (panel 1) & (panel 2)** [3238/01]
Light List Vol. J, 2000/01, 1313, 1313.1
U.S. Notice 34/12312/01 (HH.614/540/05).

3723 NORTH AMERICA, East Coast — Chesapeake Bay — Baltimore — Northwest Harbor — North Locust Point Marine Terminal — Light

Insert ★ *Fl.Y.4s 'A'* 39° 16'·180N., 76° 34'·778W.

Chart [*Last correction*].— **2850 (plan, Baltimore Harbor)** [2660/01]
Light List Vol. J, 2000/01, 2270.3
U.S. Notice 34/12281/01 (HH.614/595/04).

3724 NORTH AMERICA, East Coast — New York and New Jersey — New York Lower Bay — Chapel Hill South Channel and Raritan Bay East Reach — Dredged area

Insert limit of dredged area, pecked line, joining: (a) 40° 28'·80N., 74° 03'·48W.
(existing limit)
(b) 40° 28'·80N., 74° 03'·24W.
(c) 40° 28'·89N., 74° 03'·05W.
(d) 40° 29'·05N., 74° 02'·93W.
(existing limit)
(e) 40° 28'·81N., 74° 03'·10W.
(f) 40° 28'·82N., 74° 02'·98W.
(g) 40° 28'·71N., 74° 03'·01W.
(h) 40° 28'·77N., 74° 03'·32W.

Delete legend, *28ft (1999)*, centred on:
depth 29ft
depth 31ft, (chart 3204, depth 4₄ fm)
depth 33ft

Chart [*Last correction*].— **3459** [765/01] — **3204 (a–e,g)** [1624/01]
U.S. Chart 12324 (HH.614/500/03).

II

3725 NORTH AMERICA, East Coast — Massachusetts — Approaches to Block Island Sound — Block Island Southwestwards — Southwest Ledge — Fog signal

Amend fog signal at starboard-hand pillar light-buoy to, *Whis* 41° 06'·7N., 71° 40'·4W.

Chart [*Last correction*].— **2754** [2777/01] — **2860** [2941/00] — **2492** [3623/01]

U.S. Notice 34/13215/01 (HH.614/470/03).

3726 NORTH AMERICA, East Coast — Connecticut — Block Island Sound — The Race Southwestwards — Fog signal

Amend fog signal at '11' light-buoy to, *Whis* 41° 13'·78N., 72° 04'·00W.

Chart [*Last correction*].— **2732 (panel 1, Approaches to New London Harbor)** [766/01] — **2754** [3725/01]

U.S. Notice 34/12354/01 (HH.614/465/03).

3727 NORTH AMERICA, East Coast — Connecticut — Approaches to New London Harbor — Long Island Sound — Buoy

Move 'NDA' light-buoy from: 41° 16'·40N., 72° 04'·94W.
to: 41° 16'·24N., 72° 04'·89W.

Chart [*Last correction*].— **2732 (panel 1, Approaches to New London Harbor)** [3726/01]

U.S. Chart 12372 (HH.614/465/03).

3728 NORTH AMERICA, East Coast — Maine — East Penobscot Bay — Seal Island Northeastwards — Three Fathom Ledge — Buoy

Insert isolated danger pillar light-buoy, *Fl(2)5s 'DTF'* 43° 54'·30N., 68° 42'·08W.

Chart [*Last correction*].— **2486** [*New Chart* 26/7/01] — **2492** [3725/01]

U.S. Notice 34/13303/01 (HH.614/405/02).

II

3729(P)/01 ENGLAND, East Coast — Lowestoft Harbour — Depths

1. Mariners are advised that a recent survey has revealed depths less than charted within Lowestoft Harbour, the most significant are as follows:
 - a. Outer Harbour

depth 0 ₉ m	52° 28'·334N., 1° 45'·208E.
depth 1 ₂ m	52° 28'·310N., 1° 45'·258E.
 - b. Hamilton Dock

depth 1 ₈ m	52° 28'·563N., 1° 45'·458E.
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 - c. Waveney Dock

depth 1 ₆ m	52° 28'·529N., 1° 45'·377E.
depth 1 ₄ m	52° 28'·500N., 1° 45'·467E.
depth 3 ₂ m	52° 28'·470N., 1° 45'·400E.
 - d. Trawl Dock

depth 2 ₂ m	52° 28'·402N., 1° 45'·215E.
depth 2 ₈ m	52° 28'·389N., 1° 45'·103E.
 - e. Inner Harbour (South Quay)

depth 0 ₁ m	52° 28'·356N., 1° 44'·775E.
drying height 0 ₁ m	52° 28'·354N., 1° 44'·860E.
depth 0 ₂ m	52° 28'·354N., 1° 44'·823E.
 - f. Inner Harbour (Britannia Quay)

depth 0 ₈ m	52° 28'·360N., 1° 44'·724E.
------------------------	-----------------------------
 - g. Lake Lothing

depth 1 ₇ m	52° 28'·560N., 1° 43'·569E.
depth 2 ₅ m	52° 28'·540N., 1° 43'·475E.
depth 1 ₅ m	52° 28'·517N., 1° 43'·550E.
2. Vessels should contact the Lowestoft Harbour Master for latest information.
3. These and other changes will be included in a New Edition of Chart 1536 to be published later in the year.
4. All positions in this notice are referred to a WGS compatible Datum.

Chart affected — 1536

ABP Lowestoft (HH.242/530/07).

3730(P)/01 ENGLAND, West Coast — Morecambe Bay — Approaches to Heysham — Depths

1. Mariners are advised that depths of 2–6 metres less than charted may exist in the approaches to Heysham, from 54° 00'·30N., 2° 58'·00W. to 54° 02'·20N., 2° 55'·70W.
2. Chart 1552 will be corrected when full details are available.

Chart affected — 1552

Port of Heysham (HH.206/430/05).

3731(P)/01 FRANCE, North Coast — Baie de Saint Briec — Le Légué — Buoyage

1. Mariners are advised that numerous changes to the buoyage in the approaches to Le Légué and in Rivière la Gouët have taken place.
2. These and other changes will be included in a New Edition of Chart 3674 to be published in early 2002.

Chart affected — 3674

French Notice 29/20/01 (HH.351/570/03).

3732(T)/01 NORTH ATLANTIC OCEAN — Islas Canarias — Gran Canaria — Puerto de la Luz — Puerto Exterior — Buoyage; Works

1. Mariners are advised that reclamation work is being carried out in the vicinity of Muelle de León y Castillo.
2. Whilst works are in progress two special marker light-buoys, Q.R have been established in Puerto Exterior in the following positions:

28° 07'·994N., 15°24'·698W.
28° 08'·177N., 15°24'·717W.
3. Former Notice 1059(T)/00 is cancelled.

Chart affected — 1856

Spanish Notice 29/558(T)/01 (HH.419/430/03).

II

3733(P)/01 MEDITERRANEAN SEA — Spain, East Coast — Golfo de San Jorge — Cabo Tortosa Northwards — Artificial reefs

- Modules for the construction of artificial reefs have been laid in areas bounded by the following positions:
 $40^{\circ} 51' \cdot 1N., 0^{\circ} 46' \cdot 4E.$
 $40^{\circ} 51' \cdot 3N., 0^{\circ} 47' \cdot 1E.$
 $40^{\circ} 49' \cdot 9N., 0^{\circ} 47' \cdot 2E.$
 $40^{\circ} 50' \cdot 4N., 0^{\circ} 46' \cdot 4E.$
 and
 $40^{\circ} 47' \cdot 4N., 0^{\circ} 52' \cdot 2E.$
 $40^{\circ} 47' \cdot 6N., 0^{\circ} 53' \cdot 2E.$
 $40^{\circ} 47' \cdot 5N., 0^{\circ} 53' \cdot 4E.$
 $40^{\circ} 46' \cdot 7N., 0^{\circ} 53' \cdot 1E.$
 and
 $40^{\circ} 46' \cdot 2N., 0^{\circ} 52' \cdot 3E.$
 $40^{\circ} 46' \cdot 0N., 0^{\circ} 53' \cdot 2E.$
 $40^{\circ} 44' \cdot 5N., 0^{\circ} 54' \cdot 5E.$
 $40^{\circ} 45' \cdot 0N., 0^{\circ} 53' \cdot 0E.$
- Further details will be promulgated when known. Until then, mariners are advised to avoid these areas.

Chart affected — 1701

Spanish Notice 29/564(T)/01 (HH.361/600/03).

3734(P)/01 MEDITERRANEAN SEA — Maltese Islands — Restricted areas

- Restricted areas, marked by yellow or red buoys, which may be joined by wire ropes, have been established in various coastal areas. These areas are reserved for swimmers between June and September but the marker buoys and wire ropes may remain in place all year.
- The approximate locations of the areas are as follows:

Marsalforn	Up to 100 metres from the West and South shores
Xlendi Bay	Up to 25 metres from the East shore of the inner bay and up to 25 metres from the South shore of the inner bay
Hondoq ir-Rummien	$36^{\circ} 01' \cdot 72N., 14^{\circ} 19' \cdot 39E.$
Santa Marija Bay	$36^{\circ} 01' \cdot 09N., 14^{\circ} 20' \cdot 26E.$
San Niklaw Bay	$36^{\circ} 01' \cdot 12N., 14^{\circ} 19' \cdot 83E.$
Bejn il-Kmiemen	$36^{\circ} 00' \cdot 85N., 14^{\circ} 19' \cdot 44E.$
Ir-Ramla tac-Cirkewwa	$35^{\circ} 59' \cdot 05N., 14^{\circ} 19' \cdot 98E.$
Il-Bajja tal Mellieha	$35^{\circ} 58' \cdot 28N., 14^{\circ} 21' \cdot 24E.$
L-Imgiebah	$35^{\circ} 58' \cdot 22N., 14^{\circ} 22' \cdot 95E.$
Saint Paul's Bay	$35^{\circ} 57' \cdot 11N., 14^{\circ} 24' \cdot 20E.$
and	$35^{\circ} 56' \cdot 95N., 14^{\circ} 23' \cdot 55E.$
- For further details see Admiralty Sailing Directions.
- The restricted areas will be included in a planned New Chart 211 (which will replace Charts 195 & 2623).

Charts affected — 195 — 2623

Malta Maritime Authority Notices 24–25/01 (HH.375/799/03).

3735(P)/01 CHINA, East Coast — Chang Jiang — Approaches to Shanghai — Hengsha Dao — Light

- Hengsha light, Fl.8s57m18M, has been established in position $31^{\circ} 18' \cdot 01N., 121^{\circ} 50' \cdot 82E.$
- This light is not yet operational, but has been established on a trial basis.

Charts affected — 1603 — 1602

Chinese Notice 14/172(T)/01 (HH.548/473/07).

3736(T)/01 CHINA — Yellow Sea — Lianyun Gang — Tide gauge

The Tide gauge light-beacon, Fl(2)5s, in position $34^{\circ} 45' \cdot 90N., 119^{\circ} 35' \cdot 90E.$ is reported to be damaged.

Chart affected — 878

Chinese Notice 5/48(T)/97 (HH.548/003/02).

3737(T)/01 CHINA — Yellow Sea — Approaches to Qingdao Gang — Jiaozhou Wan — Light-beacon

An isolated danger light-beacon, Fl(2)5s3M, has been temporarily established in position $36^{\circ} 06' \cdot 08N., 120^{\circ} 13' \cdot 37E.$

Chart affected — 876

Chinese Notice 9/110(T)/99 (HH.548/506/03).

3738(T)/01 JAPAN — Kanmon Kaikyō — Kanmon Kō — Hayatomo Seto — Depth

Mariners are advised that a depth of 10g m has been reported in $33^{\circ} 57' \cdot 78N., 130^{\circ} 58' \cdot 36E.$

Chart affected — 1578

Japanese Notice 32/1282(T)/01 (HH.568/412/02).

II

3739(T)/01 AUSTRALIA — Queensland — Hay Point — Depth information

1. Available depths as at 12 July 2001:

	<i>Metres</i>
Departure Channel	13.1
HPS Berth No 1	16.5
HPS Berth No 2	16.7
DBCT Berth No 1	18.7
DBCT Berth No 2	19.7
 2. Former Notice 2087(T)/01 is cancelled.
- Chart affected — Aus 250
 Australian Notice 16/448(T)/01 (HH.571/009/01).

3740(T)/01 AUSTRALIA — Queensland — Townsville — Depth information

1. Available depths as at 12 July 2001:

	<i>Metres</i>	<i>Remarks</i>
Sea Channel	11.7	
Platypus Channel	11.7	
Outer Harbour:		
* Arrival Channel	7.9	
* Departure Channel	11.7	
Inner Harbour:		
* Harbour	11.5	
Berths:		
* No 1	12.1	
* No 2	11.4	Not beyond 785 metre mark
* No 3	11.5	
* No 4	10.2	
* No 7	11.2	
* No 8	10.0	
* No 9	12.1	
* No 10	9.6	
* No 11	12.2	
* Between No 7 and No 8	9.9	Seaward of zero mark at No 7 berth
* Between No 9 and No 10	10.8	Seaward of zero mark at No 10 berth
Ross River Channel	1.4	
* Indicates new or revised entry.		
2. Former Notice 2580(T)/01 is cancelled.

Charts affected — Aus 256 — Aus 257

Australian Notice 16/449(T)/01 (HH.571/009/01).

3741(T)/01 AUSTRALIA — Queensland — Lucinda — Depth

1. Mariners are advised that a least depth of 12m has been reported in position 18° 31'·244S., 146° 23'·145E., (approximately 100m NE. from the end of the Bulk Sugar Terminal wharf).
2. Former Notice 1725(T)/01 is cancelled.

Charts affected — Aus 259 — Aus 828

Australian Notice 16/450(T)/01 (HH.571/009/01).

3742(T)/01 AUSTRALIA — Victoria — Port Phillip — Port Melbourne — Depth information

- Available depths as at 7 June 2001:
- | <i>Berth</i> | <i>Metres</i> |
|-----------------------------------|---------------|
| Gellibrand Pier | 12.1 |
| No3 Webb Dock | 9.3 |
| No4 East Webb Dock | 12.1 |
| * No6 Yarraville Wharf | 10.2 |
| No1 East Swanson Dock | 12.9 |
| No4 East Swanson Dock | 12.7 |
| No2 West Swanson Dock | 13.1 |
| No3 West Swanson Dock | 12.7 |
| B Appleton Dock | 10.7 |
| C Appleton Dock | 10.7 |
| D Appleton Dock | 10.7 |
| * No 25 Lower South Wharf | 10.7 |
| * No 26 Lower South Wharf | 10.7 |
| * Indicates new or revised entry. | |

Chart affected — Aus 154

Australian Notice 16/455(T)/01 (HH.571/009/01).

II

3743(P)/01 GULF OF MEXICO — Texas and Louisiana — Approaches to Galveston Bay, Sabine Pass and Calcasieu Pass — Submarine pipelines; Platforms; Wells; Obstructions

1. Mariners are advised that several changes have been made to submarine pipelines crossing Safety Fairways, platforms, wells and obstructions in or close to the Safety Fairways approaching Galveston Bay, Sabine Pass and Calcasieu Pass from position 28° 15'·0N., 92° 55'·0W.
2. Vessels should navigate with particular caution in the vicinity.
3. These changes will be included in the next New Editions of Charts 3854 and 3850.

Charts affected — 3854 — 3850

U.S. Chart 11330 (*HH.615/430/07*).

To accompany Notice to Mariners 3657/01

On Chart 1150

DEPTHS

Depths in the river are less than charted. Mariners are advised to proceed with caution.

To accompany Notice to Mariners 3689/01

On Chart Aus 58

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0·08 minutes SOUTHWARD and 0·07 minutes WESTWARD to agree with this chart.

On Chart Aus 173

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0·09 minutes SOUTHWARD and 0·08 minutes WESTWARD to agree with this chart.

On Chart Aus 259

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0·09 minutes SOUTHWARD and 0·06 minutes WESTWARD to agree with this chart.

On Chart Aus 299

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0·09 minutes SOUTHWARD and 0·06 minutes WESTWARD to agree with this chart.

On Chart Aus 320

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0·08 minutes SOUTHWARD and 0·06 minutes WESTWARD to agree with this chart.

On Chart Aus 323

SATELLITE DERIVED POSITIONS

Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum can be plotted directly onto this chart.

To accompany Notice to Mariners 3689/01 (continued)

On Chart Aus 345

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum cannot be plotted directly onto this chart. The difference between GPS positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative sources of positional information, particularly when closing the shore or navigating in the vicinity of dangers.

On Chart Aus 353

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum cannot be plotted directly onto this chart. The difference between GPS positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative sources of positional information, particularly when closing the shore or navigating in the vicinity of dangers.

On Chart Aus 365

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0-10 minutes SOUTHWARD and 0-06 minutes WESTWARD to agree with this chart.

On Chart Aus 372

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum must be moved 0-07 minutes SOUTHWARD and 0-15 minutes EASTWARD to agree with this chart.

On Chart Aus 411

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum can be plotted directly onto this chart.

On Chart Aus 821

SATELLITE DERIVED POSITIONS
Positions obtained from the Global Positioning System (GPS) in the WGS 1984 Datum can be plotted directly onto this chart.

On Chart 3841

(30° 11'·72N., 88° 31'·36W.)

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

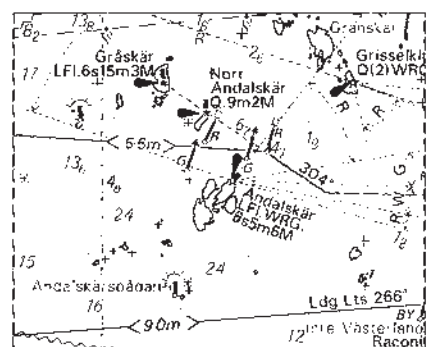
On Chart 3841

CHANNEL DEPTHS (see Note)							
HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2000							
CONTROLLING DEPTHS FROM SEAWARD IN METERS 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 (METERS)	LENGTH (NAUT. MILES)	DEPTH MLLW (METERS)
HORN ISLAND PASS CHANNEL	12.4	12.3	10.1	8-00	137	4.4	12.2
PASCAGOULA CHANNEL	9.9	10.9	A 8.8	8-00	106	10.8	11.6
TURNING BASIN	10.8	10.7	10.6	8-99	289	0.4	11.6
BAYOU CASOTTE CHANNEL	9.9	11.1	9.8	2-00	68	3.3	11.6
TURNING BASIN	9.9	11.4	11.6	2-00	304	0.3	11.6
A. SHOALING TO 6.7M AT 30°17'10.7"N 88°30'44.1"W NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

On Chart 3698

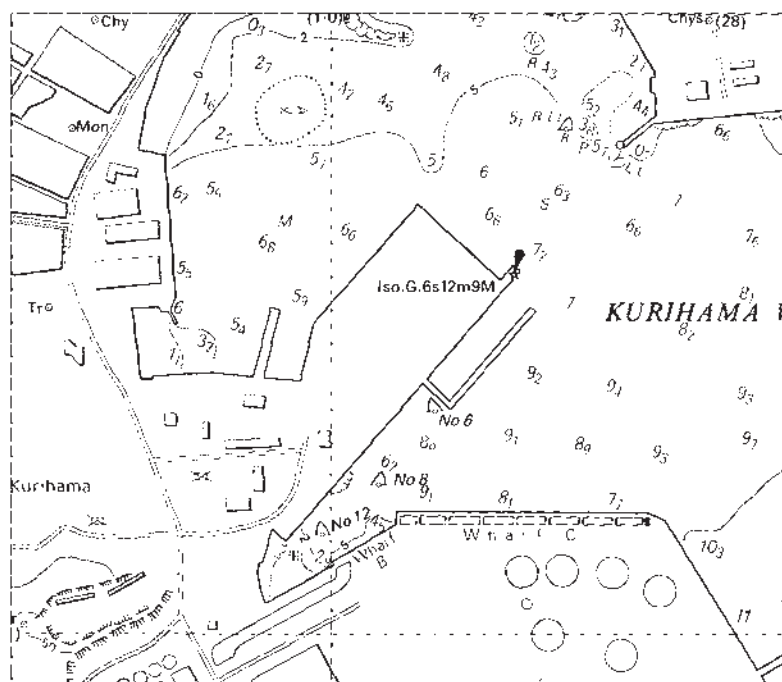
CHANNEL DEPTHS (see Note)								
MIAMI HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2001 AND SURVEYS TO APR 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OUTER BAR CUT	39.0	45.0	44.7	44.3	4-01	500	1.5	44
WIDENER A	46.1	45.9	45.1	43.5	4-01	0-600	0.55	44
BAR CUT	44.4	44.9	38.6	35.0	4-01	500	0.73	44
GOVERNMENT CUT	42.7	45.5	45.1	45.0	4-01	500	0.66	42
MAIN CHANNEL	35.1	38.2	36.8	35.3B	4-01	400	2.44	36
FISHERMANS CHANNEL C								
LUMMUS ISLAND CUT	30.5	31.2	31.3	29.3	4-01	400-750	0.95	36
LUMMUS ISLAND TURNING BASIN D	15.6E	29.8	30.3	27.6	4-01	400-2000	0.60	36
DODGE ISLAND CUT	34.1	35.1	35.1	33.4	4-01	500	0.57	35
A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT AND BAR CUT REACH								
B. SHOALING TO 13FT BETWEEN 25°45'59" N 80°08'17" W AND 25°46'00" N 80°08'22" W. SHOALING EXTENDS 100FT INTO CHANNEL								
C. NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION (305)371-7678								
D. SHOALING TO 10FT, 100' FROM WEST END OF TURNING BASIN BETWEEN 25°46'07.8" N 80°10'12.8" W AND 25°46'00.9" N 80°10'13.0" W								
E. SHOALING TO 6FT AT 25°45'54.3" N 80°09'50.0" W								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Admiralty Notice to Mariners
No 3634 of 2001

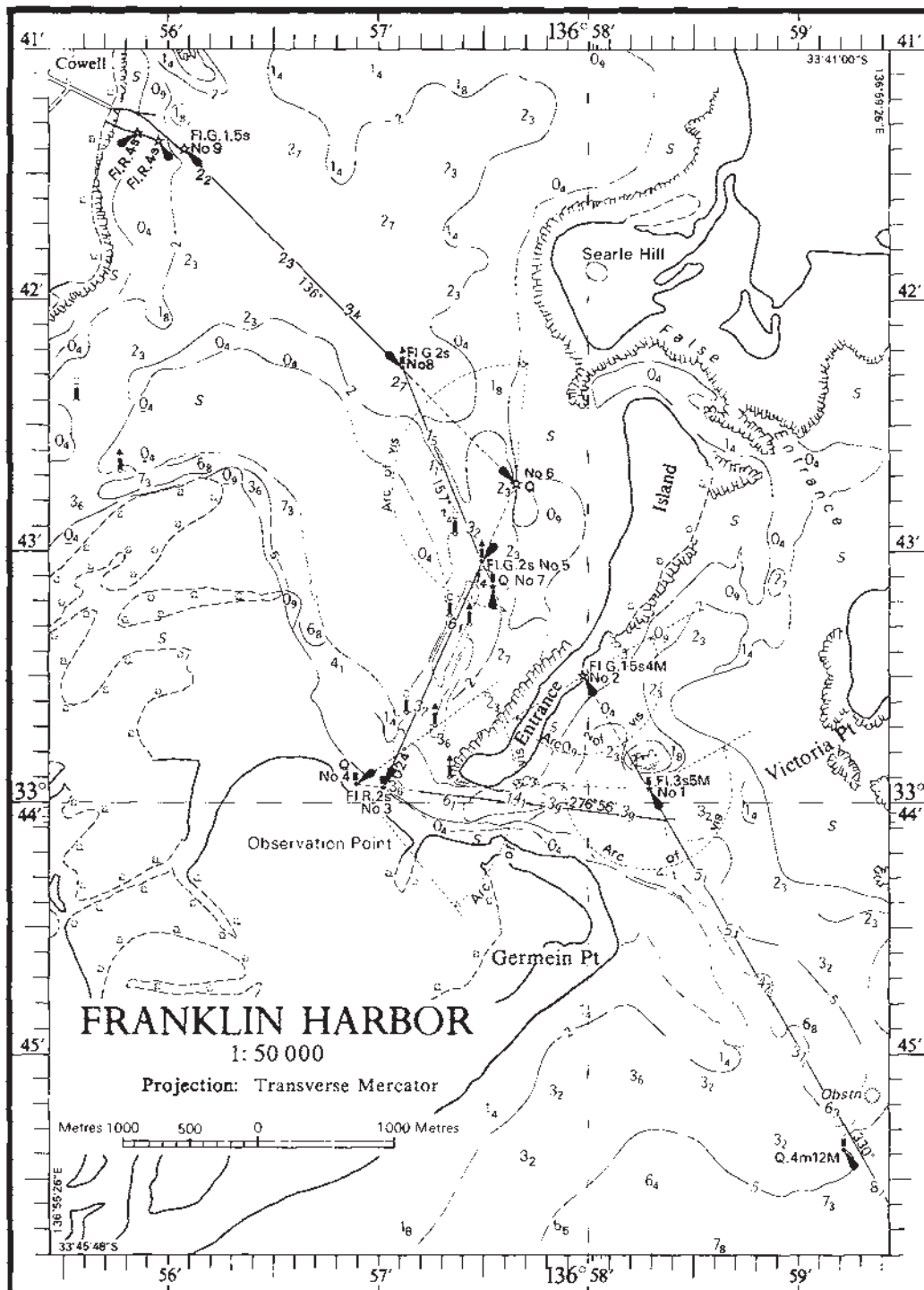


Block for Chart No 3443

To accompany Admiralty Notice to Mariners No 3635 of 2001

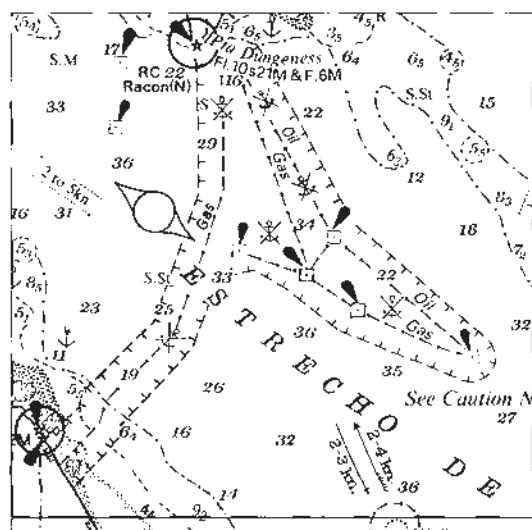


To accompany Admiralty Notice to Mariners No 3636 of 2001



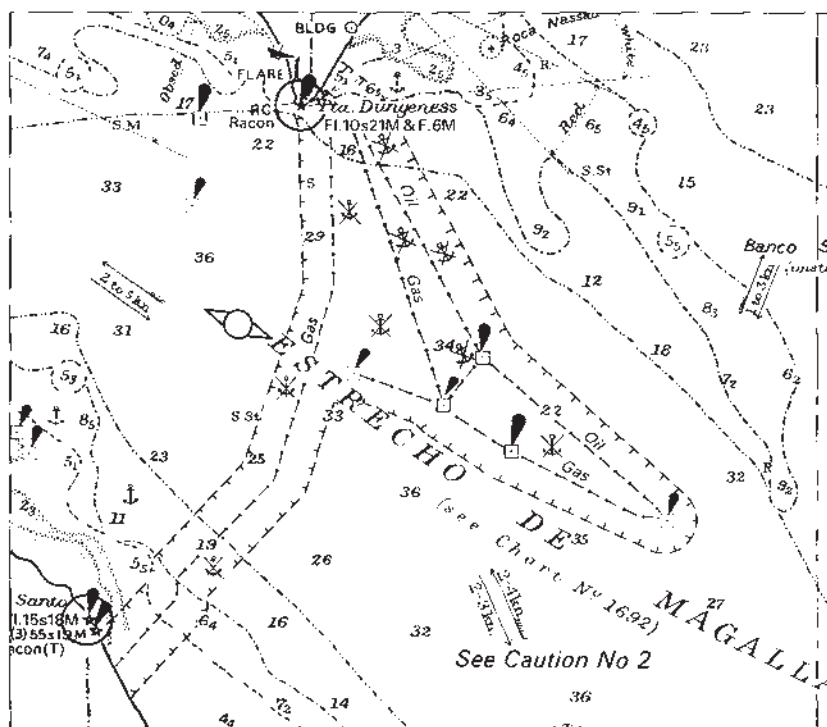
Block for Chart No AUS 777

To accompany Admiralty Notice to Mariners No 3637 of 2001



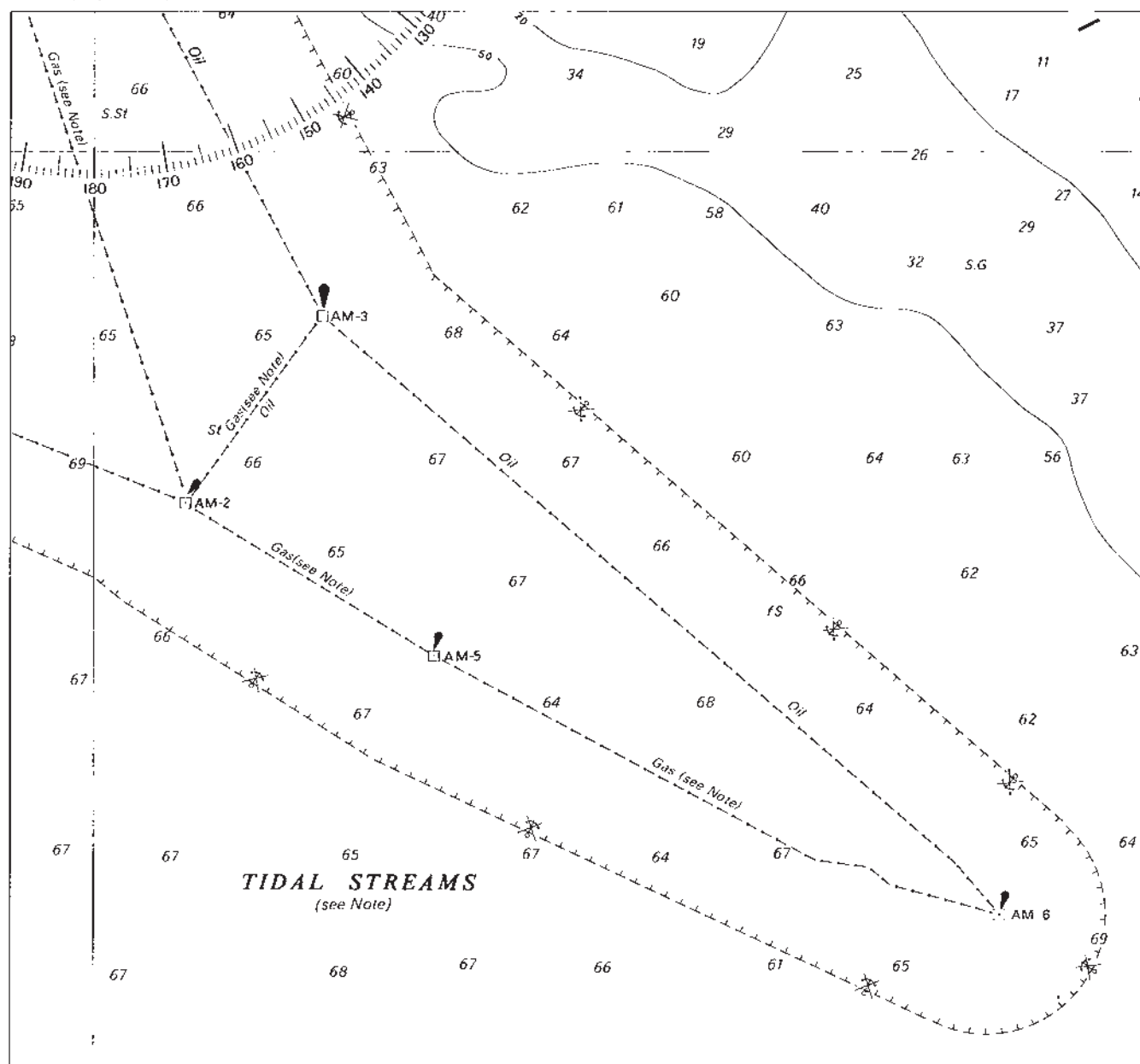
Block for Chart No 554

To accompany Admiralty Notice to Mariners No 3637 of 2001



Block for Chart No 3107

To accompany Admiralty Notice to Mariners No 3637 of 2001



Block for Chart No 1692

III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 4 September 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) 37th Week 13/9/01.

NAVAREA I warnings in force 4/9/01: 2000 series: 082 114 189 397 419 473 533.

2001 series: 062 088 099 101 114 116 151 152 179 222 252 258 269 283 291 303 306 311 312 315 320 321 322 333 342 343 351 357 359 360 361 362 363.

350 Cancelled.

351 IRELAND, Northwest Coast. Tory Island Lighthouse DGPS service 55°16'·4N 008°15'·0W, frequency changed to 288.50 Khz, range 200 miles.

352 Cancelled.

353 Cancelled.

354 Cancelled. Cancel 170/01.

355 Cancelled.

356 Cancelled.

357 GPS. PRN 30 unusable until further notice.

358 Cancelled.

359 North Sea, Eider Oilfield, BA 295. Underwater Operations in progress by C/S APACHE and Survey Vessel SKANDI CARLA in vicinity of line joining 61°21' N 001°10'E and 61°31'N 000°57'E. Wide Berth Requested.

360 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 041000z Sep 01.

	52°49'·6N	004°17'·1E	Noble Lynda Bossler
NEW	River Humber		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

NOTES:

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

2. Cancel 346/01.

III

361 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 041000z Sep 01.

	55°12'·1N	003°54'·6E	Glomar Adriatic 11
	55°25'·5N	007°15'·4E	Maersk Exerter
	55°30'·3N	004°45'·8E	Noble Kolskaya
	55°31'·8N	005°00'·4E	Maersk Endeavour
	55°41'·2N	018°44'·1E	Petrobaltic
	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
NEW	56°42'·4N	001°41'·4E	Glomar Grand Banks
	56°51'·0N	002°15'·3E	Galaxy 1
	56°54'·5N	001°13'·2E	J. W. McLean
	57°10'·1N	002°15'·6E	Sedco 711
	57°11'·3N	000°44'·4E	Ocean Nomad
	57°14'·0N	001°37'·3E	Santa Fe 140
NEW	57°21'·3N	001°52'·3E	Sedco 714
	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
NEW	58°27'·7N	000°26'·5W	Ocean Princess
	58°50'·9N	001°45'·1E	West Alpha
NEW	59°09'·9N	002°29'·2E	Scarabeo 6
	59°10'·6N	001°37'·2E	Paul B. Loyd Jnr
	59°10'·7N	002°22'·8E	Deepsea Bergen
	59°11'·6N	001°45'·7E	Byford Dolphin
NEW	59°12'·6N	001°31'·4E	Borgsten Dolphin
	59°18'·8N	001°33'·5E	Bredford Dolphin
	59°26'·0N	001°40'·9E	Glomar Arctic 3
	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:

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

2. Cancel 347/01.

362 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 041000z Sep 01.

	60°18'·0N	004°09'·9W	Stena Dee
	60°20'·1N	004°02'·2W	Transocean Leader
	60°20'·6N	004°14'·7W	Jack Bates
	60°28'·1N	002°39'·2E	Deepsea Delta
	60°28'·2N	001°49'·2E	Transocean John Shaw
	60°35'·2N	004°40'·9W	West Navion
	60°48'·5N	003°33'·4E	Polar Pioneer
	60°49'·9N	003°36'·2E	West Venture
	60°51'·4N	002°39'·0E	Maersk Gallant
	60°55'·6N	000°49'·4E	Petrolia
	60°55'·9N	003°39'·9E	West Vanguard
	61°03'·3N	002°04'·4E	Transocean Wildcat
NEW	61°03'·9N	002°00'·2E	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
	65°10'·0N	006°51'·0E	Transocean Searcher
	65°10'·4N	006°51'·5E	Transocean Winner
	65°17'·2N	007°18'·2E	Transocean Prospect
	66°04'·5N	008°14'·4E	Borgland Dolphin

NOTES:

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

2. Cancel 348/01.

III

363 RIGLIST. South and West Coasts of the British Isles. Correct at 041000z Sep 01.

51°12'·3N 008°21'·1W Pride North Sea
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 349/01.

Cancel 294/0. ANM 3429/01 refers.

(2) Navarea II (E Atlantic) 37th Week 13/9/01.

Edited Navarea II warnings in force 04/9/01: NIL.
319 to 332 received.

(3) Navarea III (Mediterranean) 37th Week 13/9/01.

Edited Navarea III warnings in force 04/9/01: 373/01.
399 to 429 received.

(4) Navarea IV (NW Atlantic) 37th Week 13/9/01.

Edited Navarea IV warnings in force 04/9/01: NIL.
317 to 330 received.

(5) Navarea V (W Atlantic) 37th Week 13/9/01.

Edited Navarea V warnings in force 04/9/01: 923/97, 568/98, 055/01, 582/01.
Nil received.

(6) Navarea VI (SW Atlantic) 37th Week 13/9/01.

Edited Navarea VI warnings in force 04/9/01: 101/01, 175/01.
Nil received.

(7) Navarea VII (SE Atlantic) 37th Week 13/9/01.

Edited Navarea VII warnings in force 04/9/01: NIL
111 to 113 received.

(8) Navarea VIII (Indian Ocean) 37th Week 13/9/01.

Edited Navarea VIII warnings in force 04/9/01: 388/00, 268/01, 497/01.
Nil received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 37th Week 13/9/01.

Edited Navarea IX warnings in force 04/9/01: NIL.
Nil received.

(10) Navarea X (Australia, New Guinea) 37th Week 13/9/01.

Edited Navarea X warnings in force 04/9/01: 020/00.
Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 37th Week 13/9/01.

Edited Navarea XI warnings in force 04/9/01: 352/01.
526 to 548 received.

III

(12) Navarea XII (NE Pacific) 37th Week 13/9/01.

Edited Navarea XII warnings in force 04/9/01: 415/00.
238 to 247 received.

(13) Navarea XIII (NW Pacific) 37th Week 13/9/01.

Edited Navarea XIII warnings in force 04/9/01: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 37th Week 13/9/01.

Edited Navarea XIV warnings in force 04/9/01: 091/01.
180 to 189 received.

(15) Navarea XV (SE Pacific) 37th Week 13/9/01.

Edited Navarea XV warnings in force 04/9/01: 061/01.
058 to 063 received.

061 SOUTH AMERICA, Chile. Estrecho de Magallanes. Paso Froward. Chart BA 1281.
Cabo Froward Light (G1448) 53°54'·0S 71°18'·0W changed to Fl.3s69ft7M.

(16) Navarea XVI (E Pacific) 37th Week 13/9/01.

Edited Navarea XVI warnings in force 04/9/01: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 37th Week 13/9/01.

Edited Hydropacs in force 04/9/01: 1272/99, 1426/01.
1400 to 1442 received.

1426 RED SEA. Egypt. Entrance to the Gulf of Suez. Chart BA 2375. Sha'b Abu Nuhas Light (E 6036.5) changed to Q(3)10s.

(18) Hydrolants (Atlantic, Mediterranean) 37th Week 13/9/01.

Edited Hydrolants in force 04/9/01: 1516/94, 2002/98, 1581/00.
2357 to 2401 received, except 2392.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

There were no Section IV Notices issued in Week 36/01

NP 5 South America Pilot Volume I (1999 Edition)

Puerto Quequén — Prohibited area; wreck

348

After Paragraph 11.65 Insert:

11.65a

- 1 **Prohibited area.** An area into which entry is prohibited due to the existence of oceanographic instruments extends 3 cables S from the head of Escollera Sur (38°35'1S, 58°41'5W) thence W and NW to the shore, as shown in part on the plan. Paragraph 11.73 *Replace by:*

11.73

- 1 **Outer anchorage.** The port authority recommends that vessels anchor at least 5 miles offshore and do not deballast while at anchor.

Caution. Numerous obstructions, mainly lost anchors and cables, exist within an area of foul ground extending up to 3 miles off the coast as shown on Chart 3065. A dangerous wreck lies 1¼ miles WSW of Escollera Sur Light (11.78).

Argentinian Notice 7/72/2001 and Sailing Directions H-202

(HH. 650/410/03)

[37/01]

Caletas Cordova and Olivares — Amendments to berths and lights

377 to 379

Paragraphs 12.131 to 12.162 *Replace by:*

Caleta Cordova

Chart 552 plan of Caletas Cordova and Olivares

General information

12.131

- 1 **Position.** Caleta Cordova is entered between Punta Novales (45°43'S, 67°20'W) (12.113) and Punta Pando, 2¼ miles SSW. The bay is narrowed by drying reefs which fringe both points.

12.132

- 1 **Purpose.** This bay provides an anchorage and small craft piers. An oil refinery stands on Punta Pando.

12.133

Spare

12.134

Spare

12.135

Spare

12.136

- 1 **Local weather.** The bay is open to E winds, and gales from SE are reported to be particularly dangerous; vessels must be prepared to weigh and proceed to sea on the approach of one.

Arrival information

12.137

- 1 **Port Radio.** There is a port radio station, see the relevant *Admiralty List of Radio Signals*.

12.138

- 1 **Outer anchorage.** There is an anchorage, 1 mile SSW of Punta Novales as shown on the chart, in a depth of 12·8 m (42 ft).

12.139

Spare

12.140

Spare

12.141

- 1 **Restricted area.** A circular area of 2 miles radius around an SBM (12.161) off Punta Pando, as shown on the chart, is restricted for tanker operations only.

Harbour

12.142

- 1 **Layout.** Two piers lie in the SW of the bay.

12.143

- 1 **Landmark.**

San Jorge Light (45°47'S, 67°23'W) (12.112).

Directions

12.144

- 1 From a position ESE of Punta Novales (45°43'S, 67°20'W) (12.113) the track leads SSW, passing (with positions from San Jorge Light (45°47'S, 67°23'W)):

ESE of Roca Extreme (3¼ miles NNE), a small detached reef which dries; course should then be altered to the 268° alignment of the leading lights:

- 2 Front light: Astra Light (black square metal framework tower, white band, 11 m in height) (45°44'8S, 67°22'5W).

Rear light: Loma Blanca Light (red square metal framework tower, 11 m in height) (700 m W of front light), passing:

- 3 N of YPF Pillar (1¾ miles SSW), a concrete light-beacon, 10 m in height, marking the position of a disused oil terminal.

- 4 The piers can be approached in a SW direction through a channel, marked by leading lights, 12 m wide with depth of 2·4 m.

A stranded wreck lies 1½ cables W of the E pier head.

12.145

Spare

12.146

Spare

Small craft

12.147

- 1 Two piers lie in the SW of the bay; the E pier has a depth of 1·2 m (4 ft) alongside, the W pier dries and may be used after half tide. Craft approaching the piers should pass SE of a buoy (starboard hand) moored near the edge of the reef extending from the W shore.

IV

- 2 Two leading lights indicate the approach to the E pier which extends about 500 m in a NE and N direction from the shore 1¼ cables NW of Punta Pando; the smaller pier lies 1¼ cables further W. There are numerous small craft moorings near the piers.

Caleta Olivares

General information

12.148

- 1 **Position.** Caleta Olivares is entered between Punta Pando (45°45'3S, 67°21'8W) (12.131) and the NE extremity of Cabo San Jorge (12.113), 1½ miles S; drying reefs, bordered by kelp, fringe the cape to a distance of 7 cables.

12.149

- 1 **Purpose.** This bay is equipped with an SBM for loading oil tankers.

12.150

- 1 **Approach and entry.** The SBM, 2¼ miles ESE of Punta Pando, is approached on a leading line (see 12.160).

Local weather

12.151

- 1 See 12.136.

Arrival information

12.152

- 1 **Port Radio.** See 12.137.

12.153

- 1 **Notice of ETA.** The terminal requires 12 hours notice of arrival.

12.154

- 1 **Outer Anchorages.**

An anchorage for tankers loading lies 4 miles SE of Punta Pando.

- 2 There is an anchorage, 1 mile SE of Punta Pando as shown on the chart, in a depth of 12·8 m (42 ft). Overfalls occur on the banks 5 cables ESE of the anchorage. Submarine pipelines extend from the SBM (12.161) and from a position 7 cables N to Punta Pando, see also 1.36.

12.154a

- 1 **Pilotage** is compulsory.

12.155

- 1 **Tugs** are available but not normally required.

12.156

- 1 **Regulations.** The terminal is within a restricted area; see 12.141. Instructions, regulations and the signal code to be used when loading oil are obtained from the pumping station.

12.157

Spare

12.158

- 1 **Landmarks:**

Signal station (white mast, 13 m in height) (45°46'0S, 67°22'1W); used for communicating with vessels loading oil.

Chimney, 5 cables NNW of signal station.

Tower, close S of signal station.

San Jorge Light (45°47'S, 67°23'W) (12.112).

12.159

Spare

Directions

12.160

- 1 From a position ESE of Punta Novales (45°43'S, 67°20'W) (12.113) the track leads SSW, passing (with positions from San Jorge Light (45°47'S, 67°23'W)): ESE of Roca Extreme (3¼ miles NNE) (12.144), thence:
- 2 ESE of Punta Pando (1½ miles NNE), on which the tanks and towers of the oil refinery stand; course should then be altered to the 290½° alignment of the leading marks to the SBM:
- 3 Front mark: No 1 Beacon (white diamond marked 1 on grey pillar, 3 m in height) (45°45'7S, 67°22'2W).
Rear mark: No 2 Beacon (white diamond marked 2 on grey pillar, 3 m in height), 224 m WNW of front mark.

Berth

12.161

- 1 **Oil Terminal.** Petrolera Caleta Cordova Terminal. An SBM (yellow, lighted) for loading tankers lies 2¼ miles ESE of Punta Pando (45°45'3S, 67°21'9W). A submarine pipeline extends WNW to the shore 1½ cables SW of Punta Pando, see 1.36.

12.161a

Port services

- 1 Provisions can be obtained.

Small craft

12.162

- 1 A mooring buoy for small craft lies 1¼ miles WNW of the SBM.

United Kingdom Hydrographic Office & Argentinian
Notice 12/116/01
(HH. 005/209/01 and HH. 650/450/03) [37/01]

NP 6 South America Pilot Volume II (1993 Edition) — Supplement 2-1999

North West Passage — Leading beacons

86

L 1-16 *Delete* view

L 20 *Add:*

It was reported (2001) that the leading beacons had fallen down and that without the use of prominent transit marks the passage is unsafe, even at slack water.

L 43 Existing Supplement amendment *For* (1994) *Read* (2001)

L 46 *Add:* Reported missing (2001).

HMS *Endurance*
(HH. 090/930/01)

[37/01]

IV

NP 8 Pacific Coasts of Central America and United States Pilot (1995 Edition) — Supplement 1-1998

San Pedro Bay — Pilotage; buoyage

256

L 23-24 *Replace by:*

...in the vicinity of No 3 Light-buoy (port hand) moored 1½ miles SSE of Los Angeles Light (33°43'N,...

L 36-39 *Replace by:*

...2½ cables S of the LB Light-buoy (safe water) moored 2 miles S of Long Beach Light (33°43'N, 118°11'W) (8.179), as shown on the chart; deep draught vessels board 1½ miles S of the LB Light-buoy,...

263

L 40 *For* LA Read No 3

U.S. Notice 33/18749/01

(HH. 612/405/04)

[37/01]

San Francisco Bay — Restricted area removed

321

R 1-9 Including existing Supplement amendment, *Delete*

415

R 21 *Delete*

U.S. Notice 33/18649/01

(HH. 612/425/04)

[37/01]

Humboldt Bay — Leading lights altered

345

R 45 *For* 140° Read 141½°

L 50-51 *Replace by:*

...stripe, on pile) (40°45'·1N, 124°13'·6W).

Rear light (similar structure) (40°45'·0N, 124°13'·5W).

U.S. Notice 29/18622/01

(HH. 612/440/02)

[37/01]

NP 13 Australia Pilot Volume I (1992 Edition) — Supplement 3-2001

Franklin Harbour — Leading lights altered

93

L 20 *For* 279° Read 277°

Australian Notice 12/325/01

(HH. 574/450/02)

[37/01]

NP 21 Bay of Bengal Pilot (1978 Edition) — Supplement 11-2001

South Andaman Island — Wreck

159

L 64 *Add:*

A stranded wreck lies 1 mile N of North Point.

Indian Notice 16/293/01

(HH. 509/410/03)

[37/01]

NP 24 Black Sea Pilot (2000 Edition)

Port Novorossiysk — Regulated Movement Area

199

Paragraph 7.102 2 *Replace by:*

- 2 **Regulated Movement Area.** Novorossiyskaya Bukhta and approaches, including the oil terminal (7.89a) S of Ozerevskiy Light, lie within a regulated movement area bounded by the following co-ordinates:

44°32'·3N, 38°04'·6E (shore)

44°30'·5N, 38°01'·9E

44°36'·7N, 37°34'·0E

44°40'·6N, 37°34'·0E (shore)

See 7.108

Russian Notice 24/3478/01

(HH. 305/440/05)

[37/01]

Port Mariupol' and approaches — Channel depths

223

Paragraph 8.112 *Replace by:*

- 1 **Least depths** of dredged approach channels:
Ugol'naya Havan approach channel 6·8 m (2001)
Port Azovstal' approach channel 3·6 m (2001)
Havan Shmidta approach channel 3·4 m (1986)
Under keel clearance should be at least 15 cm.
- 2 **Density** of water 1·005 g/cm³.
- 3 **Ice.** All year round navigation is possible, but for 2 to 3 months is only possible for ice strengthened vessels with ice breaker assistance.
- 3 **Caution.** There are indications of significant progressive shoaling in the Ugol'naya Havan and Port Azovstal' approach channels. For the latest controlling depths, mariners should consult the local harbour and pilotage authorities.

224

Paragraph 8.123 2 line 3 *Replace by:*

...dredged to 6·8 m (2001), which is marked by...

224

Paragraph 8.125 2 line 2 *Replace by:*

...3·6 m (2001), marked by pairs of light-buoys...

Russian Notice 31/4726/01

(HH. 396/420/01)

[37/01]

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

Mai-liao Kung-yeh-kang

107

L 34 existing Supplement amendment, *Delete*
 L 39 *Insert*:

Mai-liao Kung-yeh-kang

Charts 2409, 3231

General information

5.79a

Position. Mai-liao Kung-yeh-kang (23°47'N, 120°10'E) lies on the W coast of T'ai-wan on the E side of P'eng-hu Kang-tao (5.47). The port has been constructed between the mouths of the Hsin-hu-wei Hsi, to the S, and Cho-shui Hsi to the N.

Function. The port supports the Formosa Plastics Group and has berths for crude oil, chemicals, coal and salt. Further construction work is taking place (2000).

Topography. The industrial complex which the port supports is largely built on reclaimed land and the chimneys of the complex, many lit with obstruction lights, provide an identifiable feature on an otherwise low lying coast.

Port Authority. The port is administered by the T'ai-chung Harbour Bureau through Mailiao Harbour Administration Corporation, Formosa Industrial Park No 1, Mailiao Yunlin County, Taiwan, ROC.

Limiting conditions

5.79b

Controlling depth. The least charted depth in the entrance channel fairway is 18.9 m, although it is reported that the entrance will be dredged to 24 m.

Maximum size of vessel handled. The port is reported to be able to accommodate VLCC's with a maximum LOA of 310 m and draught 19.5 m.

Arrival information

5.79c

Port operations. Entry and departure takes place during daylight hours only.

Port radio. There is a port radio station.

Outer anchorages. No 1 and No 2 Anchorages, quarantine and waiting, are charted NW and SE respectively of the approach channel. The bottom is sand and the holding is reported to be poor in the strong tidal streams.

Pilots. Pilotage is compulsory; the pilot boarding position is reported to be about 1 mile S of No 1 Anchorage.

Tugs are available.

Harbour

5.79d

General layout. Mai-liao Kung-yeh-kang is an artificial harbour built on reclaimed land. The harbour is protected by two breakwaters; the N breakwater extends SW for 1½ miles from the W extremity of the reclaimed ground; the S breakwater extends N for ¾ mile from the SW extremity of the reclaimed area. The W berths (5.79f) lie inside the N end of N breakwater. The N berths lie at the N end of the

harbour, and include those on either side of a pier extending SSW from the N wall of the harbour. The E berths that are operational (2000) are those that lie at the N end of the E side of the harbour.

Tidal streams. There are reported to be strong tidal sets in the approaches to the port.

Major lights:

Mu-tou Yü Light (23°47'N, 119°36'E) (5.66).

Fang-yuan Light (23°58'N, 120°19'E) (5.79).

Directions

5.79e

There is no large scale Admiralty chart coverage for the port. Details given are from information available.

A lighted platform stands 1¼ miles S of N breakwater head. A traffic separation scheme is reported to operate in the approaches, but details are not known. Work is in progress (2000) within the approach channel. The harbour entrance is 2¾ cables wide.

Useful marks. A light is exhibited from the seaward end of a sea-wall extending from the reclaimed land N of N breakwater; a light is exhibited from the head of the pier extending from the N wall inside the harbour.

Berths

5.79f

Known details of berths operational (2000) are in the table below. The W and E berths (5.79d) are numbered from N to S; the N berths from E to W. Berths W1 - 3, N1 and N2 are dolphin berths.

<i>Berth</i>	<i>Max LOA (m)</i>	<i>Max draught (m)</i>	<i>Usage</i>
W1	205	11.0	Products/ naptha
W2 & 3	310	19.5	Crude oil/ products
N1	220	11.8	Chemicals/ LPG
N2	220	12.0	Chemicals/ LPG
N5	85	6.7	Chemicals
N6	100	7.2	Chemicals
N7	85	6.7	Chemicals
E1	180	10.3	Multi- purpose
E2	240	14.2	Salt/ bulk cargo
E3	285	14.7	Coal/bulk cargo

Supplies

5.79g

Fuel and fresh water are reported to be available, although the latter may be restricted in quantity.

United Kingdom Hydrographic Office
 (HH. 549/825/01)

[37/01]

IV

NP 45 Mediterranean Pilot Volume I (1978 Edition) — Supplement 10-1998

Golfo de San Jorge — Artificial reefs

85

L 54 Including existing Supplement amendment, *Replace by*:

...places, within 1½ miles of the coast.

Marine farms. Marine farms and areas containing shellfish beds, shown on the chart, are established along this coastline within the 25 m depth contour.

Artificial reefs. Modules, for the construction of artificial reefs, have been laid in the SW part of the gulf. They lie within the following areas, centred approximately (with positions from Cabo de Tortosa Light (40°43'N, 0°56'E)):

3 miles NW;

4¾ miles NW;

10¼ miles NW.

Mariners are advised to avoid these areas.

Spanish Notice 29/564 (T)/01
(HH. 361/600/03)

[37/01]

The Maltese Islands — Restricted areas

181

L 18 *Insert*:

8.23a Restricted areas. Seasonal swimming zones, most of which are shown on the charts, are established in various coastal bays within the Maltese islands group. These areas, marked by yellow or red buoys which may be joined by wire ropes, are reserved for swimmers between June and September, but the buoys and wire ropes may remain in place throughout the year.

Within these areas navigation is prohibited by all mechanically propelled and sailing craft including jet skis, windsurfers and surf boards. Boats, for which mooring permits have been issued within the enclosed areas, may proceed to their berths but must exercise extreme caution to avoid injuries to swimmers.

The following zones are not charted:

Il - Bajja tal- Qbajjar 36°04'·7N, 14°15'·2E

Ir - Ramla 36°03'·8N, 14°17'·0E

Il - Bajja tal - San Blas 36°03'·5N, 14°18'·1E

Ir - Ramla tal - Mixquqa 35°56'·1N, 14°20'·6E

Ir - Ramla ta' Ghajn Tuffieha 35°55'·8N, 14°20'·6E

Hondoq ir - Rummien 36°01'·7N, 14°19'·4E

Malta Maritime Authority Notices 24 & 25/01
(HH. 375/799/03)

[37/01]

NP 58A Norway Pilot Volume IIIA (1982 Edition) — Supplement 8-2000

Kabelvåg Light — Sectors changed

252

R 58 *For* (309°-353°) *Read* (313°-353½°)

254

R 5 *For* 309°-353° *Read* 313°-353½°

R 9 *For* 267° *Read* 269°

Norwegian Notice 15/644/01
(HH. 310/575/03)

[37/01]

Galgeholmen Light — Sectors changed

258

L 66 *For* 145°-154° *Read* 145°-151°

Norwegian Notice 15/646/01
(HH. 310/575/03)

[37/01]

NP 59 Nova Scotia and Bay of Fundy Pilot (1991 Edition) — Supplement 3-2000

Annapolis Basin — Disused lighthouse

182

R 9 Including existing Supplement amendment *Replace by*:

A disused lighthouse at Winchester Point (white square tower, 9 m...

Canadian Notice 7/4396/01
(HH. 606/470/03)

[37/01]

NP 60 Pacific Islands Pilot Volume I (1988 Edition) — Supplement 5-2000

Lengo and Sealark Channels — Depth

77

R 18-19 *Delete*

R 68 *Delete*

HMAS *Kanimbla*
(HH. 583/460/02)

[37/01]

NP 68 East Coast of the United States Pilot (1998 Edition)

Ammen Rock — ODAS Light-buoy

67

Paragraph 3.5 4 lines 1-2 *Replace by*:

4 S of Ammen Rock (72 miles NE). In heavy weather...

Canadian Notice L/C4001
(HH. 614/665/03)

[37/01]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

0007	- ST MARY'S SOUND. Bartholomew Ledges	49 54.4 6 19.9	Q R	...	... Red □ on pillar 12	(P) 2001
*	*	*	*	*	*	*
0832	- East Pier. Head	50 46.8 0 03.6	Iso G 10s	12	6 White metal framework tower 12	*
0992	<i>FOXTROT 3 Lt V</i> (T)	51 23.9 2 00.5	Fl W 10s	12	15 Red hull, light-tower amidships	<i>fl 0.2.</i> Racon. Also shown in periods of reduced visibility
	-	...	Horn 10s	...	...	<i>bl 1</i>
	*	*				*
1676	- Ldg Lts 089°06', Le Grand Jardin S end. Front	48 40.2 2 04.9	Fl(2)R 10s	24	15 Grey tower, red top 38	<i>fl 0.3, ec 2.2, fl 0.3, ec 7.2.</i> In line 129.7° with A1686.1 leads through the channel of Petite Port. Obscured by Cap Fréhel when bearing less than 097°, by Île de Cézembre 220°-233°(13°), by Grande Conchée 241°-243°(2°), by Grande Chevreun and Pointe du Meinga when bearing more than 251°
						*
2180	- Heybridge	51 44.1 0 42.9	Iso G 5s	10	2 Clubhouse	TE; works in progress (T) September 2001-April 2002
						*
2754	- East Pier. Head	55 07.0 1 29.2	Fl(4)W 10s	19	21 White tower 14	<i>(fl 0.3, ec 1.3) x 3, fl 0.3, ec 4.9.</i> F R lights on chimneys 2.2M NNW
		...	F R	13	13 Same structure	Vis 152°-249°(97°)
		...	Horn(3) 30s	...	...	<i>(bl 1.3, si 2) x 2, bl 1.3, si 22.1</i>
						*
5274	Strumble Head. Ynysmeicel (T)	52 01.8 5 04.4	Fl(4)W 15s	45	26 White round tower 17	<i>(fl 0.1, ec 2.2) x 3, fl 0.1, ec 8.</i> Vis 038°-257°(219°). Shown 24 hours
						*
5966	<i>South Rock Lt F</i> (I)	54 24.5 5 22.0	Fl(3)R 30s	12	20 Red hull superstructure and light tower, white mast on foredeck, white 'SOUTH ROCK' on side	<i>(fl 0.4, ec 4.6) x 2, fl 0.4, ec 19.6.</i> Racon. Shown 24 hours. Fog Det Lt VQ W narrow beam at 10m
		...	Horn(3) 45s	...	...	<i>(bl 1.5, si 2.5) x 2, bl 1.5, si 35.5</i>
						*

V

Volume C, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

0066	Hals Barre	56 57·3 10 25·5	Fl W 10s	18	18	Red tower, white band 15	<i>fl 0-2.</i> Pilot Station. Racon. Lights are shown from a Marina 6·2M N. <i>See</i> B2056
		...	Iso WRG 2s	15	W 10 R 6 G 6	Same structure	G305°-313°(8°), W313°-319°(6°), R319°-323°(4°)
		*			*		*
0257	- ORØ VESTRE LØB. Hønehalsen	55 46·2 11 46·1	Iso WRG 2s	5	W 6 R 2 G 6	Green round tower, white bands, on 4 legs 4	G065°-165°(100°), W165°-175°(10°), R175°-252°(77°), G252°-338·5°(86·5°), W338·5°-343·5°(5°), R343·5°-065°(81·5°). Shown 1/8-15/5
			*				*
1977	- Nordhavn. Kalkbrænderihavnen. Ldg Lts 208°. Front	55 43·2 12 35·7	Iso R 2s				
*	*	*	*	*	*	*	*
1977·1	---- Rear	55 42·7 12 35·3	Iso R 4s				
*	*	*	*	*	*	*	*
2349·1	- E Pylon	55 34·5 12 49·8	Aero Q W	202	...	...	Obstruction
		...	Aero Q W *	103	...	...	Obstruction. On N and S sides *
2349·11	- W Pylon	55 34·6 12 49·4	Aero Q W	202	...	...	Obstruction
		...	Aero Q W *	103	...	...	Obstruction. On N and S sides *
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°). Racon
							*
6358	- Ytterskär	59 56·5 18 55·1	F R	...	...	Mast	
*	*	*	*	*	*	*	*
6495	Yxhammarskobben. NE point	59 18·8 18 48·6	Oc WRG 5s	8	W 6 R 4 G 3	Red housing on white base 8	W095°-166·5°(71·5°), R166·5°-281·5°(115°), G281·5°-292°(10·5°), W292°-298°(6°), R298°-022°(84°). Floodlit. Fl(3)W 9s (P) 2001
							*

V

Volume D, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

1144	- Bras de Cordemais. Entrance	47 17·0 1 53·8	Q(9)W 15s	...	...	Σ on yellow beacon, black band	
*	*	*	*	*	*	*	*
1519	- Platform Gaviota	43 30·2 2 41·4	Mo(U)W 10s	25	5	...	(fl 1, ec 0·1) x 2, fl 1, fl 2, ec 5·8. 1 on each corner
--		...	Mo(U)W 30s	...	...	...	1 on each corner
--		...	Horn Mo(U) 30s				
			*				
1524·6	-- Counter-jetty. Head. S	43 21·1 3 02·7	Fl(2+1)G 10s	13	3	Green cylindrical tower, red band	fl 0·5, ec 0·8, fl 0·5, ec 2, fl 0·5, ec 5·7. R lights on radio tower 1·3M SW and on chimneys 0·85M SSW
						5	*
1535	<i>Remove from List</i>						
1582	- Punta de San Antón	43 25·2 4 44·9	Fl(4)W 15s	16	15	White 8-sided tower on dwelling	(fl 1, ec 2) x 3, fl 1, ec 5
			*			8	*
1591	Cabo Lastres	43 32·1 5 18·0	Fl W 12s	116	23	White round tower	fl 0·3. TE 2001
						18	*
1592	- Tazones	43 32·9 5 24·0	Fl W 7·5s	125	20	8-sided masonry tower on white dwelling	fl 1
						11	
	- 150m N	...	Horn Mo(V) 30s	...	...	...	(bl 1·5, si 1·5) x 3, bl 4·5, si 16·5
			*				*
1622·1	-- Rear. 240m from front	43 36·9 5 47·5	Oc R 8s	8	4	White concrete tower	ec 2
						7	*
1638	- Basin entrance. Ore loading pier. N. Head	43 33·4 6 04·7	Fl(4)G 11s	5	3	Square truncated pyramid	(fl 0·5, ec 1·5) x 3, fl 0·5, ec 4·5. TE 2001
		*	*			3	*
1638·4	--- S. Head	43 33·3 6 04·8	Fl R 5s	5	3	Square truncated pyramid	fl 0·5
		*	*			3	*
1657·6	- Contradique. Head	43 33·9 6 50·4	Fl(2)G 5s	8	4	Truncated conical masonry tower	fl 0·5, ec 1, fl 0·5, ec 3
			*			5	*
1675·2	- Puerto de Burela. Breakwater. Head	43 39·3 7 20·6	Fl(2)RG	16	5	Green column	R112°-162°(50°), G162°-112°(310°)
			*			2	

V

Volume D *continued*.

7335	Didāmar (Little Quoin Is) (ME)	26 28·5 56 32·3	Fl(2)W 10s	60	40 White framework tower 24	<i>fl 0·2, ec 1·6, fl 0·2, ec 8.</i> Racon. Light and Racon obscured by As Salamah Island 133°-142·5°(9·5°) and Fanaku Island 156°-160·75°(4·75°). Racon also obscured by lighthouse 000°-012°(12°)
------	---	--------------------	------------	----	---------------------------------------	---

*

Volume E, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

3499·2	- Vlaška Kanal. S Mole. Head	43 01·7 17 25·8	Fl(2)G 5s	5	4 Green column 5	<i>fl 0·5, ec 1, fl 0·5, ec 3.</i> Vis 060°-233°(173°)
		*	*	*	*	*
3499·3	-- N Mole. Head	43 01·8 17 25·8	Fl(2)R 5s	5	4 Red column 4	<i>fl 0·5, ec 1, fl 0·5, ec 3.</i> Vis 236°-062°(186°)
		*	*			*
3502·4	-- Parila	43 01·7 17 27·8	Fl R 3s	6	3 Red tower 4	<i>fl 0·3.</i> Vis 211°-057°(206°)
						*
3874	- Limín Ayiás Evfimías. Pier. Head	38 18·2 20 36·1	Q G	6	3 Column, on white round hut, green band 6	TE; Q Y marks end of mole extension (T) 2001
						*
3939·5	- Rio. Pier. Head	38 18·1 21 46·3	2 F G(vert)	5	3 White metal column 4	1m apart. Private. Bridge under construction 1·1M NNE (T) 2001
						*
4174·86	- LIMIN ELEVSÍNAS. Titán. Mole. Head	38 02·0 23 32·5	2 F R(vert)	10	2 White metal column, red band 8	1m apart
						*
4174·87	-- Fishing Harbour. N Mole	38 02·3 23 33·1	F G	7	3 White metal framework tower, green band 6	TE 2001
*	*	*	*	*	*	*
4174·88	--- S Mole	38 02·3 23 33·1	F R	7	3 White metal framework tower, red band 6	
*	*	*	*	*	*	*
5028	- Tomis Marina. Breakwater Head. Entrance NE	44 10·7 28 39·8	Fl G 3s	10	4 Green metal mast 8	
			*	*	*	*
5028·2	-- E Breakwater. Head	44 10·7 28 39·8	Fl R 3s	10	4 Red metal mast 8	
			*	*	*	*

V

Volume E *continued*.

6048-11	- Horseshoe Reef Beacon	23 48-6 35 47-9	Fl R 3s	7	3	Metal tower	
*	*	*	*	*	*	*	*
6048-12	- South Geziret Mukawwa Beacon	23 49-8 35 48-5	Fl G 3s	7	3	Metal tower	
*	*	*	*	*	*	*	*
6048-155	- Inner Pass Beacon	23 56-2 35 29-8	Fl G 3s	7	3	Metal tower	
*	*	*	*	*	*	*	*
6048-7	Sharm al Khaur. No 20	24 14-2 37 39-0	Fl R 5s	5	2	Red pile	Passage into Sharm al Khaur marked by lit beacons
			*				

Volume F, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

4151	Deokjeokdo Southwards. Banseo	36 58-0 125 51-3	Fl(2)W 10s	12	8	Black $\oslash$ on black round concrete tower, red band 20	
*	*	*	*	*	*	*	*
4155-1	-- Northwards	37 02-8 125 59-0	Fl(2)W 5s	12	8	Black $\oslash$ on black round concrete tower, red band 24	
*	*	*	*	*	*	*	*
4164-25	- Yŏnghŭngdo Bridge (Yeongheungdo). Centre. C1, C2	37 15-1 126 30-5	F W	24	8	$\circ$ with red stripes	
	-- Left. L1, L2	...	F G	24	4	Green $\square$	
	-- Right R1, R2	...	F R	24	5	Red $\triangle$	
	-- Piers. P1, P2, P3, P4	...	Fl Y 4s		6		
*	*	*	*	*	*	*	*
4222-1	- Daeheuksando	34 42-1 125 18-1	Q W	10	8	Black $\triangle$ on yellow beacon, black top 11	
*	*	*	*	*	*	*	*
4229-1	- Jongdalam	34 38-9 125 55-6	Fl(2)W 5s	6	8		
*	*	*	*	*	*	*	*
4323-6	- No 7	34 50-0 128 25-1	Fl G 5s	9	8	Green round concrete tower 7	Ch'ungmu unga is marked by lights
					*		
4892-6	Toriyama. S Breakwater. Head	32 09-9 131 33-4	Fl(2)G 6s	...	10		
		*	*	*	*	*	

V

Volume F *continued*.

7018-1	- Breakwater. Head	42 26-5 139 50-3	Fl R 3s	10	6		
*	*	*	*	*	*	*	*
7574-4	Bukhta Uspeniya	42 50-1 133 31-2	Oc W				
		...	Fl W				
*	*	*	*	*	*	*	*
7574-6	Ostrov Razel'nyy	42 50-8 133 36-7	Fl R 5s	...	3		
*	*	*	*	*	*	*	*
9531-4	- CKA	7 10-0 103 05-7	Lit	...	... Platform	Under construction (P) 2001/2	
*	*	*	*	*	*	*	*
9531-45	- CKB	7 08-9 103 08-3	Lit	...	... Platform	Under construction (P) 2001/2	
*	*	*	*	*	*	*	*
9531-5	- CKC	7 11-4 103 05-4	Lit	...	... Platform	Under construction (P) 2001/2	
*	*	*	*	*	*	*	*
9531-55	- CKR	7 10-0 103 05-8	Lit	...	... Platform	Under construction (P) 2001/2	
*	*	*	*	*	*	*	*
9531-6	- CKP	7 10-1 103 05-8	Lit	...	... Platform	Under construction (P) 2001/2	
*	*	*	*	*	*	*	*
9531-65	- FSO	7 09-1 103 06-5	Lit	...	... FSO	(P) 2001/2	
*	*	*	*	*	*	*	*

Volume G, 2000/01. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

3465	Morro de Papanoa	17 16-0 101 03-0	Fl(2)W 10s	130	14	Silver metal tower 12	<i>fl 1, ec 2, fl 1, ec 6</i>
							*
3954	-- No 4	34 24-5 119 41-1	Fl R 6s	8	7	On post	
	---	...	Horn(2) 20s	...	...	...	<i>bl 2, si 2, bl 2, si 14. Activated on request to the Coast Guard via VHF Channel 16</i>
	*						*
4080-5	Presidio Shoal. No 2	50 48-4 122 27-6	Fl R 2-5s	5	...	Red Δ on pile	PA
*	*	*	*	*	*	*	*

V

Volume G *continued.*

4113-4	Brisbane Marina. No 1	37 40:3 122 22:2	Fl G 4s	4	4 Green □ on pile	Private	
							*
4113-41	- No 2	37 40:3 122 22:2	Fl R 2s	4	... Red △ on pile	Private	
*	*	*	*	*	*	*	*
4113-5	- No 3	37 40:3 122 22:2	Fl G 4s	4	2 Green □ on pile	Private	
*	*	*	*	*	*	*	*
4113-51	- No 4	37 40:3 122 22:2	Fl R 4s	4	2 Red △ on pile	Private	
*	*	*	*	*	*	*	*
4113-6	- No 5	37 40:3 122 22:2	Fl G 2-5s	4	... Green □ on pile	Private	
*	*	*	*	*	*	*	*
4113-61	- No 6	37 40:2 122 22:7	Fl R 2-5s	4	... Red △ on pile	Private	
*	*	*	*	*	*	*	*
4113-62	- No 7	37 40:2 122 22:7	Fl G 4s	4	2 Green □ on pile	Private	
*	*	*	*	*	*	*	*
4113-7	- No 8	37 40:3 122 22:7	Fl R 4s	4	... Red △ on pile	Private	
*	*	*	*	*	*	*	*
4113-71	- No 9	37 40:3 122 22:7	Fl G 4s	4	... Green □ on pile	Private	
*	*	*	*	*	*	*	*
4119-6	- No 1	37 52:3 112 27:3	Fl G 4s	5	... Green □ on pile		
*	*	*	*	*	*	*	*
4196	- Richmond Long Wharf	37 55:3 122 24:7	Horn Mo(N) 30s	...	... Building on wharf	<i>bl 3, si 2, bl 1, si 24.</i> Private	
			*		*		
4206-3	- Harbor Channel. No18	37 54:5 122 21:6	Fl R 2-5s	5	3 Red △ on pile		
*	*	*	*	*	*	*	*

Volume H, 2000/01. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

1891-5	- Inner Ldg Lts 193°31'.	50 50:2 58 58:4	F R	11	... Square framework tower, orange daymark, black stripe	Vis on leading line only	
	Front						*

V

Volume H *continued.*

2385	- Port de Bécancour. Moiré Dir Lt 167°44'	46 24·0 72 22·5	F Y	...	... Yellow structure, black stripes	Vis on bearing only. Private. Occas
	*					*

Volume J, 2000/01. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

1931·7	- Neabsco Creek. No 2	38 35·8 77 14·7	Fl R 2·5s	5	3 Red △ on pile.	
*	*	*	*	*	*	*
3166·1	--- Rear. 0·9M from front	27 42·2 82 32·3	Iso W 6s	15	... Red □, white stripe, on framework tower on piles	Vis 059·2°-063·2°(4°). Shown 24 hours
	---- Passing light	... *	Fl W 4s	6	5 Same structure	
3178	- CUT E CHANNEL. Lower Range. Ldg Lts 197·9°. Front	27 42·4 82 32·4	Q R	8	... Red □, white stripe, on pile	Intens on leading line
		*			*	

Volume K, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.

Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

1427·4	Pulau Marabatau (Pulau Payongpayongan)	4 22·8 115 50·1	Fl W 6s	32	6 White metal framework tower	<i>fl 0·5</i>
	*			*	10 *	
1443	Gosong Sibbalds. E side	5 46·0 117 07·0	Fl(2)W 30s	19	15 Black metal framework tower	<i>fl 1, ec 2, fl 1, ec 26.</i> Destroyed (T) 2001
			*		8	*
1444	Pulau Sambergelap (Pulau Buton Buton)	3 39·5 116 35·7	Fl(3)W 15s	21	12 White metal framework tower	<i>(fl 1, ec 2) x 2, fl 1, ec 8.</i> Obscured by adjacent islands 261°-266°(5°) and 286°-306°(20°)
	*		*		14 *	*
1721·4	-- Teggs Channel. Ldg Lts 070°09'. Front	24 54·2 113 38·3	Q W	6	3 White pile	Channel marked by Fl R 3s and Fl G 3s lights. Fishing Boat Harbour Ldg Lts 357°27' F Bu. Fishing Boat Harbour marked by Fl G and Fl R lights
	*	*				*
1722·1	-- Mangrove Point	24 54·6 113 38·9	Q(2)G 6s	...	... Green △ on beacon	
		*	*		*	
1722·2	---	24 54·6 113 38·9	Q(2)R 6s	...	... Red □ on beacon	
*	*	*	*	*	*	*

V

Volume K *continued*.

4827-5	-- Passe de Uitoé	22 10-4 166 06-2	Q(6)+LFl W 15s	5	6	▽ on black buoyant beacon, yellow top	
		*	*	*	*	*	*

Volume L, 2001/02. Weekly Edition No. 37, Dated 13th September, 2001.
Last Amendment: Weekly Edition No. 36, dated 6th September, 2001.

2856	- Slåkøya	68 10-8 14 44-3	Oc WRG 6s	52	...	White lantern	R258°-269°(11°), W269°-001°(92°), G001°-091°(90°), W091°-095°(4°), R095°-119°(24°), W119°-123°(4°), G123°-128°(5°). Shown 7/8-29/4
							*
2858	- Galgeholmen	68 10-2 14 40-8	Oc WRG 6s	5	W 8 R 6 G 6	White lantern	G092°-098°(6°), W098°-114°(16°), R114°-145°(31°), W145°-151°(6°), G151°-157°(6°). Shown 7/8-29/4
							*
2866	- Risøyan	68 14-2 14 35-8	Oc(2)WRG 8s	8	W 2 R 1 G 2	White lantern	R076°-105°(29°), W105°-107-5°(2-5°), G107-5°-317°(209-5°), W317°-332°(15°), R332°-344°(12°). Shown 7/8-29/4
		*					*
2876	- Vårsetøya. E side	68 13-5 14 33-6	Oc(2)WRG 8s	10	W 8 R 6 G 6	White lantern	G200-5°-219°(18-5°), W219°-221-5°(2-5°), R221-5°-326°(104-5°), W326°-350°(24°), G350°-355°(5°)
							*
2882	- Klippfiskholmen. Osan	68 13-6 14 32-8	Oc(3)WRG 10s	5	W 2 R 1 G 1	White lantern on piles	G178-5°-187°(8-5°), R187°-009°(182°), W009°-012°(3°), G012°-026°(14°). Shown 7/8-29/4
		*					*
2884	Leiskjæret. Kabelvåg	68 12-5 14 29-9	Oc WRG 6s	7	W 6 R 4 G 4	White lantern, concrete piles	R256-5°-269°(12-5°), W269°-276°(7°), G276°-313°(37°), W313°-353-5°(40-5°), R353-5°-359-5°(6°), G359-5°-013°(13-5°), R013°-027°(14°)
		*					*
2902	Sauøy. SW Point	68 09-4 14 13-7	Oc(2)WRG 8s	7	W 5 R 3 G 3	White lantern	G281°-288°(7°), W288°-292°(4°), R292°-130°(198°), W130°-138-5°(8-5°), G138-5°-146°(7-5°). Shown 7/8-29/4
							*

V

Volume L *continued.*

2982	Fiskskjæret	67 56:2 13 06:3	Oc(3)WRG 10s	6	W 9 R 6 G 6	White lantern on piles, on stone base	W091°-174°(83°), G174°-197°(23°), R197°-219°(22°), G219°-322°(103°), W322°-333°(11°), R333°-008°(35°), G008°-015°(7°). Shown 4/8-2/5. Obscured by bridge 197°-219°(23°). TE 2001
*							
2990	- E side. Glåpen	67 53:2 13 02:3	Oc WR 6s	43	W 15 R 12	White wooden house 7	R203°-220°(17°), W220°-034°(174°), R034°-051°(17°). Shown 4/8-2/5. F R on radio mast 600m WNW
*							
3012	- Lille Brattskær. Brattskjær	67 31:1 12 11:2	Iso WRG 6s	6	W 6 R 4 G 4	White lantern	G302°-077°(135°), R077°-159°(82°), G159°-183°(24°), R183°-203°(20°), G203°-245°(42°), W245°-252°(7°), R252°-283:5°(31:5°), W283:5°-302°(18:5°). Shown 4/8-2/5
*							
3012:4	- Andbakskjær	67 31:6 12 11:7	Fl WRG 5s	10	W 6 R 4 G 4	Metal column	<i>fl 0:5.</i> G071°-133°(62°), R133°-175°(42°), W175°-071°(256°). Shown 4/8-2/5
*							
3038:1	--- N Mole	68 05:3 13 13:1	Iso R 4s	2	...	...	Floodlit
*	*	*	*	*	*	*	*
3038:2	--- S Mole	68 05:2 13 13:2	Iso G 4s	2	...	...	Floodlit
*	*	*	*	*	*	*	*
3038:3	--- Inner Mole. Head	68 05:3 13 13:4	Iso G 4s	2	...	...	Floodlit
*	*	*	*	*	*	*	*
3057	- Ldg Lts 103°30'. Jurbånan. Front	68 14:4 13 37:6	Iso R 2s	3	1	Metal column	Shown 7/8-29/4. Floodlit
*							
3104	-- Hanøysolmen	68 28:6 15 10:6	Oc WRG 6s	22	W 10 R 7 G 7	White lantern	G061°-068°(7°), W068°-072°(4°), R072°-258°(186°). W258°-264°(6°), G264°-290°(26°). Shown 7/8-29/4
*							

V

Volume L *continued*.

3106	- Bratholmen. Hanøyvekka	68 29:1 15 12:7	Oc WRG 6s	17	W 9 White lantern R 6 G 6	G112°-137°(25°), W137°-143°(6°), R143°-170·5°(27·5°), G170·5°-011°(200·5°), W011°-014°(3°), R014°-032°(18°). Shown 7/8-29/4
			*			*
3108	- Ersholmene	68 29:5 15 11:3	Oc(2)WRG 8s	9	W 9 White lantern on stone R 7 beacon G 7 6	R085°-086°(1°), W086°-124·5°(38·5°), R124·5°-138°(13·5°), W138°-158°(20°), G158°-200°(42°), W200°-212°(12°), G212°-304°(92°), R304°-323°(19°). Shown 7/8-29/4
						*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 37 dated 13 September 2001

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 36 dated 6 September 2001)

RADAR BEACONS

81130 Xiuying Lt, Haikou Gang

Delete morse ident Z and replace by: K

Chinese Notice 15/204(627)/01 (HH548/426/02 – E13) 37/01

VOLUME 6, 2000/01—PART 1

Published Wk 43/00

(Last Amendments: Weekly Edition No. 36 dated 6 September 2001)

Page 27, **FRANCE (English Channel)**

Insert new entry:

BOULOGNE–CALAIS

50°58'N 1°51'E

Pilots

DESCRIPTION: This Pilot Station whose centre is situated at Calais, assures pilotage for the ports of Boulogne and Calais.

LOCATION: Quai de Marée, Calais

TELEPHONE & FAX: +33(0)3 21 97 77 64

PROCEDURE: See BOULOGNE–SUR–MER and CALAIS.

37/01

Page 27, **BOULOGNE–SUR–MER**

Pilots, before AREA insert:

NOTE: Pilotage is assured by BOULOGNE–CALAIS situated at Calais.

37/01

Page 29, **CALAIS**

Pilots, before AREA insert:

NOTE: Pilotage is assured by BOULOGNE–CALAIS situated at Calais.

French Radio List 37/01

VOLUME 6, 2000/01—PART 3

Published Wk 43/00

(Last Amendments: Weekly Edition No. 36 dated 6 September 2001)

Page 190, **SEYCHELLES, PORT VICTORIA, Mahé**

Pilots and Port, delete TELEPHONE to TELEGRAPH and replace by:

TELEPHONE: Port: +248 224701

FAX: Port: +248 224004

E–MAIL: Port: ports@seychelles.net

37/01

Page 191, after PROCEDURE section insert:

Reporting System

CALL: Victoria Tower Control

FREQUENCY: Ch 12

REPORTING POINTS: Vessels inbound and outbound are to report to Victoria Tower Control on VHF Ch 12 on passing the following Reporting Points:

(1) North Reporting Point (4°23'·0S 55°29'·0E)

(2) South Reporting Point (4°40'·0S 55°37'·0E)

Ministry of Environment and Transport, Seychelles (HH461/420/02 – E30) 37/01

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