



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 2

10 January 2002

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

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

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

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

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

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

Access Details:

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

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

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

www.ukho.gov.uk.

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

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

www.ukho.gov.uk/notices_to_mariners.html

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

Details of File Content.

Weekly Notices to Mariners.

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

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

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

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

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49-RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

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

Annual Summary of Admiralty Notices to Mariners (NP247).

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

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

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

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

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

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

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

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

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

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

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

(Block Example: Chart 1234 NM 4747).

Digital COLOUR NOTES are referenced by week:

(Note Example: w49-RP).

Each Block/Note is a separate file.

There are no links to the other NM files.

NM Feedback Form.

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

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

- The minimum specification is a 486 PC with Windows 3.1 and 4MB of RAM.
- When printing data from the files, ensure the 'Fit to Page' icon in the Adobe Acrobat print menu is 'switched off' before printing. Otherwise large text pages will be compressed, or large size Blocks may not fit the chart.

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

Help-Line

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

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

Fax: +44 (0) 1823 331945

E-mail: generalenquiries@ukho.gov.uk



ADMIRALTY NOTICES TO MARINERS

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I

EXPLANATORY NOTES

Dating

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

Charts and Positions

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

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

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

Temporary and Preliminary Notices

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

Original Information

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

Further guidance

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

Lights

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

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

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

Radio Signals

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

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

Sailing Directions

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

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

Radio Navigational Warnings

See Note at the start of Section III.

Updating

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

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EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

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[2/02]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Publications published 10 January 2002

NP No.	Title and other remarks	Date	UK(RRP)*	Remarks
NP 35	Indonesia Pilot Volume III (Second Edition 2001).	16/08/01	£37-00	This edition supersedes Indonesia Pilot Volume III (First Edition 1980) and Supplement 9 (1996) which are thereby cancelled.
NP 82	Admiralty List of Lights and Fog Signals Volume J 2001/02 - Western Side of North Atlantic Ocean from Maine to Cabo Orange including Gulf of Mexico and Caribbean Sea.	29/11/01	£21-00	Amended to Week 48/01 dated 29th November 2001. First amendment in Week 2/02. Volume J 2000/01 is thereby cancelled.
NP 150	North Sea (Lowestoft to Peterhead).	Jan 2002	£29-95	The 2001 edition is thereby cancelled.

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 7 FEBRUARY 2002

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
524	Japan, Western Approaches to Kanmon Kaikyō. <i>This partial new edition is limited to include changes to the breakwaters, coastline and depths in Hibiki-Shinko Ku (33° 56'·0N., 130° 46'·0E.). The horizontal datum of this chart has been transferred to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:60,000	524
532	Japan, Kyūshū - Honshū, Oro Shima to Tsuno Shima. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:100, 000	532
S532	Japan, Kyūshū - Honshū, Oro Shima to Tsuno Shima, showing areas swept clear of mines. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers). The areas swept clear of mines shown in green remains unchanged. This chart will not be updated for Notice to Mariners and is therefore labelled NOT TO BE USED FOR NAVIGATION.</i>	1:100,000	S532

*UK (RRP) means UK recommended retail price.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 7 FEBRUARY 2002

New Editions of Admiralty Charts (continued)

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
676	Ports in the South West of Japan. Kyūshū - East Coast, Hososhima and Approaches. Seto Naikai, Ube.	1:12,000 1:25,000	676
	<i>This partial new edition is limited to include changes to quays, breakwaters and depths within the plan Hososhima and Approaches. The horizontal datum of this chart has been transferred to WGS 84 (Former Notice 3871(P)/00 refers).</i>		
1233 INT 1500	International Chart Series, British Isles, Northern Approaches to the Shetland Islands. <i>Includes amendments to submarine pipelines and depths from Shell Oil Company surveys.</i>	1:200,000	1233 INT 1500
1270 INT 5363	International Chart Series, Korea - West Coast, Ando to Inch'ŏn Hang. Yŏnghŭng Sudo.	1:75,000 1:20,000	1270 INT 5363
	<i>This partial new edition is limited to include changes to buoyage, anchorage areas and fairways to Inch'ŏn.</i>		
1578	Japan, Kanmon Kaikyō. Wakamatsu.	1:20,000 1:20,000	1578
	<i>This partial new edition is limited to include changes to the fairway, recommended tracks, harbour limit, buoyage and some depths in Kanmon Ko. The horizontal datum of this chart has been transferred to WGS 84 (Former Notice 3871(P)/00 refers).</i>		
2224	Baltic Sea, Gulf of Finland, Helsinki. <i>Includes new submarine cables and amendments to coastline, depths, recommended tracks, aids to navigation and restricted areas.</i>	1:20,000	2224
3225	Japan, Seto Naikai, Kanmon Kaikyō to Kusayama Saki. <i>This partial new edition is limited to include changes to the recommended tracks, harbour limit and buoyage in the approach to Kanmon Ko. The horizontal datum of this chart has been transferred to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:50,000	3225
3454	United States - East Coast, New York - New Jersey, New York, Hudson River, Hoboken to Edgewater. <i>Includes changes to depths and amendments to the coastline.</i>	1:10,000	3454
3455	United States - East Coast, New York - New Jersey, New York, Governors Island and the Entrances to Hudson and East Rivers. East River, continuation on the same scale.	1:10,000 1:10,000	3455
	<i>Includes changes to depths and amendments to the coastline.</i>		

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ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 7 FEBRUARY 2002

New Editions of Admiralty Charts (continued)

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
3642 INT 5364	International Chart Series, Korea - West Coast, Inch'ŏn. <i>This partial new edition is limited to include changes to the buoyage, anchorage areas, fairway and works in progress within Inch'ŏn.</i>	1:15,000	3642 INT 5364
4714 INT 714	International Chart Series, Indian Ocean, Cocos (Keeling) Islands to Île Saint Paul. <i>Includes updated lines of equal magnetic variation and general amendments throughout.</i>	1:3,500,000	4714 INT 714

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	⊙1156	⊙1481	⊙1901	⊙2154	⊙2695
⊙26	⊙1160	⊙1482	⊙1902	⊙2172	⊙2696
⊙28	⊙1161	⊙1491	⊙1934	⊙2175	⊙2793
⊙30	⊙1164	⊙1503	⊙1951	⊙2253	⊙2841
⊙31	⊙1165	⊙1504	⊙1953	⊙2255	⊙2878
⊙32	⊙1166	⊙1536	⊙1967	⊙2268	⊙3164
⊙34	⊙1167	⊙1543	⊙1975	⊙2290	⊙3271
⊙105	⊙1168	⊙1552	⊙1977	⊙2345	⊙3272
⊙106	⊙1169	⊙1594	⊙1978	⊙2449	⊙3273
⊙108	⊙1176	⊙1606	⊙1981	⊙2450	⊙3274
⊙111	⊙1178	⊙1607	⊙1991	⊙2451	⊙3275
⊙129	⊙1179	⊙1609	⊙1994	⊙2454	⊙3284
⊙134	⊙1182	⊙1610	⊙2000	⊙2482	⊙3294
⊙147	⊙1183	⊙1612	⊙2007	⊙2484	⊙3297
⊙148	⊙1185	⊙1613	⊙2010	⊙2565	⊙3298
⊙152	⊙1186	⊙1626	⊙2011	⊙2566	⊙3315
⊙154	⊙1191	⊙1627	⊙2013	⊙2567	⊙3319
⊙156	⊙1192	⊙1634	⊙2021	⊙2571	⊙3337
⊙160	⊙1200	⊙1652	⊙2022	⊙2572	⊙3418
⊙323	⊙1267	⊙1698	⊙2035	⊙2610	⊙3478
⊙442	⊙1320	⊙1827	⊙2036	⊙2611	⊙3490
⊙536	⊙1344	⊙1828	⊙2037	⊙2615	⊙3683
⊙777	⊙1346	⊙1834	⊙2041	⊙2625	⊙3741
⊙871	⊙1411	⊙1835	⊙2044	⊙2628	⊙3746
⊙883	⊙1413	⊙1859	⊙2045	⊙2629	⊙3750
⊙1076	⊙1438	⊙1866	⊙2052	⊙2631	
⊙1148	⊙1446	⊙1882	⊙2093	⊙2642	
⊙1149	⊙1464	⊙1892	⊙2094	⊙2656	
⊙1152	⊙1478	⊙1900	⊙2151	⊙2693	

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

⊙ denotes chart available in the ARCS series.

II

226 MISCELLANEOUS UPDATES TO CHARTS

Chart	Previous Notice to Mariners	Details
3019	4235/01	Delete reference, Adjoining Chart 3004, in S. border at longitude 5° 08' 0E.
3025	5076/01	Delete reference, Adjoining Chart 3004, in S. border at longitude 5° 35' 0E.

UK Hydrographic Office.

151* ENGLAND, East Coast — River Thames — Limehouse Reach — Express Wharf — Lights; Jetty; Legend

Delete	★ (lighted)	(a) 51° 29' 98N., 0° 01' 67W. (b) 51° 29' 97N., 0° 01' 67W. (c) 51° 29' 96N., 0° 01' 67W. (d) 51° 29' 98N., 0° 01' 65W.(shore) (e) (a) above (f) (b) above (g) (c) above (h) 51° 29' 96N., 0° 01' 65W.(shore) (i) 51° 30' 0N., 0° 01' 5W.
	jetty, single pecked line, joining:	
	legend, London Steel Terminal, centred on:	

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].— **3337** (a–h) [2670/01] — **2484** (INT 1574) (**upper panel**) (d–i) [4028/01]
Port of London Authority (HH.246/420/09).

152* SHETLAND ISLANDS — Out Skerries — Approaches to Bruray — Beacon

Insert starboard–hand light–beacon, *Fl(2)G.5s* 60° 25' 256N., 0° 45' 116W.

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

Chart [Last correction].— **3284** (**plan B, Out Skerries**) [2677/01]

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Shetland Islands Council Notice 11/01 (HH.270/400/11).

153* IRELAND, West Coast — River Shannon — The Whelps and The Pool — Depths

Insert	the accompanying note, DEPTHS, centred on:	52° 39' 88N., 8° 43' 44W.
	legend, <i>Depths</i> (see Note), centred on:	52° 39' 53N., 8° 38' 70W.
Amend	legend to, <i>Depths</i> (see Note), centred on:	52° 40' 66N., 8° 44' 64W.

Note: Former Notice 4823(P)/00 is cancelled.

Chart [Last correction].— **1540** (**lower panel**) [4841/00]

Shannon Foynes Port Company (HH.292/470/03).

154* IRELAND, East Coast — Approaches to Dublin — North Bull and Great South Wall Eastwards — Buoy; Light

Insert	port–hand can light–buoy, <i>Q.R No 4A</i>	53° 20' 45N., 6° 08' 52W.
Amend	range of light to, 12M	(a) 53° 20' 68N., 6° 08' 93W.

Note: **Positions** on one 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].— **1447** (**plan A, Port of Dublin**) (a) & (**plan C, Port of Dublin Entrance Channel**) [2684/01] — **1415** (INT 1663) [*New Edition* 28/12/00] — **1468** (a) [2357/01] — **1411** (INT 1608) (a) [5067/01]

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Commissioners of Irish Lights and Dublin Port Authority (HH.286/450/09).

155* ENGLAND, West Coast — Approaches to Liverpool — Crosby Channel — Taylors Bank Southwards — Light–float

Amend Alpha light–float to, *Q.R* 53° 31' 9N., 3° 09' 4W.

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

Chart [Last correction].— **1951** (INT 1642) [*New Edition* 17/5/01]

Mersey Docks and Harbour Company Notice 6/01 (HH.206/460/10).

II

156* WALES, North Coast — Anglesey — Holyhead Harbour — Anglesey Aluminium Jetty Westwards — Depths

Insert depth 9₁ m enclosed by 10m contour 53° 19'·567N., 4° 37'·206W.
53° 19'·479N., 4° 37'·290W.
53° 19'·410N., 4° 37'·320W.

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

Chart [*Last correction*].— **2011** [*New Edition 25/10/01*]

Stena Line Ports Ltd (HH.212/420/08).

157* ENGLAND, West Coast — Isles of Scilly — Saint Mary's Southwestwards — Saint Mary's Sound — Bartholomew Ledges — Beacon; Buoyage

Insert port-hand light-beacon with topmark, Q.R 49° 54'·364N., 6° 19'·889W.
port-hand can light-buoy, Fl.R.5s N. Bartholomew,
(chart 34, port-hand can light-buoy, Fl.R.5s) 49° 54'·496N., 6° 19'·985W.
Delete Bartholomews Ledges light-buoy, Fl.R.5s,
(chart 34, port-hand can light-buoy, Fl.R.5s) 49° 54'·417N., 6° 19'·859W.

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

Chart [*Last correction*].— **883** [3353/01] — **34** [3919/01]

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Trinity House Notice 61/01 (HH.230/400/04).

158* ENGLISH CHANNEL — Hurd Deep Northwards — Depth

Insert depth 46m enclosed by 50m contour (a) 49° 39'·52N., 3° 06'·34W.
(b) 49° 39'·48N., 3° 06'·27W.

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*].— **442** (INT 1701) (a) [2465/01] — **2656** (a) [5075/01] — **2675** (INT 1070) (b) [5087/01] — **2** (INT 160) (b) [5082/01] — **4140** (INT 140) (a) [5083/01]

UK Government Contract Survey (HH.226/410/06).

159 NORWAY, West Coast — Grøtsundet — Skjertaren — Light-beacon; Beacon

Substitute port-hand light-beacon, Fl.R.3s, for beacon 69° 45'·09N., 19° 06'·93E.

Chart [*Last correction*].— **3762** [4116/01] — **2367** [4116/01]

Light List Vol. L, 2001/02, 3645

Norwegian Notice 22/988/01 (HH.309/430/03).

160 NORWAY, West Coast — Tjeldsundet — Nordstrandskjaer — Light

Amend range of light to, 9–4M (a) 68° 29'·62N., 16° 08'·70E.
sector at light, as follows: (a) above
R 209° – 211° (2°)
Remaining sectors unchanged

Chart [*Last correction*].— **3759** (plan A, Lødingen to Sandtorgstraumen) [3438/01] — **2327** (a) [3438/01]

Light List Vol. L, 2001/02, 3282

Norwegian Notice 22/983/01 (HH.310/560/03).

161 NORWAY, West Coast — Frøya Northeastwards to Nordøya — Submarine pipeline

Insert submarine pipeline joining: 63° 48'·08N., 8° 48'·50E.(shore)
63° 50'·30N., 8° 50'·65E.
63° 50'·85N., 8° 51'·60E.
63° 51'·85N., 8° 59'·25E.
63° 52'·35N., 9° 00'·30E.
63° 56'·50N., 9° 04'·75E.
63° 57'·50N., 9° 05'·50E.
63° 58'·50N., 9° 05'·00E.(shore)

Chart [*Last correction*].— **2307** [4971/01]

UK Hydrographic Office (HH.310/505/04).

II

162 NORWAY, West Coast — Trondheimsfjorden — Hysneset — Light

Amend range of light to, 10–8M 63° 37'·61N., 9° 48'·50E.

Chart [*Last correction*].— **3396** [3088/01] — **3397** [1004/01] — **2307** [161/02]

Light List Vol. L, 2001/02, 1222

UK Hydrographic Office (HH.310/500/04).

163 NORWAY, South–West Coast — Approaches to Egersund and Sirevåg — Depths; Buoy; Light; Pilot boarding place; Recommended anchorage

Insert depth 4₁ m and extend danger line NE. to enclose (a) 58° 30'·43N., 5° 47'·22E.

depth 26m (b) 58° 24'·36N., 6° 00'·17E.

starboard–hand spar buoy (c) close E. of (a) above

Amend range of light to, 6–4M (d) 58° 27'·72N., 5° 54'·04E.

sectors at light, Iso.WRG.6s8m6–4M, as follows: (e) (d) above

R 052° – 101° (49°)

W 101° – 120° (19°)

Remaining sectors unchanged

Delete depth 9m (f) close SW. of (a) above

note, CHANNEL DEPTHS, centred on: (g) 58° 27'·21N., 5° 56'·97E.

① (h) 58° 26'·13N., 5° 59'·47E.

⊕ (i) 58° 25'·41N., 6° 01'·04E.

depth 32m (j) close SW. of (b) above

Chart [*Last correction*].— **3007** (plan, Approaches to Egersund) (b,d,e,g–j) & **3007** (a–d,f,j) [4563/00]

Light List Vol. B, 2001/02, 3188

Norwegian Chart 467 (HH.310/410/02).

164 BALTIC SEA — Sweden, East Coast — Stockholms Skärgård — Stockholms Hamn — Mälaren — Alvik to Stora Essingen and Lilla Essingen — Submarine power cable

Insert submarine power cable, joining: 59° 19'·869N., 17° 59'·115E.

(shore)

59° 19'·673N., 17° 59'·404E.

(a) 59° 19'·610N., 17° 59'·455E.

(shore)

and

(a) above

59° 19'·562N., 17° 59'·695E.

59° 19'·550N., 17° 59'·955E.

(shore)

Chart [*Last correction*].— **3114** [4238/01]

Swedish Notice 48/881/01 (HH.318/500/04).

165 BALTIC SEA — Gulf of Finland — Russia — Primorsk Southeastwards and Proliv B'yerkézund — Pier; Legends; Navigation prohibited; Depth

Insert pier, single firm line, joining: 60° 20'·13N., 28° 43'·03E.(shore)

(a) 60° 19'·93N., 28° 42'·73E.

and

60° 20'·03N., 28° 42'·50E.

(a) above

60° 19'·86N., 28° 42'·93E.

60° 20'·10N., 28° 45'·50E.

Delete legend, *Oil Terminal*, centred on: 59° 30'·80N., 30° 13'·50E.

note, NAVIGATION PROHIBITED, centred on: 60° 04'·10N., 29° 03'·10E.

legend, Navigation Prohibited (see Note), centred on: 60° 27'·50N., 28° 30'·00E.

depth 19₄ m close SE. of (a) above

Chart [*Last correction*].— **2264** [5079/01]

Russian Notices 47/7243/01 & 47/7245/01 (HH.304/610/03).

166 BALTIC SEA — Poland — Zalew Szczeciński — Mielizna Kopanicka — Trzebież — Lights

Amend light to, Oc.4s11m7M 53° 39'·61N., 14° 31'·09E.

light to, Oc.Y.8s21m7M 53° 39'·42N., 14° 31'·29E.

light to, Oc.Y.4s11m4M 53° 39'·76N., 14° 30'·89E.

light to, F.18m4M 53° 39'·86N., 14° 30'·60E.

Chart [*Last correction*].— **2678** (INT 1298) (plan A, Port Trzebież) & **2678** (INT 1298) [4575/01] — **2677** (INT 1297) [1138/01]

Light List Vol. C, 2001/02, 2724, 2724.1, 2725.4, 2725.5

Polish Notice 46/720/01 (HH.323/420/04).

II

167* NORTH SEA — Norwegian Sector — Ula Oil Field Southeastwards — Platform; Well; Restricted area

- Substitute the accompanying note, OIL AND GAS FIELDS, for existing note, centred on: (a) 59° 28'·50N., 6° 12'·00E.
 ☐ (lighted) 1/3, for ☉ Well,
 (chart 2182B, ☐ (lighted) *Tambar Oil Field*, for ☉ Well) (b) 56° 58'·97N., 2° 57'·52E.
 Insert ☐ (lighted) *Tambar* (c) (b) above
 circular limit of restricted area, radius 500m (0·27M),
 pecked line, centred on: (d) (b) above
 legend, *TAMBAR OIL FIELD (B.P.)*,
 (chart 2672, *TAMBAR OIL FIELD (see Note)*) (e) close W. of (b) above

Chart [*Last correction*].— 272 (b,d,e) [3932/01] — 2672 (a,b,e) [4672/01] — 2182B (INT 1042) (b) [5083/01] — 2 (INT 160) (c) [158/02] — 4140 (INT 140) (c) [158/02]
 B.P. (HH.314/463/01).

168* NORTH SEA — U.K. Sector — Barmade Bank, Eastwards — Wreck

- Insert ☉ Wk, unsurveyed clearance depth 60m 55° 02'·76N., 0° 27'·12E.

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*].— 1191 (INT 1507) [30/02] — 1192 (INT 1506) [*New Edition 15/11/01*] — 2182A (INT 1043) [4872/01] — 2182B (INT 1042) [167/02]
 MRSC Humber (HH.242/635/03).

169 NETHERLANDS — Nieuwe Waterweg — Beacons; Buoyage; Lights

- Insert red beacon with ▽ topmark 51° 54'·01N., 4° 17'·30E.
 51° 54'·01N., 4° 17'·38E.
 port-hand can light-buoy, *LFl.R.5s NW 8* 51° 53'·86N., 4° 18'·15E.
 port-hand can light-buoy, *Iso.R.2s NW 10* 51° 53'·79N., 4° 19'·08E.
 Amend light 27 to, *LFl.G.5s* (a) 51° 54'·91N., 4° 14'·29E.
 light 29 to, *LFl.G.8s* 51° 54'·65N., 4° 14'·87E.
 light 31 to, *LFl.G.5s* 51° 54'·43N., 4° 15'·42E.
 light 33 to, *LFl.G.8s* 51° 54'·18N., 4° 16'·04E.
 light 35 to, *LFl.G.5s* 51° 54'·00N., 4° 16'·47E.
 light 37 to, *LFl.G.8s* 51° 53'·79N., 4° 17'·23E.
 light 38 to, *LFl.R.8s* (b) 51° 54'·01N., 4° 17'·22E.
 Delete NW 6A buoy 1030m WNW. of (b) above
 former NW 8 buoy 840m WNW. of (b) above
 former NW 10 buoy 300m ESE. of (b) above
 NW 12 buoy 540m ESE. of (b) above
 NW 14 light-buoy 910m ESE. of (b) above

Chart [*Last correction*].— 132 (INT 1475) (part A, *Nieuwe Waterweg and Europoort*) (a) & (part B, *Continuation Nieuwe Waterweg Nieuwe Maas*) [5085/01]

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Netherlands Notices 47/646/01 & 49/676/01 (HH.340/540/02).

170 NETHERLANDS — Westerschelde — Gat Van Ossensisse Westwards — Drying height; Drying patch

- Insert drying height 0·2 m enclosed by drying contour and extend 2m contour NE. to enclose 51° 21'·89N., 3° 53'·59E.

Chart [*Last correction*].— 120 (INT 1479) [4364/01]

Netherlands Notice 50/685/01 (HH.340/430/05).

145 FRANCE, North Coast — Dunkerque — Avant-Port Ouest and Bassin de l'Atlantique — Light

- Insert the accompanying block, showing amendments to light sectors, centred on: 51° 01'·20N., 2° 09'·90E.

Chart [*Last correction*].— 1350 [4680/01]

Light List Vol. A, 2001/02, 1127.6

French Notice 44/25/01 (HH.351/410/05).

146 FRANCE, North Coast — Paimpol and Approaches — Lights; Leading line; Buoyage; Beacons; Jetty

- Insert the accompanying block A, showing amendments to lights, leading line, buoyage, beacons and new jetty, centred on: (a) 48° 47'·17N., 3° 02'·01W.
 the accompanying block B, showing amendments to lights, leading line, buoyage, beacons and new jetty, centred on: (b) 48° 47'·14N., 3° 02'·09W.
 Amend light to, *Dir.Q.R.14M* (c) 48° 47'·13N., 3° 02'·65W.
 light to, *Q.R.7M* (d) 48° 47'·15N., 3° 02'·36W.

Chart [*Last correction*].— 3673 (INT 1755) (plan B, *Port de Paimpol*) (a) & 3673 (INT 1755) (b) [2704/01] — 3670 (c,d) [3457/01] — 2668 (c) [4878/01] — 2669 (c) [4785/01]

Light List Vol. A, 2001/02, 1723, 1724, 1724.1

French Notice 44/28/01 (HH.351/580/02).

II

171 FRANCE, North Coast — Baie de Seine — Saint-Vaast-la-Hougue, Southeastwards — Banc de Saint-Marcouf — Fouls; Wrecks

Insert	#	(a)	49° 31'·78N., 1° 12'·18W.
		(b)	49° 31'·60N., 1° 12'·10W.
Substitute	# for ☉ Wk PA least depth 35 m	(c)	49° 31'·78N., 1° 12'·18W.
	# for ☉ Wk least depth 24 m	(d)	49° 31'·60N., 1° 12'·10W.
Delete	☉ Wks least depth 24 m, centred on:	(e)	49° 31'·60N., 1° 12'·10W.

Chart [Last correction].— **2135** (c,d) [4135/01] — **2613** (INT 1705) (a,b,e) [4988/01]
 French Notice 47/05/01 (HH.351/510/05).

172 FRANCE, West Coast — Approaches to La Gironde — Banc de la Coubre Southwards — Buoyage

Move	No 6 light-buoy from:	45° 38'·64N., 1° 18'·14W.
	to:	45° 38'·47N., 1° 18'·11W.
	No 7 light-buoy from:	45° 38'·24N., 1° 17'·43W.
	to:	45° 38'·04N., 1° 18'·03W.

Chart [Last correction].— **2910** [4788/01]
 French Notice 46/22/01 (HH.353/540/04).

173 SPAIN, North Coast — Ría de Avilés — Fondeadero del Monumento — Buoy

Move	port-hand can light-buoy, Fl(2)R.7s, from:	43° 35'·197N., 5° 55'·200W.
	to:	43° 35'·136N., 5° 55'·104W.

Chart [Last correction].— **1133** (plan C, Ría de Avilés) [1566/01]
 Spanish Notice 47/863/01 (HH.359/510/03).

174 SPAIN, North Coast — Punta de la Estaca de Bares Northwards — Data buoy; LANBY

Insert	special spherical light-buoy, Q(5)Y.20s ODAS	(a)	44° 03'·89N., 7° 37'·11W.
Delete	⇐ Fl(5)Y.20s ODAS		close NW. of (a) above

Chart [Last correction].— **1108** [4989/01] — **87** (a) [1927/01] — **1104** (a) [4882/01]
 UK Hydrographic Office (HH.358/003/04).

175 PORTUGAL, West Coast — Aveiro — Canal da Embocadura — Molhe Sul — Lights

Insert	★ Fl.G.3s16m9M	(a)	40° 38'·610N., 8° 45'·390W.
Amend	range of light to, 9M	(b)	(a) above

Chart [Last correction].— **3253** (plan, Aveiro) (b) [2971/01] — **3634** (a) [4685/01]
 Light List Vol. D, 2001/02, 2058
 Portuguese Notice 3/108/00 (HH.363/420/03).

176 PORTUGAL, West Coast — Setúbal — Canal Norte — Lights

Amend	range of light to, 15M	38° 31'·42N., 8° 53'·97W.
		38° 31'·30N., 8° 53'·63W.

Chart [Last correction].— **3270** [4686/01]
 Light List Vol. D, 2001/02, 2152, 2152.1
 Portuguese Notice 23/418/01 (HH.363/490/03).

177 NORTH ATLANTIC OCEAN — Arquipélago dos Açores — São Jorge — Velas — Lights

Insert	★ Oc.R.6s49m7M	38° 40'·93N., 28° 12'·91W.
	★ Iso.R.5s12m6M	38° 40'·69N., 28° 12'·44W.
Amend	light to, Fl.R.& Oc.G.7M	38° 40'·85N., 28° 12'·15W.

Chart [Last correction].— **1956** [4450/00]
 Light List Vol. D, 2001/02, 2682, 2682.2, 2682.4, 2682.5
 UK Hydrographic Office (HH.364/440/02).

II

178 NORTH ATLANTIC OCEAN — Islas Canarias — La Palma and Hierro — Marine reserves; Restricted areas

Insert the accompanying note, MARINE RESERVE, centred on: 28° 37'·50N., 15° 29'·50W.
 limit of restricted area, pecked line, joining: 28° 34'·20N., 17° 53'·83W. (shore)
 28° 34'·20N., 17° 57'·30W.
 thence S. along 1000m contour to: 28° 28'·20N., 17° 53'·50W.
 28° 28'·20N., 17° 51'·90W. (shore)
 limit of restricted area, pecked line, joining: 27° 40'·73N., 18° 01'·81W. (shore)
 27° 40'·35N., 18° 02'·24W.
 27° 38'·72N., 18° 00'·80W.
 27° 37'·62N., 17° 59'·78W.
 27° 36'·60N., 17° 58'·90W.
 27° 38'·28N., 17° 58'·59W. (shore)
 legend, MARINE RESERVE (*see Note*), centred on: 28° 31'·50N., 17° 56'·50W.
 27° 38'·50N., 18° 03'·00W.

Chart [*Last correction*].— **1869** [4586/01]
 Spanish Notices 46/846–847/01 (HH.419/420/06).

147 MEDITERRANEAN SEA — Spain, East Coast — Valencia — Darsena Interior and Darsena Sur — Harbour developments; Lights; Bridge

Insert the accompanying block, showing harbour developments
 and amendments to lights, centred on: (a) 39° 27'·20N., 0° 19'·45W.
 bridge, single firm line, joining: (b) 39° 27'·52N., 0° 19'·47W.
 (c) 39° 27'·55N., 0° 19'·44W.

Chart [*Last correction*].— **562** (INT 3173) (a) [4994/01] — **518** (INT 3172) (b,c) [3876/00]
 Light List Vol. E, 2001/02, 0204, 0207.5
 Spanish Notice 42/757/01 (HH.361/550/03).

179 MEDITERRANEAN SEA — Spain, South–East Coast — Approaches to Málaga — Data buoy

Delete special spherical light–buoy, Q(5)Y.20s ODAS 36° 41'·380N., 4° 25'·090W.

Chart [*Last correction*].— **1848 (plan C, Málaga) & (plan A, Approaches to Málaga)** [*New Edition 13/12/01*]
 Spanish Notice 46/849/01 (HH.358/003/04).

180 MEDITERRANEAN SEA — Spain, South–East Coast — Aguilas Southwestwards — Piedra del Calón — Depths

Insert depth 17₆ m and extend 30m contour SE. to enclose 37° 17'·2N., 1° 42'·3W.
 Substitute depth 5m enclosed by ○ for depth 6₅ m 37° 18'·2N., 1° 41'·9W.

Chart [*Last correction*].— **774** [4992/01]
 Spanish Notice 48/899/01 (HH.361/460/03).

181 MEDITERRANEAN SEA — Spain, East Coast — Golfo de Valencia — Puerto de Gandia — Light

Insert ★ Fl(2)R.7s6M 38° 59'·50N., 0° 09'·10W.

Chart [*Last correction*].— **1701** [4883/01]
 Light List Vol. E, 2001/02, 0193
 Spanish Chart 475 (HH.361/540/03).

182 MEDITERRANEAN SEA — Spain, East Coast — Barcelona Southwards — Wrecks

Insert ○ Wk, least depth 21m (a) 41° 17'·28N., 2° 08'·87E.
 Delete ++ close SW. of (a) above

Chart [*Last correction*].— **1196** (a) [2890/01] — **1704** [65/02]
 Spanish Chart 489A (HH.361/620/03).

183 MEDITERRANEAN SEA — Monaco — Approaches to Port de Monaco — Works

Insert legend, Works in progress (2001), centred on: 43° 44'·180N., 7° 25'·890E.

Chart [*Last correction*].— **149 (plan B, Monaco)** [3939/01]
 French Notice 45/26/01 (HH.356/400/02).

II

184 MEDITERRANEAN SEA — Italy, West Coast — Gulf of Genoa — Golfo Tigullio — Wrecks; Foul

Insert	++	(a)	44° 20'·33N., 9° 14'·89E.
		(b)	44° 19'·370N., 9° 13'·645E.
		(c)	44° 18'·83N., 9° 13'·35E.
		(d)	44° 18'·30N., 9° 13'·05E.
	#	(e)	44° 18'·17N., 9° 13'·00E.
Delete	++ PA	(f)	44° 18'·89N., 9° 16'·13E.
	⊗	(g)	44° 18'·78N., 9° 13'·36E.
		(h)	44° 18'·29N., 9° 13'·01E.
		(i)	44° 18'·29N., 9° 13'·20E.

Chart [*Last correction*].— **351 (plan, Golfo Tigullio)** (*a-h*) [5097/01] — **1998** (*g,i*) [*New Edition* 27/9/01]
 Italian Chart 58 (HH.369/480/04).

185 MEDITERRANEAN SEA — Italy, West Coast — Port of Napoli — Diga Duca degli Abruzzi — Radar beacon

Move	radar beacon, <i>Racon (N)</i> , from:	40° 49'·928N., 14° 16'·552E.(★)
		40° 49'·875N., 14° 16'·625E.(★)
		(chart 908, end of breakwater)

Chart [*Last correction*].— **915** (INT 3386) [4469/01] — **914** [4469/01] — **908** [4691/01]
 Light List Vol. E, 2001/02, 1647, 1647.5
 Admiralty List of Radio Signals Vol. 2, 2001: 69920 (50/01)
 Italian Notice 21.11/01 (HH.369/640/03).

186* MEDITERRANEAN SEA — Adriatic Sea — Albania — Vlorë Southwards — Gjiri i Dukatit — Wreck

Insert	⊙ <i>Wk</i> , least depth 11g m	40° 19'·66N., 19° 25'·48E.
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Chart [*Last correction*].— **1590 (plan, Vlorë and Approaches)** [4068/01]
 DNHO, Istanbul (HH.378/400/03).

187 BLACK SEA — Ukraine — Approaches to Port Yuzhne — Dredged depth

Amend	legend to, <i>Dredged to 15·0m</i> (1999), centred on:	(a)	46° 35'·50N., 31° 00'·85E.
		(b)	46° 35'·3N., 31° 00'·9E.
	legend to, <i>15·0m</i> (1999)	(c)	46° 34'·7N., 31° 00'·4E.

Chart [*Last correction*].— **2202** (*a*) [4799/01] — **2205** (*b*) [68/01] — **2212** (*c*) [4474/01]
 Russian Notice 48/7461/01 (HH.396/550/02).

188 BLACK SEA — Ukraine — East Dniprovs'kyi Lyman — Khersonskiy Morskoy Kanal — Buoyage

Insert	starboard-hand pillar light-buoy with topmark, <i>Fl.G.3s</i>	46° 33'·35N., 32° 18'·07E.
Substitute	starboard-hand pillar light-buoy with topmark, <i>Fl.G.3s No 45</i> , for former No 45 buoy	46° 31'·77N., 32° 07'·30E.
	starboard-hand pillar light-buoy with topmark, <i>Fl.G.3s No 53</i> , for former No 53 buoy	46° 32'·30N., 32° 10'·30E.
	starboard-hand pillar light-buoy with topmark, <i>Fl.G.3s No 61</i> , for former No 61 buoy	46° 32'·81N., 32° 13'·30E.

Chart [*Last correction*].— **2201** [4277/00]
 Russian Notice 47/7265/01 (HH.396/540/03).

189 BLACK SEA — Turkey — Ardeşen — Lights

Insert	★ <i>Fl.G.3s11m7M & Fl.R.3s10m7M</i>	41° 11'·95N., 40° 59'·60E.
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Chart [*Last correction*].— **2236** [4596/01]
 Light List Vol. E, 2001/02, 5781.1, 5781.2
 Turkish Hydrographic Office (HH.391/450/02).

148* RED SEA — Gulf of Suez — Port of Suez — Râs el 'Adabiya Eastwards and Southeastwards — Anchor berths; Swinging circles

Insert	the accompanying block, showing new anchor berths and swinging circles, centred on:	(a)	29° 51'·50N., 32° 32'·30E.
		(b)	29° 51'·00N., 32° 32'·30E.

Chart [*Last correction*].— **3214** (*a*) [1378/01] — **2098** (*b*) [1378/01]
 Ports and Lighthouses Administration, Alexandria Notice 13/01 (HH.476/400/05).

II

190 INDIAN OCEAN — Approaches to La Réunion — Fish aggregating devices

Substitute	the accompanying note, FISH AGGREGATING DEVICES, for existing note, FISH HAVENS, centred on:	(a) 21° 02'·7S., 55° 27'·9E. (b) 20° 44'·2S., 56° 28'·0E. (c) 21° 24'·6S., 55° 46'·5E. (d) 21° 27'·0S., 55° 40'·0E. (e) 21° 25'·8S., 55° 33'·5E. (f) 21° 23'·2S., 55° 30'·2E. (g) 21° 26'·5S., 55° 26'·0E. (h) 21° 30'·6S., 55° 22'·2E. (i) 21° 22'·7S., 55° 26'·4E. (j) 21° 20'·6S., 55° 22'·9E. (k) 21° 17'·9S., 55° 15'·0E. (l) 21° 17'·3S., 55° 02'·9E. (m) 21° 12'·9S., 55° 12'·2E. (n) 21° 10'·8S., 55° 15'·2E. (o) 21° 08'·0S., 55° 10'·8E. (p) 21° 06'·0S., 54° 59'·0E. (q) 21° 05'·4S., 55° 05'·2E. (r) 21° 01'·3S., 55° 01'·0E. (s) 21° 02'·0S., 55° 08'·0E. (t) 21° 00'·9S., 55° 05'·7E. (u) 20° 52'·2S., 55° 02'·0E. (v) 20° 56'·2S., 55° 12'·4E. (w) 20° 53'·2S., 55° 08'·5E. (x) 20° 49'·5S., 55° 13'·4E. (y) 20° 49'·5S., 55° 20'·0E. (z) 20° 44'·0S., 55° 18'·3E. (aa) 20° 46'·7S., 55° 25'·2E. (bb) 20° 44'·8S., 55° 29'·7E. (cc) 20° 46'·9S., 55° 34'·8E. (dd) 20° 49'·4S., 55° 38'·2E. (ee) 20° 59'·4S., 55° 48'·0E. (ff) 21° 06'·6S., 55° 50'·5E. (gg) 21° 12'·3S., 55° 53'·3E. (hh) 21° 15'·7S., 55° 54'·9E.
Delete	DCP spherical buoy	

Chart [*Last correction*].— **1495** (INT 7736) (*a,n,o,s,v-y,dd*) [*New Chart 28/10/99*] — **1497** (INT 7735) (*b-r,t-hh*) [*2902/01*]
UK Hydrographic Office (HH.459/400/03).

191 PAKISTAN — Ormāra Southeastwards — Wreck

Insert		25° 08'·47N., 64° 54'·42E.
Chart [<i>Last correction</i>].— 38 (INT 7019) [<i>4893/01</i>] — 707 [<i>4481/01</i>] Pakistani Notice 42/128/01 (HH.500/420/03).		

192 PAKISTAN — Karachi Harbour — Salehabad Island Eastwards — Lower Harbour — Wreck

Insert		24° 48'·35N., 66° 58'·38E.
Chart [<i>Last correction</i>].— 40 (INT 7315) [<i>1373/99</i>] Pakistani Notice 42/128/01 (HH.500/420/03).		

193 INDIA, West Coast — Port of Bombay — Thal Shoal Northwestwards to Karaya Reefs Northwestwards — Buoyage

Move	N. Karanja light-buoy from:	(a) 18° 55'·13N., 72° 52'·72E. (b) 18° 55'·13N., 72° 52'·68E.
	to:	18° 50'·23N., 72° 47'·86E. 18° 51'·52N., 72° 48'·90E.
Delete	starboard-hand conical light-buoy, Fl.G.5s port-hand can light-buoy, Fl(2)R.10s	
Chart [<i>Last correction</i>].— 2624 [<i>5115/01</i>] — 2627 (<i>a,b</i>) [<i>5115/01</i>] — 2621 [<i>5115/01</i>] Indian Notice 23/413/01 (HH.502/440/04).		

194* SRI LANKA, West Coast — Colombo Harbour — Light-beacons

Insert	special light-beacon, <i>Fl.Y.4s</i>	(a) 6° 57'·99N., 79° 50'·14E. (b) 6° 57'·98N., 79° 50'·15E. (c) 6° 57'·97N., 79° 50'·47E. (d) 6° 57'·96N., 79° 50'·48E.
	special light-beacon, <i>2Fl.Y</i>	(e) (a) above (f) (d) above

Chart [*Last correction*].— **1655 (Colombo Harbour)** (*a-d*) & **1655 (e,f)** [*5003/01*]
Light List Vol. F, 2001/02, 0781.22, 0781.24, 0781.26
Harbour Master, Colombo (HH.506/400/02).

II

195 MALACCA STRAIT — Peninsular Malaysia — Pulau Kelang Westwards — Selat Rawa — Beting Kepah Northwards — Light-beacon; Light

Insert	red and white light-beacon with can topmark, <i>Fl.R.3s33ft6M</i> , (charts 3945, 3946, 1353 & 1358, ★ <i>Fl.R.3s6M</i>)	3° 00′·07N., 101° 12′·66E.
Delete	★ <i>Fl.3s29ft21M</i> (fishing), (chart 3945, ★ <i>Fl.3s9m21M</i> (fishing)), (chart 3946, ★ <i>Fl.3s9m21M</i> (occas)), (charts 1353 & 1358, ★ <i>Fl.3s21M</i> (occas))	3° 00′·25N., 101° 12′·90E.

Chart [*Last correction*].— **3453** [2990/99] — **3945** [3124/01] — **3946** [4486/01] — **1353** [3124/01] — **1358** [4486/01]
 Light List Vol. F, 2001/02, 1612
 Marine Department, Peninsular Malaysia, Notice 31/01 (HH.517/570/04).

149* SOUTH CHINA SEA — Gulf of Thailand — Tantawan Gasfield to Pailin Gasfield — Gasfield developments; Restricted area; Wells; Radio reporting point

Insert	the accompanying block, showing gasfield developments, centred on: limit of restricted area, pecked line, joining:	9° 30′·7N., 101° 22′·0E. 10° 07′·9N., 101° 10′·0E. (existing limit) 10° 07′·9N., 101° 09′·0E. 10° 02′·0N., 101° 09′·0E. (N. border of block) and 8° 58′·0N., 101° 09′·0E. (S. border of block) 8° 30′·0N., 101° 09′·0E. 8° 30′·0N., 101° 10′·0E. (existing limit) 8° 48′·8N., 101° 34′·8E. 10° 07′·9N., 101° 10′·0E. 10° 02′·0N., 101° 10′·0E. (N. border of block) and 8° 58′·0N., 101° 10′·0E. (S. border of block) 8° 30′·0N., 101° 10′·0E. 8° 55′·0N., 101° 05′·5E. (a) 8° 48′·0N., 101° 32′·5E. 8° 47′·0N., 101° 34′·0E. close E. of (a) above 8° 46′·5N., 101° 43′·4E.
Delete	legend, <i>Well</i> , at ○ former limit of restricted area, pecked line, joining: radio reporting point ○ legend, <i>Wells</i> ○ <i>Well</i>	

Note: Chart 3983 is to be removed from the list of charts affected by Former Notice 4642(P)/01.
 The above update will be included in the next New Edition of Chart 3963 to be published in early 2002.

Chart [*Last correction*].— **3983** [1591/01]
 Light List Vol. F, 2001/02, 9540.2, 9540.7
 Admiralty List of Radio Signals Vol. 6 (4) 2001/02: (45/01 & 51/01)
 Unicol Thailand Limited (HH.544/180/01).

196 JAPAN — Kyūshū, West Coast — Approaches to Sasebo — Terashima Suidō — Depths

Insert	depth 8 ₇ m enclosed by 10m contour depth 12 ₉ m and extend 20m approximate contour E. to enclose depth 10 ₄ m depth 9 ₂ m enclosed by 10m contour depth 8 ₈ m enclosed by 10m contour depth 13 ₇ m depth 3 ₆ m enclosed by 5m contour depth 12 ₅ m depth 14 ₁ m	(a) 33° 02′·38N., 129° 38′·64E. (b) 33° 02′·35N., 129° 38′·70E. (c) 33° 01′·88N., 129° 38′·58E. (d) 33° 01′·66N., 129° 38′·47E. (e) 33° 01′·57N., 129° 38′·34E. (f) 33° 01′·54N., 129° 38′·74E. (g) 33° 01′·32N., 129° 38′·11E. (h) 33° 01′·20N., 129° 38′·68E. (j) 33° 00′·92N., 129° 38′·64E.
Delete	depth 14m depth 12 ₈ m depth 15m depth 17m	(k) close S. of (a) above (l) close NW. of (e) above (m) close SE. of (h) above (n) close NE. of (j) above

Chart [*Last correction*].— **3881** (plan, Terashima Suidō) & **3881** (d,h,j,m,n) [4903/01] — **1527** (j,n) [5123/01]
 Japanese Chart W1235 (HH.564/424/03).

197 JAPAN — Seto Naikai — Hiuchi Nada — Mishima — Kawanoe Kō — Light

Delete	★ <i>Fl.R.4s12m11M</i>	34° 01′·5N., 133° 34′·3E.
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Chart [*Last correction*].— **2875** [*New Edition* 4/10/01]
 Light List Vol. F, 2001/02, 5488
 Japanese Notice 48/1807/01 (HH.568/465/04).

II

198 JAPAN — Seto Naikai — Kōbe Kō — No 1 Breakwater — Light

Delete ★ Iso.R.6s11m12M, (chart 3614, ★ Iso.R.6s12M) 34° 39′.175N., 135° 11′.36E.

Chart [*Last correction*].— **2265** [4813/01] — **3614** [4707/01]

Light List Vol. F, 2001/02, 5858

Japanese Notice 48/1806/01 (HH.568/502/05).

199 JAPAN — Honshū — Tōkyō Wan — Kawasaki Ku — Higashi Ōgishima Breakwater Northwards — Dredged area; Depths

Insert	limit of dredged area, pecked line, joining:	(a)	35° 29′.74N., 139° 46′.31E. (existing limit)
		(b)	35° 29′.39N., 139° 45′.52E.
		(c)	35° 29′.31N., 139° 45′.57E.
		(d)	35° 29′.41N., 139° 45′.79E. (existing limit)
	depth 10 ₁ m		35° 29′.44N., 139° 45′.62E.
	depth 11m		35° 29′.49N., 139° 45′.73E.
Amend	legend to, <i>Dredged to 14m (2000)</i> , centred on:		35° 29′.65N., 139° 46′.43E.
Delete	former limit of dredged area, pecked line, joining:	(a)	above
		(e)	35° 29′.66N., 139° 46′.36E.
		(d)	above
	former depths		within (a)–(e) above

Chart [*Last correction*].— **3109** [3302/01] — **3110** [4710/01]

Japanese Notice 46/1728/01 (HH.563/433/04).

200 KOREA, South Coast — Cheju Do, South Coast — Lights

Insert	★ Q(3)11M	(a)	33° 13′.4N., 126° 28′.7E.
Delete	★ Fl.8M		close W. of (a) above

Chart [*Last correction*].— **3480** [4602/01]

Light List Vol. F, 2001/02, 4274.55

Korean Notice 48/611/01 (HH.557/435/06).

201 KOREA, West Coast — Approaches to Inch'ŏn Hang — Pando Sudo Southwards — Tongbaekto — Radar beacon

Insert	radar beacon, <i>Racon (Q)</i> , at light, (chart 1256, <i>Racon (Q)</i> , at islet)	37° 11′.68N., 126° 12′.72E.
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Chart [*Last correction*].— **1270** (INT 5363) [4494/01] — **1258** [4909/01] — **1256** [4705/01]

Light List Vol. F, 2001/02, 4168

Admiralty List of Radio Signals Vol. 2, 2001: 82365 (1/02)

Korean Notice 48/617/01 (HH.557/419/07).

202 INDONESIA — Sulawesi, East Coast — Teluk Tomori — Tg. Bea — Light

Amend	light to, <i>Fl.4s52ft8M</i>	(a)	1° 57′.90S., 121° 37′.25E.
		(b)	1° 57′.85S., 121° 37′.70E.

Chart [*Last correction*].— **3240** (a) [3491/01] — **3616** (b) [4914/01]

Light List Vol. K, 2001/02, 1563.5

Indonesian Notice 41/324/01 (HH.528/650/02).

203 INDONESIA — Jawa, North Coast — Merak — Buoy

Insert	port-hand can light-buoy with topmark, <i>Fl.R.4s</i>	5° 55′.03S., 105° 59′.82E.
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Chart [*Last correction*].— **918** (plan, Merak) & (plan, Approaches to Merak and Cigading) [109/02]

Indonesian Notice 44/343/01 (HH.526/750/03).

204 INDONESIA — Kalimantan, South Coast — Tanjung Selatan Eastwards — Buoy

Insert	safe water pillar light-buoy with topmark, <i>Fl.5s</i>	4° 06′.50S., 115° 03′.42E.
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Chart [*Last correction*].— **3017** [2919/00] — **1066** [4817/01]

Indonesian Notice 44/345/01 (HH.527/610/03).

II

205 SOUTH PACIFIC OCEAN — Polynésie Française — Tahiti, North Coast — Port de Papeete — Lights; Light-beacon

- Amend light to, *Iso.R.4s8m7M*, (chart 1436, plan, Approaches to Port de Papeete, *Iso.R.4s7M*) (a) 17° 31' 55S., 149° 33' 07W.
 light to, *Iso.R.4s13m7M*, (chart 1436, plan, Approaches to Port de Papeete, *Iso.R.4s7M*) (b) close SSE. of (a) above
 light to, 2 *Iso.R.7M* (c) 17° 31' 6S., 149° 33' 1W.
 Substitute port-hand light-beacon with topmark, *Fl.R.2.5s3m4M*, for No 16 light-beacon, *Fl.R.2.5s2m3M* (d) 17° 31' 61S., 149° 34' 07W.

Chart [*Last correction*].— **1436 (plan, Port de Papeete) (a,b,d) & (plan, Approaches to Port de Papeete) (a,b)** [113/02] — **1382 (c)** [3043/01]

Light List Vol. K, 2001/02, 4952.7, 4952.71, 4954.4

French Notice 47/23/01 (HH.595/430/02).

206 NORTH AMERICA, West Coast — Washington — Puget Sound — Commencement Bay to Blake Island — Buoyage; Light

- Insert special pillar light-buoy, *Fl.Y.4s* (a) 47° 17' 233N., 122° 29' 050W.
 Amend light to, *Fl.Y.10s* (b) 47° 18' 40N., 122° 30' 80W.
 Delete white and orange spherical buoy (c) 47° 31' 76N., 122° 29' 70W.

Chart [*Last correction*].— **48 (plan A, Tacoma) (a) (plan B) (b) & 48 (b,c)** [4729/01] — **47 (c)** [4934/01] — **51 (b)** [4730/01] — **1947 (b)** [4505/01]

Light List Vol. G, 2001/02, 4932.5

U.S. Notices 48/18453/01 & 50/18474/01 (HH.612/485/06).

207 NORTH AMERICA, West Coast — Oregon — Coos Bay — Empire Range — Dredged depths

- Amend dredged depth to, 30ft (2001) 43° 24' 09N., 124° 16' 85W.
 dredged depth to, 23ft (2001) 43° 24' 06N., 124° 16' 75W.

Chart [*Last correction*].— **3095 (plan, Coos Bay)** [115/02]

U.S. Chart 18587 (HH.612/450/03).

208 SOUTH AMERICA, East Coast — Argentina — Bahía Blanca — Puerto Belgrano — Restricted area; Anchorage area

- Substitute limit of restricted area, pecked line, for limit of anchorage area, pecked line, centred on: (a) 38° 54' 10S., 62° 06' 60W.
 legend, *Explosives Operations Area*, for legend within (a) above
 Explosives Anchorage Area

Chart [*Last correction*].— **3755 (plan B, Puertos Belgrano and Rosales) & 3755** [4421/01]

UK Hydrographic Office (HH.650/422/02).

209 SOUTH AMERICA, East Coast — Brazil, East Coast — Baía de Todos os Santos — Porto de Salvador — Banco da Gamboa — Jetty; Marina; Works

- Insert jetty, single firm line, joining: 12° 58' 56S., 38° 31' 25W.
 12° 58' 70S., 38° 31' 37W.
 12° 58' 86S., 38° 31' 19W.(shore)
 symbol, marina 12° 58' 74S., 38° 31' 24W.
 Delete legend, Works in progress (2000), centred on: 12° 58' 63S., 38° 31' 29W.

Chart [*Last correction*].— **545 (plan C, Porto de Salvador)** [1794/01]

Brazilian Notice 20/165/01 (HH.657/442/02).

150 CARIBBEAN SEA — Colombia, North Coast — Golfo de Urabá — Punta Yerbasa Eastwards and Southwards — Depths; Coastline

- Insert the accompanying block, showing amendments to depths and coastline, centred on: 8° 13' 5N., 76° 56' 0W.

Chart [*Last correction*].— **1278** [5023/01]

Colombian Chart 623 (HH.640/461/02).

210 CARIBBEAN SEA — Colombia, North Coast — Western Approaches to Puerto Bolivar — Quarantine anchorage areas

- Insert limit of quarantine anchorage area, pecked line, joining: 12° 16' 47N., 72° 03' 75W.
 12° 16' 47N., 72° 02' 75W.
 12° 15' 00N., 72° 02' 75W.
 12° 15' 00N., 72° 03' 75W.
 Delete former limit of quarantine anchorage area, pecked line, centred on: 12° 16' 75N., 72° 03' 50W.

Chart [*Last correction*].— **2267 (plan C, Approaches to Puerto Bolivar)** [1841/99] — **2195** [1841/99]

Colombian Chart 228 (HH.640/400/03).

II

211* CARIBBEAN SEA — Honduras, North Coast — Approaches to Puerto Cortés — Depths

Insert	depth 128 m and extend 20m contour S. to enclose	15° 50'·515N., 87° 57'·731W.
	depth 131 m	15° 50'·515N., 87° 57'·565W.
	depth 187 m enclosed by 20m contour	(a) 15° 50'·460N., 87° 57'·735W.
Delete	depth 21m	close NW. of (a) above

Chart [*Last correction*].— **2988 (plan, Puerto Cortés)** [4939/01]

Departamento Hidrografia, Honduras (HH.627/420/03).

212 WEST INDIES — Martinique, West Coast — Fort-de-France — Mouillage de la Dillon — Buoy

Delete	N. cardinal spar light-buoy, Q	14° 35'·05N., 61° 03'·65W.
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Chart [*Last correction*].— **371 (plan A, Fort-de-France) & (plan B, Baie de Fort-de-France)** [4002/01]

French Notice 48/62/01 (HH.671/480/03).

216 WEST INDIES — Straits of Florida — Cay Sal Bank — Positions

Insert	the accompanying note, GREAT BAHAMA BANK AND CAY SAL BANK – POSITIONS, centred on:	(a) 20° 48'·0N., 77° 46'·5W.
Substitute	the accompanying note, GREAT BAHAMA BANK AND CAY SAL BANK – POSITIONS, for note, GREAT BAHAMA BANK – POSITIONS, centred on:	(b) 22° 34'·5N., 81° 00'·0W.
		(c) 27° 04'·5N., 81° 31'·0W.
		(d) 23° 46'·0N., 80° 08'·0W.
Insert	legend, (<i>see Note</i>), centred on:	(e) 23° 53'·0N., 80° 08'·0W.
		(f) 23° 44'·0N., 80° 09'·0W.
	legend, (<i>see Note</i>), orientated NW./SE., centred on:	(g) 23° 04'·0N., 78° 17'·5W.

Chart [*Last correction*].— **1217 (b,d)** [215/02] — **2866 (c,e)** [126/02] — **3866 (a,f,g)** [3619/00]

U.S. Chart 27080 (HH.685/435/03).

213 GULF OF MEXICO — Louisiana — Calcasieu Pass and River — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS, for existing table, centred on:	30° 15'·0N., 93° 16'·3W.
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Chart [*Last correction*].— **3190 (panel E)** [5157/01]

U.S. Notice 51/11347/01 (HH.615/012/2001).

214 GULF OF MEXICO, Alabama — Mobile Bay — Channel depths

Substitute	the accompanying table, CHANNEL DEPTHS, for existing table, centred on:	30° 32'·5N., 88° 12'·5W.
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Chart [*Last correction*].— **3150** [4949/01]

U.S. Notice 51/11376/01 (HH.615/012/2001).

215 NORTH AMERICA, East Coast — Florida Reefs — Marquesas Keys Southwards — Cosgrove Shoal — Lights

Insert	★ Fl.6s54ft9M	(a) 24° 27'·32N., 82° 11'·10W.
Delete	★ Fl.6s56ft9M	(b) 24° 28'·00N., 82° 11'·15W.
		(c) 24° 27'·90N., 82° 10'·80W.

Chart [*Last correction*].— **525 (a,b)** [4724/00] — **1217 (a,c)** [126/02] — **3853 (a,b)** [4530/01]

Light List Vol. J, 2001/02, 3052

U.S. Charts 11434 & 27080 (HH.614/660/04).

217 NORTH AMERICA, East Coast — Florida — Approaches to Port of Palm Beach — Lake Worth Inlet Northeastwards — Fish haven

Insert	☼ (82)	26° 47'·4N., 79° 59'·3W.
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Chart [*Last correction*].— **3684 (plan, Approaches to Port of Palm Beach)** [4950/01]

U.S. Notice 50/11460/01 (HH.614/645/04).

II

218(T)/02 BRITISH ISLES — Oceanographic buoys and moorings established temporarily

- Oceanographic buoys and moorings will be on station in the positions given below until further notice. The most convenient Admiralty Chart is quoted. This list will be updated as necessary by Temporary Notices to Mariners.

<i>Latitude</i>	<i>Longitude</i>	<i>Type</i>	<i>Light</i>	<i>Chart</i>
* 49° 30'·02N	5° 31'·75W	Y. Spherical	Fl(5)Y.20s	2655
51° 05'·99N	1° 38'·21E	Y. Spherical	Fl.Y.10s	323
51° 31'·5N	1° 01'·9E	Y. Toroidal	Fl.Y.	1607
52° 00'·0N	2° 20'·0E	Y. Toroidal	Fl.Y.	1543
52° 16'·53N	6° 15'·63W	Y. Spherical	Fl(5)Y.20s	1787
52° 33'·85N	2° 04'·70E	Y. Spherical	Fl(5)Y.20s	1543
53° 45'·0N	5° 00'·0W	Y. Spherical	Fl.Y.10s	1411
53° 47'·18N	4° 40'·44W	Y. Toroidal	Fl(5)Y.20s	1411
54° 42'·9N	5° 45'·9W	Y. Can	Fl.6s	2198

* Indicates new or revised entry.

- Former Notice 4843(T)/01 is cancelled.

UK Hydrographic Office (HH.111/003/01).

219(P)/02 NORWAY, West Coast — Frøysjøen — Frøya to Florø — Submarine cable

- Mariners are advised that a new submarine cable has been laid between the following positions:
 61° 46'·15N., 4° 53'·13E. (shore)
 61° 45'·75N., 4° 54'·18E.
 61° 45'·47N., 4° 54'·82E.
 61° 45'·33N., 4° 54'·98E.
 61° 45'·02N., 4° 55'·22E.
 61° 44'·07N., 4° 55'·55E.
 61° 43'·58N., 4° 55'·37E.
 61° 43'·13N., 4° 55'·78E.
 61° 42'·67N., 4° 56'·53E.
 61° 42'·07N., 4° 57'·15E.
 61° 41'·57N., 4° 58'·10E.
 61° 41'·17N., 4° 58'·03E.
 61° 40'·92N., 4° 58'·13E.
 61° 40'·47N., 4° 58'·05E.
 61° 40'·05N., 4° 58'·30E.
 61° 39'·50N., 4° 59'·22E.
 61° 38'·65N., 4° 59'·05E.
 61° 38'·35N., 4° 58'·97E.
 61° 38'·15N., 4° 59'·02E.
 61° 37'·40N., 4° 59'·30E.
 61° 37'·20N., 4° 59'·12E.
 61° 36'·42N., 4° 59'·40E.
 61° 35'·80N., 4° 59'·75E.
 61° 35'·78N., 5° 00'·08E.
 61° 35'·83N., 5° 00'·20E. (shore)
- Vessels should avoid anchoring or trawling in the vicinity of the cable route.
- This amendment will be included in the next New Edition of Chart 3038 to be published in early 2002.

Charts affected — 3037 — 3038

Norwegian Notice 22/976/01 (HH.310/475/03).

220(T)/02 AFRICA, South–West Coast — Namibia — Walvis Bay — Wave meters; Buoyage

Mariners are advised that wave meters with red marker buoys have been laid in the following positions:

22° 53'·44S., 14° 25'·54E.
 22° 55'·52S., 14° 26'·82E.
 22° 54'·68S., 14° 30'·42E.

Chart affected — 629

South African Notice 11/109(T)/01 (HH.449/410/04).

221(T)/02 INDIAN OCEAN — Mauritius — Port Louis — Lights

- Mariners are informed that for a trial period of 6 months that commenced 23 November 2001 new aids to navigation are operational at Port Louis Harbour.
- A directional light (Oc.R.10s39m) has been established on a red and white metal structure at Quay A in position 20° 09'·3S., 57° 29'·5E.
- A directional light (F.RWG.69m17M) has been established on the MCB building in position 20° 09'·5S., 57° 29'·8E.
- Lights in the following positions have been temporarily extinguished:
 FL.R.2s21m10M at Quay A 20° 09'·3S., 57° 29'·5E.
 Iso.R.3s64m15M on the MCB building 20° 09'·5S., 57° 29'·8E.
 FL.R.3s.121m15M on Monneron Hill 20° 10'·0S., 57° 30'·5E.

Charts affected — 713 — 711

Mauritius Ports Authority (HH.458/400/03).

II

222(T)/02 CHINA, South-East Coast — Hong Kong — Tiu Chung Chau Southwards — Artificial reef laying

1. Artificial reef laying, of about four months duration, is being carried out in an area joining the following positions:
 $22^{\circ} 19' 415N.$, $114^{\circ} 19' 792E.$
 $22^{\circ} 18' 682N.$, $114^{\circ} 20' 789E.$
 $22^{\circ} 18' 299N.$, $114^{\circ} 22' 001E.$
 $22^{\circ} 16' 368N.$, $114^{\circ} 19' 040E.$
2. The least designated depth of the area is 9m.
3. Vessels navigating through this area should exercise extreme caution.

Charts affected — 1916 — 3612

Marine Department, Hong Kong Notice 24/76(T)/01 (HH.550/414/02).

223(T)/02 CHINA SEA — T'ai-wan, West Coast — Approaches to Kao-Hsiung — Traffic separation schemes; Pilot boarding places

1. The following temporary Routeing Measures in the Approaches to Kao-Hsiung are in force from the 16th November 2001.
2. A separation line joining the following positions:
 - a. $22^{\circ} 36' 85N.$, $120^{\circ} 11' 10E.$
 - b. $22^{\circ} 36' 85N.$, $120^{\circ} 10' 48E.$
 - c. $22^{\circ} 34' 30N.$, $120^{\circ} 12' 10E.$
 - d. $22^{\circ} 34' 30N.$, $120^{\circ} 12' 70E.$

A traffic lane for Southbound traffic established between the separation line specified at 2a.– 2d. above and a straight line joining the following positions:
 - e. $22^{\circ} 36' 85N.$, $120^{\circ} 09' 52E.$
 - f. $22^{\circ} 34' 30N.$, $120^{\circ} 11' 12E.$

A traffic lane for Northbound traffic established between the separation line specified at 2a.– 2d. above and a straight line joining the following positions:
 - g. $22^{\circ} 36' 85N.$, $120^{\circ} 12' 10E.$
 - h. $22^{\circ} 33' 75N.$, $120^{\circ} 14' 10E.$
3. A separation line joining the following positions:
 - i. $22^{\circ} 38' 30N.$, $120^{\circ} 11' 88E.$
 - j. $22^{\circ} 37' 90N.$, $120^{\circ} 12' 95E.$

A traffic lane for outbound traffic established between the separation line specified at 3i. to 3j. above and a straight line joining the following positions:
 - k. $22^{\circ} 38' 80N.$, $120^{\circ} 12' 18E.$
 - l. $22^{\circ} 38' 30N.$, $120^{\circ} 13' 10E.$

A traffic lane for inbound traffic established between the separation line specified at 3i. to 3j. above and a straight line joining the following positions:
 - m. g. above
 - n. $22^{\circ} 37' 50N.$, $120^{\circ} 12' 80E.$
4. A separation line joining the following positions:
 - o. $22^{\circ} 33' 10N.$, $120^{\circ} 14' 25E.$
 - p. $22^{\circ} 33' 10N.$, $120^{\circ} 15' 35E.$

A traffic lane for inbound traffic established between the separation line specified at 4o. to 4p. above and a straight line joining the following positions:
 - q. $22^{\circ} 32' 45N.$, $120^{\circ} 14' 32E.$
 - r. $22^{\circ} 32' 65N.$, $120^{\circ} 15' 40E.$

A traffic lane for outbound traffic established between the separation line specified at 4o. to 4p. above and a straight line joining the following positions:
 - s. h. above
 - t. $22^{\circ} 33' 55N.$, $120^{\circ} 15' 33E.$
5. A safety fairway north limit joining the following positions:
 - u. l. above
 - v. $22^{\circ} 37' 35N.$, $120^{\circ} 14' 93E.$ (★)

A safety fairway south limit joining the following positions:
 - w. n. above
 - x. $22^{\circ} 37' 17N.$, $120^{\circ} 14' 90E.$ (★)
6. A safety fairway north limit joining the following positions:
 - y. t. above
 - z. $22^{\circ} 33' 17N.$, $120^{\circ} 17' 57E.$ (★)

A safety fairway south limit joining the following positions:
 - aa. r. above
 - bb. $22^{\circ} 32' 96N.$, $120^{\circ} 17' 45E.$ (★)
7. Pilot boarding places have been established in the following positions:
 - cc. $22^{\circ} 37' 73N.$, $120^{\circ} 12' 90E.$
 - dd. $22^{\circ} 32' 88N.$, $120^{\circ} 15' 35E.$

Charts affected — 2376 — 3230 — 3232

Taiwanese Notice 58/01 (HH.549/404/03).

224(T)/02 JAPAN — Seto Naikai — Kudako Suidō — Wreck

Mariners are warned that a wreck exists in position $33^{\circ} 59' 54N.$, $132^{\circ} 35' 27E.$

Charts affected — 3602 — 3603

Japanese Notice 11/380(T)/00 (HH.568/424/04).

II

225(T)/02 CARIBBEAN SEA — Isla de San Andres (St Andrew Island) — Depths; Aids to navigation

1. Latest Colombian Government charts show significant changes to depths and the positions of aids to navigation to those shown on Chart 1511.
2. Navigation in the vicinity of Isla de San Andres (St Andrew Island), in position 12° 33'·0N., 81° 43'·0W., should not be attempted without reference to Colombian Government Chart 201 and local knowledge.

Chart affected — 1511

Colombian Chart 201 (HH.672/415/02).

To accompany Notice to Mariners 153/02

On Chart 1540

DEPTHS

The channels and depths in the vicinity of Crawford lower light-beacon (52° 40'·70N., 8° 45'·23W.) and The Pool, Limerick (52° 39'·55N., 8° 38'·65W.) are subject to seasonal change. For the latest information, mariners are advised to consult Shannon Foynes Port Company.

To accompany Notice to Mariners 167/02

On Chart 2672

OIL AND GAS FIELDS

Production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines, generally exhibit Mo(U) lights, aircraft obstruction lights, and audible fog signals. Unauthorised navigation is prohibited within 500 metres of all such structures, including storage tankers which can swing about their moorings. Tankers manoeuvring in the vicinity of platforms and moorings should be given a wide berth. For further information see The Mariner's Handbook.

To accompany Notice to Mariners 190/02

On Chart 1495

FISH AGGREGATING DEVICES

Many fish aggregating devices are present around La Réunion. They are marked by a string of orange, red or yellow coloured floats and a radar reflector. Mariners should keep a distance of 1 mile off these devices. For the latest positions of fish aggregating devices around La Réunion see Admiralty Temporary and Preliminary Notices to Mariners.

On Chart 1497

FISH AGGREGATING DEVICES

Many fish aggregating devices are present around La Réunion. They are marked by a string of orange, red or yellow coloured floats and a radar reflector. Mariners should keep a distance of 1 mile off these devices. For the latest positions of fish aggregating devices around La Réunion see Admiralty Temporary and Preliminary Notices to Mariners.

On Chart 3190

CHANNEL DEPTHS (see Note)								
CALCASIEU PASS AND RIVER								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 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)
BAR CHANNEL	29.0	39.0	39.0	28.0	10-01	800	19.1	42
JETTY CHANNEL TO (29°46'00"N, 93°20'40"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00"N, 93°20'43"W)	22.0	38.0	40.0	36.0	7-01;9-01;10-01	400	6.0	40
THENCE TO A POINT (29°58'00"N, 93°20'10"W)	33.0	37.0	39.0	34.0	10-01	400	6.0	40
THENCE TO A POINT (30°04'00"N, 93°19'38"W)	32.0	37.0	36.0	25.0	7-01;10-01	400	6.0	40
THENCE TO A POINT (30°09'00"N, 93°19'58"W)	36.0	38.0	40.0	35.0	7-01	400	5.0	40
THENCE TO 210 BRIDGE (30°12'06"N, 93°16'50"W)	37.0	40.0	34.0	37.0	7-01	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'09"N, 93°15'08"W)	38.0	40.0	40.0	38.0	7-01	400	2.0	40

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

On Chart 3150

CHANNEL DEPTHS (see Note)							
MOBILE BAY AND RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORTS OF MAR-SEP 2001							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	44.8	45.6	44.1	6-01	600	1.7	47
MOBILE BAY:							
LOWER REACH (TO LIGHT 50)	41.4	44.6	41.2	6-01	400	11.8	45
UPPER REACH	35.4	40.0	36.4	6-01	400	13.4	40-45
MOBILE RIVER:							
PINTO ISLAND REACH	37.0	40.0	37.3	3-01	700-800	0.6	40
MOBILE CHANNEL	35.9	40.0	37.4	3-01	600	1.5	40
MOBILE TURNING BASIN	40.0	40.0	39.0	3-01	200-675	0.4	40
BLAKELEY ISLAND REACH	38.4	30.2	33.2	3-01	500	1.0	40
ST. LOUIS POINT REACH	18.9	25.4	22.3	6-00	500	0.2	25
CHICKASAW CREEK CHANNEL	15.6	24.7	22.4	7-01	250	2.7	25
ARLINGTON CHANNEL	14.5	15.5	13.5	6-00	150	1.4	27
OCEAN TERMINAL TURNING BASIN	14.5	15.5	13.5	2-99	600	0.1	27
THEODORE SHIP CHANNEL:							
BAY CUT	35.2	39.1	37.1	9-01	400	4.5	40
ANCHORAGE AREA	40.0	40.0	39.9	9-01	300	0.2	40
LAND CUT	36.6	38.4	36.6	9-01	300	1.5	40
TURNING BASIN	38.3	38.0	34.8	9-01	1400	0.3	40
BARGE CHANNEL	13.2	12.2	10.5	6-00	100	1.1	12
A. ROCK OBSTRUCTIONS REPORTED FROM LIGHT "20", CONTINUING FOR APPROXIMATELY 600 FEET EASTWARD. MINIMUM DEPTH OVER ROCKS IS 38 FEET.							
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

To accompany Notice to Mariners 216/02

On Chart 1217

GREAT BAHAMA BANK AND CAY SAL
BANK - POSITIONS

The charted positions, size, shape and orientation of the islands, lights and banks on Great Bahama Bank and Cay Sal Bank are unreliable.

On Chart 2866

GREAT BAHAMA BANK AND CAY SAL
BANK - POSITIONS

The charted positions, size, shape and orientation of the islands, lights and banks on Great Bahama Bank and Cay Sal Bank are unreliable.

On Chart 3866

GREAT BAHAMA BANK AND CAY SAL
BANK - POSITIONS

The charted positions, size, shape and orientation of the islands, lights and banks on Great Bahama Bank and Cay Sal Bank are unreliable.

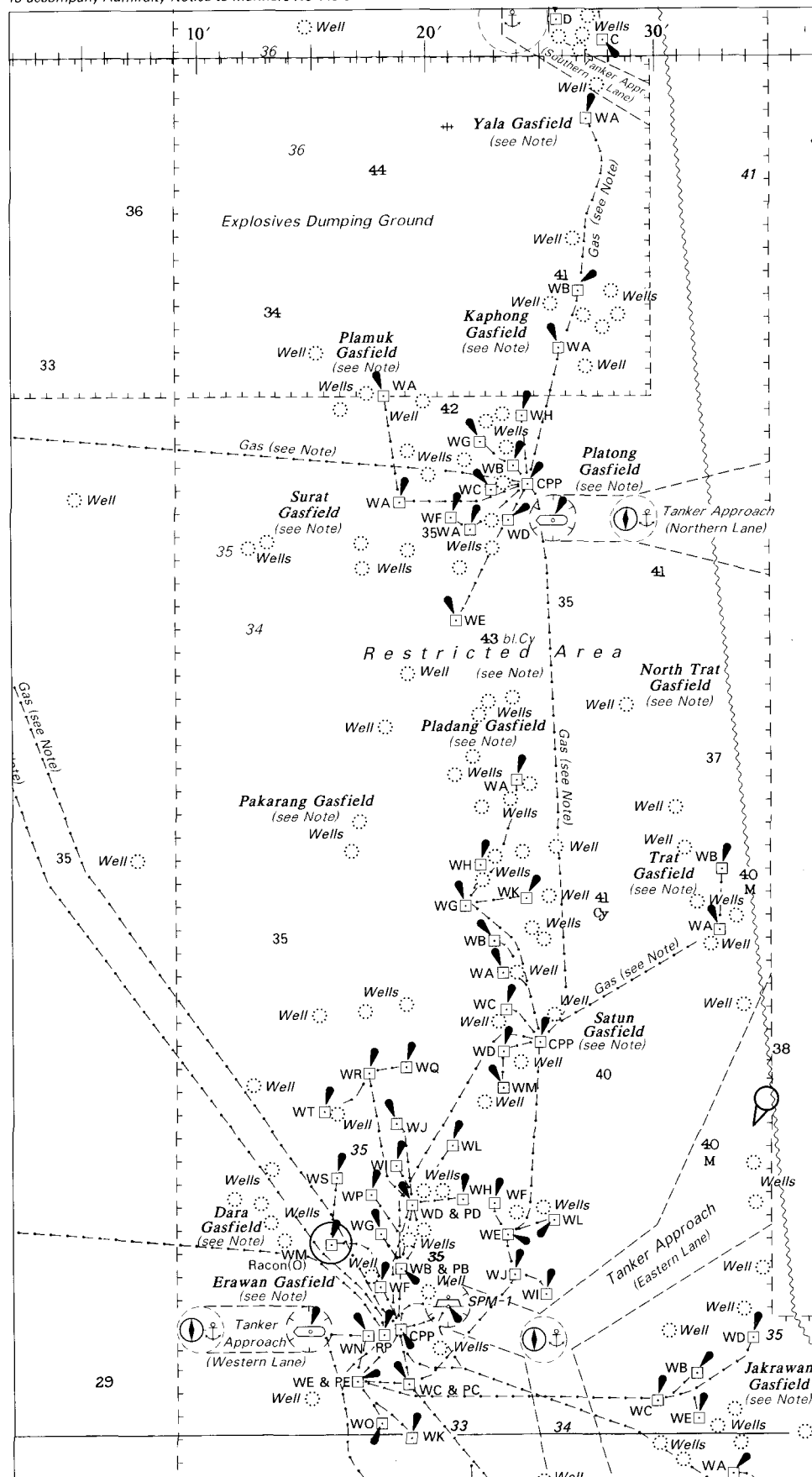


to accompany Notice to Mariners 178/02

On Chart 1869

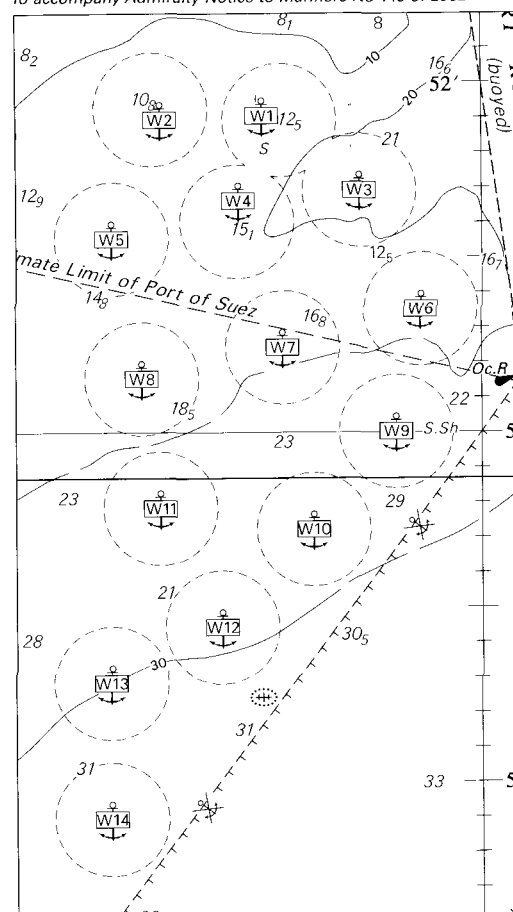
MARINE RESERVE

Within the area indicated, fishing or subaquatic activity of any description is subject to authorisation by the Ministry of Fisheries for the Autonomous Community of the Canary Islands.

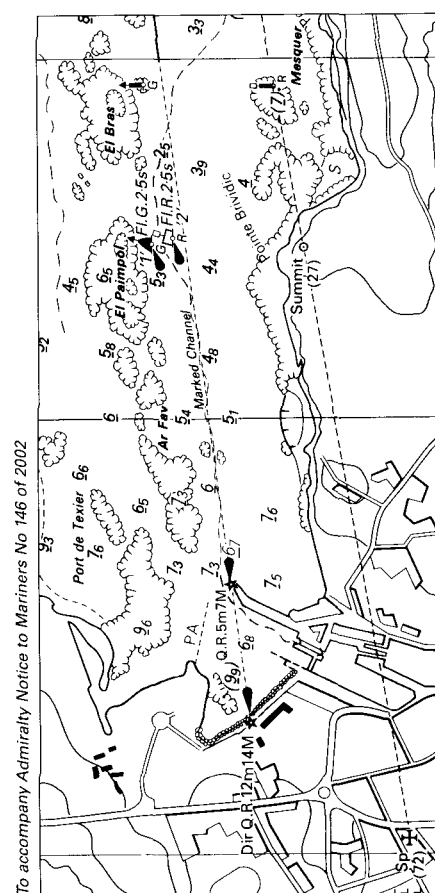


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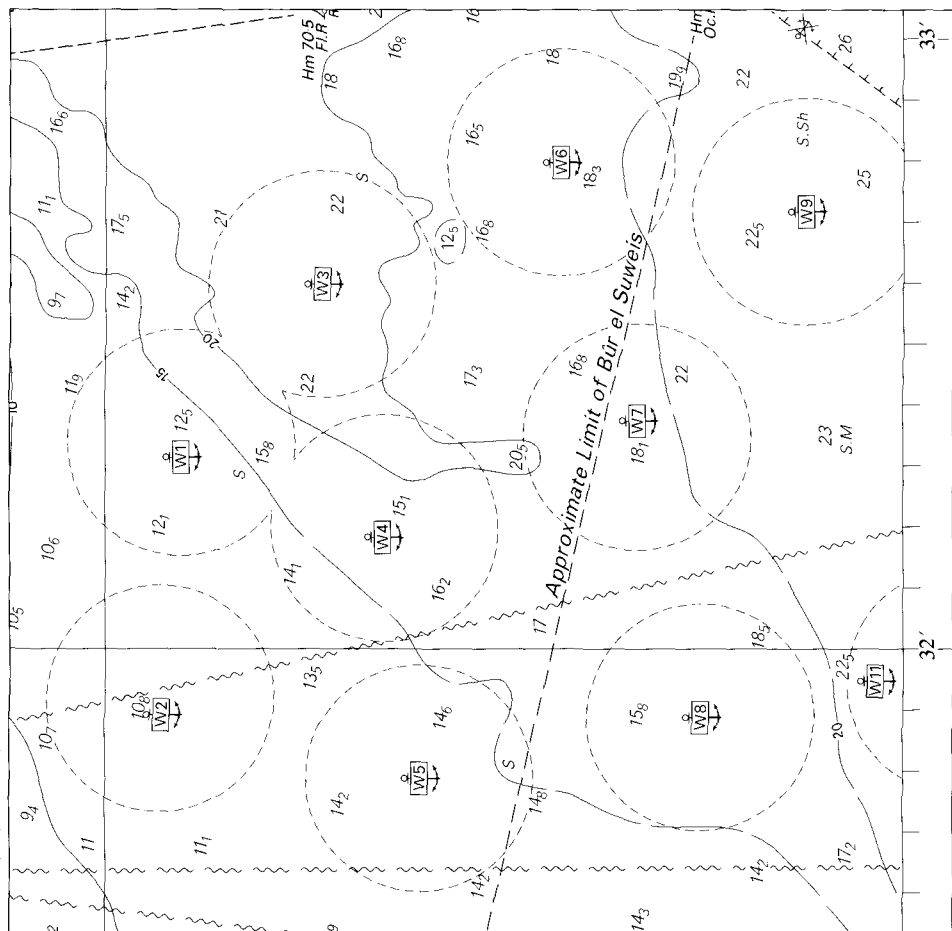
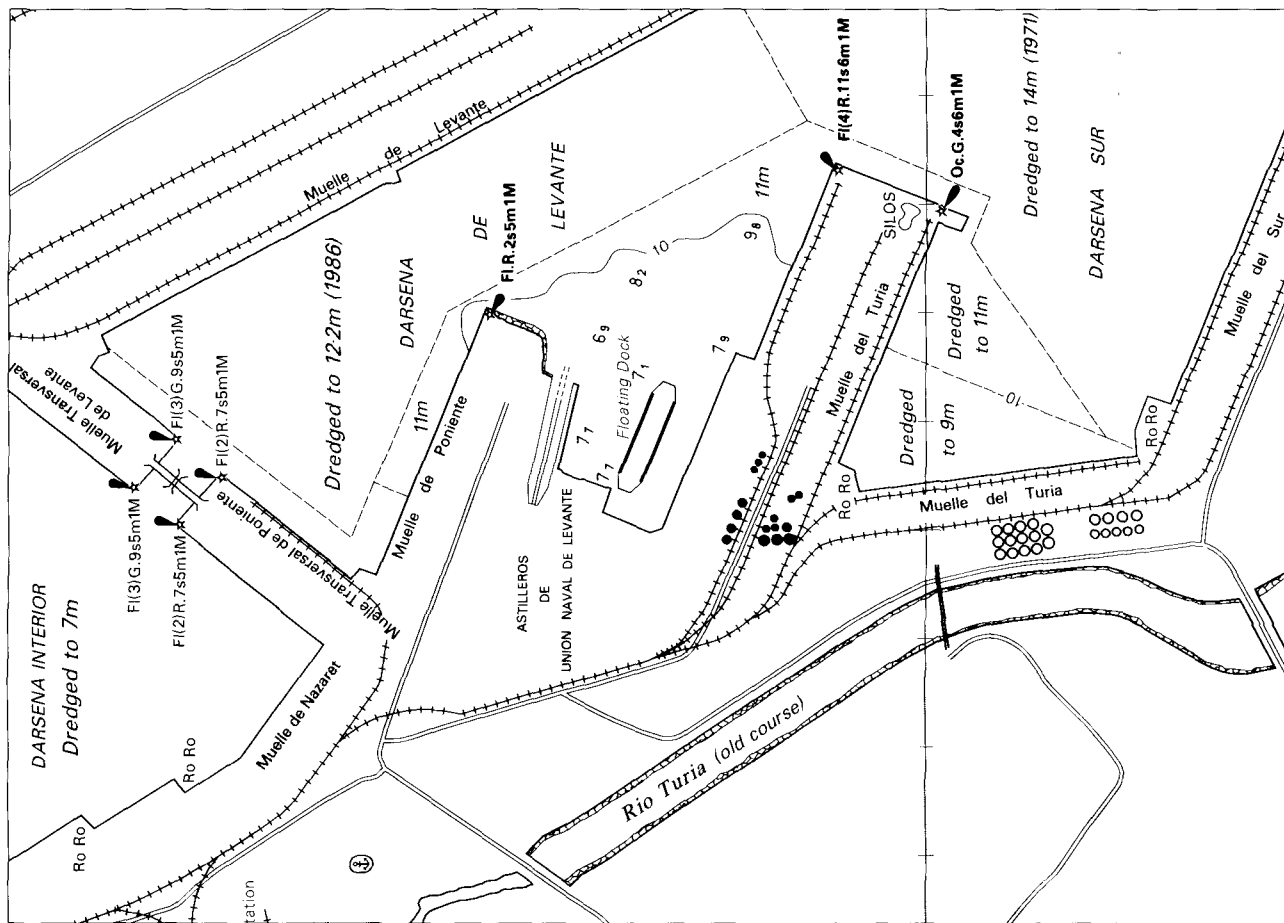
To accompany Admiralty Notice to Mariners No 148 of 2002

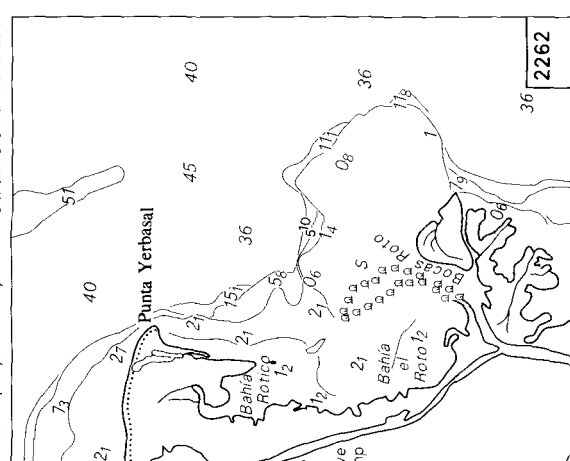
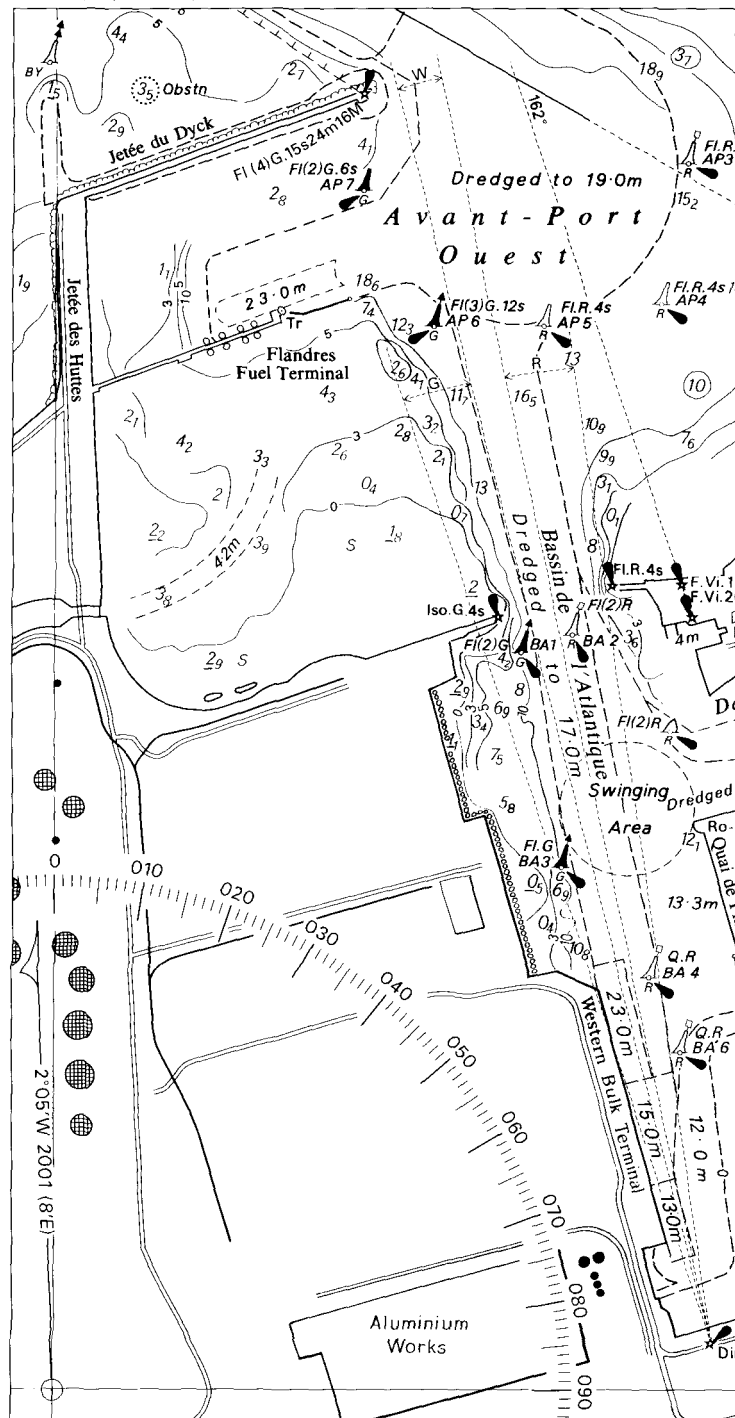


Block for Chart No 2098



Block B for Chart No 3673





III

NAVIGATIONAL WARNINGS

See N.M. 13/01. Messages printed below are all in force on 1 January 2002. 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) 2nd Week 10/1/02.

NAVAREA I warnings in force 01/01/02: 2000 series: 189 397 419 473 533.

2001 series: 114 151 152 222 252 258 283 303 311 450 456 457 459 465 467 472 487 499 501 510 516 521 523.

2002 series: 001 002 003 004.

508 Cancelled.

509 Cancelled.

510 SCOTLAND, West Coast. Loch Indaal. Chart BA 2168. Rubh'an Duin Light (A4254) 55°45'N 006°22'W, temporarily changed to unsectored Light Fl(2)7s14m8M.

511 Cancelled. Cancel 116/01. Wreck salvaged.

512 Cancelled.

513 Cancelled.

514 Cancelled.

515 Cancelled. Cancel 514/01.

516 SCOTLAND, West Coast. Sound of Jura. Chart BA 2326. Rèisa An T'Struith Light (A4208) 56°08'N 005°39'W range temporarily reduced to 5 Miles.

517 Cancelled. Cancel 504/01.

518 Cancelled. Cancel 505/01

519 Cancelled. Cancel 506/01.

520 Cancelled. Cancel 507/01.

521 ENGLAND, South Coast. Poole Bay. Anvil Point. Chart BA 2615. Anvil Point Light (A0496) 50°36'N 001°58'W range permanently reduced to 19 Miles, light exhibited 24 hours.

522 Cancelled.

523 SANTNAV. GPS. PRN 24 unusable until further notice.

2002 series:

001 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 011000z Jan 02.

53°04'·1N	004°03'·4E	Ensco 85
53°20'·4N	003°19'·4E	Ensco 80
53°20'·8N	003°56'·8E	Noble Piet Van Ede
53°39'·0N	003°41'·6E	Ensco 100
53°42'·3N	004°36'·1E	Glomar Adriatic 11
53°48'·2N	005°19'·5E	Noble Lynda Bossler

NOTES:

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

2. Cancel 517/01.

III

002 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 011000z Jan 02.

	55°31'·8N	005°00'·4E	Maersk Endeavour
	55°43'·1N	017°59'·8E	Petrobaltic
	56°00'·2N	003°11'·1E	Glomar Arctic 4
	56°07'·8N	004°24'·6E	Ensco 70
	56°41'·8N	002°14'·9E	J.W. McLean
	56°42'·4N	001°41'·4E	Glomar Grand Banks
	56°43'·3N	003°34'·7E	Transocean Nordic
	56°51'·0N	002°15'·3E	Galaxy 1
NEW	Tunisia		Bredford Dolphin
	57°04'·9N	002°05'·2E	Sedco 714
	57°10'·1N	000°49'·7E	Santa Fe 140
NEW	57°10'·2N	000°41'·1E	Ocean Nomad
	57°48'·1N	001°01'·6W	Stena Dee
	57°49'·4N	000°58'·5W	Borgny Dolphin
	57°59'·0N	000°09'·8E	Ocean Princess
	58°01'·6N	001°06'·6E	Stena Spey
	58°17'·0N	002°02'·6E	Byford Dolphin
	58°18'·1N	001°42'·4W	Sedco 704
	59°09'·9N	002°29'·2E	Scarabeo 6
	59°26'·0N	001°40'·9E	Glomar Arctic 3
	59°31'·3N	001°25'·4E	Sedco 711
	59°34'·9N	001°39'·3E	Borgsten Dolphin
	59°44'·0N	001°34'·6E	Paul B. Loyd Jnr

NOTES:

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

2. Cancel 518/01.

003 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 011000z Jan 02.

	60°20'·1N	004°02'·2W	Transocean Leader
	60°20'·4N	001°41'·7E	Transocean John Shaw
	60°20'·6N	004°14'·7W	Jack Bates
	60°28'·1N	002°39'·2E	Deepsea Delta
	60°42'·6N	003°30'·4E	West Venture
	60°48'·5N	003°33'·4E	Polar Pioneer
	60°51'·4N	002°39'·0E	Maersk Gallant
	60°53'·4N	003°39'·2E	Maersk Jutlander
NEW	Invergordon		Noble Ton Van Langeveld
	61°02'·0N	001°07'·7E	Sedco 712
NEW	61°07'·4N	002°14'·7E	Deepsea Trym
	61°16'·1N	002°20'·5E	Transocean Arctic
	61°20'·5N	001°59'·8E	Borgland Dolphin
	61°22'·8N	002°06'·2E	Bideford Dolphin
	61°25'·9N	002°34'·1E	West Vanguard
	61°33'·9N	001°36'·4E	Ocean Guardian
	64°10'·0N	004°21'·0E	Scarabeo 5
	64°37'·3N	006°36'·1E	Transocean Winner
NEW	65°01'·1N	006°35'·1E	Transocean Searcher
	65°17'·2N	007°18'·2E	Transocean Prospect
	65°42'·1N	007°35'·8E	West Alpha
NEW	66°03'·6N	008°10'·7E	Stena Don

NOTES:

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

2. Cancel 519/01.

III

004 RIGLIST. South and West Coasts of the British Isles. Correct at 011000z Jan 02.

54°00'·7N 003°46'·2W Ensco 72

NOTES:

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

2. Cancel 520/01.

Cancel 088/01. Buoy recovered.

Cancel 179/01. ANM 167/02 refers.

Cancel 269/01. No further reports.

Cancel 444/01. Section VI correction to ALRS Vol 3(1) in ANM week 51/01 refers.

Cancel 447/01. ANM 4858/01 refers.

Cancel 449/01. ANM 4861/01 refers.

(2) Navarea II (E Atlantic) 2nd Week 10/1/02.

Edited Navarea II warnings in force 01/01/02: NIL.

2001 series: 446 to 457 received.

2002 series: 001 received.

(3) Navarea III (Mediterranean) 2nd Week 10/1/02.

Edited Navarea III warnings in force 01/01/02: 466/01, 552/01.

691 to 704 received.

(4) Navarea IV (NW Atlantic) 2nd Week 10/1/02.

Edited Navarea IV warnings in force 01/01/02: 383/01.

477 to 482 received.

(5) Navarea V (W Atlantic) 2nd Week 10/1/02.

Edited Navarea V warnings in force 01/01/02: 923/97, 568/98, 055/01, 1368/01.

Nil received.

(6) Navarea VI (SW Atlantic) 2nd Week 10/1/02.

Edited Navarea VI warnings in force 01/01/02: 101/01, 175/01.

Nil received.

(7) Navarea VII (SE Atlantic) 2nd Week 10/1/02.

Edited Navarea VII warnings in force 01/01/02: NIL.

148 to 155 received.

(8) Navarea VIII (Indian Ocean) 2nd Week 10/1/02.

Edited Navarea VIII warnings in force 01/01/02: 388/00, 268/01, 497/01, 569/01.

677 to 726 received.

Cancel 669/01. ANM 86/02 refers.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 2nd Week 10/1/02.

Edited Navarea IX warnings in force 01/01/02: NIL.

273 to 289 received.

(10) Navarea X (Australia, New Guinea) 2nd Week 10/1/02.

Edited Navarea X warnings in force 01/01/02: 020/00.

Nil received.

III

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 2nd Week 10/1/02.

Edited Navarea XI warnings in force 01/01/02: 786/01.
819 to 848 received.

Cancel 788/01. ANM 96/02 refers.
Cancel 791/01. ANM 93/02 refers.

(12) Navarea XII (NE Pacific) 2nd Week 10/1/02.

Edited Navarea XII warnings in force 01/01/02: 288/01.
2001 series: 386 to 393 received.
2002 series: 001 and 002 received.

(13) Navarea XIII (NW Pacific) 2nd Week 10/1/02.

Edited Navarea XIII warnings in force 01/01/02: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 2nd Week 10/1/02.

Edited Navarea XIV warnings in force 01/01/02: 091/01, 245/01.
262 to 264 and 267 to 269 received, 265 and 266 missing.

Cancel 239/01. ANM 5147/01 refers.

(15) Navarea XV (SE Pacific) 2nd Week 10/1/02.

Edited Navarea XV warnings in force 01/01/02: 061/01.
121 and 122 received.

(16) Navarea XVI (E Pacific) 2nd Week 10/1/02.

Edited Navarea XVI warnings in force 01/01/02: 151/98.
248 to 323 received.

(17) Hydropacs (Pacific, Indian Ocean) 2nd Week 10/1/02.

Edited Hydropacs in force 01/01/02: 1272/99, 1639/01, 1647/01.
2061 to 2130 received.

(18) Hydrolants (Atlantic, Mediterranean) 2nd Week 10/1/02.

Edited Hydrolants in force 01/01/02: 2002/98, 1581/00, 2659/01.
2001 series: 3206 to 3310 received.
2002 series: 001 received.

Cancel 1516/94 and 2748/01. No further reports.
Cancel 2864/01. ANM 4996/01 refers.

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 1 Africa Pilot Volume I (1982 Edition) — Supplement 7–1999**Dodo River – EA Oilfield — Safety Zone****304**

L 28–30 Including existing Supplement amendment,
Replace by:

EA Oilfield (4°49'N, 5°21'E) lies about 8 miles SW of the Dodo River entrance. The field consists of a FPSO and numerous associated platforms and wells: these may or may not be lit or charted. The field is contained within a 2.7 mile (5000 m) Safety Zone to which Entry is Restricted.

Shell Petroleum Development Company of Nigeria Limited
(HH. 440/180/10) [02/02]

NP 7 South America Pilot Volume III (2001 Edition)**Puerto Bolívar — Pilot boarding position; leading lights****343**

Paragraph 11.59 *1* line 2 *Replace by:*

...boards about 1½ miles N of Punta Jambelí (3°11'3S,...

Paragraph 11.66 *Replace by:*

**Entrance
11.66****1 Bajo Salinas Leading Lights.**

Front Light (white round metal tower, orange bands)
(3°13'7S, 80°00'2W).

Rear Light (similar structure) (3°14'2S,
80°00'0W).

2 From the pilot boarding position, the recommended track, marked by lights and light-buoys, leads about 2¼ miles SSE on the alignment (158°) of the above leading lights, to a position 8 cables NNE of the front light, passing (with positions relative to Punta Jambelí):

3 WSW of the fairway light-buoy (safe water)
(1¼ miles NNE) (11.64), thence:

WSW of a shoal patch (1 mile NE) with a depth of
8.2 m over it, thence:

Through Boca Jambelí (5 cables E), and:

WSW of No 1 Light-buoy (port hand) (8 cables
ENE).

4 From a position about 8 cables NNE of the Bajo Salinas front leading light, the recommended track, marked by lights and light-buoys, continues SSE for about 2¼ miles on the line of bearing (170°) of Iglesia Light (11.67), passing (with positions relative to Punta Jambelí):

5 ENE of Estero Jambelí (1½ miles S), and:

WSW of Bajo Salinas front light, thence:

WSW of the rear light (2¼ miles SSE).

Thence the track leads to a position NE of No 2 Light-buoy (3 miles SSE).

From this position the chart is sufficient guide.

Paragraph 11.67 *1* lines 8 and 9 *Delete*

Ecuadorean Notice 9/18–20/01

HH. 642/401/02

[02/02]

**Tumaco — Anchorage, approach channel
buoyage and shoal****366**

Paragraph 12.27 *1* *Replace by:*

1 Anchorage may be obtained close to the pilot boarding position (12.28), 5 miles NW of Isla del Morro in a depth of about 46 m.

367

Paragraph 12.36 *Replace by:*

**Seaward to alongside berth
12.36**

1 The channel to Tumaco is periodically dredged and the buoyage is moved accordingly.

From a position in the vicinity of the pilot boarding area (1°53'0N, 78°48'6W), as shown on the plan, the track leads ESE through a dredged channel, marked by light-buoys (lateral), passing (with positions relative to Tumaco Light (1°49'4N, 78°43'7W) (12.9)):

2 Clear of the fairway light-buoy (¾ miles NW)
(safe water), thence:

NNE of an isolated shoal (3 miles WNW), with
1.7 m of water over it, thence:

NNE of a bank (2 miles WNW), which extends
WNW from Isla del Morro (12.5), and almost
dries at low water, thence:

3 Between Nos 1 and 2 Light-buoys (2½ miles
NW), thence:

Through La Barra (1¼ miles NW), a channel
marked by light-buoys (lateral).

4 Thence the track leads SE, passing:

SW of El Viudo shoal (2 miles NNE), marked
by a light (red concrete tower, black bands);
the shoal lies in the red sector (202½°–207°)
of Tumaco Light. Thence:

SSW of No 11 Light-buoy (1 mile NNE).

Paragraph 12.38 *1* lines 3 and 4 *Replace by:*

...78°43'7W), the track leads S on the alignment of the leading lights.

Paragraph 12.42 *1* lines 3 to 5 *Replace by:*

...shore, is marked by a buoy (spar).

Colombian Notices 3/00 and 5/00, and Colombian Chart
101

HH. 641/400/02

[02/02]

NP 20 Baltic Pilot Volume III (2000 Edition)

Gulf of Bothnia – Finland —Vessel Traffic Service

3

Paragraph 1.12 *1* including existing Section IV notice week 09/01 *Replace by:*

- 1* The following Vessel Traffic Service Systems are in operation around the coast of Finland:

The approaches to Helsinki, including
Porkkalanselkä and the approaches to Vuosaari;
The approaches to Kotka;
The Saaristomeri area;
The approaches to Rauma and Pori;
Bothnia VTS, covering the approaches to the north-western Finnish ports.

268

After Paragraph 7.160 Insert:

**Vessel Traffic Service
7.160a**

- 1* Bothnia VTS is a mandatory scheme which monitors traffic and provides vessels with information to assist safe navigation. Sector A includes the approaches to Kristiinankaupunki and Kaskinen, and the waters to seaward as far as the international boundary with Sweden.
- 2* For details of the required reports and the designated reporting points, see the relevant *Admiralty List of Radio Signals*.

272

Paragraph 7.190 *Replace by:*

**Vessel Traffic Service
7.190**

- 1* See 7.160a.

278

Paragraph 7.226 *1* line 1 *Insert:*

Vessel Traffic Service. See 7.160a.

282

After Paragraph 7.238 Insert:

**Vessel Traffic Service
7.238a**

- 1* Bothnia VTS is a mandatory scheme which monitors traffic and provides vessels with information to assist safe navigation. Sector B includes the approaches to Vaasa, the S part of Norra Kvarken, and the waters to seaward as far as the international boundary with Sweden.
- 2* For details of the required reports and the designated reporting points, see the relevant *Admiralty List of Radio Signals*.

294

Paragraph 7.329 *Replace by:*

**Vessel Traffic Service
7.329**

- 1* See 7.238a.

297

After Paragraph 8.9 Insert:

**Vessel Traffic Service
8.9a**

- 1* Bothnia VTS is a mandatory scheme which monitors traffic and provides vessels with information to assist safe navigation. Sector C includes the approaches to Pietarsaari and Kokkola, and the waters to seaward as far as the international boundary with Sweden; Sector D includes the approaches to Raahé.
- 2* For details of the required reports and the designated reporting points, see the relevant *Admiralty List of Radio Signals*.

300

Paragraph 8.17 *1* lines 1 and 2 *Replace by:*

- 1* **Vessel Traffic Service.** See 8.9a.

302

Paragraph 8.38 *Replace by:*

**Vessel Traffic Service
8.38**

- 1* See 8.9a.

308

Paragraph 8.90 *Replace by:*

**Vessel Traffic Service
8.90**

- 1* See 8.9a.

310

After Paragraph 8.114 Insert:

**Vessel Traffic Service
8.114a**

- 1* Bothnia VTS is a mandatory scheme which monitors traffic and provides vessels with information to assist safe navigation. Sector D includes the approaches to Oulu, Kemi and Tornio, and the waters to seaward as far as the international boundary with Sweden.
- 2* For details of the required reports and the designated reporting points, see the relevant *Admiralty List of Radio Signals*.

315

Paragraph 8.148 *Replace by:*

**Vessel Traffic Service
8.148**

- 1* See 8.114a.

321

Paragraph 8.204 *Replace by:*

**Vessel Traffic Service
8.204**

- 1* See 8.114a.

326

Paragraph 8.236 *1* line 1 *Insert:*

Vessel Traffic Service. See 8.114a.

Finnish Notice 19/776/2001
(HH. 320/130/02)

[02/02]

IV

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

Gulf of Tartary – De Kastri — Anchorage, Tanker berth, Restricted area

240

R 52 *Add*:

Designated anchorage area No 171 lies in the approaches to Zaliv Chickhacheva, bounded by the following coordinates:

- 51°26′.5N, 140°53′.2E,
- 51°28′.0N, 140°53′.2E,
- 51°28′.0N, 140°54′.5E, and
- 51°26′.5N, 140°54′.5E.

241

R 7 *Insert*:

Tanker berth. A platform and tanker berth, enclosed within a Prohibited Area No 15A, stands in the N entrance to Zaliv Chickhacheva in position 51°28′.8N, 140°52′.4E.

Restricted area. Anchoring and fishing are prohibited in area No 69A which lies between the tanker berth and the coastline WNW.

340, 341, 342, 343

Appendix II, Existing Supplement amendment, Russian Regulated Areas:

Existing Supplement amendment page 63, Areas Prohibited to Navigation, Gulf of Tartary, *Add*:

Area No 15A, De Kastri (8.135), enclosing the Tanker berth:

- 1) 51°28′.6N, 140°52′.3E,
- 2) 51°28′.9N, 140°52′.2E,
- 3) 51°29′.0N, 140°52′.7E, and
- 4) 51°28′.7N, 140°52′.8E.

Existing Supplement amendment page 71, Areas Prohibited for Anchoring, Fishing, Underwater and Dredging Operations, Underwater Explosions and Navigating with a Trailing Anchor, Gulf of Tartary, *Add*:

Area No 69A, De Kastri, between the Tanker berth and the coastline NW:

- 1) 51°29′.2N, 140°51′.6E (shore),
- 2) 51°29′.0N, 140°52′.7E,
- 3) 51°28′.9N, 140°52′.2E,
- 4) 51°28′.6N, 140°52′.3E,
- 5) 51°28′.7N, 140°51′.1E,
- 6) 51°29′.1N, 140°50′.5E, and
- 7) 51°29′.5N, 140°50′.3E (shore).

Existing Supplement amendment page 98, Anchorage Areas, Gulf of Tartary, *Add*:

Zaliv Chickhacheva.

Area No 171. The area bounded by the line joining the following positions:

- 1) 51°26′.5N, 140°53′.2E,
- 2) 51°28′.0N, 140°53′.2E,
- 3) 51°28′.0N, 140°54′.5E, and
- 4) 51°26′.5N, 140°54′.5E.

Russian Notice 48/7493/01

(HH. 570/440/03)

[02/02]

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

Crotone — Wrecks

253

L 29–33 Including existing Supplement amendment and Section IV Notice Week 44/99, *Replace by*:

A **light** is exhibited from a red metal framework tower, 4 m in height, near the head of the mole. When entering the harbour the head of the mole should be given a clearance of 100 m and the head of Molo Sottoflutto, 2½ cables S, a clearance of 50 m.

A stranded wreck, marked by a buoy, lies 5½ cables N of the head of Molo Foraneo, and another wreck, the position of which is approximate, with a least depth of 4 m over it, lies 5 cables NW of the mole head.

Italian Notice 21.16/01

(HH. 370/420/02)

[02/02]

NP 47 Mediterranean Pilot Volume III (1988 Edition) — Supplement 4–1998

Approaches to Venezia – Porto di Lido eastwards — Obstruction

584

R 14 *Add*:

Clear of an obstruction, with a depth of 16 m over it, in position 45°24′.0N, 12°34′.8E, thence:

Italian Notice 21.18/01

(HH. 370/630/02)

[02/02]

NP 64 Red Sea and Gulf of Aden Pilot (1980 Edition–Revised 1987) — Supplement 5–1998

Port Salalah (Minā Raysūt) — Anchorage areas

250

L 64–70 Including existing Supplement amendment *Replace by*:

Anchorage. Three designated anchorage areas have been established SE of the port entrance, as indicated on the chart:

“A” Vessels waiting for a berth

“B” Vessels requiring offshore services

“C” Vessels requiring bunkering or ship to shore services.

Prohibited area. An area to which entry is prohibited has been established within the following limits:

In the W by the meridian of 54°04′E from the shoreline S to 16°58′N;

In the E by the meridian of 54°08′E from the shoreline S to 16°58′N.

Salalah Port Harbour Master

(HH. 485/400/04)

[02/02]

NP 71 West Indies Pilot Volume II (2000 Edition)

Saint Thomas Harbor — Fish havens

115

*After Paragraph 3.394 Insert:***Fish havens****3.394a**

- 1 Fish havens are situated in the approaches to Saint Thomas Harbour at:
- 18°17'·5N, 64°59'·0W, with a least depth of 16·5 m (54 ft), in the approaches to West Gregerie Channel (3.431), South West Road (3.406) and SW approach to Charlotte Amalie (3.420);
- 2 18°18'·3N, 64°58'·4W, S of Porpoise Rock (3.432), with a least depth of 18·3 m (60 ft); 18°19'·6N, 64°59'·7W, in South West Road, with a least depth of 16·1 m (53 ft).

US Notice 45/25649/01

(HH. 671/420/03)

[02/02]

Bahía de Ponce — Obstructions, wreck

191

Paragraph 4.581 5 lines 3 and 4 *Replace by:*

...on its NW side by No 4 buoy (starboard hand). A wreck, with 6·4 m (21 ft) of water over it, lies $\frac{3}{4}$ cable NNE of the buoy: Thence:

192

Paragraph 4.585 2 *Replace by:*

- 2 An isolated rock ($1\frac{1}{4}$ miles NNW), with a depth of 3·4 m (11 ft) over it, which lies on the coastal bank.
- A sewer (1 mile NNW) as shown on the chart.
- Two obstructions (1 mile NW) with 8·8 m (29 ft) and 9·1 m (30 ft) of water over them.
- A spit ($1\frac{1}{2}$ miles WNW), with a depth of less than 5·5 m (18 ft) over it, which extends $4\frac{1}{2}$ cables S from the entrance to Laguna de las Salinas (Chart 3408), a lagoon close NE of Punta Cuchara (4.560).

US Notice 45/25683/01

(HH. 675/410/02)

[02/02]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001/02. Weekly Edition No. 2, Dated 10th January, 2002.

Last Amendment: Weekly Edition No. 1, dated 3rd January, 2002.

1314	- Marais-Vernier. Km 339.9	49 27.8 0 26.9	Fl G 4s	8	5 Platform on white and green column	<i>fl 1</i> 7	*
1315	- Tancarville. Locks. S side	49 28.4 0 27.5	Q W	9	9 Black Δ , on yellow beacon, black top	7	
*	*	*	*	*	*	*	*
1315.1	--- E side	49 28.5 0 27.8	VQ(3)W 5s	7	8 Black $\hat{\Phi}$, on black beacon, yellow band		
*	*	*	*	*	*	*	*
1315.2	--- N Quay	49 28.5 0 27.8	Q R	7	6 Red tower		
*	*	*	*	*	*	*	*
1377.4	<i>Remove from List</i>						
1378	- Enrochements Est. Head. (Saint-Médard)	49 18.1 0 14.5	Oc(2)R 6s	7	8 White pylon, red top 17	<i>ec 1, lt 1, ec 1, lt 3</i>	*
1476	- Fort de l'Est	49 40.3 1 35.9	Iso G 4s	19	9 White pylon, green top 9		*
1479	-- Marine Farm. SW	49 40.4 1 37.4	Fl(2+1)Y 10s	...	... × on yellow beacon	<i>fl 0.6, ec 0.6, fl 0.6, ec 1.8, fl 0.6, ec 5.8. Marks Prohibited Area</i>	*
	*		*				*
1479.1	--- SE	49 40.4 1 37.4	Fl(2+1)Y 10s	...	... × on yellow beacon	<i>fl 0.6, ec 0.6, fl 0.6, ec 1.8, fl 0.6, ec 5.8. Marks prohibited area</i>	*
*	*	*	*	*	*	*	*
2343	- 4.1M NE. Meteorological Mast	52 59.1 1 22.0	Fl Y 3s	12	... Grey lattice mast on round yellow metal pile 62	1 on either side of mast. Ra refl. (P) 2001/02. Mast will remain until March 2005. Wind Farm development (P) 2004/05	
	---	...	F R	62	... Masthead		
	---	...	F R	37	... Mast	1 on either side of mast	
	---	...	Horn Mo(U) 30s				
	*		*	*	*	*	*
3808.3	---	60 25.3 0 45.1	Fl(2)G 5s	3	... Green metal post		
*	*	*	*	*	*	*	*
3808.35	-- Orfans Holm	60 25.2 0 45.0	Q(9)W 15s	...	... Σ on yellow beacon, black band		
*	*	*	*	*	*	*	*

V

Volume A *continued.*

4122	- Eileanan Glasa. Green Island. Dearg Sgeir (N)	56 32:3 5 54.7	Fl W 6s	7	8	White clad metal framework tower	<i>fl 0.3</i>
						7	
						*	*
4172	Lady's Rock (N)	56 26:9 5 37.0	Fl W 6s	12	5	Red clad metal framework tower on white concrete base	<i>fl 0.5</i>
						12	
						*	*
4186	Kerrera Sound. Dubh Sgeir (N)	56 22:8 5 32.2	Fl(2)W 12s	7	5	White round tower, concrete base	<i>fl 0.5, ec 1.5, fl 0.5, ec 9.5. TE; Fl(2)W 12s 3m 5M shown from N and S corners of metal scaffold tower (T) 2001/02</i>
						7	
							*
5258	New Quay. Pier. Head	52 13:0 4 21.4	Fl WG 3s	12	W 8 G 5	Green Δ	<i>fl 1. W135°-252°(117°), G252°-295°(43°). TE 2001. Mo(AP)R 129m Occas on Aerodrome Identification beacon 9.7M SW</i>
							*
5973	Ballywalter. Breakwater. Head	54 32:7 5 28.8	Fl WRG 1.5s	5	9	Metal column	<i>fl 0.5. G240°-267°(27°), W267°-277°(10°), R277°-314°(37°). May be difficult to distinguish against ambient lighting</i>
						3	*
8070	DRAUPNER. 16/11S	58 11:5 2 28.4	-	...	...	...	<i>Marked as A7561. Racon</i>
							*

Volume B, 2001/02. Weekly Edition No. 2, Dated 10th January, 2002.

Last Amendment: Weekly Edition No. 1, dated 3rd January, 2002.

0528	<i>Remove from List</i>						
3204	-- Langholmen	58 27:5 5 58.8	F Y	8	2	Mast	Floodlit
			*				*
3212	- Vatnamotholmane. East Ldg Lts 056°. Front	58 29:1 5 49.4	F R	6	...	Post	
	*	*			*	*	
3236	- Fladholmen. NW point	58 55:3 5 33.3	Oc WRG 6s	16	W 7 R 5 G 5	White round concrete tower, red lantern	G340°-346.5°(6.5°), W346.5°-349°(2.5°), R349°-002.5°(13.5°), G002.5°-017.5°(15°), W017.5°-024.5°(7°), R024.5°-050°(25.5°), G050°-173.5°(123.5°), W173.5°-179°(5.5°), R179°-184°(5°)
			*				*
3241.5	Hafrsfjord	58 57:2 5 37.6	Q W	6	2	Lantern on tripod	
*	*	*	*	*	*	*	*

V

Volume B *continued.*

3252	- Gjerdholmen. N point	59 02:8 5 27:2	Iso WRG 6s	7	W 6 R 4 G 4	White lantern on base	G039°-062°(23°), W062°-068°(6°), R068°-118°(50°), G118°-172°(54°), W172°-185°(13°), R185°-194°(8°), G194°-245°(51°), W245°-253°(8°), R253°-265°(12°), W265°-271°(6°), G271°-294°(22°), W294°-307°(13°), R307°-323°(15°), W323°-339°(16°). Shown 1/7-10/6
		*			*		*
3253	- Sandholmen. S point	59 02:5 5 25:3	Iso WRG 2s	5	W 5 R 4 G 3	White lantern on tripod	G202°-216°(14°), W216°-227°(11°), R227°-292°(65°), G292°-299°(7°), W299°-323°(24°), R323°-076°(113°), G076°-125°(49°), R125°-135°(10°)
		*		*	*	*	*
3255	- Kalveneset	59 04:5 5 23:8	LFl WRG 10s	15	W 3 R 1 G 1	White lantern, concrete base	R022°-059°(37°), W059°-197°(138°), R197°-201°(4°), W201°-247°(46°), G247°-259°(12°)
	*	*			*		*
3258	Fjøløy	59 05:3 5 34:1	Oc(2)WRG	16	W 13 R 13 G 12	Lantern on column	R328°-338°(10°), W338°-359°(21°), G359°-006°(7°), W006°-020°(14°), R020°-106°(86°), W106°-123°(17°), G123°-130°(7°), R130°-166°(36°)
		*			*	*	*
3274	- Plentingén	58 58:6 5 44:0	F RG	3	R 4 G 4	Post	G034°-058°(24°), R058°-091°(33°). F R and F G lights on bridge 840m NE
		*			*	*	*
3277	- Grasholmen	58 58:5 5 44:8	Oc WRG 6s	6	W 3 R 2 G 1	White lantern	R212°-243°(31°), W243°-268°(25°), G268°-278°(10°), W278°-284°(6°), R284°-354°(70°), W354°-083°(89°). F R and F G lights mark bridge 90m S
		*			*		*
3280	- GANDSFJORD. Pannevigodden	58 57:7 5 46:2	Oc(2)WRG 8s	3	W 6 R 4 G 4	White lantern on tripod	G153°-185°(32°), W185°-209°(24°), R209°-259°(50°), G259°-353°(94°), W353°-005°(12°), R005°-021°(16°). Fl R on mast 2·6M SSE
					*	*	*

V

Volume B *continued.*

3296	- Lysefjord. N side	59 01·0 6 20·6	Iso WRG 6s	6	W 6 R 4 G 4	White lantern	G244°-258·5°(14·5°), W258·5°-266·5°(8°), R266·5°-060·5°(154°), W060·5°-067·5°(7°), G067·5°-115°(47·5°)
		*			*		*
3546·2	- Duøy. N	59 22·7 5 09·8	F G	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3546·4	- Helleholmen. S	59 22·7 5 09·8	F R	3	...	...	Floodlit
*	*	*	*	*	*	*	*
3546·6	- Trulsholmen. S	59 22·6 5 10·3	F R	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3548·5	- Langøy	59 22·4 5 12·8	VQ R	5			
*	*	*	*	*	*	*	*
3549·1	- Glittersund. S	59 22·8 5 10·7	F R	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3549·2	- Glitterøysund. E	59 22·8 5 10·7	F G	3	...	...	Floodlit
*	*	*	*	*	*	*	*
3549·3	-- N	59 22·9 5 10·7	F R	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3549·4	- Kyrkjesundet. N	59 22·6 5 11·0	F R	7	...	...	Floodlit
*	*	*	*	*	*	*	*
3549·5	--	59 22·6 5 11·2	F R	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3549·6	-- S	59 22·7 5 11·3	F G	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3549·7	--	59 22·7 5 11·3	FR	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3559	Skorpa	59 23·8 5 12·3	Q R	9	...	...	Floodlit
*	*	*	*	*	*	*	*

V

Volume B *continued.*

3559·1	Lamholmgrunnen	59 23·9 5 12·6	F G	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3559·2	Hansaholmen	59 23·9 5 12·5	F R	6	...	...	Floodlit
*	*	*	*	*	*	*	*
3560·1	Svorteskerene	59 24·0 5 12·7	F G	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3560·2	Loppo	59 24·1 5 12·8	F R	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3560·3	Strumpogrunnen	59 24·3 5 13·1	F G	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3560·4	Torleifskerene	59 24·3 5 13·0	F R	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3560·5	Gigjarøy	59 24·3 5 13·2	F G	7	...	...	Floodlit
*	*	*	*	*	*	*	*
3560·6	Gigjarøygrunnen	59 24·3 5 13·2	F R	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3561	Småholmane	59 24·5 5 13·6	F G	4	...	...	Floodlit
*	*	*	*	*	*	*	*
3561·2	Kjøtrot	59 24·5 5 13·6	F R	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3562·5	Trollholmen	59 24·8 5 14·7	F G	6	...	...	Floodlit
*	*	*	*	*	*	*	*
3563	- Glette. W	59 25·4 5 07·3	VQ G	13			
*	*	*	*	*	*	*	*
3568·5	- Likholmen	59 26·2 5 05·6	F R	6	...	...	Floodlit
*	*	*	*	*	*	*	*

V

Volume B *continued.*

3571·6	-- W	59 26·6 5 05·5	F G	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3571·7	-- N	59 26·7 5 05·6	F G	7	...	...	Floodlit
*	*	*	*	*	*	*	*
3571·75	-- S	59 26·6 5 05·5	F R	5	...	...	Floodlit
*	*	*	*	*	*	*	*
3571·85	--	59 26·5 5 05·5	F G	6	...	...	Floodlit
*	*	*	*	*	*	*	*

Volume C, 2001/02. Weekly Edition No. 2, Dated 10th January, 2002.

Last Amendment: Weekly Edition No. 1, dated 3rd January, 2002.

2401 Remove from List

4450·4	- Sandbäck	60 45·9 20 44·7	Fl(3)W 10s	13	8	Orange concrete tower	(fl 0·5, ec 1) x 2, fl 0·5, ec 6·5. Helicopter platform. Racon. TE 2001
							*

Volume D, 2001/02. Weekly Edition No. 2, Dated 10th January, 2002.

Last Amendment: Weekly Edition No. 1, dated 3rd January, 2002.

1587·5	- Marina	43 27·8 5 03·7	Q W	...	3	△ on yellow beacon, black top	(T) 2001. Marks works in progress on new marina
*	*	*	*	*	*	*	*
1639	- Río Nalón Bridge. Pillar 3	43 32·3 6 04·8	Fl G 5s	...	1	Green △	fl 0·5
	-- Centre	...	LFl W 10s	...	1	White ○, red stripes	fl 2
	-- Pillar 2	...	Fl R 5s	...	1	Red □	fl 0·5
*	*	*	*	*	*	*	*
1664·1	-- Rear. 177·7m from front	43 32·5 7 02·2	Oc R 2s	18	3	White □ on structure 2	ec 0·8. F R (T) 2001
	*						*
2305	--	37 12·8 7 24·6	Fl G 3s	1	3	Black metal framework tower, green concrete base 4	TE 2001
						*	*
2797·2	--	28 02·9 14 21·6	Fl R 4s	4	3	Red truncated metal tower 3	fl 0·4. TE 2001
							*
2827·4	-- Lts in line 327°, No 5. Front	28 26·9 16 15·6	5 Fl R 2s (vert)	12	2	White × on red and white post on dolphin 6	F R (T) 2001
							*

V

Volume D *continued.*

2849·2	- Rampa Ro-Ro. W Corner	28 40·6 17 45·9	Fl(2)G 7s	6	2 Green post	3	<i>fl 0·5, ec 1·5, fl 0·5, ec 4·5</i>
*	*	*	*	*	*	*	*
7099	- Entrance Ldg Lts 127°30'. Quay B. W end. Front	20 09·3 57 29·5	Fl R 2s	21	10 Orange △, white border, on white metal framework tower	6	TE 2001
							*
7099·1	-- Middle	20 09·5 57 29·8	Iso R 3s	64	15 Building		TE 2001
							*
7099·2	-- Moneron Hill. Rear. 1.2M from front	20 10·0 57 30·5	Fl R 3s	121	15 White framework tower		TE 2001
							*
7101	- Entrance Ldg Lts 127·5°. Quay A. Front	20 09·3 57 29·5	Oc R 10s	39	... Red and white metal structure		<i>ec 2·5. On trial until end May 2002</i>
*	*	*	*	*	*	*	*
7101·1	-- Rear. 650m from front	20 09·5 57 29·8	Dir F WRG	69	17 On MCB building		On trial until end May 2002
	----	...	<i>By day</i>	...	3	...	On trial until end May 2002
*	*	*	*	*	*	*	*
7385·45	- NGL Jetty. Dolphin No 1	24 54·2 51 33·8	F R	...	... Dolphin		
*	*	*	*	*	*	*	*

Volume E, 2001/02. Weekly Edition No. 2, Dated 10th January, 2002.
Last Amendment: Weekly Edition No. 1, dated 3rd January, 2002.

0065·7	-- E Head	36 42·1 4 25·1	Fl R 5s	...	5 Red △ on red beacon		
*	*	*	*	*	*	*	*
0112·5	- Villaricos. Balsa. Breakwater. Head	37 14·8 1 46·1	Fl(4)G 12s	8	5 Green truncated tower	3	<i>(fl 0·5, ec 1·5) x 3, fl 0·5, ec 5·5.</i> TE 2001
							*
0124	Cabo Tiñoso	37 32·2 1 06·4	Fl(1+3)W 20s	146	24 White tower and dwelling	10	<i>fl 0·2, ec 6·4, (fl 0·2, ec 3·2) x 2,</i> <i>fl 0·2, ec 6·4. Reduced range (T)</i> 2001
							*
0136·5	Los Punchosos	37 37·5 0 42·0	Q(3)W 10s	8	5 Grey mast on concrete base	5	TE 2001
							*
0136·9	-	37 37·8 0 41·8	Q(6)+LFl W 15s	5	5 ∇ on black beacon, yellow top	3	TE 2001
							*

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Volume E *continued*.

0187·5	-- Spur. Head	38 50·6 0 07·1	Fl W 2s	4	3 White 8-sided tower 3	<i>fl</i> 0·5. Vis 226°-134·5°(268·5°). TE 2001	*
0194	- Dique Norte. Head	38 59·8 0 08·7	Fl G 4s	15	10 Green triangular concrete tower 12	<i>fl</i> 1. TE 2001	*
0301	--- Breakwater. Head	39 54·2 3 05·2	Fl G 3s	6	3 Green truncated conical tower, white base and top 4	<i>fl</i> 0·5. TE 2001	*
0307·17	-- Puerto Deportivo Serranova. Breakwater. Head	39 44·4 3 13·5	Fl(4)R 12s	6	4 Red tower 2	(<i>fl</i> 0·5, <i>ec</i> 1·5) $\times$ 3, <i>fl</i> 0·5, <i>ec</i> 5·5. TE 2001	*
0396·2	- Dique de Levante. S Head	41 12·4 1 43·8	Fl(2)G 10s	18	5 Green tower on white base 11	<i>fl</i> 0·5, <i>ec</i> 2, <i>fl</i> 0·5, <i>ec</i> 7. TE 2001	*
0396·6	Puerto de Vallcarca. Muelle. Head	41 14·3 1 52·0	Fl(4)G 13s	10	4 Green tower, white base 4	(<i>fl</i> 1, <i>ec</i> 1) $\times$ 3, <i>fl</i> 1, <i>ec</i> 6. TE 2001	*
0405	- Nuevo Contradique. NE Elbow	41 20·5 2 10·1	Fl R 5s	9	5 Red round tower white band at base 5	<i>fl</i> 1. TE 2001	*
0434·595	--- S Head	41 21·7 2 11·2	Q(3)W 10s	6	5 ⚡ on black post, yellow band	(<i>fl</i> 0·3, <i>ec</i> 0·7) $\times$ 2, <i>fl</i> 0·3, <i>ec</i> 7·7. TE 2001	*
0434·8	- Power Station. Pier. Head	41 25·0 2 14·1	Q(3)W 10s	12	5 ⚡ on black tower, yellow band 6	(<i>fl</i> 0·5, <i>ec</i> 0·5) $\times$ 2, <i>fl</i> 0·5, <i>ec</i> 7·5. TE 2001	*
0435	- Muelle Centrales Técnicas FECSA. San Adrian de Besós. Jetty 1	41 25·5 2 14·3	Q(3)W 10s	11	3 ⚡ on black post, yellow band 8	(<i>fl</i> 0·5, <i>ec</i> 0·5) $\times$ 2, <i>fl</i> 0·5, <i>ec</i> 7·5. TE 2001	*
0440·08	-- Spur	41 33·4 2 30·4	Fl(3)G 10s	10	5 Green tower 6	(<i>fl</i> 0·5, <i>ec</i> 1·5) $\times$ 2, <i>fl</i> 0·5, <i>ec</i> 5·5. TE 2001	*
0466·7	- MARINA DE PALAMÓS. Pier. Head	41 50·7 3 08·2	Fl(4)G 10s	11	5 Green tower 8	(<i>fl</i> 0·5, <i>ec</i> 1·5) $\times$ 3, <i>fl</i> 0·5, <i>ec</i> 3·5. TE 2001	*
0475·45	--- E	42 07·1 3 08·9	Fl(4)G 9s	6	1 Green post 3	(<i>fl</i> 0·5, <i>ec</i> 1) $\times$ 3, <i>fl</i> 0·5, <i>ec</i> 4. TE 2001	*

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Volume E *continued*.

0475-6	- Dique de Abrigo	42 15-5 3 09-1	Q(2)G 4s	8	5	White tower, green top 6	<i>fl 0-5, ec 0-5, fl 0-5, ec 2-5. TE 2001</i>
							*
0490	- Dique de Levante. Head	42 24-3 3 09-3	Fl(2)R 6s	7	5	Red tower, white base 3	<i>fl 0-8, ec 0-8, fl 0-8, ec 3-6. TE 2001</i>
							*
0490-4	- Contradique. Head	42 24-3 3 09-3	Fl(2)G 6s	5	3	Green tower, white base 3	<i>fl 0-8, ec 0-8, fl 0-8, ec 3-6. TE 2001</i>
							*
2158	--	40 28-6 17 16-0	Fl(2)W 9s	3	3	Black ♂ on black pile, red band	<i>fl 0-5, ec 0-5, fl 0-5, ec 7-5</i>
						*	
7486	- Clara N	43 56-6 13 58-6	Mo(U)W 15s	...	...	Platform	Private
	--	...	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*

Volume F, 2001/02. Weekly Edition No. 2, Dated 10th January, 2002.
Last Amendment: Weekly Edition No. 1, dated 3rd January, 2002.

0781-2	-	6 58-0 79 50-1	Fl Y 4s	7	3	Yellow beacon	Marks pipeline. (T) until April 2002
*	*	*	*	*	*	*	*
0781-22	-	6 58-0 79 50-2	Fl Y 4s	7	3	Yellow beacon	Marks pipeline. (T) until April 2002
*	*	*	*	*	*	*	*
0781-24	-	6 58-0 79 50-5	Fl Y 4s	7	3	Yellow beacon	Marks pipeline. (T) until April 2002
*	*	*	*	*	*	*	*
0781-26	-	6 58-0 79 50-5	Fl Y 4s	7	3	Yellow beacon	Marks pipeline. (T) until April 2002
*	*	*	*	*	*	*	*
1956-6	- Macintosh Reef (Terumbu Plompong)	6 00-8 116 04-3	Fl G 3s	10	6	Green △ on green 5-leg structure	*
1958	- Gueritz Shoal	6 00-1 116 04-6	Fl(2)W 8s	9	5	○ on red 5-leg structure, black bands	F R on radio mast 2-9M and 4M SSW
							*
1958-25	- Jetty. Elbow	5 59-6 116 04-5	F R				
*	*	*	*	*	*	*	*
4154-8	- Mohang Hang	36 46-2 126 06-9	Fl W 6s	42	8	White round concrete tower 12	
*	*	*	*	*	*	*	*

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Volume F *continued.*

5138-4	- Sumoto Kō. No 1 Breakwater. Head	32 24-4 130 16-5	Iso G 4s	10	2	White round concrete tower, square base 8	
				*	*		
5146-253	- Power Station	32 29-3 130 02-3	Mo(B)Y 8s	8	6		
*	*	*	*	*	*	*	*
5149-4	- No 2 Breakwater. Head	32 32-6 130 08-1	Fl G 5s	13	4	White round concrete tower, square base 9	
			*		*		
5488	<i>Remove from List</i>						
5857	- Wada Breakwater. Head	34 39-2 135 11-3	Iso G 6s	11	11	White round concrete tower 12	Floodlit. Y and R lights mark works in progress (T) 2001 until 31 July 2002
							*
5858	<i>Remove from List</i>						
6267-63	-	35 01-1 138 50-3	Fl R 3s	5	3		
*	*	*	*	*	*	*	*
6648	- Okidate Wharf. Breakwater. Head	40 50-9 140 43-2	Fl R 4s	9	10		
*	*	*	*	*	*	*	*
7166	- N Breakwater. Head	36 51-6 136 59-8	Fl R 5s	12	5	Red round concrete tower 9	
					*		
7166-5	-	36 51-6 136 59-8	Fl G 5s	13	4	White round concrete tower 9	
					*		
7498	Ostrova Verkhovskogo. SE islet	42 53-0 131 48-8	Fl(3)W 10s	38	11	White 8-sided stone tower 7	
							*

Volume J, 2001/02. NEW EDITION. Weekly Edition No. 2, Dated 10th January, 2002.

NOTE: These are the first Amendments: issued for the New Edition.

0034	Petit Manan. E point	44 22-1 67 51-9	Fl W 10s	37	26	Grey granite tower 36	Reserve light reduced intensity
--		...	Horn 30s	...	...	...	<i>bl 3</i>
							*
0214	Wood Island. E end	43 27-4 70 19-7	Al WG 10s	22	W 16	White conical tower and dwelling	Reserve light Fl G 10s reduced intensity
--		...	Horn(2) 30s	...	...	...	<i>bl 2, si 2, bl 2, si 24</i>
	*				*		
0324	- Deer Island. Danger light (On south end of spit)	42 20-4 70 57-3	F R	5	8	Red cylindrical tower, black round base	Vis 198°-222°(24°). Shown 24 hours

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Volume J *continued.*

--	...	Al WR 10s	16	R 11	Same structure	Vis 186°-198°(12°), 222°-112°(250°). Shown 24 hours
--	...	Horn 10s	...	...	...	<i>bl 1</i>
*	*	*		*	*	*
1315	- Ldg Lts 050°47'. Front	39 51:2 75 19:9	Iso G 2s	19	... Square framework tower	Vis on leading line only. Shown 24 hours
			*			
1469-52	--- No 9	36 53:4 76 28:3	Fl G 4s	5	4 Green ◻ on dolphin	Shown 15/3-1/12. A light is shown in Bennett Creek. Lights are shown in Nansemond River
						*
2206-4	- No 3	38 54:6 76 27:6	Q G	5	3 Green ◻ on pile	
			*			
2206-6	- No 6	38 55:1 76 28:1	Fl R 2-5s	5	3 Red △ on pile	PA
*	*	*	*	*	*	*
2227-901	--- Passing light	39 06:1 76 24:4	Iso W 6s	7	5 ...	On same structure as J2227-9
*	*	*	*	*	*	*
2325-5	- Entrance light 2S	39 20:1 76 08:2	Fl R 2-5s	5	3 Red △ on multi-pile	Replaced by red buoy annually 1/12 - 15/3
						*
2361	-- No 29	39 31:6 75 52:2	Fl G 2-5s	8	4 Green ◻ on pile	
						*
2390-64	-- No 8	35 52:8 75 42:7	Fl R 4s	5	4 Red △ on multi-pile structure	Removed if endangered by ice
		*			*	
2422	<i>Remove from List</i>					
2425-5	-- Wreck light. WR7	35 06:5 76 08:5	Q G	5	4 Green ◻ on multi-pile structure	Marks sunken dredge
*	*	*	*	*	*	*
2652-5	<i>Remove from List</i>					
2664	<i>Remove from List</i>					
2664-1	<i>Remove from List</i>					
2714	<i>Remove from List</i>					
2714-2	<i>Remove from List</i>					
2946-5	<i>Remove from List</i>					
3368-7	- Ldg Lts B 089:3°. Front	29 53:7 85 23:1	Q R	7	... Red ◻, white stripe, on pile	Vis on leading line only
*	*	*	*	*	*	*

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Volume J *continued.*

3368-71	-- Rear. 0-7M from front	29 53-7 85 23-1	Iso R 6s	15	...	Red □, white stripe, on pile	Vis on leading line only
*	*	*	*	*	*	*	*
3368-711	--- Passing light	29 53-7 85 23-1	Fl W 4s	...	...	Red □, white stripe, on pile	Same structure as Range B Rear Light
*	*	*	*	*	*	*	*
3368-9	<i>Remove from List</i>						
3369	<i>Remove from List</i>						
3369-1	<i>Remove from List</i>						
3369-405	- Ldg Lts C 117-5°. Front	29 52-9 85 22-5	Fl W 2-5s	9	...	Red □, white stripe, on pile	Intens on leading line
	*	*	*	*	*	*	*
3369-41	-- Rear. 0-8M from front	29 52-9 85 22-5	Iso W 6s	15	...	Red □, white stripe, on pile	Vis each side of channel line
*	*	*	*	*	*	*	*
3369-415	--- Passing Light	29 52-6 85 21-8	Fl W 2-5s	5	4	Red □, white stripe, on piles	Same structure as Range C Rear Light
	*	*	*	*	*	*	*
3369-5	- Ldg Lts D 358-3°. Front	29 53-4 85 23-0	Q W	7	5	Red □, white stripe, on pile	
*	*	*	*	*	*	*	*
3369-51	-- Rear. 0-7M from front	29 53-7 85 23-0	Iso R 6s	15	...	Red □, white stripe, on pile	Vis on leading line only
*	*	*	*	*	*	*	*
3369-511	--- Passing light	29 53-7 85 23-0	Fl W 4s	5	4	Red □, white stripe, on pile	
*	*	*	*	*	*	*	*
3524-8	<i>Remove from List</i>						
3566	-- Ldg Lts C 319° 48'. Front	30 20-7 88 34-3	Fl W 2-5s	19	...	On framework tower on piles	Vis 317-8°-321-8°(4°)
	---	...	By day Fl R 2-5s	19	...	Same structure	Vis 317-8°-321-8°(4°)
	*		*	*		*	*
3571-331	---- Passing light	30 15-7 88 30-8	Fl W 4s	4	4	Red □, white stripe, on framework tower on piles	On same structure as J3571:33
*	*	*	*	*	*	*	*
3571-63	-- No 10A	30 19-8 88 30-7	Fl R 6s	5	3	Red △ on pile	
*	*	*	*	*	*	*	*
3646	- Three-mile Pass. No 1	30 03-3 89 21-4	Fl G 4s	5	4	Green □ on pile	Ra refl
							*
3666-2	- No 96	29 50-5 89 37-3	Q R	5	4	Red △ on pile	Ra refl
						*	*

V

Volume J *continued.*

3914-39	Crescent Ship Barge Dock. (AHP 115-1)	29 58-3 90 17-1	2 Fl R 2-5s	...	...	On docking barge	Private
		*					
3917-53	Exxon Refinery. N	30 28-6 91 11-7	Fl R 2-5s	15	...	...	Private
	*	*	*			*	
3917-531	-	30 28-5 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3917-532	-	30 28-5 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3917-533	-	30 28-4 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3917-534	-	30 28-4 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3917-535	-	30 28-3 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3917-536	-	30 28-3 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3917-537	- S	30 28-2 91 11-6	Fl R 2-5s	15	...	...	Private
	*	*	*	*	*	*	*
3988	- Ldg Lts A 351°48'. Front	29 46-8 93 20-8	Fl R 2-5s	14	...	Red □, white stripe, on framework tower on piles	
	*						
4141-5	- No 89A	29 40-6 94 58-9	Fl G 4s	5	4	Green □ on pile	
	*	*	*	*	*	*	*
4142-01	- No 90A	29 40-7 94 58-7	Fl R 4s	5	4	Red △ on pile	
	*	*	*	*	*	*	*
4142-28	- No 92	29 41-0 94 58-8	Fl R 2-5s	5	4	Red △ on pile	
	*	*	*	*	*	*	*
4142-555	- No 100	29 42-0 95 00-0	Fl R 4s	5	4	Red △ on pile	
	*	*	*	*	*	*	*
4142-557	- No 101	29 42-0 95 00-4	Fl G 6s	5	4	Green □ on pile	

V

Volume J *continued.*

*	*	*	*	*	*	*	*
4142·558	- No 101A	29 42·0 95 00·8	Fl G 4s	5	4	Green □ on pile	
*	*	*	*	*	*	*	*
4142·559	- No 102	29 42·1 95 00·4	Fl R 6s	5	4	Red △ on pile	
*	*	*	*	*	*	*	*
4142·56	- No 102A	29 42·2 95 00·8	Fl R 4s	5	4	Red △ on pile	
*	*	*	*	*	*	*	*
4261	- S Breakwater	20 29·0 97 00·0	Fl G 5s	8	8	White metal tower 7	<i>fl 0·5</i>
							*
4336	- Cerro del Gavilán. Lucio Gallardo Pavón	18 08·9 94 24·0	Fl(2)W 19s	53	20	White 8-sided masonry tower and dwelling 14	Ra refl. Iso R 2s marks top of mast. R lights on radio towers 0·75M SW, 1·05M WSW, 2·4M SW. R light on tank 2·75M WSW
			*	*			
4339	- Ldg Lts 162°30'. Front	18 08·1 94 24·2	Iso Y 2s	25	9	White truncated pyramidal metal tower, red bands	<i>fl 1</i>
	*		*	*			
4339·1	-- Rear. 290m from front	18 08·0 94 24·2	Iso Y 2s	36	9	White metal tower, red bands	
			*	*			
4340	- Ldg Lts 180°. Front	18 07·3 94 24·3	Fl W 3s	16	10	White framework tower 17	<i>fl 1</i>
	*	*	*				
4340·1	-- Rear. 300m from front	18 07·1 94 24·3	Fl W 3s	19	10	White framework tower 23	
		*	*	*			
4341·4	<i>Remove from List</i>						
4341·5	<i>Remove from List</i>						
4341·6	<i>Remove from List</i>						
4341·62	<i>Remove from List</i>						
4341·64	<i>Remove from List</i>						
4341·66	<i>Remove from List</i>						
4341·68	<i>Remove from List</i>						
4341·7	<i>Remove from List</i>						
4341·72	<i>Remove from List</i>						
4341·74	<i>Remove from List</i>						
4341·76	<i>Remove from List</i>						
4341·8	<i>Remove from List</i>						
4341·82	<i>Remove from List</i>						
4341·84	<i>Remove from List</i>						
4341·86	<i>Remove from List</i>						
4342·5	<i>Remove from List</i>						

V

Volume J *continued.*

4372-8	---	18 38-8 91 50-9	Fl R 5s	6	4	...	Fl W and Fl G lights mark navigational channel
							*
4373-05	--- S side	18 38-2 91 50-2	Iso G 2s	8	6	Concrete column 5	<i>fl 0-5. TE 2001</i>
							*
4373-62	-- S end	18 38-6 91 50-4	Fl R	4	9		
							*
4411-1	-- Rear. 195m from front	21 16-1 89 42-3	Fl W 3s	18	5	Red truncated metal tower 16	Range reduced (T) 1996
	*		*	*	*	*	*
4482	Kindley Field	32 21-9 64 40-5	Aero Al WG 10s	43	15	Control tower	2 F R at Swing Bridge Ferry Reach 0-8M WNW
			*				
5662	-- Witte Kaap	18 00-3 63 02-6	Fl(4)WRG 10s	...	W 12 R 9 G 9	...	G239°-290°(51°), W290°-005° (75°), R005°-066°(61°), W066°-096°(30°), G096°-112°(16°), Obscured 112°-239°(127°)
*	*	*	*	*	*	*	*
5662-5	-- A C Wathey Pier. Head	18 00-5 63 02-9	Iso W 2s	...	7		
*	*	*	*	*	*	*	*
5994-2	- No 1	15 51-1 87 57-9	LF l G 5s	...	4	Green buoyant beacon	<i>fl 2</i>
		*			*	*	
5994-25	- No 2	15 51-1 87 58-2	Fl R 4s	...	4	Red buoyant beacon	
*	*	*	*	*	*	*	*
5995-2	- No 3	15 50-6 87 58-0	Fl G 6s	...	4	Green buoyant beacon	
		*	*		*	*	
5995-4	- No 4	15 50-5 87 58-3	Fl R 4s	...	4	Red buoyant beacon	
			*		*	*	
6024	Cayo Serranilla. Beacon Cay	15 47-7 79 50-7	Fl(2)W 20s	33	25	White tower, red bands, on concrete base	<i>fl 1, ec 3, fl 1, ec 15</i>
	*						*
6045	Albuquerque Cays	12 10-2 81 50-0	Fl(2)W 20s	35	18	White tower, black bands	<i>fl 1, ec 3, fl 1, ec 15</i>
	*			*	*		
6255	<i>Remove from List</i>						
6255-1	<i>Remove from List</i>						

V

Volume J *continued.*

6260	Manaure	11 47·1 72 26·3	Fl W 15s	25	15 White square tower, black bands	<i>fl</i> 1. TE 2001
					21	
	*	*				
6261·2	- A	11 44·4 72 44·0	F R	5	3	...
			*			
6261·3	- B	11 44·3 72 44·0	F R	5	3	...
			*			
6267·3	Punta Chimare	12 23·7 71 26·6	Fl W 12s	25	20 Orange tower	<i>fl</i> 1·2
		*			22	
6267·6	Chichibacoa	12 17·1 71 13·6	Fl W 10s	27	20 Black and white tower	<i>fl</i> 0·5
		*			22	
6267·8	Punta Espada	12 05·5 71 07·5	Fl W 8s	50	20 White metal tower, red bands	<i>fl</i> 0·5
		*				
6906·4	<i>Remove from List</i>					
6907·2	<i>Remove from List</i>					

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 2 dated 10 January 2002

VOLUME 1, 2001/02—PART 1

Published Wk 31/01

(Last Amendments: Weekly Edition No. 1 dated 3 January 2002)

Page 91, **GERMANY** insert station:

Kiel Mail (DAO)

54°28'N 10°10'E

TELEPHONE: +49 431 305 40 19

FAX: +49 431 305 40 59

E-MAIL: info@kielradio.de

1. Data Service (HF)

Transmits	Receives	Hours of Watch
2630	2539-5	H24
	2542-5	H24
4244	4166	H24
	4170	H24
8638-5	8330	H24
	8338	H24
12763-5	12414	H24
	12418	H24
17048	16611	H24
	16615	H24

Procedure

A fully automatic service is available

Calls must be established by prior arrangement with Kiel Mail

Readiness to accept traffic on all channels is indicated by a transmission of an idle-signal followed by callsign **DAO** in morse every 180 seconds

Mailbox

For Ship to Shore and Shore to Ship traffic

Direct access to any e-mailbox by Pactor-II and Pactor-III IP-Bridge (2.400 bps uncompressed)

Weather, e-mail and dataservice

Kiel Radio (HH080/003/12 - E6) 2/02

VOLUME 1, 2001/02—PART 2

Published Wk 31/01

(Last Amendments: Weekly Edition No. 50 dated 13 December 2001)

Page 113, delete diagram and replace by diagram, **GREENLAND, COAST RADIO STATIONS**, on page 6.2

Page 114, **GREENLAND (Denmark), Aasiaat (OYR)**, delete section 4, and replace by:

4. VHF

Antenna sites are located at:

Aasiaat	Ch 16 27	68°41'N 52°50'W
Ilulissat	Ch 16 25	69°13'N 51°07'W
Kangaamiut	Ch 16 24	65°50'N 53°21'W
Kauk	Ch 16 28	62°59'N 50°32'W
Kook I	Ch 16 26	64°04'N 52°01'W
Lyng	Ch 16 23	69°16'N 53°33'W
Maniitsoq	Ch 16 25	65°24'N 52°52'W
Nina	Ch 16 02	70°26'N 54°00'W
Pingo	Ch 16 24	69°47'N 52°03'W
Qaqatoq	Ch 16 26	66°38'N 52°51'W
Qingaaq	Ch 16 03 04	64°10'N 51°13'W
Rifkol	Ch 16 28	67°58'N 53°47'W
Saho	Ch 16 04	72°42'N 56°05'W
Sisimiut	Ch 16 01	66°55'N 53°40'W
Uummanaq	Ch 16 03	70°47'N 52°07'W
Uviq	Ch 16 63	71°11'N 52°58'W

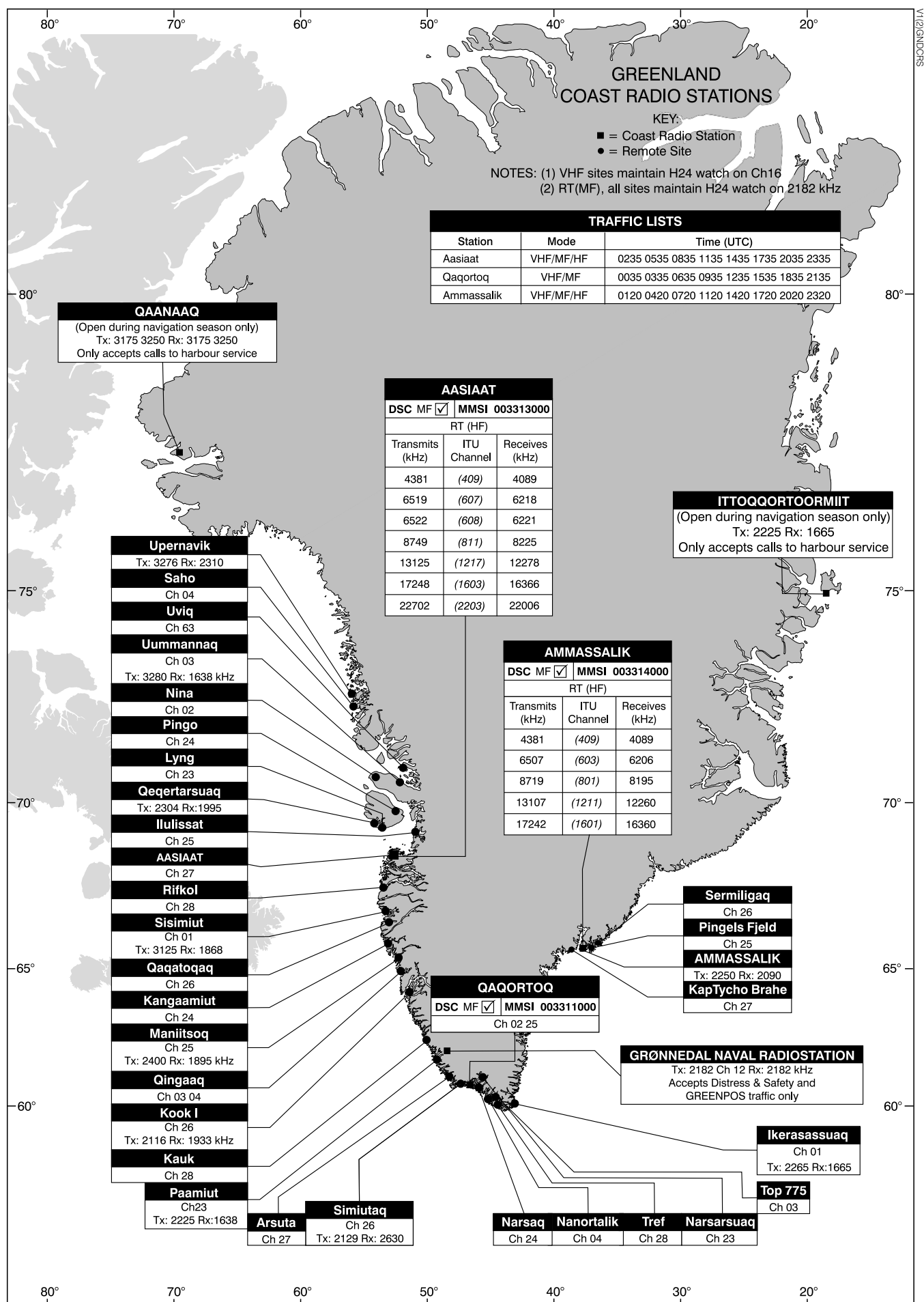
HOURS OF WATCH: All channels: H24

TRAFFIC LISTS: All working channels: 0235 0535 0835 1135 1435 1735 2035 2335

2/02

Page 116, **Nuuk**, delete station

William Ker & Qaqortoq Radio (HH080/003/12 - E5) 2/02



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VOLUME 5, 2001/02

Published Wk 31/01

(Last Amendments: Weekly Edition No. 1 dated 3 January 2002)

Page 119, Chapter 10: MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2, **Greenland (Denmark)** delete and replace by:

Greenland (Denmark)

Aasiaat	003313000		Operational (MRCC Grønneal)
Remotely controlled stations: –			
Nuuk	64°04'N, 52°01'W	250	
Qeqertarsuaq	69°14'N, 53°31'W	250	
Sisimiut	66°55'N, 53°40'W	270	
Upernavik	72°47'N, 56°10'W	280	
Ammassilik	003314000	65°36'N, 37°38'W	280 Operational (MRCC Grønneal)
Qaqortoq	003311000		220 Operational (MRCC Grønneal)
Remotely controlled stations: –			
Ikerasassuaq	60°04'N, 43°10'W	220	
Paamiut	62°00'N, 49°43'W	250	
Simiutaq	60°41'N, 46°36'W	250	

William Ker & Qaqortoq Radio (HH080/003/12 - E5) 2/02

Page 140, Diagram R3-A, position 69°14'N 53°31'W, insert: • (Qeqertarsuaq)

Insert firm line joining • in position 69°14'N 53°31'W, and • in position 68°42'N 52°51'W

Approximate position 64°00'N 55°00'W, delete, 003312000

Approximate position 64°10'N 54°00'W, delete, Nuuk and replace by: (Nuuk)

Insert firm line joining • in position 64°04'N 52°01'W, and • in position 68°42'N 52°51'W

Delete firm line joining • in position 64°04'N 52°01'W, and • in position 62°00'N 49°43'W

Insert firm line joining • in position 62°00'N 49°43'W, and • in position 60°41'N 46°36'W

Insert: (Simiutaq) close west of • in position 60°41'N 46°36'W

Diagram R4-A, delete firm line from • in position 62°00'N 49°43'W north west to diagram border

Insert firm line joining • in position 62°00'N 49°43'W, and • in position 60°41'N 46°36'W

Insert: (Simiutaq) close west of • in position 60°41'N 46°36'W

William Ker & Qaqortoq Radio (HH080/003/12 - E5) 2/02

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

*(Last Amendments: Weekly Edition No. 1 dated 3 January 2002)**Page 145, UNITED KINGDOM, HUMBER***Vessel Traffic Service, (2) Vessels Outward-Bound, before INFORMATION BROADCASTS section insert the following:**

DEPARTING DEEP DRAUGHT VESSELS: Masters and Pilots are advised that on occasions it will be necessary for a departing deep draught vessel which is constrained by its draught, to navigate against the traffic flow in that part of the Traffic Separation Scheme between Spurn Point and the Spurn Light Float. Vessels requiring to do this must first obtain permission from VTS Humber which will promulgate a broadcast and continue to warn shipping whilst the transit is being carried out.

Capt Hames, Harbour Master, Humber (HH080/001/22 - E12) 2/02

VOLUME 6, 2001/02—PART 2

Published Wk 41/01

*(Last Amendments: Weekly Edition No. 1 dated 3 January 2002)**Page 224, SPAIN (North Coast), VILLAGARCIA DE AROSA***Delete Pilots and Port section and replace by:****Pilots**

CALL: Villagarcia Pilots or Arosa Pilots

TELEPHONE: +34 986 508111, 619 374460 & 619 407143

FAX: +34 986 508111

FREQUENCY: Ch 16: 12

HOURS: H24

PROCEDURE

- (1) Pilotage is compulsory for vessels over 500 GT.
- (2) Pilot boards in the following positions:
 - (a) 42°35'·7N 8°49'·0W (compulsory).
 - (b) 42°31'·7N 8°56'·8W (compulsory for tankers, voluntary for other vessels).

Port

TELEPHONE: +34 986 565133, 565921, 565920 & 619 345544

FAX: +34 986 507923 & 565908

TELEX: +52 88081

E-MAIL: varosa@varosa.portel.es

FREQUENCY: Ch 16, 12

HOURS: HX

Capt Perez, Corporacion de Practicos, Villagarcia De Arosa (HH080/008/07 - E7) 2/02

VOLUME 6, 2001/02—PART 3

Published Wk 41/01

*(Last Amendments: Weekly Edition No. 1 dated 3 January 2002)**Page 201, SPAIN (Mediterranean Coast), ALICANTE***Pilots and Port, PROCEDURE, delete section (3) and replace by:**

(3) Pilot boards in position 38°18'·63N 0°28'·86W (in bad weather, near the breakwater head).

Spanish Notice 47/870/01 (HH361/510/03 - E22) 2/02

VOLUME 6, 2001/02—PART 4

Published Wk 41/01

*(Last Amendments: Weekly Edition No. 51 dated 27 December 2001)**Page 10, AUSTRALIA, BROOME, W.A.***Pilots, delete PROCEDURE and replace by:****PROCEDURE:**

- (1) Pilotage is compulsory for vessels of 500 GT and over.
- (2) Vessels should request pilots 48h in advance through the Broome Port Authority.
- (3) Pilot boards in position 17°58'S 122°05'E (5 n miles W of Gantheaume Pt).

2/02

*Page 11, delete Port section and replace by:***Port**

TELEPHONE: +61(0)8 9192 1304

FAX: +61(0)8 9192 1778

E-MAIL: info@broomeport.com

WEBSITE: www.broomeport.com

TELEGRAPH: Shippers Broome

FREQUENCY: Ch 16; 06 12
4620 kHz RT

HOURS: Office hours: 0730-1630 LT

PROCEDURE: Vessels should send ETA 7 days in advance with updates 48h and 24h prior to arrival.

Port of Broome (HH080/021/12 - E14) 2/02

Page 152, JAPAN, diagram of KANMON KAIKYŌ

Delete Pilot Boarding Symbols together with legends Seto Naikai (North Channel) and Seto Naikai (Middle Channel) in positions N and NE of He Saki Lt (33°57'·5N 131°01'·5E)

*Page 155, JAPAN, Moji, Kyūshū***Seto Naikai (Inland Sea) Pilots, PROCEDURE, delete section (3) and replace by:**

- (3) Pilot boards vessels entering through Bungo Suidō in the following positions:
 - (a) Vessels of 200m LOA or more and LNG/LPG vessels of 25,000 GT or more: 33°14'·0N 132°05'·5E.
 - (b) General cargo vessels: 33°13'·0N 131°57'·5E.

Japanese Charts W1218 and W1262 2/02

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Page 274, **THAILAND (East Coast), KRUNG THEP (BANGKOK)**

Bar Pilot Station, PROCEDURE, delete section (1) and replace by:

(1) Pilotage, which is available H24, is compulsory for vessels of 50m LOA or more sailing between the entrance of the Bangkok Bar Channel and the upper limit of the port, in the river.

2/02

Port, delete FREQUENCY and HOURS and replace by:

FREQUENCY: 500; 443

8363-2-8367-2; 8466

Ch 16; 14

HOURS: MF: 2300-1700

HF: 0700-0730 1000-1030 1300-1330 1600-1630 2000-2030 LT

VHF: H24

Krung Thep (Bangkok) Website 2/02

Page 276, **THAILAND (East Coast)**, insert new entry:

PRACHUAP (BANG SAPHAN)

11°11'N 99°36'E

Pilots and Port

FREQUENCY: Port Ch 16; 13 68

PROCEDURE:

(1) Pilotage is compulsory for all vessels.

(2) Vessels should send ETA before arrival.

(3) Pilot boards in position 11°11'N 99°36'E

2/02

Page 276, **THAILAND (East Coast), RAYONG**

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

Pilots and Terminal

CALL: TPI Port Control

TELEPHONE: Port Operator: +66(0)2 678 5000

FAX: Port Operator: +66(0)2 678 5001

TELEX: Port Operator: 72073 PETOKEM TH

FREQUENCY: Pilots: Ch 16; 14

Port Operator: Ch 16; 13

PROCEDURE:

(1) Pilotage is compulsory.

(2) Vessels should send ETA 5 days, 72h, 48h and 24h before arrival at the port.

(3) ETA should be confirmed on VHF Channel 16 to TPI Port Control when the vessel is 1h from the Entrance Lt buoy.

(4) Vessels with a draught over 15m should contact TPI Port Control on VHF to obtain an anchoring position.

(5) Pilot boards and disembarks near the Entrance Lt buoy.

NOTE: The terminal is operated by Thai Petrochemical Industry Public Co Ltd (TPI).

2/02

Page 276, **THAILAND (East Coast), SATTAHIP**

Chuk Samet Harbour (Commercial Port), PROCEDURE, delete section (1) and replace by:

(1) Vessels should send ETA to the agent 72h, 48h, 24h and 12h before arrival. Additional ETA to be sent for any changes.

2/02

Page 276, **THAILAND (East Coast)**, insert new entries:

SIAM SEAPORT

13°08'N 100°53'E

Pilots and Port

TELEPHONE: Head Office: +66(0)2 237 7621-7

Terminal Office: +66(0)38 352 352

FAX: Head Office: +66(0)2 237 7628-9 & 237 3751

Terminal Office: +66(0)38 352 340

E-MAIL: Head Office: siamsea@siamseaport.co.th

WEBSITE: Head Office: www.siamseaport.co.th

FREQUENCY: Ch 16; 12 13 17 67

PROCEDURE:

(1) Pilotage is compulsory.

(2) Vessels should send ETA 24h before arrival.

(3) Vessels waiting for a pilot should anchor within a 1 n mile radius from the jetty.

(4) Pilot boards in position 13°07'N 100°49'E.

Siam Seaport Website 2/02

SI CHANG THONG

13°07'N 100°49'E

Pilots and Port

PROCEDURE: Pilot boards in position 13°07'N 100°50'E.

2/02

Page 277, **THAILAND (East Coast), SRI RACHA**

Pilots, PROCEDURE, delete section (5) and replace by:

(5) Pilot boards in the following positions:

(a) Port: 13°09'N 100°52'E

(b) Oil Terminal: within a circle of radius 1 n mile centred on position 13°07'N 100°52'E

UKHO Charts 986 and 1046 2/02

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