



ADMIRALTY NOTICES TO MARINERS

Weekly Edition 6

7 February 2002

CONTENTS

- I** Explanatory Notes. Indexes to Section II
- II** Admiralty Notices to Mariners. Updates to Standard Navigational Charts
- III** Reprints of Radio Navigational Warnings
- IV** Amendments to Admiralty Sailing Directions
- V** Amendments to Admiralty Lists of Lights and Fog Signals
- VI** Amendments to Admiralty List of Radio Signals

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

I

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.

I

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.

I

- 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.

I

EXPLANATORY NOTES

Laws and Regulations

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

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

Reliance on Charts and Associated Publications

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

Charts

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

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

GEOGRAPHICAL INDEX

(1)	Admiralty Publications and Miscellaneous	2.1 – 2.9
(2)	British Isles	2.9 – 2.10
(3)	North Russia, Norway, The Faeroe Islands and Iceland	2.10
(4)	Baltic Sea	2.11
(5)	North Sea and North and West Coasts of Denmark, Germany, Netherlands and Belgium	2.11 – 2.12
(6)	France and Spain, North and West Coasts, and Portugal	2.12
(7)	North Atlantic Ocean	2.12
(8)	Mediterranean and Black Seas	2.13 – 2.14
(9)	Africa, West Coast and South Atlantic	
(10)	Africa, South and East Coasts, and Madagascar	2.14
(11)	Red Sea, Arabia, Iraq and Iran	2.14
(12)	Indian Ocean, Pakistan, India, Sri Lanka, Bangladesh and Burma	2.14
(13)	Malacca Strait, Singapore Strait and Sumatera	2.14
(14)	China Sea with its West Shore and China	2.14 – 2.15
(15)	Japan	2.15
(16)	Korea and the Pacific Coasts of Russia	2.15 – 2.16
(17)	Philippine Islands, Borneo and Indonesia except Sumatera	
(18)	Australia and Papua New Guinea	
(19)	New Zealand	
(20)	Pacific Ocean	
(21)	Aleutian Islands, Alaska and West Coast of North America including Mexico	2.16 – 2.17
(22)	West Coasts of Central and South America	2.17
(23)	Antarctica	
(24)	East Coast of South America and the Falkland Islands	2.17
(25)	Caribbean Sea, West Indies and the Gulf of Mexico	2.17 – 2.18
(26)	East Coast of North America and Greenland	2.18
(27)	T & P Notices	2.21 – 2.23

I

INDEX OF NOTICES AND CHART FOLIOS

Notice No.	Page	Admiralty Chart Folio	Notice No.	Page	Admiralty Chart Folio
PL	2.1	6, 11, 40, 46, 52, 53, 54 55, 81	594	2.15	52
546*	2.9	7	595	2.15	52, 53
547*	2.9	6	596	2.16	52
548*	2.9	5	597	2.16	52
549*	2.9	3	598	2.16	56
550*	2.9	3	599	2.16	92
551*	2.10	2	600	2.16	91
552*	2.10	1	601	2.16	90
553*	2.10	16	602	2.16	90
554*	2.10	14	603	2.16	90
555	2.10	14	604	2.17	90
556	2.10	14	605	2.17	90
557	2.10	13	606	2.17	98
558	2.11	10	607	2.17	96
559	2.11	11	608	2.17	96
560	2.11	11	609	2.17	95
561	2.11	10	610	2.17	87
562	2.11	10	611*	2.17	83, 86
563	2.11	9, 10	612*	2.18	83
564	2.11	9	613	2.18	83
565	2.12	9	614	2.18	83
566	2.12	9	615	2.18	83
567	2.12	9	616	2.18	83
568	2.12	16	617	2.18	81
569	2.12	16	618	2.18	81
570	2.12	18	619	2.18	83
571	2.12	18	620	2.19	81
572	2.12	20	621	2.19	81
573	2.13	25	622	2.19	81
574	2.13	25	623	2.19	81
575	2.13	26	624	2.19	81
576	2.13	26	625	2.19	81
577	2.13	27	626	2.19	81
578	2.13	28, 29	627	2.19	81
579	2.13	29	628	2.19	81
580	2.14	31	629	2.20	78
581	2.14	37	630	2.20	78
582	2.14	32	631	2.20	79
583	2.14	41	632(P)/02	2.21	31
584	2.14	45	633(T)/02	2.21	40
585	2.14	47	634(P)/02	2.21	43
586	2.14	47	635(T)/02	2.21	47
587	2.14	50	636(T)/02	2.21	50
588	2.15	50	637(T)/02	2.21	50
589	2.15	50	638(T)/02	2.22	53
590	2.15	54	639(T)/02	2.22	53
591	2.15	53	640(T)/02	2.22	53
592	2.15	52	641(P)/02	2.23	54
593	2.15	52	642	2.9	55

INDEX OF CHARTS AFFECTED

('PL' indicates chart appears in List of Admiralty Publications immediately following this index)

Admiralty Chart No.	Notices	Admiralty Chart No.	Notices
5	582	2198	549
18	552	2216	580
38	583	2224	PL
47	603, 604	2242	580
80	602	2243	632P
89	571	2265	641P
118	576	2279	641P
120	567	2280	555
124	565	2287	590
127	595	2333	554
132	566	2360	558
188	577	2376	587
206	577	2395	560
232a	629, 630	2400	589
355	575	2403	584
491	610	2430	600
524	PL	2469	563
528	609	2490	628
532	PL	2564	618
532	PL	2580	626
574	634P	2603	621, 622
676	PL, 638T	2618	588
696	563	2642	548
701	581	2644	569
707	583	2666	629
882	598	2668	569
893	629	2669	553
896	596	2679	561
898	596, 597	2724	549
913	592	2807	617
939	636T	2831	574
1005	579	2841	548
1061	578	2849	605
1080	PL	2915	630
1087	578	2945	601
1136	553	2954	582
1152	551	2966	554
1176	551	3016	557
1182	551	3018	557
1200	546	3019	557
1233	PL	3062	559
1270	PL	3067	607
1301	PL	3090	606
1304	PL	3184	613
1305	PL	3225	PL
1323	PL, 642	3234	588
1324	PL	3235	588
1325	PL	3280	586
1326	PL	3365	593, 594
1335	PL	3373	591
1342	PL	3391	595
1347	PL	3449	637T
1411	549	3454	PL
1438	547	3455	PL
1454	599	3456	625
1516	627	3457	624
1558	592	3458	623
1578	PL, 639T, 640T	3510	564
1703	574	3518	PL
1704	573	3533	556
1753	549	3534	556
1858	572	3614	590
1919	585	3634	570
1947	603, 604	3642	PL
1953	550	3655	553
2063	634P	3666	596, 597
2093	549	3668	569
2113	562	3670	568
2115	558	3673	568
2150	558, 561	3676	628
2156	549	3684	619

INDEX OF CHARTS AFFECTED

('PL' indicates chart appears in List of Admiralty Publications immediately following this index)

Admiralty Chart No.	Notices	Admiralty Chart No.	Notices
3688 3709 3739 3755 3783 3786 3787 3849 3850 3854 3871 3892 3913 3914 3955 3979 3991 4714 4762 4764 4765	620 549 633T 608 PL PL PL 614 616 615, 616 581 635T 611, 612 611 609 609 635T PL 631 631 631		
International Chart No.	Notices		
INT 714 INT 1295 INT 1471 INT 1475 INT 1479 INT 1500 INT 1556 INT 1608 INT 1653 INT 1654 INT 1661 INT 1755 INT 3362 INT 5251 INT 5252 INT 5254 INT 5355 INT 5360 INT 5363 INT 5364 INT 5509 INT 5510 INT 7019	PL 561 565 566 567 PL 546 549 551 551 549 568 575 596, 597 593, 594 592 596 595 PL PL 586 585 583		

II

[6/02]

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 7 February 2002

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
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	53	82	£16·30
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	53	82	£16·30
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	53	82	£8·15
676	Ports in the South West of Japan. Kyūshū - East Coast, Hososhima and Approaches. Seto Naikai, Ube. <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). Note: On publication of this New Edition Former Notice 453(P)00 is cancelled. This chart remains affected by Former Notice 638(T)02.</i>	1:12,000 1:25,000	53	82	£16·30
©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. Note: On publication of this New Edition Former Notice 3907(P)01 is cancelled.</i>	1:200,000	6	24, 26, 28	£16·30

*UK (RRP) means UK recommended retail price.

© denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 7 February 2002 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙1270 INT 5363	International Chart Series, Korea - West Coast, Ando to Inch'ŏn Hang. Yŏnghŭng Sudo.	1:75,000 1:20,000	52	78	£16·30
	<i>This partial new edition is limited to include changes to buoyage, anchorage areas and fairways to Inch'ŏn.</i>				
	<i>Note: On publication of this New Edition Former Notices 2283(P)/01, 2445(T)/01, 2446(P)/01 and 2781(P)/01 are cancelled. This chart is to be deleted from the list of charts affected by Former Notice 404(P)/02. This chart remains affected by Former Notice 4339(T)/00.</i>				
1578	Japan, Kanmon Kaikyō. Wakamatsu.	1:20,000 1:20,000	53	82	£16·30
	<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>				
	<i>Note: On publication of this New Edition Former Notice 218(P)/01 is cancelled. This chart remains affected by Former Notices 639(T)/02 and 640(T)/02.</i>				
⊙2224	Baltic Sea, Gulf of Finland, Helsinki.	1:20,000	11	32	£16·30
	<i>Includes new submarine cables and amendments to coastline, depths, recommended tracks, aids to navigation and restricted areas.</i>				
	<i>Note: This chart is to be deleted from the list of charts affected by Former Notices 1205(P)/01, 2278(P)/01, 2565(P)/01 and 2566(P)/01.</i>				
3225	Japan, Seto Naikai, Kanmon Kaikyō to Kusayama Saki.	1:50,000	54	82	£16·30
	<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>				
⊙3454	United States - East Coast, New York - New Jersey, New York, Hudson River, Hoboken to Edgewater.	1:10,000	81	128	£16·30
	<i>Includes changes to depths and amendments to the coastline.</i>				
⊙3455	United States - East Coast, New York - New Jersey, New York, Governors Island and the Entrances to Hudson and East Rivers.	1:10,000	81	128	£16·30
	East River, continuation on the same scale.	1:10,000			
	<i>Includes changes to depths and amendments to the coastline.</i>				

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

NEW EDITIONS OF ADMIRALTY CHARTS AND PUBLICATIONS

Admiralty Charts published 7 February 2002 (continued)

Chart	Title and other remarks	Scale	Folio	Catalogue page	UK (RRP)*
⊙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	52	78	£16.30
⊙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. (This chart is included in the International chart series).</i>	1:3,500,000	46	14, 62, 132	£16.30

Admiralty Publications

NP No.	Title and other remarks	Date	UK(RRP)*	Remarks
NP 22	Bay of Biscay Pilot (Eighth Edition 2001).	9/08/01	£37.00	This edition supersedes Bay of Biscay Pilot (Seventh Edition 1998) which is thereby cancelled.
NP 25	British Columbia Pilot Volume I (Eleventh Edition 2001).	6/09/01	£37.00	This edition supersedes British Columbia Pilot Volume I (Tenth Edition 1998) which is thereby cancelled.
NP 282	Admiralty List of Radio Signals. Radio Position Fixing and Time Signals.	7/02/02	£28.95	Corrections accrued whilst the publication was in the press, from Week 49/01 to Week 6/02 inclusive, along with new information, are issued in Section VI of the Weekly Editions of Admiralty Notices to Mariners commencing with this weeks edition. The 2001 edition of NP 282 is cancelled and replaced by the 2002 New Edition.

*UK (RRP) means UK recommended retail price.

⊙ denotes chart available in the ARCS series.

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 7 MARCH 2002

New Admiralty Charts

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
3783	Qatar, Mesaieed (Musay'id or Umm Said). 24°50'·50N. — 24°58'·60N., 51°32'·00E. — 51°45'·00E. <i>A new chart at a scale of 1:20,000 providing improved coverage of the recently surveyed approach channels. The horizontal datum is referred to WGS 84 datum. This chart cancels the plan of Mesaieed on Chart 3786.</i>	1:20,000	Plan on Chart 3786

New Editions of Admiralty Charts

Chart	Title and other remarks	Scale	Charts to be WITHDRAWN
1080	Baltic Sea - Gulf of Finland, Approaches to Helsinki. <i>Includes new submarine cables and firing practice areas, new and revised restricted areas and changes to depths throughout.</i>	1:55,000	1080
1301	Japan, Ports in Western Honshū. Sakai. Approaches to Sakai and Naka Umi. Hamada. Approaches to Hagi. Hagi.	1:20,000 1:40,000 1:20,000 1:60,000 1:30,000	1301
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>		
1304	Japan, Ports in North-West Honshū. Kanazawa Kō. Tsuruga Kō. Approaches to Tsuruga Kō.	1:20,000 1:15,000 1:40,000	1304
	<i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>		
1305	Japan, Honshū - North-West Coast, Wakasa Wan, Approaches to Miyazu Kō and Maizuru Kō. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:50,000	1305

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 7 MARCH 2002

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
1323	Japan, Honshū - North-West Coast, Tsuno Shima to Tako Hana. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:250,000	1323
1324	Japan, Honshū - North-West Coast, Hino Misaki to Naryū Saki. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:250,000	1324
1325	Japan, Honshū - North-West Coast, Kyōga Misaki to Wajima Kō including Wakasa Wan. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:250,000	1325
1326	Japan, Honshū - West Coast, Ama Saki to Niigata including Sado 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>	1:250,000	1326
1335	Japan, Honshū - North-West Coast, Ports in Wakasa Wan. Miyazu and Kunda Wan. Maizuru. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:20,000 1:20,000	1335
1342	Japan, Ports in North-West Honshū. Ⓐ Nanao-Nan Wan. Ⓑ Fushiki and Shinminato. Ⓒ Naoetsu. Ⓓ Toyama. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:30,000 1:20,000 1:15,000 1:20,000	1342
1347	Japan, Honshū - North-West Coast, Toyama Wan. <i>This partial new edition is limited to the transfer of the horizontal datum to WGS 84 (Former Notice 3871(P)/00 refers).</i>	1:75,000	1347

II

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 7 MARCH 2002

New Editions of Admiralty Charts (continued)

Chart	Title, limits and other remarks	Scale	Charts to be WITHDRAWN
3518	Gulf of Oman, Ports and Anchorages on the North-East Coast of Oman. (A) Muscat (Masqat) to Mīnā' al Faḥl. 1:30,000 (B) Port Sultan Qāboos and Muscat (Masqat). 1:12,500 (C) Bandar Jiṣṣah. 1:20,000 (D) Bandar Khayrān. 1:20,000 (E) Qalhāt LNG Terminal. 1:30,000 22°38'·71N. — 22°42'·00N., 59°21'·56E. — 59°30'·00E. (F) Sur. 1:30,000 22°33'·27N. — 22°37'·10N., 59°29'·80E. — 59°33'·40E. <i>Includes a new plan of Qalhat LNG Terminal. Plan, 'Khawr al Ḥajar and Khawr al Jarāmah, has been removed. On plan Sur the limits and scale have been amended to provide improved coverage.</i>		3518
3787	Qatar, Approaches to Mesaieed (Musay'id or Umm Said) and Doha (Ad Dawḥah). 1:50,000 <i>This partial new edition is limited to include the new dredged Mesaieed East Channel, marked by light-buoys and a new pilot boarding place. The chart is now referred to WGS 84 datum.</i>		3787

II

ADMIRALTY CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Admiralty Charts

<i>Chart to be WITHDRAWN</i>	<i>Main Title</i>	<i>On publication of New Chart/New Edition</i>
524	Japan, Western Approaches to Kanmon Kaikyō.	524
532	Japan, Kyūshū - Honshū, Oro Shima to Tsuno Shima.	532
S532	Japan, Kyūshū - Honshū, Oro Shima to Tsuno Shima, showing areas swept clear of mines.	S532
676	Ports in the South West of Japan.	676
1233 INT 1500	International Chart Series, British Isles, Northern Approaches to the Shetland Islands.	⊙1233 INT 1500
1270 INT 5363	International Chart Series, Korea - West Coast, Ando to Inch'ŏn Hang.	⊙1270 INT 5363
1578	Japan, Kanmon Kaikyō.	1578
2224	Baltic Sea, Gulf of Finland, Helsinki.	⊙2224
3225	Japan, Seto Naikai, Kanmon Kaikyō to Kusayama Saki.	3225
3454	United States - East Coast, New York, Hudson River, Hoboken to Edgewater.	⊙3454
3455	United States - East Coast, New York, Governors Island and the Entrances to Hudson and East Rivers.	⊙3455
3642 INT 5364	International Chart Series, Korea - West Coast, Inch'ŏn.	⊙3642 INT 5364
4714	Indian Ocean, Cocos or Keeling Islands to Île Saint-Paul.	⊙4714 INT 714

⊙ denotes chart available in the ARCS series.

II

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

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

⊙18	⊙1152	⊙1446	⊙1882	⊙2045	⊙2642
⊙26	⊙1156	⊙1464	⊙1892	⊙2052	⊙2656
⊙28	⊙1160	⊙1478	⊙1900	⊙2093	⊙2693
⊙30	⊙1161	⊙1481	⊙1901	⊙2094	⊙2695
⊙31	⊙1164	⊙1482	⊙1902	⊙2151	⊙2696
⊙32	⊙1165	⊙1484	⊙1934	⊙2154	⊙2793
⊙34	⊙1166	⊙1491	⊙1951	⊙2172	⊙2841
⊙105	⊙1167	⊙1503	⊙1953	⊙2175	⊙2878
⊙106	⊙1168	⊙1504	⊙1967	⊙2253	⊙3164
⊙107	⊙1169	⊙1512	⊙1970	⊙2255	⊙3271
⊙108	⊙1176	⊙1536	⊙1971	⊙2268	⊙3272
⊙109	⊙1178	⊙1543	⊙1972	⊙2290	⊙3273
⊙111	⊙1179	⊙1552	⊙1973	⊙2345	⊙3274
⊙121	⊙1182	⊙1594	⊙1975	⊙2449	⊙3275
⊙129	⊙1183	⊙1606	⊙1977	⊙2450	⊙3284
⊙134	⊙1185	⊙1607	⊙1978	⊙2451	⊙3294
⊙147	⊙1186	⊙1609	⊙1981	⊙2454	⊙3297
⊙148	⊙1187	⊙1610	⊙1991	⊙2482	⊙3298
⊙152	⊙1188	⊙1612	⊙1994	⊙2484	⊙3315
⊙154	⊙1190	⊙1613	⊙2000	⊙2565	⊙3319
⊙156	⊙1191	⊙1626	⊙2007	⊙2566	⊙3337
⊙160	⊙1192	⊙1627	⊙2010	⊙2567	⊙3418
⊙323	⊙1200	⊙1634	⊙2011	⊙2571	⊙3478
⊙442	⊙1267	⊙1652	⊙2013	⊙2572	⊙3490
⊙536	⊙1320	⊙1698	⊙2021	⊙2610	⊙3497
⊙777	⊙1344	⊙1827	⊙2022	⊙2611	⊙3683
⊙871	⊙1346	⊙1828	⊙2035	⊙2615	⊙3741
⊙883	⊙1410	⊙1834	⊙2036	⊙2625	⊙3746
⊙1076	⊙1411	⊙1835	⊙2037	⊙2628	⊙3750
⊙1148	⊙1413	⊙1859	⊙2041	⊙2629	
⊙1149	⊙1438	⊙1866	⊙2044	⊙2631	

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

⊙ denotes chart available in the ARCS series.

II

642 MISCELLANEOUS UPDATES TO CHARTS

Chart Previous Notice Details
to Mariners

1323 2055/01 Insert accompanying note, CAUTION: CHARTS REFERRED TO WGS 84 DATUM, outside N. border adjacent to legend, DEPTHS IN METRES.

UK Hydrographic Office.

546* ENGLAND, East Coast — The Wash — Approaches to River Nene and Pandora Sand — Buoyage

Insert special conical light-buoy, *Fl.Y.3s RAF No6* (a) 52° 50'·91N., 0° 12'·56E.
Delete P light-buoy, *Fl.G.2s* 52° 50'·38N., 0° 21'·57E.
former RAF No6 light-buoy close E. of (a) above

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

Chart [Last correction].— **1200** (INT 1556) [340/02]

Port of Wisbech Notice 5/01 and King's Lynn Conservancy Board Notice 51/01 (HH.242/560/15).

547* SCOTLAND, East Coast — Montrose — Ferryden — Light-beacon; Tide gauge

Insert red light-beacon with X topmark, *Fl.R.5s* (a) 56° 42'·11N., 2° 27'·88W.
Delete black $\odot$ Tide Gauge close SE. of (a) above

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

Chart [Last correction].— **1438** (plan C, Montrose Harbour) [New Edition 16/8/01]

Light List Vol. A, 2001/02, 3223.45

Montrose Port Authority Notice 4/01 (HH.262/410/04).

548* SCOTLAND, West Coast — Outer Hebrides — Sound of Harris — Berneray Eastwards — McCaskill Rock and Little Bundle Northeastwards — Buoyage

Delete NF4 buoy 57° 41'·46N., 7° 07'·20W.
BA4 light-buoy 57° 42'·35N., 7° 09'·59W.

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].— **2642** [2799/01] — **2841** [2799/01]

Comhairle nan Eilean Siar Notice 4/01 (HH.272/750/05).

549* IRELAND, East Coast — South Rock Eastwards, Plough Rock and Copeland Sound — Buoyage

Amend port-hand light-buoy to, *Fl.R.3s* (a) 54° 27'·4N., 5° 25'·0W.
Delete South Ridge buoy, (chart 1411, port-hand can buoy) (b) 54° 24'·4N., 5° 23'·1W.
red can buoy, (charts 1753, 2198, 2093, 1411
and 2724, port-hand can buoy) (c) 54° 41'·1N., 5° 30'·4W.

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].— **3709** (c) [1501/00] — **1753** (INT 1661) (c) [New Edition 20/12/01] — **2156** (a,b) [3559/01] — **2198** (c) [5054/01] — **2093** [3917/01] — **1411** (INT 1608) (b,c) [345/02] — **2724** (c) [2179/01]

Commissioners of Irish Lights Notice 9/01 (HH.288/430/03).

550* WALES, North Coast — Mostyn Docks and Welsh Channel — Light; Light-beacon

Insert ★ *Dir.Iso.WRG.2s16m7M*, (main sheet, ★ *Dir.Iso.WRG.7M*) (a) 53° 19'·298N., 3° 16'·048W.
sectors at light, as follows: (b) (a) above
G 171·5° – 173·5° (2°)
W 173·5° – 174·5° (1°)
R 174·5° – 176·5° (2°)
sectors at light-beacon, as follows: (c) 53° 21'·20N., 3° 24'·08W.
Iso.G 094° – 096° (2°)
Iso.W 096° – 097° (1°)
Iso.R 097° – 099° (2°)

Amend light-beacon to, *Q.G.5M & Dir.Iso.WRG.2s7M(occas)* (d) (c) above

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

Chart [Last correction].— **1953** (plan A, Mostyn Docks) (a,b) & **1953** (a,c,d) [33/02]

Light List Vol. A, 2001/02, 5116, 5116.05

Mostyn Docks Ltd (HH.212/400/14).

II

551* WALES, South Coast — Approaches to Cardiff — Cardiff Grounds Southeastwards — Monkstone Westwards — Depth

Insert depth 5₈ m and extend 10m contour SE. to enclose 51° 24'·89N., 3° 06'·50W.
 Note: **Positions** on all of the charts affected by this notice are referred to a **WGS 84** compatible datum. See list of ADMIRALTY CHARTS OF GREAT BRITAIN THAT ARE REFERRED TO A WGS 84 COMPATIBLE DATUM (near the beginning of this publication) and NM 4731(P)/00.

Chart [Last correction].— **1182** (INT 1653) [5055/01] — **1176** (INT 1654) [5072/01] — **1152** [34/02]
 Trinity House (HH.218/400/14).

552* ENGLAND, South Coast — Falmouth — Inner Harbour — Approaches to Docks Basin — Depths

Insert depth 5₁ m (a) 50° 09'·347N., 5° 02'·377W.
 depth 5₃ m (b) 50° 09'·372N., 5° 02'·342W.
 depth 5₅ m (c) 50° 09'·403N., 5° 02'·331W.
 Delete depth 5₉ m close E. of (a) above
 depth 6₁ m close N. of (b) above
 depth 6₃ m close N. of (c) above

Note: The above update will be included on the next New Edition of Chart 32 to be published 28 February 2002.

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].— **18** [New Edition 29/11/01]
 Falmouth Harbour Commissioners (HH.232/430/09).

553* CHANNEL ISLANDS — Jersey, North Coast — Bouley Bay — Vicard Point Southwestwards — Landmarks

Delete ☉ (chart 3655, ☉) (a) 49° 14'·75N., 2° 05'·47W.
 (b) 49° 14'·76N., 2° 05'·41W.
 (c) 49° 14'·77N., 2° 05'·34W.
 symbol, radio mast and associated legend, 3 Masts (183) (d) 49° 14'·75N., 2° 05'·37W.
 legend, RADIO MASTS (conspic) (e) close E. of (c) above
 legend, RADIO MASTS (183) (f) close N. of (a) above

Chart [Last correction].— **1136** (a-c,e) [2200/01] — **3655** (a-c,f) [2200/01] — **2669** (d) [256/02]
 Jersey Harbours (HH.256/801/02).

554* RUSSIA, North Coast — Kol'skiy Zaliv — Mys Letinsky Northwards and Severomorsk — Landmarks; Buoy

Insert symbol, chimney, 2 CHIMNEYS (90) (a) 69° 04'·73N., 33° 25'·61E.
 Delete safe water pillar light-buoy with topmark, LFl.6s (b) 69° 20'·1N., 33° 34'·2E.
 (c) 69° 20'·4N., 33° 34'·0E.

Chart [Last correction].— **2966** (a,b) [4349/01] — **2333** (c) [4448/01]
 UK Hydrographic Office and Russian Notice 41/6292/01 (HH.306/420/04).

555* RUSSIA, North Coast — White Sea — Arkhangel'sk — Solombala Westwards — Depth

Insert depth 7₇ m and extend 10m contour E. to enclose 64° 34'·66N., 40° 29'·87E.

Chart [Last correction].— **2280** [4348/01]
 UK Hydrographic Office (HH.303/430/03).

556 NORWAY, West Coast — Meløya — Meløysund — Light

Amend light to, Oc.WRG.6s7m10–7M (a) 66° 49'·80N., 13° 33'·40E.
 sector at light, Oc.WRG.6s7m10–7M, as follows: (a) above
 G 072° – 080° (8°)
 Remaining sectors unchanged

Chart [Last correction].— **3533** [136/01] — **3534** [3710/00]
 Light List Vol. L,2001/02, 2426
 Norwegian Notice 24/1070/01 (HH.310/540/04).

557 NORWAY, West Coast — Bjørnafjorden to Karmøy — Marine farms

Insert the accompanying note, MARINE FARMS, centred on: (a) 59° 51'·8N., 5° 20'·3E.
 (b) 59° 48'·4N., 5° 12'·3E.
 Delete existing note, MARINE FARMS, centred on: (c) 59° 27'·3N., 5° 20'·6E.
 (d) 59° 48'·5N., 5° 09'·2E.

Chart [Last correction].— **3016** (a) [1005/01] — **3018** (b,d) [4662/01] — **3019** (c) [226/02]
 Norwegian Notices 23/1008/01 & 23/1061/01 (HH.308/210/07).

II

558 BALTIC SEA — Sweden, South Coast — Approaches to The Sound — Kullagrund Southwards — Restricted limit; Maritime limit

Insert	limit of restricted area, pecked line, joining:	(a) 55° 13'·5N., 13° 22'·0E. (E. border)
		(b) 55° 13'·5N., 13° 18'·0E.
		(c) 55° 12'·5N., 13° 18'·0E.
		(d) 55° 12'·5N., 13° 22'·0E. (E. border)
	magenta maritime limit, pecked line, joining:	(e) 55° 12'·7N., 13° 24'·0E. (N. border)
		(f) 55° 12'·5N., 13° 24'·0E.
		(g) 55° 12'·5N., 13° 22'·0E. (W. border)
		(h) 55° 13'·5N., 13° 18'·2E.
		(i) 55° 13'·5N., 13° 24'·2E.
		(j) 55° 12'·5N., 13° 24'·2E.
		(k) 55° 12'·5N., 13° 18'·2E.
	legend, <i>Anchoring and Fishing Dangerous</i> (see Note)	(l) within (a)–(d) above
		(m) close SE. of (e)–(g) above
		(n) within (h)–(k) above

Chart [*Last correction*].— **2115** (a–d,l) [235/02] — **2150** (e–g,m) [45/02] — **2360** (h–k,n) [44/02]
Swedish Notice 51–52/914/01 (HH.315/410/04).

559 BALTIC SEA — Gulf of Bothnia — Finland, West Coast — Approaches to Kokkola — Radar beacon

Delete	radar beacon, Racon (T), at light	63° 55'·90N., 22° 56'·96E.
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Chart [*Last correction*].— **3062** (plan, Kokkola and Approaches) [429/02]

Light List Vol. C, 2001/02, 4205

Admiralty List of Radio Signals Vol. 2, 2001: 60400 (5/02)

Finnish Notice 35–36/871/01 (HH.321/530/02).

560 BALTIC SEA — Russia — Sankt Peterburg — Bol'shaya Neva — Obstruction

Insert	⊙ <i>Obstn</i> , least depth 3 ₂ m	59° 55'·20N., 30° 15'·20E.
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Chart [*Last correction*].— **2395** (plan A, Sankt Petersburg) [3425/01]

Russian Notice 51/7972/01 (HH.304/600/04).

561 BALTIC SEA — Germany, North Coast — Zatoka Pomorska — Data buoys

Insert	special conical buoy with topmark, 2 <i>Tn</i> ODAS	(a) 54° 04'·55N., 14° 09'·55E.
Delete	ODAS light–buoy	(b) 54° 04'·52N., 14° 09'·48E.
		(c) 54° 04'·60N., 14° 07'·78E.

Chart [*Last correction*].— **2679** (INT 1295) (a,b) [4776/01] — **2150** (a,c) [558/02]

German Notice 1/T(11)151/02 (HH.326/003/09).

562 BALTIC SEA — Germany, North Coast — Mecklenburger Bucht — Sagasbank — Rock; Depth

Insert	+ (6 ₉)	(a) 54° 16'·48N., 11° 12'·82E.
Delete	depth 8 ₁ m	close NE. of (a) above

Chart [*Last correction*].— **2113** [48/02]

German Notice 48(16)36/01 (HH.327/450/04).

563 BALTIC SEA — Germany, North Coast — Nord–Ostsee Kanal — Holtenhauer Bridges — Lights

Delete	★ 2F(vert), (chart 2469, ★ 2F(vert))	54° 22'·19N., 10° 07'·42E.
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Chart [*Last correction*].— **696** [355/02] — **2469** (plan D, Holtenau) [1035/01]

Light List Vol. C, 2001/02, 1250, 1250.4

German Hydrographic Office (HH.328/580/02).

564 NETHERLANDS — Die Ems — Emden Fahrwasser — Oterdum — Buoyage

Delete	N. cardinal light–buoy, Q	53° 18'·90N., 7° 01'·41E.
	N. cardinal light–buoy, VQ	53° 18'·93N., 7° 01'·13E.

Chart [*Last correction*].— **3510** [251/02]

Netherlands Notice 52/709/01 (HH.340/720/02).

II

565 NETHERLANDS — IJmuiden — Noorder Buitenkanaal — Lights; Fog signal

Delete	★ Iso.R.3s	52° 28'·14N., 4° 34'·38E.
	★ Iso.G.3s Horn	52° 27'·92N., 4° 34'·45E.

Chart [*Last correction*].— **124** (INT 1471) (**part A**) [252/02]

Light List Vol. B, 2001/02, 0786, 0791

Netherlands Notice 2/58/02 (HH.340/600/02).

566 NETHERLANDS — Nieuwe Waterweg — Buoyage

Amend	designation of buoy to, <i>NW19</i>	51° 57'·50N., 4° 09'·12E.
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Delete	NW 17A buoy	51° 57'.92N., 4° 08'.28E.
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former NW 19 buoy 51° 57'.85N., 4° 08'.50E.

NW 21 buoy 51° 56'·44N., 4° 11'·34E.

NW 23 buoy (a) 51° 55'.26N., 4° 13'.73E.

NW 25 buoy (b) 51° 55'·17N., 4° 13'·87E.

tion] — 132 (INT 1475) (part A. Nieuwe Waterweg and Europoort) & (part B. continuatie)

Chart [Last correction].— 132 (INT 1475) (part A, Nieuwe Waterweg and Europoort) & (part B, continuation Nieuwe Waterweg Nieuwe Maas) (a,b) [169/02]

Netherlands Notice 2/49/02 (HH.340/540/03).

567 NETHERLANDS — Westerschelde — Schaar van Waarde — Buoyage

Delete Stort 2 buov 51° 24'·78N., 4° 03'·55E.

Stort 1 buoy 51° 24'·58N., 4° 03'·27E.

Stort 4 buoy 51° 24' 53N., 4° 03' 95E.

Stort 3 buoy 51° 24'·43N., 4° 03'·73E.

Stort 6 buoy 51° 24'·32N., 4° 04'·28E.

Stort 5 buoy 51° 24'·22N., 4° 04'·12E.

Chart [*Last correction*].— **120** (INT 1479) [170/02]

Netherlands Notice 2/56/02 (HH.340/440/03).

568 FRANCE, North Coast — Les Héaux de Bréhat Eastwards — Depths

Insert depth 11₈ m enclosed by 20m contour (chart 3670,
depth 11₈ m and extend 30m contour N. to enclose) 48° 54'·61N., 3° 03'·15W.

Chart [*Last correction*].— **3673** (INT 1755) [146/02] — **3670** [146/02]

French Notice 01/02/02 (HH.351/590/02).

569 FRANCE, North Coast — Île Vierge Northeastwards — Wreck

Insert PA 48° 41'·0N., 4° 27'·8W.

The above update will be included in a New Edition of Chart 2655 to be published 21 February 2002.

Chart [*Last correction*].— **3668** [257/02] — **2644** [2669/01] — **2668** [146/02]

French Notice 50/23/01 (HH.351/610/04).

570 PORTUGAL, West Coast — Approaches to Rio Ave — Póvoa de Varzim — Light

Delete ★ Iso.6s29m15M 41° 22'·6N., 8° 45'·1W.

Chart [*Last correction*].— **3634** [175/02]

Light List Vol. D, 2001/02, 2020

Portuguese Notice 25/433/01 (HH.363/400/03).

571 PORTUGAL, South Coast — Faro — Restricted area

Insert circular limit of restricted area, anchoring and fishing prohibited, radius 0.5M, pecked line, centred on: 36° 58' 45N., 7° 58' 99W.

Chart [*Last correction*].— **89** [442/02]

Portuguese Notice 26/449/01 (HH.363/500/08).

572 NORTH ATLANTIC OCEAN — Islas Canarias — La Palma — Santa Cruz de La Palma — Works

Insert legend, *Works in progress* (2001), centred on: 28° 40'·585N., 17° 45'·900W.

Chart [*Last correction*].— 1858 (plan B, Santa Cruz de La Palma) [3936/01]

Spanish Notice 49/913(T)/01 (HH.419/420/06).

II

573 MEDITERRANEAN SEA — Spain, East Coast — Vilanova i La Geltrú — Restricted area

Insert limit of restricted area, fishing prohibited, pecked line,
joining: 41° 12'·34N., 1° 46'·25E.
41° 11'·55N., 1° 44'·02E.
41° 10'·39N., 1° 44'·02E.
41° 10'·51N., 1° 45'·49E.
41° 11'·00N., 1° 46'·25E.

Chart [*Last correction*].— **1704** [182/02]
Spanish Notice 52/974/01 (HH.361/620/03).

574 MEDITERRANEAN SEA — Spain — Islas Baleares — Mallorca, North Coast — Bahía de Alcudia — Depths

Substitute depth 11₆ m for depth 13m 39° 51'·0N., 3° 14'·08E.

Chart [*Last correction*].— **2831** [3110/01] — **1703** [365/02]
Spanish Notice 51/960/2001 (HH.362/410/04).

575 MEDITERRANEAN SEA — Italy, West Coast — Genova — Bacino Porto Vecchio — Ponte del Mille — Quay; Works

Insert quay, single firm line, joining: (a) 44° 24'·775N., 8° 55'·130E.(shore)
thence 187·7° direction for 100m
thence 097·7° direction for 55m
(b) thence 007·7° direction for 290m
(shore)
Delete charted detail within (a)—(b) above
legend, Works in progress (2000), centred on: 44° 24'·7N., 8° 55'·1E.

Chart [*Last correction*].— **355** (INT 3362) [1932/01]
Italian Notice 23·1/01 (HH.369/470/02).

576 MEDITERRANEAN SEA — Italy, West Coast — Marina di Carrara — Restricted area; Works

Insert limit of restricted area, pecked line, joining: 44° 01'·875N., 10° 02'·729E.
(breakwater)
44° 01'·731N., 10° 03'·085E.
44° 01'·870N., 10° 03'·194E.
(shore)
legend, Works in progress (2001), centred on: (a) 44° 01'·88N., 10° 02'·90E.
legend, Entry Prohibited close SE. of (a) above

Chart [*Last correction*].— **118** (plan, Marina di Carrara) [1049/01]
Italian 22/22.8/01 (HH.369/490/02).

577 MEDITERRANEAN SEA — Albania — Vóríon Stenón Kerkíras — Gjiri i Sarandës — Rock; Depth

Insert * (a) 39° 51'·98N., 20° 00'·10E.
Delete depth 1₅ m close SW. of (a) above

Chart [*Last correction*].— **206** [5099/01] — **188** [5099/01]
Hellenic Navy Hydrographic Service (HH.378/799/03).

578 MEDITERRANEAN SEA — Aegean Sea — Greece — Nísos Lésvos, West Coast — Buoy

Insert special pillar light–buoy, Fl.3s 39° 09'·22N., 25° 48'·50E.

Chart [*Last correction*].— **1061** [5106/01] — **1087** [267/02]
Greek Notice 11/307/01 (HH.383/430/03).

579 MEDITERRANEAN SEA — Turkey — Marmara Denizi — Baba Burnu — Buoy

Insert special pillar light–buoy with topmark, Fl.Y 40° 58'·25N., 28° 32'·11E.
(seaward end of outfall)

Chart [*Last correction*].— **1005** [3286/01]
Turkish Notice 50/251/01 (HH.394/420/03).

II

580 BLACK SEA — Ukraine — Kerch Strait — Southern Approach to Kerch–Yenikal Channel — Foul

Insert # 45° 11'·47N., 36° 28'·52E.

Chart [*Last correction*].— **2242** [74/02] — **2216** [3669/01]

Russian Notice 50/7839/01 (HH.396/430/05).

581 MADAGASCAR, North Coast — Baie de Bombetoke — Chenal du N.W. and Majunga — Buoy; Lights

Delete red conical light–buoy, Oc.R PA (a) 15° 38'·6S., 46° 11'·6E.
 ★ F.R. 15° 43'·58S., 46° 18'·36E.
 ★ F.G. 15° 43'·50S., 46° 18'·48E.
 ★ F.G. (b) 15° 43'·55S., 46° 18'·80E.
 ★ F.R. close E. of (b) above

Chart [*Last correction*].— **701 (plan, Baie de Bombetoke) & 701 (a)** [716/01] — **3871 (a)** [716/01]

Light List Vol. D, 2001/02, 7039, 7039.2, 7040, 7042.4

French Notice 52/21/01 (HH.457/400/05).

582 ARABIA — Arabian Sea — Suqūṛá Northwards — Depths

Insert depth 41m (a) 12° 48'·6N., 53° 53'·2E.
 depth 440m, (chart 2954, 241fm) (b) 13° 01'·0N., 54° 03'·0E.
 Delete depth 55m close NW. of (a) above

Chart [*Last correction*].— **5** [3787/99] — **2954 (b)** [466/02]

Russian Chart 42081 (HH.481/430/02).

583 PAKISTAN — Pasni — Light

Insert ★ Fl(3)30s17M, (chart 707, ★ Fl(3)17M) 25° 12'·46N., 63° 29'·30E.

Chart [*Last correction*].— **38 (INT 7019) (plan B, Pasni) & 38 (INT 7019)** [191/02] — **707** [272/02]

Light List Vol. D, 2001/02, 7736

Pakistani Notice 48/152/01 (HH.500/410/02).

584 PENINSULAR MALAYSIA, East Coast — Johor, East Coast — Tanjung Balau Eastwards — Light–buoy

Insert special can light–buoy, Fl.Y.5s 1° 37'·55N., 104° 18'·01E.

Chart [*Last correction*].— **2403** [93/02]

Marine Department, Peninsular Malaysia Notice 41/01 (HH.517/705/03).

585 CHINA, South–East Coast — Hong Kong — Hong Kong International Airport Westwards — Buoy

Insert special pillar light–buoy, Fl.Y.6s Weather 1 22° 18'·291N., 113° 52'·753E.

Chart [*Last correction*].— **1919 (INT 5510)** [5117/01]

Hong Kong Notice 25/79/01 (HH.550/406/05).

586 CHINA, South–East Coast — Hong Kong — Western Approaches to Hong Kong Harbour — Northern Fairway and Western Dangerous Goods Anchorage — Buoyage; Mooring buoys

Move Kellet North light–buoy from: 22° 19'·058N., 114° 06'·130E.
 to: 22° 19'·075N., 114° 06'·130E.
 WQ light–buoy from: (a) 22° 19'·158N., 114° 06'·447E.
 to: 22° 19'·175N., 114° 06'·447E.
 🚧 A14 from: 22° 19'·020N., 114° 07'·062E.
 to: 22° 18'·970N., 114° 07'·095E.
 Delete 🚧 B29 260m ESE. of (a) above
 🚧 A15 640m E. of (a) above

Chart [*Last correction*].— **3280 (INT 5509)** [4555/01]

Hong Kong Notices 1/5–6/02 (HH.550/404/09).

587 CHINA SEA — T'ai–wan, West Coast — Kao–Hsiung — Mooring buoys

Insert 🚧 No 31 22° 36'·46N., 120° 17'·24E.
 Delete 🚧 No 34 22° 36'·18N., 120° 17'·33E.

Chart [*Last correction*].— **2376** [372/02]

Taiwanese Notice 63/01 (HH.549/400/05).

II

588 CHINA SEA — Tai-wan, East Coast — Hua-lien and Approaches — Radar beacons

Insert radar beacon, *Racon(D)*, (charts 2618 & 3235, radar beacon, *Racon(D)*, at light) (a) 23° 58′·51N., 121° 37′·12E.
Delete legend, *Racon(D)* (3&10cm) at light, (charts 3234 & 3235, 24° 01′·07N., 121° 38′·18E.
legend, *Racon(D)*)

Chart [*Last correction*].— **2618 (plan, Hua-lien) (a) & (plan, Approaches to Hua-lien)** [5006/01] — **3234** [5006/01] — **3235** [5006/01]

Light List Vol. F, 2001/02, 4705, 4709.3

Admiralty List of Radio Signals Vol. 2, 2001: 80770 (5/02)

Taiwanese Notice 68/01 (HH.549/420/02).

589 CHINA, East Coast — Dong Hai — Approaches to Minjiang Kou — Lights

Insert ★ *Iso.4s84m10M* 26° 08′·00N., 119° 39′·49E.
Amend light to, *Fl.1-5s30m10M* 26° 08′·02N., 119° 38′·30E.
light to, *Iso.4s63m10M* 26° 08′·67N., 119° 37′·37E.

Chart [*Last correction*].— **2400 (plan, Minjiang Kou) & 2400** [373/02]

Light List Vol. F, 2001/02, 3635.4, 3635.41, 3635.42

Chinese Notice 24/374(1041)/02 (HH.548/462/02).

590 JAPAN — Seto Naikai — Hannan Kō — Light

Amend range of light to, 5M 34° 29′·4N., 135° 22′·2E.

Chart [*Last correction*].— **2287** [377/02] — **3614** [198/02]

Light List Vol. F, 2001/02, 5955.2

Japanese Notice 52/1955/01 (HH.568/506/05).

591 JAPAN — Honshū, East Coast — Ōtsu Southwards — Submarine cable

Insert submarine cable joining: 36° 46′·30N., 140° 44′·80E.(shore)
36° 46′·20N., 140° 45′·00E.
36° 46′·10N., 140° 46′·40E.
36° 45′·00N., 140° 51′·50E.

Chart [*Last correction*].— **3373** [3599/01]

Japanese Notice 51/1919/01 (HH.561/300/06).

592 KOREA, West Coast — Approaches to Kunsan — Piŭng Do Westwards — Wreck

Insert 35° 56′·25N., 126° 28′·75E.

Chart [*Last correction*].— **1558 (plan B, Approaches to Kunsan)** [227/02] — **913** (INT 5254) [383/02]

Korean Notice 51/656/01 (HH.557/412/03).

593 KOREA, South-West Coast — Soando, North Coast — Light-beacon

Insert starboard-hand light-beacon with topmark, *Fl.R.5s10m6M* 34° 11′·91N., 126° 38′·87E.

Chart [*Last correction*].— **3365** (INT 5252) [384/02]

Light List Vol. F, 2001/02, 4279.6

Korean Notice 1/6/02 (HH.557/430/05).

594 KOREA, South Coast — Ch'odo Kundo — Taebyongp'ungdo Northwards — Wreck

Insert 34° 17′·9N., 127° 09′·8E.

Chart [*Last correction*].— **3365** (INT 5252) [593/02]

Korean Notice 1/9/02 (HH.557/430/05).

595 KOREA, South Coast — Approaches to Yōsu Haeman — Yōch'ōn — Light

Insert ★ *Fl.4s31m8M*, (chart 127, ★ *Fl.4s8M*) 34° 39′·47N., 127° 48′·49E.

Chart [*Last correction*].— **3391** (INT 5360) [5010/01] — **127** [5010/01]

Light List Vol. F, 2001/02, 4308.98

Korean Notice 1/5/02 (HH.557/440/04).

II

596 KOREA, East Coast — Ulsan Man — Wreck

Delete  35° 26'·11N., 129° 26'·56E.

Chart [*Last correction*].— **898 (plan A, Ulsan and Mip'o)** [288/02] — **896** (INT 5355) [2394/01] — **3666** (INT 5251) [4165/01]

Korean Notice 1/4/02 (HH.557/466/07).

597 KOREA, East Coast — Approaches to P'ohang — Talman Gap — Light; Buoyage

Insert	★ <i>Fl.R.4s15m7M</i> , (chart 3666, ★ <i>Fl.R.7M</i>)	(a)	36° 06'·57N., 129° 26'·52E.
Delete	A light-buoy		610m WNW. of (a) above
	B light-buoy		370m NW. of (a) above
	C light-buoy		210m ENE. of (a) above
	D light-buoy		420m SW. of (a) above

Chart [*Last correction*].— **898 (plan B, P'ohang and Approaches)** [596/02] — **3666** (INT 5251) (a) [596/02]

Light List Vol. F, 2001/02, 4410.6

Korean Notices 1/2–3/02 (HH.557/468/03).

598 KOREA, East Coast — Tökp'o Dan, Sokch'o Hang Northwestwards and Southwards and Imwŏn Mal — Lights

Insert	★ <i>Fl.R.5s9m5M</i>	38° 21'·8N., 128° 30'·9E.
	★ <i>Fl.R.5s10m5M</i>	38° 14'·9N., 128° 34'·3E.
	★ <i>Fl.R.5s11m5M</i>	38° 09'·1N., 128° 36'·9E.
	★ <i>Fl.R.4s12m6M</i>	37° 13'·3N., 129° 20'·8E.

Chart [*Last correction*].— **882** [108/02]

Light List Vol. F, 2001/02, 4433.9, 4456.9, 4458.7, 4459.45

Korean Notices 51/649–651/01 & 51/664/01 (HH.557/464/07).

599 NORTH AMERICA, West Coast — Alaska — Cook Inlet — Port Graham — Beacon; Buoy

Insert	port-hand beacon, 5	(a)	59° 21'·61N., 151° 51'·90W.
Delete	former 5 buoy		close W. of (a) above

Chart [*Last correction*].— **1454 (plan, Port Graham)** [2075/01]

U.S. Notice 1/16646/02 (HH.611/425/03).

600 NORTH AMERICA, West Coast — Alaska — Behm Canal and Revillagigedo Channel — Depth; Light

Insert	depth 19fm enclosed by 100fm contour	55° 36'·8N., 131° 46'·0W.
Amend	light to, <i>Fl.7M</i>	54° 52'·2N., 131° 11'·7W.

Chart [*Last correction*].— **2430** [3911/01]

Light List Vol. G, 2001/02, 6002.4

U.S. Chart 17420 (HH.611/400/03).

601 NORTH AMERICA, West Coast — British Columbia — Vancouver Island — Checleset Bay — Depths

Insert	the accompanying note, SHOAL DEPTHS, centred on:	50° 18'·0N., 127° 22'·5W.
	legend, <i>SHOAL DEPTHS</i> (<i>see Note</i>), centred on:	50° 01'·6N., 127° 37'·5W.

Chart [*Last correction*].— **2945** [193/01]

Canadian Notice 11/3683/01 (HH.600/445/02).

602 NORTH AMERICA, West Coast — Washington — Rosario Strait — Thatcher Pass — Beacons; Buoyage

Substitute	port-hand beacon with radar reflector for starboard-hand beacon with radar reflector	48° 31'·4N., 122° 49'·8W.
	starboard-hand pillar light-buoy, <i>Fl.R.4s '2'</i> , for former '2' buoy	48° 31'·8N., 122° 47'·1W.

Chart [*Last correction*].— **80** [4728/01]

U.S. Notice 4/18429/02 (HH.612/490/04).

603 NORTH AMERICA, West Coast — Washington — Puget Sound — Possession Sound — Buoy

Delete	white and orange pillar light-buoy, <i>Fl.Y.4s</i>	47° 54'·4N., 122° 20'·9W.
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Chart [*Last correction*].— **47** [206/02] — **1947** [206/02]

U.S. Notice 4/18473/02 (HH.612/480/04).

II

604 NORTH AMERICA, West Coast — Washington — Puget Sound — Shilshole Bay to Point Wells Westwards — Mooring buoys; Buoyage

Insert  Fl.Y.4s (a) 47° 40'·28N., 122° 25'·37W.
Delete barrel light-buoy, Fl.Y.4s 47° 41'·08N., 122° 24'·57W.
white and orange pillar light-buoy, Fl.Y.4s (b) 47° 46'·70N., 122° 26'·53W.

Chart [Last correction].— **47** [603/02] — **1947** (b) [603/02]
U.S. Notice 4/18473/02 (HH.612/485/06).

605 NORTH AMERICA, West Coast — Columbia River — North Portland Harbor — Wreck

Insert  PA 45° 37'·38N., 122° 43'·32W.

Chart [Last correction].— **2849 (panel B)** [4731/01]
U.S. Notice 4/18525/02 (HH.612/460/04).

606 SOUTH AMERICA, West Coast — Peru — Puerto Ilo — Punta Coles — Light

Amend light to, Fl(2)15s36m19M 17° 42'·23S., 71° 22'·75W.

Chart [Last correction].— **3090 (plan D, Puerto Ilo) & 3090** [392/02]
Light List Vol. G, 2001/02, 2002
Peruvian Chart 324 (HH.643/410/02).

607 SOUTH AMERICA, East Coast — Argentina — Valdés Peninsula — Punta Bajos Southwards — Light

Amend light to, Fl.3s88ft14M 42° 23'·2S., 63° 36'·8W.

Chart [Last correction].— **3067** [4513/01]
Light List Vol. G, 2001/02, 1052
Argentine Notice 23/238/01 (HH.650/430/03).

608 SOUTH AMERICA, East Coast — Argentina — Bahía Blanca — Puerto Galván — Light

Amend light to, Iso.R.2s 38° 47'·17S., 62° 17'·88W.

Chart [Last correction].— **3755 (plan A, Puertos Ingeniero White, Nacional and Galván)** [208/02]
Light List Vol. G, 2001/02, 1015.05
Argentine Notice 23/241/01 (HH.650/423/03).

609 SOUTH AMERICA, East Coast — Brazil, East Coast — Cabo Calcanhar Northeastwards — Marine farms

Insert symbol, marine farm 4° 58'·98S., 35° 16'·51W.
5° 02'·49S., 35° 12'·99W.

Chart [Last correction].— **3979** [4826/01] — **3955** [4826/01] — **528** [4826/01]
Brazilian Notice 24/196/01 (HH.658/450/02).

610 WEST INDIES — Guadeloupe — Grande-Terre — Le Moule — Light-beacon; Buoyage

Insert starboard-hand light-beacon with topmark, Fl(2)R.6s 'M1' (a) 16° 20'·050N., 61° 20'·605W.
Delete 'M1' buoy close SE. of (a) above
'M4' buoy 95m ESE. of (a) above

Chart [Last correction].— **491 (plan D, Le Moule)** [4521/01]
Light List Vol. J, 2001/02, 5720
French Notices 28/54/94 & 48/63/01 (HH.671/465/02).

611* WEST INDIES — Bahamas — Crooked Island, North Coast — Colonel Hill Northeastwards — Submarine cables

Insert submarine cable joining: (a) 22° 45'·99N., 74° 12'·06W.(shore)
22° 47'·80N., 74° 10'·15W.
and
(a) above
22° 47'·49N., 74° 09'·10W.

Chart [Last correction].— **3913** [3925/99] — **3914** [553/01]
NSW Submarine Cable Systems (HH.672/300/04).

II

- 612* WEST INDIES — Bahamas — Cat Island, West Coast — Arthur's Town Westwards — Submarine cable**
 Insert submarine cable joining: 24° 37'·33N., 75° 40'·55W.(shore)
 24° 37'·37N., 75° 44'·88W.
 24° 39'·03N., 75° 46'·36W.
 24° 40'·00N., 75° 47'·50W.
- Chart** [*Last correction*].— **3913** [611/02]
 NSW Submarine Cable Systems (HH.672/300/04).
- 613 GULF OF MEXICO — Texas — Port Aransas Northwards — Lydia Ann Channel — Wreck**
 Delete PA 27° 52'·0N., 97° 03'·0W.
- Chart** [*Last correction*].— **3184 (panel A)** [517/02]
 U.S. Notice 4/11312/02 (HH.616/181/2002).
- 614 GULF OF MEXICO — Texas — Matagorda Ship Channel Northeastwards — Platform**
 Delete (lighted) 28° 21'·7N., 95° 55'·5W.
- Chart** [*Last correction*].— **3849** [519/02]
 U.S. Notice 4/11316/02 (HH.616/181/2002).
- 615 GULF OF MEXICO — Texas — Approaches to Freeport — Platform**
 Delete (lighted) 28° 51'·9N., 94° 49'·2W.
- Chart** [*Last correction*].— **3854** [520/02]
 U.S. Notice 4/11330/02 (HH.616/181/2002).
- 616 GULF OF MEXICO — Louisiana — Outer Approaches to Calcasieu Pass — Platform; Obstruction; Wreck; Well; Buoy**
- Insert (lighted) (a) 28° 47'·7N., 93° 13'·9W.
 Obstn, least depth 81ft, (chart 3850, Obstn, least depth 13fm) 28° 46'·2N., 93° 11'·2W.
- Delete PA close N. of (a) above
 Well, least depth 79ft, (chart 3850, Well, least depth 13fm) close SE. of (a) above
 port-hand pillar light-buoy, Q.G Horn close NE. of (a) above
- Chart** [*Last correction*].— **3854** [615/02] — **3850** [5158/01]
 U.S. Notice 4/11330/02 (HH.616/181/2002).
- 617 NORTH AMERICA, East Coast — South Carolina — Approaches to Savannah River — Tybee Roads — Bloody Point Range — Buoy**
 Insert starboard-hand pillar light-buoy, *Fl.R.4s* '8A' 32° 00'·03N., 80° 47'·30W.
- Chart** [*Last correction*].— **2807** [128/02]
 U.S. Notice 4/11512/02 (HH.614/620/06).
- 618 NORTH AMERICA, East Coast — Delaware Bay — Fourteen Foot Bank — Light**
 Amend light to, *Fl.9s59ft13M* & *LFl.R.20s59ft10M* 39° 02'·9N., 75° 10'·9W.
- Chart** [*Last correction*].— **2564** [4842/01]
 Light List Vol. J, 2001/02, 1266
 U.S. Notice 2/12304/02 (HH.614/535/02).
- 619 NORTH AMERICA, East Coast — Florida — Port of Palm Beach — Lake Worth Inlet and Port Everglades — Channel depths**
- Substitute the accompanying table, CHANNEL DEPTHS (Port Everglades) for existing table, centred on: (a) 26° 04'·12N., 80° 07'·54W.
 the accompanying table, CHANNEL DEPTHS (Lake Worth Inlet) for existing table, centred on: (b) within title panel, below note, SUBMARINE PIPELINES AND CABLES
- Chart** [*Last correction*].— **3684 (plan, Port Everglades) (a) & 3684 (title panel) (b)** [217/02]
 U.S. Notices 4/11466/02 & 4/11470/02 (HH.614/011/2002).

II

620 NORTH AMERICA, East Coast — North Carolina — Cape Fear River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS for existing table, centred on: 33° 59'·7N., 78° 01'·4W.

Chart [*Last correction*].— **3688** [130/02]
U.S. Notice 4/11537/02 (HH.614/011/2002).

621 NORTH AMERICA, East Coast — Delaware — Delaware River — Christina River — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Christina River) for existing table, centred on: 39° 44'·9N., 75° 33'·0W.

Chart [*Last correction*].— **2603 (panel 1)** [314/02]
U.S. Notice 4/12311/02 (HH.614/011/2002).

622 NORTH AMERICA, East Coast — Pennsylvania — Delaware River — Eddystone Range — Dredged depth

Amend dredged depth to, 25ft (1997) 39° 51'·23N., 75° 19'·64W.

Chart [*Last correction*].— **2603 (panel 3)** [621/02]
U.S. Chart 12312 (HH.614/545/03).

623 NORTH AMERICA, East Coast — New Jersey and New York — Raritan Bay to Arthur Kill — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS for existing table, centred on: 40° 32'·85N., 74° 13'·45W.

Chart [*Last correction*].— **3458** [4320/01]
U.S. Notice 4/12331/02 (HH.614/011/2002).

624 NORTH AMERICA, East Coast — New Jersey and New York — Arthur Kill and Newark Bay — Channel depths

Substitute the accompanying table, CHANNEL DEPTHS (Arthur Kill, Kill Van Kull, Newark Bay and Upper Bay) for existing table, centred on: 40° 36'·07N., 74° 09'·60W.

Chart [*Last correction*].— **3457** [531/02]
U.S. Notice 4/12333/02 (HH.614/011/2002).

625 NORTH AMERICA, East Coast — New York — Upper Bay — Global Marine Terminal — Buoy

Substitute starboard-hand conical light-buoy, Q.R '4', for former '4' buoy 40° 40'·21N., 74° 04'·74W.

Chart [*Last correction*].— **3456** [4543/01]
U.S. Notice 3/12334/02 (HH.614/570/03).

626 NORTH AMERICA, East Coast — New York — Long Island Sound — Execution Rocks Northwestwards — Wrecks

Insert  PA (a) 40° 53'·00N., 73° 44'·53W.
Substitute  PA, for  Wk least depth 65ft (b) (a) above

Chart [*Last correction*].— **2580 (plan, Execution Rocks to Tallman Island) (a) & 2580 (b)** [4321/01]
U.S. Notice 3/12366/02 (HH.614/485/03).

627 NORTH AMERICA, East Coast — Massachusetts — Approaches to Boston — Boston North Channel — Depths

Substitute depth 39ft for depth 45ft 42° 22'·11N., 70° 55'·08W.

Chart [*Last correction*].— **1516** [319/02]
U.S. Notice 2/13275/02 (HH.614/435/03).

628 NORTH AMERICA, East Coast — Maine — Approaches to Portland — Cape Elizabeth Southwards and Eastwards — Wrecks; Buoy

Insert  Wk, least depth 18₂ fm 43° 32'·11N., 70° 12'·24W.
special pillar light-buoy, Fl.Y.4s 'C' 43° 33'·24N., 70° 04'·68W.
Delete  Rep (1993) PA 43° 33'·3N., 70° 07'·8W.

Chart [*Last correction*].— **2490** [4322/01] — **3676** [4322/97]
U.S. Notice 2/13290/02 (HH.614/415/03).

II

629 NORTH AMERICA, East Coast — Newfoundland, South Coast — Taylor Bay Southwards — Depth

Insert depth 10fm enclosed by 10fm contour,
(chart 2666, depth 18₆ m enclosed by 20m contour) 46° 41'·95N., 55° 41'·80W.

Chart [*Last correction*].— **893** [136/02] — **232a** [405/02] — **2666** [5168/01]

Canadian Notice 12/4625/01 (HH.603/425/02).

630 NORTH AMERICA, East Coast — Newfoundland, South-East Coast — Trepassey Bay and Cape Race Southwestwards — Buoyage; Light

Insert safe water pillar light–buoy, *LFl Bell MPS* 46° 41'·38N., 53° 17'·27W.
Amend light to, *Fl.10s102ft17M Horn30s* (a) 46° 41'·38N., 53° 24'·00W.
Delete “MCC” light–buoy 46° 37'·8N., 53° 07'·0W.

Chart [*Last correction*].— **2915** [1515/01] — **232a** (a) [629/02]

Light List Vol. H, 2001/02, 0442

Canadian Notice 12/4817/01 (HH.603/415/02).

631 NORTH AMERICA, East Coast — Gulf of Saint Lawrence — Magdalen Islands — Entry Island — Light

Amend light to, *Fl.2·5s101ft19M*, (chart 4762, *Fl.19M*) 47° 16'·0N., 61° 42'·3W.

Chart [*Last correction*].— **4765** [5168/01] — **4764** [*New Chart 20/12/01*] — **4762** [*New Chart 20/12/01*]

Light List Vol. H, 2001/02, 0894

Canadian Notice 12/4023/01 (HH.604/405/04).

II

632(P)/02 BLACK SEA — Ukraine — Odesa — Dredged channels; Port developments

1. Mariners are advised that the dredged channel (centred on position 46° 30'·650N., 30° 45'·000E.) into the northern part of Odesa harbour has been discontinued. The light-buoys marking the channel have been removed and the leading lights on bearing 286·6° are extinguished.
2. The dredged channel centred on position 46° 30'·235N., 30° 44'·445E., has been increased in width along the west side of the leading line 327·6° – 147·6°. The west limit of the channel is now bounded by a line joining positions:
46° 29'·977N., 30° 44'·591E.
46° 30'·453N., 30° 44'·150E.
Dredged depths remain unchanged.
3. Numerous changes to quays and jetties have taken place within Odesa harbour.
4. These and other amendments will be included in the next New Edition of Chart 2243.

Chart affected — 2243

Russian Chart 38111 (HH.396/560/01).

633(T)/02 ARABIA — United Arab Emirates — Mīnā' Jabal 'Ālī — Depths

1. Depths up to 0·6m less than charted have been found in the vicinity of position 24° 59'·7N., 55° 03'·6E. Mariners should navigate with caution within Mīnā' Jabal 'Ālī.
2. Maintenance dredging within the port is due to take place soon.
3. The latest information will be shown on a New Edition of Chart 3739, due to be published later this year.

Chart affected — 3739

Dubai Ports Authority (HH.488/460/04).

634(P)/02 INDIA, East Coast — Ennore — Port developments

1. Mariners are advised that recent port developments at Ennore (approximate position 13° 16'·0N., 80° 20'·7E.) are now complete.
2. Alongside depths in the port vary from 6·4 metres to 14·0 metres.
3. Entry into the port is via a new approach channel (dredged to 16·0 metres, 2001) which is marked by channel buoys and lights, Oc.5s5&8M, with leading line 345°.
4. A safe water light-buoy, Fl.5s, has been established in position 13° 12'·83N., 80° 22'·49E.
5. A Waiting Area has been established joining the following positions:
13° 15'·17N., 80° 23'·09E.
13° 15'·17N., 80° 23'·59E.
13° 14'·67N., 80° 23'·59E.
13° 14'·67N., 80° 23'·09E.
Pilots board vessels within this area.
6. For further information mariners are advised to seek advice from the local port authority.
7. These and other changes will be included in the next New Edition of Chart 574 to be published later this year.

Charts affected — 574 — 2063

Indian Chart 3028 (HH.503/431/01).

635(T)/02 CHINA — Nan Hai — Qiongzhou Haixia — Buoyage

A special light-buoy, Fl(3)Y.12s, has been temporarily established in the following positions:

- 20° 10'·75N., 110° 12'·50E.
20° 10'·75N., 110° 13'·50E.
20° 11'·50N., 110° 13'·50E.
20° 11'·50N., 110° 12'·50E.

Charts affected — 3892 — 3991

Chinese Notice 16/227(T)/01 (HH.548/424/03).

636(T)/02 CHINA, South-East Coast — Tai Pang Wan (Mirs Bay) — Buoyage

A special light-buoy, Mo(O)Y.12s, has been temporarily established in the following positions:

- 22° 28'·90N., 114° 28'·00E.
22° 34'·23N., 114° 25'·66E.

Chart affected — 939

Chinese Notice 16/216(T)/01 (HH.550/416/03).

637(T)/02 CHINA, South-East Coast — Xiamen Gang — Wreck; Buoyage

1. A wreck with portion of hull visible is reported to exist in position 24° 23'·41N., 118° 06'·80E.
2. Isolated danger light-buoys, Fl(2)5s, are temporarily established in the following positions:
24° 23'·30N., 118° 06'·89E.
24° 23'·54N., 118° 06'·67E.
3. Former Notice 5048(T)/01 is cancelled.

Chart affected — 3449

Chinese Notices 20/284(T)/01 & 22/339(T)/01 (HH.548/456/03).

II

638(T)/02 JAPAN — Kyūshū, East Coast — Hososhima Kō — Works

1. Breakwater construction works are in progress within the area bounded by the following positions:
32° 26′·82N., 131° 41′·37E.
32° 26′·97N., 131° 41′·53E.
32° 26′·97N., 131° 41′·67E.
32° 26′·78N., 131° 41′·87E.
32° 26′·60N., 131° 41′·63E.
2. Former Notice 2780(T)/01 is cancelled.

Chart affected — 676

Japanese Notice 21/781(T)/01 (HH.564/442/02).

639(T)/02 JAPAN — Kanmon Kaikyō — Kanmon Kō — Hayatomo Seto — Depth

1. Mariners are advised that a depth of 10₉ m has been reported in position 33° 57′·97N., 130° 58′·22E.
2. Former Notice 3738(T)/01 is cancelled.

Chart affected — 1578

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

640(T)/02 JAPAN — Honshū, South–West Coast — Mutsurejima Ku — Restricted area; Works

1. A restricted area, entry prohibited, is temporarily established bounded by the following positions:
33° 59′·31N., 130° 54′·59E. (shore).
33° 58′·96N., 130° 54′·21E.
33° 58′·98N., 130° 53′·90E.
33° 59′·18N., 130° 53′·13E.
33° 59′·40N., 130° 53′·13E.
33° 59′·86N., 130° 53′·67E.
33° 59′·55N., 130° 54′·06E.
33° 59′·51N., 130° 54′·64E. (shore).
2. Harbour construction works will take place within the area above.
3. Former Notice 1887(T)/01 is cancelled.

Chart affected — 1578

Japanese Notice 13/477(T)/01 (HH.568/400/03).

II

641(P)/02 JAPAN — Seto Naikai — Ōsaka — Harbour limits; Fairway; Buoyage; Dredged areas; Light; Restricted area; Light-beacons

- Mariners are advised of the following changes:
1. Ōsaka harbour limit has been amended.
 2. Additional channel dredging has taken place in the outer approaches to Ōsaka Inner Harbour Fairway. Buoyage has been established to mark the outer southeastern limit of this channel, (see accompanying diagram). The following light-buoy has been removed:
No 1 S. cardinal pillar light-buoy in position 34° 37'·49N., 135° 21'·56E.
 3. A new Outer Approach to Sakai Fairway (formerly Sakai South Fairway) has been established, (see accompanying diagram). It has been dredged to a depth of 12 metres. Aids to navigation have been changed to mark the new approach and seven light-buoys have been established in the following positions:

34° 36'·51N., 135° 22'·34E.
34° 36'·35N., 135° 22'·34E.
34° 36'·51N., 135° 22'·95E.
34° 36'·35N., 135° 22'·95E.
34° 36'·35N., 135° 23'·47E.
34° 36'·51N., 135° 23'·59E.
34° 36'·30N., 135° 23'·70E.

 Six light-buoys have also been removed from the following positions:

No 3 pillar light-buoy	34° 37'·20N., 135° 22'·16E.
No 4 pillar light-buoy	34° 37'·07N., 135° 22'·05E.
No 5 pillar light-buoy	34° 36'·86N., 135° 22'·90E.
No 6 pillar light-buoy	34° 36'·72N., 135° 22'·80E.
No 7 pillar light-buoy	34° 36'·61N., 135° 23'·42E.
No 8 pillar light-buoy	34° 36'·37N., 135° 23'·54E.
 4. Sakai North Fairway is discontinued. The following light-buoys and light have been removed from the following positions:

No 1 pillar light-buoy	34° 36'·53N., 135° 23'·79E.
No 4 pillar light-buoy	34° 36'·36N., 135° 24'·73E.
No 5 pillar light-buoy	34° 36'·52N., 135° 25'·40E.
No 7 pillar light-buoy	34° 36'·40N., 135° 25'·83E.
No 9 pillar light-buoy	34° 36'·26N., 135° 26'·18E.
★ Iso.R.4s14m5M	34° 36'·16N., 135° 26'·05E.
 5. A restricted area, Entry Prohibited, marked by Fl.Y.3s light-beacons, has been established joining the following positions:

34° 36'·90N., 135° 20'·67E.
34° 37'·20N., 135° 21'·17E.
34° 37'·66N., 135° 21'·76E.
34° 38'·08N., 135° 21'·29E.
34° 37'·24N., 135° 20'·48E.
 6. These and other changes will be included in the next New Edition of Chart 2279.
 7. Former Notice 4649(P)/01 is cancelled.

Charts affected — 2279 — 2265

Japanese Notices 37/1450/01, 43/1626/01, 49/1832/01 & 52/1943/01 and Japanese Chart W 1146 (HH.568/504/06).

To accompany Notice to Mariners 557/02

On Chart 3016

MARINE FARMS

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

On Chart 3018

MARINE FARMS

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

On Chart 3019

MARINE FARMS

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

To accompany Notice to Mariners 601/02

On Chart 2945

SHOAL DEPTHS

Recent surveys (2001) have determined that shoaler depths than charted exist in Checleset Bay and in the area of Barrier Islands.

On Chart 3684

CHANNEL DEPTHS (see Note)								
PORT EVERGLADES TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2001 AND SURVEYS TO SEP 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
OUTER BAR CUT (FROM SEA BUOY 2 TO EAST END OF SOUTH JETTY)	46.0	47.1	46.4	A38.2	9-01	500-450	1.0	45
BAR CUT (EAST END SOUTH JETTY TO TURNING BASIN, LT 9)	40.8	44.8	44.6	43.4	9-01	450	0.5	42
A. SHOALING TO 30.1 FEET AT 26°05'39.2"N, 80°06'16.6"W. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

CHANNEL DEPTHS (see Note)							
LAKE WORTH INLET TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2001 AND SURVEYS TO OCT 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	28.8	29.5	25.9	10-01	400	.66	35
LAKE WORTH INNER CHANNEL	33.6	35.3	34.2	2-01	300-500	.49	33
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

On Chart 3688

To accompany Notice to Mariners 621/02

On Chart 2603

CHANNEL DEPTHS (see Note)							
CHRISTINA RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2001 AND SURVEYS TO NOV 2001							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT CHRISTINA RIVER DATUM					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
ENTRANCE CHANNEL TO THE UPPER END OF THE TURNING BASIN	38.0	38.1	37.5	11-01	500-340	0.70	38
THENCE TO THE LOBDELL CANAL	35.5	35.5	36.0	11-01	400	0.33	35
TURNING BASIN (OPPOSITE TERMINAL WHARF)	37.8	37.8	37.8	10-01	320	0.34	38
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

To accompany Notice to Mariners 623/02

On Chart 3458

CHANNEL DEPTHS (see Note)								
RARITAN BAY, ARTHUR KILL AND RARITAN RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2001 AND SURVEYS TO APR 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
RARITAN BAY EAST REACH	35.3	37.6	36.8	32.7	7-99	600	4.0	35
RARITAN BAY WEST REACH	33.8	38.7	38.9	29.7	7-99	600	2.4	35
SEGUINE POINT BEND	33.1	34.8	37.8	23.7	7-99;4-01	600-800	1.2	35
RED BANK REACH	33.4	40.8	40.8	36.5	4-01	600	1.2	35
WARD POINT BEND (EAST)	33.0	38.5	37.0	29.4	4-01	600-800	1.1	35
WARD POINT BEND (WEST)	35.5	33.8	32.4	32.1	4-01	600-800	0.8	35
OUTERBRIDGE REACH	34.2	35.4	35.0	32.2	4-96;4-01	600-800	0.8	35
PORT SOCONY REACH	34.9	35.3	35.7	34.9	5-99	600-800	0.8	35
PORT READING REACH	28.1	35.5	35.3	22.9	5-99	500	1.8	35
FRESH KILLS REACH	30.0	35.2	36.5	34.4	2,3-01	500	1.8	35
RARITAN RIVER CUTOFF	16.7	19.3	19.3	11.6	3-99	600-1100	1.0	20
WARD POINT SECONDARY CHANNEL	23.6	22.7	22.5	21.9	3-91	400	0.9	30
GREAT BEDS REACH	12.4	16.0	17.9	16.2	4-99	300	0.6	25
SOUTH AMBOY REACH	18.6	21.2	18.0	16.0	4-99	300	1.2	25
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 624/02

On Chart 3457

CHANNEL DEPTHS (see Note)								
ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB - MAR 2001								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FRESH KILLS REACH	30.0	35.2	36.5	34.4	2,3-01	500	1.8	35
TREMLEY POINT REACH	33.3	37.7	36.9	32.0	2,3-01	600	0.9	35
PRALLS ISLAND REACH	30.8	34.8	36.1	31.0	2,3-01	500	1.2	35
GULFPORT REACH	27.3	37.0	37.0	31.0	2,3-01	500-600	1.1	35
ELIZABETHPORT REACH	31.6	35.8	36.0	33.9	5-99	500-600	1.1	35
N OF SHOOTERS ISLAND REACH	33.0	34.5	35.6	33.9	5-99	600	1.0	35
S OF SHOOTERS ISLAND REACH	18.6	24.1	14.0	A 5.0	8-90	400	1.0	30
BERGEN PT. WEST REACH	38.1	40.0	40.0	37.1	12-96;2-97;5-99	800	1.1	35
BERGEN PT. EAST REACH	37.4	40.0	40.0	39.5	12-96;2-97	800	1.0	35
CONSTABLE HOOK REACH	34.0	40.0	40.0	34.8	12-96;2-97	2000-800	2.2	35
NEWARK BAY SOUTH REACH	40.3	40.1	40.2	39.1	3-99	1750-1000	1.4	40
NEWARK BAY MIDDLE REACH	36.9	40.6	37.6	34.6	3-99	1750-500	1.4	40
ELIZABETH CHANNEL	39.3	39.8	39.9	39.1	3-99	1350-500	1.4	40
A. OBSTRUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS, THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE. * CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY-EAST REACH TO AND INCLUDING FRESH KILLS REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING TREMLEY POINT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY. NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

To accompany Notice to Mariners 642/02

On Chart 1323

CAUTION: CHARTS REFERRED TO WGS 84 DATUM

Caution must be exercised in the transfer of positions from this chart to those adjoining/ larger scale/ smaller scale charts which are referred to WGS 84 datum. For further details, including an example of the calculation of the WGS 84 position, see NM 3871(P)/00.

NOT TO BE USED FOR NAVIGATION

ŌSAKA KŌ

III

NAVIGATIONAL WARNINGS

See N.M. 13/02. Messages printed below are all in force on 29 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) 6th Week 7/2/02.

NAVAREA I warnings in force 29/01/02: 2000 series: 189 397 419 473 533.

2001 series: 114 151 152 222 252 258 283 303 311 487 499 510 521.

2002 series: 005 008 029 032 039 040 041 042 043 044.

038 Cancelled.

039 ENGLAND, East Coast. Thames Estuary, Gunfleet Sand. Chart BA 1975. Mast, 12 metres high with light, Mo(U)Y.15s, established 51°43'·55N 001°11'·84E.

040 FRANCE, Northwest Coast. Off Ushant TSS. Chart BA 2644. Northeast lightbuoy 48°46'N 005°12'W offstation and unlit. Cancel 031/02.

041 RIGLIST. Southern North Sea: 51° to 55°N. Correct at 291000z Jan 02.

52°22'·1N	003°46'·6E	Noble Lynda Bossler
52°22'·9N	003°16'·0E	Ensco 100
53°20'·4N	003°19'·4E	Ensco 80
53°21'·4N	003°59'·0E	Noble Piet Van Ede
53°42'·3N	004°36'·1E	Glomar Adriatic 11
53°55'·7N	000°32'·3E	Noble Julie Robertson

NOTES:

a. Rigs are protected by a 500 metre safety zone.

b. ACP - Adjacent to Charted Platform.

2. Cancel 034/02.

III

042 RIGLIST. North Sea: 55° to 60°N, East of 5°W and the Baltic Sea. Correct at 291000z 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
57°04'·9N	002°05'·2E	Sedco 714
57°10'·1N	000°49'·7E	Santa Fe 140
57°10'·2N	000°41'·1E	Ocean Nomad
57°49'·4N	000°58'·5W	Borgny Dolphin
57°49'·7N	000°56'·5W	Stena Dee
57°59'·3N	000°06'·4W	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
58°30'·1N	000°22'·0E	Pride North Sea
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°32'·6N	001°39'·5E	Borgsten Dolphin
59°44'·0N	001°34'·6E	Paul B. Loyd Jnr

NOTES:

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

2. Cancel 035/02.

043 RIGLIST. Norwegian Sea: North of 60°N, East of 5°W. Correct at 291000z 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°44'·5N	003°34'·9E	Polar Pioneer
60°51'·4N	002°39'·0E	Maersk Gallant
60°52'·0N	003°33'·5E	Maersk Jutlander
61°02'·0N	001°07'·7E	Sedco 712
61°07'·4N	002°14'·7E	Deepsea Trym
61°19'·0N	002°48'·1E	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 64°58'·3N	007°37'·3E	Transocean Searcher
65°17'·2N	007°18'·2E	Transocean Prospect
65°42'·1N	007°35'·8E	West Alpha
66°03'·6N	008°10'·7E	Stena Don

NOTES:

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

2. Cancel 036/02.

III

044 RIGLIST. South and West Coasts of the British Isles. Correct at 291000z Jan 02.

NEW 53°18'8N 003°58'9W Ensco 72

NOTES:

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

2. Cancel 037/02.

(2) Navarea II (E Atlantic) 6th Week 7/2/02.

Edited Navarea II warnings in force 29/01/02: NIL.
041 to 045 received.

(3) Navarea III (Mediterranean) 6th Week 7/2/02.

Edited Navarea III warnings in force 29/01/02: 466/01, 552/01.
028 to 042 received.

(4) Navarea IV (NW Atlantic) 6th Week 7/2/02.

Edited Navarea IV warnings in force 29/01/02: 383/01.
027 to 036 received.

(5) Navarea V (W Atlantic) 6th Week 7/2/02.

Edited Navarea V warnings in force 29/01/02: 923/97, 568/98, 055/01, 1368/01.
Nil received.

(6) Navarea VI (SW Atlantic) 6th Week 7/2/02.

Edited Navarea VI warnings in force 29/01/02: 101/01, 175/01.
2001 series: 346 to 357 received.
2002 series: 013 and 014 received.

(7) Navarea VII (SE Atlantic) 6th Week 7/2/02.

Edited Navarea VII warnings in force 29/01/02: NIL.
010 to 012 received.

(8) Navarea VIII (Indian Ocean) 6th Week 7/2/02.

Edited Navarea VIII warnings in force 29/01/02: 388/00, 268/01, 497/01.
Nil received.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea) 6th Week 7/2/02.

Edited Navarea IX warnings in force 29/01/02: NIL.
Nil received.

(10) Navarea X (Australia, New Guinea) 6th Week 7/2/02.

Edited Navarea X warnings in force 29/01/02: 020/00.
Nil received.

(11) Navarea XI (Malacca Strait, China Sea, N Pacific) 6th Week 7/2/02.

Edited Navarea XI warnings in force 29/01/02: NIL.
010 to 032 received.

(12) Navarea XII (NE Pacific) 6th Week 7/2/02.

Edited Navarea XII warnings in force 29/01/02: 288/01.
029 to 033 received.

III

(13) Navarea XIII (NW Pacific) 6th Week 7/2/02.

Edited Navarea XIII warnings in force 29/01/02: NIL.
Nil received.

(14) Navarea XIV (SW Pacific) 6th Week 7/2/02.

Edited Navarea XIV warnings in force 29/01/02: NIL.
008 to 010 received.

Cancel 091/01. Obstruction removed.
Cancel 245/01. ANM 497/02 refers.

(15) Navarea XV (SE Pacific) 6th Week 7/2/02.

Edited Navarea XV warnings in force 29/01/02: NIL.
004 to 008 received.

Cancel 061/01. ANM 512/02 refers.

(16) Navarea XVI (E Pacific) 6th Week 7/2/02.

Edited Navarea XVI warnings in force 29/01/02: 151/98.
Nil received.

(17) Hydropacs (Pacific, Indian Ocean) 6th Week 7/2/02.

Edited Hydropacs in force 29/01/02: 1272/99, 1639/01, 1647/01.
129 and 132 to 178 received.

(18) Hydrolants (Atlantic, Mediterranean) 6th Week 7/2/02.

Edited Hydrolants in force 29/01/02: 2002/98, 1581/00, 2659/01, 192/02.
150 and 155 to 214 received.

192 MEDITERRANEAN SEA. Italy. Gulf of Genoa. Approaches to La Spezia. Chart BA 1998. Unexploded ordnance within 500 metres of 44°03'2N 009°45'9E

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 13 Australia Pilot Volume I (1992 Edition) —
Supplement 3–2001King George Sound – Seal Island — Dangerous
wreck

50

L 15 *Add:*

A dangerous wreck, of which only the mast is visible at chart datum, lies 3 cables SW of Seal Island.

Australian Notice 01/52/02

(HH. 573/490/02)

[06/02]

NP 17 Australia Pilot Volume V (1992 Edition) —
Supplement 3–2001

Onslow — Jetty; directions

211

R 11 *Add:* The Onslow Solar Salt jetty and ship-loader projects about 7 cables to seaward in a NNW direction from a point about 6 cables SW of Beadon Point.

R 44 *For* ...5 miles W of ... *Read* ... 5 miles WNW of ...R 49–56 *Replace by:*

Buoyed channel. From a position about 5 miles WNW of Direction Island, the channel marked by light-buoys (lateral) leads generally SSE to Onslow, passing (with positions given from Onslow light (21°38'7S, 115°07'1W)):

R 59 *For* 5½ miles *Read* 6¼ milesR 60 *For* 6 miles *Read* 6½ milesR 61 *For* 5 miles *Read* 5½ milesR 62 *For* 4½ miles *Read* 5¼ milesR 66 *For* 2½ miles *Read* 3½ milesR 70 *Replace by:*

To the Onslow Solar Salt jetty, the anchorage, or Beadon Creek.

Australian Notices 13/402/99, 17/470/01, 01/51/02

(HH. 573/435/05)

[06/02]

NP 40 Irish Coast Pilot (2000 Edition)

Lough Foyle — General Information

418

Paragraph 13.110 2 *Replace by:*

- 2 From Magilligan Point (55°12'N, 6°58'W), at the entrance to the lough, the channel leads generally SW for a distance of 4½ miles before entering the narrow maintained channel, the NE end of which is marked by two light-buoys. Thence it leads for a further 9½ miles between light-beacons to the entrance of the River Foyle.

Paragraph 13.114 1 lines 3 to 6 *Replace by:*

The charted danger area extends 3 miles to seaward of the coast between a two storey lookout hut situated on the foreshore (2½ cables NE of the Martello tower on Magilligan Point), and a similar hut 3 miles ESE of the tower.

Paragraph 13.114 2 line 3 *Add:*

See also note on chart.

Paragraph 13.116 1 line 2 *Replace by:*

...approximate position 55°8'9N, 7°6'5W. The spoil ground shown in position 55°09'N, 7°04'W is disused.

Arrival information

419

Paragraph 13.125 1 lines 1–5 *Replace by:*

- 1 **Ordering a pilot.** Owners, agents or masters should notify the pilot station during working hours of the name of the vessel, draught and ETA off Moville (13.109).

Directions for Lough Foyle

421

Paragraph 13.138 1 line 3 Including existing Section IV Notice Week 14/01,

For Carrickarory New Pier *Read* Carrickarory PierParagraph 13.139 Including existing Section IV Notice Week 14/01 *Replace by:*

- 1 McKinney's Bank Light-beacon (9 cables E of Moville Light-beacon) (13.135) bearing 078°, astern, leads:

SSE of Carrickarory Pier, thence:

NW of the NE end of North Middle Bank, marked by Saltpans Light-buoy (port hand), thence:

- 2 Moville Light-beacon (13.135) bearing 061°, astern, leads:

NW of a drying patch on North Middle Bank (13.137), thence:

as necessary to pass between Castlecary Light-buoy (starboard hand) and Clare Light-buoy (port hand) at the NE end of the maintained channel.

- 3 The track then leads SW to pass:
SE of a drying bank (4 cables NNE of Redcastle NE Light-beacon (55°08'95N, 7°07'05W)), to a position SE of Redcastle NE Light-beacon (starboard hand).

Paragraph 13.140 1 *Replace by:*

- 1 A chapel (55°07'25N, 7°12'10W) situated 6 cables SW of Quigley's Point, bearing 240°, leads:
SE of Redcastle Light-beacon, thence:
NW of Vances Light-beacon.

IV

Paragraphs 13.141 to 13.143 *Replace by:*

- 1 From a position NW of Vances Light-beacon (55°08'57N, 7°07'80W) course must be adjusted to enter the West Channel, maintained to a depth of 8 m, between Argus Light-beacon (starboard hand) and Drung Light-beacon (port hand). Thence the track leads between light-beacons for a distance of about 7½ miles to a position SE of Culmore Point Light-beacon (55°03'N, 7°15'W) at the entrance to the River Foyle, passing under an overhead power cable (13.113) spanning the river SE from Culmore Point.
- 2 **Channel marking.** The channel is marked on each side at frequent intervals by pile light-beacons.
- 3 **Caution.** The beacons do not mark the edge of the channel which is narrow with very shallow banks; for a distance of 4 miles below Culmore Point the maximum width is 76 m. At LW, even shallow draught vessels cannot afford to deviate either side of the maintained channel.

(Directions through River Foyle to Londonderry continue at 13.159)

13.142

- 1 **Spare**

13.143

- 1 **Spare**

Anchorage

Paragraph 13.145 *Add:*

- 2 Mariners should avoid anchoring or grounding among the shellfish beds in the shallower waters of the Lough.

Paragraph 13.146 1 lines 4 to 8 *Replace by:*

About 6 cables either side of White Castle Light-beacon (55°08'0N, 7°09'4W).
Between Coneyburrow Light-beacon (55°03'3N, 7°14'4W) and Black Brae Light-beacon (6 cables NNE).

Small craft

422

Paragraph 13.148 2 *Add:*

This route passes through the firing practice area (13.114).

Paragraph 13.150 3 lines 4 to 8 *Replace by:*

With Magilligan Light-beacon bearing 020° and the Martello tower on Magilligan Point bearing 075°. About 2 cables farther SSW with Magilligan Light-beacon bearing 020° and the tower bearing 050°.

Caution. Mariners should note a drying patch 4 cables SW of Magilligan Light-beacon.

River Foyle – General information

423

Paragraph 13.158 1 *Replace by:*

- 1 **Landmarks:**

Coolkeeragh Power Station (55°02'7N, 7°14'7W), three conspicuous chimneys.

Directions

Paragraph 13.159 1 line 2 *Delete:*

..., beacons...

Paragraphs 13.162 to 13.164 *Replace by:*

- 1 From the position abreast Lisahally Wharf (13.160) the track continues SW, in mid-channel, passing (with positions from Otterbank Light-beacon (55°01'95N, 7°16'65W)):
 - SE of Ballynagard Light-beacon (white lantern on green round tower, 6 m in height) (3½ cables NNE), thence:
 - NW of Otterbank Light-beacon (white structure on red round tower) which stands, in the middle of the river, on the outer edge of a rocky ledge. The ledge lies at the extremity of a mudbank extending more than halfway across the river; both ledge and mudbank dry. Thence:
- 2 SE of Brookhall Light-beacon (white tower on green base) (3½ cables SW), beyond which the channel narrows in places to less than ½ cable, thence:
 - NW of a dangerous wreck (5½ cables SSW), thence:
 - WNW of Mountjoy Light-beacon (white lantern on red piles) (8¾ cables SSW), thence:
 - Beneath Foyle Bridge (9¾ cables SSW), with a vertical clearance of 32 m, marked by a red light on the E pier and a green light on the W pier.
- 3 The channel then turns SSE before passing:
 - W of Rosses Point (55°01'0N, 7°17'3W).

13.163

- 1 **Spare**

13.164

- 1 **Spare**

Paragraph 13.165 2 lines 7 and 8 *Delete:*

..., thence: Beacon (starboard hand)

423 & 424

Paragraph 13.166 *Replace by:*

- 1 When SE of Madams Bank the turn can be made to a W course.
 - The white sector of Rosses Bay Direction Light-beacon (red pile) (3 cables S of Rosses Point), bearing 085° astern, indicates the maintained channel through Madams Bank, passing (with positions from Rosses Bay Light-beacon):
- 2 S of Madams Bank Light-buoy (starboard hand) (2½ cables W), marking the S extremity of the bank, thence:
 - N of Clooney Light-beacon (port hand) (3¾ cables WSW) standing near the N edge of the extensive flats between Rosses Bay and Saint Columb's Point, thence:
- 3 S of Pennyburn Light-beacon (starboard hand) (4½ cables W), thence:
 - S of the Shell Oil Jetty (5 cables W), inshore of which are numerous white oil tanks, thence:
 - N of Saint Columb's Light-beacon (port hand) (6½ cables W).

IV

424

Paragraph 13.167 *1 Replace by:*

- 1 After passing Saint Columb's Light-beacon course can be shaped as required for berthing, keeping:

W of Aberfoyle Light-beacon (white structure on red piles) (3½ cables SW of Saint Columb's Light-beacon).

BA Chart 2499 Edn No 3

(HH. 288/490/03)

[06/02]

NP 42A Japan Pilot Volume II (1979 Edition) — Supplement 10–2001

Okinawa Shima – Nagakusuku Wan — Pilotage

80

R 28–34 *Replace by:* Pilotage is compulsory in Nagakusuku Wan. Pilot boards in position 26°13'4N, 127°56'4E, about 1 mile S of Tsuken Shima.

United Kingdom Hydrographic Office

(HH. 080/020/08)

[06/02]

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

Vityaz Marine Terminal

289

L 39 *Insert:*

11.117a

Vityaz Marine Terminal, at which tankers may load, lies about 8½ miles offshore in position 52°42'N, 143°33'E. It is enclosed within a restricted area.

The Terminal, which operates during the ice-free season, consists of the FSO Okha moored to a SBM. A production platform stands about 1 mile N of the SBM, and is connected to it by a submarine pipeline.

Tankers moor with their bow connected to the stern of the FSO using equipment supplied by the terminal.

Pilotage is compulsory, and the pilot will normally board in the designated anchorage about 3½ miles E of the terminal.

Obstruction. An obstruction, the position of which is doubtful, with a depth of 8.2 m over lies about 11½ miles SSE of the terminal. It is enclosed within Restricted Area No. 19, radius 5½ miles.

United Kingdom Hydrographic Office

(HH. 300/180/02)

[06/02]

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

Route for Riječki Zaliv and Gulf of Trieste

55

L 60–62 Including existing Supplement amendment, *Replace by:*

NE of fixed production platform 'Bonaccia' fitted with lights (height 14 m) (43°35'5N, 14°21'6E), thence:

NE of fixed production platform 'Calpurnia' fitted with lights (height 22 m) (43°53'9N, 14°09'3E), thence:

NE of fixed production platform 'Clara N' fitted with lights (43°56'2N, 13°58'6E), thence:

Route for Gulf of Venice

55

R 11–12 Including existing Supplement amendment, *Replace by:*

NE of fixed production platform 'Bonaccia' fitted with lights (height 14 m) (43°35'5N, 14°21'6E), thence:

NE of fixed production platform 'Calpurnia' fitted with lights (height 22 m) (43°53'9N, 14°09'3E), thence:

NE of fixed production platform 'Clara N' fitted with lights (43°56'2N, 13°58'6E), thence:

Italian Notices 1/1.37/01 and 22.12/01

(HH. 180/470/04)

[06/02]

Limín Zakínthou — Prohibited anchorage

79

R 4 *Add:*

Submarine power cables are laid across Stenó Zakínthou from Zakínthos (37°47'N, 20°54'E) to Ákra Tripití, as shown on the charts. Anchoring and fishing are prohibited within 2½ cables of them.

Greek 11/297–298/01

(HH. 381/450/03)

[06/02]

Passage directions from Ákra Yirápetra to Ákra Mítikas

109

L 18–19 Including existing Supplement amendment, *Replace by:*

WSW of Ákra Parginóskala (Paryinóskala) (38°57'N, 20°44'E), the N entrance point to Stenó Prévezis. A sewer outfall extends 8¾ cables WSW from a position on the shore 2¼ miles NNW of the point. Thence:

Greek Notice 11/296/01

(HH. 381/410/03)

[06/02]

IV

Albania – Gjiri i Sarandës — Rock

157

L 18 *Replace by:*

... in avoiding a shoal, with a drying rock on its E side ...

Hellenic Navy Hydrographic Service

(HH. 378/799/03) [06/02]

Porto di Manfredinia — Offshore fertiliser terminal deleted

509

R 65–70 *Delete*

Italian Notice 23.5/01

(HH. 370/500/03) [06/02]

NP 57A Norway Pilot Volume IIA (1979 Edition) — Supplement 10–1999

Håpollen and Flæet – Marine farms — Anchorages deleted

140

R 24–26 *Delete*

141

R 54–59 *Delete*

Norwegian Notice 23/1008/01

(HH. 308/210/07) [06/02]

NP 69A East Coasts of Central America and Gulf of Mexico Pilot (1993 Edition) — Supplement 2–1999

Approaches to Mississippi River – South Pass – Fairway anchorage — Well marked by light–buoy

189

L 59 *Add:* A well, marked close SW by a light–buoy
(starboard hand), lies on the SW boundary of the anchorage
in position 28°59′.3N, 89°04′.9W.

U.S. Notice 3/11361/02

(HH. 616/180/2002) [06/02]

V

AMENDMENTS TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Volume A, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

2174	Gunfleet Sands. Meteorological Mast	51 43·6 1 11·8	Mo(U)Y 15s	12	...	Yellow framework tower on pile	(T) until 2005
*	*	*	*	*	*	*	*
6021	- RIVER LAGAN. Barnett Dock Entrance. Off Ballast Quay	54 36·8 5 54·5	2 F R(vert)	...	...	Dolphin	*
6383	- S side. Bunlicky Outfall	52 39·3 8 40·8	2 F G(vert)	5	2	...	2m apart. (P) 2002
*	*	*	*	*	*	*	*
7579-885	- K12-G	53 21·4 3 59·0	Lit	...	...	Platform	*
*	*	*	*	*	*	*	*
7682-2	EAST FRIESLAND. G 17d-A (NETH)	54 03·0 5 26·4	Lit	...	...	Platform	*
*	*	*	*	*	*	*	*

Volume B, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

0786	<i>Remove from List</i>						
0791	<i>Remove from List</i>						
0794	- Pelt en Hoovkass. Jetty. Head	52 28·3 4 35·1	Iso R 3s	...	...	...	F R lights on chimneys 0·3M NNE and chimneys 0·5M ENE
							*
0987	- Werkhaven. S Mole. Head	53 26·5 6 53·1	Fl(3)Y 12s	...	...	...	R lights on chimney 700m SSW
		*	*				
0987-2	-- N Mole. Head	53 26·7 6 52·9	Fl(3)Y 12s				
		*	*				
3740	- Stokkbleikjene	59 47·1 5 20·1	Iso WRG 4s	7	...	White lantern on tower	G320°-333°(13°), W333°-336°(3°), R336°-136°(160°), G136°-151°(15°), W151°-161°(10°), R161°-168°(7°)
		*			*		*
3750	- Selsøy. SW point	59 53·4 5 05·8	Iso WRG 2s	11	...	White lantern	G310°-034°(84°), R034°-045°(11°), G045°-168°(123°), partially obscured by S point of Gissøy, W168°-169°(1°), R169°-171°(2°)
		*		*	*		*

V

Volume B *continued.*

3751	- Janangelholmen	59 52·9 5 04·6	Iso WRG 4s	10	...	White lantern on concrete column	R225·5°-232°(6·5°), G232°-270°(38°), G(unintens)270°-350°(80°), G350°-044°(54°), W044-056°(12°), R056°-079·5°(23·5°)
		*		*		*	*
3753	- Stållhuva	59 54·4 5 05·5	Iso WRG 6s	14	...	White lantern on concrete column	G345°-354°(9°), R354°-030°(36°), R(unintens)030°-054°(24°), R054°-123°(69°), G123°-139°(16°), W139°-217·5°(78·5°), R217·5°-234°(16·5°), G234°-335°(101°)
		*			*		*
3754·8	-- Galttesteinen	59 55·6 5 13·7	Fl W 3s	3	...	Metal post	
		*			*		*
3755·6	- Dyrholmflu	59 55·8 5 14·6	Q G	4	...	Lantern on post	
		*			*	*	*
3758	- Brosmevikpynten. Selbjørn	59 58·5 5 11·9	Oc(3)WRG 10s	13	W 10 R 8 G 8	White lantern	R226·5°-242°(15·5°), G242°-256°(14°), W256°-262°(6°), R262°-015°(113°), W015°-023°(8°), G023°-038°(15°), W038°-055·5°(17·5°), R055·5°-066°(10·5°)
		*			*		*
3760	- Selbjørns. E point. Økshamaren	59 59·3 5 13·5	Oc(2)WRG 8s	20	W 9 R 7 G 6	White lantern	R152°-169°(17°), W169°-203°(34°), G203°-214°(11°), W214°-222·5°(8·5°), R222·5°-263°(40·5°), G263°-282·5°(19·5°), W282·5°-317·5°(35°), R317·5°-350·5°(33°), W350·5°-008°(17·5°)
		*			*		*
3764	- Pirholmen. W side	60 05·4 5 10·9	Iso WRG 2s	6	...	White lantern	G008°-009·5°(1·5°), W009·5°-011·5°(2°), R011·5°-043°(31·5°), W043°-048°(5°), G048°-179·5°(131·5°), W179·5°-184°(4·5°), R184°-187°(3°)
		*			*		
3764·4	- Rostøy. N point	60 05·6 5 12·2	Iso WRG 6s	8	...	White lantern on concrete column	R023°-032·5°(9·5°), W032·5°-036·5°(4°), G036·5°-050·5°(14°), W050·5°-058°(7·5°), R058°-091°(33°), W091°-096·5°(5·5°), G096·5°-140°(43·5°), R140°-259°(119°), W259°-267°(8°)
		*		*	*		*

V

Volume B *continued*.

3766	- Ståløy. W side	60 08·8 5 11·4	Iso WRG 2s	9	... White lantern	G358°-359·5°(1·5°), W359·5°-005·5°(6°), R005·5°-014°(8·5°), G014°-174°(160°), W174°-177·5°(3·5°), R177·5°-187°(9·5°), W187°-194·5°(7·5°), G194·5°-198·5°(4°)
		*			*	*

Volume C, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

0011	- Østre Bassin. E Mole. Head	57 43·2 10 35·6	F W	...	...	...	TE 2001
							*
0216	<i>Remove from List</i>						
1066·1	-- Færgeleje. Lts in line 227°. Front	54 59·9 9 40·2	F R	7	1 Grey mast		Shown sunset-0100 and 0500-sunrise
*	*	*	*	*	*	*	*
1066·11	---- Rear. 48m from front	54 59·9 9 40·2	F R	8	1 Grey mast		Shown sunset-0100 and 0500-sunrise
*	*	*	*	*	*	*	*
1066·3	- Hardseshøj Færgebro. Lts in line 063·9°. Front	55 00·5 9 41·6	F R	7	1 Grey mast		Shown sunset-0100 and 0500-sunrise
*	*	*	*	*	*	*	*
1066·31	--- Rear. 44m from front	55 00·5 9 41·6	F R	8	1 Grey mast		Shown sunset-0100 and 0500-sunrise
*	*	*	*	*	*	*	*
1238	-- Tirpitzmole. Head. W side of Entrance	54 21·2 10 08·9	LFl(2)R 15s	11	3 Red mast	9	<i>fl 2, ec 3, fl 2, ec 8.</i> Vis 144°-004°(220°)
	*						
3706·1	<i>Remove from List</i>						
3710	Lõu. Ldg Lts 103·1°. Front	58 06·3 22 10·8	Q(4)WRG 15s	11	W 7 White round concrete tower R 4 with balcony G 3 9		<i>(fl 0·5, ec 0·5) x 3, fl 0·5, ec 11·5.</i> G062°-102°(40°), W102°-106°(4°), R106°-148°(42°)
	*						*
3710·1	Anseküla. Rear. 1·7M from front	58 05·9 22 13·9	Fl W 1·5s	35	7 White square concrete tower, black top	22	<i>fl 0·5</i>
*	*	*	*	*	*	*	*
3981	- Morskogo Kanala Porta. Ldg Lts 164·1°. Front	59 40·2 28 25·2	Fl R 1·5s	...	11		
*	*	*	*	*	*	*	*
3981·1	--- Rear	59 39·8 28 25·4	Fl R 3s	...	11		
*	*	*	*	*	*	*	*

V

Volume C *continued.*

4147-05	- Keskinieni	65 04-8 24 39-5	Fl W 6s	8	6	...	<i>fl 0-5. Ra refl</i>
*	*	*	*	*	*	*	*
4203	- Kokkola	63 59-8 22 52-1	Fl(2)WRG 10s	22	12	White tower, red top 23	<i>fl 1, ec 1, fl 1, ec 7.</i> W065°-199°(134°), R199°-327°(128°), G327°-065°(98°). Helicopter platform. Racon
		*					*
4214	- Kallan	63 45-1 22 31-5	VQ (2) WRG 6s	23	10	Red tower, white band, 2 galleries and wind generator 19	<i>fl 0.35, ec 0.65, fl 0.35, ec 4.65.</i> G342°-047°(65°), W047°-160°(113°), R160°-209°(49°). Pilot Station
			*				*
4328-3	- Norra Storbådan	62 13-3 21 15-2	UQ(5)W 6s	13	3	White metal mast, red band, on concrete base	<i>(fl 0.15, ec 0.15) x 4, fl 0.15, ec</i> <i>4.65. Ra refl</i>
		*	*		*		*
4568-5	Prästskärs Norra	60 03-5 20 19-6	VQ(3)W 5s	14	3	⚓ on black beacon, yellow band	<i>(fl 0-15, ec 0-45) x 2, fl 0-15, ec</i> <i>4-65. Ra refl. TE;</i> replaced by buoy (T) 2002
							*
4700	<i>Remove from List</i>						
4746-8	Hällsten	59 53-0 22 25-3	UQ(2)WRG 3s	7	4	Red concrete structure	<i>fl 0-2, ec 0-3, fl 0-2, ec 2-3.</i> R205°-236°(31°), G236°-027°(151°), W027°-030°(3°), R030°-110°(80°). Ra refl. For route to Hanko <i>see</i> C4860. For route to Jungfrusund <i>see</i> C4858
			*	*	*		*
4869-08	- Padvagrundet	59 59-0 22 47-0	VQ(2)WRG 6s	15	6	White and red mast	<i>fl 0-3, ec 0-7, fl 0-3, ec 4-7.</i> G140°-333°(193°), W333°-337°(4°), R337°-140°(163°). Ra refl
			*				*
4870	- Skata	60 00-7 22 48-4	VQ(4)WRG 6s	8	6	Mast	<i>(fl 0-3, ec 0-4) x 3, fl 0-3, ec 3-6.</i> G045°-171°(126°), W171°-173°(2°), R173°-045°(232°). Ra refl
			*	*			*
4870-2	- Träskö	60 04-0 22 47-7	VQ(2)WRG 6s	6	7	Mast	<i>fl 0-3, ec 0-7, fl 0-3, ec 4-7.</i> G090°-356°(266°), W356°-358°(2°), R358°-090°(92°). Ra refl
			*	*			*
5086	- Romnäs. Ldg Lts 096°. Front	59 59-2 23 54-9	Q W	5	5	White ▢, red stripe	Vis 080°-112°(32°)
		*					*
5086-1	--- Rear. 30m from front	59 59-2 23 55-0	Q W	8	5	White ▢, red stripe	Vis 080°-112°(32°). Synchronized with front
		*					*

V

Volume C *continued.*

5087	Skansudd. Ldg Lts 065°. Front	59 59-6 23 56-1	Iso W 4s	5	4	White □, red stripe	Vis 049°-081°(32°)
		*		*			*
5087-1	-- Rear	59 59-6 23 56-0	Iso W 4s	10	4	White □, red stripe	Vis 049°-081°(32°). Synchronized with front
		*		*			*
5088	Ldg Lts 281°. Rönnggrund	59 59-5 23 56-7	Q R	4	5	White □, red stripe	Vis 265°-297°(32°)
		*		*			*
5088-1	- Skansudd. Rear	59 59-6 23 56-1	Iso R 4s	12	5	White □, red stripe	Vis 265°-297°(32°)
		*					*
5103	- Ldg Lts 341°. Flatgrund. Front	60 01-2 24 16-4	Q W	6	7	Yellow □, red stripe	Vis 339°-343°(4°). Ra refl
					*		*
5125	Muntersgrund	59 56-4 24 22-2	Fl R 3s	12	3	Red □ on red beacon	fl 0-3. Ra refl
		*					*
5137-8	Grimsholmen	59 58-6 24 31-0	Fl R 3s	12	3	Red □ on red beacon	fl 0-3. Ra refl
				*	*		*
5149	Systrarna	60 03-1 24 39-6	UQ(5)Y 6s	7	2	Red round concrete tower	(fl 0-2, ec 0-2) x 4, fl 0-2, ec 4-2.
			*		*		*
5153	Kytö. Kytökåringen	60 04-4 24 43-6	UQ(5)W 6s	8	3	White lantern	(fl 0-15, ec 0-15) x 4, fl 0-15, ec 4-65. Vis 046-5°-253-5°(207°)
		*		*	*		*
6060	Agö. E Point	61 32-6 17 28-0	Fl WRG 5s	31	W 9 R 6 G 5	White tower, orange band 15	fl 1. G130°-141-5°(11-5°), W141-5°-143°(1-5°), R143°-162°(19°), G162°-198°(36°), W198°-280°(82°), R280°-293°(13°), W293°-035°(102°), R035°-094°(59°). Partially obscured 048°-094°(46°)
	*		*		*		*
6890	- Hargökalv	58 36-3 16 52-4	Fl(4)WRG 12s	17	W 8 R 6 G 5	White □, green band on a framework mast 16	G255° -270°(15°), W270°-276-5°(6-5°), R276-5°-286°(9-5°), G286°-299°(13°), R299°-021°(82°), G021°-050°(29°), W050°-064°(14°), R064°-090°(26°), G090°-107°(17°), W107°-111°(4°), R111°-122°(11°). Floodlit
		*			*		*

V

Volume C *continued*.

7322	- Stora Jättersön. Ldg Lts 189°30'. Front	57 05-9 16 33-5	Fl(2)R 3s	8	3	Yellow △, red border, on post	TE 2002	*
7322-1	--- Rear. 235m from front	57 05-8 16 33-4	Fl(2)W 3s	18	11	Yellow ▽, red border, on mast	TE 2002	*
Volume D, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002. Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.								
1154-5	- Notre Dame	47 05-5 2 08-2	VQ(9)W 10s	7	3	∇ on yellow beacon, black band		
						11		*
1703	- Ares. Breakwater. Head	43 25-4 8 14-2	Fl(3)R 9s	10	5	Red round tower 6	(fl 0-5, ec 1-5) x 2, fl 0-5, ec 4-5	*
2338-3	-- Muelle Río Tinto. Southwestwards	37 14-7 6 57-7	Q W	...	...	...	Marks wreck	
*	*	*	*	*	*	*		*
2437-2	--- Spur. Head	36 09-6 5 21-6	Q R	7	2	Red column, white bands 4	Vis 045°-135°(90°). TE 2002	*
7099	Remove from List							
7099-1	Remove from List							
7099-2	Remove from List							

V

Volume E *continued.*

0222	- Monte Colibri	39 54·1 0 41·2	Fl(3+1)W 22s	85	21	White conical tower and dwelling 20	(fl 0·2, ec 2·5) x 2, (fl 0·2, ec 8·1) x 2. Racon. Reduced range 12M (T) 2002 *
0286	- Isla Mitjana	39 35·2 2 20·6	Q(9)W 15s	10	3	Yellow beacon, black band 5	(fl 0·3, ec 0·7) x 8, fl 0·3, ec 6·7. TE 2002 *
0393·6	- Altafulla Beach. Breakwater	41 07·8 1 22·2	Q(6)+LFl W 15s	5	5	∇ on black beacon, yellow top 4	(fl 0·5, ec 0·5) x 6, fl 2, ec 7. TE 2002 *
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	fl 0·5, ec 2, fl 0·5, ec 7. TE 2002 *
0434·59	- New Entrance. Breakwater. N Head	41 22·2 2 11·5	Q(3)W 10s	6	5	⬠ on black post, yellow band	(fl 0·3, ec 0·7) x 2, fl 0·3, ec 7·7. TE 2002 *
0484	- Punta Cala Nans	42 16·1 3 17·1	Fl(4+1)W 25s	33	8	White round tower on dwelling 7	(fl 0·5, ec 2·5) x 3, (fl 0·5, ec 7·5) x 2 *
0856	- Jetée du Dragon. Head	42 41·6 9 27·3	Fl WR 4s	16	W 15 R 12	Grey tower, red lantern 13	fl 1, ec 3. R (unintens) 040°-130°(90°), R130°-215°(85°), W215°-325°(110°), R325°-040°(75°). F R lights on radio tower 2·45M W * * * *
0858	- Môle Génois. Head	42 41·6 9 27·3	Fl(2)G 6s	13	4	Light grey tower, dark green top 9	fl 1, ec 1, fl 1, ec 3 * * *
0861	- Car Ferry Berth. Head	42 42·1 9 27·3	Fl(2)R 6s	2	4	White column, red top 1	fl 1, ec 1, fl 1, ec 3 * * *
3683	Rt Plagente	42 26·1 18 46·1	Fl(2)R 5s	8	6	White round tower, red diagonal band 5	fl 0·5, ec1, fl 0·5, ec 3 * * *
3700	Dorde	41 51·8 19 21·3	Fl(3)R 4s	7	1	Red round metal tower 2	(fl 0·5, ec 0·5) x 2, fl 0·5, ec 1·5 * * *

V

Volume F, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

3342·73	Yubao Jiao	19 59·5 109 56·5	Fl(3)W 15s	74	18	White 3-sided concrete tower, red bands	On trial (T) 2001
*	*	*	*	*	*	*	*
3347·95	Haikou Wan. Bashamen	20 04·3 110 18·8	Fl W 6s	78	18	White 3-sided concrete tower	On trial (T) 2001
*	*	*	*	*	*	*	*
4274·65	Hwa Do (Hwado)	33 43·7 126 21·6	Fl W 5s	91	17	White square concrete tower 7	Racon
							*
4330·4	Jungnim Hang. Breakwater	34 50·3 128 34·8	Fl R 4s	10	5	Red 8-sided concrete tower 8	
*	*	*	*	*	*	*	*
4351·9	- Gyeokdo	34 58·7 128 42·8	Q(3)W 10s	16	8	Black ⬠, on black beacon, yellow band 16	
*	*	*	*	*	*	*	*
4730·1	-- S No 2	24 26·8 123 50·0	Fl(2)R 6s	4	3	Red △ on red beacon 5	
			*	*	*	*	
4730·2	-- S No 4	24 26·9 123 49·8	Fl R 3s	4	2	Red △ on red beacon 5	
			*	*	*	*	
4730·3	-- S No 5	24 27·2 123 49·7	Fl G 3s	4	2	Green □ on green beacon 5	
			*	*	*	*	
4730·4	-- S No 6	24 27·4 123 49·5	Fl R 3s	4	2	Red △ on red beacon 5	
			*	*	*	*	
4730·5	-- W No 1	24 27·3 123 48·4	Fl(2)G 6s	4	3	Green □ on green beacon 5	
			*	*	*	*	
4730·6	-- W No 4	24 27·6 123 49·0	Fl R 3s	4	2	Red △ on red beacon 5	
			*	*	*	*	
4734·17	-- No 2	24 19·2 124 10·3	Fl(2)R 6s	4	3	Red △ on red beacon 5	
	*					*	
4734·18	-- No 1	24 19·2 124 10·3	Fl(2)G 6s	5	3	Green □ on green beacon 5	
						*	

V

Volume F *continued.*

4739-76	- Breakwater. Head	26 11-4 127 17-2	Fl R 3s	7	3		
*	*	*	*	*	*	*	*
4739-763	- Breakwater. Head	26 11-2 127 16-9	Fl(2)G 6s	4	3		
*	*	*	*	*	*	*	*
4739-77	- TOKASHIKI SHIMA. Breakwater. Head	26 09-8 127 20-9	Fl R 3s	8	3		
*	*	*	*	*	*	*	*
4749-8	-- Nakagusuku Ko. Breakwater. Head	26 10-9 127 49-6	Fl G 3s	8	3		
*	*	*	*	*	*	*	*
4762-6	<i>Remove from List</i>						
4763-48	-- Unten Ko. Breakwater. Head	26 41-4 128 01-2	Fl G 3s	7	3	4	
*	*	*	*	*	*	*	*
5167	- E training wall. Head	32 39-9 130 32-3	Fl G 3s	11	2	White metal framework tower	Fl R 3s 3M 1-2M SW
						10	
				*	*		
5409-8	Iwai Shima. Breakwater. Head	33 47-0 131 59-7	Fl R 3s	7	3		
*	*	*	*	*	*	*	*
5502-6	- Ote Shima. Breakwater. Head	34 22-4 133 39-4	Fl G 4s	7	3		
*	*	*	*	*	*	*	*
5626-15	- Breakwater. Head	33 50-0 132 07-3	Fl R 3s	8	3		
*	*	*	*	*	*	*	*
5737-3	Ajino Ko. Breakwater. Head	34 26-7 133 48-8	Fl(2)R 6s	7	3		
*	*	*	*	*	*	*	*
5865-3	-	34 39-1 135 17-0	Fl W 3s	...	7		
*	*	*	*	*	*	*	*
5865-35	-	34 39-1 135 16-6	Fl Y 3s	...	6		
*	*	*	*	*	*	*	*
6619-5	- Okuki Ko. Breakwater	40 29-8 141 37-8	Fl(2)G 6s	8	3		
*	*	*	*	*	*	*	*

V

Volume F *continued*.

6729	Esan Misaki	41 48·8 141 10·9	Iso W 6s	43	17	White round concrete tower 19	Vis 156°-335°(179°). Ramark
			*	*			
6812	Ôtsu	42 40·3 143 37·7	Fl(3)W 20s	57	25	White round concrete tower, black bands 14	Vis 222°-055°(193°)
			*				
7023·2	- Murotu Sima	42 00·7 139 27·3	Fl WR 5s	14	W 8 R 8	White round concrete tower, red bands 11	W267°-237°(330°), R237°-267°(30°)
			*		*		*
9522·05	- RESAK GAS FIELD, RPD-A	5 36·5 103 54·3	Lit	...	...	Platform	Connected to F9522·051 by a steel walkway
*	*	*	*	*	*	*	*
9522·051	-- RCPP	5 36·5 103 54·4	Lit	...	...	Platform	Connected to F9522·05 by a steel walkway
*	*	*	*	*	*	*	*

Volume G, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

3483	Yelapa	20 30·5 105 25·5	Fl(3)W 12s	85	11	White metal tower 7	(fl 1, ec 2) x 2, fl 1, ec 5. TE 2001
							*
3615·4	Punta Blanca	29 07·0 114 42·0	Fl(2)W 10s	25	10	Metal truncated pyramid 6	fl 1, ec 2, fl 1, ec 6. TE 2001
			*				*
4696	Ash Grove. Lime Dock. No 1	45 37·4 122 47·3	F G	11	...	Pile structure	Private
	*	*	*				*
4696·1	-- No 2	45 37·4 122 47·3	F G	11	...	Pile structure	Private
*	*	*	*	*	*	*	*
4734·9	-- Cow Point Reach. Ldg Lts H 091°. Front	46 57·6 123 49·4	Q R	5	...	Red □, black stripe, on pile structure	Vis 089·5°-092·5°(3°)
							*
4851·4	- N Breakwater	47 43·9 122 39·0	Fl R 4s	6	...	On piling	Private
	*	*	*	*		*	*
4851·6	- Middle Breakwater	47 43·8 122 38·9	Fl Y 10s	6	...	On piling	Private
	*	*	*	*		*	*
4851·8	- S Breakwater	47 43·9 122 38·8	Fl Y 10s	6	...	On piling	Private
	*	*	*	*		*	*

V

Volume G *continued*.

4986-2	- Navsta Pier. A	47 59:5 F R 122 13:5	3	...	...	Private
*	*	*	*	*	*	*
4986-3	-- B	47 59:7 F R 122 13:4	3	...	On corner of pier	Private
*	*	*	*	*	*	*

Volume H, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.
Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

2142-21	--- Rivière à Mars. Entrance. Groin. Head	48 20:4 Fl Y 70 52:4	...	...	...	Private
*	*	*	*	*	*	*
2142-22	----- Middle	48 20:3 Fl Y 70 52:4	...	...	...	Private
*	*	*	*	*	*	*
2142-23	----- Root	48 20:3 Fl Y 70 52:5	...	...	...	Private
*	*	*	*	*	*	*
2322-6	- Anse Windsor Marina. N Breakwater. Head	46 47:4 F Bu 71 11:9	...	...	...	Private
	---	... Fl Y *	...	...	...	Private
2334	Pointe aux Trembles. Pier. Head	46 41:8 Fl W 5s 71 34:4	10	20 Red framework tower, white bands 8 *	MV. Racon	
2360-1	-- Rear. 1210:7m from front	46 34:1 F G 72 11:2	27	17 Orange □, black stripe, on framework tower 25 *	Vis on leading line only. Emergency light	
2380-1	-- Rear. 455m from front	46 26:1 2 F G 72 21:8	29	17 Orange □, black stripe, on red framework tower, white top 22 * *	Vis on leading line only. Emergency light	
2385-5	--	46 24:0 F Y 72 22:3	...	...	...	Private
*	*	*	*	*	*	*
2385-7	--	46 23:9 F Y 72 22:3	...	...	...	Private
*	*	*	*	*	*	*
2386	- Upper Ldg Lts 075° 50'. Front	46 23:3 F G 72 23:7	12	17 Orange ◐, black stripe, on white round tower 6 * *	Vis on leading line only. Emergency light	*

V

Volume H *continued.*

2386·1	-- Rear. 669m from front	46 23·5 F G 72 23·2	19	17	Orange $\curvearrowright$, black stripe, on framework tower 15	Vis on leading line only. Emergency light
	*		*	*		*
2388	Cap de la Madeleine Wharf. Ldg Lts 242°32'. Wharf. SW corner. Front	46 21·9 F G 72 29·8	10	17	Orange $\square$, black stripe, on framework tower 8	Vis on leading line only. Emergency light
	*			*		*
2390	Cap de la Madeleine Lower. Ldg Lts 037°31'. Front	46 23·6 F G 72 27·7	19	17	Orange $\square$, black stripe, on framework tower 9	Emergency light
	*			*		
2392	Ste Angèle-de-Laval. Ldg Lts 228°47'. Front	46 18·8 F G 72 34·0	8	17	Orange $\square$, black stripe, on white round tower 7	Vis on leading line only. Emergency light. F R lights mark overhead cable towers 0·5M NE and 0·9M E. F R and F G lights mark Trois-Rivières-Ouest bridge
	*			*		
2392·1	-- Rear. 222m from front	46 18·7 F G 72 34·1	14	17	Orange $\square$, black stripe, on white round tower 13	Vis on leading line only. Emergency light
	*			*		
2393	Pointe aux Ormes	46 18·2 F R 72 34·8	8			
*	*	*	*	*	*	*
2394	-	46 18·2 F R 72 34·7	5			
*	*	*	*	*	*	*
2401	- Nicolet Traverse. Ldg Lts 096°45'. Front	46 15·6 F G 72 37·8	8	16	Orange $\curvearrowright$, black stripe, on white round tower 4	Vis on leading line only. Emergency light
	*			*		
2401·1	--- Rear. 583m from front	46 15·6 F G 72 37·3	29	16	Orange $\curvearrowright$, black stripe, on framework tower 22	Vis on leading line only. Emergency light
	*			*		

Volume J, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

2219·2	- Passing light	39 03·3 Oc W 4s 76 17·5	8	3	...	Same structure as J2219·1
*	*	*	*	*	*	*
3524·5	- ARLINGTON CHANNEL. Ldg Lts 289°06'. Front	30 38·5 Q W 88 01·8	7	4		
*	*	*	*	*	*	*

V

Volume J *continued.*

3524·7	--- Rear. 614m from front	30 38·4 88 01·6	Iso W 6s	13	5		
*	*	*	*	*	*	*	*
4072·01	<i>Remove from List</i>						
4145·15	<i>Remove from List</i>						
4145·2	<i>Remove from List</i>						
4884·6	-- No 7	23 07·1 80 59·8	Fl G 3s	5	3	Green ◻ on metal beacon	TE 2001
							*
4884·7	-- No 9	23 05·2 80 57·8	Fl G 5s	5	3	Green ◻ on metal beacon	TE 2001
							*
4885	- CANAL DE LOS BARCOS. No 2	23 11·8 80 42·4	Fl R 4s	5	3	Red △ on metal beacon	TE 2001
							*
5120	- Restinga Prieta	22 15·8 81 58·6	Fl G 5s	4	3	Green ◻ on green column on platform on piles	
						*	
6255·3	- <i>SBM</i>	11 09·3 74 15·2	Fl W 8s	...	10		
			*		*		*
6462	Farallón Centinela	10 48·8 66 05·6	Fl W 12s	44	19	White 6-sided GRP tower, orange stripes 6	<i>fl 1.</i> Racon. TE 2002
		*					*
6469·1	Carenero Bay	10 31·7 66 06·0	Fl R 3s	3	3	Red beacon	<i>fl 1.</i> TE 2002
		*					*
6470	Puerto Carenero. Bahía de los Piratas	10 32·1 66 06·9	Fl W 10s	42	11	White framework tower, orange bands	<i>fl 1.</i> TE 2002
		*					*

Volume K, 2002/03. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

3797·6	<i>Remove from List</i>						
4322	- Approaches. Fairway Light	44 23·0 171 18·1	Mo(A)W 10s	5	9	White beacon, red stripes	Removed (T) 2002
		*					*
4656	- S of Jetty. Ldg Lts 123°. Front	19 03·2 169 55·2	F R	12	5	White wooden △, orange bands, on beacon	TE 2002
							*
4656·1	--- Rear. 45m from front	19 03·2 169 55·2	F R	24	5	White wooden △, orange bands, on beacon	TE 2002
							*

V

Volume K *continued*.

4716	- Vatu-i-ra Channel	17 16-0 178 33-0	Fl W 2s	12	11	Black lattice tower on concrete pillar	*
4717	-- W	17 16-6 178 29-2	Fl W 5s	12	11	Black lattice tower on concrete pillar	*

Volume L, 2001/02. Weekly Edition No. 6, Dated 7th February, 2002.

Last Amendment: Weekly Edition No. 5, dated 31st January, 2002.

2426	- Gjersholm. E point. Meløysund	66 49-8 13 33-8	Oc WRG 6s	7	W 10 R 8 G 7	White lantern on base	G212°-223°(11°), W223°-230°(7°), R230°-281°(51°), W281°-021°(100°), R021°-050°(29°), W050°-072°(22°), G072°-080°(8°). Shown 1/8-5/5	*
2563-5	- Sørværøy. S	67 23-9 13 53-4	Iso G 2s					
*	*	*	*	*	*	*	*	*
2563-55	- Harbour	67 24-8 13 55-2	Q R					
*	*	*	*	*	*	*	*	*
2563-7	- Hartgenskjæret	67 24-9 13 55-8	Q G					
*	*	*	*	*	*	*	*	*
2565-3	-- S	67 24-9 14 02-3	Q W					
*	*	*	*	*	*	*	*	*

VI

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 6 dated 7 February 2002

VOLUME 1, 2001/02—PART 1

Published Wk 31/01

(Last Amendments: Weekly Edition No. 5 dated 31 January 2002)

RADIO QUARANTINE REPORTS FROM SHIPS AT SEA

Page 285, delete **JAPAN** section and replace by:

JAPAN

PORTS: Most ports

ADDRESS: Chief of (local port) Quarantine Office

PROCEDURE: Messages prefixed 'RPM' (Radio Pratique Message) should be sent to the quarantine office through local agents by radio or fax, 36 hours before arrival, excluding Saturdays, Sundays and Public Holidays.

Radio Pratique Messages should conform to the following format:

- 1) RPM (Radio Pratique Message)
- 2) Name and nationality of vessel
- 3) Port of commencement and date of departure (year can be omitted)
- 4) All ports of call and dates of departure within 21 days before arrival
- 5) Name of Japanese quarantine port of entry and ETA (local time)
- 6) Deratting or deratting exemption — port name/date of issue/kind of certificate
- 7) Number of crew/passengers
- 8) Whether there has been any person or material who (which) transferred from another vessel within 21 days before arrival. If any, the following details must be radioed:
 - a) Name of other vessel, name and date of her sailing from port of departure and port of call
 - b) Date of transfer, number of persons or description of material transferred
- 9) Whether any person has or has had the following symptoms within 21 days before arrival
 - a) Fever accompanied by prostration or persisting for several days or attended with glandular swelling
 - b) Consciousness disorder
 - c) Cough or respiratory distress
 - d) Any acute skin haemorrhagic rash or other haemorrhagic symptom with or without fever
 - e) Severe diarrhoea with symptoms of collapse
 - f) Jaundice accompanied by feverIf any case, the name of persons and symptoms of sickness to be radioed in plain language
- 10) Whether there have been any deaths (except by accident) within 21 days before arrival. If any, the following details are to be radioed in plain language:
 - a) Name and age of the deceased
 - b) Date of death
 - c) Cause of death (name of sickness or symptoms)
- 11) Whether there has been any rats showing symptoms of pestilence or any rats suspected of such symptoms, or unusual dead rats, within 6 days before arrival (Any discovery of rats on board which were not vigorous in action or rats dying in an abnormal manner, in spite of no rat poison being laid)
- 12) Whether there is any cargo which is suspected of, or infected by, a quarantine disease (Vessel with cargo either loaded or handled at quarantine disease prevalent port or area should reply "yes"; those vessels which have no cargo from such area should reply "none")
- 13) Whether a ships' doctor is on board or not (AL or NONE)
- 14) Master's name

NOTE: If items 8 to 13 are not applicable, then state: 8 to 13 NONE

MV Alrehab (HH080/020/08 – E25) 6/02

VOLUME 1, 2001/02—PART 2

Published Wk 31/01

(Last Amendments: Weekly Edition No. 5 dated 31 January 2002)

Page 42, **AUSTRALIA Brisbane (VIB)** delete section 3. RT (HF) Radphone
wef 28/2/2002

Renumber section 4 as 3

6/02

Page 43, **Darwin (VID)** delete section 3. RT (HF) Radphone wef 28/2/2002

Renumber section 4 as 3

6/02

Page 44, **Melbourne (VIM)** delete section 3. RT (HF) Radphone wef 28/2/2002

Renumber section 4 as 3

6/02

VI

Page 45 & 46, **Perth (VIP)** delete section 4. RT (HF) Radphone wef 28/2/2002

Renumber section 5 as 4

Peter Hewitson (HH080/021/12 – E10 & E16) 6/02

RADIO QUARANTINE REPORTS FROM SHIPS AT SEA

Pages 214–215, delete **AUSTRALIA** section and replace by:

AUSTRALIA

- 1) The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a **Quarantine Pre-Arrival Report for Vessels (Pratique) (QPAR)** to AQIS. Copies may be obtained from the AQIS website: www.aqis.gov.au/shipping.
 - 2) The QPAR details the condition of the vessel including human health, cargoes and ballast water management.
 - 3) Vessel masters/agents to send QPAR to AQIS 12–48 hours prior to the vessel's arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival.
 - 4) Vessel masters/agents that do not submit the QPAR to AQIS will not be given formal quarantine clearance to enter port. This will cause delays to the vessel and will incur additional AQIS charges.
 - 5) Vessels will require written permission to discharge any ballast water in Australian ports or waters. This may be given following lodgement of the QPAR to AQIS. If the vessel's ballast water details change, a revised QPAR must be sent to AQIS for clearance prior to discharging any ballast water.
 - 6) Vessel Masters will be required to complete two other AQIS forms:
 - a) The AQIS **Ballast Water Uptake/Discharge Log** can be used to provide the shipping agent with information for entry into the Ballast Water Decision Support System (BWDSS).
 - b) The AQIS **Ballast Water Treatment/Exchange Log** must be used to record all ballast water treatment/exchanges at sea.
- Quarantine Pre-Arrival Report for Vessels without Facsimile.**
- 7) This report is provided by AQIS as a guide to assist in the transferral of information from the vessel to the agent. **Under no circumstances will AQIS accept vessel information in telex format.** AQIS will only accept information in the approved format. AQIS must be notified immediately if the current status of the vessel changes at any time. Vessel Masters or Medical Officers who knowingly give false or misleading information or negligently give false or misleading information are guilty of an offence. Maximum penalty is imprisonment for one year.

A list of proclaimed quarantine first ports of entry are as follows:

NEW SOUTH WALES

Botany Bay, Sydney
Coff's Harbour
Lord Howe Island
Newcastle
Port Jackson, Sydney
Port Kembla
Twofold Bay
Yamba

VICTORIA

Geelong
Melbourne
Portland
Westernport

QUEENSLAND

Abbot Point
Brisbane
Bundaberg
Cairns
Gladstone
Hay Point including Dalrymple Bay
Lucinda
Mackay
Mourilyan Harbour
Port Alma
Thursday Island
Townsville
Weipa

NORTHERN TERRITORY

Darwin
Gove (Nhulunbuy)
Groote Eylandt

WESTERN AUSTRALIA

Albany
Broome
Bunbury
Carnarvon
Dampier
Derby
Esperance
Exmouth
Fremantle
Geraldton
Port Hedland
Port Walcott
Wyndham

SOUTH AUSTRALIA

Ardrossan
Cape Thevenard
Port Adelaide
Port Bonython
Port Giles
Port Lincoln
Port Pirie
Port Stanvac
Wallaroo
Whyalla

TASMANIA

Burnie
Devonport
Hobart including Risdon and Selfs Point
Launceston including Beauty Point, Bell Bay and Long Reach
Port Latta
Port Huon
Spring Bay
Stanley

The **Quarantine Pre-Arrival Report for Vessels (Pratique) Form** is divided into 4 sections. Ship's agents and Masters are required to fill out each section.

Section 1 – Vessel's particulars for first port of call in Australia

1. Vessel Name
2. Voyage Number

Continued on next page

VI

3. IMO/Lloyd's Number
4. Radio Call Sign
5. Last Port of Call
6. ETA First Port of Call (as 24hr hh:mm dd/mm/yy) (indicate pilot time or at berth)
7. First Australian Port
8. Name of Berth
9. ETD First Port of Call (as 24hr hh:mm dd/mm/yy)
10. Next Port of Call
11. Net Tonnage
12. Number of Cargo Holds/Tanks/Decks
13. Vessel Type
14. Country of Registry
15. Derat/Deratting Exemption Certificate Issue Date (dd/mm/yy)
16. Port of Issue

If any details relating to the vessel have changed since the vessel's last visit to Australia please indicate this. Failure to do this may result in delays to the processing of the Pre-Arrival Quarantine Report for Vessels (Pratique)

Section 2 – Quarantine Pre-Arrival Information

17. Have there been any deaths amongst crew or passengers during the current voyage? YES/NO
If YES, please state number and cause: Number of Deaths () Cause:
18. Is there any person on the vessel during the voyage suffering from an illness that may have been caused by an infectious disease? YES/NO
If YES, please state number of people who suffer from the illness and cause of the illness: Number of illnesses () Cause:
19. Are there any animals on board the vessel? (including birds & fish) YES/NO
If YES, please give a description of the animal/s.
20. In the past 2 years has your vessel been in any Russian Far East Port(s) between 40°N and 60°N during any period between July and September? YES/NO
21. If YES, since your last visit to the port/s, has your vessel been inspected and cleared as being free of ASIAN GYPSY MOTH by agricultural authorities in Australia, Canada, New Zealand or the USA? YES/NO (If YES, please forward relevant certificate to AQIS)
22. If NO do you have a certificate on board the vessel issued by Russian Agricultural Authorities during your last visit to a Russian Far East Port/s, certifying that they have inspected the vessel and found it free of ASIAN GYPSY MOTH egg masses? YES/NO
(If YES, please forward relevant certificate to AQIS).
23. Have you carried livestock or grain in the last SIX CARGOES? YES/NO
If YES, list the type of cargoes, the loading port/s and discharge port/s and cleaning performed since the livestock or grain was discharged
24. After the examination of the vessel and its cargo since leaving the last port of call, did you discover any BEES on board? YES/NO
25. Will there be any crew changes while the vessel is in any Australian port of call? YES/NO
26. If YES, specify the port/s and number of crew that will be signing off.

Section 3 – Ballast Water Management

27. Do you intend discharging any ballast water in Australian ports or waters? (If NO, go to Declaration)
28. If YES, indicate all ports/locations of intended ballast water discharge in Australian ports or waters.
29. Have you undertaken a full ballast water exchange at sea (independent of an AQIS DSS report) in a manner consistent with the IMO guidelines, before arrival in Australian ports or waters? YES/NO (If YES, go to question 35)
30. Does your vessel have a current Compliance Agreement with AQIS? YES/NO (If NO, go to question 32)
31. If YES, are you operating in accordance with this Compliance Agreement during your current voyage to Australia? YES/NO (If YES, go to Declaration)
32. Have you entered ballast tank information into the AQIS DSS to have a risk assessment performed on the ballast water currently in those tanks to be discharged in Australian ports or waters? YES/NO (If NO go to Declaration)
33. If YES, what is the Risk Assessment Number assigned to your vessel by the AQIS DSS?
RAN: ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐
34. If your AQIS DSS result was high-risk, have you undertaken a ballast water exchange at sea prior to arrival in Australian ports or waters? YES/NO
35. If YES, indicate ballast water exchange method you used?
Sequential [empty/refill] ☐ Flow Through ☐ Dilution Method ☐ Other ☐
If other, please specify:
36. If treatment was not conducted fully in any of the tanks/hold intended for discharge in Australian ports or waters, please state reason.

Section 4 – Declaration

Shipping agents /Masters are required to complete and sign the declaration to confirm that the information provided is correct. Shipping agent contact details are also required.

Note: AQIS may reply by FAX unless you state otherwise

AQIS Ballast Water Uptake/Discharge Log

Repeat the questions below for each tank that is to be discharged in Australian ports or waters by recording the ballast water information in the following format and using the numbered headings only

1. Tank and/or Cargo Hold?
2. Ballast water uptake port or at sea location? (if at sea, quote latitude and longitude)
3. Date ballast taken on board? ____ / ____ / ____
4. Ballasting start time? ____ : ____ (local time 24 hrs)
5. Ballast water discharge in Australian ports or waters — indicate partial or full discharge.
6. Was a ballast water pump sea suction strainer used during the ballasting operation: YES/NO
7. State strainer identification number for each tank of ballast water discharge (eg S1 or S2 etc).
8. Australian port/s of ballast water discharge
9. Date/s of ballast water discharge in that Australian port? (dd/mm/yy)
10. Estimated time ballast water discharge will finish? (optional)

Next 2 questions are to be answered only once for all ballast water tanks

11. Provide the date the ballast water pump sea suction strainers were last inspected. (dd/mm/yy)
12. Are the ballast water pump sea suction strainers in good order and repair? YES/NO

Continued on next page

VI

Further Information

Queries should be directed to any AQIS office listed as follows:

AQIS Area Office	Telephone number
Adelaide	(08) 8305 9700
Brisbane	(07) 3637 7777
Cairns	(07) 4030 7800
Darwin	(08) 8981 8733
Hobart, Tasmania	(03) 6233 3518
Melbourne	(03) 9246 6777
Perth	(08) 9311 5333
Sydney	(02) 9364 7222

Annual Australian Notices to Mariners 2002 & Department of Agriculture Fisheries & Forestry (HH571/005/2002 – E4) 6/02

SHIP REPORTING SYSTEMS

Pages 228 and 229, **AUSTRALIA, Australian Ship Reporting System (AUSREP), How to send AUSREP reports** to **Charged calls** section, delete and replace by:

How to send AUSREP reports

a) In an Australian Port

It is advisable to communicate all reports direct from the vessel to RCC Australia to avoid delays associated with intermediate agencies. An Inmarsat–C, reverse charge telephone call, fax or telex message may be used when making an AUSREP report.

b) Via Inmarsat

Reports must be addressed “RCC AUSTRALIA” and sent via the Pacific or Indian Ocean Region satellites to Perth Land Earth Station (Perth LES). These procedures apply only to AUSREP messages.

Calls free of charge when reporting within the AUSREP area

Inmarsat–C fitted Ship Earth Stations (SES).

Vessels will not be charged for messages sent via Inmarsat–C if these procedures are followed:

Select Special Access Code (SAC) 43 **through Perth LES only**; Pacific Ocean (222) or Indian Ocean (322).

Notes: i) If sent through a different LES the SAC message may be misdirected.

ii) Ocean codes 302 and 202 are no longer the correct codes for LES Perth.

Charged calls

Inmarsat–A, Inmarsat–B or Inmarsat–M fitted Ship Earth Stations (SES).

Vessels will be charged for messages sent via Inmarsat–A, Inmarsat–B or Inmarsat–M to RCC AUSTRALIA.

Select 02* (for Perth) then telex 71 62349.

* ensure vessels antenna is directed at appropriate Indian or Pacific Ocean satellite.

While reporting to AUSREP, you should ensure that your Inmarsat equipment remains active in the “LOGIN” mode at all times.

c) Via Coast Radio Stations (CRS)

Reports must be addressed “RCC AUSTRALIA”. Until 30 June 2002 reports may be sent free of charge through any Australian CRS operated by Telstra. Telstra CRS are expected to cease operation on 30 June 2002. All reports sent by voice should include the mandatory format fields including the identifying letter.

From 1 July 2002 the preferred method of lodging an AUSREP report is via Inmarsat–C. However, if more convenient methods are available, reports may be lodged via radio through the AMSA HF DSC network. Initial contact to the network is via a DSC safety message addressed to **MMSI 005030001**. Vessels will be shifted to a working channel and the PR passed via HF voice communications or NBDP depending upon the follow–on communications specified by the vessel. The network callsign is “RCC AUSTRALIA”. Calls received by stations at Wiuna and Charleville are answered from the network control centre at RCC Australia.

d) Via REEFCENTRE

Vessels transiting through the REEFREP area should send a PR via REEFCENTRE on the appropriate VHF channel (see ALRS Vol 6). Exceptions to this rule are:

i) Send SP direct to RCC Australia prior to departure, or

ii) Send PR direct to RCC Australia if the VHF channel is unavailable.

Australian Annual Notices to Mariners 2002 (HH571/005/2002 – E4) 6/02

Page 229, **SMALL CRAFT PARTICIPATION IN THE AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP), Eligibility** section, delete (b) and replace by:

- (b) Until 30 June 2002 have the necessary Australian Communication Authority licensed HF radio equipment that can maintain communications with the Coast Radio Station (CRS) network. From 1 July 2002 have the necessary Australian Communication Authority licensed HF DSC equipment that can be used to contact the AMSA HF DSC network. Or have Inmarsat equipment that can maintain communications with the Telstra Land Earth Station (LES) (222 or 322) for the duration of the voyage.

Annual Australian Notices to Mariners 2002 (HH571/005/2002 – E4) 6/02

VOLUME 2, 2001

Published Wk 8/01

(Last Amendments: Weekly Edition No. 5 dated 31 January 2002)

THE 2002 EDITION OF THIS VOLUME HAS NOW BEEN PUBLISHED
THE 2001 EDITION IS CANCELLED

VOLUME 2, 2002

Published Wk 6/02

*Notices accrued while this volume was in the press, from Week 50/01 to Week 5/02, are herewith re-issued along with new information***RADIOBEACONS AND RADIO DIRECTION-FINDING STATIONS****3868 Punta del Este***Delete station*

Uruguayan Notice 10/94/01 (HH652/410/03 – E55) 6/02

RADAR BEACONS**57040 Kiel Lt***Delete position and replace by: 54°29′.98N 10°16′.42E*

UKHO Chart 2341 6/02

60400 Repskär Front Light*Delete station*

Finnish Notice 35–36/871/01 (HH321/530/02 – E24) 6/02

69920 Napoli, Diga Duca degli Abruzzi Lt*Delete position and replace by: 40°49′.88N 14°16′.63E*

Italian Notice 21/12/01 (HH369/640/03 – E9) 6/02

73040 Forcados Offshore Oil Terminal (CLP)*Delete morse ident U and replace by: D*

Lamnalco (Nigeria) Marine and Offshore Services (HH440/180/10 – E27) 6/02

80770 Ch'i-lai Pi, Hua-lien*Delete position and replace by: 23°58′.51N 121°37′.12E*

Taiwanese Notice 68/2001 (HH549/420/02 – E61) 6/02

*Insert station:***Kuishan Dao Lt Racon** 26°29′.31N 120°07′.99E **81575**
Z

Chinese Notice 24/376/01 (HH548/460/03 – E54) 6/02

*Insert station:***Tongbaekto Lt Racon** 37°11′.68N 126°12′.72E **82365**
(3 & 10 cm) 360° 10 n miles **Q**

Korean Notice 48/617/01 (HH557/419/07 – E6) 6/02

*Insert station:***Gajinseo Lt Racon** 36°06′.25N 126°00′.01E **82485**
(3 & 10 cm) 360° 10 n miles **T**

Korean Notice 52/669/01 (HH557/410/04 – E61) 6/02

83360 No Shima Lt*Delete position and replace by: 33°56′.23N 131°41′.69E*

UKHO Chart 3513 6/02

83420 Iyo Nada Lt Buoy No 5*Delete position and replace by: 33°41′.58N 132°08′.06E*

UKHO Chart 3602 6/02

83450 Tsuru Shima Lt*Delete position and replace by: 33°53′.57N 132°38′.35E*

6/02

83480 Kurushima Kaikyō Lt Buoy No 2*Delete position and replace by: 34°09′.21N 132°55′.10E*

UKHO Chart 3603 6/02

*Insert station:***Ardasier Bank Lt Buoy No 4 Racon** 7°40′.20N 114°20′.68E **85765**
M

6/02

*Insert station:***Ardasier Bank Lt Buoy No 3 Racon** 7°56′.70N 114°26′.13E **85766**
K

6/02

*Insert station:***Investigator Shoal Lt Buoy No 2 Racon** 8°07′.25N 114°47′.83E **85767**
C

6/02

*Insert station:***Investigator Shoal Lt Buoy No 1 Racon** 8°09′.71N 114°43′.61E **85768**
B

6/02

VI

Insert station:

95020 Serranilla Bank, Beacon Cay Lt

Delete station

Ardasier Bank Lt Buoy No 5 Racon **7°43′.07N 114°07′.07E 85769**
O

Colombian Chart 634 6/02

Insert station:

Malaysian Notice 10/182/02 (HH553/610/02 – E19) 6/02

Insert station:

Brazos Santiago Pass Lt Buoy BS Racon **26°03′.94N 97°06′.59W 95640**
B

Stagg Patches Lt Buoy Racon **17°01′.01S 146°07′.40E 88175**
O

US Chart 11301 (HH615/400/03 – E32) 6/02

Australian Notice 24/673/01 (HH080/021/12 – E15) 6/02

91670 Punta Soldada Lt

Delete station

Colombian Chart 153 (HH641/411/03 – E7) 6/02

RADIO TIME SIGNALS

Page 197, TABLE 2, add:

0h 14 Feb 2002 –0.2s 5/02

International Earth Rotation Service (IERS) (HH080/040/03 – E70) 6/02

VI

VOLUME 6, 2001/02—PART 1

Published Wk 41/01

(Last Amendments: Weekly Edition No. 5 dated 31 January 2002)

Page 12, **BELGIUM AND NETHERLANDS, WESTERSCHELDE**

Pilots Transported by Helicopter, delete PROCEDURE and replace by:

PROCEDURE:

(1) Vessels requiring a pilot by helicopter should send their ETA/ETD message as specified under **Pilot Stations** and also state the following:

- (a) Pilot required by helicopter
- (b) Vessel's direction of approach/departure

(2) In order to be identified on radar, vessels bound for the **Wandelaar Pilot Station** are requested to report to Traffic Centre Wandelaar on VHF Ch 65 as follows:

- (a) 2h prior to arrival at KB Lt buoy (51°21'·08N 2°42'·91E)
- (b) Eastbound vessels: when passing East Dyck Lt buoy (51°21'·43N 2°31'·20E)
- (c) Southbound vessels: when passing:
 - (i) SW Thornton Lt buoy (51°31'·0N 2°51'·0E)
 - (ii) Westpit Lt buoy (51°33'·7N 3°10'·0E)

Belgian Notice 26/169/2001 (HH342/130/03 – E6) 6/02

Page 141, **UNITED KINGDOM, HOLYHEAD**

Pilots and Port, PROCEDURE, delete section (7) and replace by:

(7) Pilot boards in position 53°20'·91N 4°38'·95W (1.5 n miles NW of Holyhead Breakwater Lt).

Holyhead Notice 2/2002 (HH212/420/08 – E16) 6/02

VOLUME 6, 2001/02—PART 2

Published Wk 41/01

(Last Amendments: Weekly Edition No. 5 dated 31 January 2002)

Page 206, **PORTUGAL, VIANA DO CASTELO**

Pilots, HOURS, delete 0800–1200 1300–1700 LT and replace by: H24

PROCEDURE, delete section (3) and replace by:

(3) Pilot boards 1 n mile SSW of the breakwater.

Master, MV Scot Trader (HH363/400/03 – E74) 6/02

VOLUME 6, 2001/02—PART 3

Published Wk 41/01

(Last Amendments: Weekly Edition No. 3 dated 17 January 2002)

Page 8, **ANGOLA, KIABO MARINE TERMINAL**

Delete entry

FPSO Ocean Producer, (HH447/180/07 – E16) 6/02

VOLUME 6, 2001/02—PART 5

Published Wk 41/01

(Last Amendments: Weekly Edition No. 5 dated 31 January 2002)

Page 282, **VIRGIN ISLANDS (US), S.THOMAS HARBOUR (CHARLOTTE AMALIE)**

Pilots and Port, PROCEDURE, section (3) (a), delete 1–3 n miles and replace by: 1–2 n miles

After section (d) insert:

(e) 1 n mile South of Flamingo Hill, Water Island

Marine Manager, Saint Thomas Harbor (HH671/420/03 – E23) 6/02

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